

2018

Runners Manual

July 20-22, 2018

Part 2 Runner Information

Silverton, Telluride, Ouray, Lake City
Clockwise Direction

Rocks whereon greatest men have ofttest wreck'd.
- John Milton

Hardrock 100 Mountain Run

2018 Course Information

By John Cappis with input from Charlie Thorn

INTRODUCTION

In this section of the runners package we will briefly discuss the philosophy for the routing and marking of the course, review the course dedication, present some general information about the places along the course, discuss course marking to reinforce what is already put into the package, review the history of the course since the start of the Hardrock run, and present a detailed description of the course for the clockwise direction.

PHILOSOPHY

The course is designed to bring the runners into to the four major mining centers of the San Juan Mountains: Silverton, Telluride, Ouray, and Lake City, while staying as much as possible on trails and abandoned roads originally created by the miners to give the participant the maximum feeling of wilderness. As noted in the information you received with entry to this run, this course offers a graduate level challenge for endurance runs. The course is designed to provide extreme challenges in altitude, steepness, and remoteness. The extremes in altitude allow you to travel through four life zones. Care is taken to route the course so the runners exert a minimum impact on the environment.

Mountaineering, wilderness survival and wilderness navigation skills are as important in this event as your endurance. The remoteness and wild nature of the course have dictated that [Charlie Thorn](#), Course Marking Director, and I use a different marking approach than you may have encountered at other runs. **We expect the individual runners to have enough knowledge about the course that they can follow it without markers. You need to decide how to best equip yourself to meet this requirement. Methods that others have used include spending as much time as possible on the course before the run, possibly with the group that installs the markers, or relying on the written description and maps along with their navigation skills.** The markers we do put into the field should be considered as minimal navigation aids. For first time runners who are used to courses that are marked with a nearly continuous set of ribbons and/or glow sticks from start to finish, be prepared to change your expectations. There are sections where the runner will go for several miles without seeing a marker. We will elaborate more on marking later. **Each entrant must be willing to accept individual responsibility for being able to negotiate the course regardless of number or location of markers.**

DEDICATION

In the 1860s, hardy prospectors began to come into the San Juan Mountains to search initially for gold but soon including silver. The initial focus was in the vicinity of Bakers Park (current location of Silverton) but soon spread to the surrounding area. The establishment of permanent settlements in the San Juan Mountains was well underway in the 1870s when Silverton was incorporated. By the end of the nineteenth century, there was a veritable army of prospectors climbing among the lofty crags in hopes of making a fortune mining the minerals hidden between the peaks and in the valleys. Most of the towns, cabins, stamp mills, aerial tramways, tipples, smelters, and adits the miners built or dug have succumbed to the ravages of the elements. Large piles of unproductive rock (tailings) mined from the steep hillsides are often the only remaining visible evidence that once here labored men with dreams of finding buried wealth. Foot trails, burro trails, wagon roads, and railroads were constructed for transporting working materials to the mining sites and hauling ore from the mines to the markets. This run follows routes laid out by the miners and is dedicated to their memory.

GENERAL INFORMATION

The HARDROCK 100 is a mountain run that passes through some of the most beautiful and rugged mountains in the world. It has been designed to give the runner a solid overview of the various types of terrain in the area. In places you will be on nearly vertical cliffs with the trail being a shelf blasted across their faces. In contrast, you will encounter

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high open valleys with grassy meadows in the bottom and large stands of uncut evergreens along the sides. Elevation changes range from a high of 14,048' to a low of 7680'. The total vertical climb and descent, accumulated while crossing thirteen ridges over 12000' in elevation, is about 66,000 feet. Much of the route is at elevations above tree line and on a clear day, views for distances over 50 miles are common. At this time of year there will be water everywhere giving rise to the early blooming wild flowers and creating spectacular falls.

The 2018 course will start and finish at the Silverton High School in Silverton, Colorado and will be run in the clockwise direction. The route will mimic that of the 2016 run.

Enclosed in this section of the manual is a [table of cutoff times](#). The cutoff times for stations in the early and middle stages of the run are longer than the historic 48 hour cutoff times derived from runners' performances in previous years. This is to allow runners the opportunity to sit out a thunder/lightning storm and still have an opportunity to finish. The two columns you should use to anticipate your pace are the historic 48 and the absolute cutoffs. The historic 48 hour times are based on a weighted average of runners from the previous runs who finished between 47:30 and 48:00 hours. The times given are the times for arriving at the aid station and have stay times at previous stations included. The absolute cutoff times are based on a steady pace weighted for difference in uphill and downhill pace. The historic 48 hour projection has always shown a slowing in pace as the run progresses. Those runners who plan to be close to the 48 hour limit should keep in mind the difference between the historic finish time paces and the absolute cutoffs when deciding when to reach each aid station. There are rare instances when runners have proven it is possible to be close to the absolute cutoffs at the early stations and still finish under the 48 hour cutoff, but these are really the exception rather than the rule.

As you read the route description, you will find many references to the bruin family. There are now three Bear Creeks and a Grizzly Gulch on the course:

1. One is the Silverton Bear Creek between Mineral Creek crossing to Putnam Basin.
2. A second is the Telluride Bear Creek between Wasatch Saddle and the town of Telluride.
3. A third is the drainage we refer to as Ouray Bear Creek between the Oh Point Road on Engineer Pass and the Uncompahgre River. The ruins on the shelf part of the Ouray Bear Creek are the remains of the Grizzly Bear Mine.
4. The route between the summit of Handies Peak and Burrows Park is via Grizzly Gulch.

Incidentally, there is still the possibility of seeing a real bear on the course as has now been proven in several of the runnings including one in 2007.

Every attempt will be made to follow the course as presented in the mile-by-mile description, but changing snow conditions and/or who knows what may necessitate a last minute change. Please be prepared to accept such changes up to and including run day. Every attempt will be made to render a decision based on runner safety and ability to field aid stations of whether to hold the run or not. It may be that the snow will be in such a condition that the runners can safely negotiate it, but it will be impossible to field all the aid stations. One possible result of this last scenario is that runners will need to carry their own supplies for longer distances on some legs.

This is a *dangerous* course! In addition to trail running, you will do some mild rock climbing (hands required), wade ice cold streams, struggle through snow which at night and in the early morning will be rock hard and slick and during the heat of the day will be so soft you can sink to your knees and above, cross cliffs where a fall could send you 300 feet straight down, use fixed ropes as handrails, and be expected to negotiate the course with or without markers. See philosophy above. Much of the time you will have wet feet and it is recommended you have dry shoes in your drop bags and dry socks in you pack. Feel free to include any specialized equipment such as ice axes, crampons, snowshoes, or skis that you are willing to carry between drop bag stations as part of your paraphernalia.

As part of the course description package you will find the following:

1. [A clockwise Hardrock 100 elevation profile graph.](#)
2. [A short glossary of "jargon" words.](#)

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3. [A table of the aid station opening and cutoff times](#) along with [a table containing a summary of the legs](#) between the major mining camps of Silverton, Telluride, Ouray and Sherman representing Lake City. There will be no absolute cutoff times at Kroger's Canteen, Governor Basin, Engineer Pass, Burrows Park, Pole Creek or Maggie Gulch.
4. [A mile-by-mile description of the course](#) with mileage in brackets and the altitude (in feet). All mileage used was obtained by a combination of ground wheel measurements and map measurements and totals 100.5 miles. Accuracy of total mileage is estimated to be within +/- 2 miles. Cumulative vertical climb and descent is given as 66,100 feet and should be regarded as the lower limit for the course. In regard to route designations for reference to maps, we have used several designation schemes. The listings in the trail description are as follows: the [Drake Map](#) designation, followed by the forest service designation if different from Drake, and finally by the Colorado Atlas and Gazetteer designation if different from the other two. FR and TR are forest service designations meaning forest road and forest trail while RD is the road designation obtained from the [Colorado Atlas and Gazetteer](#). See the [glossary](#) for an explanation for single words, such as acrophobia, listed for specific locations.

A [Drake Mountain Map](#) with the route marked can be a useful tool for the run.

COURSE MARKING

The primary marking for the course is a specially designed marker. The marker consists of metal rod fitted with a metal plate that is covered with a reflective label. The major markings shown on each side of the label are shown below:



The color of the reflectors varies and may be blue lettering on a yellow background, black lettering on a silver background or red lettering on a silver background. The markers were first used starting in 1993 and have proven to be relatively impervious to the 1992 problem of the marmots (low grade ground hogs) eating the flags. A hog nose ring (idea from John Dewalt) is used to attach the plates to the rod. This allows the plates to move in the breeze making them easier to see. In addition to the metal reflectors, fluorescent orange plastic flagging will be added to the rods. This aids greatly in locating the markers during daylight hours when the markers tend to blend with the vegetation. A minimum length of plastic flagging is used because too long a length tends to get tangled in the mounting ring and keeps the plates from moving. It is suggested that you take the time upon your arrival in Silverton to go and test your light on one or more of the markers to be sure the light will adequately reflect from it.

Markers are stuck in the ground or, in a very few cases, mounted on signs or posts. Every attempt is made to always place the metal markers so they will be on the left side of the runner. Other markings, such as white chalk lines, may be used in towns and on major roads. Besides marmots, these markings may be removed by humans or, especially in

the Pole Creek area, by elk. **It is expected that you will be able to negotiate the course either with or without markers.** Map studies and training on the course are two ways of obtaining this ability. Course marking begins two weeks before the run and is finished by the Tuesday prior to run day. You are welcome to join any or all of these sessions. A [schedule for marking](#) is included in your packet.

The entire course is not marked with a continuous set of trail markers. On very good trails, such as the Cataract Lake section from Sherman to the waterfall and in Grizzly Gulch from timberline to Burrows Park, there will be few or no markers. Otherwise, on good trails markers are placed at about ¼-mile intervals. For road sections, like the Camp Bird, Engineer Pass, and Cinnamon Pass roads, markers are normally only placed at intersections and it may be a couple of miles between markers. For cross country sections where all runners are expected to pass in daylight, markers between intersections on secondary trails and cross country are placed at about 50 yard intervals. For night sections, this distance is reduced to be about the range of a good light. However, the storm that caught the second night runners in 2000 left clouds hanging on the route that severely limited the runners lights from picking up the next markers. Again, we want to emphasize the importance of knowing the course and being able to navigate it without needing makers as a guide. Intersections are marked with multiple markers placed at five to ten yard intervals.

Including the Silverton start/finish, we plan to have fourteen manned aid stations on the course. All are indicated on the altitude profile in capital letters and on the trail map with an A. Those followed by a C on the altitude profile will be crew access stations. Telluride, Ouray, Grouse and Sherman will be major medical stops, i.e. provide the most assistance for medical needs and easier transport for more professional care. Chapman Gulch, Telluride, Ouray, Grouse Gulch, Sherman, and Cunningham Gulch will be locations for bag drops and crew access. Pole Creek, Engineer and Kroger's Canteen are stations that are set up by packing the supplies to them, either on horses or in backpacks, and may have limited offerings for food and definite limitations on getting you evacuated for medical attention. Helicopters have been sent to Pole Creek three times in the history of the run to evacuate a sick or injured person.

