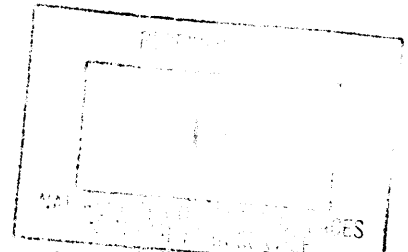


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Rollinsville and Middle Park Wagon Road / Denver, Northwestern & Pacific
Railway Hill Route Historic District (Boundary Increase)

other names/site no. Boulder Wagon Road; Moffat Road; Rollins Pass; 5BL370, 5GL10, 5GA82

2. Location

street & number former railbed and wagon road over Rollins Pass [N/A] not for publication

city or town between Rollinsville and Winter Park [N/A] vicinity

state Colorado code CO county Boulder, Gilpin, & Grand code 013, 047, 049 zip code n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally.
(See continuation sheet for additional comments [].)

James Edward Hartman State Historic Preservation Officer May 6, 1997 Date

State Historic Preservation Office, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments [].)

Wanda DeBloris Federal Preservation Officer 7-29-97 Date

Forest Service
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
See continuation sheet [].
- determined eligible for the
National Register
See continuation sheet [].
- determined not eligible for the
National Register.
- removed from the
National Register
- other, explain
See continuation sheet [].

Signature of the Keeper	Date
<u><i>Beth Baland</i></u>	<u>9/23/97</u>
_____	_____
_____	_____
_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing	Noncontributing	
--------------	-----------------	--

0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register.

1

6. Function or Use

Historic Function

(Enter categories from instructions)

Transportation/road-related

Transportation/rail-related

Current Functions

(Enter categories from instructions)

Recreation

Transportation/road-related

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation

walls

roof

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Rollinsville and Middle Park Wagon Road / Denver, Northwestern
& Pacific Railway Hill Route Historic District
Name of Property

Boulder, Gilpin & Grand / CO
County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- # _____
- recorded by Historic American Engineering Record
- # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Periods of Significance

1873-1928

Significant Dates

1873

1903

1928

Significant Person(s)

(Complete if Criterion B is marked above).

Cultural Affiliation

N/A

Architect/Builder

Rollins, John Q. A.

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other:

Name of repository:

Rollinsville and Middle Park Wagon Road / Denver, Northwestern
& Pacific Railway Hill Route Historic District Boulder, Gilpin & Grand / CO
Name of Property County/State

10. Geographical Data

Acreage of Property 24.2 (approx.)

UTM References

(Place additional UTM references on a continuation sheet.)

1. Zone Easting Northing

3. Zone Easting Northing

2. Zone Easting Northing

4. Zone Easting Northing

[X] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Silvia Pettem, Research Writer; Dan Straight, Photographer (Edited by S. Doggett)

organization Rollins Pass Restoration Association date September 29, 1996

street & number P.O. Box 1082 telephone 303-772-9475

city or town Longmont state CO zip code 80502-1082

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name U.S. Forest Service, Arapaho-Roosevelt National Forest - Contact: E. Sue Struthers

street & number 240 W. Prospect telephone 970-870-2238

city or town Fort Collins state CO zip code 80526

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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DESCRIPTION

The purpose of this boundary increase is to more accurately reflect the history associated with the National Register listed Denver, Northwestern & Pacific Railway Historic District. The property was listed on 09/30/80 under N.R.I.S. Reference No.: 80000881. One of the original UTM references has been revised to include the additional site. Three others have been revised to correct inaccuracies in the original nomination.

In addition, the Historic Name of the property and the Period of Significance have being changed to reflect the importance of the additional site. Under its new name, Rollinsville and Middle Park Wagon Road / Denver, Northwestern and Pacific Railway Hill Route Historic District, the boundaries of the property now include the portion of the 1873 Rollinsville and Middle Park Wagon that retains integrity. As in the original nomination, which specifically mentioned only the rights-of-way for the Denver, Northwestern & Pacific Railway's Hill Route, the boundary extends 50 feet from both sides of the center line.

