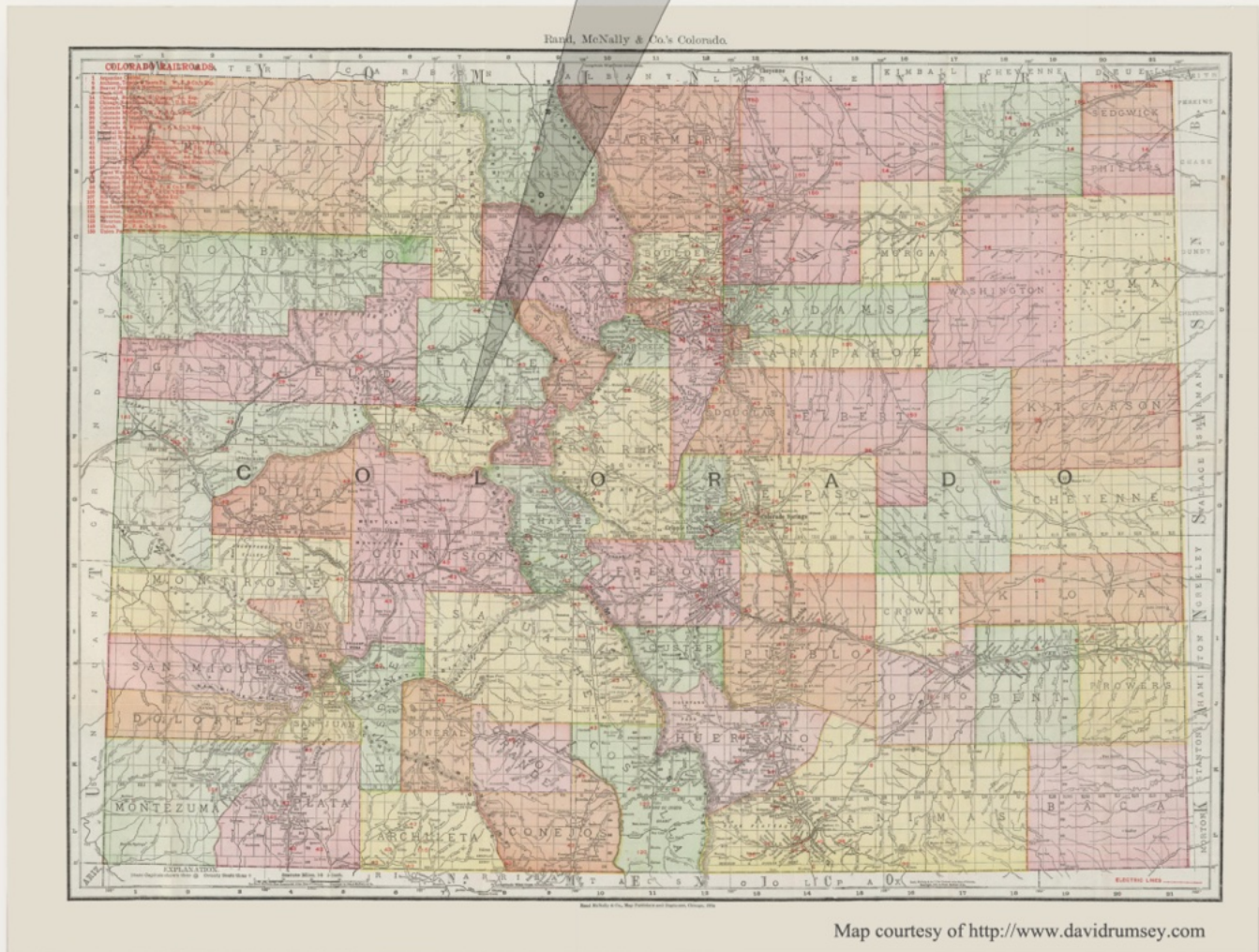


Pitkin County



Established: February 23, 1881

County Seat: Aspen

PITKIN COUNTY

By William H. Bauer

Pitkin County lies somewhat to the west of the center of the state of Colorado. When Colorado Territory was first subdivided into sixteen counties by the 1861 Territorial Legislature, the area that would become Pitkin County was a part of Lake County. In 1861 Lake County included a large chunk of western and southwestern Colorado. On March 9, 1877 the Colorado Legislature created Gunnison County, greatly reducing Lake County in size. And on February 10, 1879 Lake County was further reduced by the creation of Chaffee County. The final reduction of Lake County occurred on February 23, 1881 when the portion of Lake County west of the Continental Divide was designated as Pitkin County with Aspen as the county seat.

The result of this gradual dismemberment of Lake County was a Pitkin County that is roughly triangular in shape. The northern boundary of the county is an east-west line, shared with Garfield and Eagle Counties. The eastern boundary follows the Continental Divide and is primarily shared with Lake County and a small segment on the south with Chaffee County. With the exception of a small portion that abuts Mesa County on the northwest corner, the southern and western boundaries are with Gunnison County.

A portion of that southern boundary is an east-west line that places the headwaters of the Crystal River in Gunnison County. The remainder of the boundary is quite irregular. At first it appears to follow ridgelines that divide the Colorado River watershed from the Gunnison River. However, after studying topographic maps of the area I am not certain that is 100% the case. In any event, most maps indicate the boundary as "indefinite."

The northern boundary of Pitkin County measures approximately fifty-three miles. At the widest point, a north-south line through Aspen is about twenty-five miles.

Topographically the county is mountainous with narrow valley floors along the principal rivers. There are numerous peaks above 10,000 feet elevation. Capitol Peak (14,130 feet), Snowmass Mountain (14,092 feet), Maroon Peak (14,156 feet), North Maroon Peak (14,014 feet), Pyramid Peak (14,018 feet), Conundrum Peak (14,022 feet) and Castle Peak (14,265 feet) all serve to emphasize the high elevations to be found in Pitkin County.

Drainage of the county is exclusively to the Colorado River, with the Roaring Fork River the one that eventually connects to the Colorado River. The Fryingpan River along the northern edge of the county and the Crystal River from the south both feed into the Roaring Fork River. Two other significant streams are Castle Creek and Maroon Creek that join the Roaring Fork a short distance downstream from Aspen.

Initially it was silver that brought people into what is now Pitkin County. The richest and most extensive deposits were around Aspen but there was significant mining at Ashcroft, and at the Independence complex.

Initially travel into Pitkin County was lengthy and difficult. Most traffic came from the south over Taylor or Pearl Passes. The development of a road over Independence Pass shortened the trip but in winter it was nearly impassible. When the railroads arrived, travel over the passes slowed to a trickle.

Railroads played an important part in the development of Pitkin County. The Denver and Rio Grande was the first to enter the county. It was followed by the Colorado Midland Railroad. Aspen and its silver mines were the objective of both railroads. With the arrival of the railroads, coal mining and the production of coke became important and the Midland built spur tracks down the Crystal River Valley to exploit that product. Eventually the Crystal River and San Juan Railroad would extend rails to Marble in Gunnison County. There were other short-lived rail entities and short spurs to mines.

Modern Pitkin County does not lie on any major highway. Colorado Highway 82 enters the county from Glenwood Springs, passes through Aspen and goes over Independence Pass to the Arkansas River Valley but the pass is closed during winter months. Colorado Highway 133 enters from the south over McClure Pass and connects to Colorado 82 at Carbondale.

A Forest Service Road follows the Fryingpan River eastward, and from it four-wheel drive vehicles can cross Hagerman Pass during the summer months. The most experienced four-wheel drivers can come to Pitkin County from Crested Butte over Schofield Pass and then down the Crystal River Valley. That is a road that has claimed many lives.

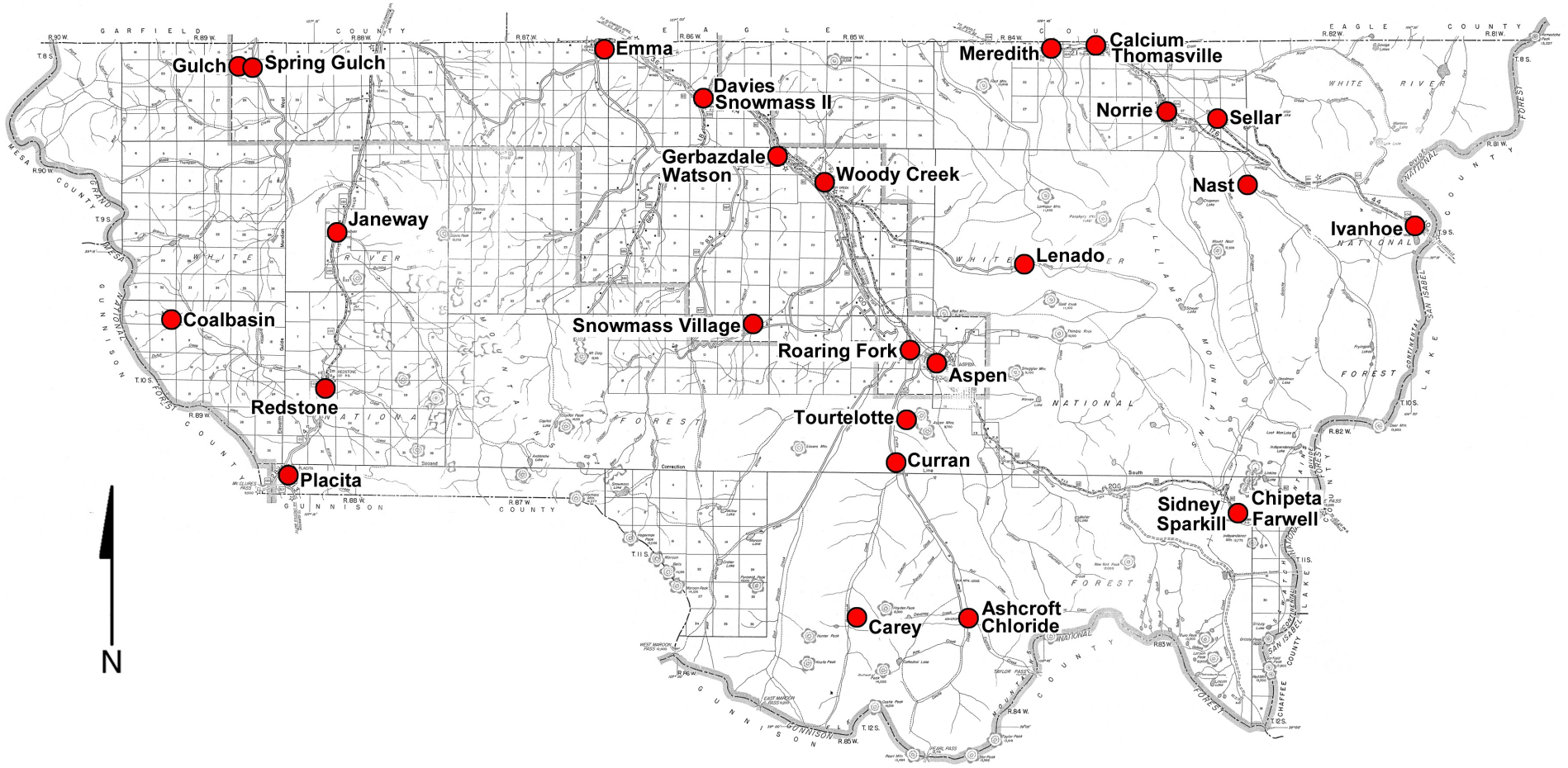
In 1893 the repeal of the Sherman Silver Purchase Act dealt a major blow to the mining economy of Colorado and Pitkin County. A few years later, the development of large coal deposits in Huerfano and Las Animas Counties made the coal mines in Pitkin County uneconomical. Ranching was never a major income source for the county.

As the twentieth century progressed, tourism, based on outdoor activities began a slow growth with small resorts developing to serve hunters, fishermen and hikers. As World War II approached, Aspen began to develop as a ski resort. When the war was over the ski industry boomed and Aspen was a leader in Colorado in developing it into a major industry. Aspen was also wise enough to encourage other activities throughout the year that would attract tourists and new full or part time residents. The result has been a major increase in the population along the Roaring Fork Valley and the mountains and valleys surrounding Aspen.

Large portions of southern Pitkin County are secured in Wilderness Areas and National Forests. In spite of the growth of Aspen there remains much virtually unspoiled countryside in Pitkin County.



Aspen Colorado – Playground of the Rich and Economic Center of Pitkin County
Photograph from <https://www.tourist-destinations.com/2014/12/aspen-colorado.html>



Post Office Location Map – Pitkin County

ASHCROFT

It is a somewhat difficult task to reconcile the published details of the early history of Ashcroft. It seems reliable that in 1879 prospectors discovered placer gold on the upper reaches of Castle Creek. In 1880 Amos Kindt and Charles Culver came to the confluence of Express Creek and Castle Creek. They spent the winter and started a settlement to be called Castle Forks.

Another source states that William Coxhead filed a placer claim and subsequently found a vein of rich ore. Coxhead lost interest in the prospect and sold out to T. E. Ashcraft. Ashcraft, described as an early Colorado scout, mountain man, Indian fighter, miner, prospector and jack of all trades supposedly had a brief interest in the new camp but soon left to pursue other mining ventures.

Ashcraft's connection creates another unresolved question. In 1880 when the post office opened, was the spelling Ashcroft a mistake, or as others claim, was the name a combination of ash, for the ash trees in the area with the Anglo-Saxon word "croft," meaning a small enclosed field?

For several years there was mining in the area but Ashcroft was more important as a supply point for the more remote camps and mines to the south. For a few years Ashcroft was on the principal route of travel to the mines at Aspen. Freight and travelers came from Buena Vista over Tin Cup Pass then through Taylor Park crossing Taylor Pass (11,928 feet) to the headwaters of Express Creek. Another route was from Crested Butte via Pearl Pass (12,705 feet).

Completion of the road to Aspen via Independence Pass and then the arrival at Aspen of the Denver and Rio Grande Railroad reduced the Taylor Pass and Pearl Pass routes to insignificance. The explosive growth of Aspen drew interest away from the lesser mines at Ashcroft and the community slowly declined.

In August 1881, the name of the post office was changed to Chloride. This change did not meet with local favor and in January 1882 the name reverted to Ashcroft.

Ashcroft did not become a ghost town until well into the twentieth century. In 1974 The United States Forest Service and the Aspen Historical Society began restoration of the town. Several of the buildings have been repaired and stabilized. Among the restored buildings are the Blue Mirror Saloon, the Post Office (Was it really?) and the two-story Hotel View. Ashcroft has been designated a National Historic Site.

Depart from Colorado Highway 82, on the west side of Aspen and follow Castle Creek Road eleven miles to Ashcroft. During the summer months this is an easy drive but I am not certain that in winter it is open all the way to Ashcroft. A visit to Ashcroft is well worth the scenic drive from Aspen.

Latitude = 39:03:13 North Longitude = 106:47:57 West

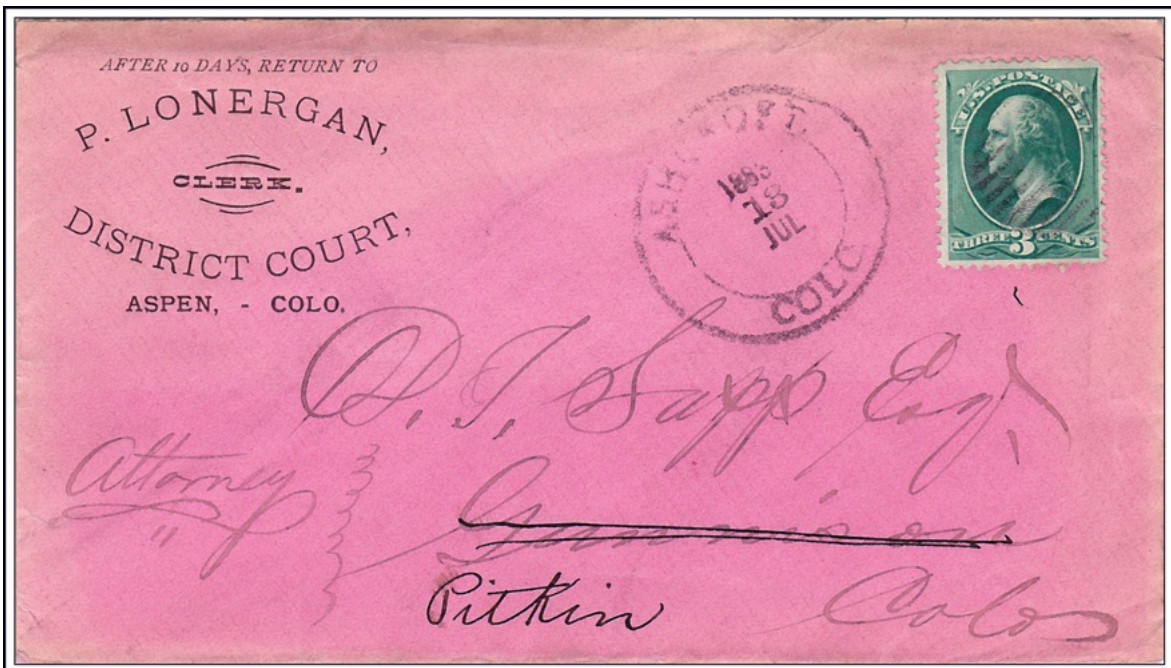
Chronology of the Post Office

Jul 14 1880	---	Unsurveyed Government Land 1/4 mile west of Castle Creek Proposed as Castle Forks Proposed postmaster - John R. Nelson
Aug 12 1880		Established
Aug 12 1880		Nelson, John R.
Feb 18 1881		Teuscher, Louis T.
Aug 5 1881		Name changed to Chloride
Jan 3 1882		Re-named Ashcroft
Jan 3 1882		Teuscher, Lewis T.
Apr 6 1885	---	NE/4 Sec 29 T11S R84W On west side of Castle Creek
Jun 5 1886		Kinney, Felix
Nov 14 1894		Reiner, Ferdinand F.
Nov 27 1895		McArthur, Daniel
Nov 30 1912		Discontinued Mail to Aspen

ASHCROFT – Continued



**This stabilized log building at Ashcroft is identified as the post office.
Photograph by William H. Bauer September 16, 2002**

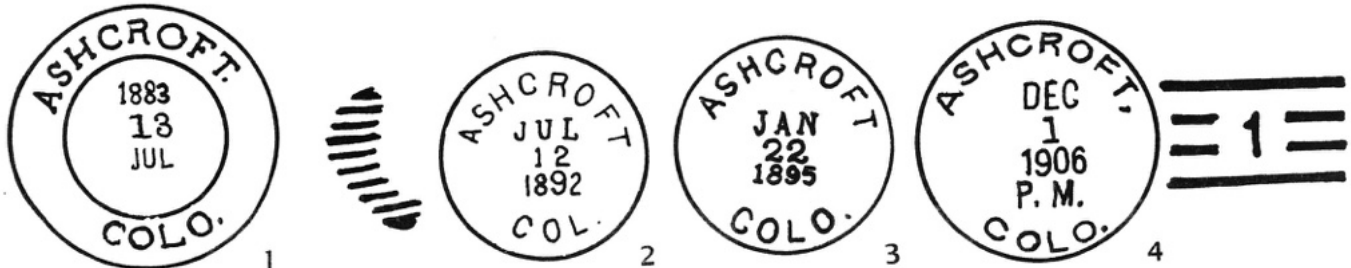


ASHCROFT, / COLO. July 18, 1883

ASHCROFT – Continued

Confirmed types of postal markings

1	ASHCROFT, / COLO. CI 11P 34.0/22.0	Aug 14 1881 Jul 18 1883 Hstp Grid, 11 bar circular
2	ASHCROFT / COL. CI 10P 27.0	Jul 12 1892 Hstp Target, 4-ring 17mm
3	ASHCROFT / COLO. CI 10P 28.0	Jan 22 1895 Hstp No killer
4	ASHCROFT, / COLO. CI 10P 31.0	Jul 28 1906 Jun 25 1910 Doane Type 3 with 1, S-24x14mm



ASPEN

In June 1879 a party of three men, Philip W. Pratt, William L. Hopkins and Smith Steele made the first discovery of silver ore in the vicinity of Ute Spring. Others quickly joined them and the growing camp was named Ute City. On March 25, 1880 B. Clark Wheeler filed a town plat and the town was renamed Aspen for the profuse growth of quaking aspen trees (*Populus tremuloides*) in the area. Aspen was incorporated in 1881. On February 23, 1881 the Colorado Legislature authorized the creation of Pitkin County and Aspen was designated the county seat.

In 1880 another town, named Roaring Fork, was also platted to the west of Aspen, between Castle and Maroon Creeks. Although Roaring Fork had the first post office in the area, Aspen soon became the dominant settlement. The peak year for Aspen was 1887 with a claimed population of 15,000. The Denver and Rio Grande Railroad entered Aspen in 1887 and the Colorado Midland Railroad followed in 1888. In 1888 Aspen was the first Colorado city to have electric lights.

Aspen was a town based on silver mining. There were extensive and rich deposits on Aspen and Smuggler Mountains. With an economy based largely on a single product - silver, the 1893 repeal of the Sherman Silver Purchase Act hit Aspen hard. The majority of the mines could not continue to operate and the town's population declined rapidly. Aspen never died. It struggled on with some mining, some ranching, and a small tourist trade.

