



OLD COLORADO CITY HISTORICAL SOCIETY

VOLUME 19 ISSUE 3

March 2004

A NEW ERA

Red Rock Canyon - roads to the past, trails to the future

The hogbacks and Red Rock Canyon have played important historic roles in the development of Colorado City from its very beginning. Now much of the land in Red Rock Canyon and along the hogbacks has been acquired by the city of Colorado Springs as our new Red Rock Canyon Open Space. Through a series of public meetings on the master plan for Red Rock Canyon Open Space, we have the opportunity to influence the way the physical evidence of that history is available to us all.

As early as 1859 or 1860, Dakota sandstone from the hogback west of Colorado City was quarried and used in the Heisdick Building. The tawny yellowish sandstone with its dark brown ironstone concretions proved to be about the only durable material in the building. Over the following half century, the Bott and Langmeyer Building Stone company developed a series of quarries scattered over a mile and a half of hogback. Since the stone could be cleaved

along bedding planes, it could be quarried with basic tools and hauled to town in wagons over the network of roads which were built to serve the quarries.

While Bott and Langmeyer quarried stone on the hogback, Samuel Patterson established a homestead claim in Gypsum Canyon just west of the hogback. Gypsum mined there was hauled to town to make plaster.



For a few years, Anthony Bott also mined limestone just east of the quarries which he operated with the Langmeyers. At first, Bott had the limestone shipped to Denver to be made into cement. Then, he built his own cement plant in Colorado City. But, when the plant burned down, Mr. Bott went out of the limestone and cement business.

In his 1860 article in the Missouri Democrat, Professor Goldrick mentioned "beautiful red rock quarries and cliffs, within a mile of the city." However, it was probably two decades later before the red rock in Red Rock Canyon was quarried in significant

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Old Colorado City Historical Society
 1 South 24th Street, Colorado Springs, CO 80904-3319

WEST WORD

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LETTERS, PHOTOGRAPHS, ARTIFACTS AND STORIES CAN BE DELIVERED
 TO THE OCCHS CENTER OR MAILED TO:

WEST WORD Editor c/o OCCHS
 1 South 24th Street
 Colorado Springs, CO 80904-3319

SUBMISSION DEADLINE IS THE 15th OF EACH MONTH

MISSION

The Old Colorado City Historical Society was formed to maintain the memory of Colorado City (1859-1917), to encourage research, preserve pictures, and keep alive the unique culture and spirit of West Side Colorado Springs through education of children and the community and through the establishment of a History Center.

MEMBERSHIPS

Memberships are welcome at any time. Membership renewals are due on the anniversary date of the initial membership. Members receive the West Word newsletter, discounts, local meetings and programs.

Annual membership classifications are:

Individual	\$20	Business	\$ 50
Family	\$25	Lifetime	\$150
		Corporate	\$250

Funds from a Lifetime membership are placed into a Perpetuity/Endowment Fund to be used only for projects which have been approved by two-thirds of the membership. Only the interest will be used for current expenses. We welcome gifts to this fund, which will be credited to the donor or as a memorial.

BOARD OF DIRECTORS

President	Beverley Disch	719-634-5023
Vice President	LaRue Ebersole	719-685-3265
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MEETINGS

OCCHS Monthly Meeting & Program is held at 11 a.m. on the second Friday of each month, except during June, July, and August. The History Center opens at 10 a.m. on the day of the meeting for refreshments and visitation. The program begins at 11 a.m. This meeting is free and open to the public.

Next Monthly Meeting
March 12, 2004
At the History Center



Explore the REAL History
 at the
**OLD COLORADO CITY
 HISTORY CENTER**

1 South 24th Street
 (the corner of Pikes Peak & 24th Streets)
 (719) 636-1225

FREE ADMISSION

Old Colorado City History Center encourages you to attend its events, meetings, and projects. Please call 636-1225 for information

Winter Hours
 (June – September)

TUES – SUN 11 A.M. to 4:00 P.M.

Closed Monday

Visit our web site for even more history!

