Gold Camp Trail
& Mining Exhibit

The Gold Camp Exhibit Area and Trail provides a walking tour of an historic mining display and Poverty Gulch where gold was first discovered. Interpretive signs along the trail describe the historic gold rush history. The mining equipment at the trailhead was assembled by the Cripple Creek & Victor Gold Mining Co. for comparison with present day mining equipment. For your safety, please do not climb on the equipment. The yellow numbers on the equipment displays equate to the numbered paragraphs below.

The long, heavy timbers outlining the artifact area were salvaged from the Isabella Mine headframe. Timbers of this size and quality were imported from the Pacific Northwest as local timbers were not large enough to provide the required specifications.

#1) Orpha May Shaft Hoist

This single drum hoist, manufactured in Denver by McFarlane & Co., moved miners in and out of the mine through the 1260-foot deep shaft. In addition, it brought cars loaded with ore up to the ore-sorting house adjacent to the shaft and returned the empties to the proper working level. The timbered headframe which stood over the shaft can be seen at the Western Museum of Mining and Industry in Colorado Springs.

#2) Gold Dollar Mine Counterweight

The counterweight hung in the shaft in balance with the cage to compensate for the weight of the cage or skip. A two-drum hoist was required but only the power to move the weight of the ore was needed as the counterweight went down as the loaded cage moved up. The counterweight was boxed off in the manway compartment, saving the cost of enlarging the shaft to accommodate two cages or skips.

#3) Gold Dollar Mine Air Receiver

Air from the compressor flowed into this steel tank before going into iron pipes that carried the air to the working places to power the blast hole drills. The receiver smoothed out the pulsations of air resulting from the compressor's cutting on and off depending upon demand. The receiver also acted as a moisture trap as the water in the warm air from the compressor cooled off and condensed in the receiver. This required periodically opening the drain valve on the receiver to remove any accumulated water.

#4) Wildhorse Mine Air Receiver

The air receiver at this mine served the same function as the one at the Gold Dollar Mine (#3).

#5) Wildhorse Shaft, Cage

The cage was used to lower and raise miners in the shaft. Cars of ore were also hoisted to the surface using two short pieces of rail on the bottom of the cage, permitting cars to be rolled on and off. The oval shaped openings in the side supports allowed miners to work on the bolts holding the guides in place on which the cage traveled up and down the shaft.

#6) Wildhorse Mine Hoist

This single drum hoist, built by Stearns Roger in Denver, lowered men and supplies at the Wildhorse mine and brought up the gold ore to be sent for treatment.

 # 7 Isabella Mine Cage

The Isabella Mine, incorporated in 1892, on the 400th anniversary of the discovery of America by Columbus, was named in honor of Queen Isabella, Queen of Spain at that time. The cage was used to bring miners in and out of the mine and loaded mine cars to the surface and empties returned. Note the toothed safety dogs on either side of the cage. These were attached by a spring mechanism which was held up by the tension on the hoist rope. In the event of rope breakage, the spring released and allowed the dogs to swing around and the teeth to bite into the wooden guides, suspending the cage in the shaft.

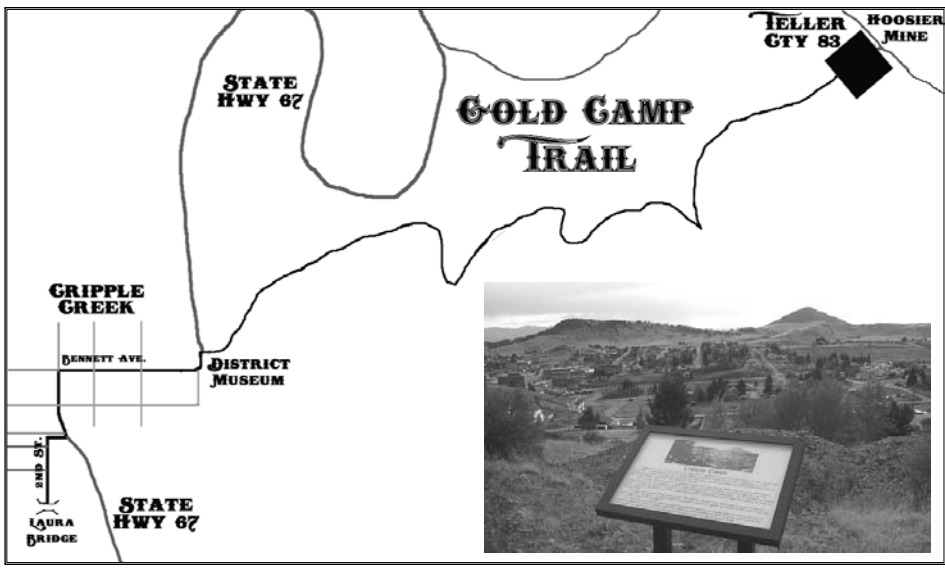
#8) Isabella Mine Air Receiver

See the explanation for the Gold Dollar air receivers (# 3).

#9) Isabella Mine Skip

The skip replaced the practice of sending loaded cars up the shaft on the cage. The skip was just a box attached to the hoist cable with a small wheel on the side so that when the cage reached the dump position at the surface, the skip unlocked from the frame and the wheel ran into a special track. As the hoist rope continued to rise, the wheel in the special track or scroll, forced the skip to turn over and dump its contents into a bin. The skip eliminated much of the hand labor involved in hoisting loaded cars and the skip held more ore than a mine car resulting in more rock hoisted per trip.