For many years, Aspen's finest resource was unrecognized - snow. The first ski run was cleared in 1937 and a primitive ski lift took skiers up Aspen Mountain. In 1939 Aspen hosted its first sanctioned ski race. World War II slowed development of that activity but after the war the ski industry of Colorado exploded and Aspen was the first to exploit winter sports as a major resource.

Aspen attracted not only the winter enthusiasts but also it soon developed a major summer tourist trade focused on the Aspen Institute for Humanistic Studies and the Sapen Institute of Music. With a year-round economy, Aspen quickly revived. The old Victorian homes found new owners and were renovated. The business district returned to life with restaurants and specialty shops catering to the visitors. As the end of the twentieth century approached, Aspen witnessed an influx of celebrities. Some came to participate in events and stayed to buy or build second homes. More were attracted and Aspen and the surrounding countryside is now the scene of many million and multi-million dollar estates of the rich and famous.

ASPEN – Continued

While all of this has been good for Aspen's and Pitkin County's economy it has brought with it the problems of an overtaxed infrastructure - traffic, pollution, and demands for water. In spite of that, Aspen remains a tourist magnet.

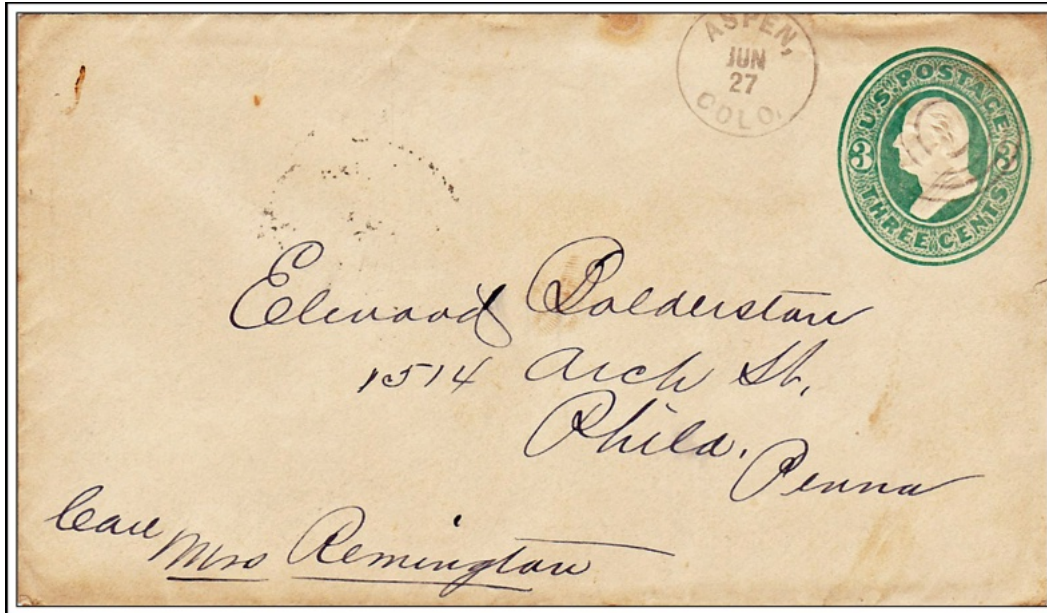
Latitude = 39:11:28 North Longitude = 106:49:01 West

Chronology of the Post Office

Jun 3 1880	---	Not reported Not surveyed On west side of Castle Creek	
Jun 7 1880		Established	
Jun 7 1880		Koch, William C. E.	
Dec 27 1881		Connor, James C.	
May 5 1883	---	Not surveyed Post office opposite Hunters Creek where it empties into the Roaring Fork	
Feb 2 1885		Connor, James C.	P&S [Apptd. by President & confirmed by Senate]
Aug 2 1889		Small, Josiah A.	P
Dec 21 1889		Bradshaw, Moses	P&S
Jun 26 1893		Garrahan, James	P
Sep 14 1893		Garrahan, James	P&S
Jan 30 1895		Allan, John C.	P&S
Jun 23 1897		Clark, Walter T.	P&S
Jan 20 1902		Clark, Walter T.	P&S
Jan 22 1906		Clark, Walter T.	P&S
Jun 27 1910		Rorhbaugh, George E.	P
Jan 10 1911		Rorhbaugh, George E.	P&S
Jul 11 1914	---	SW/4 Sec 7 T10S R84W & NW/4 Sec 12 T10S R85W 160 rods east of Maroon Creek	
Jan 22 1915		Farrell, Mary	P&S
May 11 1920		Grover, Charles F.	P&S
May 14 1924		Beck, Thomas F.	P&S
May 12 1928		Beck, Thomas F.	P&S
Apr 1 1932		Beck, Thomas F.	Nominated
Apr 24 1932		Beck, Thomas F.	Confirmed
Jun 1 1932		Beck, Thomas F.	Commissioned
Apr 17 1936		Bowman, John	Nominated
Apr 22 1936		Bowman, John	Confirmed
Apr 27 1936		Bowman, John	Appointed Presidential
Jun 11 1940		Bowman, John	Nominated
Jun 15 1940		Bowman, John	Confirmed
Jun 20 1940		Bowman, John	Appointed Presidential
Aug 9 1940		Bowman, John	Commissioned
Oct 27 1941	---	SE/4 NE/4 Sec 12 T10S R85W & SW/4 NW/4 Sec 7 T10S R84W On State Highway 82, east side	
Aug 27 1942		Frost, Mrs. Ethel M.	Acting
Aug 28 1942		Frost, Mrs. Ethel M.	Assumed charge
Apr 7 1943		Beck, C. Alton	Nominated
Apr 29 1943		Beck, C. Alton	Confirmed
May 23 1943		Beck, C. Alton	Assumed charge
May 25 1943		Beck, C. Alton	Commissioned
Aug 19 1957		Ware, George J.	Assumed charge
Sep 6 1957		Ware, George J.	Acting
Feb 16 1959		Ware, George J.	Nominated
Jun 4 1959		Ware, George J.	Confirmed
Jun 5 1959		Ware, George J.	Appointed Presidential
Jun 22 1959		Ware, George J.	Commissioned & Assumed charge

ASPEN – Continued

Jan 29 1979	Brewer, William D.	Officer in charge
Nov 6 1979	Letey, Calvin P.	Officer in charge
Mar 8 1980	Letey, Calvin P.	Appointed



ASPEN, / COLO.

June 27

Confirmed types of postal markings

1	Aspen Col MS	Feb 6 1880 Mar 26 1880 Mscp Target, 4-ring 20mm
2	ASPEN, / COLO. CI 10P 18.0	May 18, 18-- Feb 22 1883 Hstp Target, 4-ring (large)
3	ASPEN, / COLO. CI 20H 33.0/30.0	Nov 16 1880 Nov 3 1881 Hstp Fancy, double lined Maltese cross
4	ASPEN / COL. CI 10P 26.0	Sep 22 1884 Dec 24 1888 Hstp Cork, Smudge, 8-piece pie, Negative X-roads; Target, 4-ring
5	ASPEN / COL. CI 10P 27.0	Jun 21 1885 Sep 19 1887 Hstp Cork, Smudge
6	ASPEN, COLO. OC 10P 25.0x25.0	Apr 6 1885 Feb 3 1886 Hstp Cork, Negative X-roads
6.1	ASPEN COLO. / M.O.B. CI 10P 29.5	Oct 10 1885 Hstp No killer
7	Aspen, Colo. // REGISTERED, SL 00R 41.0x17.0	Aug 25 1888 Jan 29 1889 Hstp pen cancel
8	ASPEN / COLO. CI 10P 27.0	May 4 1886 Nov 5 1889 Hstp Cork, Positive "P", Negative A, Smudge, Double grid; Target, 3-ring 22mm
9	ASPEN / COLO. CI 10P 28.0	Jan 14 1890 Nov 22 1890 Hstp Cork, Smudge, Negative X-roads; Target 3-ring
10	ASPEN COLO. CI 10P 28.0	Jun 1 1891 Mar 2 1892 Hstp Cork, Smudge
11.1	ASPEN / COLO. CI 10P 28.0	Jun 30 1892 Jul 11 1892 Dplx Grid, oval with 1 and circle

ASPEN – Continued



11.2 ASPEN / COLO.
CI 10P 28.0

11.3 ASPEN / COLO.
CI 10P 28.0

11.4 ASPEN, COLO. // REGISTERED
SL 00R 35.0x20.0

Jun 9 1892 Aug 20 1894

Dplx Grid, oval with 2 and circle

Apr 8 1892 May 29 1893

Dplx Target, 4-ring oval

NOT AVAILABLE FOR ILLUSTRATION]

Jan 21 1894

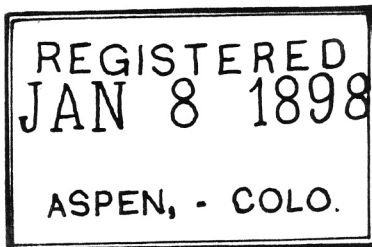
Hstp No killer

ASPEN – Continued

12	ASPEN / COLO. CI 11P 29.0/18.00	Hstp No killer	Aug 11 1894 Aug 27 1894
13	ASPEN / COLO. CI 10P 28.0	Dplx Grid, 9-bar oval	Apr 19 1895 Dec 7 1895
14	Aspen, Colo. // REGISTERED SL 00R 34.0x16.0	Hstp No killer	Feb 10 1896 Mar 9 1896
15	ASPEN / COLO. CI 10P 27.5	Dplx Grid, oval, 7(?)bar	Feb 2 1896 Mar 12 1896
16	ASPEN, COLO. // REGISTERED SL 00R 50.0x32.0	Hstp Grid, oval with 1 and circle	Jan 8 1898
17.1	ASPEN, / COLO. CI 10P 25.0	Dplx Grid, oval with 1 and circle	Jun 30 1898 Mar 26 1910
17.2	ASPEN, / COLO. CI 10P 25.0	Dplx Grid, oval with 2 and circle	Dec 8 1897
17.3	ASPEN, COLO. / M.O.B. CI 11P 29.5/19.0	Hstp No killer	Jan 26 1899



15



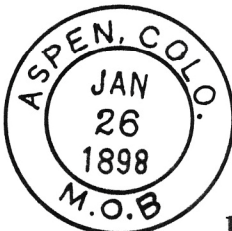
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17.1



17.2



17.3



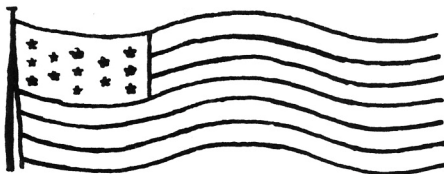
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18.1



19



19.1



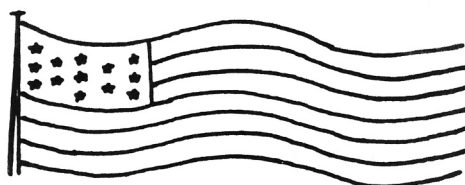
20



20.1



21



ASPEN – Continued

- | | | |
|------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 18 | ASPEN, COLO. / REC'D.
CI 10P 29.0 | Oct 18 1901 Jul 26 1906
Hstp No killer, backstamp |
| 18.1 | ASPEN, COLO. / REGISTERED.
OV 10P 43.5/27.0 | Apr 21 1903
Hstp No killer |
| 19 | ASPEN / COLO.
CI 10P 22.0 | Nov 26 1907 Dec 2 1917
Flag 13 star waving flag, split year date, Wide "P" |
| 19.1 | ASPEN, COLO. / REGISTERED
CI 11P 30.0/19.0 | Nov 30 1908
Hstp No killer |
| 20 | ASPEN, / COLO.
RC 10P 35.0x17.0 | --- -- 191-
Hstp No killer, Parcel Post Box style |
| 20.1 | ASPEN, COLO. / M.O.B.
CI 11P 30.0/20.0 | Mar 19 191-
Hstp No killer |
| 21 | ASPEN, COLO.
CI 10P 22.0 | Oct 13 1916 Jul 20 1918
Flag 13 star waving flag |
| 22 | ASPEN / COLO.
CI 10P 30.0 | Dec 20 1928 Dec 21 1921
Dplx Grid, 9-bar oval |
| 23 | ASPEN, COLO. / REGISTERED
CI 11P 29.0/19.0 | Oct 26 1934 Mar 4 1936
Hstp No killer |
| 23.1 | Aspen, / Colo.
RC 10P 35.0x18.0 | 1930s
Hstp No killer, Parcel Post Box |
| 24 | ASPEN, / COLO.
CI 10P 30.0 | May 31 1935 Dec 10 1951
Dplx Grid, oval with 1 |
| 25 | ASPEN. / COLO.
CI 10P 22.0 | Oct 28 1935 Sep 6 1948
Mach 7 long bars (53mm) |
| 26 | ASPEN. / COLO.
CI 10P 22.0 | Oct 28 1949 Nov 12 1949
Mach Slogan within bars: ALPINE EVENTS / WORLD'S
SKI CHAMPIONSHIP / FEB 1950 ASPEN, COLO. |
| 27 | ASPEN. / COLO.
CI 10P 22.0 | Nov 27 1951
Mach 7 wavy lines |
| 28 | ASPEN, COLO.
CI 10P 21.0 | Feb 12 1954 Mar 13 1954
Mach Slogan within bars: NATIONAL SKI CHAMPIONSHIPS /
DOWNHILL & SLALOM / MAR 13-14, 1954 |



22



23



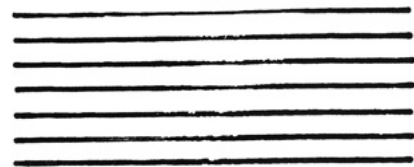
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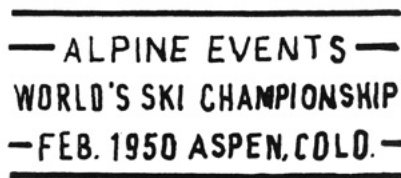
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25



26



27



ASPEN – Continued



28

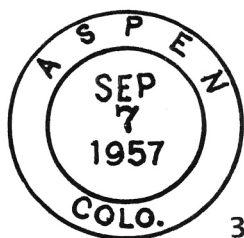
NATIONAL SKI CHAMPIONSHIPS
— DOWNHILL & SLALOM —
— MAR. 13-14, 1954 —



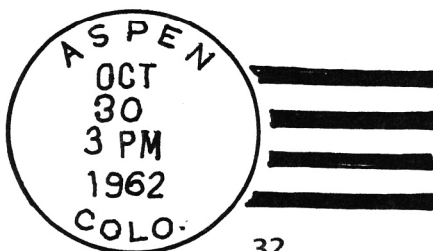
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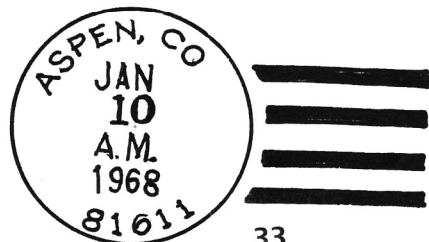
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31



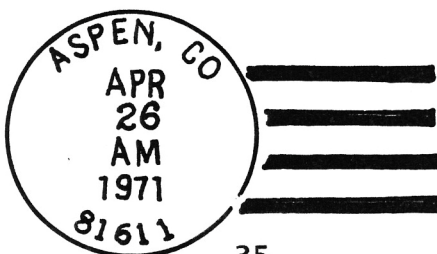
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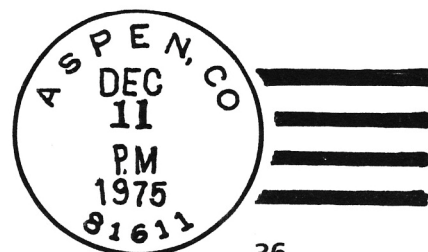
33



34



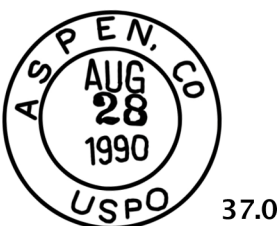
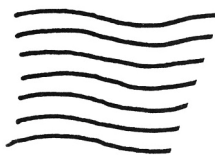
35



36



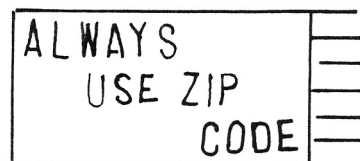
37



37.0



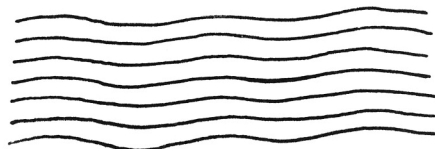
37.1



37.1.1



37.2



38

- | | | | |
|----|-----------------------------------------------|-------------------|-------------------------|
| 29 | ASPEN, COLO.
CI 10P 21.0 | Mach 7 wavy lines | Jun 7 1954 Nov 6 1965 |
| 30 | ASPEN, COLO. / REGISTERED
CI 11P 29.0/19.0 | | Jun 22 1954 |
| 31 | ASPEN / COLO.
CI 11P 30.0/20.0 | Hstp No killer | Jul 29 1957 Sep 7 1957 |
| 32 | ASPEN / COLO.
CI 10P 32.0 | Hstp No killer | Mar 19 1962 Aug 21 1964 |
| 33 | ASPEN, CO / 81611
CI 10P 31.0 | 4bars S-25x19mm | Jan 10 1968 |
| 34 | ASPEN, CO 81611
CI 10P 21.0 | 4bars S-23x18mm | May 4 1966 Mar 16 1977 |
| | | Mach 7 wavy lines | |

ASPEN – Continued

35	ASPEN, CO / 81611 CI 10P 32.0	4bars S-24x19mm	Apr 26 1971 May 6 1971
36	ASPEN, CO / 81611 CI 10P 30.0	4bars S-23x18mm	Dec 11 1975 Nov 1- 1977
37	ASPEN, CO / 81611 CI 10P 21.0	Mach 7 wavy lines	Aug 14 1979 Jan 28 1986
37.0	ASPEN, CO / USPO CI 11P 29.0/19.0	Hstp No killer	Aug 28 1990
37.1	ASPEN, CO / 81611 CI 10P 21.0	Mach 7 Slogan in box with bars: ALWAYS / USE ZIP / CODE	May 31 1991 Jun 3 1991
37.1.1	ASPEN, CO 81611 / USPS CI 11P 27.5/18.0	Hstp No killer	Jun 3 1991
37.2	ASPEN CO / 81611 CI 10P 20.0	Mach 7 wavy lines	May 10 1993 May 21 1993
38	ASPEN CO 81611 / USPS CI 11P 29.0/19.0	Hstp No killer	Jul 19 2000 Aug 24 2001

ASPEN STATIONS AND BRANCHES

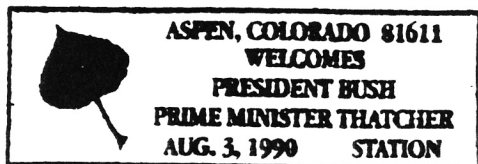
ASPEN STATION

Chronology of the Post Office

Aug 30 1990 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	ASPEN, COLORADO 81611 / STATION RC 10P 60.0x20.0	Pict Scene - Aspen leaf at left; Text – WELCOMES / PRESIDENT BUSH / PRIME MINISTER THATCHER	Aug 3 1990
2	Aspen CO Station IR 00R 70.0x36.0	Pict Scene - Two bicycle racers; Text - Aspen supports the USPS cycling team / In the 2000 / Tour de France	Jul 12 2000



1



2

ASPEN – GERBAZ RURAL BRANCH

Aspen-Gerbaz is a mobile home community on Watson Divide Road (Pitkin County Road 8) about a half mile south of Colorado Highway 82. There is no organized community other than the mobile home park, which has been in existence for more than forty years.

The name is a combination of the parent office Aspen with Gerbaz, the name of the large nearby ranch.

I first visited the place in 1973. The post office was in operation in the office complex of the park. In 1981 it was converted to a Contract Station.

ASPEN STATIONS AND BRANCHES – Continued
ASPEN – GERBAZ RURAL BRANCH– Continued

My second visit to Aspen-Gerbaz was in September 2002. The station was no longer in operation but there was still a cluster of post boxes within the office complex.