The boundary for the entire district winds for more than thirty miles through parts of Boulder, Gilpin, and Grand Counties between Rollinsville, on the east, and Winter Park, on the west. Most of the wagon road is located in Boulder County. The portions retaining integrity extend for approximately two miles. The boundary increase includes the course of the wagon road, from Yankee Doodle Lake, on the east, across the railbed north of the Needles Eye Tunnel where it continues as a split and single route to its intersection with the railbed at the summit of Rollins Pass.

The Rollinsville and Middle Park Wagon Road opened as a toll road in 1873. Near the eastern end, a narrow ridge-top wagon road segment, including a supporting framework of timber is still visible. This road section is accessible by 4-wheel drive vehicles. Circa 1880, a railroad tunnel was begun by the Denver, Utah & Pacific Railway Company. Dump material from the aborted tunnel remains in Yankee Doodle Lake.

Beginning in 1903, the Denver, Northwestern & Pacific Railway Company incorporated portions of the wagon road into their plans for crossing the Continental Divide. Their Hill Route, also known as the Moffat Road, remained in use until the completion of the Moffat Tunnel in 1928. The tracks and ties were removed from the railroad grade in 1935. From 1935 until 1956, the railroad grade was utilized by 4-wheel drive enthusiasts, outdoor adventurers, and fishermen. In 1956, the Colorado Division of Wildlife joined Boulder, Gilpin, and Grand Counties in improving the railroad grade. Culverts or drains were installed, and the road was surfaced with gravel. Maintenance agreements were signed by the counties with the U.S. Forest Service. The route was a popular drive. It was cleared of snow by July 4th of each year and closed with the heavy snows in the fall.

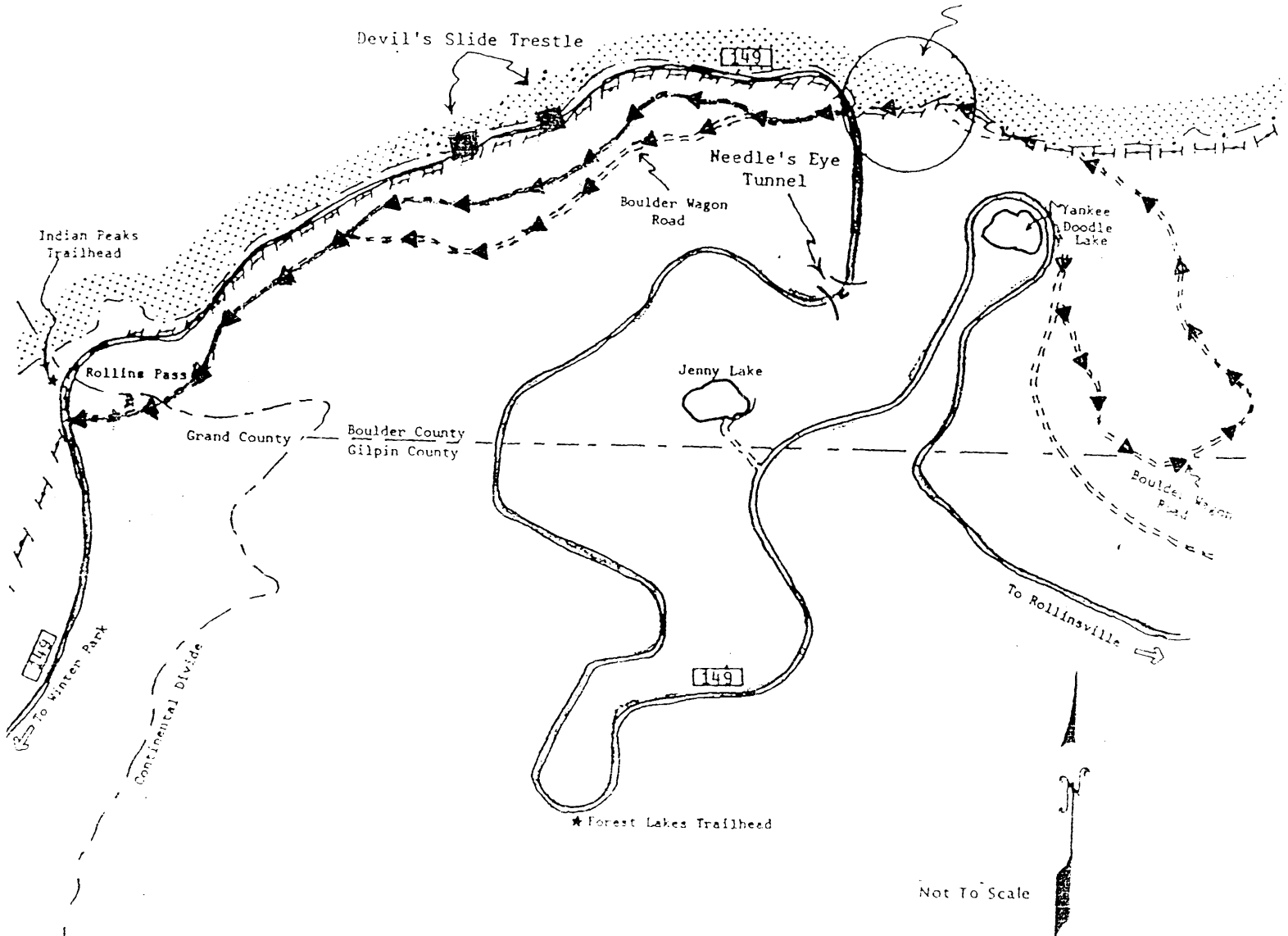
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SITE MAP