The USGS 7.5 minute maps containing the route are listed below. Other useful maps include the [Drake Map of the Mountains of Silverton, Telluride, and Ouray](#) (the official run map), USGS 1/50000 county maps for San Juan, Hinsdale (2 sheets), Ouray (south sheet) and San Miguel (eastern sheet) counties of Colorado; U.S. Forest Service maps for Uncompahgre, San Juan, and Rio Grande National Forests; and the book "[Colorado Atlas and Gazetteer-Topographic Maps of the Entire State](#)". Familiarity with the route, even from an armchair, will greatly increase your confidence and enjoyment of the run. Copies of the Drake Mountain Map are available for purchase from [Silverton Grocery](#), the [San Juan Mountains Association](#), [Buckskin Bookstore](#) (Ouray), [Maria's Bookshop](#) (Durango), and other local shops

USGS 7.5' QUADRANGLE MAPS

Silverton	Howardsville	Pole Creek Mountain
Redcloud Peak	Handies Peak	Ironton
Ouray	Telluride	Ophir

COURSE HISTORY

In the fall of 1991, Gordon Hardman placed a notice in [Ultrarunning Magazine](#) that in the summer of 1992 there would be a 100-mile run in the San Juan Mountains of southwestern Colorado. John Cappis contacted Gordon and asked what his thoughts were for a course. The general approach was to bring the route as close as possible to Silverton, Lake City, Ouray, and Telluride, the four major mining towns of the San Juan district. The original thought was to change the start/finish between towns each year to add variety to the run. Cappis volunteered to try and lay out a course, keeping in mind the idea of connecting the towns while at the same time selecting routes that

would be on trails as much as possible. By January of 1992 a route developed entirely from map studies was available. Charlie Thorn then became active in the process and by April the necessary government permits were obtained. In June, Charlie, Rick Trujillo and Capps spent many days making sure the chosen routes were feasible and making field adjustments, including addition of the Dives Little Giant section only one week before the run. The course was run in the clockwise direction with a nominal length of 98.8 miles and a cumulative vertical gain of 29684 feet. Start and finish was in the Silverton Memorial Park with a large tent serving as run headquarters. The major points on the first course were the Shrine Road, Highway 550, South Mineral Creek Road, Ice Lake, Island Lake, Grant Swamp Pass, Chapman Gulch, Oscar's Pass, Wasatch Basin, Telluride Elks Park, Mendota Pass, Virginius Pass, Governor Basin, Ouray Box Canyon Park, Uncompahgre River Dam, Engineer Pass, Grouse Gulch, American-Grouse Pass, Handies Peak, Grizzly Gulch, Burrows Park, Cinnamon Pass Road, Sherman, Cataract Lake, Main fork of Pole Creek, West fork of Pole Creek, Maggie Gulch at Stamp Mill, Buffalo Boy Ridge south approach, Rocky Gulch, Stony Pass Road, Cunningham Gulch, Dives Little Giant, Arrastra Gulch, State Route 110, and the Finish. After this first year, it was decided to keep the start/finish permanently in Silverton, reversing directions every running of the event.

In 1993 the course was run in a counter clockwise direction and the nominal length was 100.6 miles with an accumulative vertical gain of 29,849 feet. The only major course change that was made from the 1992 course was moving the Ouray Aid Station from the Box Canyon Park to Fellin Park by the swimming pool.

1994 saw a number of major course adjustments for a clockwise running, resulting in a length of 101.1 miles with 32,698 feet of accumulative climb. The start/finish was moved to the old Kendall Mountain Ski Hut. After the 1993 run, Ulrich Kamm purchased a number of old maps and books of the Silverton area. In them he discovered a potential route for bypassing the South Mineral Creek Road. Subsequently, John and Charlie found the trails Ulrich advocated and adopted the Silverton Bear Creek-Porcupine Creek-Kamm Traverse routes. This necessitated that some other major adjustments be made to the course in order to stay close to the 100-mile distance. The first adjustment was to use the original Island Lake trail from lower Ice Lake Basin, eliminating the need to go to Ice Lake. The second was to adopt a route on Handies Peak that required an out and back leg from the Boulder/American saddle to reach the summit. After returning to the saddle, a combination of animal or old mining trails were followed along the southwest ridge of Handies Peak then along the Boulder Gulch stream to Cottonwood Creek where a seldom used jeep road is followed to Sherman. This eliminated the need to be on the very popular Cinnamon Pass Road. Other changes that were made included bypassing the Uncompahgre Dam at the request of the owner, inserting the roped river crossing across the Uncompahgre River, and substitution of the beaver pond trail section from Arrastra Gulch to the Finish for Highway 110.

After canceling the 1995 run because there was too much snow, 1996 became a counter-clockwise year with a course of 101.3 miles and 33,008 feet of climb. Safety and environmental impact concerns led to a modification of the course between the Buffalo Boy Tram Shed and Maggie Gulch. This consisted of moving the crossing point farther north on the ridge then using the trails and jeep roads past the Little Martha Mine. The Maggie Gulch Aid Station was moved to the stream crossing on the Little Martha Road. This was the year the Telluride Aid Station was moved to the town park with the modification of the routes for getting into and out of town.

In 1997, the advertised distance for a clockwise run was still 101.3 miles with 33,008 feet of climb, but a modification of the course during marking probably changed these values. A large snow cornice was hanging above the Little Martha Mine valley in Maggie Gulch, so rather than expose the runners to this possible avalanche, the route was redesigned to follow the Crystal Lake Trail and the ridge between Crystal Lake and the Little Martha Mine valley. Another change was the adjustment on the west side of Handies Peak to use the newly reconstructed BLM trail that passes near Sloan Lake, thereby reducing the potential environmental impact on the fragile tundra area. The final change came with the development of the Nute Chute by Silverton runner Chris Nute to follow the Silverton-Ironton Railroad bed instead of Highway 550.

In order to eliminate the out-back section to reach the summit of Handies Peak, in 1998, the up-Chuck ridge route was adopted between Boulder Gulch and Handies Peak. This consisted of switching from the southwest ridge of Handies Peak to the southeast ridge for the 1998 counter-clockwise run. The identical course was used in 1999 except in a clockwise direction. The 1998 distance was listed as 101.3 miles with 33,015 feet of climb, but after

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rechecking measurements for some sections of the course in 1999 this distance was adjusted to 101.7 with 33,065 feet of climb.

The year 2000 saw only one change to the course and this was on the up-Chuck ridge approach to Handies Peak. After the 1999 run, it was observed that there was a great potential for excessive damage to the steep alpine tundra on the steep section from Boulder Gulch to the southeast Handies ridge, particularly in the clockwise direction. Charlie had located a potential alternate route on game trails and an old mining trail to achieve the ridge. Subsequently, after walking this proposed route with a BLM official, it was adopted.

For 2001, there were no planned major changes in the route. However, in November of 2000, the Colorado Environmental Coalition filed a protest with the BLM that the Hardrock did not have a proper environmental assessment (EA) statement in place for the Wilderness Study Area (WSA) around Handies Peak. Since it would not be possible to get the proper BLM technical people in the field to assess the Boulder Gulch route before the 2001 run, it was decided to move the course to the Grizzly Gulch-Cinnamon Pass route for getting between the summit of Handies Peak and the Sherman aid station. It is our understanding the Grizzly Gulch Trail was field certified by the BLM for an EA. Subsequently, to try and account for differences created by the Grizzly Gulch change, the aid station in Ouray was moved from Fellin Park to the Box Canyon Park parking lot. With these changes, the nominal distance is 100.3 miles with a climb of 33,082 feet. BLM officials were very cooperative in assisting us with meeting the requirements for obtaining a permit for 2001.

The run in 2002 was canceled because of the forest fires in the Durango area and the high fire danger throughout the entire course area. Just two weeks before the run, Run Director Dale Garland was watching the flames on Missionary Ridge working their way toward his house and was wondering if he would have to evacuate. In addition, the emergency services groups in areas around the course were very busy coping with the extreme fire situation and we decided to cancel the run to help lessen the potential burden on these support groups. Subsequently, it was 2003 before the run used the same course as in 2001, but in a counter-clockwise direction.

For 2004 there were three major changes. (1) The aid station in Ouray was returned to Fellin Park instead of in the parking lot of the Box Canyon Park. This gave better crew access to runners and made it more convenient for aid station workers and radio operators. (2) The route from Burrows Park to Sherman was modified to reduce the amount of time runners must spend on the Cinnamon Pass Road by 1.5 miles. Working with BLM and private landowners, a cross-country route was adopted between the Sherman Overlook on the Cinnamon Pass Road and the bridge across Lake Fork of the Gunnison. (3) The route from Maggie Gulch to Cunningham was completely rerouted. It climbed Buffalo Boy Ridge south of the old route then followed a built trail under Canby Peak to Stony Pass. From Stony Pass the route went cross-country to a low point in the ridge east of Green Mountain. It then crossed into Green Mountain Valley and followed it to an old mining trail into Cunningham Gulch. An unexpected surprise in the Green Mountain drainage in 2004 was the presence of a large herd of sheep with dogs.

The aid station location in Maggie Gulch and the route between the aid station and Maggie-Pole Pass was changed in 2005. The route between Buffalo Boy Ridge and Maggie Gulch adopted in 2004 meets the end of the road in Maggie Gulch. The aid station was relocated to this road end (the place where it started in 1992). The route was modified to follow the (old) Continental Divide Trail from its intersection with the La Garita stock trail just below Maggie/Pole Pass to just above the Aid Station/Road end where going about ¼ mile of cross country/game trail was necessary. This eliminated about ¾ mile of jeep road from the course and made the overall corrected measured distance 100.4 miles and the vertical climb/loss 32,992 feet each.

At the last minute in 2005 a change was made to use a bridge across the Uncompahgre River that the Ouray Hiking Club had put into place. This move was initiated by the high water from snowmelt in the river that would have made the fording of the Uncompahgre too dangerous. For 2006 and 2007 the route was essentially identical to 2005 including use of the bridge over the Uncompahgre.

After the 2007 Hardrock, the [Ouray Trails Group](#), under the direction of Roger Smith, significantly improved the Ouray Perimeter Trail. That allowed the Hardrock to follow the newly improved Perimeter Trail from the Camp Bird Road into the upper end of Box Canyon Park, cross a high bridge above The Box, enter a tunnel, and follow the

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trail down to Queen Street and then Oak Street on the west side of the Uncompahgre and north to the bridge into the swimming pool park. The exit from Ouray included going south through Ouray on 2nd Street past the Box Canyon Park Headquarters before climbing past the park to the next bridge. From there, runners picked up the Ice Park Trail that was followed all the way to the dam. The 2009 and 2010 courses were essentially identical to the 2008 course.

Because of threats of lawsuits between Gold Hill Development Corporation and Federal land custodians over access into Wasatch Basin and because of extremely low risk tolerance by the Hardrock Board of Directors, the 2011 course was diverted from Wasatch Basin to Bridal Veil Basin, adding approximately 2.0 miles. The course run was approximately 102.5 miles. In addition, because of renovation at Silverton High School, the start and finish was moved to the [Kendall Mountain Recreation Center](#). Rodger Wrublik generously provided a large tent to house the festivities at Kendall Mountain.

