BC-2148

OMB No. 1024-0018

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 determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Fall River Entrance Historic District (Amendment and Boundary Increase)
Other names/site number: Fall River Entrance / Bighorn Ranger Station / 5LR.1184
Name of related multiple property listing:
Multiple Resource Nomination for Rocky Mountain National Park
Historic Park Landscapes in National and State Parks
National Park Service Mission 66 Era Resources

2. Location

Street & number: Rocky Mountain National Park (ROMO)
City or town: Estes Park State: Colorado County: Larimer
Not For Publication: [ ] Vicinity: [X]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

1/12/2018

Signature of certifying official/Title: **Date**

NPS EPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___ does not meet the National Register criteria.

Holly Kathryn Norton 3/16/17

Signature of commenting official: **Date**

Deputy State Historic Preservation Officer

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

✓ other (explain:) Accept Additional Documentation

Signature of the Keeper 3.5.2018 Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☐
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	☐
District	X
Site	☐
Structure	☐
Object	☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
4	0	buildings
1	0	sites
1	0	structures
2	1	objects
8	1	Total

Number of contributing resources previously listed in the National Register 3

---

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT
RECREATION AND CULTURE/outdoor recreation
LANDSCAPE/park

Current Functions

(Enter categories from instructions.)

GOVERNMENT
RECREATION AND CULTURE/outdoor recreation
LANDSCAPE/park

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER/NPS Rustic
MODERN MOVEMENT/Park Service Modern

Materials: (enter categories from instructions.)
Principal exterior materials of the property: WOOD; STONE; GLASS; CONCRETE

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Fall River Entrance Historic District was previously listed in the National Register of Historic Places (NRHP) on January 29, 1988 under the *Multiple Resource Nomination for Rocky Mountain National Park* (NRIS 64000077), with its significance defined under Criterion C for its association with National Park Service (NPS) Rustic architecture of the New Deal era. Specifically, the nomination focused on the Bighorn Ranger Station Area, with the Bighorn Ranger Station (Building 44), garage and wood shed (Building 169) and barn and stable (Building 168) included as contributing resources; the pump house (Building 869) and trailer house (now demolished) were included as non-contributing resources. No landscape features or associated structures were enumerated within the boundary at this time, and the boundary specifically excluded the access road associated with the Bighorn Ranger Station Area. This amended nomination expands the Fall River Entrance Historic District boundary to include features of the designed and natural landscape historically associated with construction of the Bighorn Ranger Station Area in 1935–1936, as well as the Fall River Entrance proper, inclusive of the checking station (Building 353) and entry kiosks (Buildings 669-671) and U.S. Highway 34, which was constructed in 1960 as part of Rocky Mountain National Park's (ROMO) Mission 66 period of development and a specific, coordinated effort to enhance operations at this historically significant entry point. In total, the Bighorn Ranger Station Area and Fall River Entrance, spatially and functionally linked as one development era both historically and

contemporarily, comprise the Fall River Entrance Historic District and represent the evolution of NPS planning and development theory at ROMO from the 1930s New Deal-era period of investment to the far-reaching Mission 66 program undertaken between 1956 and 1966 to address deficiencies resulting from nearly two decades of disinvestment.[1]

Located four miles west of Estes Park, Colorado, just inside the legal boundary of ROMO, in Larimer County, the Fall River Entrance Historic District is comprised of a matrix of property types situated within two distinct areas—the Bighorn Ranger Station Area and Fall River Entrance—that form an interrelated development unit, linked by functionality, circulation systems, and landscape features (Figures M1–M7). The property includes seven contributing buildings (the Fall River Entrance checking station [Building 353] and three kiosks [Buildings 669–671] and the Bighorn Ranger Station [Building 44], garage and wood shed [Building 169], and barn and stable [Building 168]); one non-contributing building (pump house [Building 869]); two contributing objects (c. 1940 and c. 1960 flagpoles); one non-contributing object (entrance sign); one contributing structure (the discrete section of U.S. 34 within the boundary); and one contributing site, inclusive of associated landscape features such as boulder barrier markers and parkland that is contiguous to the two development areas, as well as small-scale site features such as drainage culverts, fire hydrants and light poles dating to the period of significance. While minor enhancements—such as the installation of new signage, interior rehabilitation of buildings in the Bighorn Ranger Station Area, and curve correction at U.S. 34—have occurred since 1966, no substantial alterations have been undertaken at the property. Thus, built and natural features continue to contribute to one's understanding of the property's design and use over time, reflecting the evolution of the property from the 1930s to the 1960s, and the property retains a high degree of integrity of location, setting, materials, design, workmanship, feeling, and association.

Narrative Description

Given the nature of the historic property, the components that define it, and the significance of the property as a designed landscape reflecting the New Deal- and Mission 66-era design ethos of the respective periods, the narrative description is arranged according to accepted cultural landscape classifications. To facilitate discussion, a general description of the Fall River Entrance Historic District and characteristics shared throughout the property is presented first, followed by discussions of the Fall River Entrance and Bighorn Ranger Station Area as discrete clusters of development. The total of the property's features are summarized in the following table (Table 1), which delineates those resources whose contributing/noncontributing status has been amended since the 1988 nomination, those resources that are newly added to the Fall River Entrance Historic District, and those resources that have been demolished since the 1988 nomination and thus removed from the resource count. For the purposes of consistency with existing documentation, resources associated with the Bighorn Ranger Station Area are referred

[1] The 1936 Master Plan for Rocky Mountain National Park, the first official set of park documentation following completion of the Bighorn Ranger Station, first identifies the area as a singular minor developed area. This document is on file at the archives of Rocky Mountain National Park, Estes Park, Colorado.

to by their historic functions throughout this document. Current use of the buildings is noted in the individual resource descriptions.

