

**STATE OF COLORADO  
COUNTY OF GILPIN  
CITY OF BLACK HAWK**

**COUNCIL BILL NUMBER: CB16**

**ORDINANCE NUMBER: 2022-16**

**TITLE: AN ORDINANCE APPROVING THE APPLICATION FOR LOCAL LANDMARK DESIGNATION BY THE CITY OF BLACK HAWK OF THE BOBTAIL TRAMWAY PORTAL LOCATED AT 201 SELAK STREET**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1.     Findings of Fact.

- A.     Application has been made by the City of Black Hawk for local historic landmark designation for the City-owned property known as the Bobtail Tramway Portal Property, located at 201 Selak Street within the City of Black Hawk, Colorado.
- B.     Public notice has been given of such application pursuant to Section 16-426(c)(1) of the City of Black Hawk Municipal Code.
- C.     The City Council has reviewed the application, the recommendation of the City's Historic Preservation Commission, and the criteria for designation contained in Section 16-425 of the City of Black Hawk Municipal Code.
- D.     After consideration of the factors set forth in 16-426(c)(2)d. of the City of Black Hawk Municipal Code, the City hereby approves the local historic landmark designation for the Bobtail Tramway Portal Property, located at 201 Selak Street.

Section 2.     The City Clerk is directed to record a copy of this Ordinance in the records of the Gilpin County Clerk and Recorder's Office within fifteen (15) days of the effective date of this Ordinance.

Section 3.     Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

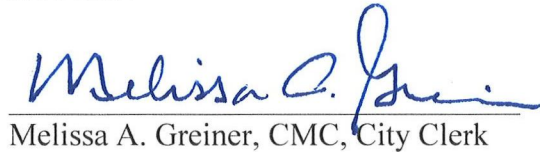
Section 4. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

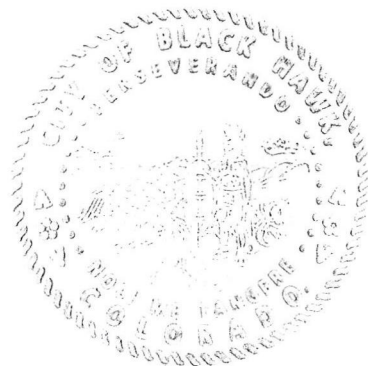
Section 5. Effective Date. The City Clerk is directed to post the Ordinance as required by the Charter. This Ordinance shall become effective upon posting by the City Clerk.

READ, PASSED AND ORDERED POSTED this 10<sup>th</sup> day of August, 2022.

  
David D. Spellman, Mayor

ATTEST:

  
Melissa A. Greiner, CMC, City Clerk





## City of Black Hawk

Community Planning and Development  
211 Church Street  
P.O. Box 68  
Black Hawk, CO 80422  
Ph: 303-582-0615 Fax: 303-582-2239

## LOCAL LANDMARK DESIGNATION FORM

Date: June 21, 2022

### APPLICANT:

Name (Please Print): City of Black Hawk  
Mailing Address: 211 Church Street/PO Box 68 Black Hawk, CO 80422  
Phone Number: 303-582-0615  
Cell Number: N/A  
Email Address: N/A  
Physical Address of Proposed Designation: 201 Selak Street, Black Hawk, CO 80422

### OWNER OF SITE IF DIFFERENT FROM APPLICANT:

Name (Please Print): City of Black Hawk  
Mailing Address: 211 Church Street/PO Box 68 Black Hawk, CO 80422  
Phone Number: 303-582-0615  
Cell Number: N/A  
Email Address: N/A  
Physical Address of Proposed Designation: 201 Selak Street, Black Hawk, CO 80422

**NAME OF SITE:** Include a map on an 8.5" x 11" page that shows location of site and site plan. Please type if possible.

- Bobtail Tramway Portal – 201 Selak Street. Please see attached site plan.

**DESCRIPTION:** Current and original physical appearance, include photos documenting evidence of the qualifying age of the year structure was built (at least 50 years old) – photos should be from all directions of the site if possible.

The Bobtail Tramway Portal was constructed in 1880. It is located underneath and protrudes out (east) from Church Street and can be noticed behind (west of) Black Hawk's city hall building. The Bobtail Tramway Portal consists of a large stone masonry face with an archway and iron gate. The archway extends west into the portal where it has been blocked off by wood beams and spray foam insulation at the top of the archway. Historically, the tunnel behind the portal extended further west to the north side of Church Street; there it connected to ore bins where gold ore was dumped into the tunnel. Additionally, a covered tramway from the portal extended east down the hill to the Bobtail stamp mill. Half of the hill has been altered, specifically where the covered tramway connected to the stamp mill, with the area being replaced by a parking lot between 1985 and 1999. A pedestrian staircase (not contributing) is located above the portal and connects to Selak Street on the north side of Black Hawk's city hall. The south elevation protrudes out from Church Street further highlighting the structure's stone masonry construction. Retaining walls consist of masonry stone and are located on the north and west elevations of the portal. The retaining walls extend along the terrace beneath Church Street. The portal and retaining walls are made of stone masonry and concrete mortar.

### CATEGORY OF LANDMARK:

☒ Structure ☐ Site ☐ Home ☐ Object ☐ Property ☐ Park ☐ Building

**CRITERIA FOR DESIGNATION:** On a separate sheet of paper, please provide a detailed explanation on how the property meets the criteria for designation of one or more of the following [please check] below.