Chronology of the Post Office

- Dec 4 1967 Established as a Rural Branch of Aspen

 Became a Community Post Office
- Feb 19 1981 Converted to a Contract Station of Aspen

 No longer in operation as a Contract Station

Confirmed types of postal markings

- | | | | |
|-----|------------------------------------------------------------|-----------------|-------------------------|
| 0.1 | ASPEN, CO ASPEN-GERBAZ RUR. BR. / USPO
CI 11P 29.0/19.0 | Hstp No killer | Dec 6 1967 Jun 19 1978 |
| 1 | ASPEN, CO ASPEN-GERBAZ RUR. BR. / USPO
CI 10P 30.0 | Hstp No killer | Dec 11 1967 Jan 27 1968 |
| 2 | ASPEN-GERBAZ, CO / 81611
CI 10P 31.0 | 4bars S-23x18mm | Dec 2 1971 Oct 28 1987 |



0.1



1



2

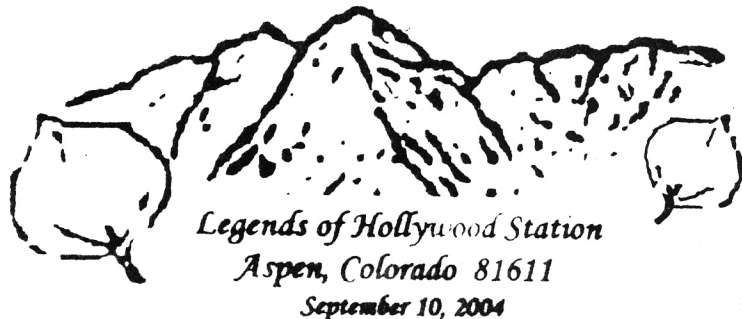
LEGENDS OF HOLLYWOOD STATION

Chronology of the Post Office

- Sep 10 2004 Operated as a Special Commemorative Station

Confirmed types of postal markings

- | | | | |
|---|--------------------------------------------------------------------------|---------------------------------------------------------------------------|-------------|
| 1 | Aspen, Colorado 81611 / Legends of Hollywood Station
IR 00R 85.0x42.0 | Pict Scene - Mountains and two aspen leaves;
Text - No additional text | Sep 10 2004 |
|---|--------------------------------------------------------------------------|---------------------------------------------------------------------------|-------------|



1

PLANET HOLLYWOOD STATION

Chronology of the Post Office

- Jun 1 1995 Operated as a Special Commemorative Station

**ASPEN STATIONS AND BRANCHES – Continued
PLANET HOLLYWOOD STATION – Continued**

Confirmed types of postal markings

- 1 ASPEN, CO 81611 / PLANET / HOLLYWOOD / STATION Jun 1 1995
IR 00R 50.0x48.0 Pict Scene - Globe with stars; First Day Of issue
32-cent Marilyn Monroe stamp



SNOWMASS STATION INAUGURATION STATION

Chronology of the Post Office

Mar 22 1998 Operated as a Special Commemorative Station

Confirmed types of postal markings

- 1 Aspen, Colorado 81611 // Snowmass Station Inauguration Mar 22 1998
SL 00R 98.0x25.0 Pict Scene - Mountain profile; Text - "Rocky
Mountain High" ...the highest run served by a lift /
in North America / John Denver Day



1

SNOWMASS VILLAGE BRANCH

This branch of Aspen is located in the Snowmass-at-Aspen Ski Resort, about five miles west of Aspen proper. When the postal station opened in 1967 it was called West Village. The station name now mirrors the name of the community - Snowmass Village.

Access to Snowmass Village is from Colorado Highway 82 via Brush Creek Road.

Chronology of the Post Office

Jan 1 1987 Formerly West Village Branch

Confirmed types of postal markings

- 1 SNOWMASS VILLAGE, CO / USPO Jun 18 1987 Apr 14 1993
CI 11P 29.0/17.0 Hstp No killer

ASPEN STATIONS AND BRANCHES – Continued
SNOWMASS VILLAGE BRANCH – Continued



1

WEST VILLAGE BRANCH

The Snowmass-at-Aspen ski resort opened in 1967. The ski resort is on the northern slope of Snowmass Mountain to the west of Aspen. The village that developed to serve the ski resort was named Snowmass Village.

A Branch of the Aspen Post Office was opened, but it was named West Village, perhaps to avoid confusion with the nearby town of Snowmass. In 1987 the name of the Branch was changed to “Snowmass Village.

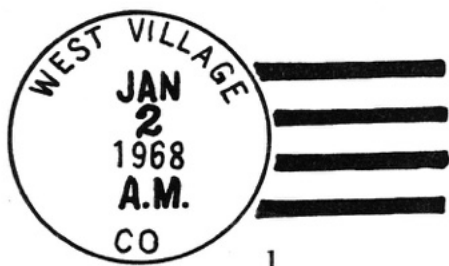
Access to Snowmass Village is from Colorado Highway 82 via Brush Creek Road.

Chronology of the Post Office

- Dec 4 1967 Established as a Branch of Aspen
- Jan 1 1977 Name Changed to Snowmass Village Branch

Confirmed types of postal markings

- | | | | |
|---|-------------------------------------------------------|-------------------|-------------------------|
| 1 | WEST VILLAGE / CO
CI 10P 32.5 | 4bars S-24x19mm | Jan 2 1968 Jul 30 1968 |
| 2 | ASPEN, CO WEST VILLAGE BR. / USPO
CI 11P 30.0/20.0 | Hstp No killer | Dec 20 1968 |
| 3 | WEST VILLAGE, CO / 81615
CI 10P 20.0 | Mach 7 wavy lines | Apr 21 1973 |
| 4 | WEST VILLAGE, CO / 81615
CI 10P 32.0 | 4bars S-24x19mm | Jun 15 1970 Nov 22 1976 |



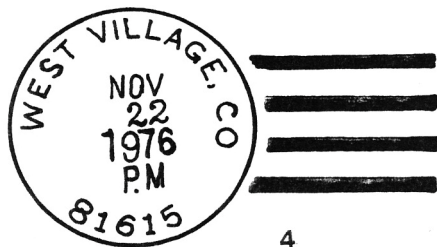
1



2



3



4

ASPEN STATIONS AND BRANCHES – Continued

STATION A

Chronology of the Post Office

Jan 20 1969	Established as a Station of Aspen 625 East Cooper Street
Sep 15 1980	Discontinued

Confirmed types of postal markings

1	ASPEN, CO STA. A / USPO	May 12 1975	Mar 1 1976
	CI 11P 28.0/18.0	Hstp No killer	



CALCIUM

Calcium was located downstream of the junction of Lime Creek with the Fryingpan River. The initial settlement was called Massive City but that name gave way to Calcium. The new name reflected the principal product of the settlement – lime. The Calcium Limestone Company was formed in 1885 and operated several lime kilns. The presence of the Colorado Midland Railroad made lime production possible at this remote location.

By 1890 Thomasville, a half-mile down the Fryingpan River, had assumed the role as the leading settlement and the post office and much of the town of Calcium moved to Thomasville. However, the Post Office Department Geographic Site Location Reports place Calcium and Thomasville in the same quarter section.

From Meredith, drive east on Forest Road 105 for about a mile. Thomasville is spread along the next mile and a half to the junction with Forest service Road 400 (to Eagle). There is a scattering of buildings and cabins along the road but no central community, and it is difficult to establish a precise location for Calcium.

Chronology of the Post Office

Feb 18 1888	---	SW/4 Sec 7 T8S R83W On the north side of the Frying Pan River Within 80 rods of the Colorado Midland Railroad Proposed postmaster - Mrs. Nellie Dougherty
Mar 10 1888		Established
Mar 10 1888		Dougherty, Mrs. Nellie
Jul 13 1888		Noble, Charles V.
Mar 31 1890		Name changed to Thomasville

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CALCIUM

CAREY

Abe Lee was the first settler at this location. He built a cabin and tended a flock of sheep. In 1882 a Captain Carey staked some placer gold claims and a small rush to the site ensued. The prospectors were unable to find the source of the placer gold and thus the creek was named Conundrum Creek.

CAREY – Continued

The camp, which took Captain Carey's name, had several cabins, a store and the post office. In March of 1884 a snowslide buried the settlement, killing five of the residents. That was the end of Carey as a mining camp.

In 1912 a bathhouse and some cabins were built around the hot springs at the former site of Carey but like the mining camp this resort had a short life.

The location of Carey was on Conundrum Creek about seven miles from Highland (Curran Post Office). If you follow the directions to Curran, you will be at the site of Highland. Conundrum Creek Road is open to the public for some distance but it does not go all the way to the site of Carey. To visit the site it would be necessary to hike the Conundrum Creek Trail to where Cataract Creek joins Conundrum Creek. Having not made that hike, I do not know what, if anything, would be found.

Chronology of the Post Office

Jul 20 1883	---	On unsurveyed ground 1/4 mile east of West Castle Creek The sketch map shows it to be about equal distance south of Aspen as Ashcroft, but 2-3 miles west of Ashcroft. Proposed postmaster - William Schwartz
Aug 21 1883		Established
Aug 21 1883		Schwartz, William
Jan 7 1884		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CAREY

CHIPETA

The history of and directions to the location of Chipeta are discussed under Independence. Also, please refer to the postmaster and postmark listings for the associated offices of Farwell, Sidney and Sparkill.

Chronology of the Post Office

Apr 20 1899		Established
Apr 20 1899		Richie, Walter S.
Apr 27 1899	---	Sec 7 T11S R82W At the head of the Roaring Fork of the Grand River, north side Spelling was given as CHEPITA Proposed postmaster - Thomas Lenox Hopkins
Oct 17 1899		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CHIPETA

CHLORIDE

For a few months the post office at Ashcroft took the name of Chloride. The reason for the change is unknown and apparently the change did not meet with local favor. After five months the name reverted to Ashcroft.

For the history of Chloride/Ashcroft please refer to the discussion of Ashcroft.

Chronology of the Post Office

		No entry in the Geographic Site Location Reports. Refer to the location of Ashcroft.
Aug 5 1881		Formerly named Ashcroft
Aug 5 1881		Teuscher, Louis T.
Jan 3 1882		Re-named Ashcroft

CHLORIDE – Continued



CHLORIDE, / COLO. November 16, 1881

Confirmed types of postal markings

1	CHLORIDE, / COLO. CI 20P 28.0x26.5	Hstp Not present	Nov 2 1881 Nov 16 1881
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1

COALBASIN

Coalbasin was a coal mining town in the remote southwestern corner of Pitkin County. In 1881 W. P. Parry and G. D. Griffith discovered the coal seams. They sold their claim to J. C. Osgood and by 1892 Osgood's company, the Colorado Fuel and Iron Company, was operating the mines.

In 1900 a railroad spur was constructed to Coalbasin. The coal was hauled down the mountain to Redstone where most of it was converted to coke and then shipped to the company's steel mill in Pueblo. The post office at Coal Basin did not open until after construction of the railroad spur.

The Coalbasin community was a company town. Photographs show as many as seventy houses of the designs typical for C.F. & I. construction. The houses provided a choice of three, four or six rooms with two different roof styles. The result was a community that exhibited some architectural variety.

Mining continued at Coalbasin until about 1910. The C.F. & I. concluded that the cost of mining, production of the coke and shipment to Pueblo was uneconomical when there were abundant coal deposits in Huerfano and Las Animas Counties, south of Pueblo.

COALBASIN – Continued

At present there is no public access to the Coalbasin site. The road has been closed off, ostensibly because of hazards at the mine site. It is known that in the mid to late twentieth century some buildings were still present at Coalbasin.

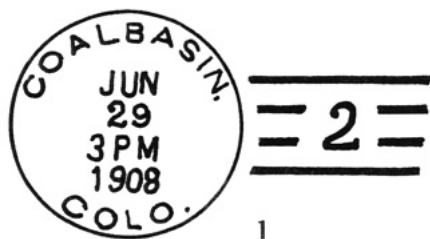
I have not visited the site of Coalbasin. Access would be from Colorado Highway 133, at Redstone. Pitkin County Road 305 follows Coal Creek to the west and is open to the public. About three and a half miles from Colorado 133 the road leaves Coal Creek. It is at that point that the road along Coal Creek is blocked, denying access to the Coalbasin site.

Chronology of the Post Office

Oct 18 1901	---	SE/4 Sec 5 T10S R89W 1/2 mile west of Soap creek 10 feet south of railway Proposed postmaster - James Stewart
Dec 14 1901		Established
Dec 14 1901		Stewart, James
Dec 15 1904		Hanawald, Len A.
Aug 17 1905		Hynd, Robert T.
Dec 6 1905		Young, Felix J.
Jan 29 1908		Nordgren, Ernest C.
Sep 15 1909		Discontinued Mail to Redstone

Confirmed types of postal markings

1	COALBASIN, / COLO. CI 10P 30.0	Jun 29 1908 Nov 30 1908 Doane Type 3 with 2, S-23x14mm
---	-----------------------------------	-----------------------------------------------------------

**CURRAN**

In 1879 a group of town promoters that included T. E. Ashcraft laid out a townsite they called Highland. This mining camp was located near the junction of Conundrum Creek with Castle Creek.

Although the community name was Highland, the post office was named Curran. This may have been to avoid postal confusion with Highland Mary in San Juan County or Highland in Lake County California. The source of the name Curran has not been found.

The mining activity at Curran was never very extensive. There was considerable mining activity in the Annie Basin, high on Richmond Hill to the east of Curran and Castle Creek. Curran may have provided housing and services for some of the workers at those mines.

Initially Curran had a brief existence, quickly dying. Ten years later there was a new burst of activity and it is claimed that at one point there were several stores, about forty cabins and more than a hundred tents in the community. However, again the mining prospects failed to live up to expectation and the town was abandoned.

Beginning at Colorado Highway 82 on the west aide of Aspen, drive south on Castle Creek Road (Forest Service Road 102) five miles to the junction with Conundrum Creek Road. A short distance south of the junction, a side road from Castle Creek Road leads into the Highland Ranch. Most of the buildings there are of fairly recent construction. This somewhat level area is the probable location of Curran.

CURRAN – Continued

Chronology of the Post Office

Jul 14 1880	---	On unsurveyed Government land Six miles south of the Roaring Fork, On East Bank of Castle Creek Proposed postmaster - John Hillyard Servis
Aug 8 1880		Established
Aug 9 1880		Servis, John H.
Sep 10 1880		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CURRAN

DAVIES

Very little is known about Davies. The historical literature is uncertain about its location. However, the Post Office Department Geographic Site Location Report provides enough information that I can establish a reasonable location for Davies.

From the Site Location Report I am confident that Davies was located within what is today the community of Snowmass, served by the Snowmass Post Office.

Additionally, the Site Location Report states that the place was known as Snow Mass Switch. But, although the preferred name was Snow Mass that choice was rejected and the post office was named for the postmaster - George Edwin Davies.

At this location the Colorado Midland Railroad had a siding and the Denver and Rio Grande Railroad operated a station on the north side of the Roaring Fork River. There was no organized community and the short life of the Davies Post Office speaks to a very small local population.

Within ten months the Davies Post Office ceased operations. Five years later a new post office opened and the name Snowmass was accepted for the post office.

The location of Davies/Snowmass is about five miles east of Basalt on Colorado Highway 82. I believe that it was on the north side of Colorado 82 between the highway and the river. There are some older buildings in that area but I doubt they date from the time of Davies.

Chronology of the Post Office

Sep 29 1894	---	N/4 [sic] Sec 27 T8S R86W 40 yards south of the Roaring Fork 10 yards east of Snowmass Creek Document requested names of SNOW MASS or DAVIES. Snow Mass was crossed out. Noted: Also known as Snow Mass Switch Proposed postmaster - George Edwin Davies
Jan 7 1895		Established
Jan 7 1895		Davies, George E.
Oct 11 1895		Discontinued Mail to Basalt

Confirmed types of postal markings

1	DAVIES / COLO. CI 10P 28.0	Aug 29 1895 Hstp Target, 4-ring
---	-------------------------------	------------------------------------



EMMA



The Emma Store and site of the Emma Post Office
 Photograph by James L. Ozment October 23, 1999

The Denver and Rio Grande Railroad, on its branch from Glenwood Springs to Aspen, established Emma as a station. At Emma the railroad built a water tank, section house and a few other buildings. A store was constructed and in 1883 the post office opened. Emma D. Garrison was the first postmaster and the community was named for her.

The Emma Store is believed to have been the location of the post office. Ownership of the Emma Store changed hands several times and was usually accompanied by a change in the postmaster. The store served the small community and surrounding ranches.

From Carbondale (Garfield County), drive east on Colorado Highway 82 crossing briefly into Eagle County before entering Pitkin County. Emma was located at the Eagle-Pitkin County line. In 1999 the Emma Store and Post Office building was still standing on the north side of Colorado 82. It was a large, two-story brick building but in 1999 it appeared abandoned, so it may no longer be standing.

Latitude = 39:21:54 North Longitude = 107:03:40 West

Chronology of the Post Office

Nov 9 1883	---	Not sectionized 1/2 mile south of the Roaring Fork 20 feet west of Sopris Creek Proposed postmaster - Emma D. Garrison
Nov 23 1883		Established
Nov 23 1883		Garrison, Mrs. Emma D.
Mar 25 1886		Prewit, Benjamin M.
Sep 19 1887		Robinson, Albert J.
Feb 15 1888		Morrison, Robert M.
Jun 12 1889		Mather, Charles H.

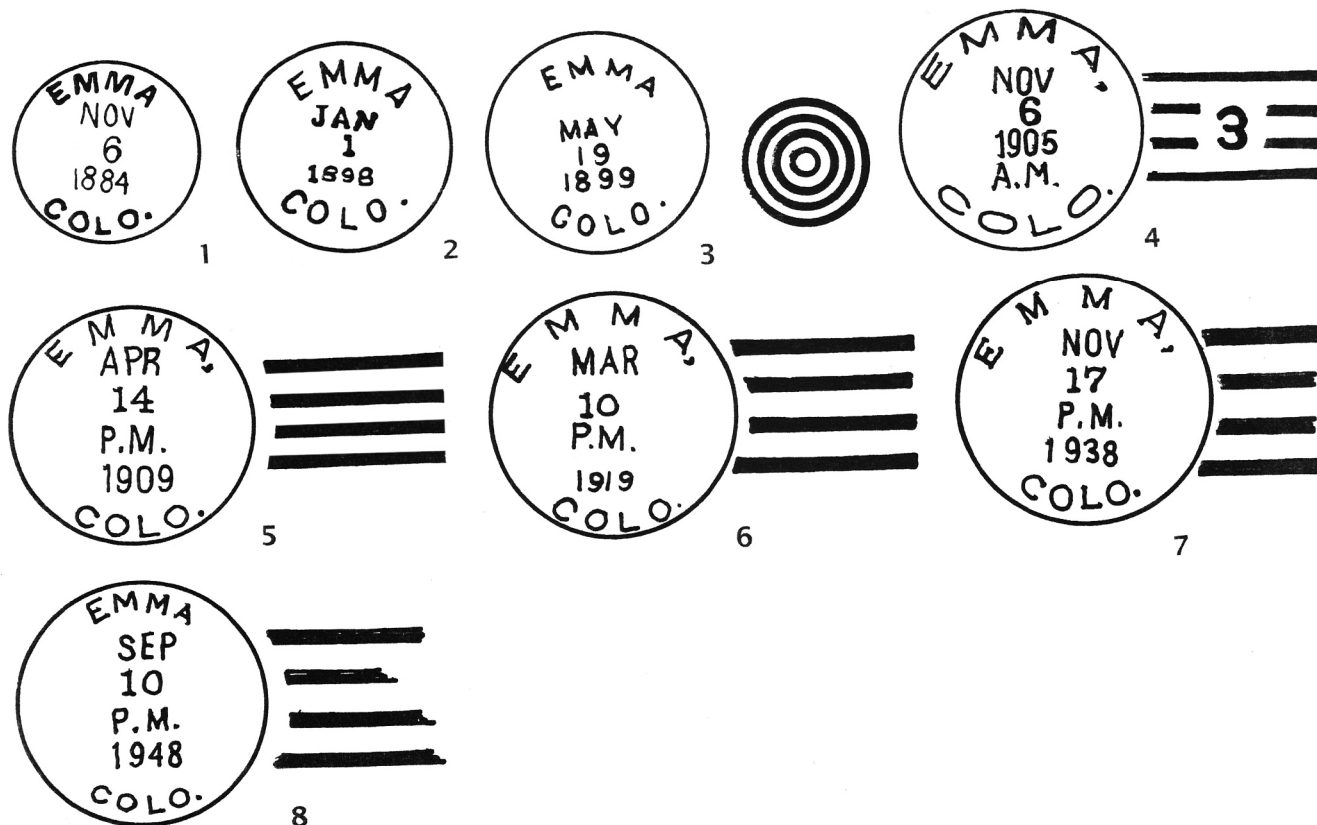
EMMA – Continued

Oct 15 1901	Pinger, Harry A.	
Feb 11 1904	Naefe, F. August	
Apr 7 1904	Sloss, James F.	
Apr 16 1907	Driver, Silas W.	
May 8 1909	Powell, Edwin J.	
Nov 18 1918	Powell, Fannie A.	
Jul 3 1920	Discontinued Mail to Basalt	
Jun 22 1931 ---	1/4 Sections 12 & 13 T8S R87W 600 feet south of the Roaring Fork 1/4 mile north of Sopris Creek Applicant for postmaster - Frank O. Stevens	
Jul 21 1931	Re-established	
Jul 21 1931	Stevens, Frank O.	Confirmed
Jul 29 1931	Stevens, Frank O.	Commissioned
Aug 17 1931	Stevens, Frank O.	Assumed charge
Apr 13 1932	Perruchon, Humbert J.	Confirmed
May 25 1932	Perruchon, Humbert J.	Commissioned & Assumed charge
Oct 22 1941 ---	Lots 4-5 Sec 12&13 T8S R87W Sopris Creek 1/4 mile west of post office Sketch map shows it on boundary between sections at centerline of boundary.	
Nov 23 1946	Grange, Kelly Joe	Assumed charge
Jan 15 1947	Grange, Kelly Joe	Confirmed
Feb 13 1947	Grange, Kelly Joe	Commissioned
Mar 31 1947	Grange, Kelly Joe	Assumed charge
Nov 3 1947	Lane, Lewis S.	Confirmed
Nov 26 1947	Lane, Lewis S.	Commissioned
Dec 11 1947	Lane, Lewis S.	Assumed charge
Feb 26 1948	Williams, Mrs Lucy E.	Assumed charge
Jul 28 1948	Williams, Mrs Lucy E.	Confirmed
Sep 1 1948	Williams, Mrs Lucy E.	Commissioned
Oct 1 1948	Williams, Mrs Lucy E.	Assumed charge
Jan 29 1949 ---	Move 100 feet east of previous location Railroad station is 50 feet west of post office "This is a temporary location. The permanent location has not been decided upon."	
May 23 1949	Ordered closed	
May 31 1949	Discontinued Mail to Carbondale	

Confirmed types of postal markings

1	EMMA / COLO. CI 10P 24.0	Hstp No killer	Nov 6 1884
2	EMMA / COLO. CI 10P 28.0	Hstp Cork, Smudge	Sep 18 1897 Jan 1 1898
3	EMMA / COLO. CI 10P 29.0	Hstp Not present	Jan 28 1899 May 19 1899
4	EMMA, / COLO. CI 10P 31.0	Doane Type 3 with 3; S-??x??mm	Nov 6 1905 Feb 6 1907
5	EMMA, / COLO. CI 10P 33.0	4bars S-24x14mm	Apr 14 1909 Apr 26 1912
6	EMMA, / COLO. CI 10P 32.0	4bars S-25x19mm	Apr 1 1919 Mar 3 1920
7	EMMA, / COLO. CI 10P 33.0	4bars S-24x19mm	Nov 17 1938 Aug 26 1943
8	EMMA / COLO. CI 10P 32.0	4bars S-23x18mm	Aug 9 1947 Mar 22 1949

EMMA – Continued



FARWELL

The history of and directions to the location of Farwell are discussed under Independence. Also, please refer to the postmaster and postmark listings for the associated offices of Chipeta, Sidney and Sparkill.

