

# and Maps

The station mileage list and track layouts are from a 1929 C&S folio book.

Denver to Silver Plume				23
Notes	Miles From Denver	Side Tracks		
Denver Union Depot & 17th St.	0+0000	0.00		
N. Line 21st St. In Pt. C.B. & Q.R.R.	0+1964	0.37		
Platte River Wye. East P.S.	0+4163	0.79		
East Line C.B. & S. R of M. In Pt. C.B. & S. Ry.	0+5000	0.96		
23 Prospect Yd. Jc. Conn. Ft. Collins Dist. N.M.M.	1+ 91	1.06		
C.B. & Q. Transfer. South P.S.	1+ 96	1.02		
Argo Station F.F.D.	2+ 538	2.10		
Crossover to Clear Cr. Jc. P.S.	2+2948	2.56		
Denver Yd. North Limit. If Operation	2+3096	2.59		
Clear Cr. P.S. In Pt. Clear Cr. District	2+3168	2.600		
Denver-Adams County Line	2+4065	2.770		
D. & S. L. R.R. Crossing	2+4079	2.77		
Adams-Jefferson Co. Line	6+ 941	6.178		
Arvada. P.S. Conn. D. & N.M. Ry. Transfer	6+5022	6.95		
" D. & N.M. Ry. Transfer. C. S. 1st	7+1664	7.32	56 1425	1750
" East Siding. C.S.	7+ 198	7.04	"	743
" D. & N.M. Ry. Crossing (Under)	7+2308	7.44		
" F.F. Passenger Depot	7+3267	7.62	39	1473
Ridge P.S. State Home for Mental Defectives	9+2115	9.40	56	1532
Mt. Olivet Cemetery F.F.P.	11+1010	11.19	32	1543
33 Wigginton Spur. P.S. (C.B. & S. 81st)	13+1360	13.25	56	1750
Connors Spur. P.S.	14+2055	14.39	"	477
Independent Smelter. E.P.S.	14+4178	14.79	39	1825
Coors Brewery Spur. P.S. opposite (276)	15+1977	15.37	56	2527
Golden Freight Depot F.F.	15+2324	15.44	39	1717
" P.S. Church Brick Yd. Spur	15+4286	15.81	39	8145
" F.F. Passenger Depot	15+4590	15.87	39	1768
" Geijsbeck Pottery Co. P.S.	16+1114	16.21	39	1140
Crusher. P.S.	16+5031	16.95	"	553
End of 3rd or Std. Gauge Rail	16+5031	16.95		
Maggie Section House	17+1328	17.25		
Chimney Gulch. C.S.	18+4130	18.78	39	659
Huntsman Section House	20+3337	20.63		
Guy Gulch. C.S.	21+4601	21.87	"	871
Beaver Brook. Sign.	23+1901	23.36		
Elk Creek Water Tank	24+1529	24.29		
Elk Creek. C.S.	24+2403	24.48	"	1059
Roscoe. C.S.	26+4173	26.79	"	635
Big Hill. C.S.	27+4238	27.80	"	739
Forks Creek. F.F. Eating House	28+3646	28.69	"	352
" " P.S. Central City Br.	28+3748	28.71		
Jefferson-Clear Creek Co. Line	28+4049	28.767		

Denver to Silver Plume				24
Notes	Miles From Denver	Side Tracks		
Forks Creek Spur. P.S.	28+4795	28.91	36	273
Floyd Hill. C.S.	32+ 246	32.05	"	586
Idaho Springs East Limit of Yard	35+2044	35.39		
Map " " East Corporate Limit	36+1107	36.21		
36 " " C.D. (Private 841)	37+2094	37.40	"	11986
" " Water Tank	37+5062	37.96		
" " W. Corporate Limit	38+ 220	38.04		
Stanley Mines. F.F.D.	38+3838	38.73		
" " Mills. C.S.	38+4814	38.91	"	351
" " Spur. P.S.	39+ 369	39.06	"	1825
Idaho Springs W. Yard Limit	39+ 874	39.17		
Fall River. Hoosac Mill Spur P.S.	39+2081	39.39	"	526
Silver King Mill C.B. & S. Owns 1st 188	40+4708	40.39	"	324
Freeland Dev. and Trans. Co.	42+ 66	42.01	"	637
Dumont. F.F.D.	42+2290	42.43	"	1197
Reynolds Mill Spur. P.S.	42+5031	42.95	"	304
Lawson F.F.D.	44+1130	44.21	"	1102
Empire F.F.D.	45+3435	45.65	"	1135
St. George Mine. P.S. Pr. 175.0	47+1600	47.30	"	300
38 Georgetown Western Metals Co. P.S. (Pr.)	49+2829	49.54	"	696
" Depot Track. P.S.	49+4407	49.83		
" F.F.D.	49+4917	49.93	"	4792
" Capital M. & T. Co. P.S.	49+5248	49.99	"	377
The Loop. Under High Bridge	51+ 588	51.11		
Map The Loop. Center of High Bridge	51+4406	51.84		
Silver Plume Cons. Mining Co. P.S. (C.B. & S. 130)	53+3404	53.64	"	395
Map Silver Plume. Mendota Mill Spur. P.S.	53+4076	53.77	"	195
" " F.F.D.	54+ 254	54.05	"	1936
" " Pavilion. E.P.S. Wye	54+2194	54.42	"	1173
" " W. P.S. Wye	54+2662	54.50		
Terrible Dunderberg Mine. End of Track	55+ 476	55.040		
Depot Track at Georgetown. C.B. & S. Colo. 13.				
Georgetown. P.S. Line to Silver Plume	49+4407	49.835		
" F.F.D.	49+4917	49.93		
" End of Track	49+5130	49.971		