The 2012 start and finish returned to the Silverton High School Gym as its renovations have been completed. In addition, a minimal aid station was provided at Burrows Park. Because ongoing land ownership disputes among Federal officials, local officials, and Gold Hill Development Corporation, the route was essentially that of 2011, including the Bridal Veil Basin diversion south of Telluride. Total distance was approximately 102.5 miles.

Because of the improved political climate associated with the Gold Hill Development Corporation land dispute in Bear Creek south of Telluride, the 2013 course returned to the Bear Creek/Wasatch Basin route abandoned after 2011. In May 2014, a court ruling dismissed all private claims related to access to Hardrock relevant routes in the Bear Creek/Wasatch Basin so no routing problems are anticipated there.

Immediately before the 2014 running, a new Environmental Assessment was approved. The EA solidified the course as run in previous years and will have the effect of making future changes difficult. Thus, the 2014 through 2018 courses remain essentially unchanged from previous years with the exception that the KT Aid Station was moved 0.3 miles southwest from its old location at the intersection with where the Kamm Traverse Trail left the Rico Road to its new location at the Bandera Mine road intersection (mile 11.1).

Other course changes may be necessary due to changes in land management policies, privatization of land, construction of buildings on routes we had previously used (this has happened and is happening near Telluride) or who knows what. Come and enjoy the course and we hope you will take time to marvel at how the early hard rock miners built these roads and trails using hand tools. What a wonderful legacy they have given for us to be able to access and enjoy the San Juan Mountains.

2018 Clockwise Hardrock Aid Station

Opening and Cutoff Times*

STATION	MILES Total	MILES Leg	CLIMB Feet	DESCENT Feet	Avg Vert Ft/Mile	OPEN TIME		LEADER	Avg 48 HOUR Pace		ABSOLUTE CUT OFF	
						Day	Hour	Arrival	Day	Hour	Day	Hour
Silverton-Start						Friday	0500	0600	Friday	0600	Friday	None
KT	11.5	11.5	4069	-2749	592	Friday	0710	0810	Friday	0950	Friday	1245
Chapman Gulch	18.1	6.6	2450	-2920	725	Friday	0820	0920	Friday	1250	Friday	1530
Telluride	27.8	9.7	3090	-4500	852	Friday	1010	1110	Friday	1640	Friday	1900
Kroger Canteen	32.7	4.9	4390	-40	886	Friday	1140	1240	Friday	2000	Friday	None
Governor Basin	35.9	3.2	0	-2320	725	Friday	1200	1300	Friday	2100	Saturday	None
Ouray	43.9	8.0	48	-3148	404	Friday	1300	1400	Friday	2315	Saturday	0315
Engineer	51.9	8.0	4575	-455	661	Friday	1510	1610	Saturday	0400	Saturday	None
Grouse Gulch	58.4	6.5	1220	-2310	511	Friday	1625	1725	Saturday	0730	Saturday	1030
Burrows Park	67.7	9.3	4188	-4308	552	Friday	1915	2015	Saturday	1300	Saturday	None
Sherman	71.9	4.2	0	-950	226	Friday	1940	2040	Saturday	1345	Saturday	1630
Pole Creek	80.8	8.9	3210	-1390	505	Friday	2225	2325	Saturday	1815	Saturday	None
Maggie Gulch	85.1	4.3	1340	-960	548	Friday	2330	0030	Saturday	2015	Saturday	None
Cunningham Gulch	91.2	6.1	1700	-3160	796	Saturday	0110	0210	Sunday	0150	Sunday	0200
Silverton-Finish	100.5	9.3	2770	-3840	718	Saturday	0340	0440	Sunday	0600	Sunday	0600

*Times are in military (24 hour clock) time.

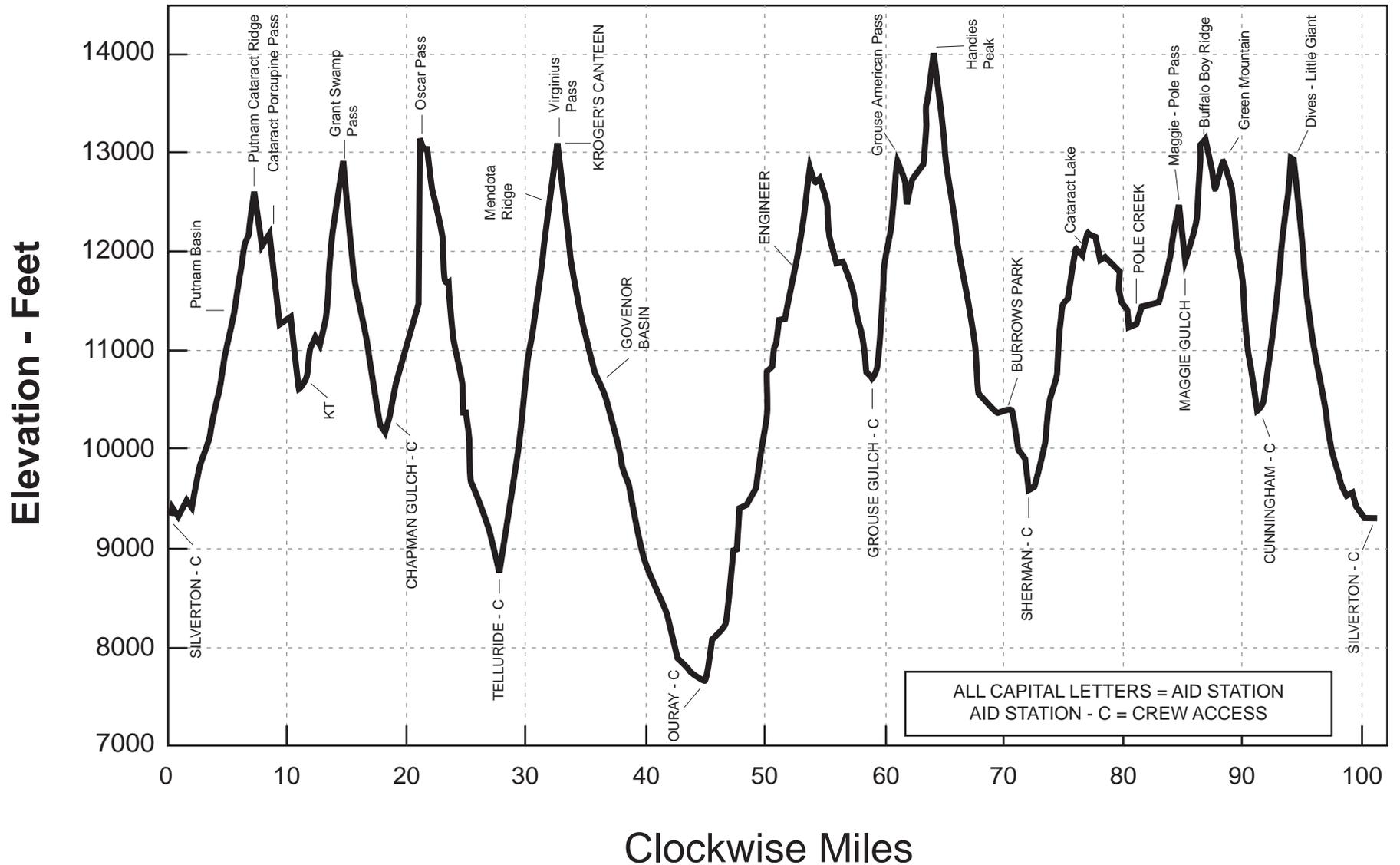
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Summary of Hardrock 100 Legs CW

Leg	MILES Leg	CLIMB Feet	DESCENT Feet	HWY Miles	Auto Road Miles	Jeep Road Miles	Trails Miles	X-Country Miles	Avg Elev Feet
Silverton-Telluride	27.7	9609	10169	0.0	0.6	2.2	21.7	3.7	11023
Telluride-Ouray	16.2	4438	5508	0.2	5.1	5.2	5.3	0.4	10152
Ouray-Sherman	27.8	9983	8023	0.0	4.9	5.4	15.5	2.1	11082
Sherman-Silverton	28.8	9020	9350	0.0	1.2	3.5	20.1	4.3	11431
Totals	100.5	33050	33050	0.2	11.4	16.3	62.1	10.5	11016

Hardrock 100.5 Mile Mountain Run

33,050 Feet of Climb



HARDROCK 100

“JARGON” TABLE

acrophobia	An abnormal fear of being in high places. If you suffer from this and see it in the course description, you will not enjoy that location on the course.
adit	The entrance to a mine, also known as a portal.
bench	A naturally-occurring shelf across the face of a mountain which gives relatively flat areas to walk on. They are almost natural trails and were followed by the miners since they required less effort to construct a trail.
cairn	A pile of rocks that have been stacked together to provide a permanent trail marker. They may consist of only a few rocks sticking up a less than a foot, or be somewhat elaborate rock towers several feet high.
cornice	A layer of snow that projects outward into open space from the top of a snow field. This makes it very difficult to climb to the top of the snowfield from below and offers the possibility of falling through it into space if walked on from above. Cornices cannot readily be seen from above, so use extreme caution when approaching the edges of snowfields, particularly on east or north facing ones.
exposure	Being in a position on the side of a mountain where a fall would cause you to slide or fall directly a long way down the mountain.
fall line	The path of natural descent from one point on a slope to another. Generally the steepest slope, or where water would most naturally tend to flow along.
fixed rope	Rope attached to the mountain to be used like a banister on a steep stairway. Used when a fall at that point could cause injury or death.
glissade	Intentionally sliding down a steep snow field. Standing glissade = using your feet like skis. Sitting glissade = sliding down on your butt. (long pants recommended).
hanging wall	A band of cliffs that occurs between a “hanging valley” and a larger valley perpendicular to it. These were formed when a small glacier was tributary to a larger ice stream. The larger ice stream valley was cut deeper than the small glacier valley and when the ice melted the smaller tributary “hanging” valley was left perched above the main valley often with a cliff band to mark the junction.
head wall	A cliff or steep slope rising at one end of a glaciated valley.
ice axe	Mountaineering tool for cutting steps, helping control glissades, and stopping uncontrolled slides on steep snow fields. Useful in years with lots of snow.
jeep road	A road built with the intent of being traveled by a good four wheel drive vehicle and a gutsy driver. When a jeep road is called good, four wheel drive is probably not needed if the road is dry. Old or abandoned jeep roads were once jeep roads but are now closed to vehicles so the tread is really a trail. Some of these abandoned roads offer the toughest on-trail footing you will encounter.

mill	The building where metal is separated from the rock by physical or chemical processes. The ground up rock not containing metal is discarded in large piles that look like misplaced beach sand called tailings.
mine dump	Pile of rock and dirt stacked on the hillside showing where miners had dug a tunnel and left the rock not containing minerals on the hillside. Generally much finer grain and lighter color than surrounding rock, tending toward yellow or red. Some people also refer to these as tailings (see definition for mill).
saddle	The low point in a ridge between two points or summits.
scree/talus	Loose rock and dirt on a very steep mountainside that has enough friction to stay where it is until you step on it, then it slides down the hill. Like trying to go uphill in mashed potatoes, you slide back 3/4 of a step for each step up. When going downhill it can be like riding a skateboard with the moving dirt being your wheels.
shelf trail/road	A trail or road that has been created across a cliff face and has exposure off the edge. On many of the shelf sections you can see the remaining sections of the drill holes that were put in so the rock could be blasted with dynamite.
snow field	Any accumulation of snow that is still on the mountain when the run is held. Those deposited by snow slides will be extremely hard allowing you to walk on them without sinking at all times of the day (they will be full of rocks and trees pieces that were carried down in the slide). Fields that were created by natural fall will be soft during midday, hard and slick at night.
switchback	A sharp turn in a trail (about 150 degrees), which allows the trail to traverse back and forth across the mountain face at a slope reasonable for a burro hauling mining supplies up and ore down.
traverse	To move laterally across the face of a mountain as opposed to directly following the fall line.
timberline	The altitude above which the trees cease to grow. In this area of Colorado, about 11,800' but it can vary considerably.
tipple	The wooden tower built over a vertical shaft where buckets can be raised and lowered on a cable. Best example on the course is in Little Giant Basin.
willow	A generic term used for the small bushes that grow profusely in stream bottoms and just above timber line. They can be very difficult to move through without a trail.

