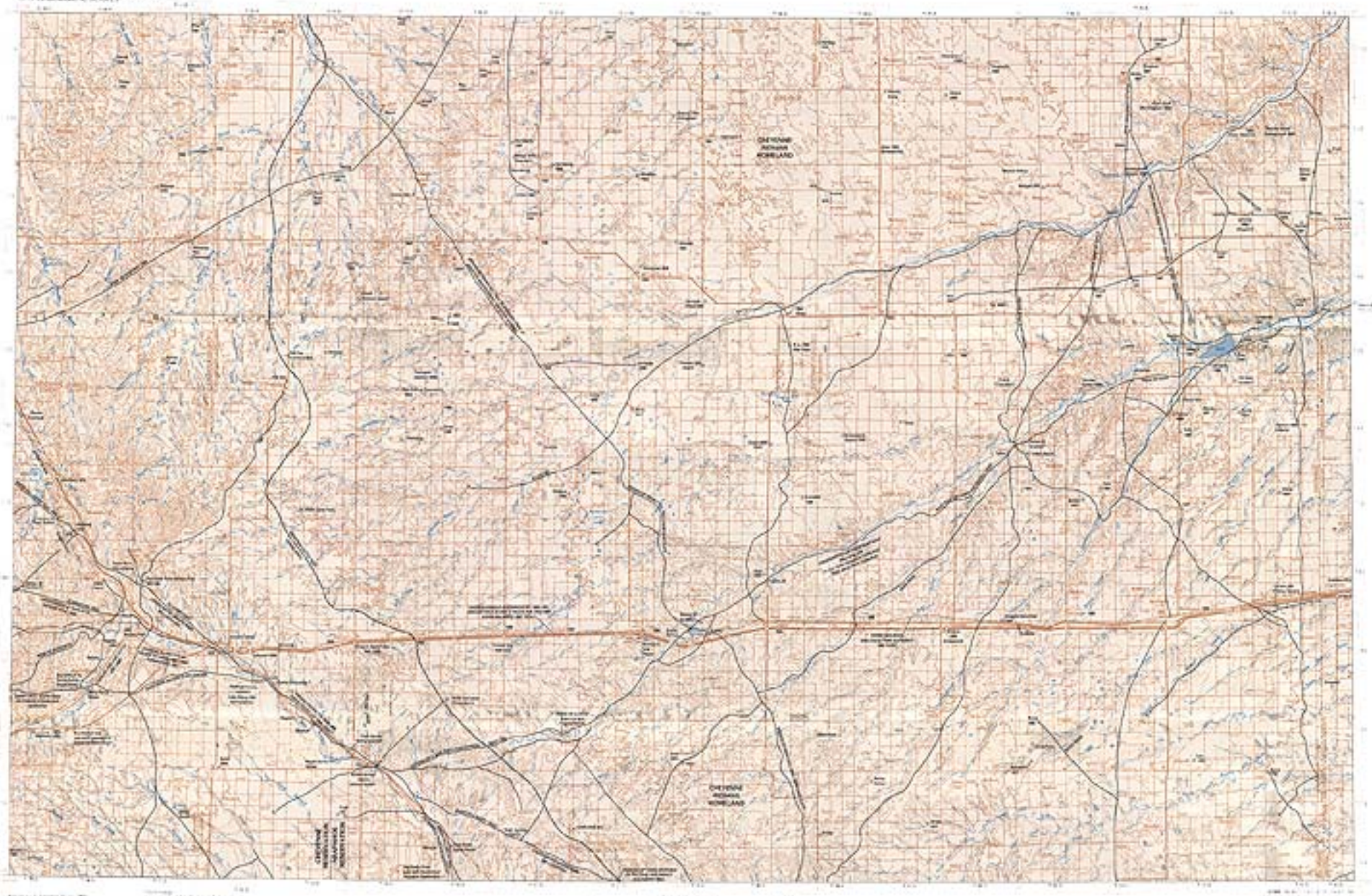
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

MISCELLANEOUS INVESTIGATIONS SERIES
MAP I-2468



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INTRODUCTION

Many of the historic trails in the Limon quadrangle were used in Colorado long before the white man reached the area. The earliest travelers were the nomadic Indians who followed the game. The earliest white men to enter the Limon quadrangle were in the 1820's or 1830's, as explorers or trappers, and after South Americans had by the late nineteenth of Mexican Dominion of gold to the North. Merchants in search, especially in 1848 and the following year, set out overland from the Missouri River to the Pacific coast. Many of these followed the Santa Fe Trail to the Cimarron Crossing and then turned northward to the Arkansas River and followed the Mountain Trail from the present site of Pueblo, Colorado, to Fort Bent and the Pikes Peak Region. Some followed the Santa Fe Trail to the Cimarron Crossing and then turned northward to the Arkansas River and followed the Mountain Trail from the present site of Pueblo, Colorado, to Fort Bent and the Pikes Peak Region. Some followed the Santa Fe Trail to the Cimarron Crossing and then turned northward to the Arkansas River and followed the Mountain Trail from the present site of Pueblo, Colorado, to Fort Bent and the Pikes Peak Region.