Table 1. Resources Associated with the Fall River Entrance Historic District (5LR.1184)

Resource	Building #	Date	Type	Condition	1988 Status	Present Status
Bighorn Ranger Station Area						
Bighorn Ranger Station	44	1935	Building	Extant	Contributing	Contributing
Garage and wood shed	169	1935	Building	Extant	Contributing	Contributing
Barn and stable	168	1935	Building	Extant	Contributing	Contributing
Trailer	N/A	Unknown	Building	Demolished	Noncontributing	N/A
Flagpole	N/A	c. 1940	Object	Extant	N/A	Contributing
Pump house	869	1983	Building	Extant	Noncontributing	Noncontributing
Fall River Entrance						
Checking station	353	1960	Building	Extant	N/A	Contributing
Entry Kiosks (3)	669-671	1960	Buildings	Extant	N/A	Contributing
Flagpole	N/A	1960	Object	Extant	N/A	Contributing
U.S. 34/ Fall River Road	N/A	1960[2]	Structure	Extant	N/A	Contributing
Entrance sign	N/A	c. 1995	Object	Extant	N/A	Noncontributing
General						
Natural landscape and associated small-scale site features	N/A	N/A	Site	Extant	N/A	Contributing

General Description and Shared Characteristics

Environmental Setting, Natural Systems and Features, Topography, and Vegetation

The Fall River Entrance Historic District is located approximately four miles west of the town of Estes Park, Colorado, along U.S. Highway 34, which forms Fall River Road and subsequently Trail Ridge Road, the latter extending east-west through the park.[3] The historic district—located in the Hondius Park area of ROMO, so-named for early homesteader Pieter Hondius—begins approximately 200' west of the park's eastern boundary as U.S. 34 ascends northwesterly into the park, sheltered from the contemporary development of the Fall River Visitor Center, completed in 1993, located just to the east of the park's boundary (Photo 1). The historic district extends approximately .27 mi northwesterly along U.S. 34, terminating at its juncture with the access road to the Bighorn Ranger Station Area; this juncture is marked by tubular metal swinging arm gates that close off the roadway during inclement weather (Photo 12). Beyond the boundary of the historic district, the highway follows the terrain northwest-west, passing through

[2] While the corridor existed prior to this date, the dates used here are in reference to reconstruction of this discrete section of the corridor into its current configuration during the Mission 66 era.
[3] This section of road is included as part of the Fall River Road Historic District (5LR.885), the nomination for which is concurrently being updated by the National Park Service.

a terminal moraine and to the north of Sheep Lakes, situated in a depression near the road's bend, where it intersects with Old Fall River Road at Horseshoe Park; the Lawn Lake Trailhead also is located here. Continuing south-southeast, the highway comes to a juncture at Deer Ridge Junction, continuing as Trail Ridge Road into the interior of the park to the west and leading to the Beaver Meadows Entrance to the east. Aspenglen Campground, a seasonal camping area, lies to the south of the historic district; access is provided via Aspenglen Campground Road, an improved two-lane road constructed in 1960, which is accessed from U.S. 34, approximately 435' northwest of the Fall River Entrance checking station (Building 353).

The area encompassed by the Fall River Entrance Historic District—inclusive of the Bighorn Ranger Station Area and Fall River Entrance development areas—is located in an area broadly characterized by glaciated bottomlands with dispersed meadows and is situated on a moderately sloping hillside with a southern exposure. Wide boulder-strewn slopes throughout the area, including the intermediate land between U.S. 34 and the Bighorn Ranger Station Area, are covered in short grasses and wooded predominately with ponderosa pine but intermixed with Douglas fir and aspen; however, the landscape opens into a wide meadow to the south-southwest as one approaches Aspenglen Campground. Reports from the ROMO landscape architect in August 1962 note that more than 3,000 trees were planted at Fall River Entrance, as well as at Glacier Basin and Hidden Valley, that month, but the types and numbers of extant trees dating from that period are unknown. Nestled along the southern base of McGregor Mountain, U.S. 34 at the Fall River Entrance Historic District's eastern boundary begins at an elevation of 8,216 ft. After approximately 685', the highway crosses Bighorn Creek, which runs roughly northwest-southeast through the Bighorn Ranger Station Area, passing under U.S. 34 and feeding into Fall River, approximately 750' to the south. Extending northwest, U.S. 34 begins its climb, following the base of McGregor Mountain through a lateral moraine. Within the historic district, the highway reaches a maximum elevation of 8,271 ft at the western boundary near the intersection with the Bighorn Ranger Station Area access road. With the exception of the meadow to the south-southwest of U.S. 34 and some clearing along the highway to the northwest, beyond the historic district boundary, mature pine forest dominates the corridor. The site has low vegetative diversity in the understory in the immediate vicinity of the corridor, except for drifts of low shrubbery such as chokecherry, golden currant, and wild rose, particularly along the southern slope and at the cut line to the north of U.S. 34, which complete the vegetative scenery along U.S. 34; a few remnant shrubs are dispersed along the slope to the east-northeast of the checking station. The Bighorn Ranger Station Area and its associated buildings and infrastructure are situated on a low terrace established through cut and fill to the north-northeast of U.S. 34, with the Bighorn Ranger Station (Building 44) set at an elevation of 8,285 ft. Buildings here are situated to either side of Bighorn Creek, amidst the boulder-strewn landscape at the base of McGregor Mountain.

Spatial Organization

The spatial organization of the Fall River Entrance Historic District is the result of the careful development of the site with two distinctive clusters of buildings situated amidst the landscape's

natural features. Although there is a slight change in elevation from one end of U.S. 34 to the other, passing through the Fall River Entrance, the portion of the highway within the historic district largely follows a horizontal plane along the irregular but relatively steady edge cut at the base of McGregor Mountain and provides a consistent point of orientation (Photos 3 and 4). Ratios of open to occupied space are consistent with historical precedents, with the matured landscape—an intended effect of a naturally dynamic feature—the most dominant element of the property, framing all points within the district. This is the result of the landscape architect's commitment to the aesthetic of the park during both the 1930s and 1960s development periods, with areas purposefully returned to a naturalized appearance after the completion of work. This is particularly important in the enclosure of U.S. 34, where the tree line, following the length of the corridor, provides continuity and helps anchor lines of sight (Photos 2, 3, and 4; Figure H13). While the vegetation leads to some loss of definition as it blends into the broader landscape of the parkland, the district's edges are relatively well defined by the hardscape of U.S. 34 at the Fall River Entrance and the topography at the Bighorn Ranger Station Area, which provides a natural mechanism for identifying viewscapes, points of orientation, and linkages between the two functionally-related development areas. No substantial construction has occurred within the historic district since 1960, the clustered development of the Bighorn Ranger Station Area and Fall River Entrance the defining manmade components of the district. Viewed against the backdrop of the park, they are, however, secondary elements of the property, the diminutive nature of the Fall River Entrance and the naturalistic construction of the Bighorn Ranger Station allowing the landscape to take priority. Contemporary signage along the U.S. 34 corridor recedes into the background and does not alter perception of the space.