- A. Exemplifies specific elements of an architectural style or period.
- B. Is an example of the work of an architect or builder who is recognized for his or her national, statewide, regional or local expertise?
- C. Demonstrates superior craftsmanship or high artistic value.
- D. Represents an innovation in construction, materials or design.
- E. Represents a style particularly associated with the Black Hawk area.

**F. Represents a built environment of a group of people in an era of history.**

The Bobtail Tramway Portal and its function reflects the built environment of Black Hawk during the nineteenth century and the mining origins of the community. (See continuation sheets)

- G. Represents a pattern or grouping of elements representing at least one (1) of the above-mentioned criteria;
- H. Has undergone a significant historic remodel.
- I. Is the site of a historic event that had an effect upon society.

**J. Exemplifies cultural, political, economic or social heritage in the community.**

The Bobtail Tramway Portal represents the industrial origins and economic advancement that define Black Hawk's heritage and cultural identity. (See continuation sheets)

- K. Represents an association with a notable person.
- L. Is identified with historical personages or groups or which represents important events in national, state, or local history.

**M. Enhances a sense of identity with the community.**

The structure serves as a notable local landmark that illustrates Black Hawk's economic and cultural origins. (See continuation sheets)

**N. Is an established and familiar natural setting or visual feature in the community.**

The structure is a prominent visual and accessible landmark within the community that emphasizes its historic function. (See continuation sheets)



## HISTORIC DISTRICTS:

Districts proposed for local landmark designation shall contain properties that comply with the previous section (Criteria for Designation) hereof that are related by a pattern of physical elements or social activities. Significance is determined by applying the criteria of this Article to patterns and unifying elements.

1. Historic district designation will not be considered unless the application contains written approval of all property owners within the proposed historic district boundaries.
2. Properties that do not contribute to the significance of the proposed historic district may be included within the boundaries if the noncontributing buildings do not noticeably detract from the proposed historic district's sense of time, place and historic development. Noncontributing elements will be evaluated for their magnitude of impact by considering their size, scale, design, location or information potential.

## MAJOR BIBLIOGRAPHICAL REFERENCES OR DOCUMENTATION OF HISTORIC SIGNIFICANCE:

(Please use separate paper if necessary)

"Looking up Selak Street to Gregory Street Bridge. 50 Gold Mines is the mill on the right." *Gilpin Historic Society*, circa 1880. Accessed March 4, 2022. <http://www.gilpintram.com/images/10002008.jpeg>.

"1940's rppc NICE VIEW Black Hawk - Near Golden & Denver Colorado CO i7831." HipPostcard, circa 1940s. Accessed March 4, 2022. <https://www.hippostcard.com/listing/1940s-rppc-nice-view-black-hawk-near-golden-denver-colorado-co-i7831/20713327>.

*Sanborn Fire Insurance Map from Black Hawk, Gilpin County, Colorado*. Sanborn Map Company, Aug, 1886. Accessed March 4, 2022. [https://www.loc.gov/item/sanborn00956\\_001/](https://www.loc.gov/item/sanborn00956_001/).

*Sanborn Fire Insurance Map from Central City, Gilpin County, Colorado*. Sanborn Map Company, Aug, 1895. Accessed March 4, 2022. [https://www.loc.gov/item/sanborn00972\\_003/](https://www.loc.gov/item/sanborn00972_003/).

*Sanborn Fire Insurance Map from Central City, Gilpin County, Colorado*. Sanborn Map Company, Dec, 1890. Accessed March 4, 2022. [https://www.loc.gov/item/sanborn00972\\_002/](https://www.loc.gov/item/sanborn00972_002/).

*Sanborn Fire Insurance Map from Central City, Gilpin County, Colorado*. Sanborn Map Company, Nov, 1900. Accessed March 4, 2022. [https://www.loc.gov/item/sanborn00972\\_004/](https://www.loc.gov/item/sanborn00972_004/).

Spellman, David D. "From the personal collection of City of Black Hawk Mayor David D. Spellman. Photography by Charles Weitfle."

Spellman, David D. Personal research compiled by City of Black Hawk Mayor.

Stoner, J. J, and Beck & Pauli. *Black Hawk, Colo*. Madison, Wis, 1882. Accessed March 4, 2022. <https://www.loc.gov/item/75693120/>.

**USE:** Provide a narrative, and architectural plans as appropriate describing the current and intended future use of the site/structure(s), as well as detailed restoration plans. Plans should discuss needed building renovations and restoration, if applicable, as well as defined maintenance and upkeep intentions.

1. Designate the structure as a local landmark to preserve the industrial and economic qualities of Black Hawk's mining heritage. The historic resource provides tourists with knowledge on the identity and development of historic mining communities.

**ATTACH ADDITIONAL INFORMATION AS NEEDED TO COMPLY WITH THE APPLICATION**

**OWNER CERTIFICATION:** I hereby certify that, to the best of my knowledge and belief, all information supplied with this application is true and accurate and that consent of those persons, without whose consent the requested action cannot lawfully be accomplished, has been granted. In addition, permission is hereby granted to the City of Black Hawk staff to physically inspect the subject property and take photographs as necessary for preparation of the case.