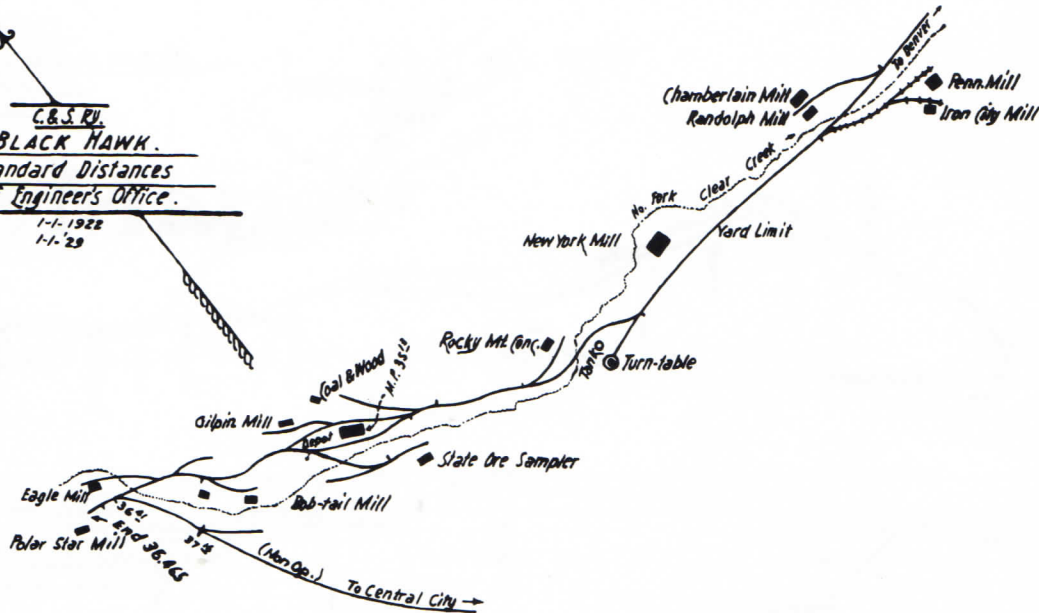




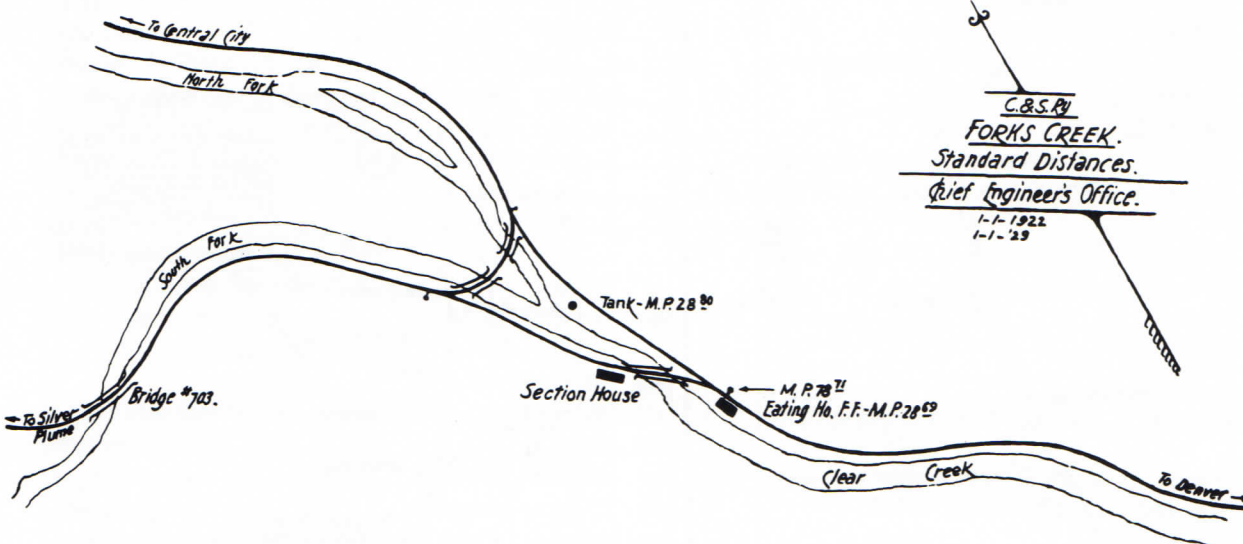
C.B.S. Ry.  
BLACK HAWK.  
 Standard Distances  
 Chief Engineer's Office.  
 1-1-1922  
 1-1-'29