Chronology of the Post Office

Jun 27 1881	---	Not surveyed 1/8 mile north of Independence Creek Proposed postmaster - Theodore M. Ten Eyck
Jul 14 1881		Established
Jul 14 1881		Ten Eyck, Theodore M.
Jul 3 1882		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM FARWELL

GERBAZDALE

This was originally a post office and a siding on the Colorado Midland Railroad named Watson. Shortly after Anzel H. Gerbaz became the postmaster of Watson the post office name was changed to Gerbazdale. It is logical that the post office was then located at the Gerbaz Ranch. As Gerbazdale, the post office lasted only two months.

The area was sparsely populated, with scattered ranches. 1918 was in the time period that the Rural Free Delivery System was spreading and replacing many of the small rural post offices.

GERBAZDALE – Continued

Please refer to the discussion of Watson for more about this post office site and directions to Gerbazdale/Watson.

Chronology of the Post Office

Jun 14 1918	Established Formerly named Watson
Jun 14 1918	Gerbaz, Anzel H.
Jul 5 1918	--- NW/4 Sec 6 T9S R85W 300 feet south of the Roaring Fork 2 miles northeast of Snowmass Creek 100 feet south of the Colorado Midland Station Gerbazdale.
Aug 10 1918	Discontinued Mail to Snowmass

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM GERBAZDALE

GULCH

In 1882 William Gray discovered coal in the Jerome Park area of what is now the western portion of Pitkin County. A road was built to the site and in 1887 men working for the Grand River Coal and Coke Company opened the mine that would foster Spring Gulch.

In 1895 the Post Office Department altered the post office name to the shorter Gulch. It continued under that name until it was discontinued in 1916.

Please refer to the discussion of the Spring Gulch Post Office for a detailed discussion of the Gulch/Spring Gulch Post Office and for directions to the site.

Chronology of the Post Office

Apr 19 1895	Formerly named Spring Gulch
Apr 19 1895	Ricklemann, Frank H.
Jun 18 1895	--- NW/4 Sec 23 T8S R89W 2 mile north of North Thompson Creek About 200 feet east of the Colorado Midland
Sep 16 1895	Espey, Joshua H.
Feb 28 1898	Bowen, James B.
Dec 1 1900	Ricklemann, Frank H.
Jan 22 1902	Redd, Collis O.
Jun 18 1903	Chambers, John C.
Feb 13 1904	Williams, Charles A.
Dec 7 1907	Hudson, Chester L.
Nov 4 1909	--- SE/4 Sec 10 T8S R89W Colorado Midland 500 feet east Marion Creek 100 feet south Proposed postmaster - J. N. Graham
May 6 1914	--- NW/4 Sec 23 T8S R89W 40 yards east of the Colorado Midland Spring Gulch Station 2-1/2 miles north of Thompson Creek From sketch map, would appear to be at the end of the branch railroad.
May 6 1916	Guye, Raleigh
Dec 15 1916	Discontinued Mail to Cardiff

Confirmed types of postal markings

1	GULCH / COLO. CI 10P 28.0	Aug 27 1903 Dplx Grid, 8-bar oval
2	GULCH, / COLO. CI 10P 31.0	Sep 9 1907 Jul 27 1915 4bars S-23x13mm

GULCH – Continued

**INDEPENDENCE [Not a Post Office]**

Dick Irwin and a group of prospectors founded Independence as a gold camp on July 4, 1879. They named it in honor of the national holiday.

The mining community of Independence experienced repeated cycles of boom and bust activity. Although the community was locally known as Independence there was never a post office by that name at the camp. Instead, four different and sometimes overlapping post offices, served the Independence locality. First was Sidney, then Farwell, next came Sparkill and finally Chipeta. The first three of these were named for mining operations at Independence. The fourth honored the wife of Ute Chieftain Ouray.

It is my choice to discuss the history of these four offices as one, here under Independence. The postmasters and postal markings are listed under the respective post offices.

The first claim was discovered on July 4, 1879, hence the name Independence. In 1880 the townsite was surveyed and re-named Chipeta. On July 9, 1881 it was incorporated under that name but when a post office was authorized on January 1881 it was under the name of Sidney. Two choices for the name, Sidney and Mammoth, were submitted to the Post Office Department. I have found no explanation as to why Independence or Chipeta were ignored at this time. Perhaps the memories of the recent unpleasantness with the Utes on the White River argued against the name Chipeta.

Surprisingly, in July 1881 only six months after the Sidney Post Office was authorized, a second post office, Farwell, was authorized. The source of this name was the Farwell Consolidated Mining Company that had recently acquired title to several mining claims in the area. It seems likely that Sidney and Farwell were not at the exact same site but they could not have been far apart. There isn't a great deal of room for separate locations on the headwaters of the Roaring Fork River. The Farwell Post Office outlasted the Sidney Post Office by three months, both having closed by July 4, 1882.

However, all was not lost. In February 1882 the Sparkill Post Office came onto the scene at Independence. There is evidence that Sparkill was somewhat further up the valley from the Sidney/Farwell location but that it was eventually absorbed into the large Independence complex. It is believed that Sparkill was the name of one of the local mines.

The Sparkill Post office enjoyed a longer life than its predecessors, not closing until October 1887.

For a year and a half there was no operating post office at Independence, then on April 20, 1899 the Chipeta Post Office opened. At last the name of the post office seemed to agree with one of the names of the mining community. The Chipeta Post Office had less success than any of its predecessors, closing after only six months of operation. That was the last post office at this remote location.

The frequent changes in post office name and the overlapping periods of operation are certainly confusing. Although the Post Office Department records do not provide any confirmation, it is my guess that only one of the offices was in operation at any given time. The transient nature of miners and prospectors and the remote, high altitude location could certainly have contributed to a postmaster abandoning his post.

INDEPENDENCE – Continued

It should be noted that at times the mining camp was referred to as Mammoth City or as Mount Hope.

This complex of sites was on the wagon road from the Arkansas River, over Independence Pass to Aspen. Independence was in a wide place in the Roaring Fork Valley, five miles below the summit and on the south side of today's Colorado Highway 82. There are still a number of cabins scattered in the valley. The Pitkin County Historical Society maintains the Independence location as an historical site.

Colorado Highway 82 is a paved road; however, the section over the pass is steep and it is closed during the winter months. It was not until September 2002 that one of my visits to Colorado coincided with a time that the road was open. It is a spectacular and highly recommended trip. I would give it even higher marks but either starting or finishing the trip you will have to contend with the impossible summer traffic of Aspen.

Chronology of the Post Office

Refer to the entries for **Chipeta, Farwell, Sidney and Sparkill.**

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM INDEPENDENCE

IVANHOE

Ivanhoe came into existence with the arrival of the Colorado Midland Railroad in 1888. At that time the railroad passed under the Continental Divide by means of the Hagerman Tunnel. That tunnel was at a very high elevation (10,600+ feet) and it proved extremely difficult to keep the railroad in operation during the winter months. After the difficult winter of 1899, James J. Hagerman, builder of the railroad made the decision to buy the Busk-Ivanhoe Tunnel. That tunnel, 500 feet lower than his Hagerman Tunnel, had cost three million dollars to build and Hagerman paid four million dollars to purchase it. Without the Busk-Ivanhoe Tunnel, it is likely that the Colorado Midland would have closed its western slope operations well before 1918.

In 1918, with the closure of Colorado Midland Railroad, the Busk-Ivanhoe Tunnel became the property of a Mr. Carleton. The name was changed to the Carleton Tunnel and for many years it operated as an auto toll road. The tunnel is no longer open to traffic but a water transmission pipe runs through the tunnel.

The railroad station and post office took their names from Lake Ivanhoe. It is claimed that a Scottish settler, who thought the lake resembled Loch Ivanhoe in his native Scotland, named the lake.

Records indicate the Ivanhoe Station and settlement were initially at the western end of the lake. When rail traffic was rerouted to the Busk-Ivanhoe Tunnel the depot and post office were moved to the east end of Lake Ivanhoe near the mouth of the tunnel.

From Sellar, continue east on Forest Service Road 205. It is ten miles to Lake Ivanhoe. The present road is along the north side of the lake but the railroad grade through the lake is visible. The entrance to the Busk-Ivanhoe Tunnel is obvious. There is a small group of buildings, which provide lodging and shelter for maintenance personnel connected with the water aqueduct.

In places, the road from Sellar is not the best. It presents no problem to a four-wheel drive vehicle but I advise caution to others that may want to try the road. One section, through Hell Gate, is a narrow shelf road.

Latitude = 39:16:23 North Longitude = 106:30:38 West IVANHOE LAKE

Latitude = 39:15:20 North Longitude = 106:28:59 West IVANHOE TUNNEL

IVANHOE – Continued



Overview of the site of Ivanhoe and the east entrance to the Busk-Ivanhoe Tunnel. At the right, the grade of the Colorado Midland Railroad curves through Lake Ivanhoe to the tunnel entrance.

Photograph by James L. Ozment

July 22, 1998

Chronology of the Post Office

Mar 27 1888	---	“Unsurveyed land 11,000 feet above sea level on Rocky Mountain Range & 2 miles west from Hagerman Tunnel on Colorado Midland Rail Road.” Post Office will be in station, Lake Ivanhoe Station Proposed postmaster - Patrick J. Doody	
Apr 26 1888		Established	
Apr 26 1888		Doody, Patrick J.	
Aug 4 1888		Skinner, Frank	
Nov 20 1889		Smith, Shadrach L.	
Dec 24 1890		Crawford, Albert S.	
Jan 5 1892		Brenton, William H.	Declined
Mar 11 1892		Taylor, Willis L.	Declined
Jun 20 1893		Paterson, J. M.	Declined
Jun 13 1894		Discontinued Mail to Sellar	
Jul 10 1899	---	Not surveyed 10 miles west of the Arkansas River 3 miles southeast of the Frying Pan River On south side of Midland Railroad, in railroad office The sketch map would seem to place it at the mouth of the Busk-Ivanhoe Tunnel. Proposed postmaster - Israel G. Beverlin	
Jul 31 1899		Re-established	
Jul 31 1899		Beverlin, Israel G.	
Feb 28 1900		Errvin, John W.	Not commissioned
Apr 2 1900		Cole, Wilbert G.	
Nov 11 1905		Ordered closed Nov 11 1905	

IVANHOE – Continued

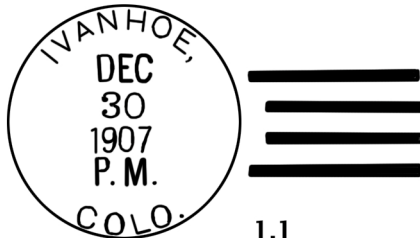
Nov 25 1905	Discontinued Mail to Sellar
--- -- ----	Closing order rescinded
Dec 5 1905	Crispell, Charles E.
Apr 4 1906	Campbell, Luke Y.
Jul 10 1906	Ordered closed
Jul 30 1906	Closing order rescinded Jul 30 1906
Nov 5 1906	Blough, Earine E.
May 25 1907	Sipes, Burrell I.
Sep 7 1907	Farrar, Bert R.
Feb 2 1910	Bugbee, Clark
Jun 15 1912	Discontinued Mail to Sellar
Aug 22 1913	Re-established
Aug 22 1913	Rose, Forrest B.
Mar 2 1915	Lively, Charles S.
Jan 19 1918	Harris, John J.
Aug 10 1918	Discontinued Mail to Leadville

Confirmed types of postal markings

1	IVANHOE / COLO. CI 10P 27.0	Aug 4 1889 Dec 17 1889
		Hstp Target, 4-ring 17mm
1.1	IVANHOE, / COLO. CI 10P 31.0	Dec 30 1907
		4bars S-23x14mm
2	IVANHOE, / COLO. CI 10P 32.0	Apr 9 1914 Apr 12 1914
		4bars S-24x19mm



1



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JANEWAY

In 1880 Hugh Pattison made the first strike in the area where Avalanche Creek joins the Crystal River. John Mobley moved from Clarence (Marble) and soon a small settlement, at first named Mobley's Camp, grew up on the flats at the confluence of the two streams.

In 1887 a post office was acquired and took the name Janeway, supposedly for Mrs. Mary Jane Francis of Carbondale who had interests in the Skobeloff and M. J. Mines on Avalanche Creek. John Mobley was the first postmaster of Janeway. The community included several cabins and a store.

The mining around Janeway was never very significant and the community lasted only a few years. Janeway became a railroad station when the Crystal River Railroad was built from Carbondale to Redstone.

Drive south from Carbondale on Colorado Highway 133. About eight miles south of Carbondale there is a lengthy turnout on the east side of the highway. A roadside sign (2002) identifies this as the site of Janeway, located on the east side of the Crystal River. There is a large, perhaps twenty-acre, level open area on the east side of the river and single log cabin is visible from Colorado 133.

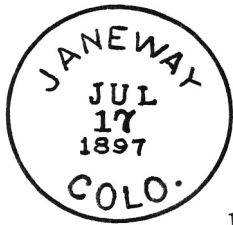
About a mile south from the marker is a road crossing the river to the Janeway Campground.

JANEWAY – Continued**Chronology of the Post Office**

Jun 25 1887	---	Sec 21 T9S R88W On east side of Crystal River One mile north of Avalanche Creek Proposed postmaster - John Charles Mobley
Aug 16 1887		Established
Aug 16 1887		Mobley, John C.
May 21 1898		Bowan, Mary
Nov 16 1900		Ordered closed
Nov 30 1900		Discontinued Papers to Carbondale

Confirmed types of postal markings

1	JANEWAY / COLO. CI 10P 28.0	Feb 11 1895 Jul 17 1897 Hstp Not present, traced from a very poor copy
---	--------------------------------	---------------------------------------------------------------------------

**LENADO**

In the early 1880's A. J. Varney located a rich vein of lead-zinc ore on Woody Creek near the foot of Porphyry Mountain. Mr. Varney formed the Varney Tunnel Company and mining commenced. Silver was also produced from the ore.

In 1888 the Denver and Rio Grande Railroad made plans to build a spur to Lenado. The roadbed was graded but track was never laid.

The 1893 repeal of the Sherman Silver Purchase Act closed the Varney Mine and reduced Lenado to a near ghost. In the late 1890's a large lead mill was constructed and this resulted in a brief revival. There were subsequent revivals of mining during World War I and again in the 1930's.

In the 1960's Lenado became a haven for the hippie movement and in recent years has become a refuge for some seeking a less hectic and less expensive lifestyle than that found in Aspen.

At Woody Creek, turn on to Pitkin County Road 18, which becomes Forest Service Road 103. The road is also named Woody Creek Road. It is eight miles to Lenado. There are a few scattered residences at Lenado, none of which are very photogenic. The mine was at the east end of the community and it has undergone environmental reclamation.

Latitude = 39:14:33 North Longitude = 106:45:43 West

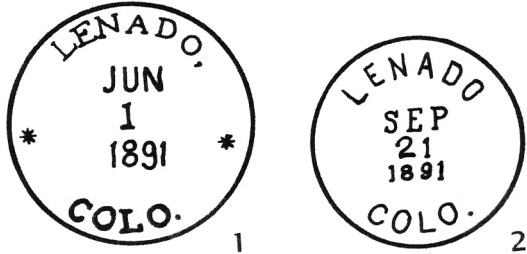
Chronology of the Post Office

Jan 14 1890	---	NW/4 Sec 25 T9S R84W 5 miles northeast of Roaring Fork On south side of Woody Creek Proposed postmaster - Frank W. Mead
Feb 4 1891		Established
Feb 4 1891		Mead, Frank W.
Sep 8 1893		Discontinued Papers to Aspen
Sep 6 1905	---	NW/4 Sec 27 T9S R84W 8 miles east of the Roaring Fork On south side of Woody Creek Proposed postmaster - Mrs. Ellie Bernadette Johnson
Oct 2 1905		Re-established
Oct 2 1905		Johnson, Ellie B.
Dec 6 1906		Ordered closed
Jan 2 1907		Discontinued Mail to Aspen

LENADO – Continued

Confirmed types of postal markings

- | | | |
|---|--------------------------------|--------------------------|
| 1 | LENADO, / COLO.
CI 10P 31.0 | Jun 1 1891 |
| | | Hstp Target, 4-ring |
| 2 | LENADO / COLO.
CI 10P 27.0 | Sep 21 1891 |
| | | Hstp Target, 4-ring 13mm |



MEREDITH

Meredith was one of the towns that were founded in the late 1880’s as the Colorado Midland Railroad constructed its line from Colorado Springs, over the Continental Divide, down the Fryingpan River to Glenwood Springs and to New Castle. Initially there was little more than a store run by the Dearhamers. With the arrival of the railroad, lumbering and the production of lime became economic.

In 1889 Andrew A Beard took the first steps to establish a town. He named it for a friend, a Professor Meredith, who was involved with Andrew Beard in the lime quarrying business. Meredith depended on the railroad for transportation and in 1918 when the Colorado Midland Railroad ceased operation the lime business came to an end. Lumbering has continued but at a reduced level and is dependent on truck transport.

There is a report that in the period 1918-1921, after the closure of the railroad, mail was transported on the rails by a horse drawn car. In the winter this went only as far as the Sloss Ranch and from there it was carried on by sled to Meredith and other settlements along the river. The Midland tracks were removed in 1921.

The construction of the Ruedi Reservoir forced a move of the community a few hundred yards to the east. Today, the community of Meredith is centered about the Meredith Store, which is also home to the post office. There are a few cabins, most of which were brought to Meredith from elsewhere. Now, Meredith is mostly a resort area.

From Basalt, drive east on the main street - Frying Pan Road. This becomes Forest Service Road 105. Go east and eventually along the north side of Ruedi Reservoir. At the west end of the reservoir you will cross the Fryingpan River and then enter Meredith.