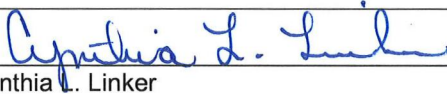

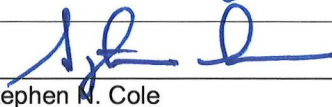

In making this application, I further certify that I have read and understand the requirements of Sections 16-425 of the Black Hawk Municipal Code pertaining to the criteria for designation.

I acknowledge that the benefits of local historic designation primarily include the recognition by the community and individual owners of our historic heritage, the informational and educational resources of the Historic Preservation Commission, and participation in the preservation of Black Hawk's rich past.

Signature:  Date: 8/10/2022  
Stephen N. Cole, City Manager

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Do not write below this line.**

Planning Director Approval: <u></u> Cynthia L. Linker	Date: <u>8.10.22</u>
HPC Chairman Approval: <u></u> Lynnette Hailey	Date: <u>8.10.22</u>
City Manager Approval: <u></u> Stephen N. Cole	Date: <u>8/10/2022</u>
City Council Approval: <u></u> Mayor David D. Spellman	Date: <u>8/10/2022</u>

## Continuation Sheets

### **Summary**

The Bobtail Tramway Portal is significant under Black Hawk's "Criteria for Designation" **F, J, M, and N**. Under **Criterion F**, the Bobtail Tramway Portal and its function reflects the built environment of Black Hawk during the nineteenth century and the mining origins of the community. Under **Criterion J**, the Bobtail Tramway Portal represents the industrial origins and economic advancement that define Black Hawk's heritage and cultural identity. Under **Criterion M**, the structure serves as a notable local landmark that illustrates Black Hawk's economic and cultural origins. Lastly, under **Criterion N**, the structure is a prominent visual and accessible landmark within the community that emphasizes its historic function.