Hidden Treasure Mill

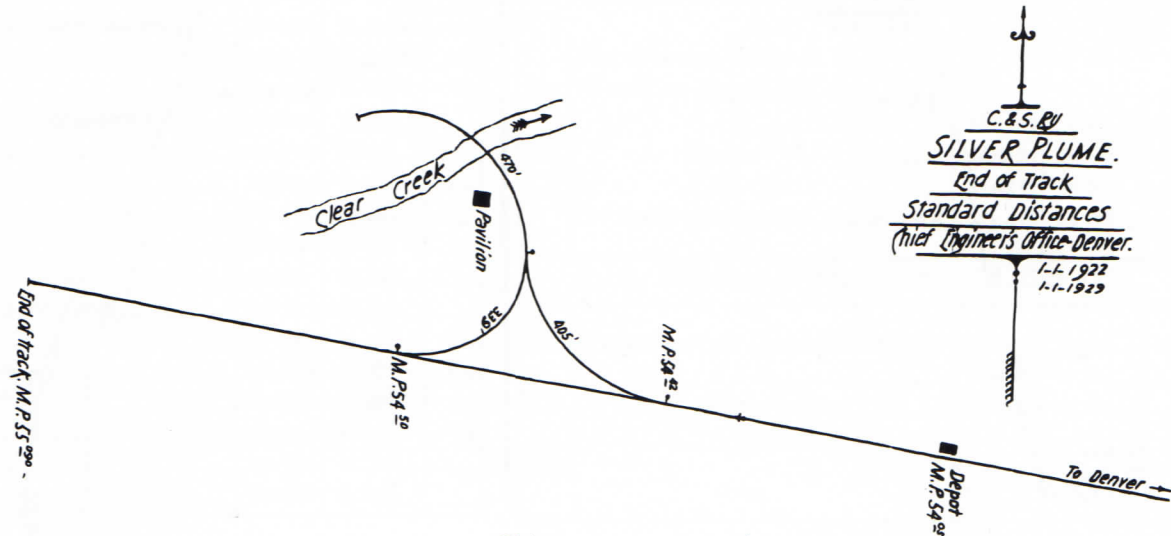
Meade Mill

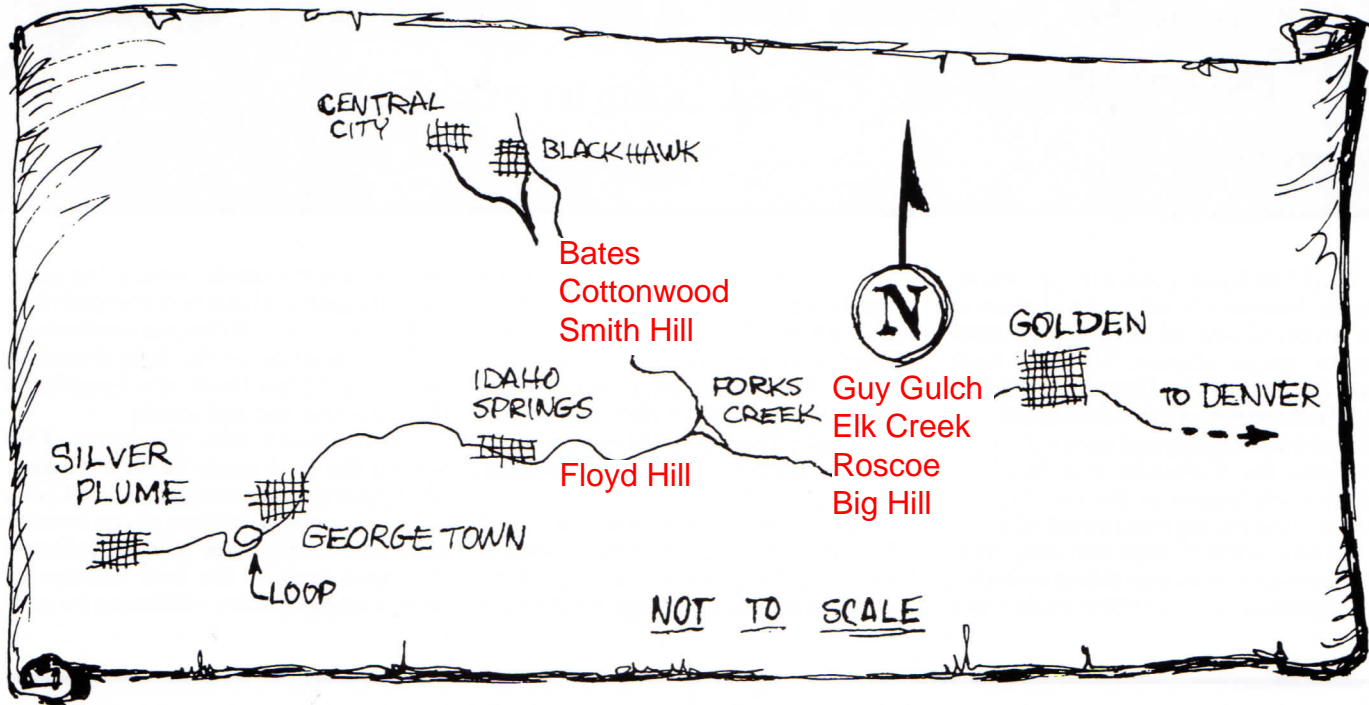


C.B.S. Ry.  
FORKS CREEK.  
 Standard Distances.  
 Chief Engineer's Office.  
 1-1-1922  
 1-1-'29



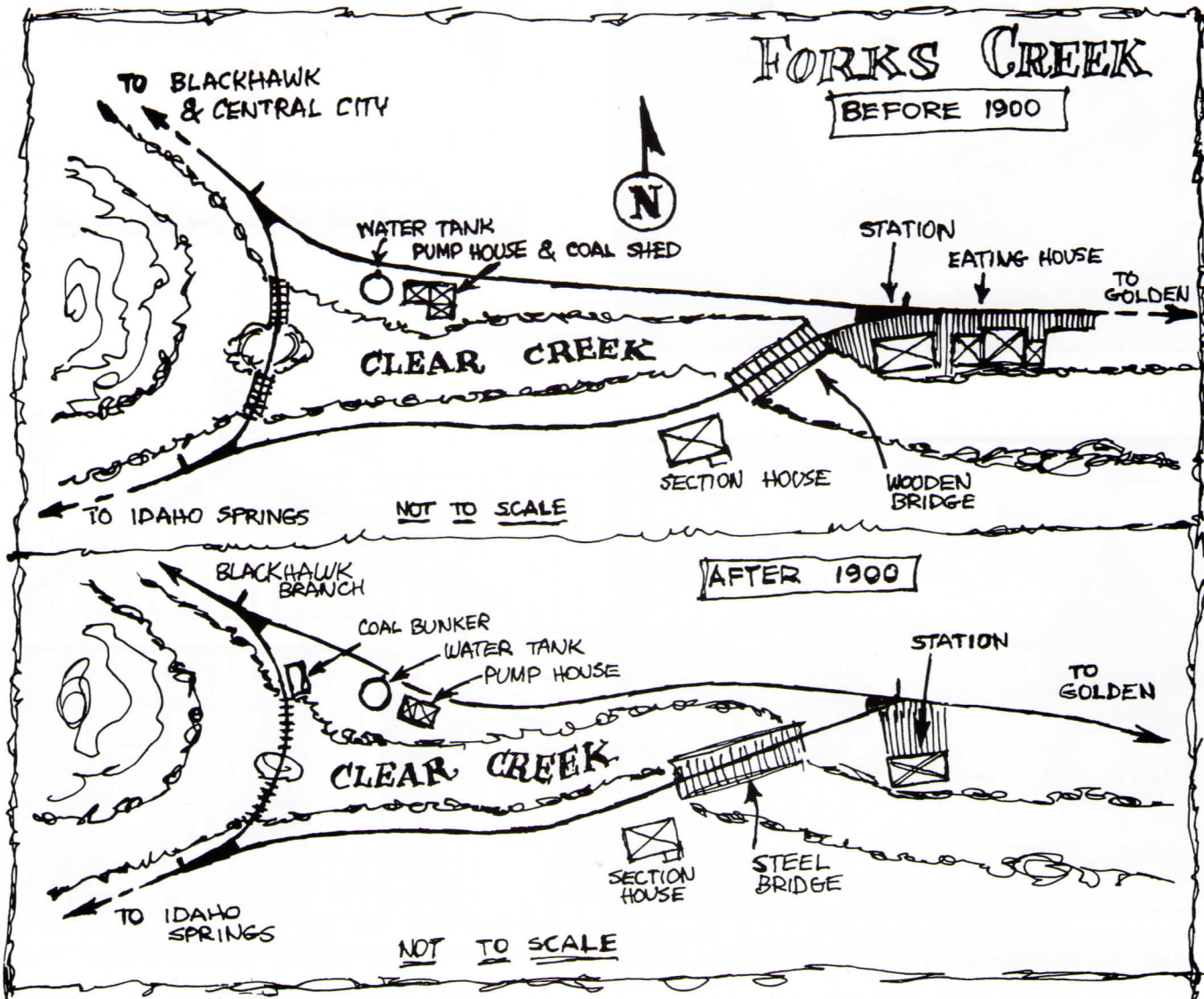
C.B.S. Ry.  
SILVER PLUME.  
 End of Track  
 Standard Distances  
 Chief Engineer's Office-Denver.  
 1-1-1922  
 1-1-1929