Latitude = 39:21:47 North Longitude = 106:43:46 West

Chronology of the Post Office

- | | | |
|-------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nov 28 1892 | --- | NE/4 Sec 14 T8S R84W On south side of the Frying Pan River
500 feet east of Miller Creek 150 feet north of Colorado Midland Railroad
Proposed postmaster - Andrew A. Beard |
| Jan 25 1893 | | Established |
| Jan 25 1893 | | Beard, Andrew A. |
| Jul 28 1905 | | Myser, Everett Declined |
| Oct 4 1905 | | Watkins, Isaac P. |
| Jun 20 1910 | | Dearhamer, Edith S. Confirmed |
| Jul 17 1914 | --- | NE/4 Sec 14 T8S R84W 250 feet south of Frying Pan River 60 feet east of Miller Creek |

MEREDITH – Continued

Apr 30 1940	Wolley, Mrs. Helen A.	Assumed charge
May 14 1940	Wolley, Mrs. Helen A.	Acting
Jun 5 1940	Wolley, Mrs. Helen A.	Confirmed
Jun 29 1940	Wolley, Mrs. Helen A.	Commissioned
Jul 1 1940	Wolley, Mrs. Helen A.	Assumed charge
Oct 22 1941	--- Sec 14 T8S R84W 100 feet north of the Frying Pan River A good map accompanies the document	
Apr 6 1942	Dearhamer, Mrs. E. La Verna	Possession
Apr 7 1942	Dearhamer, Mrs. E. La Verna	Assumed charge
Apr 13 1942	Dearhamer, Mrs. E. La Verna	Acting
May 16 1942	Dearhamer, Mrs. E. La Verna	Appointed & Confirmed
Jun 19 1942	Dearhamer, Mrs. E. La Verna	Commissioned
Jun 30 1942	Dearhamer, Mrs. E. La Verna	Possession
Jul 1 1967		Office relegated
Nov 13 1972	Roddy, Jack B.	Officer in charge
Dec 9 1972	Roddy, Jack B.	Appointed
Oct 18 1978	Roddy, Herbert	Officer in charge
Dec 15 1979	Roddy, Mrs. Mary L.	Appointed



Meredith Store and Post Office
 Photograph by James L. Ozment October 22, 1999

Confirmed types of postal markings

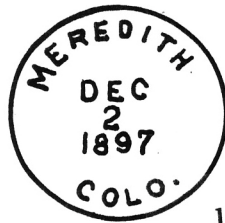
0.1	MEREDITH / COLO. CI 10P 28.0	Aug 21 1894
1	MEREDITH / COLO. CI 10P 27.5	Hstp Target, 4-ring Large letters Dec 2 1897
		Hstp Not present

MEREDITH – Continued

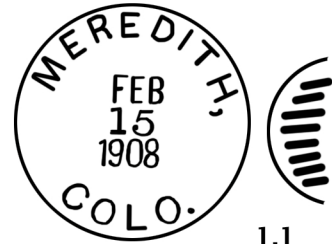
1.1	MEREDITH, / COLO. CI 10P 31.0	Hstp? Barred circle?	Aug 15 1908
2	MEREDITH, / COLO. CI 10P 32.0	4bars S-24x19mm	Oct 13 1912 Jul 20 1913
3	MEREDITH, / COLO. CI 10P 34.0	4bars S-23x18mm	Aug 14 1936 Jun 1 1949
4	MEREDITH / COLO. CI 10P 33.0	4bars S-23x20mm	Jul 19 1955 Oct 10 1963
5	MEREDITH, CO / 81642 CI 10P 34.0	4bars S-24x20mm	Nov 14 1966
6	MEREDITH, CO / 81642 CI 10P 31.5	4bars S-15x18mm	Oct 16 1969 Apr 29 1971
7	MEREDITH, CO / 81642 CI 10P 31.0	4bars S-24x20mm	May 29 1970 Nov 6 1975
7.1	MEREDITH, CO / 81642 CI 10P 31.5	4bars S-24x19mm	Dec 4 1974
8	MEREDITH, CO / 81642 CI 10P 33.0	4bars S-25x20mm	Oct 1 1992 Jul 22 1998



0.1



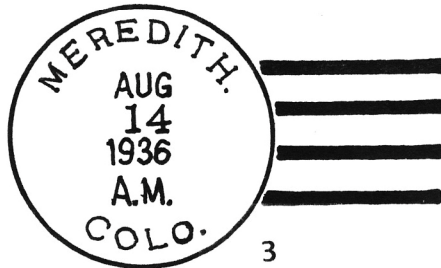
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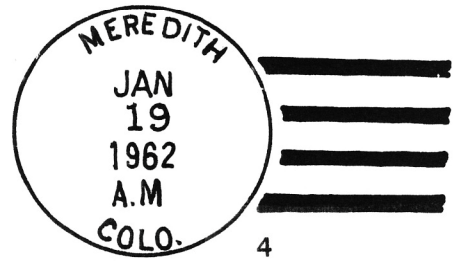
1.1



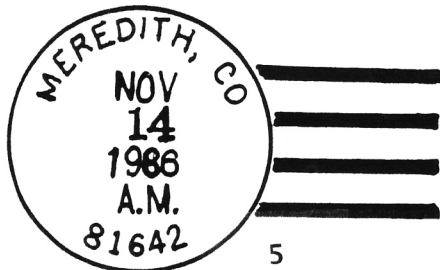
2



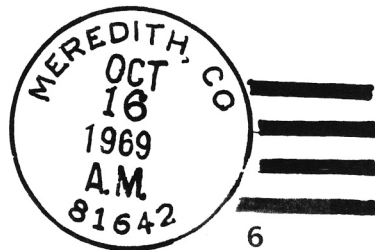
3



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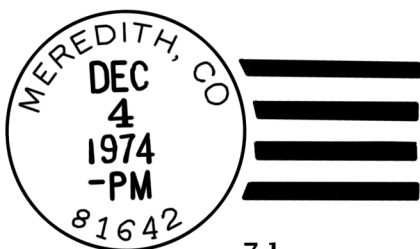
5



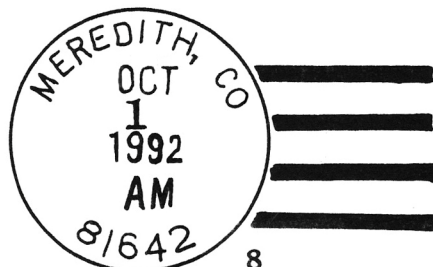
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NAST

At first Nast was a siding on the Colorado Midland Railroad. In the 1900's, Arthur Hawthorn and James Morris began to develop Nast as a tourist resort on the south side of the Fryingpan River near where Ivanhoe Creek joins the river. The resort at Nast thrived while the railroad was running but in 1918 railroad operations ceased. Without the easy access provided by the railroad, Nast was no longer an attractive destination. The post office also closed in 1918, but Nast did continue to struggle on as a small remote resort.

I have found no information as to the source of the name. It is possible that it was named for an official of the Colorado Midland Railroad.

John W. Vanderwilt, in *Mineral Resources of Colorado* briefly mentions the presence of small veins of gold and silver at or near Nast. The lack of any other such reference indicates that the veins were not worthy of development.

In recent years the situation at Nast has improved. There is a good-sized, modern lodge and a number of cabins in the surrounding woods. Fishing, hunting and hiking are the attractions.

From the entrance to the Norrie Colony, continue east three and eight-tenths miles on Forest Service Road 105 and turn south towards Nast Lake. Through a series of tight switchbacks, the side road drops down and crosses the river to the Nast Mountain Colony.

The present day resorts at Norrie and Nast are both referred to as a "colony." I suspect this implies restricted ownership in the colony with property being passed down through families. It is likely that there are also rental properties available for summer visitors.

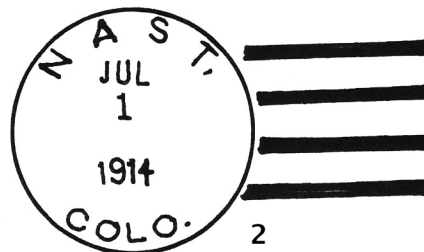
Latitude = 39:17:30 North Longitude = 106:36:03 West

Chronology of the Post Office

Feb 8 1909	---	NE/4 Sec 1 T9S R82W Colorado Midland Railway 1/2 mile northeast Frying Pan River 200 yards north Ivanhoe creek 1/8 mile northeast of post office
May 4 1909		Established
May 4 1909		Hawthorne, Arthur
Aug 10 1918		Discontinued Mail to Meredith

Confirmed types of postal markings

1	NAST, / COLO. CI 10P 32.0	4bars S-24x14mm	Aug 14 1909 Mar 24 1912
2	NAST, / COLO. CI 10P 32.0	4bars S-24x19mm	Jul 1 1914

**NORRIE**

Norrie came into existence in the early 1890's. For many years it was an active lumber camp on the Fryingpan River and the Colorado Midland Railroad.

The settlement was named for a Gordon Norrie. Frank E. Gowen built the first sawmill in 1887. When the Norrie Post Office opened in 1894, with Frank Gowen as postmaster, it was located in his store.

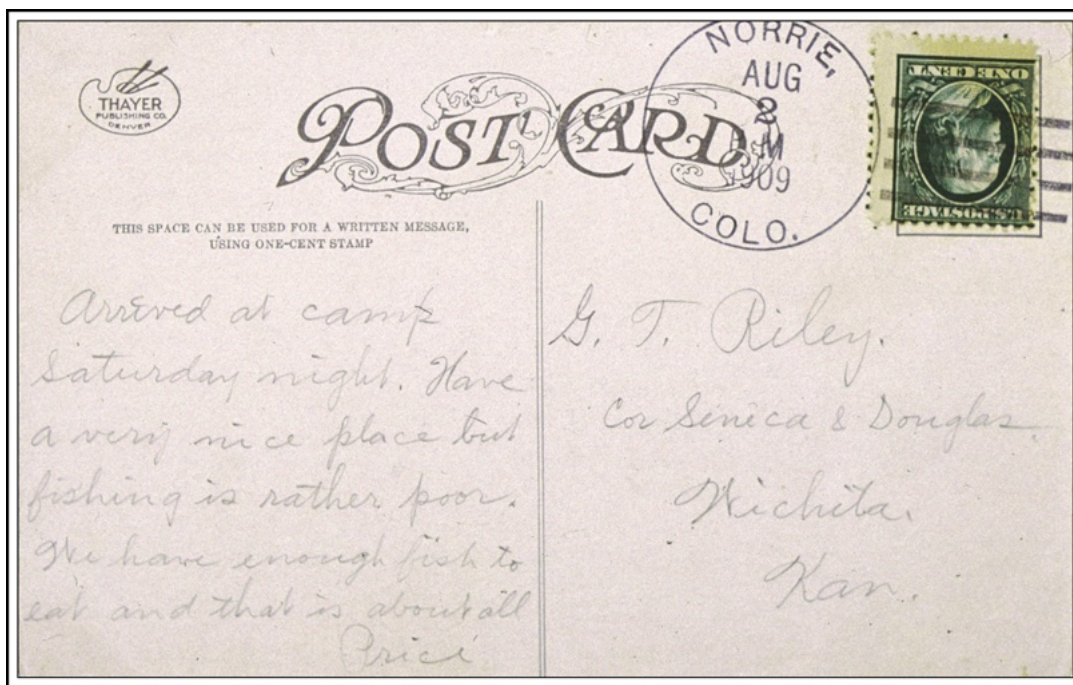
NORRIE – Continued

In 1906 Harry G. Koch acquired large tracts of land east of Norrie and expanded the lumbering operations. A larger sawmill was constructed and Norrie developed into a modest size community with the store, post office, sawmill, a school and a dancehall. The population may have been as high as 200 with cabins for the mill and timber workers.

As was the situation with the other towns along the Fryingpan River and the Colorado Midland Railroad, Norrie's economic success depended on the railroad. The railroad ceased operations in 1918, the post office closed and Norrie quickly declined.

Starting at Thomasville, the junction of Forest Service Roads 105 and 400, drive a little more than three and a half miles east on Road 105. The Norrie Colony is located south of Road 105, on the north bank of the Fryingpan River. There are several summer cabins and a small resort center.

Latitude = 39:19:29 North Longitude = 106:39:18 West



NORRIE, / COLO.

August 2, 1909

Chronology of the Post Office

- May 21 1894 --- Unsurveyed lands A few rods north of the Frying Pan River
Proposed postmaster - Frank Edward Gowen
- Nov 16 1894 Established
- Nov 16 1894 Gowen, Frank E.
- Nov 16 1903 Johnson, Francis
- Jun 5 1905 Bigelow, May E.
- Jun 15 1905 Ordered closed
- Jul 17 1906 Discontinued Mail to Thomasville
- Jul 1 1907 Re-established
- Jul 1 1907 Teas, Charles H.
- Sep 21 1914 --- NE/4 Sec 28 T8S R83W 100 feet north of the Frying Pan River

NORRIE – Continued

Oct 16 1914 Short, Anna
 Aug 10 1918 Discontinued Mail to Meredith
 Oct 31 1918 Modified Mail to Ruedi

Confirmed types of postal markings

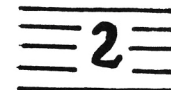
- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>0.1 NORRIE, COLO.
 SL 00R 43.0x5.0</p> <p>1 Norrie Colo
 MS</p> <p>2 NORRIE, / COLO.
 CI 10P 28.0</p> <p>3 NORRIE, / COLO.
 CI 10P 31.0</p> | <p>Jun 13 1888
 Hstp Undated, predates the post office; on a Wells
 Fargo franked envelope with ASPEN cds of Jun 13 1888
 Contents not original, but reflects use</p> <p>Aug 15 1907
 Mscp Stamp missing, but position and handwriting
 indicate this was the postmark</p> <p>Feb 13 1904 Oct 26 1908
 Doane Type 1 with 2</p> <p>Jul 9 1908 Mar 18 1918
 4bars P-25x14mm</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

NORRIE, COLO.

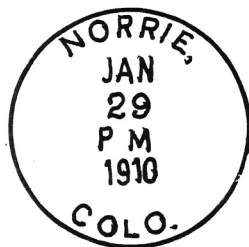
0.1

*Norrie Colo
 Aug 15 07*

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PLACITA

In 1899 the Colorado Fuel and Iron Company began production from a coal mine four miles south of Redstone. The Crystal River Railway was extended to Placita with the coal being taken to Redstone for conversion to coke.

For several years Placita was also the shipping point for finished marble from the Yule Quarries at Marble, another eight miles south on the Crystal River. In 1906 the railroad tracks were extended to Marble.

In 1901 the Colorado Fuel and Iron Company sold the Placita Mine to the Rapini brothers who continued to operate it for a number of years. Eventually the mine was closed and today very little remains at Placita.

Placita is the diminutive of the Spanish “plaza” which can mean not only a public square but also a town.

From the southern entrance to Redstone, continue south four miles on Colorado Highway 133. There are a few small, occupied buildings between the highway and the river, one of which may have been the freight house for the railway. There are also signs of the mining activity on the hillside above the site of Placita.

PLACITA – Continued

Latitude = 39:07:56 North Longitude = 107:15:44 West

Chronology of the Post Office

Oct 10 1899	---	Lot 7 Sec 6 T11S R88W 1/16 mile west of Crystal River 2 miles south of Hayer Gulch 200 feet west of Crystal River Railroad Proposed postmaster - William H. Rees
Oct 25 1899		Established
Oct 25 1899		Rees, William H.
May 23 1900		Smith, Phillip H.
Apr 30 1903		Gardiner, James L.
Nov 19 1903		Ordered closed
Dec 15 1903		Discontinued Papers to Redstone
Oct 10 1928		Re-established
Oct 6 1928		Hughes, William
Dec 18 1928	---	Lot 10 Sec 6 T11S R88W 400 feet west of the Crystal River 2-1/2 miles south of Coal Creek 200 feet west of the Crystal River Railroad
Feb 14 1931		Dawson, Mrs. Artelia Confirmed
Oct 20 1934		Ordered closed
Oct 31 1934		Discontinued Mail to Redstone

Confirmed types of postal markings

1	PLACITA, / COLO. CI 10P 28.0	May 12 Hstp Cork, Smudge [NOT AVAILABLE FOR ILLUSTRATION]
2	PLACITA, / COLO. CI 10P 35.0?	Mar 25 1930 4bars S-23x21mm Badly distorted



REDSTONE

In 1882 John Cleveland Osgood acquired a considerable amount of land and coal properties in the Crystal River Valley. He organized the Colorado Fuel Company to exploit the coal deposits. Soon Osgood merged that company with the Colorado Coal and Iron Company, forming the Colorado Fuel and Iron Company - the C.F. & I.

In the late 1890's Osgood began development of the large coal deposits along the Crystal River. The town of Redstone was established to house workers in the mines and a large complex of coke ovens at Redstone. Redstone was named for the prominent outcroppings of red sandstone along the Crystal River Valley.

The village of Redstone developed in a manner much different from other company towns. The streets were lined with small clean and attractive cottages. The architecture was varied and the homes were painted in a variety of colors, a big contrast to the typical dreary and monotonous company towns.

Osgood also subscribed to the idea that his workers should have an enjoyable life. Married men lived with their families and there was a lodge and clubhouse for the bachelors. All enjoyed frequent concerts and theatrical presentations.

REDSTONE – Continued

Osgood was not an absentee owner. He built a large forty-two-room manor house for himself and named it Cleveholm.

Construction of a railway along the Crystal River began in 1892 as the Aspen and Western Railway. This was reorganized as the Crystal River Railway. In 1896 this became a standard gauge railway and in 1906 it was leased to the Crystal River and San Juan Railway with tracks extending south to Marble. Redstone was also the junction point for a narrow gauge spur line to the C. F. & I. mine in Coal Basin.

As the twentieth century progressed, the economics of producing coal and coke at a location remote from the steel mills at Pueblo proved too much to sustain the activity at Redstone. The mines were shut down but Redstone did not become a ghost town.

The lodge that housed the bachelor miners was converted into a resort inn. Cleveholm also became an inn and a conference center. Redstone itself is a small but active community. Many of the miners' homes are now summer homes and the town has a number of specialty stores and restaurants. The entire town of Redstone is on the National Register of Historic Places.

Redstone is located on the east side of the Crystal River about fifteen miles from Carbondale by way of Colorado Highway 133. From Colorado 133 there is access into Redstone, north of the town, and opposite the Redstone Inn at the south end. Cleveholm is also on the east side of the Crystal River, about a mile south of the town of Redstone. It is visible from Colorado 133. Opposite Redstone on the west side of Colorado 133, there is a long string of old coke ovens.

Latitude = 39:10:51 North Longitude = 107:14:21 West



The Redstone Inn on the southern edge of Redstone, Colorado

Photograph from <https://img.grouponcdn.com/deal/kjxFNCEwoxgh2ETEEeLND/HT-960x582/v1/c700x420.jpg>

**REDSTONE – Continued
Chronology of the Post Office**

Mar 19 1898 --- NW/4 Sec 20 T10S R88W 1/10 mile north of Crystal River
1/16 mile southerly from Coal Creek Name requested as REDSTONE or REDROCK
Proposed postmaster - James Legget

May 19 1898 Established

May 19 1898 Legget, James

Mar 13 1900 Damon, Alice B.

Dec 18 1900 Bowen, James B.

Jun 15 1906 Smith, Joseph J.

Apr 13 1908 Wilson, Joseph H.

Jun 6 1910 Powell, William R.

May 9 1911 Gibb, Arizona F.

Jul 7 1915 Lyon, Le Roy

Dec 31 1915 Snook, Joseph M.

Nov 23 1916 Lebow, Ora M.

Mar 30 1918 Bowles, Fredia M.

Mar 30 1918 Bowles, Fredia M.

Sep 30 1918 Discontinued Mail to Carbondale

Feb 19 1925 --- NE/4 Sec 20 T10S R88W 500 feet east of the Crystal River 100 feet west of East Creek
500 feet east of the Crystal River and San Juan Railroad

May 16 1925 Re-established

May 16 1925 Osgood, Charles R.

Feb 19 1927 Kenney, John M. Confirmed

Apr 29 1927 Kenney, John M. Commissioned

Jun 30 1927 Kenney, John M. Assumed charge

Nov 3 1941 --- Sec 20 T10S R88W Post Office is on Highway 133 Railroad tracks 8 feet west of post office
Crystal River 125 feet east and Coal Creek 500 feet north of post office

Feb 2 1943 Ordered closed

Feb 15 1943 Discontinued Mail to Carbondale

Jun 1 1959 Re-established as a Rural Station of Carbondale

Aug 1 1962 Discontinued

Confirmed types of postal markings

- | | | | |
|-----|----------------------------------------------|-----------------|-------------------------|
| 1 | REDSTONE, / COLO.
CI 10P 31.0 | 4bars S-23x14mm | Mar 28 1907 Jul 25 1918 |
| 1.1 | REDSTONE, COLO. / M.O.B.
CI 11P 32.5/21.5 | Hstp No killer | Jul 20 1917 |
| 2 | REDSTONE. / COLO.
CI 10P 33.0 | 4bars S-26x20mm | Oct 30 1934 Oct 15 1942 |
| 3 | REDSTONE / COLO.
CI 10P 33.0 | 4bars S-25x20mm | Jun 1 1959 Sep 8 1959 |



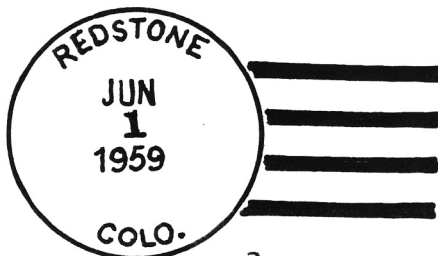
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3

ROARING FORK

Roaring Fork appears to have been little more than a promotional scheme that never materialized. In 1879 a townsite was laid out on the plateau between Maroon and Castle Creeks. There was sufficient noise that in April 1880 a post office was granted to Roaring Fork in preference to neighboring Aspen.

Legend has it that the post office was the only building erected in Roaring Fork and that it was soon moved in its entirety to Aspen. That may be true, however, the Aspen Post Office opened in early June 1880 and the Roaring Fork Post Office was not discontinued until late July 1880. That does not preclude an earlier cessation of operations, if there were any at Roaring Fork.

It is not possible to determine where the "post office" building was located. I suspect that it was near the south end of Red Butte. The surrounding area is now the combination of a golf course, a cemetery and a residential district of large homes.