### **Elaboration**

#### **Rogers Tramway**

In the 1880s, the Bobtail Mining Company had the largest and most complete ore processing mill in Colorado. Known as a quartz stamp mill, it had 125 stamps that pulverized gold-bearing quartz rock, known as ore, from the Bobtail Mine, located directly across Gregory Street from this sign.

The Bobtail Mill was located down Gregory Street adjacent to North Clear Creek. The cost of hauling ore by wagon from the mine to the mill was relatively high, therefore in late 1880, the mining company's superintendent Andrew Rogers devised an ore car tramway to reduce these costs.

Leading from the Bobtail tunnel's portal and crossing Gregory Street, the tramway went behind the buildings paralleling Gregory Street's north side until it reached a transfer building on Church Street. At the transfer building, ore was dumped down a chute from one set of ore cars to another that would then travel through a tunnel under Church Street and onto the mill.

Bobtail Mining Company employees used horses to operate the tramway instead of hiring teamsters and their wagons. Within the first year, the cost savings of tramming ore rather than teaming paid for building the tramway.

Today, if you stand at the intersection of Gregory and Selak Streets, adjacent to the Black Hawk City Hall, and look up toward Church Street, you will see the portal that ore cars once traveled through on their way to the mill.

#### **Colvin Tramway**

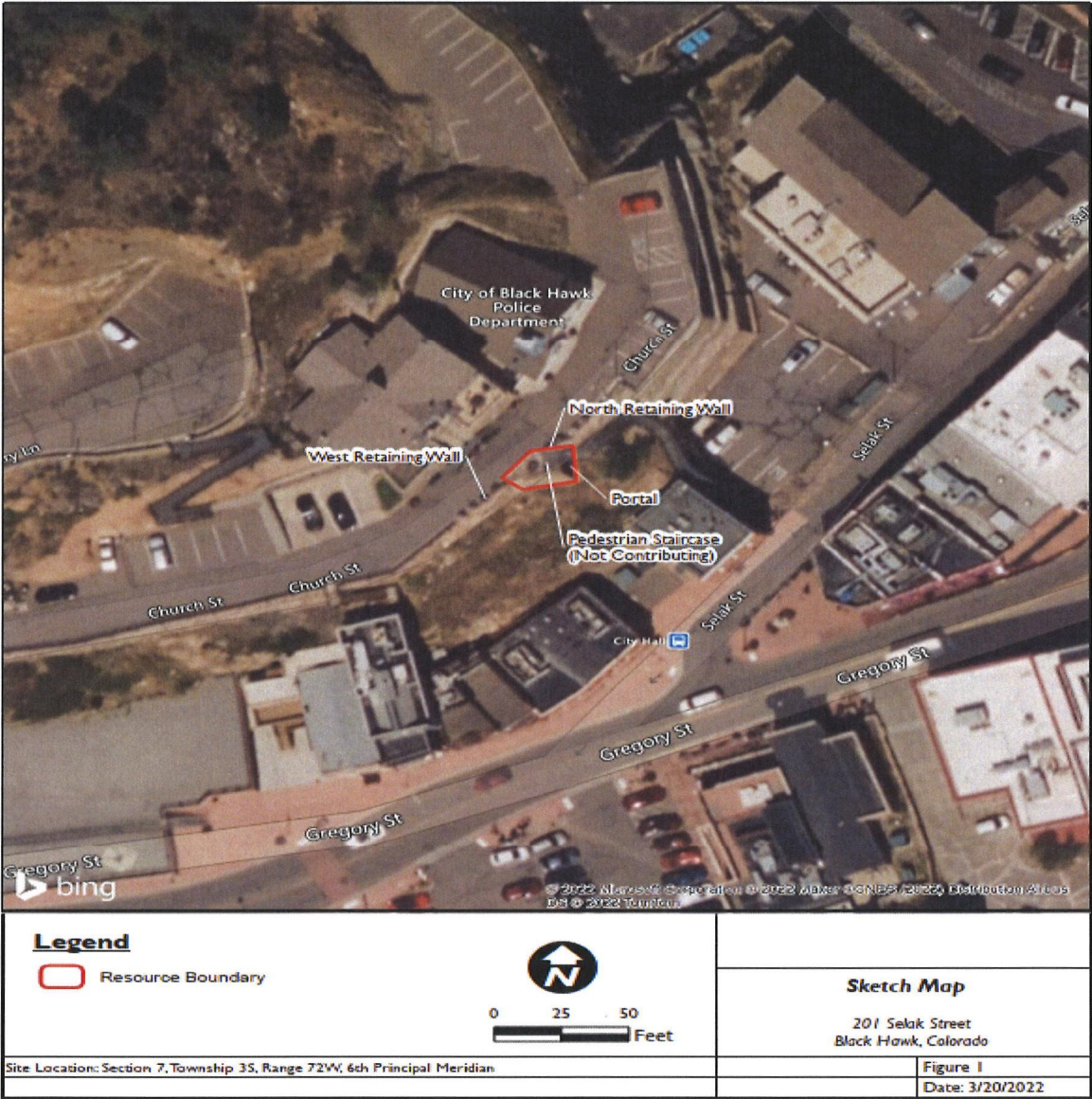
Two decades later, a new owner of the Bobtail Mine, the Boston & Denver Mining & Milling Company, devised an even more sophisticated tramway. Instead of the tramway paralleling Gregory Street, Clarence K. Colvin, the company's General Manager, came up with a plan to tunnel 1,100 feet through Bates Hill to tram ore to the mill.

