

## Fred Barr

1882 - 1940

By Eric Swab  
(First of 2 parts)



I have always considered Fred Barr the benevolent benefactor of Pikes Peak hikers. He is credited with single handedly building the famous trail from Manitou Springs to the summit of Pikes Peak that bears his name. It is clear that he loved the mountains; however, his motivation for building trails was a combination of that admiration and his entrepreneurial spirit.

Fred was born in Arkansas in June of 1882 to William M. and Mary Wade Barr, the eldest of 6 children. All of his siblings were girls.<sup>1</sup> He came to Colorado with his family in 1893<sup>2</sup> when he was 11 years old. By 1900 we find Fred living with his family in Colorado City (now the Westside of Colorado Springs)<sup>3</sup>

Fred's maternal grandfather Joel H. Wade had settled at the foot of Cheyenne Mountain on the Cripple Creek stage road in 1885. The Cripple Creek stage stopped at Wade's place during the mining camp's boom days.<sup>4</sup> It is said that young Fred liked to hitch rides on those stage coaches headed into the mountains.<sup>5</sup> These experiences must have been quite a thrill for a Kansas boy, and undoubtedly contributed to Fred's appreciation of Pikes Peak.

### The Burro Livery Business

By 1900 the City Directory for Colorado City lists William Barr & Son, proprietors of burros & tourist carriages on the north side of Manitou

Rd, West End. That same year, Fred Barr, at age 18, is listed as a driver at the Garden of the Gods station, residing on the north side of Colorado Ave.. The "Garden of the Gods Station" was a streetcar stop on the Colorado Springs and Interurban Railway, where tourists disembarked to visit the Garden of the Gods.

By 1904 the Directory places their business at 1203 Colorado Avenue in Colorado City.<sup>6</sup> After Colorado City became part of Colorado Springs in 1917 the address became 3204 West Colorado Avenue, which puts them at the corner of Colorado and 32nd Street in the current parking lot for the Safeway super market. The family continued to live there until 1925, 3 years after William's death in 1927.

The livery business must have enjoyed some measure of success. Dorothy, a travel writer for the "Young Woman's Journal", thought highly of Barr's business. She wrote, "Half way between Colorado Springs and Manitou is Barr's carriage station. ... There is an opposition stand on the other side, so be sure to get the right one. Mr. Barr's was the first at Garden of the Gods station. He began with one team which he drove himself. Now he has a plentitude of fine teams and excellent drivers, and a goodly number of dear, willing, pathetic little burros. Hack drivers do take advantage

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### Old Colorado City Historical Society

1 South 24th Street, Colorado Springs, CO 80904-3319  
<http://www.occhs.org> (719) 636-1225

#### WEST WORD

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### The Old Colorado City Historical Society

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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

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Colorado Springs, CO 80904-3319

or Don Ellis - [splderwort@pcsys.net](mailto:splderwort@pcsys.net)

SUBMISSION DEADLINE IS THE 15th OF EACH MONTH

#### MISSION

Revised April 2004

*The Old Colorado City Historical Society was founded as a volunteer organization to recognize the historical significance and unique culture of original Old Colorado City and early El Paso County. This spirit is perpetuated through the preservation of artifacts and archival materials, encouragement of research, education of the children and the community, through the membership and the operation of the History Center at 1 South 24th Street, Colorado Springs, Colorado.*

#### 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:

Student	\$15	Lifetime	\$150
Individual	\$25	Business	\$50
Family	\$30	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

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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.

## WELCOME TO OCCHS! ~ NEW & RENEWING MEMBERS

Darlene Aspedon

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*Barr continued from page 1*

of tourists in spite of the fixed rates. This Mr. Barr never does. He has worked hard to become a fixture and he wishes to keep his business straight and right. And just as we went regularly to Barr's, we called regularly for Mr. Taylor to drive us. For I am quite sure that these two men made our drives so much more interesting than any one else would have done."<sup>8</sup>

The prices charged by the Barrs for some of the points of interest that Dorothy encouraged her readers to visit were the Garden of the Gods, 50 cents, Glen Eyrie, 25 cents more, the High Drive, a 6 hour drive costing \$1.25 and Williams Canyon \$1.00. In her view the \$1.00 fee for the Cave of the Winds was, "too high. Fifty cents would be ample."

Not everyone thought Barr's burros were "pathetic". On September 15, 1908 the "Burro station ... shipped a year-old burro to Mrs. R. S. Morris of Ashville, NC. The burro's name was Miss Pike. Mrs. Morris was a tourist in this region during the summer and became infatuated with the "Rocky Mtn. canaries", so she wanted one sent to her after her return."<sup>9</sup>

The business was not without its problems, however. In December of 1902 a man named James Kinney, "while under the influence of a powerful quantity of powerful whisky", took possession of the "Barr burro stand". The takeover was temporary and Kinney was sentenced to 5 days in jail<sup>10</sup>.