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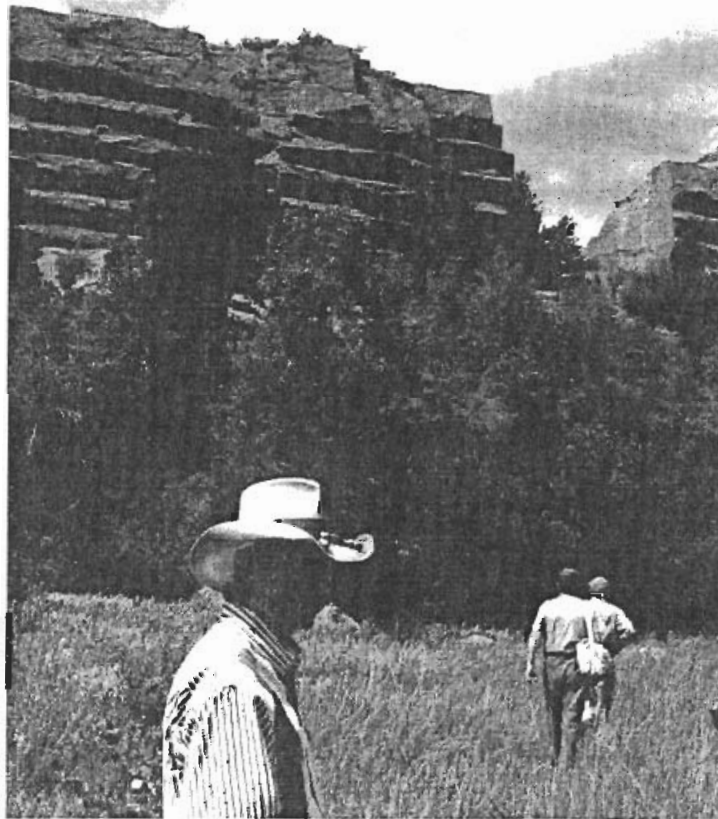
quantity. Unlike the Dakota sandstone, the Lyons sandstone in Red Rock Canyon is monolithic and lacks convenient bedding planes along which it can be cleaved. So, effective quarrying required expensive steam powered machinery, channeling machines and drills. In the 1880's quarrying in Red Rock Canyon developed into a major enterprise; and the Midland railroad built a spur to serve the quarries in 1886. The largest of the quarries were the Snider Quarry operated by the Sniders of Manitou and the Kenmuir Quarry operated by the Greenlees of Denver. In 1890, the Kenmuir quarry, alone, produced 24 railroad cars of stone a day and shipped it throughout the country. At that time, the easily carved delicate red stone was a prized building material.

About a quarter mile east of Anthony Bott's early stone quarries, the Colorado-Philadelphia Reduction Company built a mill for refining Cripple Creek gold in 1896. With the success of the Colorado-Philadelphia Mill, its founders, Charles Tutt, Spencer Penrose, and Charlie McNeil, organized the United States Reduction Company which built the Standard Mill just south of the Colorado-Philadelphia in 1901. Both mills were served by a spur from the Midland.

Demand for stone from the Red Rock quarries declined sharply in the early 1900's, and the quarries stopped operating around 1904. Competition from the more productive Golden Cycle forced the Colorado-Philadelphia and Standard mills out of business a few years later. So, by 1920 Red Rock Canyon and the hogbacks had nothing to sell except scenery and

pasture.

In 1923, John George Bock moved to Colorado Springs. In addition to a real estate business, he operated the Roundup Stables just north of Red Rock Canyon. At first, he leased land from one of the



Snider quarry

quarry companies for pony rides and pasture. But, over the following years, he bought most of the private land in and around Red Rock Canyon, starting with 72 acres in Gypsum Canyon which cost him \$3 an acre. After he bought the quarry sites, he removed the buildings and machinery and reclaimed the area. In 1943, the Red Rock Canyon Road, which had been a public road for many years, was closed. Mr. and Mrs. Bock filed suit to have the road reopened but were ultimately unsuccessful. So, there was no longer a public road into Red Rock Canyon.

The Red Rock Canyon property passed to Mr. Bock's sons, John S. Bock and Richard Bock, in the 1960's. Richard, the archi-

tect, and John, the engineer, developed an extravagant master plan for the "Red Rock Canyon Project" which was to include a World Trade Center, over a million square feet of shops, half a million square feet of offices, a 2 million square foot industrial park, 2 golf courses, 13 lakes, a 324,000 square foot country club, 804 hotel rooms, 3,600 residential units, a medical center, a night club, and several cultural facilities. This master plan was published in 1975. By then, John S. Bock had already opened a landfill in Gypsum Canyon in 1970, stating that he was filling the "ravine" so it could become a golf course.