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CLOCKWISE COURSE DESCRIPTION 2018

Miles
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[0.0] 9310	SILVERTON Start in front of Silverton High School Gym on 12 th Street. Head northwest on 12 th Street, on the northeast side of the high school. Go NW to Snowden Street, turn left [SW], go two blocks to 10 th Street, turn right [NW] and go uphill. When 10 th Street ends, continue straight ahead on a trail that climbs toward the Shrine of the Mines statue. Turn left on the Shrine Road (SE) and follow it 0.5 miles, almost to the intersection of the Shrine Road with Highway 550.
[0.8] 9301	Nute Chute. About 30 yards before reaching Highway 550, turn right [WNW] and follow the jeep road under the electric power lines. You are going to parallel the highway, staying to the right and above it as you go up canyon in the Mineral Creek Drainage. The road merges into trail across a red talus slope. You pass high above the log building that at one time was the Columbine Hotel and the white, green and silver metal buildings next to the highway. After coming off the talus slope you are on a broad, almost level trail through the aspens. The route you are following is the railroad bed that carried trains from Silverton to Ironton. About 0.6 miles beyond the old Columbine Hotel, when you are directly across from the Silverton Bear Creek, leave the railroad bed on a trail to your left. The trail drops under the power line near a two-poled power line support, and descends on a sloped bench to Highway 550. Silverton Bear Creek, the next leg of the run, is the large canyon you will be looking up across Mineral Creek. When you reach the highway turn left [ESE] and go down stream about 50 yards. (The Nute Chute is named in honor of Silverton runner Chris Nute who suggested this route to eliminate the need to run on Highway 550.
[2.0] 9395	Mineral Creek. (The route described below from Highway 550 to the Ice Lake Trail is only partially shown on the Silverton Quadrangle USGS map.) When you are even with the confluence of the Silverton Bear Creek and Mineral Creek, leave the highway turning right (SSW), go steeply about 30 feet down to the waters edge then work your way upstream for about 50 yards to the fixed rope anchor. Wade the knee-to-waist deep Mineral Creek using the fixed rope for assistance. Climb the short steep bank up the south side of Mineral Creek, then angle right, upstream [WNW] until you get into an open area that has several large fence posts in it. Keeping the fence posts to your right, turn directly toward [SSW] Bear Creek Canyon and pick up the obvious old mining trail paralleling the north side of the Bear Creek Stream.
[2.3] 9490	Trail makes a hard right turn [WNW] climbs steeply for 0.3mi then levels as it gradually turns back [SW] into the Bear Creek drainage. Follow the mining trail [WSW] high on the right [NE] side of Bear Creek between Sultan Mountain and Bear Mountain. As you climb, there are some impressive rock glaciers to be observed on Sultan Mountain across the valley to your left.
[5.3] 11200	Pass through a tangle of willows then drop slightly and enter a spruce-fir stand of trees on a steep, wet hillside that has a series of benches paralleling the stream. Continue [WSW] on one of these benches for about 0.25mi., maintaining an elevation of about 11,100'. You may encounter snowfields through here. When you reach a good sized stream coming out of Putnam Basin to the right [W], turn right [W], keeping the Putnam Basin stream to your left. Climb steeply following the combination of elk trails and sections of the original built mining trail to the Putnam Basin Trail.
[5.8] 11400	Putnam Basin Trail. Maintained by the shepherders, this good trail stays to the right [N] of the stream as it climbs first west then WSW up the basin. (The trail is not on the Trails Illustrated map, the USGS Silverton Quadrangle map or in the Colorado Atlas and Gazetteer.) About 0.75mi up this trail, watch carefully for the trail fork where you go to the right (on the less distinct trail), climbing quickly toward the cliffs. The better looking left fork comes to a dead end at an abandoned mine/mill. Your trail climbs rapidly as it threads its way through the willows, crosses several steep gullies which may be snow filled and then works its way above the cliffs. Acrophobia, Exposure. The ruins of the mill are at the base of the cliff below you. As you climb into upper Putnam basin, the trail levels and the direction swings from WSW to almost straight south. From where the trail ends, cross the Putnam Basin stream on a wide bench at the top of the cliff band and pick up one of the sheep trails that takes you directly toward the saddle [S] between Putnam Basin and Lime Creek.
[7.0] 12400	Putnam-Lime Creek Saddle. As you top this saddle you are looking south into Lime Creek. Highway 550 between Silverton and Durango is readily visible. Turn right [WNW] and climb directly up the Putnam-Lime ridge about 0.3mi, (elevation 12,600', top of the 1st climb) then pick one of the sheep trails to your left and contour around the left [SW] side of the ridge. Continue around the mountain, gradually losing altitude until you are directly above the Cataract-Lime Creek saddle, below you on the left. Turn left [W] and descend steeply into the grassy area near the Cataract-Lime Creek saddle. On your right is the spectacular looking horseshoe shaped chasm of Cataract Gulch.
[7.8] 12110	The route from the Cataract-Lime Creek saddle makes a large arc across upper Cataract Gulch. Your target is the saddle between Cataract and Porcupine Creeks. There are numerous trails across here including a built mine trail and numerous sheep trails. Exactly how you cross upper Cataract Gulch is dependent on the snow conditions. Stay in the meadow about 200 yards above the cliffs that drop off into Cataract Gulch going from a W to NW direction. Like the crossing across the major portion of upper Cataract, the final climb to the Cataract-Porcupine saddle is snow dependent. In a dry year, head for the switchback you see in the trail below the saddle, and then take a hard left [SW] and climb to the saddle. In a snowy year, pick a route directly to the saddle, usually on very hard, steep snow.

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[8.6] 12230	Cataract-Porcupine Saddle. Turn right [NNW] off the trail and go cross country as you descend steeply for 200 to 300 yards then contour around the hillside still descending the Porcupine Creek drainage through a series of willows and bogs. The shepherd's trail through here is intermittent, but with care can be followed [W]. You want to make sure you are on this trail to get through the head wall. Follow the trail across a grassy slope until you reach a large fallen tree. The shepherd's trail goes straight. Turn left [SSW] off the trail and descends cross-country to the stream.
[9.4] 11240	Porcupine Creek. Cross Porcupine Creek and pick up a good trail that takes you due west across several tributaries of Porcupine Creek. You don't have much of a net altitude change across here even though you are going up and down, in and out of stream crossing. After crossing the last tributary, you are on a swampy bench with some huge conglomerate rocks to your left. The trail climbs sharply [W] to the 11,600' foot level below the NE ridge of Twin Sisters, crosses the ridge then swings south-southwest under the NE peak of the Twin Sisters while experiencing very little elevation change.
[10.3] 11360	Near the west ridge of the NE Twin Sister Peak, you will cross next to an active rock glacier. The grass on the hillside is visibly being displaced by the moving rock. This is a great place to take a break and marvel at one of nature's mountain eroding activities in action. Just past the rock glacier, the trail turns abruptly right [NW] and descends rapidly on a series of switchbacks into the South Fork of Mineral Creek. Once into the meadow at the bottom, continue to angle right [WNW] across the meadow on a muddy track. The abandoned buildings across Mineral Creek to your left are the remains of facilities at the Bandora Mine. Your goal is to get onto FS Road 585 about a quarter mile down canyon from the Bandora.
[11.1] 10600	South Fork of Mineral Creek. (Elev. 10,600') Wade the stream (depending on the water level there may be a fixed rope) and work your way directly up the grassy hillside on the west side of the stream to the Bandora Jeep Road (Elev. 10690). KT AID STATION. Turn right [N] on the road (FS-585) and go 0.3 mi.
[11.5] 10640	Turn left (NNE) on abandoned mine road and cross the face of the mountain. From here to the Ice Lake trail is the Kamm Traverse, named in honor of Ulrich Kamm, who suggested using this route after the 1993 run based on some old maps. Since then, the Hardrock has essentially followed his suggested course. At the caved-in mine, the road ends and the path narrows to a game trail that crosses the end of the ridge directly west of the South Mineral Campground and about 1200 feet above it. Exposure, Acrophobia. A mixture of columbine, various colors of paintbrush, green gentian, and multiple kinds of yellow and blue flowers abound across this slope giving you a wonderful flower show.
[12.0] 11000	Enter the trees, and follow the trail to the left [WNW] on a bench. Pass to the right of some large conglomerate rocks and ponds and continue straight across a small meadow where the bench you have been following drops to your right toward the stream. Once into the trees, follow the trail through a series of bogs maintaining altitude until you meet the Lower Ice Lake Basin stream. In this short stretch of stream the canyon bottom is a relatively flat bowl with a small waterfall at the upper end and a series of piled up trees at the lower. Carefully pick a way across the stream, either by wading or walking on the pile of trees. Note, in 2005 this valley was filled with hard snow from a snow slide and a fixed rope had to be installed above the waterfall to provide a stable crossing.
[12.8] 10980	Ice Lake Basin Creek. Once across the stream, pick up the steep trail that is near the bottom end of the bowl you just crossed and climb very steeply up hill just to the right of a small ridge. In about 0.1mi, you will meet the very well maintained Ice Lake Trail.
[13.0] 11200	New Ice Lake Trail. FS 505. Turn left [WNW] going up hill on this heavily used trail. The trail passes to the left of a huge conglomerate boulder then switches back sharply [SW] and crosses the ridge back into the Ice Lake drainage. After crossing the ridge, the trail direction becomes northwesterly. As you come out of the trees you are in lower Ice Lake Basin, a huge Alpine meadow. Several of the switchbacks on the original Island Lake Trail, your route, can be seen above the cliff band directly in front of you. Just before the Ice Lake Trail crosses the first small drainage, leave the New Ice Lake Trail.
[13.2] 11400	Original Island Lake Trail. Angle right [NNE] and stay on right side of the small, usually dry, drainage. The first 100 yards may be difficult to find depending on vegetation, but you soon get on the well-built trail that switches back and forth up the slope in a generally NW direction. This is the original route shown on the 1890's map for Island and Ice Lakes. After crossing the mountain face and getting you about 400 vertical feet above the Ice Lake Trail, the trail moves into side valley and follows a small stream. Stay to the left side of the mine dump with rail on it and pick up a trail and continue up the stream. This trail continues WNW across a flat area with several ponds then disappears. Continue straight ahead [WNW] and climb a small ridge until you can see Island Lake. Expect snow through here.
[14.2] 12400	Island Lake. With the lake on your left, you will be looking at the head of Ice Lake Basin below U.S. Grant Peak. Your goal is Grant-Swamp Pass, the saddle directly north of Island Lake and directly east of U.S. Grant Peak. Following some faint animal trails across the head of the basin, climbing steeply as you head directly toward U.S. Grant Peak [WNW]. Snow conditions in here have been highly variable during previous Hardrock runs.
[14.3] 12800	About 200 yards below the ridge, elevation ~12,800', after you have passed under Grant-Swamp Pass, switchback right (ENE) and climb toward the saddle. The Joel Zucker Memorial Plaque is attached to the rocks in the saddle. Pass to the left of the memorial and work your way along the top of the ridge until you get to the cut on the right (E) side of Grant Swamp Pass.