Views and Vistas

Views within the historic district are carefully framed by the alignment of the highway and the coniferous forests that line the abutting ridges at the base of McGregor Mountain. At the eastern end of the historic district—terminating approximately 200' west of the park's boundary—U.S. 34 provides views that open toward Castle Mountain in the distance, to the east, yet are sheltered from the Fall River Visitor Center, constructed in 1993, which lies east of the park's boundary as the highway begins its descent into Estes Park (Photo 1).[4] Facing west at the eastern end of the district, one's view opens into a carefully executed expanse characterized by dramatic views of Bighorn Mountain and ridges to the west, with the highway cutting through the wooded medians and northern slopes, which effectively frame the roadway as it reaches the horizon, beginning its curve toward Horseshoe Park (Photos 2 and 3; Figures H13 and H15). The effect is particularly dramatic, with the Fall River Entrance and U.S. 34 at the foreground, juxtaposed against the background of the forests and Bighorn Mountain, which lends scale to the cultural and natural features of the landscape. Passing into the interior of the district, views to the north are framed against the backdrop of McGregor Mountain before dissipating into the tree line that frames the highway corridor along the boulder-strewn landscape (Photo 6). Views to the south along the U.S. 34 corridor are generally sheltered by a thin tree line; however, the landscape opens into a

[4] All areas and features within the historic district boundary fall under the ownership of the National Park Service, inclusive of infrastructure such as U.S. 34/Fall River Road within the limits of ROMO.

wide expanse of meadow to the south as one approaches Aspenglen Campground. The total of this viewscape opens to the scenery of Deer Mountain, which provides a substantial stage against which the diminutive built elements of Fall River Entrance in the foreground are viewed.

Ascending the access road into the Bighorn Ranger Station Area, views within this area are primarily insular due to the wooded hillside (Photo 14), but views toward the eastern end open toward McGregor Mountain to the north and Deer Mountain to the south. There also is an important linkage in views between the Bighorn Ranger Station Area and Fall River Entrance, with the former situated on the sculpted terrace above U.S. 34, with views through the totality of the corridor, sheltered by the tree canopy. In addition, lines of sight open up between the Bighorn Ranger Station Area and Fall River Entrance at the eastern end of the district. Here, the Bighorn Ranger Station (Building 44), responsible for management and oversight of the area, overlooks the Fall River Entrance and its checking station (Building 353) and kiosks (Buildings 669-671), visible through the tree line. The view is returned in the other direction, with the Bighorn Ranger Station (Building 44) observable from the checking station (Building 353) at the Fall River Entrance. These intended views between the two development areas serve an important function in linking the totality of the landscape, as well as a practical purpose in providing a means for observing activity in each area.

Fall River Entrance

Circulation

Set on a northwest-southeast axis, U.S. 34 forms the key artery through the Fall River Entrance Historic District and into ROMO, extending into Trail Ridge Road, which serves as the principal vehicular circulation system through the park. The highway, within the historic district, is approximately .27 mi in length. The road—reconstruction of which was supervised by the Bureau of Public Roads (BPR) in 1933-1934—exhibits uniform design qualities along its length, resulting from the road's realignment in 1960 to facilitate entry into and passage out of the park at this highly-frequented entrance. A 24'-wide two-lane, asphalt-paved road at the eastern boundary of the historic district, moving northwest and approaching the entrance station, the roadway expands into an approximately 48'-wide surface divided into three inbound lanes by painted center stripes; each lane is intended to measure 10' in width, although moveable center kiosks (Buildings 670 and 671) allow for multiple configurations (Photos 3–5 and 7). Based on historic photographs, it appears that the curvature of the road as it extends into the three inbound lanes was possibly corrected (minimized) at some point following its construction; however, the extent and date of such change is unknown (Figure H13; note the wideness of the leftmost (southern) lane c. 1960). Passing through the entrance, the three inbound lanes converge into two lanes—the left (southern) lane providing passage for those turning into and out of Aspenglen Campground—before reforming a two-lane highway (Photos 12 and 13). The inbound lanes are separated from a single-lane outbound drive—which spurs from U.S. 34 at the western and eastern ends of the historic district—by inset medians that conform to the alignment of the roadway; the outbound lane features a scalloped pullout on its northern edge at the entrance,

allowing visitors to return maps and informational materials and interact with park staff as necessary (Photos 2 and 4). The length of the medians (approximately 1,168'), planted with native grasses and pine, is broken by three connectors, joining the inbound and outbound lanes: one before the entrance, one just after the entrance, and one at Aspenglen Campground Road.

The road has an engineered slope of three percent grade from one end of the historic district to the other, with minimal elevation change resulting in a relatively level plane, particularly at the entrance kiosks, where vehicles briefly stop before passing into the park (Photos 4 and 5). Beyond the asphalt, the highway's cross-section is characterized by graveled shoulders at the outer edges (north of the inbound lanes and south of the outbound lane); the northern edge exhibits a gentle foreslope, facilitating drainage outward, before extending into the adjacent landscape. Drainage also is promoted by the engineering of the roadway, with the subtle crowning of the road promoting flow of water toward the medians and outbound lane, depressed from the inbound lanes, and to the hillside and meadow beyond, to the south (Photos 4 and 6). Because of the extensiveness of the forest cover within the interior of the U.S. 34 corridor once through the entrance, cut and fill slopes are only prominent at the eastern end of the historic district, with a distinct cut line to the north as one enters the park; this area features a rounded section that minimizes the harshness of the transition from the hardscape to the natural (Photo 1). A series of scalloped pull-offs of compacted soil and gravel are located along the northern edge of U.S. 34, allowing visitors to stop along the corridor entering the park, particularly as one approaches the entry signage to the southeast of the checking station (Building 353), providing photographic opportunities (Photo 9). A singular pull-off is located on the south side of U.S. 34 at the terminus of the eastern boundary of the historic district, allowing visitors to view Deer Mountain to the south and the highway corridor as it begins its descent to Estes Park to the southeast.

Toward the center of the U.S. 34 corridor, approximately 300' northwest of the entrance, is the former site of the 1921 checking station, relocated to the park's new eastern boundary in 1933-1934. The checking station is no longer extant, having been razed in 1961. Still present, though, on the north side of U.S. 34, is the parking area originally constructed for the checking station (Photo 11; Figures H4, H5, and H7). Extending seamlessly from the roadway, the parking area measures approximately 46' x 20' and is delineated by a coursed masonry curb dating to 1933-1934. It is a character-defining feature of the landscape, treated as a singular feature (**contributing site**).