Chronology of the Post Office

Apr 5 1880	---	It is located on unsurveyed public lands 1/2 mile south of the Roaring Fork River 1/2 mile west of Castle Creek Proposed postmaster - Hezekiah T. Buckley
Apr 13 1880		Established
Apr 13 1880		Buckley, Hezekiah T.
Jul 29 1880		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ROARING FORK

SELLAR

Sellar was a station along the Colorado Midland on a level bench, Sellar Park, on the west side of Sellar Mountain. The settlement was within a broad arc where the direction of the railroad looped around from northwest to southeast before making the 600-foot plus descent down the mountain to Ivanhoe Creek and the Fryingpan River. The station was named for D. P. Sellar.

The railroad maintained a full suite of facilities at Sellar, including a section house, coaling station, water tank, sand house and a wye for turning locomotives. In addition to the railroad activity, there was logging in the area and there were charcoal ovens at Sellar. Residential facilities for the railroad and other workers were available at Sellar.

Sellar was another of the communities that died in 1918 when the Colorado Midland Railroad ceased operations. The record of openings and closings of the Sellar Post Office demonstrate that at over 9,600 feet altitude, this was not a choice location for a post office.

A half-mile from the entrance road to the Nast Mountain Colony, Forest Service Road 105 turns sharply back on itself and begins to climb the north face of the Fryingpan River Valley. This is the beginning of the road to Hagerman Pass. It is three and seven-tenths miles to Sellar Park with the present road located on the old grade of the Colorado Midland Railroad. The road is narrow but with caution should present no problems. Sellar is thirteen miles from Meredith.

No buildings remain at Sellar. The railroad grade is visible and the settlement was within the curve formed by the railroad. From Sellar it is another ten miles to the site of Ivanhoe at the east end of Ivanhoe Lake.

Chronology of the Post Office

Feb 29 1888	---	T8S R83W 2 miles north of the Frying Pan River 200 feet west of Park Creek 200 feet west of the Colorado Midland Railroad Proposed postmaster - Rose Kirk
Apr 12 1888		Established

SELLAR – Continued

Apr 12 1888	Kirk, Rose	
Dec 9 1889	Little, Edward W.	
Mar 15 1890	Buck, Austin B.	
Sep 28 1892	Garrett, Clarence W.	Declined
May 10 1895	Tyler, Leon F.	
Aug 21 1896	Flemming, Willard G.	Not commissioned
Dec 17 1896	Closed Mail to Norrie	
Dec 30 1896	Closing order rescinded	
Dec 17 1896	Discontinued	
Dec 30 1896	Re-established	
Nov 18 1897	Beck, Austin B.	
Mar 21 1898	Crutchfield, Milton Y.	
May 28 1898	Order closed	
Jul 5 1898	Discontinued Papers to Norrie	
Jan 25 1901	Re-established	
Jan 25 1901	Oliver, Horace C.	Order rescinded Apr 15, 1901
Apr 15 1901	Discontinued	
Jan 20 1902 ---	W/4 SW/4 Sec 25 T8S R83W 2 miles north of the Frying Pan River	
	Proposed postmaster - Otto Bernard Kirkpatrick	
May 22 1902	Re-established	
May 22 1902	Kirkpatrick, Otto B.	
Jul 28 1906	Cooley, Charles H.	
Dec 2 1907	Weible, Charles H.	
Dec 10 1908	Kay, Leslie G.	Declined
Feb 23 1909	Peterson, Charles O.	
Aug 14 1909	Discontinued Mail to Nast	
Apr 7 1910 ---	No government survey Sketch map shows it on the inside of the bend where the Midland turns east before making the sharp horseshoe back west along the river Frying Pan River 1-1/2 miles south of post office.	
May 11 1910	Re-established	
May 11 1910	McConnell, Robert H.	
Sep 6 1910	Leary, John E.	
Aug 25 1913	Bugbee, Clark	
Apr 6 1915	Benton, Bernard T.	
Aug 10 1918	Discontinued Mail to Meredith	

Confirmed types of postal markings

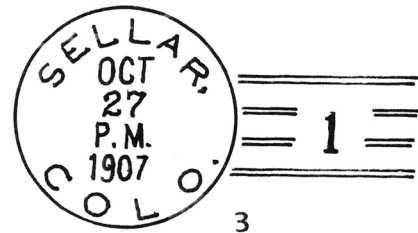
1	SELLAR / COLO. CI 10P 27.5	Hstp Target, 4-ring	Jul 18 1895
2	SELLAR / COLO. CI 10P 28.0	Hstp Not present	Jul 9 1896
3	SELLAR, / COLO. CI 10P 29.0	Doane Type 2 with 1; S-25x13mm	Apr 19 1905 Jun 20 1910
4	SELLAR, / COLO. CI 10P 31.0	4bars S-23x13mm	Feb 28 1911 May 31 1917



1

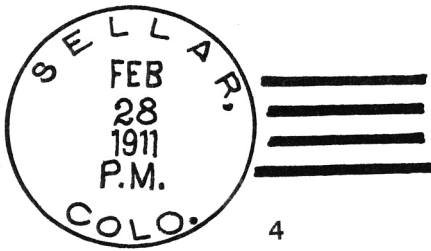


2



3

SELLAR – Continued

**SIDNEY**

The history of and directions to the location of Sidney are discussed under Independence. Also, refer to the postmaster and postmark listings for the associated offices of Chipeta, Farwell and Sparkill.

Chronology of the Post Office

Dec 7 1880	---	No survey reported 6 miles northeast of the Roaring Fork River 1/4 mile north of Independence Creek Apparent choice of names: SIDNEY or MAMMOTH Proposed postmaster - W. B. Kinkead, Jr.
Jan 4 1881		Established
Jan 4 1881		Kinkead, William B.
Mar 20 1882		Discontinued Mail to Sparkill

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM SIDNEY



Overview of Independence in Pitkin County. Independence was the location for the post offices named Chipeta, Farwell, Sidney and Sparkill.

Photograph by William H. Bauer

September 16, 2002

SNOWMASS (II)

The first community and post office to carry the name Snowmass was established in July 1882 and discontinued in August 1883. It has no direct relationship to the Snowmass in Pitkin County. It was a mining community located in Gunnison County on the North Fork of Rock Creek, a mile east of Crystal.

The present day community of Snowmass is located where Snowmass Creek enters the Roaring Fork River. The community takes its name from the creek, which in turn takes its name from 14,092 foot Snowmass Mountain.

The Denver and Rio Grande Railroad had a station on the north side of the Roaring Fork and the Colorado Midland Railroad operated a siding on the south side of the river.

This community was slow to develop and even today is not very extensive. A post office was opened in 1895 under the name of Davies but it was in operation for only a few months. In 1901 a new post office opened under the name of Snowmass. This post office serves a scattered clientele along the river and the tributary streams.

Snowmass is on Colorado Highway 82, about four miles east of Basalt. In 1972 the post office was in a modern commercial center. In 2002 the post office was in a building of its own, south of Colorado Highway 82, with access from Pitkin County Road 11.

Latitude = 39:19:54 North Longitude = 106:59:08 West

Chronology of the Post Office

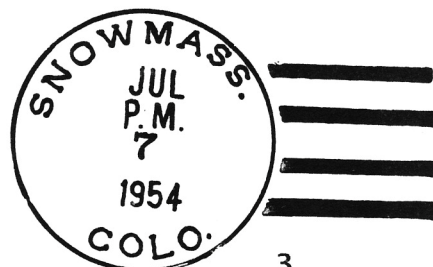
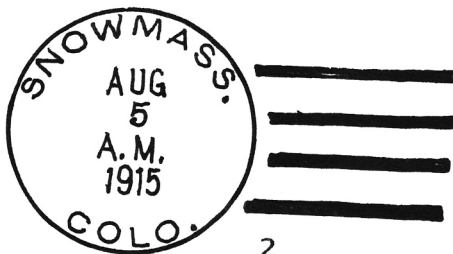
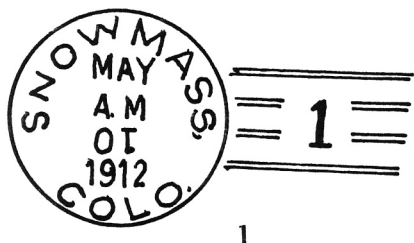
Feb 9 1901	---	NW/4 Sec 27 T8S R86W Proposed postmaster - John H. Stewart
Feb 19 1901		Established
Feb 19 1901		Stewart, John H.
Mar 30 1904		Closed
Apr 14 1904		Discontinued Mail to Watson
Aug 26 1904	---	NE/4 Sec 27 T8S R86W 600 feet south of Roaring Fork River 500 feet east of Snowmass Creek North side of Colorado Midland Proposed postmaster - John S. Stewart
Oct 7 1904		Re-established
Oct 7 1904		Stewart, John S. [SRM: Appt. records & site reports indicate there were both a John H. and a John S. Stewart serving here.]
Mar 16 1908		Stewart, John S.
Dec 27 1913		Ordered closed
Jan 31 1914		Discontinued Mail to Basalt
Apr 8 1914		Re-established
Apr 8 1914		Mizer, Eva
May 2 1914	---	SE/4 NW/4 Sec 27 T8S R86W 462 feet south of the Roaring Fork River 192 feet northeast of Snowmass Creek 164 feet south of the Colorado Midland Railroad
Jun 19 1916		Bradshaw, Emma C. Confirmed
Aug 4 1916		Bradshaw, Emma C. Commissioned
Aug 10 1916		Bradshaw, Emma C. Assumed charge
Dec 11 1934		Hart, Charles D. Assumed charge
Dec 26 1934		Hart, Charles D. Acting
Jan 17 1935		Bagett, Bert Confirmed
Feb 1 1935		Bagett, Bert Commissioned
Feb 5 1935		Bagett, Bert Assumed charge
Aug 26 1941		Hanhnewald, Mrs. Wilma C. Assumed charge
Sep 10 1941		Hanhnewald, Mrs. Wilma C. Acting
Nov 28 1941	---	SE/4 Sec 9(?) T9S R86W Roaring Fork River 1/8 mile north Snowmass Creek 1/8 mile west of post office [SRM: S-T as listed in Site Report, but in error]
Feb 25 1942		Hanhnewald, Mrs. Wilma C. Confirmed
Mar 25 1942		Hanhnewald, Mrs. Wilma C. Commissioned
Jan 19 1943		Bradshaw, Mrs. Emma C. Assumed charge

SNOWMAS (II) – Continued

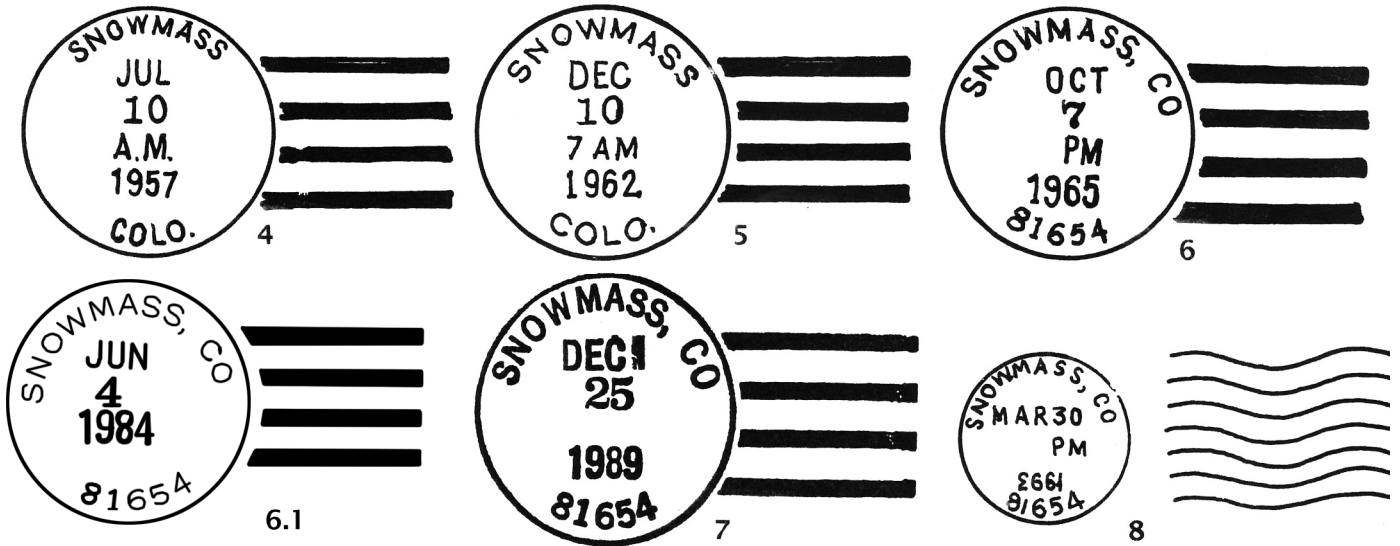
Mar 27 1943	Bradshaw, Mrs. Emma C.	Acting
Dec 16 1943	Diemoz, Mrs. Tantha A.	Assumed charge
Dec 29 1943	Diemoz, Mrs. Tantha A.	Acting
Jun 30 1945	Hendricks, Ray I.	Assumed charge
Jul 27 1946	Hendricks, Mrs. Virginia D.	Assumed charge
Feb 11 1947	Hendricks, Mrs. Virginia D.	Confirmed
Aug 8 1947	Hendricks, Mrs. Virginia D.	Commissioned
Apr 1 1948	Stubbings, Mrs. Agnes F.	Assumed charge
Jul 29 1948	Stubbings, Mrs. Agnes F.	Confirmed
Apr 26 1949	Stubbings, Mrs. Agnes F.	Commissioned
May 30 1948	McLaren, Mrs. Agnes F.	Name changed by marriage
Aug 15 1955	McFadden, Larena B.	Assumed charge
Aug 26 1955	McFadden, Larena B.	Acting
Apr 20 1956	McFadden, Larena B.	Confirmed
Apr 25 1956	McFadden, Larena B.	Commissioned
Jul 12 1963	Tucker, Mrs. Velda F.	Acting & Assumed charge
May 21 1965	Tucker, Mrs. Velda F.	Confirmed
May 25 1965	Tucker, Mrs. Velda F.	Appointed Presidential
Jun 8 1965	Tucker, Mrs. Velda F.	Commissioned
Jul 27 1973	Klemcke, Mrs. Martha L.	Officer in charge
Jan 5 1974	Klemcke, Mrs. Martha L.	Appointed
Aug 23 1977	Coyle, Ms. Mary E.	Officer in charge
Jun 17 1978	Miller, Donald E.	Appointed
Jun 17 1978	McLaren, Mrs. Agnes F.	Officer in charge
Jan 26 1980	McLaren, Mrs. Agnes F.	Appointed

Confirmed types of postal markings

1	SNOWMASS, / COLO. CI 10P 28.0	Doane Type 2 with 1; S-23x13mm	Oct 7 1907 Jan 8 1914
2	SNOWMASS, / COLO. CI 10P 32.0	4bars S-24x19mm	Aug 5 1915 Jun 2 1916
3	SNOWMASS, / COLO. CI 10P 33.0	4bars S-24x19mm	Aug 18 1930 Jul 7 1954
4	SNOWMASS / COLO. CI 10P 32.5	4bars S-24x19mm	Jul 10 1957 Aug 28 1957
4.1	snowmass, / COLO. RC 10P 37.0x17.0	Hstp No killer, Parcel Post Box style [NOT AVAILABLE FOR ILLUSTRATION]	1950s
5	SNOWMASS / COLO. CI 10P 33.0	4bars S-24x18mm	Dec 10 1962
6	SNOWMASS, CO / 81654 CI 10P 33.0	4bars S-23x20mm	Oct 7 1965 Sep 3 1976
6.1	SNOWMASS, CO / 81654 CI 10P 31.5	4bars S-24x18mm	Jun 4 1984
7	SNOWMASS, CO / 81654 CI 10P 33.5	4bars S-25x21mm	Dec 25 1989 Dec 26 1989
8	SNOWMASS, CO / 81654 CI 10P 22.0	Mach 7 wavy lines	Oct 18 1974 Mar 30 1993



SNOWMAS (II) – Continued



DEAF CAMP STATION

Chronology of the Post Office

Jul 13 1994 Operated as a Special Commemorative Station

Confirmed types of postal markings

- 1 Snowmass Co 81654 // Deaf Camp Station Jul 13 1994
IR 20P 53.0x26.0 Pict Scene - flowers, sign language - hand-drawn



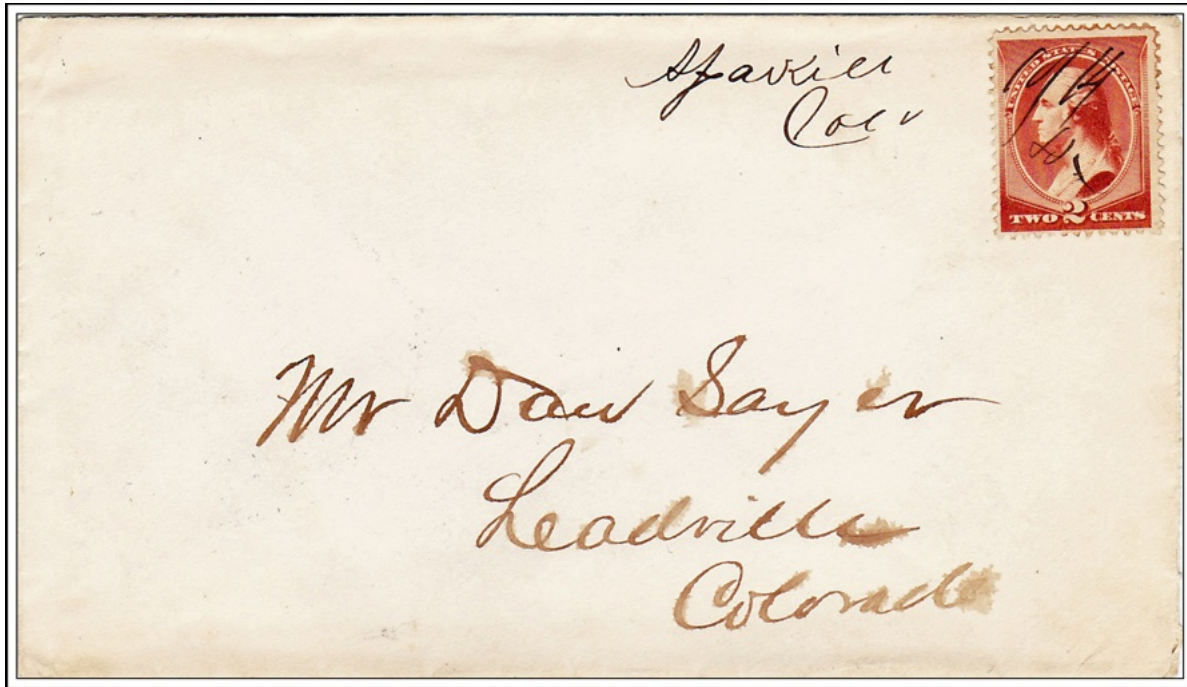
SPARKILL

The history of and directions to the location of Sparkill are discussed under Independence. Also, please refer to the postmaster and postmark listings for the associated offices of Chipeta, Farwell and Sidney.

Chronology of the Post Office

- Dec 16 1881 --- Unsurveyed Land On north side of Independence Creek
Name requested MOUNT HOPE crossed out, Sparkill substituted
Proposed postmaster - Hiram M. Henry [SRM: Signature on application not clear as to whether it is Hiarm M. Henry or Hiram McHenry]
- Feb 1 1882 Established
- Feb 1 1882 McHenry, Hiram
- Nov 20 1882 Ackerman, Theodora
- Mar 21 1885 --- NW/4 & SW/4 Sec 7 T11S R82W On north side of the Independence
Branch of the Roaring Fork Local name is Independence
Incorporated under the name of Chipeta
- Oct 18 1887 Discontinued Papers to Everett

SPARKILL – Continued



Sparkill Col

October 14, 1885

Confirmed types of postal markings

1 Sparkill / Col
MS

Jul 31 1882 Oct 14 1885

Mscp Pen cancel with date

Sparkill Col
July 31st 1882
1

SPRING GULCH

In 1882 William Gray discovered coal in the Jerome Park area of what is now the western portion of Pitkin County. A road was built to the site and in 1887 men working for the Grand River Coal and Coke Company opened the mine that would give birth to Spring Gulch.

Over the following years the mine was operated by different companies but the Colorado Fuel and Iron Company was the principal operator. Mining at Spring Gulch continued until about the commencement of World War I.

In 1895 the name of the post office was shortened to Gulch. This was one more in the multitude of name changes instituted by the Post Office Department in a program of name simplification.

Historic photographs show that the mine and associated powerhouse were on a knoll above (west of) the town. The railroad tracks entered the lower part of the town and the residential area was between the railroad and the mine.

In addition to the mine, Spring Gulch included housing for the miners and the company store. The post office was in the store and most of the time the storekeeper was the postmaster.

SPRING GULCH – Continued

An article by William M. Dinkel as told to Ivah Dunklee in Colorado Magazine, *A Pioneer of the Roaring Fork* includes the following story about mail delivery to Spring Gulch:

He [W. L. Girdner] delivered groceries by wagon daily to the Austrians and Italians there [Spring Gulch], as well as mail. Since he could not pronounce the names, he invented an ingenious delivery system. Just as he crossed the crest of the little hill at Spring Gulch he would yell. Out poured the excited folk, jabbering in their native tongues. Girdner would smile expansively, wave his arms and then taking the mail sack at the corners, strew letters and papers in every direction. Such a scramble and laughter then ensued. Each person would hunt for his own mail, run shouting to his cabin and quiet would fall again.