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[14.8] 12920	Elev. 12920. Grant Swamp Pass. <u>Pass # 2</u> . Acrophobia, Exposure. Take a deep breath and look over the top of the pass into Swamp Canyon. In front of you [N] across the mouth of Swamp Canyon is a red colored ridge with a road switchbacking up it. That is your next climb - Oscar's Pass. Having recovered your breath, move closer to the edge of the snow field extending into upper Swamp Canyon and look down it. IF SNOW CONDITIONS WARRANT, THERE WILL BE A FIXED ROPE HERE. Start down the snow [N], - if the snow is soft enough to give you control as you slide, glissade down it. If the snow is hard, work your way to the right into the scree. This small rock and dirt mixture will slide with you and can be great fun going down. Head for the grassy ridge between the two drainages of upper Swamp Canyon. The most consistent footing is along the top of the ridge, where you occasionally encounter remains of the trail. Snow in the gullies either side of the ridge may entice you to glissade down it. This is fine. Just remember to keep the main drainage of Swamp Canyon to your right as you work your way down. Remains of a mining trail are sporadic in this area so you will be on trail for short section then scrambling over rock. Be careful, these rocks can be leg breakers. After dropping some 800-900 vertical feet you will see a very wide, grassy or snow covered bench to your left. Either follow the trail or go pick a route across the snow to the bench.
[15.7] 11800	Once on the bench, angle left [NNW] and follow it around the head of Swamp Canyon and under the north face of U.S. Grant Peak. There are two lovely waterfalls to your left as you cross this bench. After crossing the stream below the second waterfall, get on the obvious trail and continue down the left wall of the canyon. The trail swings from a NNW to NW direction as it crosses a large slide rock field. You will be traveling parallel to [N] and about 700 vertical feet above the Swamp Canyon drainage. After crossing a small stream coming in from the left, go to the left of the big downed tree. There may be something or someone here to verify you reached this point. Continue north, pass the remains of a sheepherder's camp (stove) and continue through the spruce/fir stand. Cut wooden posts mark the route through the trees and skunk cabbage then you meet an excellent trail. The trail crosses several high meadows as you continue for about 0.75mi down canyon [NNE] before switching back and forth several times through the trees as it drops steeply toward [E] the Swamp Canyon Stream.
[17.3] 10600	Swamp Canyon Road. When you meet the one-time jeep road (now closed to vehicles), turn left down canyon and follow the road to the Howard Fork of the San Miguel River. Cross the river (in recent years there has been a log bridge here) and climb up a short hill (50 ft) to the Chapman Gulch Aid Station.
[18.1] 10190	CHAPMAN GULCH AID STATION - CREW ACCESS, DROP BAG. When you leave the aid station, turn left [WNV] at the road "T". Follow the road gradually downhill. The road has eroded badly and the stream coming from your right out of Chapman Gulch has taken over various parts of the road.
[18.5] 10160	Ophir Pass Road, FR 679. You meet the Ophir Pass Road at the location of the long abandoned town of Iron Springs. The town was named for the red colored minerals covering the ground in this area. Turn right (E) and go uphill to the second road on your left. This is a heavily traveled jeep road so watch for traffic.
[18.9] 10480	Turn left [NNE] onto Oscar's Pass Jeep Road. At about 11,800' make a hard right at the "T" intersection and around the locked pipe gate. Essentially all the signs on the gate say that people on foot are allowed so continue. The road switches back and forth across the hillside going generally N on the left [W] side of Chapman Gulch. The upper part of this road is not on the Trails Illustrated or USGS maps. A snowfield left by a resident snow slide usually is present across the road at the final switchbacks. Exposure. During the middle part of the day the snow may be soft enough that you can kick steps into it, but most of the time it is rock hard. STEPS WILL BE CUT INTO THE SNOW DURING MARKING.
[21.3] 13140	Oscar's Pass- <u>Pass #3</u> . Acrophobia, Exposure, Cornice. From the top of the pass you will be looking N into Bridal Veil Basin. To your left is an unnamed peak (13,432' on maps). Just beyond the peak on its north ridge is the Wasatch saddle, the low point between Wasatch Peak and Peak 13,342'. The traverse from Oscars Pass to the Wasatch Saddle will most likely be on snow. Expect a cornice on the Bridal Veil side of the pass. THERE WILL BE STEPS CUT ACROSS THE CORNICE AND ICE FACE. An ice axe or crampons may be a great comfort here. Stay on Oscar's Pass Road as it continues into the upper end of Bridal Veil Basin, traversing [NNW] under Peak 13,342' toward the Wasatch Saddle. Keep an eye on the saddle and when slope and snow allow it, turn left [NW] off the road and climb up to the saddle. If you reach the forest service sign in Bridal Veil Basin with a trail marker indicating the Bear Creek Trail, you have gone too far. Make an immediate left turn and climb to Wasatch Saddle. There is also a wooden FS signpost directly on top of the Wasatch Saddle- signs vary year to year.
[21.7] 13060	Wasatch Saddle. FS 508. Cross the saddle and get on the Wasatch trail. The trail improves dramatically as you descend into Wasatch Basin and the beginning of the East Fork of Telluride Bear Creek. Expect snow in the upper part of the basin. Continue NW, descending rapidly. Cross the stream coming from your left [S] and then stay slightly above and to the left of the main stream. Enter a large flat meadow on a shelf trail through the cliff. Snow conditions in this meadow have varied from knee deep on every step to the entire meadow being vibrant purple with flowers. Stay 10 to 20 yards left of the stream until you reach the far side of the meadow. You may see a rusted wheelbarrow to your right just before the stream crossing. Cross to the right side of the stream just before the stream enters a narrow, steep channel and climb slightly. Get on the good trail and descend a series of switchbacks to the intersection of East Fork of Bear Creek (TR 513) and Wasatch Trail marked with forest service signs.

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Miles
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[23.1] 11990	East Fork of Bear Creek Trail. Exposure. (TR 513). Turn right [NNW] and descend on this well-maintained trail paralleling the West Fork of the Telluride Bear Creek. Soon you will be far above the stream as it cascades through a series of cliffs. After a half mile, the trail descends steeply through a series of switchbacks. The myriad of mountain flowers encountered in this section are fantastic. Just around the switchback beyond where the trail goes directly below a waterfall (watch for ice on the trail) you are looking directly down the valley of the East Fork of Bear Creek. If the valley is filled with snow, leave the trail, climb down to the snow and practice your glissading technique as you head for the confluence of the Main Fork and East Fork of Bear Creek. Pick up the trail again in the flat between the East Fork and Main Fork streams about 200 yards above their meeting point. General direction of travel is NNW. If the East Fork snowfield is not there, follow the trail that stays on the right [E] of the East Fork to where it crosses the East Fork, then follow the trail to the confluence of the two streams. At the confluence, angle left, cross the Main Fork, and then follow the trail to where the East Fork trail merges with the Wasatch Trail (FS 508). The trail intersection and next 100 to 200 yards may be under a snow slide field. This snow will be very hard and you can easily walk on top of it. Cross the snow slide, continuing N, and pick up the Wasatch Trail keeping the main drainage of Bear Creek to your right.
[24.4] 10840	Nellie Mine. The remains of the Nellie Mine and stamp mill are to your left. Just below the Nellie, a small side stream coming in from the left uses the trail as its bed. Exposure. Carefully work your way down the water covered stream bed/trail/cliff. Once off the cliff, cross a footbridge and follow the increasingly improving trail [N] down canyon. There may be one or two more snow slide fields to cross as you descend. As you experience in the upper canyon, the stream drops much faster than the trail and you are soon some 600 vertical feet up from the water. For the final 500 vertical feet, drop back down toward the stream. The trail again goes into multiple switchback mode, crossing a small side stream several times. You get a good view of the scenic Bear Creek Falls from this section.
[25.8] 9680	Telluride Bear Creek Road-Wasatch Trail Intersection. Elev. 9680. (There is a Forest service sign on a wooden post indicating Wasatch Trail.) Turn left [N] on one-time jeep road that is closed to vehicle traffic and follow it to Telluride. The road remains on the left [W] side of Bear Creek until the Bear Creek Canyon meets the main valley of the San Miguel River, then it swings left [W] into the San Miguel Valley. The town of Telluride will be below you. The aid station is located at the visible permanent white canopy in the town park on the east side of town. You are going to go completely past [W] the park before leaving the road and traversing the hill back to the aid station. At the intersection of the Bear Creek Road with the Ski Area Maintenance Road coming in from the left, take the trail off the right side of the road, making a hard (about a 150 degree) turn and go E toward the park. When you reach the park, turn left [N] and go past the soccer field, past the basketball court, and cross the grass to the aid station at the canopy in the Telluride town park.
[27.8] 8750	TELLURIDE AID STATION - CREW ACCESS, BAG DROP. Leave aid area on sidewalk [WNW]; pass a small lake on your right and cross the San Miguel River on a footbridge. As soon as you cross the bridge, turn right [N] on the paved bicycle path. Follow the path about 50 feet, then angle left on a dirt trail. Cross Colorado Avenue, the main street of Telluride, onto Alder Street [N]. Continue straight ahead onto a private driveway when Alder Street ends. After about 50 feet, when the driveway curves left, stay straight on a trail. (There is a children's swing set to your left.) Climb this trail past several houses and walled building sites to the Tomboy Road (FR 869).
[28.2] 9020	Tomboy Road. Turn left [W] and go downhill for about 150 feet. Turn right [WNW] at the first road on your right and go around the pipe gate. This was the Liberty Bell Basin Jeep Road, but it is now closed to vehicular access. (Next to the gate is a Forest Service map board describing the Wiebe Trail). Pass the covered reservoir (left) then continue to climb on the rocky roadbed including several switchbacks. Cross the ridge into the Cornet Creek Drainage then stay right on the road [N] at the well-marked Jud Wiebe Trail intersection. After you cross a relatively flat area, you may hear a strange sound coming from your right. This is a pressure relief valve for the water pipe carrying part of the Telluride domestic water supply. When the pressure releases, water is dispersed from a tall pipe and there is a lot of noise. In 1994, some of the helpers from the Kroger Canteen Aid Station came down here after dark and thought they were hearing a bear. They spent a chilly night waiting for daylight before they realized what it was. Stay right, at the only intersection you will encounter while in the trees. The road climbs sharply with multiple switchbacks and the direction of travel gradually becomes easterly in upper Liberty Bell Basin.
[31.2] 11600	Just below timberline, the road levels and you enter an area where you can look directly up to the Mendota Saddle in upper Liberty Bell Basin. When the road turns right [S], leave the road [E] continuing the direction you have been going and follow a trail up the right [S] side of the drainage. At about 12000', the trail swings left [NE], crosses a small flat, turns east through the slide rock on the west side of Mendota Peak, and switches back to Mendota Saddle. Possibility of snow here.