The press carried a number of accounts of disagreements between employees of Barr's livery and the burro stand across Colorado Avenue owned by Quinby. In February of 1903 William and Fred Barr were found guilty of assaulting Nelson Kvale<sup>11</sup>. Later that year, under the headline "Drivers of Tourist Carriages in Court", we read that George Smith, one of William Barr's drivers, was fined \$10 and costs, on a charge of assaulting Henry Cradit<sup>12</sup>.

Again in August of 1910 the Gazette gives this account of an altercation between the personnel of these two burro stands. No sooner had a group of women tourists, accompanied by Mr. F. Gotham, a former employee of Quinby's burro stand, stepped off the trolley, stopped opposite the two stands, when Mr. F. M. Torrence, from Barr's stand "made his appearance on the scene,

brandishing a short club, which seems to be the approved badge of office for the solicitors of patronage at the stands, and finding himself unable to secure the 'fares' began a torrent of abuse which frightened the women and caused Gotham to swear out a warrant for his arrest." According to the article this was "...not the first time... that there have been altercations between representatives of the two stands over prospective customers."

In August of 1911 there was a repeat of the same scene with solicitors from both Barr's and Quinby's stands rushing a group of tourists alighting from the trolley. Each group was haranguing the tourists to use the services of their livery. When the tourists made up their minds Mr. Lawrence Bulhanan of Barr's station started to "rough house" with Mr. Lawrence Evans of the Quinby barns. Mr. Bulhanan was fined \$10.00 while charges against Mr. Evans were dismissed.

Not all judgments went against the Barrs. On September 13, 1913, William Barr was found not guilty of a "disturbance" by Justice W. H. Gowdy.<sup>13</sup>

Earlier that month, while driving 3 women tourists, William Barr's carriage was struck by a streetcar. The carriage was overturned and everyone thrown out. One of the women suffered severe scalp wounds and William's right arm was so badly broken that it had to be amputated at the shoulder.<sup>14</sup> Six years later, Barr sued the Colorado Springs and Interurban Railway for damages of \$25,000 and won.<sup>15</sup>

Competition was not the only problem the Barrs had to face. In 1913, Colorado City condemned a portion of Barr's property for the extension of 12th Street (now 32nd). William Barr was awarded \$600.00 by a jury in the district court.<sup>16</sup>

The timing of Fred Barr's transition from the burro livery business in Colorado City to burro wrangler and trail builder on Pikes Peak is unclear. The Barr & Son burro stand is last listed in the City Directory of 1916. It is reasonable to assume that by this time the automobile was beginning to make inroads into the burro and carriage business. However, Fred already had a burro livery at the top of the Manitou Incline.

When the Manitou Incline Railway opened in 1908, their newspaper advertisements included the words "Pikes Peak Trip via Incline and Burro Lines, a Ten Hour Trip Only \$3.00

round trip."<sup>17</sup> These advertisements didn't mention the burro operator's name. However, a 1948 Gazette article reads, "When construction of the Mount Manitou incline railroad was begun, Barr secured the burro concession on the top of Mount Manitou."<sup>18</sup> We know that Mr. Barr negotiated with the director of the Fremont Forest Experiment Station, in 1911 for pasturing his burros at the Station.<sup>19</sup> Also a 1915 map of the "Mt. Manitou Park & Incline Co. Ry. Summer Resort" shows "Barr's Corral" as part of the facilities at the top of the incline. The U. S. Census for 1920 lists Fred Barr's occupation as "Burro Barns" at a "Summer Resort". The 1922 City Directory lists Fred as the proprietor of the Mt. Manitou & Pikes Peak Burro Livery located at the top of the Incline.<sup>20</sup>

The 1921 Directory lists Fred W. Barr's occupation as chauffeur. One wonders if he tried out the automobile tourist business.