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Memories of yore

by Arlene Casey

{Articles were taken exactly as written, the grammar, punctuation and capitalization are as they were presented. Everything in{} and italicized are my comments}.

STANDARD SIGNALS SET FOR COUNTRY

Code Planned for National Adoption of Road Warnings

Three years of intensive research and study have finally yielded a standard code of signals and signal lights, to be recommended for general use throughout the country.

The code is now in the hands of the American Engineering Standard committee, which is to sponsor the movement for its nation-wide adoption.

Fifty national organizations are represented on this committee and three sponsors of national repute are backing the recommendations. These are the United States bureau of standards, the National Safety council and the American Association of State Highway officials.

Those interested in this study included groups representing automobile manufacturers and owners, automobile accessory makers, railroads and the interstate commerce commission, insurance companies, scientific and technical societies and other organizations having an administrative interest in this work.

Covers all Phases.

The scope of the study covered the use of colored lights on highways, streets and at various crossings; their use for signals of railroads; coordination of color

form, position and number of signals; colors for non luminous as distinguished from luminous signals and many other forms of signaling.

One committee in this research work made a complete study of signals and traffic control in cities of more than 1000,000 population.

Another committee studied the relation visibility of colored lights now in use, going even so far as to consider their visibility against certain backgrounds and in various conditions of atmosphere, dust, for or rain.

A third committee studied the non luminous signs and signals and suggested appropriate colors, forms and symbols for various uses.

Yellow Better Than Red.

Out of this thorough research comes the new code for standard signals. Standard signs for various types of crossings have been devised, with standard colors for each. Colors for headlights and tail lights, as well as other forms of signal lights have been established and are recommended for general adoption.

One of the most significant findings is that yellow is the proper color for tail-lights, indicating caution rather than stop, the signal supposed to be indicated by red.

Red, however, is recommended because of the color's general adoption. If a change is made, the committee suggests, it should be from red to yellow.

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The Society would like to thank Charlie Patterson for all the things he does for us, especially his diligence in keeping the sidewalks plowed when it snows. Thank you Charlie we greatly appreciate your efforts.

The Old Colorado City Historical Society

John and Richard had a falling out. Richard and his mother moved to family property in Arizona; and John became the sole owner of Red Rock Canyon. With the landfill closed in 1986, John attempted to market the property, and several developers considered it. To promote the land and to support his enterprises on the property, John Bock built about 10 miles of road.

Red Rock Canyon is beautiful, but the rugged terrain, the closed landfill, and other factors made it difficult for potential developers to "make the numbers work." That same rugged terrain, along with the location, the visual impact, and the varied geology made Red Rock Canyon especially valuable as public open space. Last year the Trust for Public Land purchased the property from John Bock's widow, Joan, and sold it to the City of Colorado Springs. The City's purchase was made possible by the City's voter-approved TOPS program; and all but a small part of the property is now public open space.

However, Red Rock Canyon Open Space will not be open to the public except on guided hiking tours until an open space master plan is developed and at least partly implemented.

Public meetings on the master plan began in February. The remaining meetings are scheduled for March 3, March 10, April 14, and May 10. All of the meetings will be held at the West Center for Inter-generational Learning (West Junior High School), 25 N. 20th Street at 5:00 PM.

It has been suggested that the area including the remains of the mills, the Bott and Langmeyer stone quarries and the Red Rock quarries could qualify for listing on the National Register of Historic Places as a National Historic District. This possibility is likely to be discussed at the master plan meetings.

Reservations for the hiking tours can be made through the Trails and Open Space Coalition: 633-6884.

Don Ellis

FROM THE BOOKSTORE

By Agnes Johnson

Kenneth Jessen must have had a marvelous time researching his book "Out the back, down the path". Subject: Out houses.

His journey took him to every part of Colorado. He has divided for his purposes Colorado into six distinct districts: Northern, Eastern, North Central, Central, South Central and Western Colorado, and towns in between.

Before each section is an article written by other authors who have some familiarity with the subject matter. Each page identifies the location, some of the history and a photograph of the privy.

I learned that a round moon on the door meant "for men only" while a crescent moon denoted "women".

The architecture and materials used to construct the out-houses varies considerably. Some were one holes, others two, three or more, some lidded, with names of the providers.