Tunnel work started in late November of 1899 and was completed by late May of 1900—taking only six months to drill and blast through solid rock.

A gasoline-powered locomotive was initially employed to pull ore cars through the tramway tunnel. This technique was not satisfactory, and horses were used instead for a short period until the company acquired an electric locomotive from the Jeffrey Manufacturing Company. Overhead electrified trolley wire was used to power the locomotive to deliver ore from the mine to the mill.

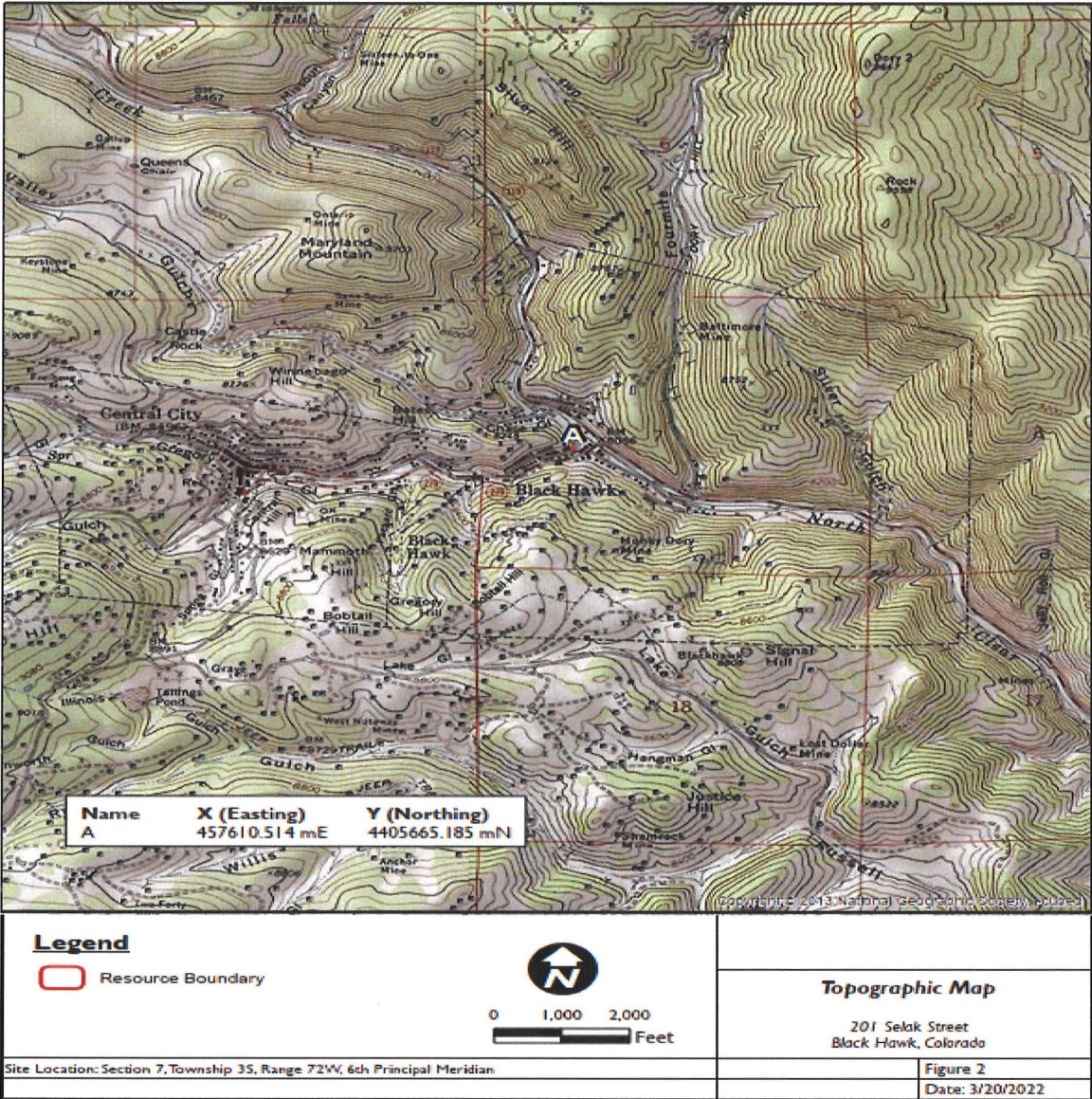


Sketch Map – Attachment A





Topographic Map – Attachment B





Current Address: **201 Selak Street**  
Resource Number: **N/A**  
NHL Resource Number: **N/A**

Continuation Sheets

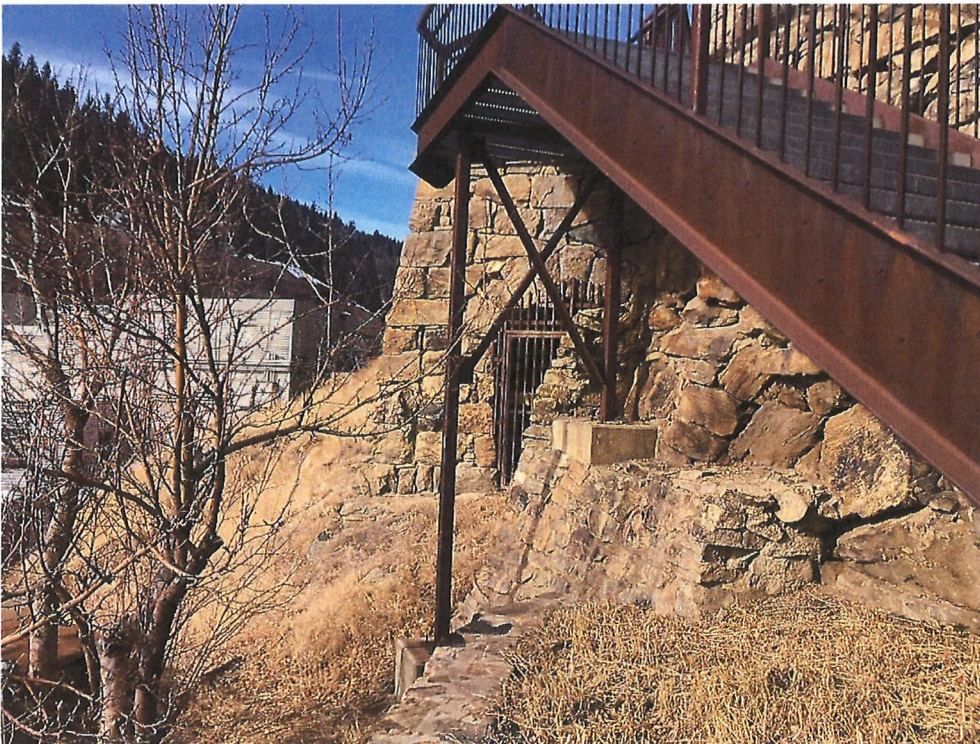
### Site Photographs – Attachment C



**Photo Number: 1**

**Description:** The Bobtail Tramway Portal, retaining walls, and iron gate below Church Street. Note the pedestrian staircase (not contributing) above the portal.  
**Date:** 03/15/2022