Gold Camp Trail



Gold Camp Trail

[Moderate to Steep - Recommend from Top Down 2 Miles One-Way]

Hike up or down the trail through Poverty Gulch where Bob Womack found gold in 1890. The trailheads are just to the west of Hoosier Mine on County Rd. 83, and on Silver Street above the Cripple Creek District Museum. Learn about the famous Gold King Mine, the C.O.D. & the Mollie Kathleen Mine. End your hike at the Cripple Creek District Museum at the head of historic Bennett Avenue. Trail continues down Bennett Avenue and southwest to Laura Bridge near Shelf Road.

Little Grouse Mtn. Trail
& Mining Exhibit

The Little Grouse Mtn. Exhibit Area and Trail. provides a walking tour of an historic mining display and a scenic route to the a top of mountain overlook. The mining equipment from by-gone days was assembled by the Cripple Creek & Victor Gold Mining Co. for comparison with present day mining equipment. For your safety, please do not climb on the equipment. The yellow numbers on the equipment displays equate to the numbered paragraphs below.

Located by the Welcome sign at the entrance to the trail, the headframe, hoist and mine car were used by lessee's Bergstrom and May to mine out a high grade pillar left in the Black Diamond Stope of the Portland I mine above Victor.

#1 Air Compressor

Hendrie & Boltoff M. & S. Co. of Denver, Colo. manufactured this compressor used at the Eclipse mine to supply air for rock drills underground. An electric motor was connected to the large flywheel by leather belting. As the flywheel turned, the piston compressed the air to a pressure of 100 #/square inch. This air was conveyed underground through heavy iron pipe to the drills in the working places.

#2 Eclipse Mine Single Drum Hoist

Manufactured by the Webster, Camp & Lane Division of Wellman, Seaver, Morgan Co. this hoist raised the gold ore to the surface. A smaller hoist called a "chippy" hoist lowered and raised miners from the underground levels. Locals often referred to the Eclipse as the "Queen" as miners working in the Carbonate Queen, located higher on Squaw mountain, had to access the Carbonate Queen through the Eclipse shaft due to damage caused by a fire at the collar of the Carbonate Queen shaft.

#3 Carlton Tunnel Cars

These were two of the side-dump cars used during the driving of the Carlton Tunnel to haul rock out to the portal dump.

#4 Rocker Dump Mine Car

This car was dumped by a miner who unlocked and then tipped the car over to discharge the contents. Each car had to be dumped individually.

#5 Rand Air Compressor

Rock drills in the Chicken Hawk mine on Guyot hill received the air needed to operate from this pre-1905 Rand Company Imperial Type 10 air compressor. In 1905, the Rand Co. and the Ingersoll Co. merged to form the present day Ingersoll-Rand Company.

#6 Camel-back Car Dump

The camel-back car dump enabled a train of Granby-type side dump cars equipped with a side wheel to be pulled past the hump of the camel-back, automatically tipping the car and dumping the rock.

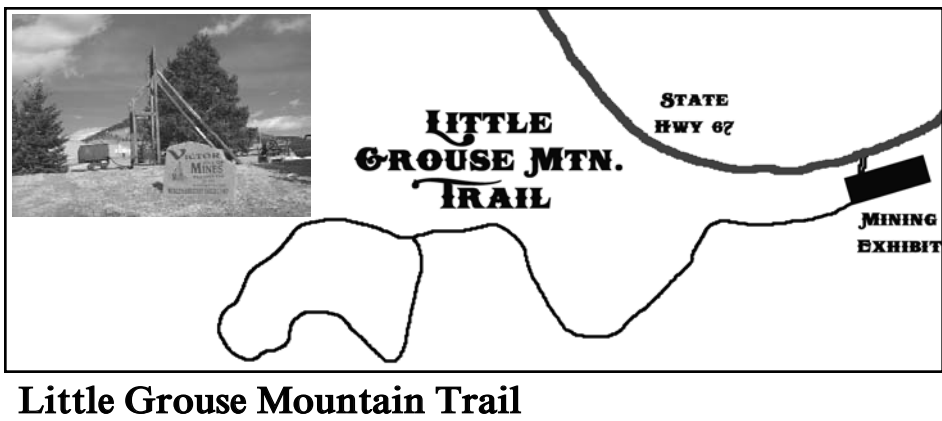
#7 Young's Buggy

When the haul distance between the blasted face and the surface dump became too long for efficient operation with the Load-Haul-Dump unit alone (see #8), this 5-ton capacity truck was one of two used to haul rock loaded by the LHD to the surface at the Cresson Decline. The diesel powered engine was subject to strict regulations for emissions.

#8 JC-2 Load-Haul-Dump Unit

A far cry from loading cars by hand and pushing them to the outside for dumping, this low-profile rubber-tired vehicle loaded 2 yards of rock underground and hauled it to the surface of the Cresson Decline and dumped it.

Little Grouse Mtn. Trail



Little Grouse Mountain Trail

[Moderate to Steep Climb 1 Mile Loop]

A short, though steep, climb up Little Grouse Mountain offers views of the Cripple Creek & Victor Gold Mining Company valley fill operations as well as a 360-degree view of the mountains to the west and surrounding mountain tops. The Little Grouse Mountain Trail begins at the parking area off Hwy. 67 just west of Victor on the south side of the bridge over Arequa Gulch.