Some were built with stones, logs, plywood, corrugated tin, and cinder block. There are one sided, tall and narrow, two storied, and one with a periscope.

Georgetown boasts the most elaborate or "most ornate out house", a thing of beauty. It's an elaborate six hole Victorian divided between servants side and family. The family seats were made of walnut, the servants pine. Openings were different sizes for adults and children.

While most out houses are being destroyed or decaying with age, there is an exception at the Beckworth Ranch near Westcliff. The ranch and outhouse with funds from the Colorado Historical Society, and donations, is being restored.

The WPA's work in forests played a large part in building privies. These sanitary privies were called WPA Eleanor.

Grizzley Creek is an ecological sensitive toilet. A Clivius-Medtricum system was selected. Drawings and explanation is found on page 182-183.

Lest the privies be forgotten Leadville boasts the Out House Race. Teams use the same outhouse, now on casters, and one member is inside. Two pull and two push.

This book is very interesting, well researched, sound historical facts and well presented. I found it fascinating. You will also. Buy a copy at our bookstore and you'll never regret it.

Own a Piece of History

Wouldn't it be wonderful to own a piece of history that dates from the earliest days of Colorado City? Well, your Society is doing something that will make a piece of history available to you. The historic log cabin, now located in Bancroft Park, is the oldest structure from the Colorado City days. It dates back to 1859 and your Society is in the process of renovating the building with the help of a grant from the State Historical Society. During this renovation, and previous renovations, original logs from the building have been removed. We have taken two of these logs and sliced them into one-inch pieces. Each log cut will be engraved with the following:

“This crosscut, removed during repairs, came from an original log of the historic cabin erected in Colorado City in 1859, now in Bancroft Park.

Certified True – Old Colorado City
Historical Society, June 2003”

These log mementos will be offered as a limited edition to members of the Society and other historians. The logs will be numbered and will be issued in a limited set of 100. With each log, the purchaser will receive a parchment Certificate of Authenticity, signed by the President of the Old Colorado City Historical Society.

The logs have been cut and are in the process of being engraved. We project that we will be able to mail completed logs and certificates in the December timeframe.

We are currently taking orders for the logs. The cost for each log is \$25 (no discounts), plus \$5, if the log is to be mailed.

To place your order, please complete the order form below and mail it to OCCHS, 1 South 24th Street, Colorado Springs, CO 80904. Your check should be made payable to OCCHS. For credit card orders, please furnish the information requested.

Order Form—Own a Piece of History

Name _____
 Address _____
 City _____ State _____
 Zip _____

Number of log mementos ordered _____ @ \$25
 each \$ _____

Mailing fee \$5 for each log ordered
 \$ _____

Total amount
 \$ _____

Payment: _____ Check enclosed for \$ _____

Charge my credit card _____ Visa _____ Mastercard
 Amount to be charged \$ _____

Exact name on credit
 card _____

Credit Card Number _____
 Exp. Date _____

_____ signature required _____ date

In addition to a uniform code, based on these recommendations, the committee sees the importance of a campaign to educate the public into the proper knowledge and use of the standard signals.

*Sunday Gazette and Telegraph
October 25, 1925*



Fall Improvements in Colorado Springs

Upper views shows South Cascade avenue, below Moreno avenue, where center parking adds much to the curb and gutter work. Ornamental light standards are now being installed there. This section is one of attractive, neat homes, and with the new im-

provements will take its place in the community's progressive neighborhoods. The middle picture shows the Wahsatch Avenue curb and gutter work which trims up this substantial residential section handsomely.

The lower picture shows the new western approach to the Bijou viaduct, which has been curbed and guttered and a neat fence placed there. Additional lights are planned for this entrance.

Gazette Telegraph
Sunday, October 25, 1925

We need your expertise! We have a Kodak Bantam camera in our Archives section that is in really good condition, the only problem is that we seem to have a few parts that are not attached. Is there anyone that would help us put it all together? Contact Arlene at aralady@adelphia.net or 634-2356.

We know it's still cold with more snow ahead but start thinking Spring and our 3rd Annual Victorian Tea and Victorian Fashion Show! It's not to soon to start planning for this **major fundraiser** scheduled for late April. We need people to organize and plan, set-up, take-down, distribute flyers, pour tea, etc. Call Jo at 266-9096 or Kay at 599-3187 if you can help make this a sellout event.