**View:** West



**Photo Number: 2**

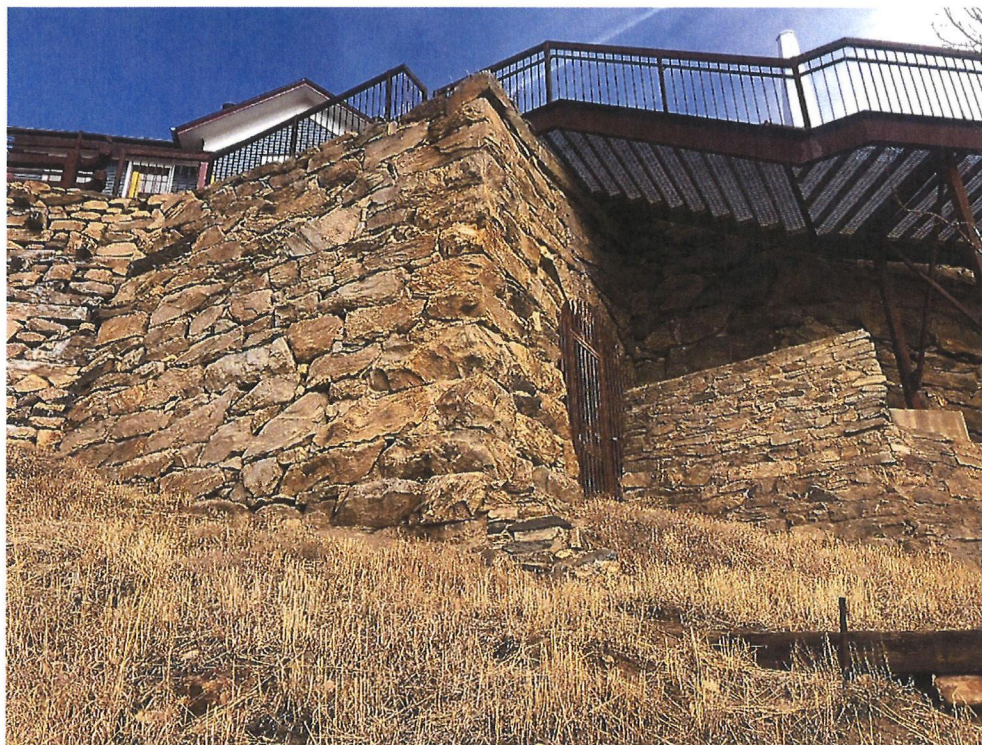
**Description:** The Bobtail Tramway Portal and pedestrian staircase (not contributing) from an elevated view.  
**Date:** 03/15/2022

**View:** Southwest



Current Address: 201 Selak Street  
Resource Number: N/A  
NHL Resource Number: N/A

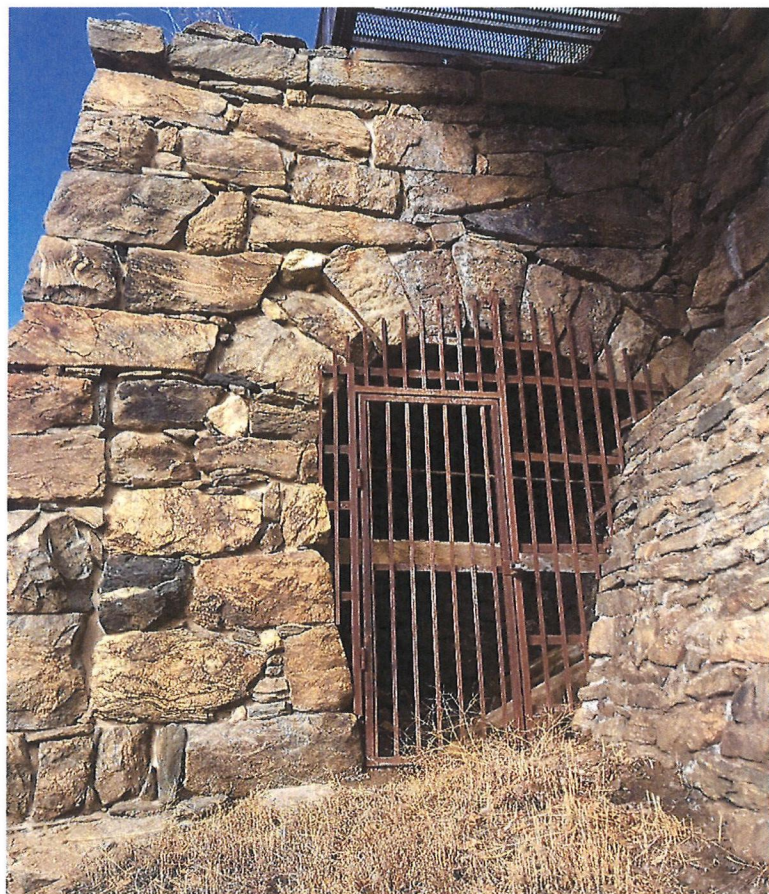
Continuation Sheets



**Photo Number: 3**

**Description:** Portal structure, retaining walls, iron gate, and pedestrian staircase (not contributing) from a lower position. Date: 03/15/2022

**View:** Northwest



**Photo Number: 4**

**Description:** Close up of Bobtail Tramway Portal, archway, and iron gate. Date: 03/15/2022

**View:** West



Current Address: 201 Selak Street  
Resource Number: N/A  
NHL Resource Number: N/A

Continuation Sheets



**Photo Number:** 5

**Description:** Inside of the Bobtail Tramway Portal. Note that the portal has been blocked off by wood beams and spray foam insulation. Date: 03/15/2022