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[32.1] 12560	Mendota Saddle. If it is a snowy year, there will be a cornice on the east side the saddle. From the saddle, stop and take a bearing to Virginius Pass as follows: On the big flat area that is just a little higher than the Mendota Saddle and is on the far side of Marshall Basin, find the power poles that are still standing [NE]. The line from the Mendota Saddle across these power poles points directly at Virginius Pass, and you are going to make a big arc around the left side of the basin to it. The power poles will always be to the right of you as you make this traverse. Cross the saddle around the left side of the cornice onto shelf trail. Exposure. Marshall Basin is geologically very mineralized and many millions of dollars worth of ore, including gold, was mined from the area. Traverse NNE across the head of Marshall Basin losing about 50 feet of altitude to the Mendota Mine, then gradually climb and traverse across the snowfields around the basin. The route gradually turns with the mountain until you are going ENE. Continue to traverse around the hill until you are in a gully full of rotten rock and the only way out is up. Climb steeply to Virginius Pass on a mixture of scree and snow.
[32.7] 13100	KROGERS CANTEEN AID STATION. Pass #4. Cornice, Acrophobia, Exposure. Chuck Kroger and Kathy Greene started this aid station in 1992 and since then dedicated crews from Telluride backpack supplies into here for a minimal aid station. Chuck became a regular participant/finisher of the Hardrock before succumbing to pancreatic cancer in December 2007. The next section involves going down three very steep pitches with a bench, or flat area, between each. Go N, down the steep snow/rock field. THERE WILL BE A FIXED ROPE FROM THE TOP OF THE PASS INTO VIRGINIUS BASIN. In heavy snow years you can glissade this pitch. If you plan to do a sitting glissade, it is strongly recommended that long pants be worn. At the first bench, angle slightly left to the edge of the second steep pitch and descend it on snow or broken rock, staying left of the stream. Enjoy the very gradual drop on the bench until you are thrust out onto the top of the third pitch. Stay left of the stream on the mine dumps. It is usually better to try and descend this pitch on snow if it is available than to go down the steep hard packed dump. IF CONDITIONS WARRANT, EITHER A FIXED ROPE OR STEPS WILL BE CUT HERE. Near the bottom of the steep mine dumps, turn right [NE] to the <u>level</u> space where remains of buildings can be seen. This is the Virginius Mine site where people used to live all winter to work the mine.
[33.2] 12160	Virginius Mine. Pass the ruined buildings and take Jeep Road 853.1C [NE] around the ridge between Virginius and Sidney Basins. In heavy snow years the remains of snow slides in this area can force you to traverse on steep hard snow. As you descend, you will see the remains of the Mountain Top Boarding House across Governor Basin. You intersect numerous roads on this descent toward timberline. Always take the road that goes down hill and maintains a line toward Potosi Peak [E] across Yankee Boy Basin. After you reach timberline, this active jeep road switches back several times before heading W into Governor Basin. Cross the stream coming out of Governor Basin, probably wading, and bear right [NE] at the intersection with the Governor Basin Road that is closed with a pipe gate. Continue down the road to the GOVERNOR BASIN AID STATION that will be located just across the bridge over Sneffels Creek.

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[38.4] 9692	Camp Bird Mine Road. Stay left on Auto Road #853, also labeled State Road 361. Follow this good road [NNE] down Canyon Creek to Ouray. This is a popular road for tourists, does not require four wheel drive and is dusty. During daylight hours, expect a lot of traffic. For this section of road, there will be minimal marking and you may go several miles without seeing a marker. As you come down Canyon Creek you will cross to the right [SW] side of the creek. As Canyon Creek approaches the confluence with the Uncompahgre River you will see Ouray below you to the left. You are going to take a trail that leads to a footbridge across Canyon Creek. As Ouray comes into view, begin watching for this trail turn off to your left. There is Forest Service sign for the Sutton Mine trail and the south Ice Park Trail on right side of the road. Ninety yards below this make a hard (120 degree) turn to your left onto a good trail.
[42.6] 7910	Follow the excellent trail recently rebuilt by the Ouray Trails Group about 0.1 miles [NNW] around the hill to the high bridge over Canyon Creek. Cross the bridge and open the white gate on the far side. Go through the tunnel then down the steep section with fixed handle cables. The trail merges onto a jeep road that after about a hundred yards meets Queen Street. Turn right on Queen Street [E] and follow it to the intersection with Oak Street. Turn left [NW] onto Oak Street. At 7th Avenue, Oak Street becomes a two lane paved road with a trailer park on the right. Continue on Oak Street [N] to the end of the trailer park then turn right [E] through a parking lot just before the green metal building with white doors (sign: Ouray City Shop). Cross the cable footbridge into Fellin Park where the aid station is located near the restrooms and picnic tables.
[43.9] 7870	OURAY AID STATION - CREW ACCESS, BAG DROP, PACERS ALLOWED FROM HERE. Lowest point on the course. You will now go back through Ouray on the East side of the Uncompahgre River (Left side looking upstream). From the aid station, go past the Gazebo [S] keeping it to your right, pass to the right of the tennis courts and pick up a trail. Cross the footbridge over Cascade Creek. When the trail meets an extension of 9th Avenue turn left [E] on 9 th Avenue for about 30 yards. Turn right [S] on 2nd Street and follow it for seven blocks to 3rd Avenue. Turn right [W] on 3 rd Ave. About 40 yards past the Victorian Inn on your right, angle left onto the Box Canyon Falls Park Road (sign on right side of road) going against the one way traffic. Follow the road through Box Canyon Park and at the stone building angle left across the bridge over the Uncompahgre River.
[45.1] 7900	Ice Park Overlook and Trail (East side of Uncompahgre). As soon as you cross the bridge, turn right [S] and follow the trail with built steps up to the high bridge on Camp Bird Road. The overlook platforms for viewing ice climbing will be to your right and the search and rescue building will be to your left. At the high bridge, stay left of the guardrail to its end, then cross Camp Bird Road at about a 45-degree angle going downhill. Immediately get onto the Ice Park Trail (Forest Service Sign) [SE] and climb steeply up into a shallow gully that opens onto a rock rib paralleling Highway 550. The trail is well cairned and easy to follow.
[45.5] 8210	At the green gate, merge onto a jeep road, go downhill around two switch backs and follow the road 0.5mi almost to the Uncompahgre Dam [SSE]. Watch for an obscure left turn onto a deer trail into the first small gully about 20 yards beyond where the Ice Park Trail leaves the road and heads right toward the river and about 50 yards before the dam. For the past couple of years, there has been a stack of mattresses on your right between the turnoff and the dam. Climb the steep deer trail to an old wooden tram tower located on the remains of an old road. Follow the old road [S] less than 100 yards, then drop steeply on a deer trail down to the east side of the lake backed up by the dam. Continue along the eastern shore to the stakes where we used to attach a rope for wading the river. Across the river is a traffic sign warning those who may be floating down the river that there is a dam ahead. Find the good trail angling left into the trees, climb up to merge onto the remains of the original Otto Mears Toll Road. Follow this tread a few hundred yards past some concrete footing and large iron mining operation ruins. When the roadbed ends, make a switchback to the left onto a trail and climb to the east side of the tunnel on Highway 550.
[46.6] 8480	Tunnel. Cross the parking area, and make a hard left turn onto the Bear Creek National Recreation Trail , TR 241 (red, white and blue sign). Acrophobia Exposure. This well maintained trail starts at the south end of the tunnel on Highway 550 [W] and goes directly over the top of the tunnel. It continues in a generally easterly direction as it switchbacks about 15 times climbing above the highway, then enters the narrow canyon above the Ouray Bear Creek. Once on this trail, it is almost impossible to get off of it for the next 4 miles. Marking on this trail will be minimal. You will have to wade several streams coming from your left and contend with dramatic drops of 300-400 feet on your right. Use caution wading the streams as the algae build up on the rocks in this water tends to make footing very slippery. At about the 10,000' level you will pass the ruins of the Grizzly Bear Mine buildings.