Small Site Features

Character-defining small-scale features associated with the Fall River Entrance include a linear arrangement of boulders, which stretches from the eastern boundary of ROMO to the park entry sign, a total length of approximately 718'; approximately 455' of this arrangement is within the historic district boundary (Photos 1 and 9). While the arrangement is situated near the road bed at the eastern end, it widens to the west, forming a boundary or barrier for the pull-off approaching the entrance sign. The arrangement is characterized by variable spacing, although, on average,

the barrier rocks—which are flat, naturally-shaped sedimentary boulders measuring between 2' and 3'-6" across—are spaced 25' to 30' apart. At the entrance sign, a grouping of small boulders sets off the area before terminating into the tree line. Although the exact age of the particular alignment is unknown, the pull-off existed as early as c. 1966 (Figure H20) and boulders were historically utilized along the corridor to mark its boundaries; thus, the existing alignment is considered a compatible feature that contributes to the historic character of the site.

The most substantial small-scale feature associated with the Fall River Entrance is the ROMO entrance sign **(non-contributing object**), located approximately 170' southeast of the checking station (Building 353) along the north side of U.S. 34 (Photo 9). The sign, oriented to the southeast, is situated within the aforementioned gravel pull-off, delineated by boulders. Based on historic aerial imagery, the sign appears to date from c. 1995. It is characterized by a rectilinear stone base that extends into a tapered pier at the northern end, to which a wood NPS insignia is affixed on the east side. Rising from the rectilinear base is a decorative post-and-rail timber section embossed with "Rocky Mountain National Park" and "Established in 1915."

A single corrugated pipe culvert with no headwall provides passage for Bighorn Creek under U.S. 34, just to the west of the entrance. While the culvert does not possess individual architectural or engineering significance, it dates to the reconfiguration of the drainage system at Fall River Entrance in 1960, is associated with the reconstruction of U.S. 34 and entrance station development, and contributes to one's understanding of the site as developed during the Mission 66 program (Photo 10). Thus, it contributes to the historic character of the site.

Small-scale features also include the 20' tall flagpole **(contributing object)** and light pole installed in 1960 at the Fall River Entrance, the former situated adjacent (to the east) of the checking station (Building 353) and the latter situated to the east of the southernmost kiosk (Building 669) (Photos 4, 5, 6, and 8; Figure H15). Situated immediately to the north of the checking station (Building 353) is a 1959 fire hydrant dating to the reconfiguration of the utility systems completed concurrently with redevelopment of the site during the Mission 66 program. Also located along the corridor are wood posts, which serve as vehicular barriers at medians and steep side slopes to the south (Photos 2 and 4). Although the exact age of the particular alignment is unknown, such mechanisms were historically utilized along the corridor during the Mission 66 development period to mark road boundaries in an unobtrusive way; thus, the existing system is considered a compatible feature that contributes to the historic character of the site.

Other types of small-scale features associated with the Fall River Entrance include contemporary informational and directional signage located along the corridor, as well as a wood box for returning informational materials, located adjacent to the southernmost kiosk (Building 669). All directional and regulatory signs are metal panels on metal posts. Such features represent the evolution of signage necessary to support visitor use of the park and do not detract from the character or integrity of the district; thus, they are considered compatible elements of the

property. Given their age, however, postdating the Mission 66 period, they do not contribute to the historic character of the landscape as a contributing site.

Buildings and Structures

Buildings associated with the Fall River Entrance include the interrelated checking station (Building 353) and three kiosks (Buildings 669-671), spanning U.S. 34 approximately 645' northwest of the historic district's eastern boundary (Photos 3, 4, and 5; Figures H25–H27). All were constructed in 1960 in association with redevelopment of the Fall River Entrance. Measuring 14'-6" x 13'-6", the checking station (Building 353) (**contributing building**) is a one-story, side-gabled frame building located on the north side of U.S. 34; it is oriented to the southwest (Photos 5 and 8; Figures H14 and H15). The building is situated on a poured concrete foundation and sheltered beneath a wood shake-clad roof with broad, open eaves, which have a 1'-9" overhang. The roof is finished with a wood fascia and sheet metal gutter. Walls are 3-⅝"-thick and clad with vertically-laid, 1" x 10" shiplap wood siding set with a "v" joint. A single-leaf pedestrian entry filled with a glazed aluminum door is located just east of center on the façade (southwest elevation), providing access to the office, closet, and lavatory on the interior. A band of aluminum windows flank the entry to either side, wrapping the east and west corners onto the southwest and northwest sides, respectively. The window abutting the façade entry to the west features sliding aluminum sashes, while the outer windows have fixed panes. The northwest side is punctuated by a single-leaf pedestrian entry with solid-core wood door at the eastern corner and a single aluminum sliding sash window at the western corner. The southeast elevation features a single aluminum sliding sash window, and the rear (northeast) elevation exhibits a single one-over-one, double-hung aluminum sash window.

The two kiosks (Buildings 670 and 671) (**contributing buildings**) flanking the central inbound lane were designed to be moveable and are situated on wood skids that allow them to be relocated to accommodate wide loads and equipment such as snowplows (Photos 4, 5, and 7; Figures H14, H15, and H19). Each kiosk measures 11' x 4'-½" but the skids give the buildings overall dimensions of 14' x 4'-7-½". The 3-⅝"-thick walls are clad with vertically-laid, 1" x 10" shiplap wood siding set with a "v" joint, and the gabled roofs are clad with wood shakes set with a Boston ridge, providing a weather-tight joint. The roof is finished with a wood fascia, and fluorescent lighting is inset below the eaves. The northeast and southwest sides of each kiosk feature an off-center single-leaf pedestrian entry with glazed pocket door. To the east is an aluminum window with one single-light sliding sash and one single-light fixed sash; to the west, the original single-light fixed aluminum window has been replaced with a wood inset. The southeast and northwest sides are punctuated by a full-width, single-light fixed aluminum window that provides a full view of approaching traffic. Removable bollards are inset in the pavement at the front of each kiosk, designed to provide additional protection from passing motorists.[5]

[5] The dates of the current bollards are unknown; however, bollards are shown in the same locations in December 1960 views of the Fall River Entrance (see Figures H13 and H15).