**View:** West



**Historic Image:** 1

**Description:** Before construction of the Bobtail Tramway Portal. Circa 1878.

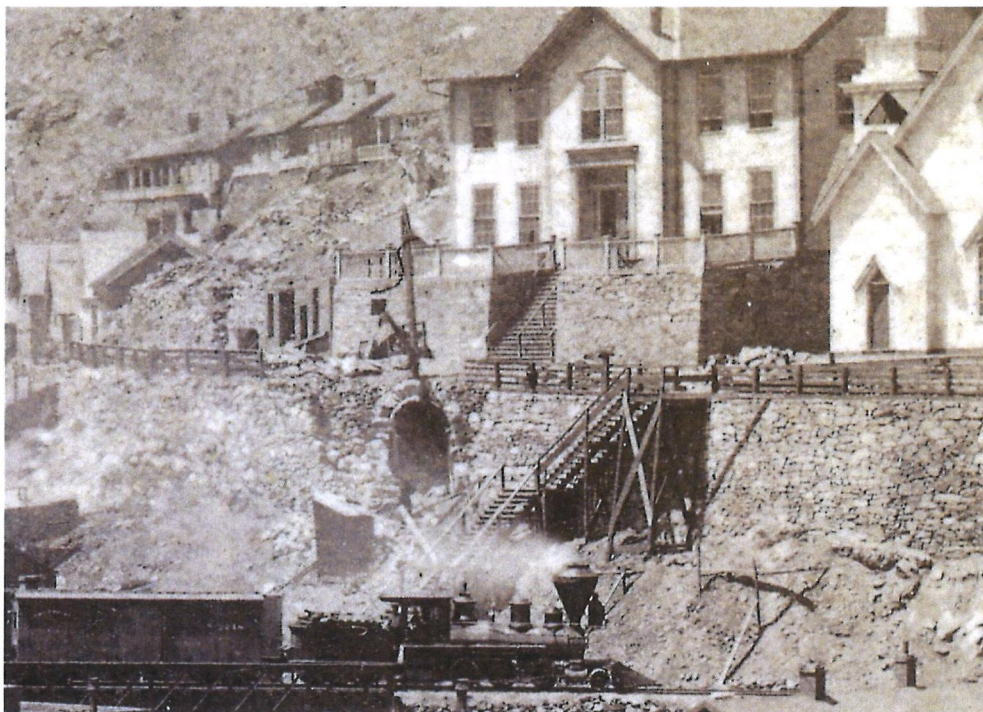
**Source:** From the personal collection of City of Black Hawk Mayor David D. Spellman. Photography by Charles Weitfle.

**Note:** Not for publication



Current Address: **201 Selak Street**  
Resource Number: **N/A**  
NHL Resource Number: **N/A**

Continuation Sheets



**Historic Image: 2**

**Description:** Bobtail Tramway  
Portal and ore bins under  
construction. Circa 1880.

**Source:** From the personal  
collection of City of Black Hawk  
Mayor David D. Spellman.  
Photography by Charles Weitfle.

**Note:** Not for publication



**Historic Image: 3**

**Description:** Bobtail Tramway  
Portal and ore bins after  
completion. Circa 1880.

**Source:** From the personal  
collection of City of Black Hawk  
Mayor David D. Spellman.  
Photography by Charles Weitfle.

**Note:** Not for publication



Current Address: 201 Selak Street  
Resource Number: N/A  
NHL Resource Number: N/A

Continuation Sheets



**Historic Image: 4**

**Description:** Bobtail Tramway  
Portal and ore bins from a Black  
Hawk perspective map. Drawn by  
JJ Stoner and Beck & Pauli. Circa  
1882.

**Source:** Library of Congress.



**Historic Image: 5**

**Description:** Bobtail Tramway  
Portal and covered tramway. Circa  
1880.

**Source:** Gilpin Historic Society

**Note:** Not for publication



Current Address: **201 Selak Street**  
Resource Number: **N/A**  
NHL Resource Number: **N/A**

Continuation Sheets



**Historic Image: 6**

**Description:** Bobtail Tramway Portal. Note the removal of the ore bins to the left of the public school and the reorientation of the pedestrian staircase (not contributing) to its current setting above the portal. Circa 1900.

**Source:** Gilpin Historic Society

**Note:** Not for publication



**Historic Image: 7**

**Description:** Postcard photo of Black Hawk. Note the removal of the railroad track and covered tramway from the portal to the mill. Circa 1940.