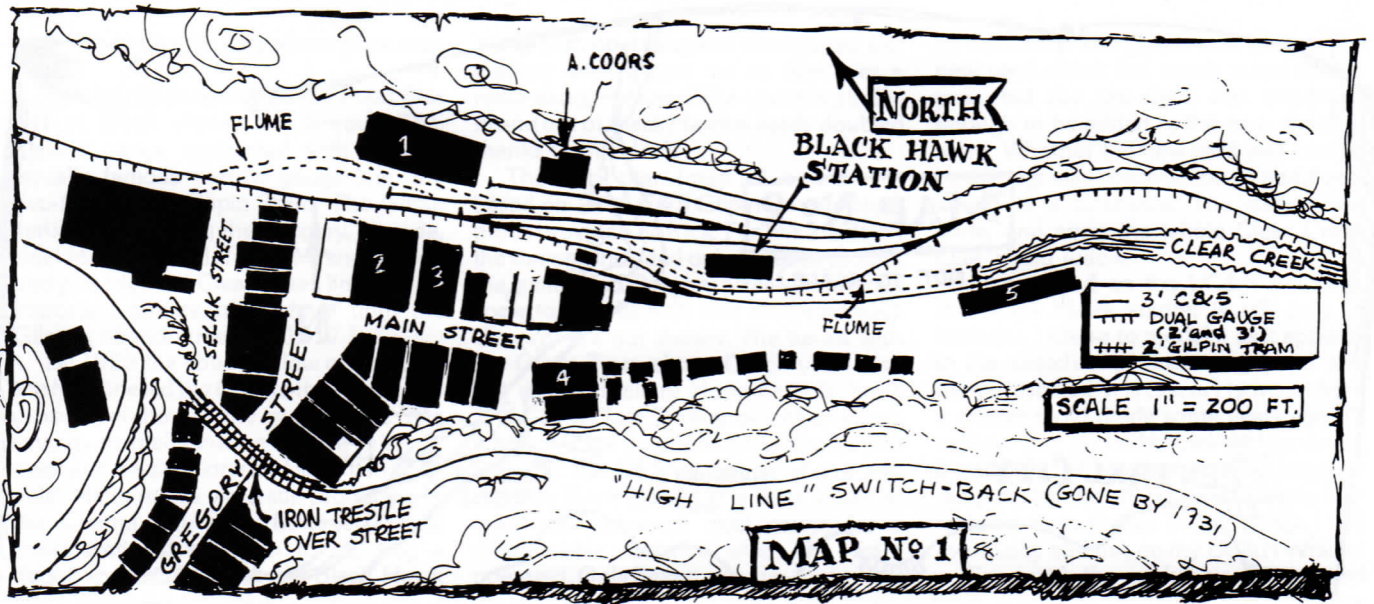


The Clear Creek Division. Originally the line went beyond Silver Plume a distance that is subject to some debate. The map shows the line as it existed most of its life. Only major points are indicated.

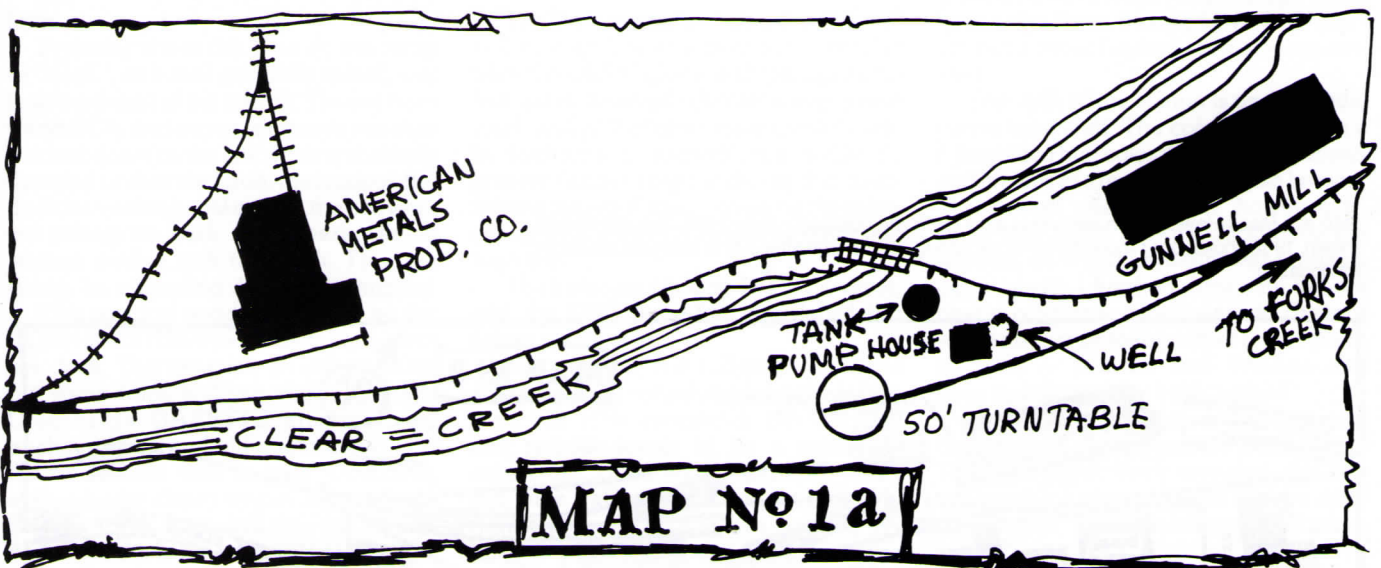




Forks Creek. No eating house is shown in the "After 1900" sketch as the history and conformation is not fully known.