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[50.6] 11100	Yellow Jacket Mine. Cross the streambed, probably dry or very little water, coming from the left [N], then angle right [S] on the wide trail. The buildings associated with the Yellow Jacket will be on your right. Just past the Yellow Jacket, cross (wade) the stream coming from the left [E], then continue straight to the next switchback in the trail. Continue straight ahead [S] in the direction of Engineer Pass as indicated by a metal trail sign. Some years, a huge snow slide field fills the valley about a hundred yards from here. This snow slide goes over Bear Creek coming off the south side of Engineer Mountain and is usually hard enough to walk on. Try to stay to one side of where you think the stream is running under the snow. If you would prefer not to use the snow route, there is an animal trail to the left and above the stream. During dry years, the trail is on the left of the stream. At the upper end of the snow slide, the trail, FT 242, crosses to the right [W] side of Bear Creek. Stay on the right side for only a couple hundred yards then cross back to the left side and climb up through the timber on a good trail.
[51.9] 11800	ENGINEER AID STATION. This is another station that must be backpacked to its location. This aid station is on a bench just a few hundred feet vertical feet below timberline. Engineer Mountain is the large peak directly in front [S] of you. Your target is the right-hand [W] ridge of Engineer Mountain toward Oh! Point. The trail out of the aid station takes you on a line toward the east ridge of Engineer Mountain. Continue of this line [SSE] until you meet a small stream coming from the left. Cross the stream, then parallel it [ESE] until you meet an obvious built trail. Turn right [S] on this trail and go up the valley, first south then SSW as you go around the head of the valley. As you move back into the middle of the valley and under the east ridge off Engineer Mountain the direction of travel is again straight south.
[52.6] 12200	Trail merges into an abandoned wagon road/trail just above a stream crossing and near some mine tailings. Just below the mine tailings, turn right [S] and leave the trail that is now heading toward Engineer Pass, the low saddle on the left (E) side of Engineer Peak. Work your way up the steep hillside directly toward the right [W] ridge of Engineer Peak. The long flat ridge you are heading for connects Engineer Peak with Oh! Point. Aim for the flat part of the ridge closest to Engineer Peak. There will be a blinking light here to help guide you, especially during the dark hours. You top out on a jeep road that runs east west along the ridge that connects Oh! Point and Engineer Mountain. Turn left [E] and go about 30 yards uphill, to the Engineer Pass jeep road, RD 18.
[53.2] 12910	Engineer Pass Road, <u>Pass # 5</u> . Turn right [S] and begin your descent into the North Fork of the Animas River. (The full Spanish name of this river is the Rio de las Animas Perdidas- "River of Lost Souls"- any empathy here?). This well-used jeep road swings SE across the S side of Engineer Mountain and goes through one dip before reaching the first switchback (12,660'). Ignore the road coming in from the left [E] and go around the switch back [W] continuing downhill.
[54.9] 12040	Engineer-Mineral Creek Road Intersection. <u>Continue straight [S]!!!</u> There are metal BLM signs here- you want to go toward Animas Forks and Silverton. Stay left at the next intersection and take a sharp switchback down toward the Denver Bridge. Stay right at Cinnamon Pass Road, well signed by the BLM, continuing downhill. You will see the ghost town of Animas Forks across the canyon to the right at the mouth of California Gulch. This is another one of the important mine/mill site locations in the San Juan Mountains, once even having a railroad to it. During the run, you do not go to the town, but stay across the canyon from it on the east side of the Animas River drainage. Stay straight at the intersection with the upper Animas Forks road coming in from the right, then drop steeply for a quarter mile and merge with the lower Animas Forks Road. The BLM sign here, which you will have to go past and turn around to read, says Alpine Highway. There is a BLM-built toilet a few yards up the Animas Forks Road to your right. Continue straight [S] down the Engineer Pass Road. At the bridge, cross the Animas River, and immediately turn right into the Grouse Gulch Aid Station.
[58.4] 10710	GROUSE GULCH AID STATION - CREW ACCESS, BAG DROP. Crew access, reachable with a standard auto and some careful driving. From the aid station, backtrack the way you came into the aid station, crossing the auto bridge [N] over the Animas River and going uphill on the Engineer Pass Road. After about 150 yards, turn hard right [E] on an abandoned jeep road that climbs up the face of the mountain and goes around six or eight switchbacks before going into Grouse Gulch. Once above treeline, leave the road at the first switchback, continuing straight ahead on a trail in an ESE direction along the left [N] side of the stream. The trail stays high to the left of the stream. When you reach the top of a low ridge where you can see a small lake to the right, the trail becomes very faint. Angle left [N] up the ridge for about 100 yards, then turn right [ESE] on now distinct trail that climbs across the face of the mountain toward the head of the Grouse gulch basin. The trail switchbacks to a broad grassy saddle. When the trail disappears in the saddle, continue straight ahead [ENE] to the low point in the ridge.
[60.9] 13020	Elev. 13020. American-Grouse Pass. <u>Pass #6</u> . As you cross the pass, Handies Peak will be directly in front of you [E] across American Basin. There will probably be a large amount of snow in American Basin. Angle to the right [ESE] from the top of the pass. The trail drops gradually following the curve of the upper American Basin and stays to the left and below a series of cliffs. Continue to drop gradually into American Basin until you cross the Lake Fork of the Gunnison River and join the American Basin Trail to Handies Peak. (Just above the word American on your Drake Map.)

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[61.6] 12400	American Basin Trail. Follow the BLM trail [SSE], climbing steadily and cross the Sloan Lake Stream coming from your right. Cross a marshy flat to the right of a sign that requests hikers to stay on the trail. This is to prevent erosion to the high tundra that has suffered with the large number of people hiking and climbing here. Stay on the trail as it goes right [SSE] and climbs several switchbacks to within 50 yards of Sloan Lake.
[62.6] 12920	Sloan Lake. The trail angles left [NNE] before climbing up across a small ridge, then dropping about 120 vertical feet through a slide rock basin. Expect snow as well as slide rock. Continue on the switchbacking trail, going from ENE to ESE, and climb to the saddle south of Handies Peak. At the saddle, angle left [N] up the well-beaten path SW ridge route to the summit of Handies Peak.
[63.7] 14048	Handies Peak, <u>Pass #7</u> . Highest point on the course. The easiest way to make sure you are going the correct direction off the summit is to face across American Basin toward Grouse-American Pass. Turn right [N] and follow the Handies Peak-Whitecross Mountain ridge, using caution on the steep descending section off the summit block. If there is a lot of snow along the ridge, be sure to stay well to the left of the snow edge to avoid any cornices that have formed above Grizzly Gulch. Below the summit block, continue down the crest of the now relatively gentle ridge to the saddle before point 13,077', then make a hard right turn onto the cairned trail into Grizzly Gulch. There may be a lot of snow in this area, but the high volume of foot traffic should have a good path beat in. You drop quickly down the east side of the ridge around three switchbacks, and then parallel [NNE] the Handies Peak-Whitecross Mountain ridge to about the 12,600' level. The route then becomes more easterly, using several switchbacks to take you into the bottom of the Grizzly Gulch Basin and south of Whitecross Mountain. At about the 12,200' level cross to the right side of the stream for a short distance then cross back to the left. You will stay to the left side of the drainage the rest of the way to Burrows Park.
[65.5] 11800	Grizzly Gulch Lake Trail. Near timberline the stream and trail coming from Grizzly Lake will be on your right. Continue straight [E] keeping the stream to your right [S]. Descend into the timber, staying on the trail all the way to the Burrows Park. About 150 feet before Burrows Park, cross the Lake Fork of the Gunnison River on a metal bridge.
[67.7] 10590	BURROWS PARK AID STATION. There is a BLM built toilet here at the intersection of the Grizzly Gulch trail and Cinnamon Pass Road. Burrows Park is a major camping/parking area for climbers attempting Handies, Redcloud or Sunlight Peaks. Turn right [SSE] on the Cinnamon Pass Road (4 RD). Follow this very popular jeep road for 3.2 miles. Those of you who are here between about 8 am and noon will meet a large number of vehicles. Be Alert!! One section of this road offers a spectacular example of a shelf road that has been blasted out of the cliffs high above the Lake Fork of the Gunnison. When you get to the intersection of the Lake Fork of the Gunnison and Cottonwood Creek Valleys, turn right [S] off the road at the BLM signs to the Sherman Overlook site.
[70.9] 9925	Sherman Overlook. Just past the signs, take a hard left [E], cross the meadow (30-40 yards) and enter the trees. Pick up a game trail to your right in the first gulley and follow it down [S] (~300 yards) to an abandoned road. Follow this abandoned road down about 0.5mi [SSE] then turn right on a game trail that angles back toward the Lake Fork of the Gunnison. Cross the ruins of an old mine on the dump below a rock wall, and follow a good secondary trail to the Sherman Road. Turn right [W] on the auto road, immediately cross the bridge over the Lake Fork of the Gunnison river and go a half-mile to the aid station.
[71.9] 9640	SHERMAN AID STATION - CREW ACCESS, BAG DROP. The aid station will be located near the restrooms that are located at the Cataract Gulch Trail turn off. The trail into Cataract Gulch, TR 475, is well marked with BLM signs. Turn left [S] on the Cataract Gulch Trail, cross Cottonwood Creek on a steel bridge and follow the excellent trail into the gulch. There will not be many, if any markers on this section. A minimum number of markers will be put in during marking, but we have had a problem with people pulling markers from Sherman to Cataract Lake. Therefore, do not be surprised if you do not see any markers in this section. For the first mile, the trail stays on the north face sloping of Cottonwood Creeks as it climbs through a series of switchbacks for some 600 vertical feet. At about 10,200' the trail enters into Cataract Gulch on the left [E] side of the stream, crosses the stream four times in the narrow part of the canyon, then climbs left [E] away from the stream as it approaches timberline. The second crossing is just above a waterfall and has been known to be very slick with algae so be extra careful at that crossing. (In recent years there has been a log crossing up stream about 30 yards.) The trail leaves the stream [E] and climbs rapidly through the willows before turning back to the South in the high meadows. When the good trail disappears at about 12,000', cross the stream that drains Cataract lake. Bear right [WSW] until you meet a good sheep trail. Turn left [S] on it. There will be a couple of small ponds on your right.
[76.5] 12100	Cataract Lake. The lake will be to the left across the willow-filled valley. You will be climbing steadily toward the saddle, Pole-Cataract Divide, directly in front [S] of you. Pass to the left [E] of the lake sitting on top of the Continental Divide. You decide which ocean the water leaving it goes to.

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[77.0] 12200	Elev. 12200. Cataract-Pole Divide. <u>Pass #8</u> . At the far end of the lake, you will be looking into upper end of the Main Fork of Pole Creek. Just past the end of the lake, turn right [W] on a sheep trail that traverses around the hill at about 12,200'. After about 250 yards, turn left [SSW], leave the obvious sheep trail and follow a secondary animal trail steeply downhill through the willows. Cross a small flat to the left slide rock out-cropping. Follow the faint trail to the stream coming from the right, cross it and work your way through the swampy area, climbing slightly before continuing down and across the hill side to the right [W] of the drainage and above a large meadow. This inviting looking meadow is very swampy. To your left, you will be able to see the Colorado Trail descending from the east. Aim for the point about 50 yards right of the intersection of the Colorado Trail and Pole Creek always staying right of Pole Creek and above the meadow.
[79.9] 11810	Colorado Trail. TR 787 or TR 1776. Merge with the Colorado Trail/Continental Divide Trail continuing downhill [SSW] on the right side of the Main Fork of Pole Creek. The canyon narrows and you will cross the main stream twice as you descend through this high valley dotted with small ponds. After a short climb from the second crossing, you open out into a large valley with three intersecting streams. One is the Main Fork of Pole Creek that you have been following, the second to your right is the North Fork of Pole Creek that you will cross, and the third that you are looking up front of you is the West Fork of Pole Creek. The route climbs to the head of the West Fork. Come down a steep trail toward the confluence of the North and Main Forks of Pole Creek, keeping the Main Fork on your left. Cross the North Fork Trail, and continue straight [W] wading the North Fork of Pole Creek, above its confluence with the Main Fork. Angle down canyon [SSW] on the W side of Pole Creek on a good trail. After crossing a small stream coming in from the right, climb onto a willow-covered bench and look for a large stand of spruce and fir trees at the edge of a bare grass covered ridge. If you are looking directly down Pole Creek, they should be at about the two o'clock position to your right. Leave the trail to your right and work your way through the willows (50 yards) to the trail you see coming off the steep, grassy hillside. Once on the trail, angle [SW] toward where the trees and grass meet on the bench. The Pole Creek Aid Station will be located about a hundred yards away near the top of the small ridge to the left [S] of a pond.
[80.8] 11460	Elev. 11260. POLE CREEK AID STATION . This is another station where supplies have been packed to the site, this time by horse or mule. (A small piece of history. There have been three helicopter evacuations from this aid station, two for runners and one for an aid person.) From the aid station head directly [W] toward a wooden pole that marks the trail into the West Fork of Pole Creek. The trail you are on has two designations on the map- the La Garita Stock Drive and the continuation of the Continental Divide Trail (TR 918 or 787). The trail will stay high to the right of the stream for 1.4mi, through endless grassy hillsides and small gullies, while crossing numerous small seeps that can support knee-deep mud. You will cross the West Fork stream where it turns from flowing out of the west to northwest. This crossing is through a swampy willow area with lots of large, deep, muddy holes. Just after the crossing beyond the willows, the trail crosses a quarter-mile long meadow [W]. This area has many elk that have been known to pull the markers from the ground and let them drop, and to stomp the markers down as the herds cross the area. There is a large, wooden post set away from the trees in the meadow that marks the route. Just past the post, angle slightly right [WNW] skirting the trees, and find the trail crossing Sheep Creek, coming off Sheep Mountain to your left [S].
[82.5] 11540	Sheep Creek. Make sure you get on the trail here otherwise getting through the willows that cover the hillside for the next mile will be difficult. The West Fork of Pole Creek branches into three forks in this upper basin and you get to cross all of them. From here the trail climbs in a WNW direction to the headwaters of the West Fork, then tops the continental divide on the Maggie-Pole Pass.
[84.2] 12530	Maggie-Pole Pass. <u>Pass #9</u> . Continental Divide. Go downhill [WNW] on the Continental Divide Trail, La Garita Stock Trail. Just before reaching the stream in the first drainage, the Continental Divide Trail turns left staying left [S] of the drainage while the La Garita Stock Trail crosses the drainage and continues NNW. Turn left [W] onto the Continental Divide Trail. As you descend, the direction of travel changes from W to SW on a line directly toward Canby Mountain that you see across Maggie Gulch. As you descend, you will be able to see the end of the Maggie Gulch Road, the site of the aid station. When you get almost directly above the aid station, leave the Continental Divide Trail making a right turn [W] cross country toward the end of the road. About 100 yards above the end of the road you will merge into a good trail that takes you directly to the aid station site.