The business of transporting tourists from the top of the Incline to Barr Camp and then on to the summit of Pikes Peak did not end when Fred died in 1940. Mr. Kirk Kimberlin became the owner of the Burro Livery and Barr Camp after Fred's death.<sup>21</sup> The business continued to be operated by George E. "Dike" Williams from about 1954 until around 1960, after which burros no longer carried tourists up Barr Trail.<sup>22</sup>

#### Miner?

Was Fred Barr ever a miner? Several sources claim that he worked as a miner in the winter, in order to make money to build his trails<sup>23</sup>. There is no indication where he worked, nor at what point in his life he was a miner. On the other hand another newspaper article from 1956, reads, "He operated the burro concession at the Upper Station in the summer, and spent the rest of the year working on 'his trail'" and nothing is said about his being a miner.<sup>24</sup>

#### Barr Trail

Sometime before 1918, Fred began searching for a route up the east face of Pikes Peak to its summit. "On Christmas eve, 1918, Fred Barr set out the last pile of rocks, designating the end of the trail survey [to the summit]. It marked the completion of a task which everyone has said was impossible and impractical. Completing the survey on Christmas Eve, Fred Barr broke into the

summit house, spent the night there, and returned the next day to announce his achievement ... The survey was only a beginning, the real work of building the trail was yet to be undertaken, yet it marked the realization of one of the ambitions of Barr's life, and demonstrated unquestionably the feasibility of constructing a trail over the most scenic part of the peak."<sup>25</sup>

Many sources accept 1918 as the completion date of the trail. However, it was only the "survey" that was completed and construction of a trail was to follow. From a newspaper article of June 1, 1921 we learn, "His Pikes Peak trail was completed, except for a short gap high above timberline, when snow set in last fall. It will be completed and ready for use this summer."<sup>26</sup> Fred's obituary states, "He became widely known in the region and throughout the country as the builder of the Barr Trail to the summit of Pikes Peak. ... It was completed in 1921."<sup>27</sup>

It should also be noted that the 1921 trail began at the top of Mount Manitou, (then the popular name for the top of the Manitou Incline) not from Manitou Springs. He probably adopted at least some portions of the Fremont Trail. The Forest Service paid Fred \$200 to supervise the 10-man crew to build that portion of what we now call Barr Trail between Manitou Springs and No Name Creek.<sup>28</sup> It was built in 1917 at a total cost of \$2,000.<sup>29</sup>

Since Barr didn't complete his trail to the summit until 1921, what route did the "Burro Lines" use to carry tourists to the top of Pikes Peak in 1908? The Fremont Trail had been constructed in 1871 by the engineers of the Denver and Rio Grande Railway. It was named after General Fremont who spent several weeks at the springs in Manitou in 1843. It began near the lower station of the Mount Manitou Incline and went up the east shoulder of Rocky Mountain to what would become the upper terminus of the Incline and then to the top of Pikes Peak.<sup>30</sup> In his description of the Fremont Trail, Robert Ormes, wrote, "Above timberline people took their own route to the top."<sup>31</sup> Manley Ormes goes on to say that from the Fremont Trail there "now are branches leading to French Creek and to the Bottomless Pit and to the Half Way House, on the Cog Road, over the 'pipe line'". The word "now" indicates they were not

part of the Denver and Rio Grande trail. He is silent about who built those side trails.

The 1921 edition of Manley Ormes' "Mountain Trails of the Pikes Peak Region" shows Barr's Trail beginning in the town of Manitou and following a switch back route south of the incline, to Rock Creek (now No Name Creek). From there it follows the pipeline to Cabin Creek which it follows to the location of Barr Camp.

Did Fred build the trail single handedly? We have clues that suggest that he had help. We have already learned that he supervised the crew that built the trail from the town of Manitou to No Name Creek. Under the headline, "Barr Completing Pikes Peak Trail to Bottomless Pit" we read, "Workmen are now engaged in constructing a trail between the new Barr Trail to the summit of Pikes Peak and Bottomless pit ... Mr. Barr is himself now in the southern part of the state, securing additional burros for use on [his] trails..."<sup>32</sup> In Fred's obituary we read that Barr trail was "being constructed under his direction."<sup>33</sup> In another account, "He has secured permits from the government and most of the work he has done with his own hands."<sup>34</sup> If you view Barr's efforts as a commercial endeavor to provide places for tourists to visit on his burros, it seems likely that he would hire help to construct the trails. Whether or not he built the trails with his own hands, hikers today owe a great deal to his vision and dedication.

<sup>1</sup> United States Census for 1900, 1910, 1920 & 1930.

<sup>2</sup> Pikes Peak Atlas, 1959 edition, from an interview with Manley Ormes in 1922.

<sup>3</sup> 1900 Giles City Directory for Colorado Springs, Colorado City and Manitou. This is the first year that the directory included Colorado City and Manitou. Also 1900 U.S. Census.

<sup>4</sup> History of Pike National Forest, by Horgen Ingwals S., & Comp. Section 25 page 16, Pikes Peak Public Library.

<sup>5</sup> Colorado Springs Gazette, January 19, 1930, p. 13.

<sup>6</sup> Colorado Springs City Directory 1904

<sup>7</sup> Colorado Springs City Directory 1925.