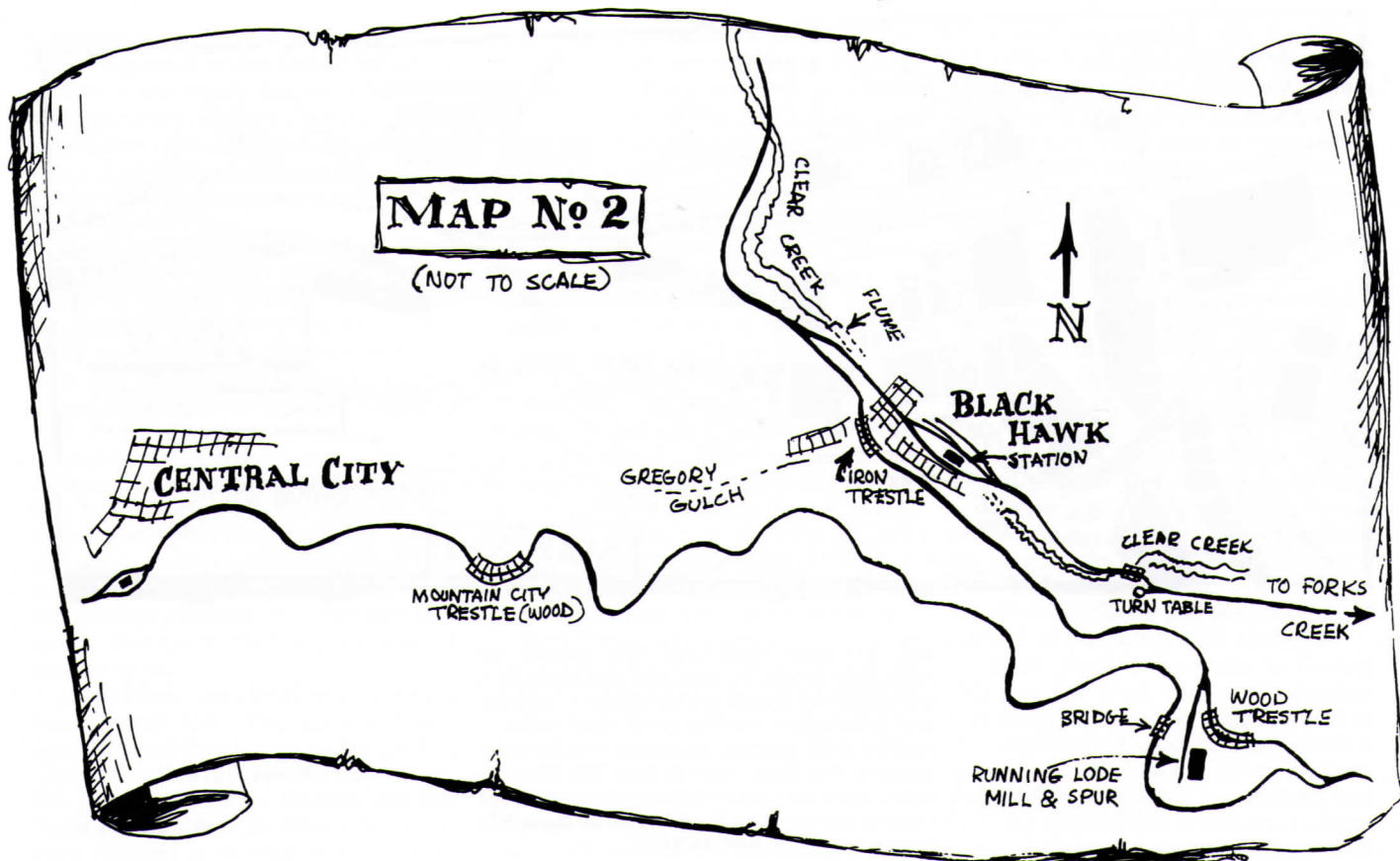


Map #1: Black Hawk circa 1916 showing the relationship between the town and yard trackage. A few buildings of interest are numbered: 1. Independent Smelting and Refining Co. 2. Boiler Works. 3. Machine Shop (probably connected with the boiler works). 4. The Gilpin Hotel. 5. State Ore Sampling Works. Spurs were extended and reduced as needs required over the years. By 1917 the dual gauge was gone and with it all tram trackage.



Map #1a: An extension of Map #1 showing the C&S 50-foot iron turntable. Black Hawk also sported a water tank, but no photos of it have been seen. It's shown as well as the pump house and well serving it.