LEGEND	
Through Route	
Preferred Trestle	
Closure By-Pass Route	
Rollinsville and Middle Park Wagon Road	
County Line	
Wilderness Boundary	
West Gas Pipeline (High Pressure)	
4WD Roads	
Moffat Road	

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A rockfall occurred at the west portal of the Needle's Eye Tunnel in 1979. Rock bolts and wire mesh were installed, and the tunnel reopened in September of 1987. A second rock fall occurred on July 15, 1990. At this time, the tunnel is closed.

To the northwest, of the Needle's Eye Tunnel, the Devil's Slide Twin Trestles, of large wooden timbers, cling to the mountainside 1,000 feet above Middle Boulder Creek. The original railroad bed over the trestles was closed to auto traffic in 1982. A section of the Rollinsville and Middle Park Wagon Road has been reopened so high-clearance 4-wheel-drive vehicles can bypass the trestles and drive from the west to the entrance of the Needle's Eye Tunnel.

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SIGNIFICANCE

The boundary of the property has been increased to include the portions of the Rollinsville and Middle Park Wagon Road which retain sufficient integrity to convey their historic importance. The Period of Significance has been changed from 1900-1924 to 1873-1928. The new Historic Name, Rollinsville and Middle Park Wagon Road / Denver, Northwestern & Pacific Railway Hill Route Historic District, and the revised Period of Significance reflect the inclusion of the wagon road within the boundary.

The Rollinsville and Middle Park Wagon Road is significant under Criterion A for Transportation and under Criterion C for Engineering. Crossing the Continental Divide through difficult terrain at an elevation of 11,660 feet, the wagon road is associated with the operation of 19th century toll roads in Colorado and with the early development of the Denver, Northwestern & Pacific Railway. The construction of the toll road and the subsequent use of portions of its route by the Denver, Northwestern & Pacific Railway for its initial crossing of the Continental Divide represent significant engineering achievements.

During the 1860s, a shrewd local businessman, John Q. A. Rollins, quietly amassed a large estate of mining and ranching properties in the vicinity of Rollinsville. He realized that a wagon road into Middle Park could be a profitable enterprise. His Rollinsville and Middle Park Wagon Road, which officially opened in 1873, was the first wagon road to cross the Continental Divide from Denver to Middle Park. The wagon road, which was permitted to charge a toll of \$2.50, allowed Boulder and Gilpin County merchants to trade with residents of Middle Park and opened up Middle Park as a destination for tourists.