To reach the site of Spring Gulch, the easiest way is to begin on Colorado Highway 133 between Satank and Carbondale, at the intersection with Pitkin County Road 108. Turn on to Road 108 and follow it to the southwest. From the intersection with Garfield County Road 125, go two more miles and turn right onto Garfield County Road 123. One more mile and you have reached the end of the road. This may be as far as you can go.

In October 1999, Jim Ozment and I got to that point and encountered a gate with a chain and lock. The lock was open and we were debating whether or not to go through when a truck came up to the other side of the gate. We explained to the occupants what we wanted to do and what our interest was. They graciously gave us permission to go on through the gate, of course asking us to lock the gate when we came back out. In a half-mile we were at the Marion Mine. There was a large mine dump that marked the site, remnants of some of the coke ovens and of other buildings. Marion is almost exactly on the Garfield-Pitkin County line. Go another mile and a half to a large mine dump. In 1999 there was a single cabin on the hillside above the road. This was Spring Gulch and the end of the railroad branch.

Chronology of the Post Office

Jun 17 1891	---	NE/4 Sec 23 T8S R89W
		Proposed postmaster - William L. Girdner
Sep 10 1891		Established
Sep 10 1891		Girdner, William L.
Sep 28 1892		Cohn, Abraham
Apr 19 1895		Name changed to Gulch

Confirmed types of postal markings

- 1 **SPRING GULCH, / COLO.** **Sep 16 1893**
 CI 10P 26.0 **Hstp Grid, oval, 12 bars(?). [May be a reduced photocopy]**



1



THOMASVILLE

Thomasville was one of the small communities that developed along the Colorado Midland Railroad in the canyon of the Fryingpan River. The community came into existence in 1890, apparently with the construction of a smelter built by the St. Louis & Colorado Smelting Company. The smelter was to process ore from a small mine, the Bessie, located near the settlement. Almost nothing is known about the mine and smelter, so a safe assumption is that it was not very successful.

THOMASVILLE – Continued

In 1890, as Thomasville grew in size, the post office and most of the residents at nearby Calcium moved a short distance to Thomasville.

The name of the settlement is attributed to a Mr. Thomas, a prospector and preacher, who was involved with the smelter operation.

More important to the economy of Thomasville was the production of lime by the Calcium Limestone Company. Lumbering on the surrounding mountains was also a significant contributor to Thomasville.

The remote location of Thomasville tied its fortunes to the Colorado Midland Railroad. In 1918, when the railroad ceased operations, further development at Thomasville came to an end. There was a brief revival from 1912 to 1915 when Thomasville served as a construction camp for workers building the Colorado Power Company’s transmission line from Glenwood Springs to Denver.

From Meredith, drive east on Forest Road 105 for about a mile. Thomasville is spread along the next mile and a half to the junction with Forest Service Road 400 (to Eagle). There is a scattering of buildings and cabins along the road but no central community.

Latitude = 39:21:37 North Longitude = 106:42:07 West

Chronology of the Post Office

Feb 18 1888	---	SW/4 Sec 7 T8S R83W (Calcium) On the north side of the Frying Pan River Within 80 rods of the Colorado Midland Railroad Proposed postmaster - Mrs. Nellie Dougherty
Mar 31 1890		Formerly named (or moved from) Calcium
Mar 31 1890		Noble, Charles V.
Jan 14 1895		Lapree, Russell
Jun 21 1901		Irion, John W.
Feb 8 1907		Noble, Nellie
Feb 8 1908		Irion, Nellie M.
Dec 3 1910		Swineford, Salina
Mar 6 1914		Swineford, Nellie H.
Aug 10 1918		Discontinued Mail to Meredith

Confirmed types of postal markings

1	THOMASVILLE / COLO. CI 10P 27.5	Mar 6 1891 Nov 20 1907 Hstp Target, gunsight 16mm; Cork, Hobnail grid
1.1	THOMASVILLE, / COLO. CI 10P 31.0	Aug 12 1908 Jul 24 1909 4bars S-23x14mm
2	THOMASVILLE, / COLO. CI 10P 30.0	Jun 29 1911 Jan 10 1916 4bars S-25x13mm



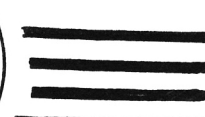
1



1.1



2



TOURTELOTTE

To introduce the history of Tourtelotte, I will quote from Ken Jessen's book *Ghost Towns Colorado Style - Volume Two - Central Region*. This is the most comprehensive discussion that I have found:

Henry Tourtelotte first came to Denver in 1878, then traveled to Leadville the following year. He prospected in the Weston Pass area, as well as Big Evans Gulch. Having had no luck, he and his trustworthy jack went over Independence Pass and down the Roaring Fork River. He found a beautiful mountain park above Aspen at the head of Spar Gulch. Along with its beauty, the park had outcroppings of silver ore. It was here that Henry Tourtelotte constructed a cabin. As other prospectors arrived, they too found the place charming, and soon a small community of log cabins formed. The town was informal, and no town survey was made...

Tourtelotte Park no longer appears on contemporary maps. The site is part of the system of ski runs on Aspen Mountain south of the town of Aspen. The site for Tourtelotte Park is approximately one and one-half miles south of the Aspen city limits, and ski lifts pass over the area. The structures were probably removed when Aspen Mountain was opened as a ski area.

From other sources there are reports that there was an electric tram from Aspen to Tourtelotte and that more than four million dollars was taken from the Tourtelotte Mine.

However, when I study the Post Office Department Geographical Site Location Report for Tourtelotte a question arises about the location of the post office. The report places Tourtelotte "seven miles south of the Roaring Fork, on Castle Creek." That description does not fit with Ken Jessen's statements, or of other historians.

That leaves me to wonder if the Tourtelotte Post Office was at the mining camp in Tourtelotte Park, or was the name appropriated for another location on Castle Creek.

If the later thought is correct, then there are two possible locations for Tourtelotte on Castle Creek. One site is a mile and a half south of the junction of Conundrum Creek Road with Castle Creek Road, near Little Annie Road that goes up to Annie Basin on Richmond Hill. Even though this fits the "seven miles south of the Roaring Fork," there is nothing visible and it does not offer much room for a settlement.

The second site is much closer to Aspen, near the mouth of Queens Gulch and the Midnight Mine Road. The Federal Land Survey location from the Tourtelotte Site Location Report would fit with this location and there are some older buildings in the area.

The big problem in visibly verifying any of the older post office sites in the vicinity of Aspen is pervasive modern development that has spread out and removed much if not all of the pre-existing structures.

Chronology of the Post Office

Feb 23 1889	---	Sec 25 T10S R85W Seven miles south of the Roaring Fork, on(?) Castle Creek	
		Proposed postmaster - Mrs. Louisa Call	
Mar 19 1889		Established	
Mar 19 1889		Coll, Louisa [sic]	
Sep 27 1892		Schooley, Austin E.	
Aug 17 1894		Nash, D. F.	Failed to qualify
Nov 5 1894		Discontinued Papers to Aspen	

Confirmed types of postal markings

1	TOURTELOTTE / COLO.	Jan 22 1891 Jul 4 1891
	CI 10P 28.0	Hstp Target, 4-ring

TOURTELOTTE – Continued



WATSON

Watson is described as a station on the Denver and Rio Grande Railroad. However, the Watson Post Office was on the opposite side of the Roaring Fork River from the Denver and Rio Grande. The Post Office Department Geographic Site Location Report references the Colorado Midland Railroad which was on the south side of the Roaring Fork River. I suspect that both railroads had stations at Watson.

There was not an organized community of Watson. There were ranches in the area, which would have been served by the Watson Post Office. In 1917, Anzel H. Gerbaz became postmaster and in 1918 the post office as renamed Gerbazdale. It seems reasonable that the post office was then located at the Gerbaz Ranch, which still exists under that name (2002).

From Snowmass, continue east on Colorado Highway 82 to Pitkin County Road 8 (Watson Divide Road). Because of recent improvements to Colorado 82 access to the Gerbaz Ranch is by way of Pitkin County Road 8. The Gerbaz Ranch is visible from Road 8 but the entrance road is gated. From the distance the ranch appears well maintained.

The original location of the Watson Post Office would have been between Colorado 82 and the river. There are no structures in that area.



WATSON, / COLO.

August 3, 1908

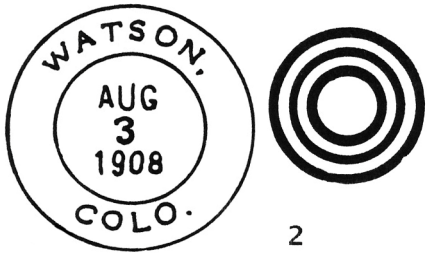
WATSON – Continued

Chronology of the Post Office

- Apr 11 1889 --- NW/4 Sec 6 T9S R85W 1/8 mile south of the Roaring Fork River
20 rods north of the Colorado Midland Railroad
Proposed postmaster - Harvey W. Boyce
- May 31 1889 Established
- May 31 1889 Boyce, Harvey W.
- Jul 24 1891 Ashby, James N.
- May 2 1914 --- NW/4 Sec 6 T9S R85W 300 feet south of the Roaring Fork River
2 miles east of Snowmass Creek 145 feet south of the Colorado Midland Railroad
- Oct 2 1917 Gerbaz, Anzel H.
- Jun 14 1918 Name changed to Gerbazdale

Confirmed types of postal markings

- 1 WATSON / COLO. Feb 4 1898
CI 10P 28.0 Hstp Not recorded [NOT AVAILABLE FOR ILLUSTRATION]
- 2 WATSON, / COLO. Jul 20 1908 Jun 24 1914
CI 11P 31.0/18.5 Hstp Target, 3-ring 20mm



WOODY CREEK

In 1890 Woody Creek was established as a station on the Denver and Rio Grande Railroad line from Glenwood Springs to Aspen.

In 1888 the Rio Grande had graded a spur, some eight miles in length, along Woody Creek to the mines at Lenado. This spur was never completed and it is believed that the Woody Creek Station became the shipping point for the ore mined at Lenado. The community is named for the stream, Woody Creek, that joins the Roaring Fork River just west of the community.

Leave Colorado Highway 82 at Snowmass and cross to the north side of the Roaring Fork River then follow along the river to the east. This will take you to Woody Creek. It is also accessible from Aspen via Cemetery Lane or Pitkin County Road 19. According to the maps, the road on the north side of the river changes designation, beginning as Road 16 at Snowmass, becoming Road 17 through Woody Creek and ending as Road 19 in Aspen.

Woody Creek is a small community of homes and a combination store and service station. In 1973 the post office was in that building but by 2002 it had moved to a rustic style building on the east end of the community.

Latitude = 39:16:13 North Longitude = 106:53:08 West

Chronology of the Post Office

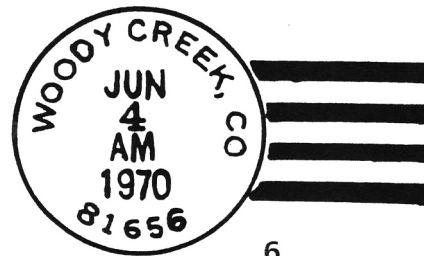
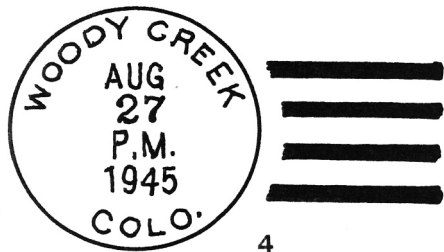
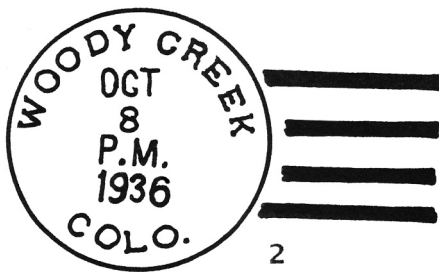
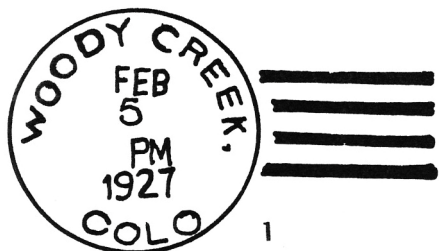
- May 29 1920 --- NE/4 SW/4 Sec 8 T9S R85W Sketch map shows it in NE/4 of Section 8
1/2 mile east of the Roaring Fork River 35 feet east of the D&RG Railroad
Applicant for postmaster - Frank O. Stevens
- Sep 4 1920 Established
- Sep 4 1920 Stevens, Frank A. [sic]
- Mar 22 1922 Strawbridge, B. M. Acting

WOODY CREEK – Continued

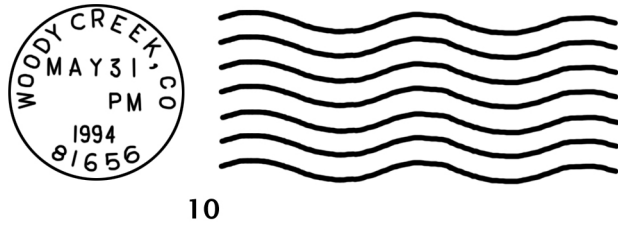
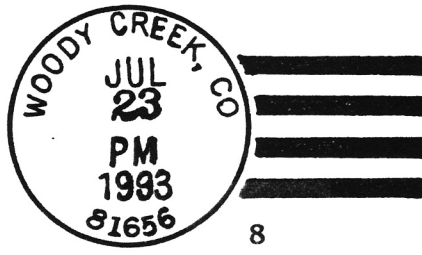
Jun 5 1922	Strawbridge, Benjamin	Confirmed
Jun 21 1922	Strawbridge, Benjamin	Commissioned
Jul 1 1922	Strawbridge, Benjamin	Assumed charge
Mar 7 1932 ---	NW/4 Sec 9 T9S R85W 1/4 mile east of the Roaring Fork River 1/2 mile northeast of Woody Creek 50 feet north of the D&RG Railroad	
Apr 1 1938	Bogue, Mrs. Prue	Assumed charge
Apr 6 1938	Bogue, Mrs. Prue	Acting
May 19 1938	Bogue, Mrs. Prue	Confirmed
Jun 2 1938	Bogue, Mrs. Prue	Commissioned
Oct 21 1941 ---	NW/4 Sec 9 T9S R85W Roaring Fork River 1/4 mile west of post office	
Mar 31 1953	Jones, Mrs. Virginia S.	Assumed charge
Apr 21 1953	Jones, Mrs. Virginia S.	Acting
Jun 8 1953	Jones, Mrs. Virginia S.	Confirmed
Jun 22 1953	Jones, Mrs. Virginia S.	Commissioned
Feb 6 1978	Morse, Doris M.	Officer in charge
Jan 13 1979	Rogne, Dean A.	Appointed
Feb 8 1979	Morse, Doris M.	Officer in charge
Jan 26 1980	Morse, Doris M.	Appointed

Confirmed types of postal markings

1	WOODY CREEK, / COLO. CI 10P 32.0	4bars S-22x14mm	Feb 5 1927
2	WOODY CREEK / COLO. CI 10P 34.0	4bars S-25x20mm	Oct 8 1935 Jul 8 1940
3	WOODY CREEK, COLO. / M.O.B. CI 11P 29.0/19.0	Hstp No killer	Jan 31 1947
4	WOODY CREEK / COLO. CI 10P 32.0	4bars S-23x19mm	Oct 15 1943 Oct 23 1962
5	WOODY CREEK, CO / 81656 CI 10P 32.0	4bars S-24x19mm	Oct 7 1965 May 31 1969
6	WOODY CREEK, CO / 81656 CI 10P 32.0	4bars S-24x18mm	Jun 4 1970 Sep 21 1970
7	WOODY CREEK, CO / 81656 CI 10P 32.0	4bars S-25x19mm	Aug 24 1974 Apr 7 1987
8	WOODY CREEK, CO / 81656 CI 10P 31.0	4bars S-24x17mm	May 19 1990 Jul 23 1993
9	WOODY CREEK, CO / USPO CI 11P 30.0/18.0	Hstp No killer	Apr 23 1993 Jul 23 1993
10	WOODY CREEK, CO / 81656 CI 10P 23.0	Mach 7 wavy lines	May 31 1994



WOODY CREEK – Continued



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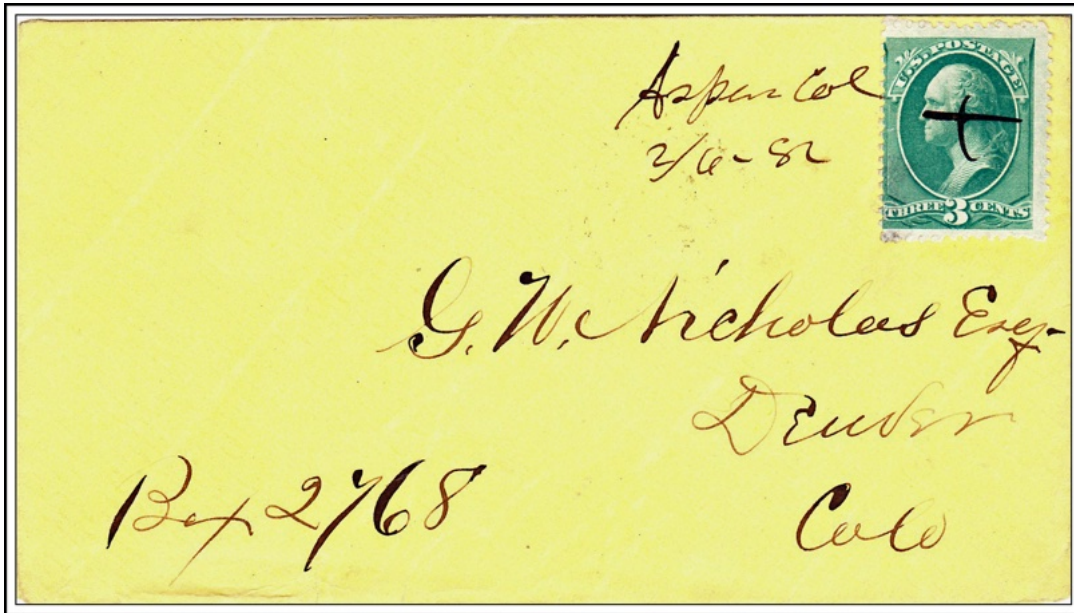
Place Names in Colorado [Alternate Title: *The Names of Colorado Towns*]

Prepared by the Colorado Writers Project; *Colorado Magazine*; Serialized in Volumes 17-20

GEOGRAPHIC SITE LOCATION REPORTS OF THE POST OFFICE DEPARTMENT

These are documents filed with applications for the approval of a new post office, at the time of a move of a post office and upon periodic requests of the Post Office Department. The documents may include a detailed location using the Federal Land Survey System, reference of distance to local streams and rivers, to railroads and to nearby existing post offices.

A GALLERY OF PITKIN COUNTY COVERS



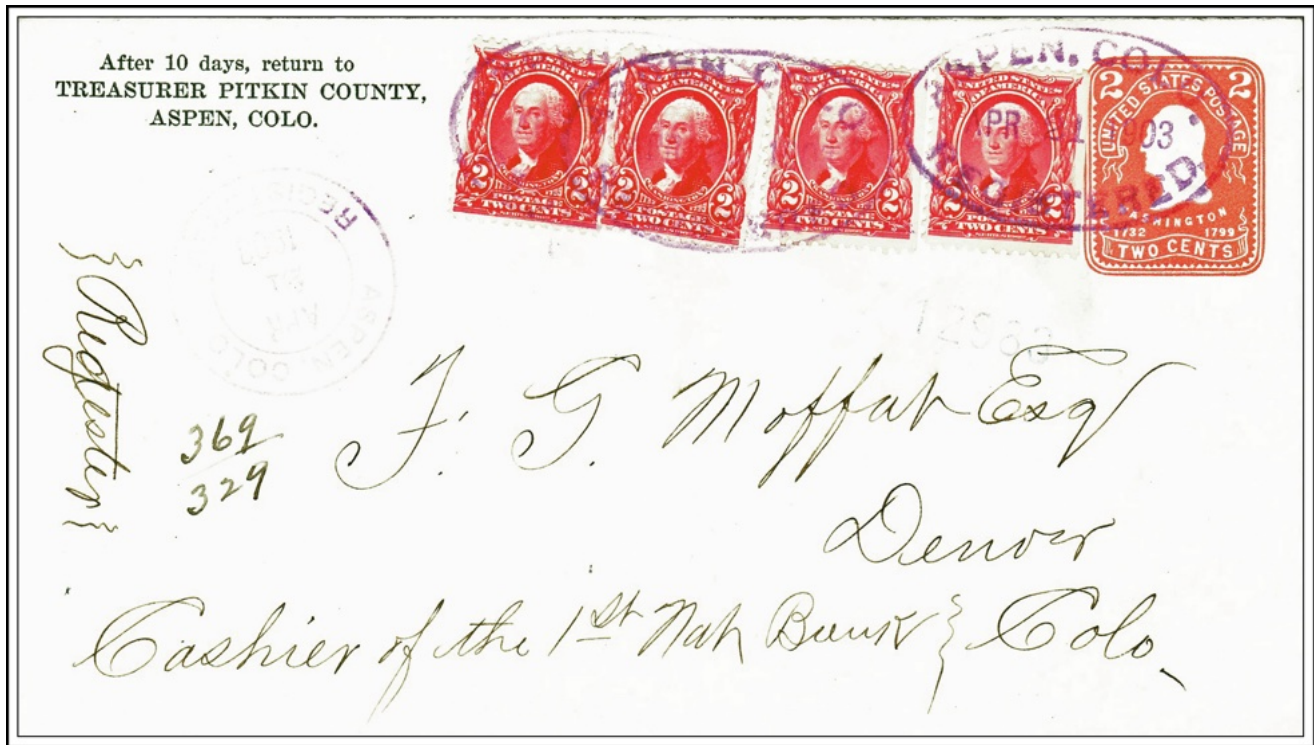
Aspen Col

Feb 6, 1880



ASPEN, COLO.

