

MP 255 – 256: The Empire Toll Gate and Glen Arbor

This section includes the location of the Empire Toll Gate, Glen Arbor and a reservoir.

Route	Mile Marker	X	Y	Longitude	Latitude
¹ U. S. Highway 40	255	439593.25	4401561.17	-105.705225	39.761831
	256	441232.97	4401511.83	-105.686079	39.761501

A very important historical figure in understanding the history of Berthoud Pass is Frank Maxwell. He was many things over his life, and parts of his life are included in several sections of this Auto Tour. For this section we will tell about the important survey he began on August 10, 1891.

Christine Bradley, Clear Creek County Archivist, gave Partners for Access to the Woods (PAW) a copy of Maxwell's 1891 survey. PAW's Director (the author) took this survey to the Colorado School of Mines Design EPICS's Dr. Knecht and they asked his students to use the survey and find GPS points for each of Maxwell's readings.

Team Pioneer in 2004 did an unbelievable job of remapping the Clear Creek County side of Berthoud Pass. There is more about their work included in MP 247-248 Maxwell's Big Bend.

The idea of the wagon road was born in 1860 and it would take 15 years to complete with many tries from many different companies and individuals. In 1863, William H. Russell (see MP 243-244) began to build the wagon road west out of Empire. He would successfully complete 7 miles of construction ending near the site of Freeman's sawmill before he ran out of money. In 1869, a cabin was built by Henry DeWitt Clinton Cowles on the top of Berthoud Pass. Harrison wrote: "taking great care to have one-half on the waters of the Pacific, the other on the Atlantic, and is now known as the Summit House, Berthoud Pass."² In 1875, the wagon road was completed by the Georgetown, Empire and Middle Park Wagon Road Company (headed and financed by William H. Cushman, president of the First National Bank, Georgetown). Also that year, 40 feet on both sides of the road were cleared to let the sun dry out the road. In 1876, Colorado became a State. In the same year, the Colorado Stage Company set up regular stations between Georgetown and Hot Sulphur Springs. In April 1891, the State bought the rights and rights-of-way to the Georgetown and Middle Park Wagon Road for \$18,500. It was in August of that year, that Maxwell conducts his survey and the first survey point is the Empire Tollgate.

¹ Taken from the Colorado Department of Transportation's website:
<http://apps.coloradodot.info/dataaccess/Highways/index.cfm?fuseaction=HighwaysMain>

² Harrison, Louis C. Empire and the Berthoud Pass published by Big Mountain Press, Denver 1964 Page 240



The Empire Tollgate

The photo was loaned to PAW for the exclusive use of the Auto Tour by Rob Morris of East Park Ave. Antiques; Empire, Colorado

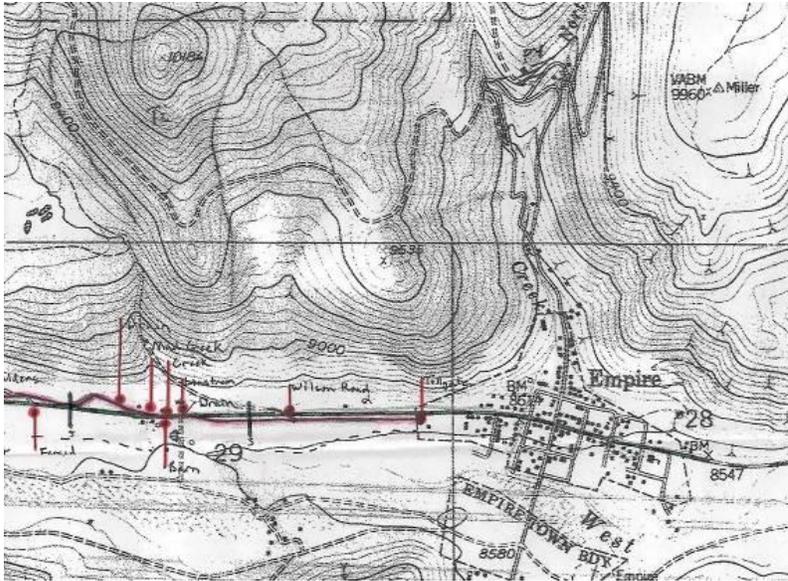
Author’s note: Rob Morris tells a wonderful story about how he got this photo. A man stopped in his antique shop many years ago and showed him several glass negatives of Empire. The man said that his grandfather traveled the country taking photos and he (the grandson) was revisiting places his grandfather photographed and selling the glass negatives. Rob does not know the name of the grandfather or grandson, but he did buy the negatives of Empire and this is one of them.

Table 4: Frank Maxwell's Survey Points – August 1891
UTMs in **bold red** indicate newly recorded sections of the wagon road.

Ref. #	Page	Bearings	Dist (ft)	Point	Easting	Northing	Markers	Comments
M-1	2	N 88° 30' 30"	6	441020	4401280	200 Tollgate, 50'		
M-2		N 88° 30' 30"	5	440900	4401280			
M-3		N 88° 30' 30"	5	440750	4401280			
M-4		S 82° 30' 30"	6	440680	4401280		2 - Wilson trail	
M-5	4	N 88° 45' 30"	5	440430	4401280			
M-6		N 18° 20' 30"	6	440210	4401270			
M-7		S 82° 30'	2	440200	4401300	40 Stream, 200 Creek		4408000 = 886, 88 87881
M-8		N 77° 51' 30"	5	440120	4401300	200 West Creek		886 just before

This worksheet and map were developed by *Team Pioneer* for the Empire Tollgate site.