Maintaining the road required considerable effort. In the summer of 1880, when 14 year old teamster Martin Parsons first crossed Rollins Pass with a group of men and 12,000 head of Texas cattle, he recorded: "The east side of this Pass had two steep hills which formed a V-shaped gulch between them. Every summer, Mr. Rollins would build a cribbing of logs in this gulch and would fill the center with rocks and earth, which helped reduce the grade between the hills." In describing the section of the road above Yankee Doodle Lake, Parsons continued, "When we came to the V-shaped gulch, Mr. Rollins and men were cribbing the gulch."

While a route over Berthoud Pass eventually was preferred by wagon traffic, Rollins' route was chosen by surveyors of the proposed Denver, Northwestern and Pacific Railway incorporated by David H. Moffat on July 18, 1902. Construction of the railroad started from Denver in April, 1903. Although a tunnel through the Continental Divide was considered necessary, it was not financially feasible at the time. A "temporary route" over Rollins Pass was recommended as a way to work on the tunnel from both sides. Within 18 months, by utilizing portions of the wagon road, work trains for the

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Northwestern & Pacific Railway Hill Route crossed the Continental Divide on the highest standard gauge line in North America.

The Denver, Northwestern & Pacific Railway, which became the Denver & Salt Lake Railroad in 1912, continued to operate its Hill Route until the 6.2 mile Moffat Tunnel through the Continental Divide was completed in 1928. The Moffat Tunnel eliminated 23 miles of track over Rollins Pass and cut the running time for passenger trains from 2 1/2 hours to only 12 minutes.

Since 1935, when the tracks and ties were removed from the Hill Route, the railroad grade, as well as sections of the wagon road, have been used extensively for recreation.

Historic Background

Several documented crossings of "the old Ute trail," which became known as Rollins (Boulder) Pass, were made in the years following John Q. A. Rollins' 1860 arrival at Gold Dirt (later known as South Boulder and Rollinsville). The earliest was the wagon crossing by Company D of the 1st Colorado, under Captain Jacob P. Bonesteel, to rendezvous with Major Whitely at Hot Sulphur Springs on August 12, 1862.

In 1865, *Rocky Mountain News* editor W. N. Byers crossed the pass, as did 100 Mormons with a train of 39 teams loaded with goods for Salt Lake City merchants. Also, that same summer, Colonel Johns of the California Volunteers took 150 men and 22 wagons over the pass. They accompanied a survey party of the Central Overland California Pikes Peak Express Company. In 1868, author Samuel Bowles and Speaker of the U. S. House of Representatives (and later Vice President under Ulysses S. Grant) Schuyler Colfax crossed on horseback.

On February 6, 1866, the Middle Park and South Boulder Wagon Road Company was incorporated by the Fifth Session of the Legislative Assembly of the Territory of Colorado. The right to construct and maintain a wagon road over the former Indian trail, which became known as Rollins Pass, was granted to John Q. A. Rollins, Perley Dodge, and Frederic C. Weir. The act stipulated that "whenever said company shall have constructed a good wagon road from South Boulder [Rollinsville] over the Range, by the way of so-called Boulder Pass, the said company may erect one toll gate upon the same."

It was not until 1873 that the charter for Rollins' toll road took effect. When the road opened, it increased commerce and trade between east slope suppliers and customers west of the Continental Divide. Meanwhile, a group of Georgetown, Clear Creek County, merchants wanted their share of business. In 1873, they organized the Georgetown, Empire & Middle Park Wagon Road Company. Their road crossed Berthoud Pass and successfully competed with the Rollinsville and Middle Park Wagon Road.

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On December 11, 1880, the Denver, Utah & Pacific Railway Company was incorporated for the purpose of building a railroad from Denver, through the Continental Divide north of James Peak, through western Colorado and Utah to the Pacific Ocean. Although this railroad, which was the predecessor of the Denver, Northwestern & Pacific, never realized its goal, a tunnel was begun through a preliminary ridge (actually, underneath the cribbed portion of the wagon road) before the main Divide.