Many roads and stations were established along both the Santa Fe Trail and Smoky Hill Trail. Some of the stations were also stagecoach and express stations and some were stations for the Pony Express. Pony Express stations were established and maintained by the Central Overland California and Pikes Peak Express Company. Several stations were established along the Santa Fe Trail and placed at intervals of about 10 miles. Most of the stations were also

When the Smoky Hill Trail was in effect, the number of stations increased. Some were established on the route. As freight rates increased, the Smoky Hill Trail was established along the Smoky Hill River and Big Creek to Fort Wallace and Fort Hays, Kansas. Many of the stations were also stagecoach and express stations and some were stations for the Pony Express. Pony Express stations were established and maintained by the Central Overland California and Pikes Peak Express Company. Several stations were established along the Santa Fe Trail and placed at intervals of about 10 miles. Most of the stations were also

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METHOD OF PREPARATION OF THE HISTORIC TRAIL MAP

The trail outlines consist of accurate locations of the main ruts and other features. For original Limon 1° × 2° (1:250,000) and the early surveys of field notes that were prepared only a few years after the trails were in use. The topographic base was compiled from 1:24,000- and 1:62,500-scale topographic maps. Many of the locations of ruts were taken directly from the field notes. Other locations were plotted on the topographic maps by interpolation between known points. A compass was often used to sight the trail from one known point to another. The distances were also measured on the topographic maps. Some of the trail ruts were measured in the field with a measuring wheel. In a few places, the trail ruts were measured in the field with a measuring wheel. In a few places, the trail ruts were measured in the field with a measuring wheel. In a few places, the trail ruts were measured in the field with a measuring wheel.

ACKNOWLEDGMENTS

The trail was reviewed previously, at the request of [illegible] Taylor and other historians at the Denver Public Library, Denver, Colorado, and at the Colorado Historical Society, Denver, Colorado. Their comments and suggestions were appreciated. Most of the information on the trails in Colorado was obtained from the National Archives, Washington, D.C., and the Colorado Historical Society, Denver, Colorado. Their assistance was appreciated. Most of the information on the trails in Colorado was obtained from the National Archives, Washington, D.C., and the Colorado Historical Society, Denver, Colorado. Their assistance was appreciated.

EXPLANATION

Trail or road—Dashed where approximately located. Dotted where concealed by vegetation. Queried where location is uncertain. Light brown for old trails and roads in general development. Major trail or road names are from original sources such as maps and journals. Secondary trails and roads are from contemporary sources and are not shown on the U.S. and State maps. Some trails and roads were named by the author. Some trails and roads were named by the author. Some trails and roads were named by the author.

Stage or other railroad station—Approximately located. Showing approximate site of building or a town or community and of a post office. Not all of the stations on the trail were in operation at the same time. Many names were familiar, and are not shown. Some names were familiar, and are not shown. Some names were familiar, and are not shown.

Topographic feature

Railroad—Most shown beginning on the time of construction. Railroads are shown if known. Some names of railroads are abbreviated in the text. For some names please refer to the text. For some names please refer to the text.

Cattle trail

INDEX MAP SHOWING LOCATION OF THE LIMON QUADRANGLE AND OTHER PUBLISHED HISTORIC TRAIL MAPS

RAILROADS IN THE LIMON QUADRANGLE

A. T. & S. F. Ry.—Santa Fe Line, Kansas, Union Pacific Railroad (completed in 1869 and used as an alternate line from 1940 to 1970) See Colorado Lines (discontinued in 1970)

C. R. I. & P. Ry.—Chicago, Rock Island & Pacific Railroad, 1852, 1890, 1891. Now abandoned by the Rock Island Railroad Co. in 1980.

C. R. I. & P. Ry.—Chicago, Rock Island & Pacific Railroad, 1852, 1890. Now abandoned by the Rock Island Railroad Co. in 1980.

K. P. R. R.—Kansas Pacific Railroad, 1870. Now abandoned in the U. P. R. R.

U. P. R. R.—Union Pacific Railroad, 1869 line.

PIKES PEAK RAILROADS

C. & S. R. R.—Colorado Springs & Cripple Creek District Railroad, 1901. Proposed segment shown abandoned in the text and abandoned in the field.

PARKS AND CAMPS NAMED AND USED BY THE COLORADO CAVALRY IN THE LIMON QUADRANGLE OR PROBABLY IN THE LIMON QUADRANGLE

Fort Cedar Point—[illegible] Creek, Elbert County.

Camp Rankin—[illegible] Creek, Elbert County.

Camp Sybert—[illegible]

Camp Hebert—[illegible]

CONVERSION FACTORS

Multiply	By	To obtain
inches (in)	2.54	centimeters (cm)
feet (ft)	0.3048	meters (m)
miles	1.609	kilometers (km)

HISTORIC TRAIL MAP OF THE LIMON 1° × 2° QUADRANGLE, COLORADO AND KANSAS

By
Glenn R. Scott

1994