Unlike the central two kiosks, the outermost (southern) kiosk (Building 669) (**contributing building**) was designed to be fixed and is founded on a poured concrete base, with battered concrete curbing extending well beyond the footprint of the kiosk to the north and south, 16' and 9' respectively (Photos 4, 5, and 6; Figure H15). The total overall dimensions of the kiosk, including curbing, is 36' x 6'. The curbing was originally designed to frame plantings, but these areas are presently only maintained as turf. The kiosk itself is otherwise undistinguished from the other two kiosks (Buildings 670 and 671).

Bighorn Ranger Station Area

Circulation

Vehicular access into and through the Bighorn Ranger Station Area is via a paved two-lane road located at the western end of the historic district, which was originally constructed in 1935 as part of Civilian Conservation Corps (CCC) development of the area; the access road, which was improved in c. 1960 in association with the redevelopment of the Fall River Entrance, extends north and then east, cutting through the pine forest and ascending to the low terrace upon which the buildings at the Bighorn Ranger Station Area are situated. The road has no markings, and its edges are irregular and eroded along its western edge as it begins its ascent from U.S. 34 (Photo 13). Meandering along the hillside, the road expands into a rectangular parking area in front of the garage and woodshed (Building 169, converted to an office and garage), approximately 300' from the start (Photos 14 and 21). Continuing eastward, the paved drive changes over to a compacted soil base, passing in front of the pump house (Building 869) and encircling the former barn and stable (Building 168, converted to a storage shed). Here, the access road terminates in a terraced parking area, stabilized with field boulders along the southern edge. The access road is a character-defining, contributing feature of the site.

At this eastern parking area, the road junctures with a maintenance road presently (2016) being graded, winding northwesterly through the wooded parkland along Bighorn Creek. While a two-track road was historically located in this area, the maintenance road as it exists now has been heavily modified by periods of regrading resulting from flooding and erosion of the hillside. Because it is largely outside of the boundary of the historic district and has been substantially modified in recent years, this maintenance road is not considered a character-defining or contributing feature of the site.

Pedestrian circulation systems within the Bighorn Ranger Station Area include fieldstone steps extending down slope from the Bighorn Ranger Station (Building 44) and a fieldstone pathway connecting the station and the garage and woodshed (Building 169), which extends into a terraced platform in between the buildings (Photo 19; Figures H16 and H17). These features are consistent with the New Deal-era development of the site and are considered character-defining contributing features of the site.

Small Site Features

Character-defining small-scale site features associated with the Bighorn Ranger Station Area include the c. 1940 flagpole (**contributing object**) (Photo 18) installed along the terrain down slope from the Bighorn Ranger Station (Building 44), opposite the access road; the c. 1935 metal culvert with stone headwalls (Photo 25) providing passage for Bighorn Creek under the Bighorn Ranger Station Area access road; and the c. 1935 metal culvert with stone header (Photo 24), which provides site drainage to the south of the garage and woodshed (Building 169). The two culverts, reflecting the New Deal-era development of the landscape, are considered character-defining, contributing features of the site. Also associated with the area are two c. 1960 fire hydrants dating to reconfiguration of the utility system at the Fall River Entrance during the Mission 66 program; one of these hydrants, to the west of the Bighorn Ranger Station (Building 44) was previously sheltered within a frame structure, designated as a hose house (Building 952), but the frame shelter was demolished at an unknown date. Character-defining features also include a linear arrangement of boulders, extending from the juncture of the access road with U.S. 34 northward and following the alignment of the access road as it climbs the hillside (Photo 13). The date of this arrangement, characterized by variable spacing of sedimentary barrier rocks, is unknown; however, in character with the alignment along U.S. 34/Fall River Road, the existing alignment is considered a compatible feature that contributes to the historic character of the site.

Buildings and Structures

Situated toward the western end of the Bighorn Ranger Station Area access road, the Bighorn Ranger Station (Building 44) (**contributing building**), converted to an employee residence c. 1947, is situated in a grassy clearing located amidst the ponderosa pine that characterizes the surrounding boulder-strewn hillside. Constructed in 1935, the building is a one-and-one-half-story, three-bay, cross-gabled, "T"-plan log dwelling measuring 46'-2" x 42'-11" (Photos 15–17; Figures H8, H16, and H21). The building, characterized by a prominent north-south-oriented block and minor east-west-oriented block, is situated on an uncoursed fieldstone foundation—exposed between 8" and 2'-4"—that is punctuated by four two-light wood sash casement windows. The cross-gabled roof is clad in wood shakes and features exposed rafter tails and purlins. The roof is punctuated by two interior chimneys clad in uncoursed fieldstone, one at the ridge and one at the intersecting gables to the west. Walls are constructed of log with double saddle notching, set with a combination of sapling and cement chinking. The single-leaf façade (southwest) entry is filled with a solid-core wood door with four upper lights, which is preceded by a wood screen door. The door opens onto an uncoursed fieldstone porch inset within the prominent front gable, which is supported by log columnar supports; the porch opens onto a series of three fieldstone steps at its eastern end. A secondary single-leaf pedestrian entry is located on the southeast side; it is occupied by a two-light solid-core wood door with wood screen door and opens onto a fieldstone stoop. Six-over-six, double-hung wood sash windows, found both singly and in pairs, are located throughout the first floor, except in the projecting western mass, which features a tripartite window with central picture window flanked by four-

over-four, double-hung wood sashes. The façade (southwest) gable is occupied by one-over-one, double-hung wood sash windows, and the rear (northeast) gable is characterized by a sliding sash assembly. The gable ends were originally pierced by a louvered vent; the current window assemblies were installed at an unknown date. The minor gable to the west features a louvered vent. All windows are fronted by exterior wood storm windows.

The garage and wood shed (Building 169) (**contributing building**) is located approximately 20' east of and slightly down slope from the Bighorn Ranger Station (Building 44). Constructed in 1935, the building was converted to a garage and office in 1946 (Photos 20 and 21; Figures H9 and H17). Measuring 40'-7" x 21'-11", the building is oriented to the southwest and characterized by a one-story, single-pile form, situated on a poured concrete foundation. The side-gabled roof is clad with wood shakes and features exposed rafter tails. Log walls are set with double saddle notching at the corners. The façade (southwest) exhibits two single-leaf pedestrian entries toward the western end; both are occupied by a solid-core wood door with upper light. Offset between the openings is a fixed six-light wood sash window. Both the window and eastern door were added during the 1946 conversion. The eastern half of the façade, fronting the garage, is characterized by two oversized double-leaf entries occupied by paired hinged doors comprised of diagonally-laid boards framed with battens. The end (northwest and southeast) sides are each punctuated by two six-light fixed sash wood windows, and the rear (northeast) side is fronted by four four-light fixed sash wood windows.