February 3, 1886



ASPEN, COLO. / REGISTERED.

April 21, 1903



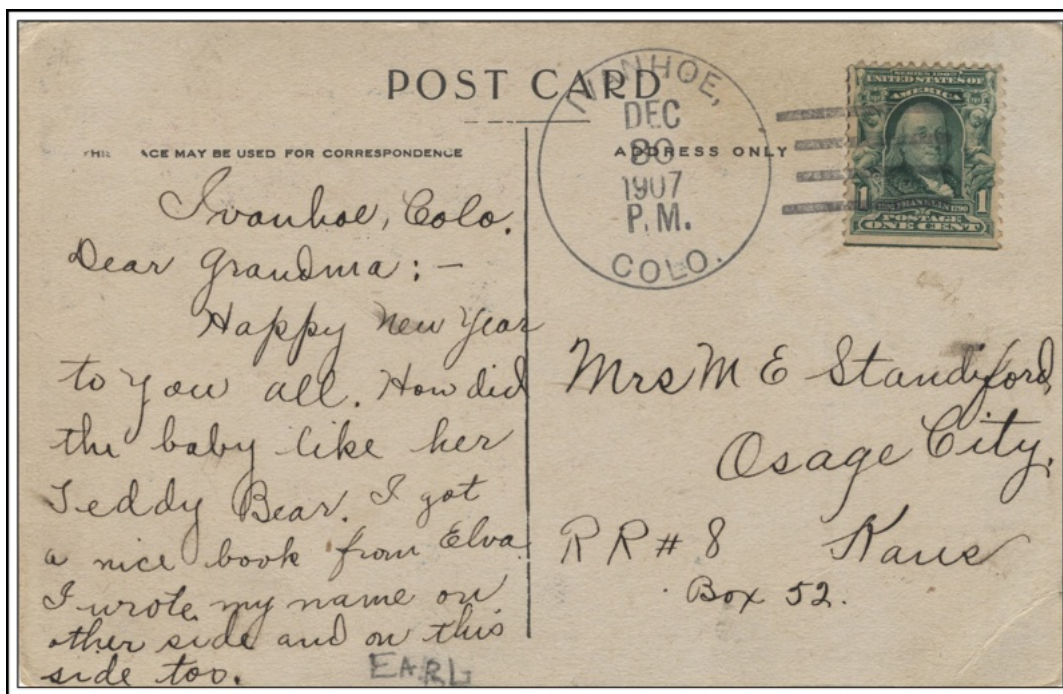
EMMA, / COLO.

April 17, 1911



GULCH, / COLO.

February 10, 1910



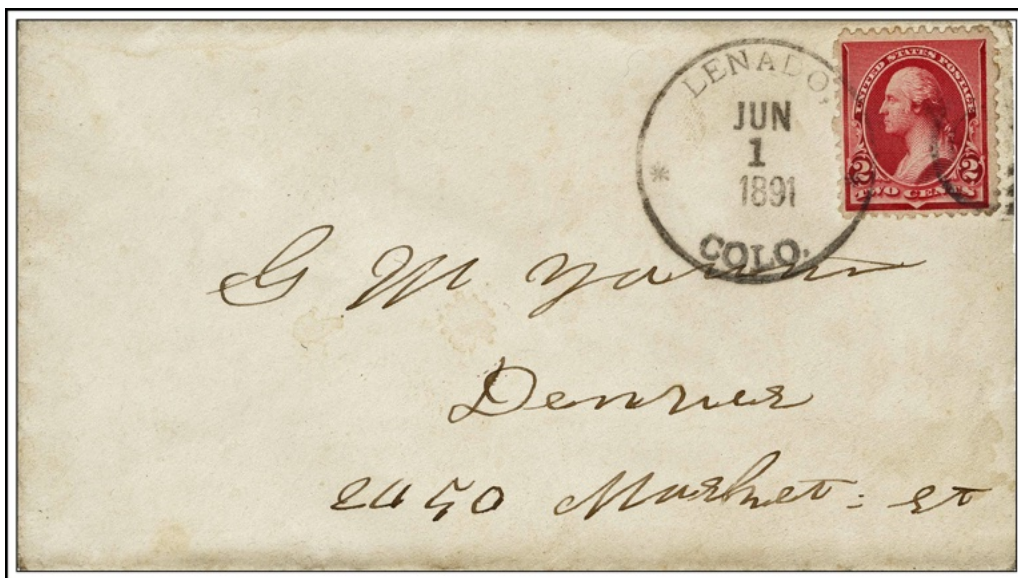
IVANHOE, / COLO.

December 30, 1907



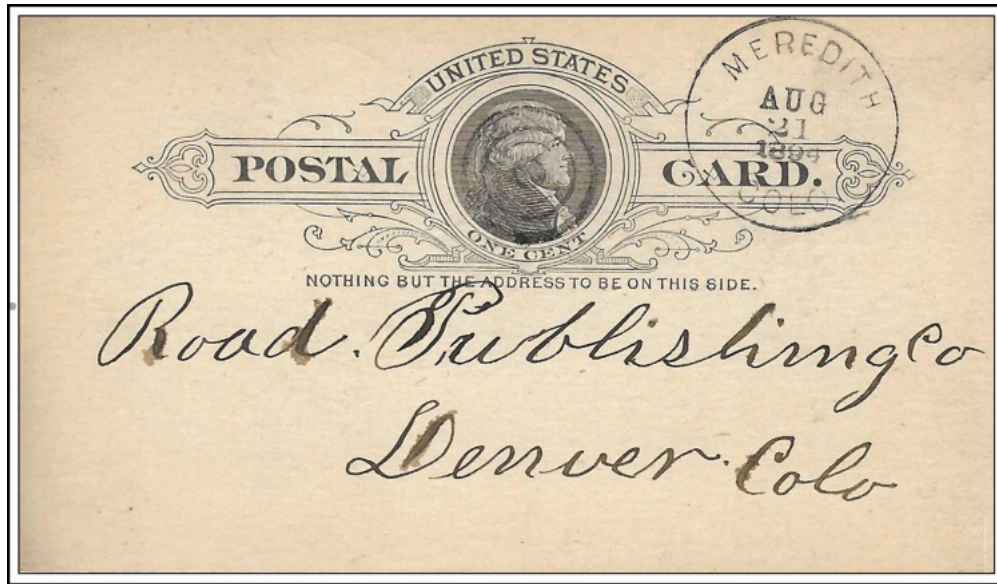
JANEWAY / COLO.

February 11, 1895



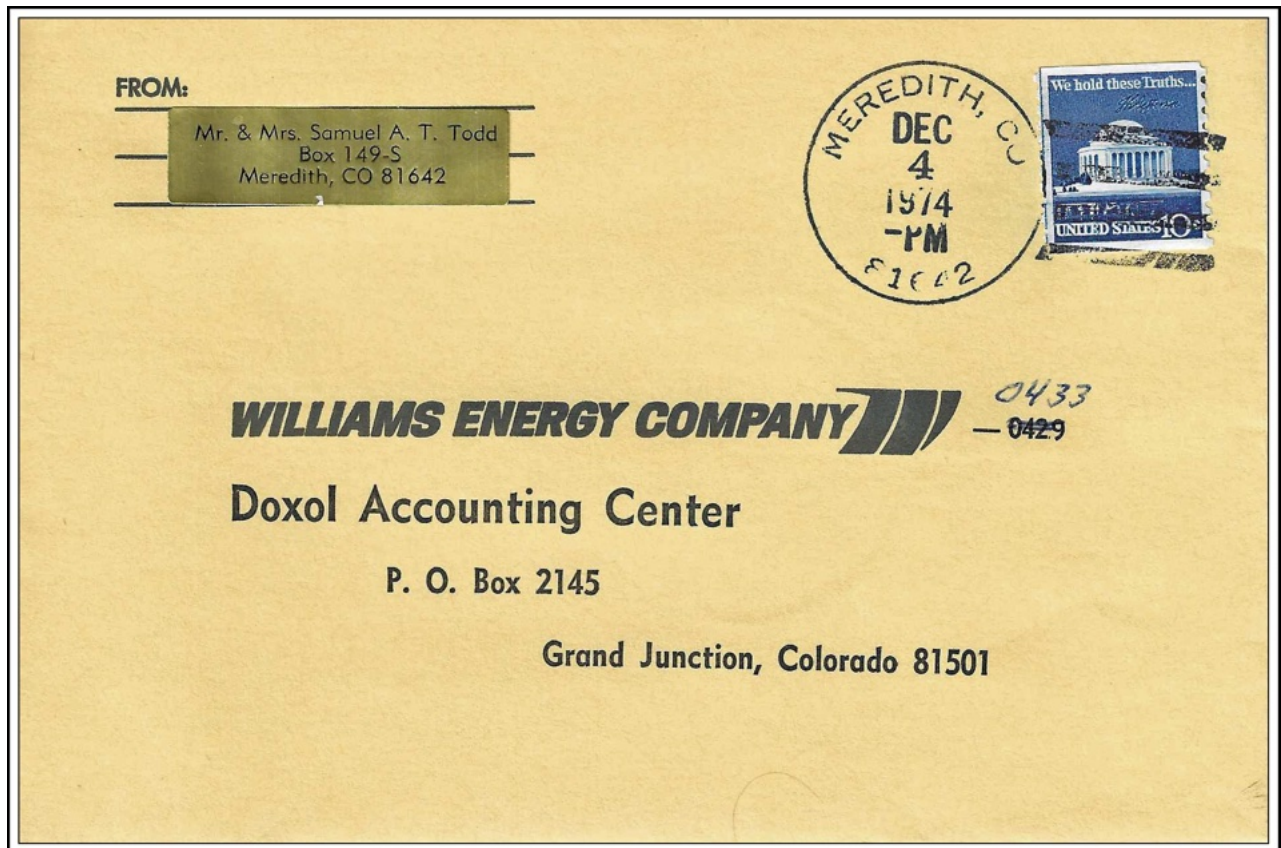
LENADO, / COLO.

June 1, 1891



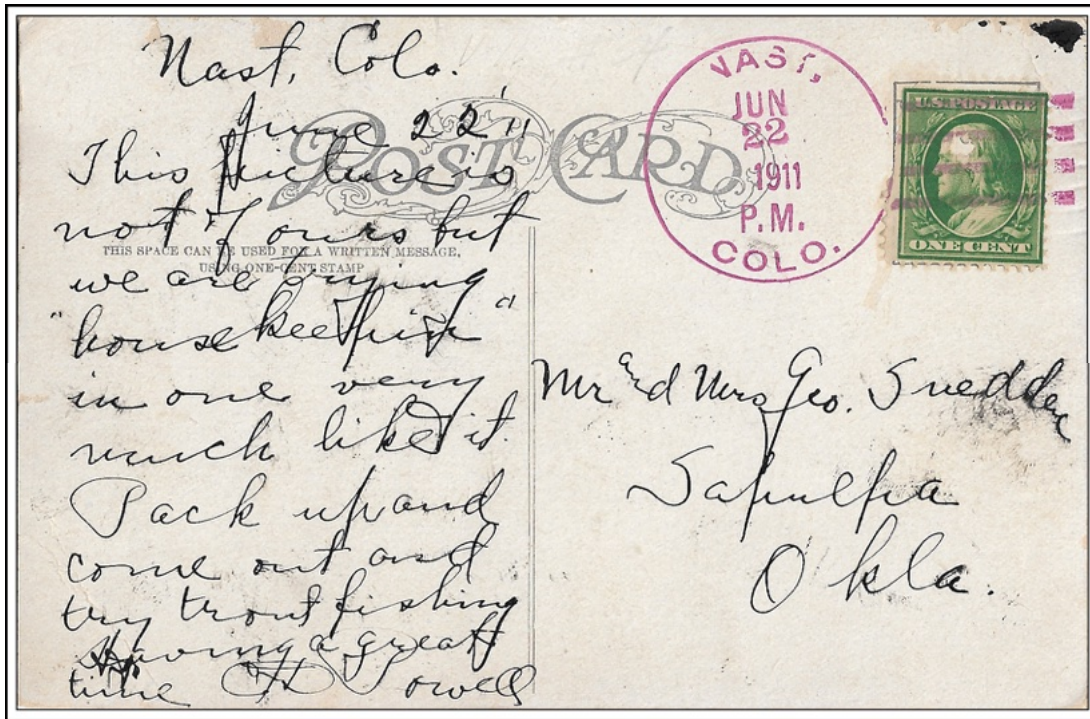
MEREDITH / COLO.

August 21, 1895



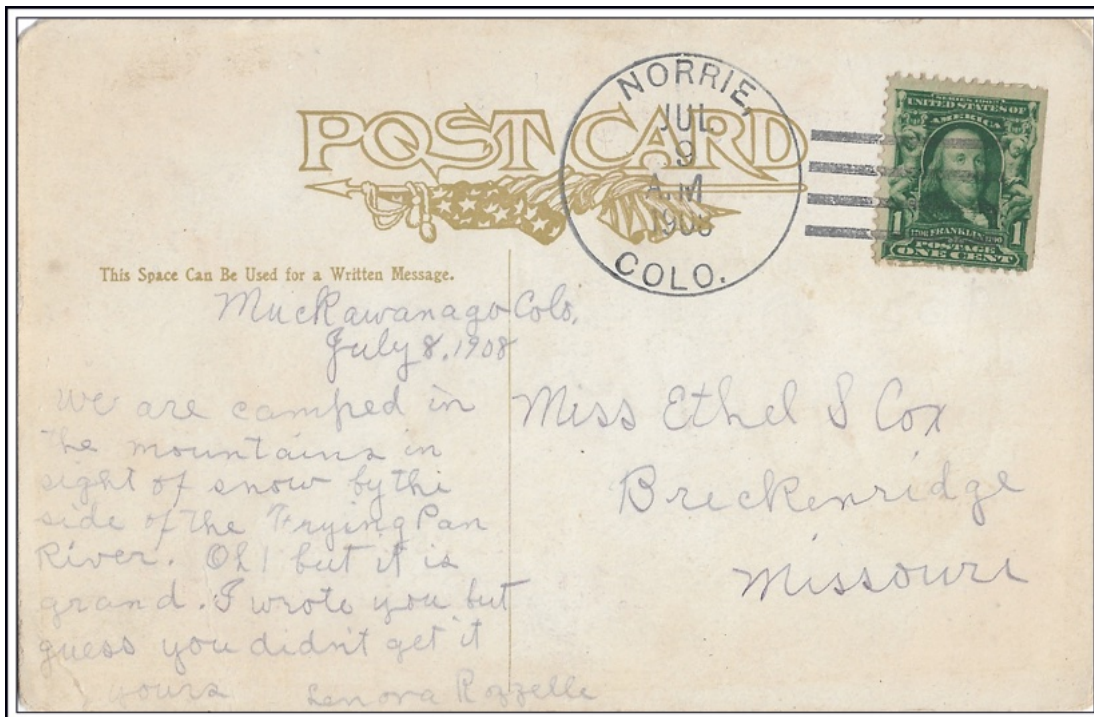
MEREDITH, CO / 81642

December 4, 1974



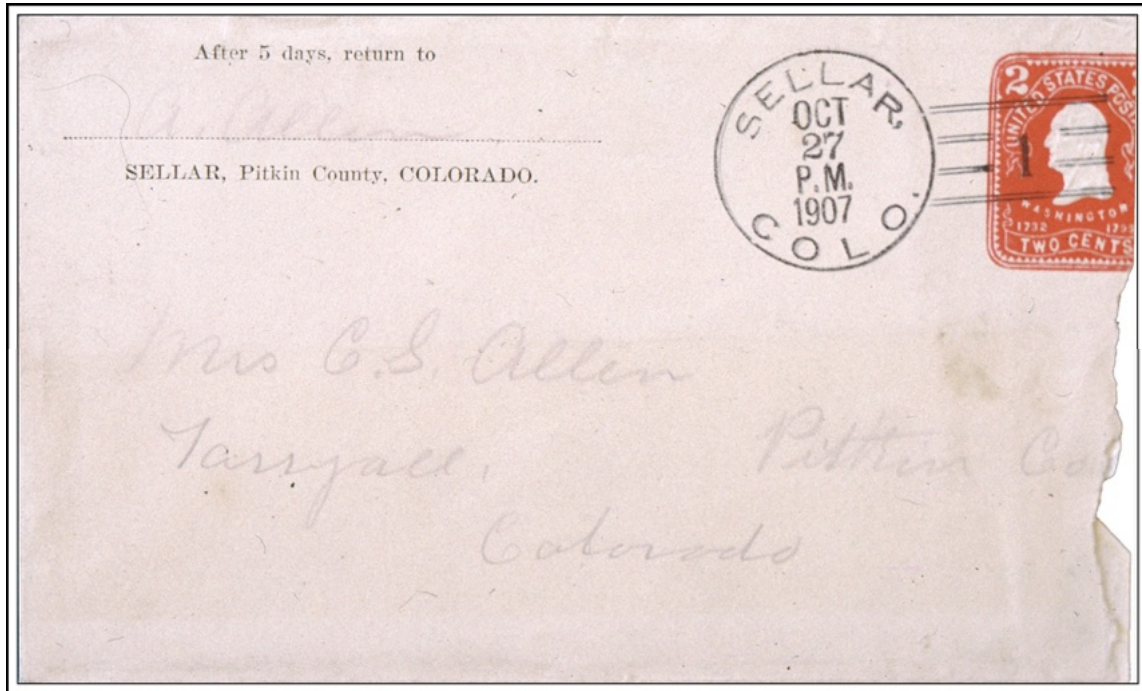
NAST, / COLO.

June 22, 1911



NORRIE, / COLO.

July 9, 1908



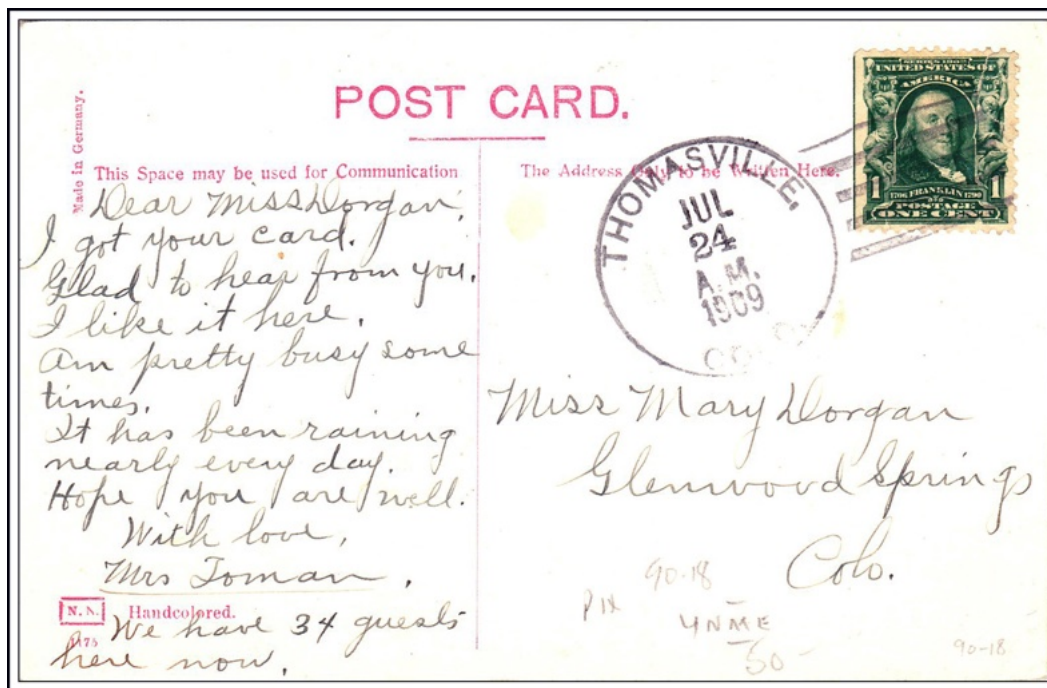
SELLAR, / COLO.

October 27, 1907



SNOWMASS, / COLO.

October 7, 1907



THOMASVILLE, / COLO.

July 24, 1909