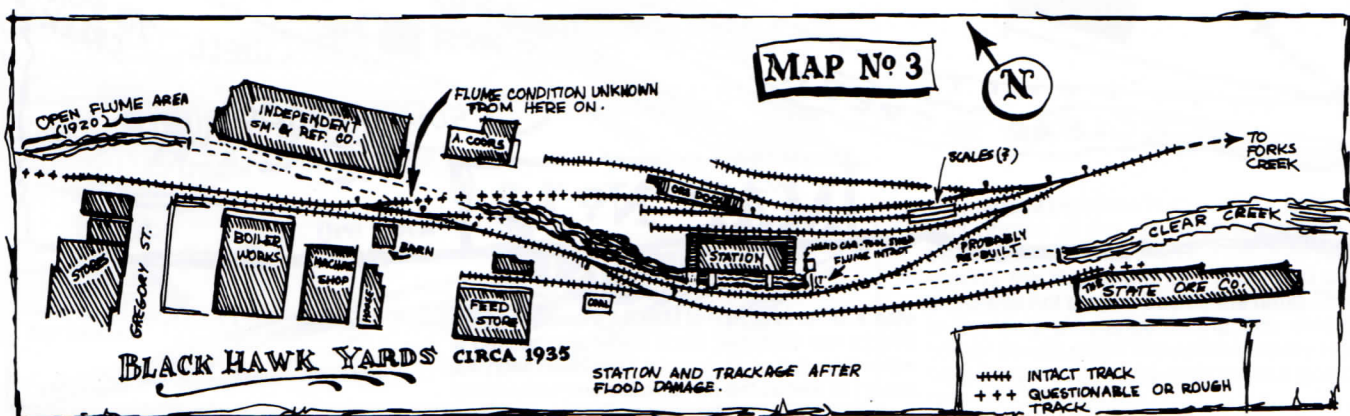




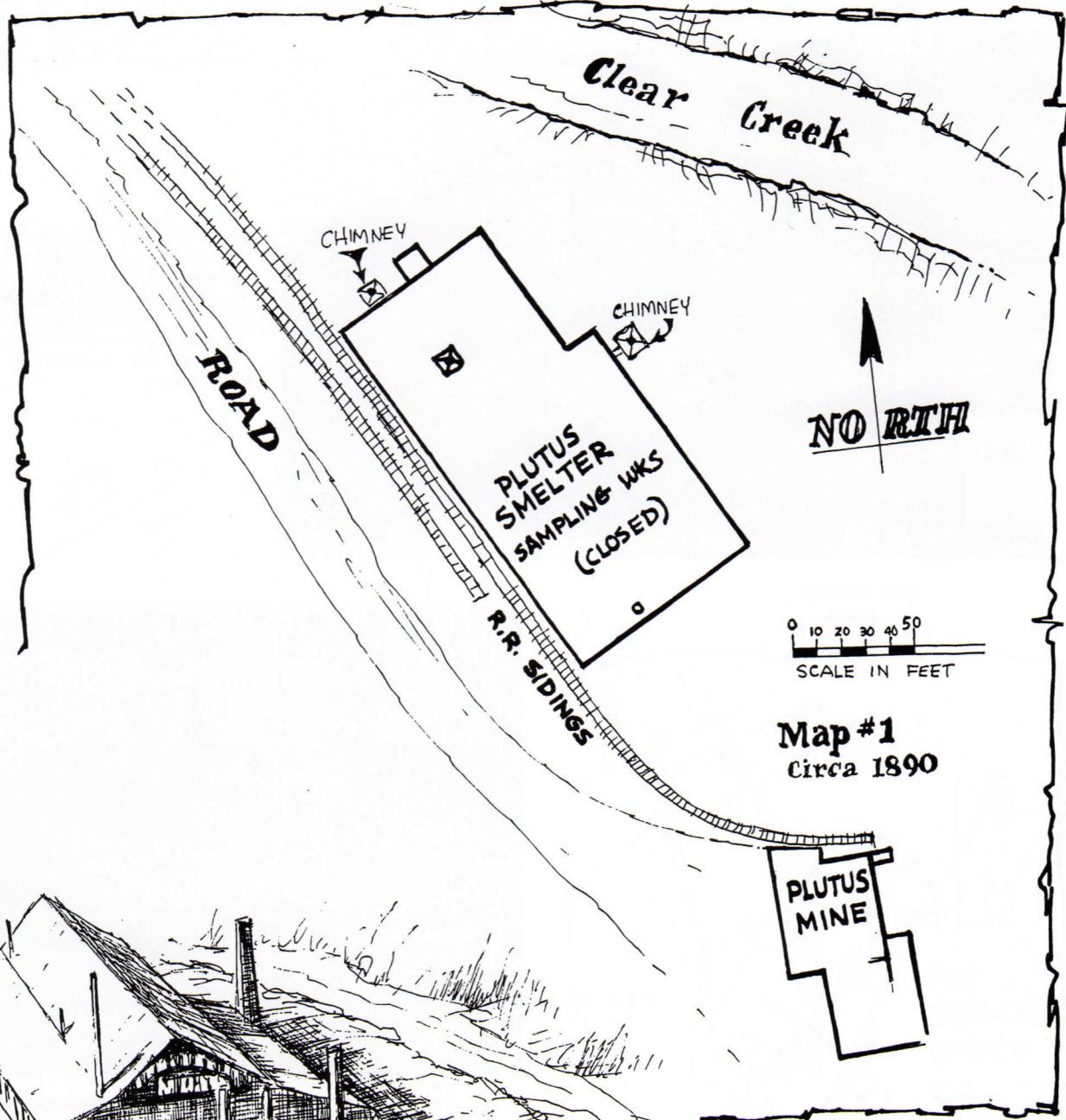
Map #2: Black Hawk to Central City via switchbacks. Tram trackage not shown.

Photo opposite: A 1940 view of the relocated yard. The ore dock is between the tracks at left center. The new highway curves around the ridge to right. Downtown Black Hawk is just out of sight to right. Photo by John W. Maxwell.

Map #3: Black Hawk station and yards after the flume collapse – circa 1935. The ore dock is shown. 1932 photos don't show the ore dock, dating it some time after July of that year, at least in this location.







**Map #1**  
Circa 1890

Map 1: The Plutus Mine and Smelter occupied the area in which the Stanley Mines Company was later located.



Photo 1: The Stanley sign is painted in Boxcar Red on the pale yellow siding. The chutes show just under the "no parking" sign.

Sketch 2 (right): The Stanley Mine as seen from Bald Mountain looking west, circa 1907. The general layout of the buildings remains the same today. Match this sketch with map #3 for building identification. The small building near the change house is not shown on the map and is probably the "outdoor convenience."