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[85.1] 11640	<p>MAGGIE GULCH AID STATION. Located just below the road end on the tailings pile is a well-preserved stamp mill. This water-powered crusher was used to reduce rock to dust so the gold and silver could be more easily separated. Find the trail that continues up canyon [S] on the left side of the Maggie Gulch Stream and go about 0.2mi. As you approach the intersection of the Maggie Gulch stream with a stream coming from the west, that I will call MG West, turn right [W] on a trail that takes you just above the confluence and cross the Maggie Gulch Stream. Follow the trail up the left side of MG West for about 100 yards [W], cross MG West on the trail and climb a few hundred yards in the NW direction, watching carefully for the switchback. A few feet beyond the switchback the trail disappears. Pick a line directly up the mountain [W] and climb steeply toward the head of MG West. When you reach the ridge high above the steep gully of MG West, angle right on the ridge top. At about the 12,500' level pass an old sheepherder's camp with a set of rusting bedsprings and turn left [S] across the bench on a sheep trail. Cross MG West and continue on the trail for about 0.4mi, climbing gradually and heading directly toward Canby Mountain. On your Drake Map you are going cross-country between the two streams shown on the west side of Maggie Gulch and north of swampy area below Canby Mountain. At about 12,600' and just before reaching the second stream, angle right [SW] on a good sheep trail that allows you to traverse under the cliff band guarding the ridge. You want to meet the Buffalo Boy Ridge about 0.1mi S of the low point in the ridge where the cliff band ends at the ridge. When you get to the S end of the cliffs on the sheep trail, you will still be about 100 vertical feet below the ridge. Continue to climb S for another 100 yards then make a switch back and climb to the ridge/cliff intersection. This small saddle (13,060') is where the old pack trail between Maggie Gulch and Rocky Gulch, (Drake Map along the N side of Canby) crosses the ridge. Acrophobia, Exposure.</p>
[86.5] 13060	<p>Buffalo Boy Ridge. As you reach the top of the ridge you will be looking into Rocky Gulch. The remains of the Buffalo Boy and Tram Shed are readily visible in the bottom of the basin. Also visible are the cables of the tram and several tram towers used to carry the ore and supplies between the Buffalo Boy and Cunningham Gulch. Turn left (S) on the ridge top and follow the trail over a small peak (13,214') [For those of you here in the daylight, the entire Grenadier Range with its toothy grin is laid out in front of you.] then drop toward the 13,060' saddle NW of Canby Peak. From the saddle, angle right on the built trail that leaves the ridge and traverses the right [W] side of Canby Peak [SSE]. As you come around Canby Peak, the trail drops gradually and swings more toward the SE. Take a sighting on the ridge across [S] Stony Pass. On the left side of this ridge is an unnamed, very pointed, pyramid shaped peak (13,165') with a deep saddle to its right [W]. That saddle, Green Mountain Pass, is your target. The Stony Pass Jeep Road can be seen below you. Continue on the trail until you are just beyond [E] of the top of Stony Pass. The trail disappears just beyond a steep gully and about 150 vertical feet above the road. Go beyond the gully onto the grassy slope then make several steep switchbacks down to the Stony Pass Jeep Road.</p>
[87.6] 12580	<p>Stony Pass.FR 737, 3RD. Cross the jeep road SSW, and continue cross-country toward the right [W] side of Peak 13,165'. Green Mountain is the high point in the ridge at about your two o'clock position. There are game/sheep trails through these high meadows that will lead you under Peak 13,165' and into a gully filled with very dark dirt. Turn left [SE] and climb this gully to the saddle. Turn right in the saddle and climb about 50 vertical feet until you can get around the snow cornice blocking descent into the Green Mountain Drainage.</p>
[88.2] 12980	<p>Green Mountain Pass. From this pass you are going to make a very large U-turn over a mile and half to get around the head of and into the bottom of the Green Mountain Valley. Stand on top of the ridge with Stony Pass and Canby Peak at your back. Go down the hill [S] for 0.15mi staying 40 to 50 yards to the right [W] side of the north/south ridge, the Continental Divide. To the left of the ridge [E] are the headwaters of the Rio Grande River while to the right is Green Mountain Valley. At the first saddle (12,800'), angle right [SSW] to the top of an east/west ridge that forms the head of the Green Mountain Valley. Follow the sheep trail or go cross country down the crest of this ridge [W] for 0.4mi, dropping rapidly into the upper [S] end of the Green Mountain Valley. Cross the stream at about the 12,200' level and go downstream on the good trail that parallels the left side of the Green Mountain Stream [NNW]. Some 0.75mi down this valley, you climb onto the ridge between Green Mountain Valley and Cunningham Gulch. Across the canyon to your left, you will be able to see Dives Basin and the Little Giant Peak, your next and final climb. Follow the ridge paralleling Green Mountain Stream [NNW] 0.25mi until the ridge drops precipitously, then make a hard left [SW] and work your way out onto the face of the mountain above Cunningham Gulch. Make switchbacks across the face dropping steeply into Cunningham Gulch. About 100 vertical feet below the ridge is a hard-to-find old mining trail that continues in a switchback pattern direction of travel paralleling the Green Mountain Stream [W]. After reaching some big spruce trees, the trail makes a final switchback (11,200') and begins a long steady descending traverse [SSW] parallel to Cunningham Gulch. The trail improves somewhat as you descend across steep grassy slopes and through a series of cliffs (Exposure, Acrophobia). As you descend, the Cunningham Gulch Aid Station will become visible below you. Continue on the trail until it connects with the Cunningham Gulch Road, upstream from the Aid Station. Turn right (N), and go a quarter of a mile on this auto road to the Aid Station.</p>

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[91.2] 10380	CUNNINGHAM AID STATION - CREW ACCESS-BAG DROP. Locate the waterfall coming out Dives Basin [W] and work toward it. Start by wading Cunningham Creek, then angle right [NNW] steadily climbing, cross the stream coming out of Dives Basin well below the waterfall and pick up the Shenandoah/Dives Mine trail. Willows have grown over the lower sections of this trail so watch carefully for the switchbacks. Once into the switchbacks, the general direction of the trail is west, staying on the right [N] side of the Dives stream. There are a number of mine tailings and ruins evident to your left as you climb up the slope. At about the 12,000' foot level you will cross the headwall cliff and move into the upper Dives Basin. The remains of a number of collapsed buildings and large depression showing where a shaft has collapsed illustrate some of the energy that has been invested into this mountain. Go past the collapsed building of the Dives Mine site and pick up the trail on the right [N] side of the basin moving NW. After about 200 yards angle right [N] and climb steeply on a series of animal trails toward the east ridge of Little Giant Peak. At the 13,000' level you will meet an old wagon road that is marked with a series of metal rods sticking two to three feet out of the ground.
[93.4] 13000	Dives-Little Giant Pass. <u>Pass #12</u> . Last Pass (about time!!). At the east ridge coming off Little Giant Peak, elev. 13,000', get on the wagon road and traverses the east side of Little Giant Peak, going north. Acrophobia, exposure. This section of trail is subject to holding large amounts of snow until late in the summer. Directly below the trail is a very steep grass slope that within 100 yards empties over sheer cliffs that are several hundred feet high. A slip here could be fatal! IF SNOW CONDITIONS WARRANT IT, THERE WILL BE A FIXED ROPE HERE.
[93.6] 12970	Little Giant Saddle. To your left you will be looking down Little Giant Basin. Your direction of travel [NW] will be toward the Mayflower Mill and tailings piles you see at the bottom just across the Anima River. The trail leaves the saddle on some blasted tread with metal support rail and rods holding up some sections and then skirts the north side of Little Giant Basin. If you are here in daylight most of the trail can be seen from the saddle. As you get into the basin the trail goes from a NNW to W direction. There may be some snowfields in here that can be very tricky to come down at night when they are frozen. At about 12,000' and just above a lake, you will meet the Little Giant Jeep Road. Go right, continuing downhill. At the next lake, you'll find the ruins of the Big Giant Mine, the location of one of the first ore strikes in the Silverton area. Continue downhill for more than two miles on the road (W going to SW) and into the trees.
[97.8] 9900	Arrastra Gulch Road. Turn right [W], go about <u>thirty yards</u> and make a hard left turn [SSE] on jeep track to Arrastra Gulch Stream. Cross the stream and follow abandoned road and pipeline [W] paralleling Arrastra Gulch to a metal tram tower that was part of the Mayflower tram. Angle right on a jeep road and follow it down to a bench. At the first intersecting road, turn left [WSW]. This road stays on a wide bench, passing to the left of a house, then funnels into a trail. For the next mile there are a series of ups and downs, willows, beaver dams to skirt, and some places where the trail and side streams are indistinguishable from each other. The route is generally on a bench that parallels the Animas River and the direction of the route becomes more SSW. You will be able to see the county road that follows the Animas drainage across the canyon to your right. When the trail meets a road just above the Lakawanna Mill, stay level going straight ahead, and get back on the trail as it enters the trees. You are now above the north end of Silverton. The trail will exit the trees about 0.15mi above the Kendall Mountain Ski Hut. Angle right, down the hill to the ski hut.
[99.9] 9320	Get on 14 th Street at the ski hut and follow it [NW] for about three blocks and angle right to the Animas River. In the next four blocks you will cross the Animas River (on the bridge), pass the red stone City Hall that will be on your left, and cross Greene Street (the paved main street in Silverton). One block after Greene Street, turn left [SW] on Reese Street and go two blocks to 12 th Street. At 12 th Street turn right [NW] and go one half block to the Silverton High School.
[100.5] 9320	Elev. 9320. SILVERTON HIGH SCHOOL GYM. FINISH. Stop! Kiss the Hardrock!!