Construction of the Denver, Northwestern & Pacific Railway's Hill Route began in Denver in 1903, utilizing portions of Rollins' wagon road as the railbed. On the east side of the Continental Divide, the wagon road had followed what now is called the Jenny Creek Trail, as well as the cribbed section above Yankee Doodle Lake. After following South Boulder Creek and the Giant's Ladder, the railroad grade roughly paralleled the Jenny Creek Trail to the vicinity of Yankee Doodle Lake. The cribbed section of road above Yankee Doodle Lake was bypassed by the railroad in favor of the longer, but gentler grade around Yankee Doodle Lake, to Dixie Siding at Jenny Lake. Then it looped around and gained elevation to approach and go through the Needle's Eye Tunnel. After the Needle's Eye Tunnel, the railroad paralleled the wagon road, and then crossed the Devil's Slide Trestles before reaching the summit at 11,660 feet.

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Rollinsville and Middle Park Wagon Road / Denver,
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GEOGRAPHICAL DATA

Revised UTM References

On the East Portal Quad, G is revised to include the Rollinsville and Middle Park Wagon Road. I, J, and F₁ are revised to correct inaccuracies in the original nomination.

G	from 13/444245/4421360	to 13/444700/4421440
I	from 13/439430/4416570	to 13/439500/4416870
J	from 13/438160/4418225	to 13/438400/4418420
F ₁	from 13/444655/4419135	to 13/444420/4419040

The following is a list of UTM References for the entire property. The list reflects the revisions noted above.

A	13/444900/4416710	T	13/433900/4416640
B	13/449175/4417370	U	13/434385/4416460
C	13/449080/4419100	V	13/433980/4416940
D	13/448800/4418545	W	13/435255/4418340
E	13/447630/4419625	X	13/435725/4417055
F	13/445060/4419340	Y	13/436340/4416390
G	13/444700/4421440	Z	13/438365/4416100
H	13/441980/4421230	A ₁	13/438015/4417350
I	13/439500/4416870	B ₁	13/439400/4415970
J	13/438400/4418420	C ₁	13/442540/4420230
K	13/437540/4418220	D ₁	13/443070/4418995
L	13/438015/4416380	E ₁	13/444310/4419675
M	13/436705/4416910	F ₁	13/444420/4419040
N	13/435315/4418690	G ₁	13/448135/4418810
O	13/434985/4418310	H ₁	13/447425/4417340
P	13/435230/4419280	I ₁	13/444885/4417250
Q	13/434525/4419290		
R	13/434395/4417740		
S	13/433785/4417120		

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PHOTOGRAPH LOG

The following information is the same for all photographs:

Property Name: Rollinsville and Middle Park Wagon Road / Denver, Northwestern &
Pacific Railway Hill Route Historic District

Location: Between Rollinsville and Winter Park; Boulder, Gilpin, & Grand Counties; Colorado

Photographer: Dan Straight

Negatives on file at: P.O. Box 1082, Longmont, CO 80502-1082

1. Aerial view north, 1989. Needles Eye Tunnel on left. Ridge with Rollinsville and Middle Park Wagon Road and Yankee Doodle Lake. Dump material from aborted tunnel bored in 1880 by the Denver, Utah & Pacific Railroad.
2. Aerial view south, 1989. Moffat Road, 11,500 feet; Rollinsville and Middle Park Wagon Road; Needles Eye Tunnel on left; Corona townsite at 11,660 feet on right; Devil's Slide Trestles in center.
3. View south, 1989, Moffat Road as it circles Yankee Doodle Lake. Dump material from aborted tunnel bored in 1880 by the Denver, Utah & Pacific Railroad.
4. View east, 1989, Looking downhill at Rollinsville and Middle Park Wagon Road; logs and rock fill placed ca. 1873; road circled from left across hill coming down at right.
5. 1989, Logs and rock fill dating from ca. 1873. Photo taken toward east - downhill.
6. 1989, Logs and rock fill dating from ca. 1873. Photo taken toward west - uphill.
7. 1989, Looking west on Rollinsville and Middle Park Wagon Road.
8. 1989, Looking northeast; Rollinsville and Middle Park Wagon Road.
9. 1989, Looking northeast; Rollinsville and Middle Park Wagon Road.