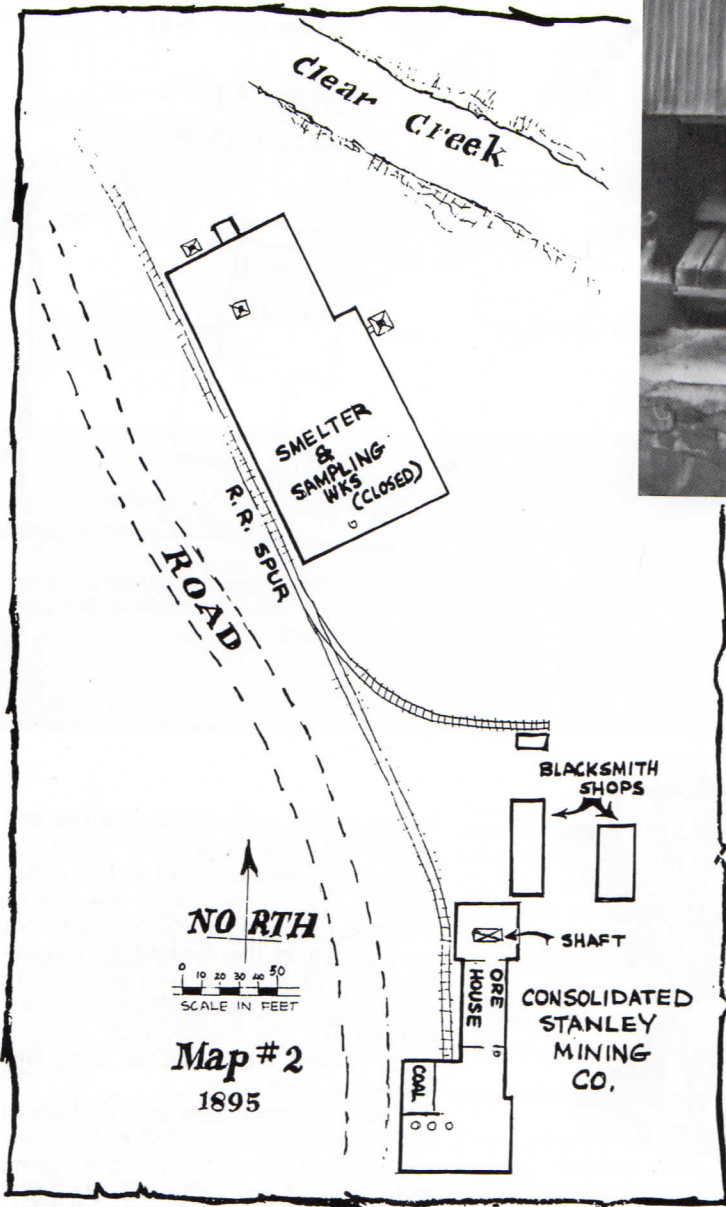


Photo 2: A close-up of the chute doors of the Consolidated Stanley Mines Company as they appeared in 1980.

Photo 4 (right): The west side of the Stanley Mine from Bald Mountain. The freeway shows in the background.

Photo 5: (far right): Looking south beside the ore house, this photo shows where the railroad spur was located.

Map 2: By 1895 the Plutus Smelter was closed but the Stanley Mine had replaced the original Plutus Mine structure.