Located approximately 135' east of the garage and woodshed (Building 168), opposite Bighorn Creek, the pump house (Building 869) (**noncontributing building**) was constructed in 1983 (Photo 22). It is a small, one-story, single-bay frame building situated on a poured concrete foundation. The building is sheltered beneath a wood shake-clad side-gabled roof and clad in vertically-laid shiplap wood siding. The single-leaf pedestrian entry is centered on the southwest façade and occupied by an unglazed metal door.

The barn and stable (Building 168) (**contributing building**), constructed in 1935 and later converted for storage, is located approximately 120' east of the pump house (Building 869) at the terminus of the Bighorn Ranger Station Area access road (Photo 23; Figure H18). Measuring 30' x 19'-4", the one-story, two-bay log building is situated on a low poured concrete foundation. The wood shake-clad side-gabled roof exhibits exposed rafter tails; louvered vents front the gable at each side (southeast and northwest) elevation. Log walls are set with double saddle notching at the corners. A single-leaf pedestrian entry is centered on the southwest façade, occupied by an unglazed door comprised of diagonal boards set with battens. To the east is a single window opening with four-light sliding wood sashes. A wide-set secondary pedestrian entry is located on the northeast side, and a single window opening with four-light wood sash window punctuates the rear (northwest) elevation. Hinged tubular metal gate sections form a corral around the rear of the shed.

Integrity

The Fall River Entrance Historic District retains a high degree of integrity of location, setting, design, materials, workmanship, feeling, and association.

- *Location*. The property is in its original location.

- *Setting*. The property retains its original setting, characterized largely by the viewsheds defined by the hillsides wooded with pine, Douglas fir, and aspen, which open up to McGregor Mountain, Bighorn Mountain, and Deer Mountain, to the north, west, and south, respectively. Interior views are insular, protected by the landscape's vegetation, and help convey spatial linkages between the Bighorn Ranger Station Area and Fall River Entrance. Contemporary development of properties such as the Fall River Visitor Center are located outside the historic district, beyond the park's boundary, and are shielded from view by vegetative cover. Minor changes within the district, such as the installation of contemporary informational and directional signage, are necessary components that promote usability of the property and do not diminish one's perception of the setting.

- *Design*, *Materials*, and *Workmanship*. The Fall River Entrance Historic District retains a high degree of integrity of design, materials, and workmanship, three inherently interrelated concepts. The property retains the overall relationship between and among its constituent parts, defined by the Bighorn Ranger Station Area and Fall River Entrance, linked spatially by the combination of U.S. 34, the access road, and the intermediate landscape, including features such as Bighorn Creek, which spans the historic district northeast-southwest. Beyond some curve correction where it splits into inbound and outbound lanes, U.S. 34 as the principal vehicular artery retains its original alignment and configuration as reconstructed during development of the Fall River Entrance; the curve correction was completed at an unknown date, likely c. 1980s. The built components associated with the Fall River Entrance retain a high degree of integrity, with changes limited to the replacement of glazing at one window on each side of the kiosks (Buildings 669-671) with a wood inset. Components associated with the Bighorn Ranger Station Area likewise retain a high degree of integrity and stand as outstanding examples of NPS Rustic architecture, characterized by original log construction and wood windows and doors that reflect the naturalistic tenets of the period. The access road follows its original alignment, and small-scale features such as the culverts are wholly intact.

- *Feeling*. With the original setting, materials, design, and configuration intact at both the Bighorn Ranger Station Area and Fall River Entrance, the property appropriately reflects its periods of development and the interrelatedness of the two functionally-linked areas, capturing the naturalistic tenets of the New Deal-era constructions at the Bighorn Ranger Station Area and the minimalist Mission 66-era components of the Fall River Entrance, the total of which are designed and situated so as not to compete with the surrounding landscape. As such, the Fall River Entrance Historic District continues to appropriately

express its original intent, as evidenced in the evolving policies and management practices of the NPS.

- *Association*. The Fall River Entrance continues to be utilized as one of the park's most popular entrances, with visitors arriving from Estes Park on U.S. 34. In addition, the components at the Bighorn Ranger Station Area continue to support park operations. Taken together, continued use of the property for its original purposes supports one's understanding of the Fall River Entrance Historic District's evolution and use over time.

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.)

- [X] 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.
- [X] 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.)

- [ ] 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 old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
GOVERNMENT/POLITICS
COMMUNITY PLANNING AND DEVELOPMENT
ARCHITECTURE

Period of Significance
1935–1966

Significant Dates
1935
1960

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Edward A. Nickel/architect, NPS Branch of Plans and Design, Western Division
Civilian Conservation Corps
Jen Larsen/landscape architect, NPS Western Office of Design and Construction (WODC)
Thomas DeHaven/landscape architect, NPS
Lyle E. Bennett/architect, NPS WODC
A&H Builders, Inc./contractors

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Fall River Entrance Historic District—inclusive of only the Bighorn Ranger Station Area and associated buildings—was previously listed in the NRHP on January 29, 1988 as part of the Rocky Mountain National Park Multiple Resource Area (MRA) under the *Multiple Resource Nomination for Rocky Mountain National Park*, with its significance defined under Criterion C for its association with the theme of NPS Rustic architecture. The property was also associated with the *Historic Park Landscapes in National and State Parks Multiple Property Listing*, completed in 1995, eligible as a "minor developed area" subtype of a historic park landscape, related to CCC-era development of ROMO; although, landscape features associated with the historic district were not enumerated under this additional context. While the amended Fall River Entrance Historic District retains sufficient integrity as a quality, well-preserved example of CCC-era construction at ROMO to continue to reflect local significance under these contexts, the property—anchored by the 1935 Bighorn Ranger Station Area development and the 1960 Fall River Entrance—also is locally significant under Criterion A in the areas of Government/Politics and Community Planning and Development, reflective of the evolution of NPS planning and design theory from the 1930s New Deal-era period of investment to the far-reaching Mission 66 program undertaken between 1956 and 1966 to address deficiencies resulting from nearly two decades of disinvestment. The Fall River Entrance also is eligible as an associated property type—"interpretive service structures," entrance station—under the *National Park Service Mission 66 Era Resources Multiple Property Listing*, reflective of the specific attention given to entrance facilities by the NPS and ROMO during the period in an effort to modernize amenities and facilitate day-use visitation of the park. The period of significance for the Fall River Entrance Historic District begins in 1935, with the construction of the Bighorn Ranger Station Area and associated buildings and ends in 1966, coinciding with the final stages of reconstruction of U.S. 34 associated with improvements to Trail Ridge Road, the park's major thoroughfare, and full utilization of the Fall River Entrance. While the broad Mission 66 program and its activities continued throughout the NPS system and at ROMO until 1972, under the auspices of the subsequent Parkscape U.S.A program, no significant activity occurred within the Fall River Entrance Historic District during this period. Thus, it is excluded from the period of significance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Government/Politics and Community Planning and Development