This is a scanned copy of the map that *Team Pioneer* developed for the author that provided much of the information that was used for the Archeological Assessment that was completed by PAW in 2007. This Archeological Assessment of both sides of Berthoud Pass provides the framework for this Auto Tour. Notice

the area between the Tollgate which sits on Empire's current town boundary and the Wilson Road. This area is now known as the PERT site.

On September 30, 2013, a ribbon cutting ceremony was held at the PAW's Educational Research Trail (PERT) site (which is ¼ of a mile west of Empire) to celebrate the completion of the trail, exhibits and parking lot by Partners for Access to the Woods (PAW) and its many partners. This ceremony also represented the transfer of the site from PAW to the Clear Creek Metropolitan Recreation District.

The trail is designed to represent the wagon road over Berthoud Pass, with exhibits telling about Big Horn Sheep, the Disney Avalanche, the Empire – Middle Park Wagon Road and the construction of the trail itself. Tactile maps with audio recordings describe the trail ahead with special emphasis on ways to include persons with visual and mobility impairments.



The trail is 481 feet long with about half of its length having a running grade of 5% or less. The remaining section of the trail, which is a loop, is very steep representing the grades of the wagon road as it climbed up to the Summit of Berthoud Pass. The surface of the trail has a soil stabilizer which provides a firm and stable surface.

The parking lot has a “gathering area” at the entrance of the trail with benches for both adults and children. No restrooms are provided at the site, but accessible ones are located in Empire.



The above photo was taken from Ben Dugan’s book: *Images of Berthoud Pass* and used with permission from the publisher: Arcadia Publishing. The caption reads: “US Route 40 west of Empire is prepared for a seal coat in August 1933. The Independence mine is at left at the base of Independence Mountain. Empire is in the distance.” It is also the present day site of the PERT site.

On Maxwell’s map, he records the location of Lindstrom house and barn on Mad Creek. Lindstrom was Paul Lindstrom. “The original home was burned around 1862, so he simply moved his family into the brewery. He and his wife made deliveries of kegs of beer, lumber from their saw mill, and bricks for local chimneys all over the mining district.

The photo below was also taken from Ben Dugan's book: *Images of Berthoud Pass* and used with permission from the publisher: Arcadia Publishing.



The caption reads: “The Midland Trail through Empire and the Lindstrom Ranch is pictured around 1905. Big road improvements were developed following World War I when the funds were finally released to improve America’s highway system. Major construction projects nationwide at last gave way to a numbered US Highway system in 1926. Route 40 and Route 66 among hundreds of others can trace their existence to these designs.”



Glen Arbor Lodge

Photo provided by and used with permission from
the
Denver Public Library

Lindstrom also built a race track sometime in the 1870's with a straightaway one-half mile long. It was billed as the 'highest race course in the world'. Two to three hundred sport loving people would attend the races with purses from seventy-five to one thousand dollars. Most people climbed up the side of Lincoln Mountain instead of paying the fee to sit on the stands.¹”

Today Lindstrom's Brewery is known as Glen Arbor Lodge or the Guanella Ranch. Paul Guanella added a sleeping wing in 1914 to accommodate the many tourists who stayed with the Lindstrom-Guanella family. In later years it would be skiers from Berthoud Pass who stayed at Glen Arbor. In the 1933-34 season there were 76 skiers. In the 1935-36 season, the number of winter guests went up to 318. The charge for a night's stay was

¹ Hunter, C., Buckland S. G., Elliot, N: [Highway to Discovery: Exploring the East Side of Colorado's Berthoud Pass](#) Self-published by Partners for Access to the Woods, Empire, Colorado - 1999

\$2.00. Soldiers from Camp Hale came to the Lodge for “Rest and Relaxation” (R&R) and Thanksgiving Dinner in 1942.

The Glen Arbor Lodge today.

“Our family home at Guanella Ranch, west of Empire has been enjoyed by our family for six generations, since 1862. Over the years, it has also been known as the Lindstrom Brewery/Ranch and Glen Arbor Lodge. Growing up at the ranch was an adventure and fun. My dad, mom, brother, sister and I lived with my grandmother, great uncle and great aunt. Being raised in an extended family, gave us lots of experiences such as helping on the ranch and waiting on lodge guests. My dad worked for Clear Creek County as road supervisor and then county commissioner. Guanella Pass was named after him because he planned and built the road with other road workers. Living with my dad's mother, aunt and uncle gave us a chance to hear family stories of how their parents and grandparents came west when gold was discovered in Colorado in 1859.”



Memories provided by Sally Guanella Buckland – May 2011

The Glen Arbor Lodge is a private home and it is requested that you respect the owners and their property.



Glen Arbor Lodge – 2011
Photo by author

In 2003 the ranch's appearance changed when the City of Golden built the Guanella Reservoir across US Highway 40 from the Lodge.

Will Stambaugh, Water Resource Specialist for the City of Golden, provided the following information: "The reservoir has a surface area of 55 Acres with 1343 Acre Feet and 770 Acre Feet of underground storage. The finish fill for the reservoir was in January 2004."

The purpose of the reservoir is to protect the City of Golden in severe drought years, like the one in 2002. The water is used by many including the City of Golden, Clear Creek County Schools, Loveland Ski Area, City of Georgetown, Town of Empire, City of Black Hawk, and others.



Guanella Reservoir – 2011
Photo by author

The Reservoir belongs to the City of Golden and is considered private property.