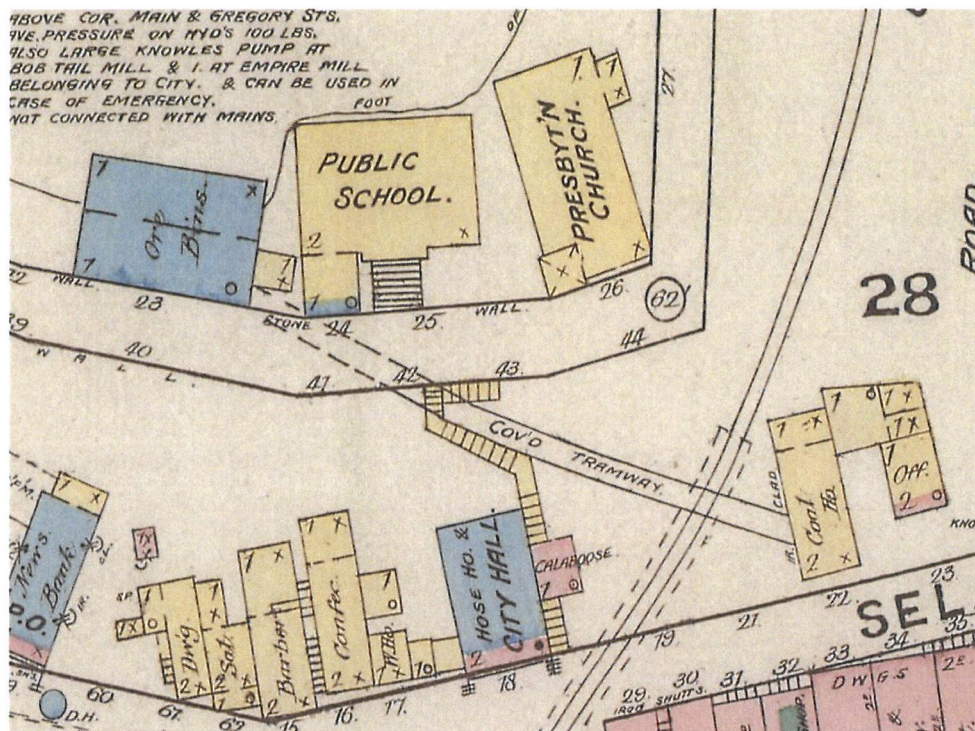
**Source:** HipPostcard

**Note:** Not for publication.



Current Address: 201 Selak Street  
 Resource Number: N/A  
 NHL Resource Number: N/A

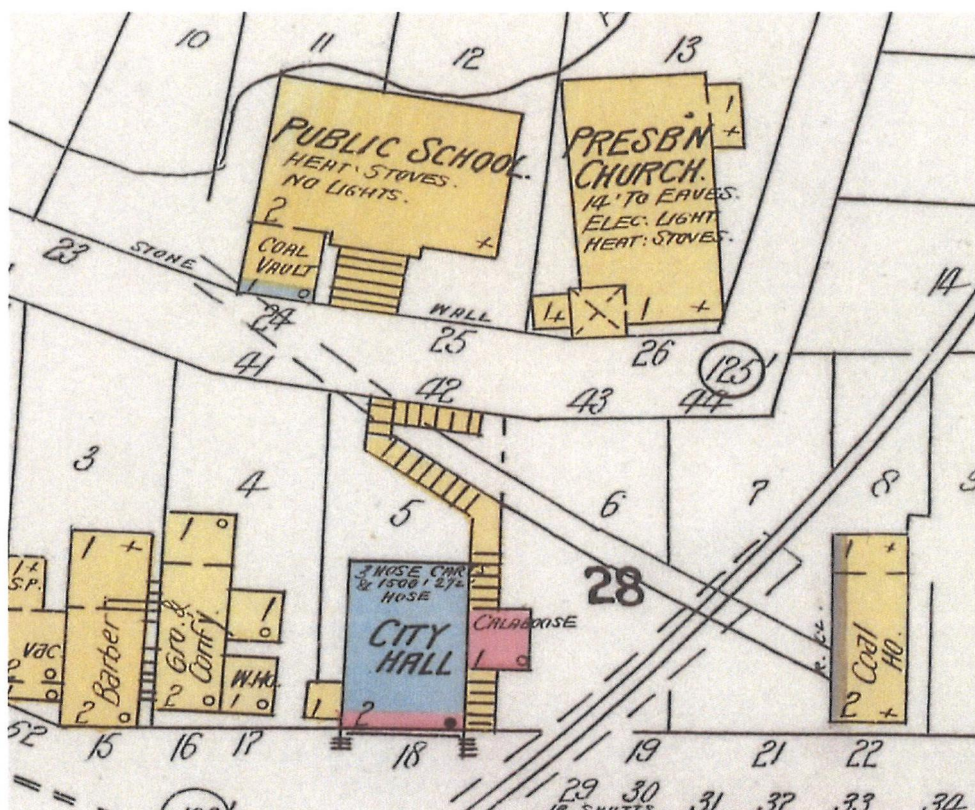
Continuation Sheets



**Historic Map: 1**

**Description:** Sanborn Fire Insurance Map with Bobtail Tramway Portal, tramway, and ore bins. Date: August 1886.

**Source:** Library of Congress



**Historic Map: 2**

**Description:** Sanborn Fire Insurance Map with Bobtail Tramway Portal and tramway. Note the location of the ore bins are omitted. Date: November 1900.

**Source:** Library of Congress

**Ordinance – Attachment D**

**Bobtail Tunnel Company  
Horse Drawn Tramway and  
Portal Crossing Under Church Street**

**Research Compiled by  
Mayor David D. Spellman**

October 10, 1878

Black Hawk City Council Ordinance

**SPECIAL PRIVILEGES**

**AN ORDINANCE**

**GRANTING RIGHT OF WAY TO THE BOBTAIL TUNNEL COMPANY, THROUGH AND ACROSS CERTAIN STREETS IN THIS CITY, FOR THE PURPOSE OF OPERATING A TRAMWAY THEREON.**

Be it Ordained by the City Council of the City of Black Hawk:

SECTION 1. That a right of way be and the same is hereby granted to the Bobtail Tunnel Company to build and operate a tram railway commencing at a point near the mouth of the Bobtail tunnel, from thence connecting with a point on line between the corporate limits of Black Hawk and Central, crossing Gregory street, and thence along High street from its intersection with Gregory street to its termination with Church street, with a crossing over or under Church street at such point as may be necessary or required by said company in making its connection with the Colorado Central Railroad Company's track

SEC. 2. The said tram railway shall be operated by horse power only, and be of two feet gauge and shall be built so as to conform with the grades of said streets, and in such a manner as to meet with the approval of the committee on streets and alleys.

SEC. 3. The right to operate said tram railway shall continue for the period of twenty years and shall at all times be subject to such reasonable rules, regulations and ordinances as may be adopted by the City Council.

Passed October 10, 1878.