The Fall River Entrance Historic District is locally significant under Criterion A in the areas of Government/Politics and Community Planning and Development, reflecting the evolving tenets of the NPS's planning and design theory from the New Deal era of the 1930s to the Mission 66

development period between 1956 and 1966. Anchored by the Bighorn Ranger Station Area and Fall River Entrance—spatially and functionally linked as one development area—the Fall River Entrance Historic District is perhaps a unique example at ROMO, capable of capturing the spirit of the park's two most significant development programs as reflected in the building stock and its relationship to the natural landscape. Indeed, the historic district provides a mechanism for understanding how the NPS and ROMO engaged responsive design during each of the two eras of development to address changing park needs and shifting philosophies in park use and visitor management.

The work program carried out at ROMO during the New Deal era by the nation's public works program—primarily the CCC—resulted in a broad range of improvements that was made available to the park only as a result of the large public workforce available during the Depression. Functionally, public works programs fell into three primary areas, including road and infrastructure improvements, building programs and park aesthetics, and protection from insects and fire. Of these, the building and landscape improvements completed during the period became the most visible symbol of the agency's work, embracing an aesthetic that reveled in the park's natural assets. At ROMO, this was reflected in celebrated developments such as the build-out of the Fall River Entrance area, with the relocation of the entrance station in 1933-1934 and the development of the Bighorn Ranger Station Area in 1935. The latter, in particular, carefully sited along a sculpted manmade terrace that respected the natural contours of the land, became a hallmark of the period's design and planning philosophies, reflecting the responsiveness of New Deal-era planning to the contextual setting. While the buildings were the showcase pieces, they were balanced by the seamless integration of necessary infrastructure into the landscape, with the access road carefully meandering through the pine forests, terminating in a boulder-lined parking area that blended into the adjacent hillside. Other site features such as culverts with stone detailing, the masonry-lined parking area at U.S. 34, and retention of the boulder-strewn forested landscape that sheltered the site and the U.S. 34 corridor further promoted the intended aesthetic, the naturalized manmade features emerging as an outgrowth of the environment amidst which they were situated.

Work of the New Deal era was retained during future improvements and carefully balanced with new developments resulting from the inauguration of the NPS's Mission 66 program in 1956, which ushered in an era of renewed funding that allowed ROMO to address deficiencies resulting from limited funding of the 1940s and early 1950s—stemming from the onset and political aftermath of World War II—and allowed park administrators to start the process of rehabilitating the image of the NPS as perceived by swelling numbers of visitors, who rushed to experience the scenic qualities of the park in an era of personal affluence. Most significantly, the program facilitated the agency's ability to address its administrative and functional needs in advance of the agency's 50th anniversary and promoted an improved visitor experience focused on catering to a management philosophy grounded in a day-use model of visitation. With this, the rehabilitation and improvement of significant travel corridors became an important component of the work program, designed to promote efficient travel into, through, and out of the park. Alongside the focus on corridor improvements and day-use visitation, NPS

administrators and particularly those at ROMO placed an emphasis on improving entrance stations, which served as the visitor's first line of introduction to the park. At ROMO, this was nowhere more important than at the Fall River Entrance, the redevelopment of which ranked as one of the park's top priorities. The completion of the entrance between 1959 and 1960 marked it a significant example of prevailing Mission 66 philosophy, the reconfigured portion of U.S. 34 a discrete example of highway specifically crafted to address changing management practices under the auspices of the Mission 66 program. The redeveloped Fall River Entrance also reflects evolving NPS principles of planning and construction from the 1930s to the 1960s, with buildings given over to modernist trends in an era of cost effectiveness, which afforded additional opportunities for standardized designs in utilitarian constructions such as comfort stations and entrance stations under the centralized services of the Western and Eastern Design and Construction Offices in San Francisco and Philadelphia, respectively. Under this supervision, efficiency of design and construction ruled, promoting the NPS's ability to rapidly meet the demands of the 10-year Mission 66 program designed to implement large-scale building programs at parks such as ROMO. At the Fall River Entrance, such planning resulted in diminutive, standardized constructions cast in naturally-toned materials that allowed them to recede into the background, carrying forward the focus placed on the landscape in the preceding decades as evidenced by the development of the spatially and functionally-related Bighorn Ranger Station Area during the 1930s. The total of the landscape, then, characterized by the park's two significant periods of development, provides a distinctive example that aptly illustrates evolving development philosophies at ROMO from the early-to-mid twentieth century and the Mission 66 program's responsiveness to the New Deal-era establishment of the Fall River Entrance in consideration of evolving park management, architectural, and societal trends of the period.

Criterion C: Architecture

The Fall River Entrance Historic District—specifically the Bighorn Ranger Station Area—also is locally significant under Criterion C as a definitive example of a collection of buildings (Buildings 44, 168, and 169) that reflect the use of NPS Rustic architecture, in this case executed by the CCC under the auspices of the NPS design program. Evolving from romanticized approaches to building construction during the early twentieth century, NPS Rustic architecture matured during the Depression era, with a preciseness in carefully siting buildings to topography and crafting an aesthetic that was fluid with the landscape, the locally sourced, handcrafted building materials an outgrowth of nearby vegetation; the effect was an architecture designed to disappear from the landscape, minimizing the impacts of man's involvement on the natural landscape. Rustic architecture was employed by many, but mastered by the NPS. Perhaps as a matter of necessity, the NPS, charged with stewardship of the nation's natural heritage, required an architecture that complemented the scenic qualities of the parks in which it was located, allowing buildings such as administrative offices, ranger stations, comfort stations, and utility structures to recede into the background, minimized against the backdrop of nature. Emerging from the design and planning offices was what has become known as NPS Rustic architecture, which celebrated the sensual appeal of the natural in its execution of contextual architecture cast

in natural materials, earthly tones, and building forms that were sculpted to the adjacent terrain. The Bighorn Ranger Station (Building 44), garage and woodshed (Building 169), and barn and stable (Building 168) at the Bighorn Ranger Station Area aptly illustrate the tenets of NPS Rustic architecture at ROMO. Crafted in native stone and massive logs taken from the Fall River watershed, the buildings embody the ethos of the period as espoused in NPS design standards of the era and stand as hallmarks of the Depression era, evoking the spirit of the early development of the Fall River Entrance.