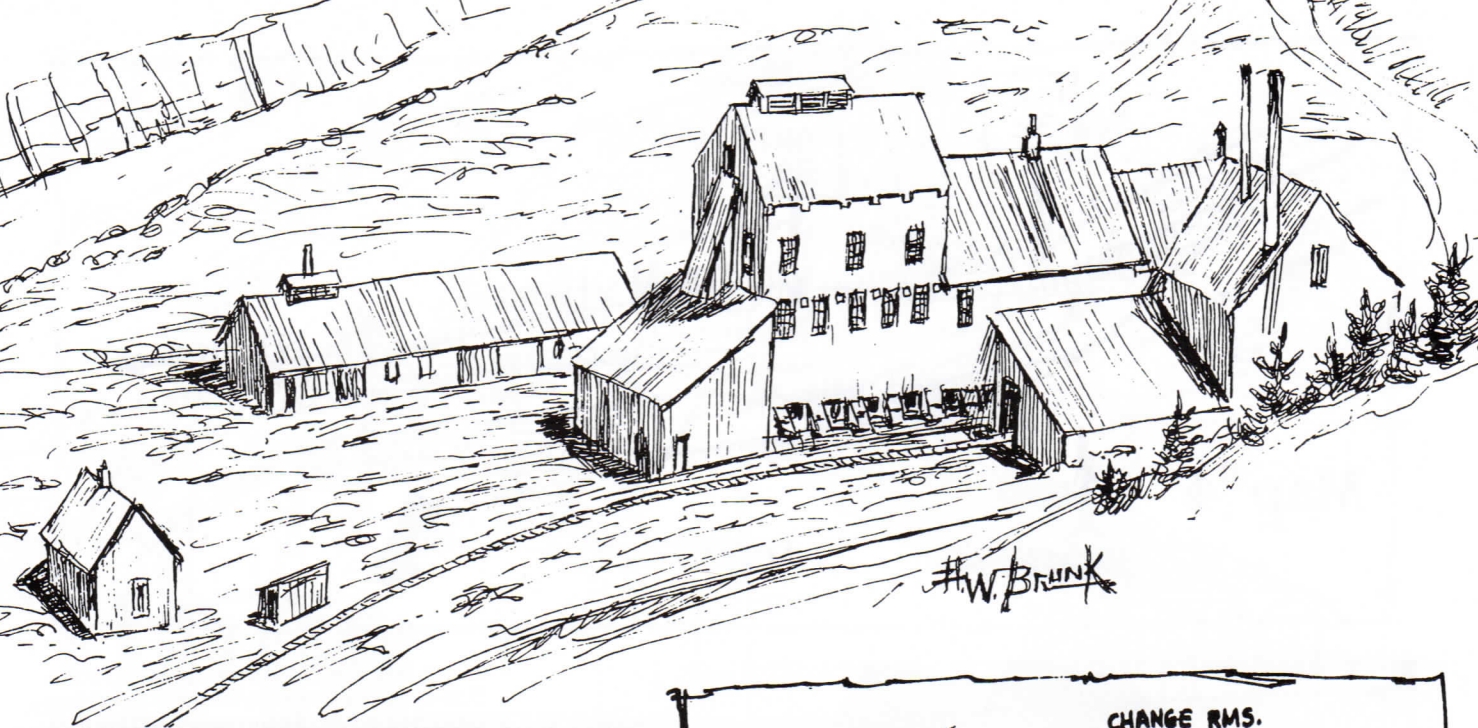
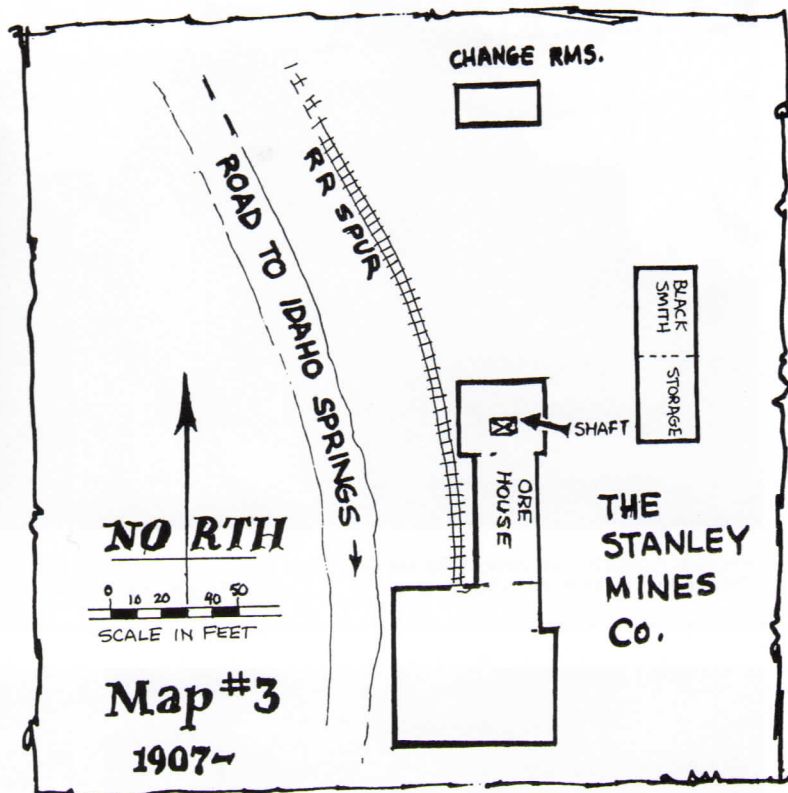
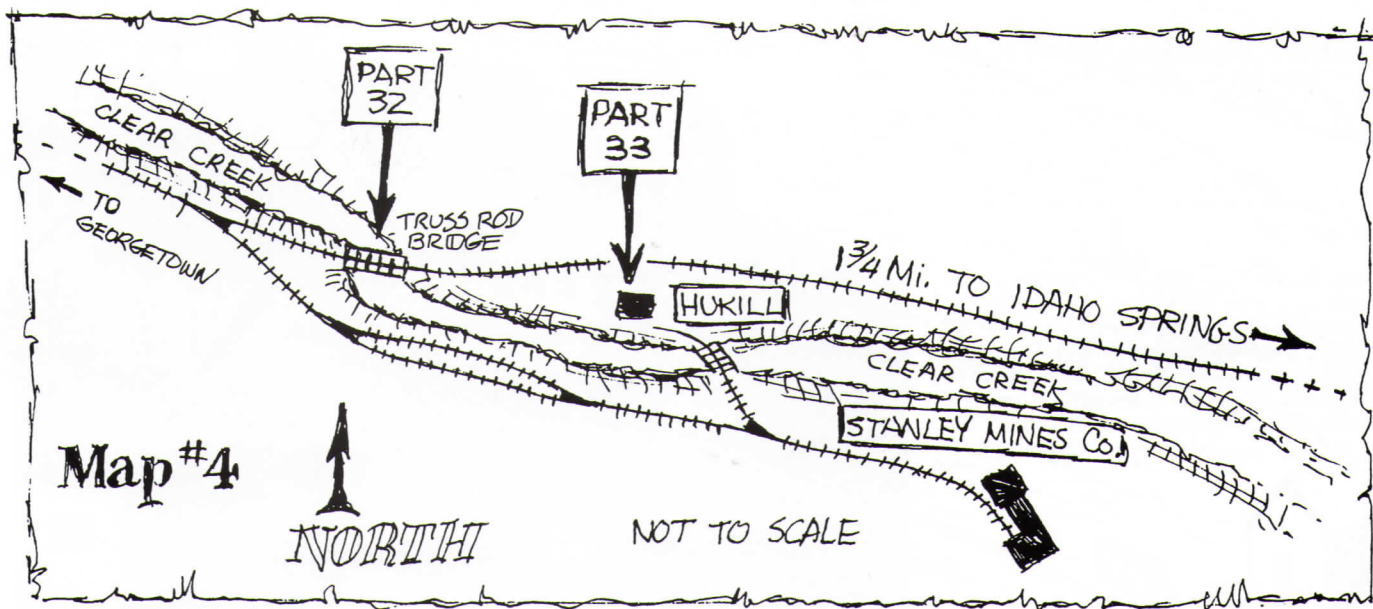


Photo 3: The north end of the Stanley Mine. The angled roof covers some of the hoist because the shaft is housed in the building in the foreground.

Map 3: The Plutus Smelter was gone by 1900; by 1907 the Stanley Mines Co. buildings appeared much as they do today.







Map 4: This map shows the relationship of the Stanley Mines Company to the Hukill Mine described in Part 33 of my series, and the truss rod bridge, described in Part 32. All the maps in this article are based on Sanborn Insurance maps from the Library of Congress.

SEVENTEENTH AV.

MINER ST.

C.&S. R.R.

LIVERY  
HAY  
&  
FEED

BOARDING

OFF.

BLACK SMITH-  
CARRIAGE &  
WAGON WORKS

SAL.

①

②

③

④

STORE

CHINESE

LAUNDRY

GRO.

RESTRY

IDAHO ST.

HARDWARE  
STORAGE

COAL

SIDING

CREEK

WOODEN BRIDGE

N

0 10 20 30 40 50 100

SCALE FEET

WATER ST.

WOODEN BRIDGE

MAP COURTESY of  
SANBORN INSURANCE  
& THE LIBRARY OF CONGRESS  
traced by Harry Brunk

