

Red Feather Lakes and the Railroad Connection

Red Feather Lakes History is very much a part of the history of the Union Pacific Railroad

Articles of Incorporation of the RED FEATHER LAKES RESORT COMPANY were recorded in Larimer County Colorado on September 11, 1923.

Prior to this time a large portion of lands now known as Red Feather Lakes was transferred from the United States Government to the UNION PACIFIC RAILROAD, then to George W. Bond, thence to Elizabeth Akin, and then to the RED FEATHER LAKES RESORT COMPANY.

American Camp: Important to Railroad Development

Among the numerous threads of this history is AMERICAN CAMP, a location about 15 miles Northwest of Red Feather Lakes Village where timber was turned into ties for the railroad.

24,000 ties were needed for every mile of railroad! Much of the railroad was constructed across treeless prairie and obtaining ties was a major obstacle.

The US Government gave the Railroads a huge amount of forested land in our area for the purpose of providing these ties for railroad construction. Thus AMERICAN CAMP became a very important part of the settlement of the west.

My introduction to the area was through Bob Davis, who spent several years of his youth working in the logging and manufacturing of railroad ties at this "camp". It operated year round and they depended upon the road to Wyoming and one closely following the current Cherokee Park and Sand Creek roads for their access. I subsequently brokered the transaction whereby Roger Lewis became the current owner.

Wild game and abundant spring water was important to the success of the camp.

The following information has been compiled from recorded documents in Larimer County.

April 16, 1867: A Land Grant Mortgage was executed whereby the USA agreed that upon completion of certain tasks, the Union Pacific Railway Company would be granted a patent to land including **thousands of acres inside the area that was later to become the Roosevelt National Forest.**

November 3, 1869: Official statement from the Secretary of the Interior had been filed in the General Land Office, showing the commissioners appointed by the President have reported to him that the line of road and telegraph from Omaha, Neb., to Ogden, Utah, and known as the Union Pacific Railroad, has been constructed and equipped in manner provided in said acts.

July 1, 1897: A resolution on behalf of Isabel Broderick that she could hold certain property, "free and exempt from all liens, encumbrances and charges of said mortgage." She had been allowed to hold this property for the purpose of logging the timber especially for manufacturing ties for the construction of the railroad. The Broderick's called the center of their enterprise, "American Camp"

November 4, 1897: The United States of America granted to the Union Pacific Railway Company, A patent to thousands of acres of land in accordance with Acts of Congress approved July 1, 1862, and July 2, 1864 to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean.

July 12, 1906: Union Pacific Railroad Company by E. H. Harriman, President etc. to George W. Bond 3 ½ sections of land in what is now part of Red Feather Lakes.

October 28, 1938: Warranty Deed to Isabel I Broderick for the lands that had been "assigned" to her for the purpose of Manufacturing Ties for the Railroad.

April 10, 1978: Broderick Wood Products to the United States of America. Settlement with the EPA for a tie creosote treatment place in Denver.

November 20, 1990: Deed to Roger James Lewis from the United States of America Environmental Protection Agency for the American Camp property.

Lucille Schmitt: (Prepared for handouts July 21, 2010)