<sup>8</sup> Young Woman's Journal, Vol. XVII, 1906 pp. 449-451, "Letters From Dorothy, VI. Colorado

Spring, August 10th"

<sup>9</sup> Colorado Springs Gazette, September 16, 1908, p7, col 4.

<sup>10</sup> Colorado Springs Gazette, December 7, 1902.

<sup>11</sup> Colorado Springs Gazette, February 2, 1903, Kvale is listed as a teamster in the 1901 directory.

<sup>12</sup> Colorado Springs Gazette, 10 September, 1903.

<sup>13</sup> Colorado Springs Gazette, September 13, 1913, p. 12 col. 2

<sup>14</sup> Colorado City Iris, September 4, 1908, p1 col 4

<sup>15</sup> Colorado City Iris, May 8, 1914, p.2 col 1.

<sup>16</sup> Colorado Springs Gazette, February 19, 1913, p 12 col 5.

<sup>17</sup> Colorado Springs Gazette, July 28, 1908, p. 6 col. 5.

<sup>18</sup> Colorado Springs Gazette Telegraph, November 21, 1948.

<sup>19</sup> "Time Diary Fremont Experiment Station, Sept 2, 1909 to Dec 31, 1910", entry for September 7, 1909, the Colorado State University library.

<sup>20</sup> 1922 Colorado Springs City Directory.

<sup>21</sup> Colorado Springs Gazette, October 30, 1930. Also a telephone conversation with Denzil Gaskins, June 28, 2011.

<sup>22</sup> An email sent by Lee Williams to Neal and Teresa Taylor, June 13, 2009.

<sup>23</sup> Short biography written by Jim Bates for the AdAmAn Club. "Burro Ride Up Pikes Peak" by Dorothy Aldridge, Colorado Spring Gazette Telegraph, date unknown, (This article has other errors). "Fred Barr: The Trailmaster" by Deb Acord, Colorado Springs Gazette, August 14, 2005.

<sup>24</sup> "Barr Trail Named for Tireless Builder of First Route Up Rugged Pikes Peak", by Ray Colwell The Free Press, Colorado Springs December 30, 1956, p.24

<sup>25</sup> Colorado Springs Gazette, December 25, 1921

<sup>26</sup> Colorado Springs Gazette, June 1, 1921

<sup>27</sup> Colorado Springs Gazette, April 3, 1940.

<sup>28</sup> "Pikes Peak Atlas", 1959 edition, by Robert Ormes. Fred Barr told Manley Ormes this in a 1922 interview.

29 "Barr Trail Named for Tireless Builder of First Route Up Rugged Pikes Peak", by Ray Colwell The Free Press, Colorado Springs December 30, 1956, p.24. This is the only place the date of 1917 appears, but certainly it was before 1922 when Manley Ormes interviewed Fred Barr.

30 "Mountain Trails of the Pikes Peak Region", compiled by Manly D. Ormes, 1916

31 "Pikes Peak Atlas", 1959 edition, by Robert Ormes.

32 Colorado Springs Gazette, June 1, 1921.

33 Colorado Springs Gazette, April 3, 1940.

34 Colorado Springs Gazette, October 19, 1930., p. 1 Sec. 2



## The Price of Success

Suzanne Schorsch, Treasurer

Old Colorado City Historical Society is very blessed as an organization. We own our beautifully restored 1890's building that holds our bookstore and museum; and our museum is filled with artifacts, maps, photography and documents that keep the history of Old Colorado City alive. Our facilities are large enough to hold meetings and events for our members and community.

This past year we have seen many lectures and events at our facility. We have talked to Lincoln, and met with Madame Laura Bell. We have had the Pikes Peak Hill Climb traveling museum in our parking lot. We have had historic lectures and celebrated acquiring the Fosdick Map. We celebrated Founders Day with a band and historic events. We have had over 20 Colorado authors in to talk about publishing. These are just a few of the events held this past year.

What is the price of all this success? Many times members ask "Where does our membership dues go?"

To operate and maintain our building, along with sending out our newsletter costs approximately \$1,500 per month. This pays for contractual obligations of the Society: Utilities, Phone, Photocopy Machine, Security System, Accounting Costs and Insurance. In the past year we paid for these expenses as follows:

Membership dues collected in 2011	\$5,000
Bookstore profits	\$5,000
Donations to Museum Docents	\$1,000
Crafters during the summer	\$3,500
Cemetery Crawl Fund Raising Event	\$1,000
Territory Days Fund Raising Event	\$1,000
Holiday Tour Event	\$1,500

Other things that are paid for are office supplies, repairs to the building, supplies to maintain archival materials, and advertising.