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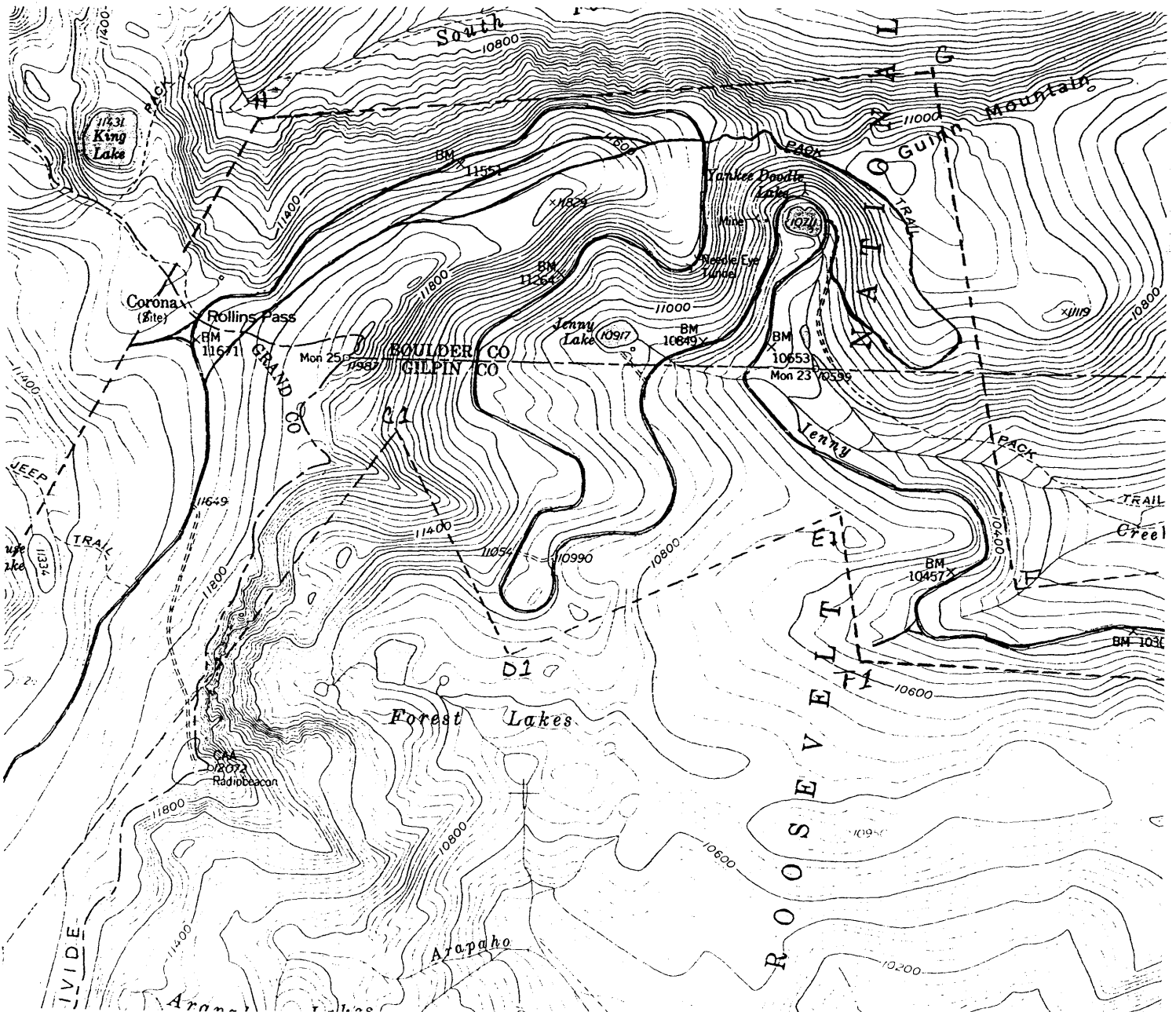
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USGS TOPOGRAPHICAL MAP
East Portal, CO

For revised UTM References G & F₁ and location of Rollinsville and Middle Park Wagon Road.



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USGS TOPOGRAPHICAL MAP
East Portal, CO

For revised UTM References I & J