As shown above, membership dues and hours of hard work by our volunteers make our Historical Society possible. This past year the historical society's expenses were slightly larger than our income. This is a reflection of the raise in utilities and the downturn in the economy. We are lucky that we maintain an Endowment Fund. We also have a savings account that has built up over the years which we keep for any major repairs to our facility. Interest earned can be used by the Society to offset expenses.

It is the goal of the Society to run in the black each year and to add to the savings of the Society for future needs. If any member or donor to our Society has questions regarding our finances, please feel free to call me and set up an appointment, Suzanne Schorsch, Treasurer 636-1225. After all, this Society belongs to the members and this is the price of success.

## President's Letter

Dear Members:

**HAPPY NEW YEAR!!** The OCCHS Board of Directors is back to work and the volunteers are busy. It was a good holiday season for our efforts to preserve the history of the Westside. The appeal letter and member update card mailing provided us approximately \$2000 in donations, life memberships and late membership renewals. The bookstore transferred \$5000 to the general fund. Our endowment fund is now over \$100,000—a goal the board has been trying to reach for some time. I believe that where we put our money is where our hearts are and we certainly have a lot of people who have a heart for Old Colorado City. Thank you!

The "Holiday Tour of B&B Inns and Historic Places" was a success. St. George's Anglican Church has already agreed to participate next year when more of their renovation has been completed. The B and B owners were generous as usual with lovely decorations and lots of food.

This month we had another overflow crowd for the "Women Who Fought in the Civil War" program including a home school group of children and parents. Many more really interesting programs are coming up, so try to come early as we will be limiting the size of our crowds for fire safety. Members are always free at these monthly programs and non-members are \$2. Jacob Schmidt's saloon will be open March 3 for Happy Hour and I have heard that Carrie Nation has us on her list of places to protest against. Many thanks to Colorado Mountain

Brewery for their sponsorship and for providing food, beer and homemade root beer samples. We look forward to the opening of their 2nd location at the roundhouse on 21st and Cimarron in late spring. Since this is a big fund raiser for OCCHS, we will be charging \$10 per person for an evening of food, microbrew sampling, fun and historical education. PLEASE JOIN US!

The nominating committee will be searching for people willing to run for the 2012-2013 Board of Directors. Please give this way of serving OCCHS some consideration. Many thanks again, to all the people who are making this a happy new year for the Old Colorado City Historical Society.

Sharon Swint, President  
OCCHS Board of Directors

## Treasurer's Report December, 2011 Year End

Checking Account	\$ 9,778.85
Endowment Accounts	\$103,345.85
Savings/Designated	
Funds Accounts	\$ 16,326.58
Bookstore/Credit Card	
Events Account	\$ 4,183.08
<hr/>	
Total All Accounts	\$133,634.36

The Old Colorado City Historical Society's Board of Directors meets regularly on the third Thursday of the month.

Meetings are at 1:00 P.M. at the History Center, unless otherwise announced.

Interested visitors are always welcome at the Board meetings.

The next Board meeting will be Thursday, February 16

OLD COLORADO CITY HISTORICAL SOCIETY  
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## February / March Calendar

Friday, February 10  
11:00 A.M.

Program: Forgotten Female Felons presented by Sherry Johns and friends. - Sherry Johns is an author, historian, researcher, curator, feminist and presenter. She has served on the board of numerous historical organizations, and was the Royal Gorge Area Realtors "Citizen of the Year" in 2010. Sherry is the author of three books and a member of "Women Writing the West". She is currently working on several books, loves to hike and photodocument old ruins. - A troupe of players tell the history of women incarcerated in the Canon City Territorial Prison in the 1900's.

OCCHS Members FREE. Non-members \$2.00.

Saturday, March 3  
4:00 - 6:00 P.M.

Happy Hour at Jake's Saloon Beer tasting, wine, home made root beer, munchies. Silent auction and a historical vignette about the life of Colorado City saloon owner Jacob Schmidt Sponsored by the Colorado Mountain Brewery.

\$10 Admission - Come early. Space is limited to the first 90 people.

Friday, March 9  
11:00 A.M.

Program: Historic Forts of the U.S. Southwest A contemporary travelogue with historical story-telling. An illustrated program examining five historic forts and the people associated with them. Program by Phil McDonald.

OCCHS Members FREE. Non-members \$2.00.

### Old Colorado City History Center

1 S. 24th Street, Colorado Springs, CO 80904 - (719) 636-1225 - <http://www.occhs.org>

Museum Hours: Tues. thru Sat. 11 - 2 Free Admission. Donations greatly appreciated.