Developmental Context for the Fall River Entrance Historic District

Construction of Fall River Road, 1913–1920s

The legacy of the Fall River Entrance dates to the early history of the park, following on the establishment of ROMO by President Woodrow Wilson's signing of the Rocky Mountain National Park Act on January 26, 1915. At that time, the construction of Fall River Road was already underway, thanks to the efforts of local boosters who recognized the economic benefit of providing better access for the growing number of tourists to the region. Fall River Road would become the first transmontane road constructed in ROMO, crossing the continental divide and connecting Estes Park on the eastern slope to Grand Lake on the west side of the park and allowing visitors to drive a loop through the park from Denver. Construction began in 1913, but was not completed until 1920. From the beginning, the narrow road with sixteen sharp switchbacks attracted large numbers of visitors, but it proved treacherous and difficult to maintain. Nevertheless, it was the main route through the park until construction of the Trail Ridge Road in the 1930s.[6]

The road roughly follows the route of a trail used by Arapaho people to cross the Front Range at Fall River Pass. The U.S. Forest Service (USFS) improved the trail when they managed the land as part of the Colorado National Forest in the early twentieth century. As tourism in the area increased, local boosters pushed for development of a transmontane road to help foster commerce, often promoting their cause in the local newspaper, the *Estes Park Trail*. In June 1913, Larimer and Grand Counties entered an agreement with the state highway department to build a road over Fall River Pass to connect Estes Park and Grand Lake. The *Estes Park Trail* provided regular reports on the progress of construction, which is discussed in detail in the Historic American Engineering Record (HAER) documentation for the road. Initial work was completed using convict labor from the Colorado State Penitentiary at Cañon City, but, after about the first year, they were replaced with contractors; several worked on the road before its completion, with N. I. Jacobson overseeing much of the work on the east side of the road and Richard W. McQueary completing the western section. Throughout construction, the NPS considered the Fall River Road to be a state road and allocated no funds for its maintenance, although records suggest that they expended some resources to address pressing issues that the state would not fix; within the park, Fall River Road is presently owned by the NPS. In 1917-1918, when the state highway commission and local boosters clashed over the final route of the

[6] Richard H. Quinn, "Fall River Road," HAER No. CO-73, Historic American Engineering Record, 1993.

road over the continental divide, ROMO Superintendent L.C. Way insisted that their main interest was simply the completion of the road in any case; ultimately, the Secretary of the Interior selected the more scenic and more expensive "Highline" route over Fall River Pass preferred by the boosters. Even with this issue settled, though, the poor performance of certain contractors, increasing costs, labor shortages, and difficult conditions led to repeated delays, and work was not completed until 1920. In total, the NPS invested over $37,000 between 1915 and 1923 to support construction of Fall River Road, while the Colorado State Highway Department spent $261,997.79.[7]

In 1920, in anticipation of completion of Fall River Road, the NPS made arrangements for construction of the first iteration of the Fall River Entrance, an elaborate Rustic-style entrance station at the park's eastern boundary, on land donated by Dr. and Mrs. H. E. James with funds of $1,500 donated by Frank Woodward.[8] The entrance was designed by Park Ranger Babcock to include two log cabins connected by a gabled timber portal over the road (Figures H1 and H2). As later described, each building contained living space, and one also featured men's and women's restrooms. The larger unit, which survived longer than the remainder of the checking station (eventually being razed in 1961 following Mission 66 redevelopment of the Fall River Entrance), contained 450 sq ft of space. It exhibited log frame on log sill construction with log walls, wood floors, a wood shingle roof, and a stone chimney, typical of the NPS Rustic style.[9]

From the beginning, Fall River Road required considerable maintenance to widen sharp switchbacks, repair fallen retaining walls, fill mud holes, and build bridges and culverts. Most work was carried out by R.W. McQueary "under contract with the Park Service but administratively attached to the state highway department," which maintained ownership of the road until 1929.[10] Early reports also chronicle the extraordinary efforts needed for snow removal along the route. Consequently, discussions of building a new route began shortly after Fall River Road's completion. A 1927 survey recommended construction of Trail Ridge Road, and the NPS allocated funds for it that year, completing the majority of construction by 1932. While original plans called for complete abandonment of Fall River Road, proponents of its scenic qualities pushed for its retention, resulting in the preservation of the eastern segment of the road as a one-way uphill scenic drive. The easternmost portion of the road would continue to serve as one of the park's main entrances, providing connection to the new Trail Ridge Road.[11]

[7] Ibid.
[8] Letter from L.C. Way to the Director, October 18, 1919, unpublished manuscript, located in the files of the National Archives and Records Administration (NARA), Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-79-94-148, General Correspondence Files, 1918-1954, Box 39, Folder 601-11 "Park Entrances."
[9] *The Master Plan for Rocky Mountain National Park* (1936), located in the files of the Rocky Mountain National Park, Estes Park, Colorado; "Building 20," Historic Building File, located in the files of Rocky Mountain National Park, Non-Extant Structures, ACC ROMO-01165, Box 1; Richard H. Quinn, "Fall River Road," HAER No. CO-73, Historic American Engineering Record, 1993.
[10] Richard H. Quinn, "Fall River Road," HAER No. CO-73, Historic American Engineering Record, 1993.
[11] Ibid.

The park's eastern boundary was revised several times in its early history, resulting in the corresponding relocation of the Fall River Entrance. In June 1926, the Rustic-style gateway was moved to the new boundary at Horseshoe Park, which satisfied the NPS's goal of being able to "put up a gateway and ranger station at this location, and to control the immediate surroundings so as to prevent the future construction of stores or other buildings that might be considered detrimental."[12] In 1933-1934, following expansion of park boundaries and reconstruction of the easternmost portion of Fall River Road, the Fall River Entrance was again relocated, with the checking station moved to within approximately 300 ft of its current location (Figure H3). The new site was complemented by landscaping work that naturalized the site following construction; installation of a parking area set with masonry curbing was included as part of this project. With work completed by the Civil Works Administration (CWA) during the winter of 1933 and 1934, the new location provided for improved park entry along the highly-traveled corridor (Figures H6 and H10).

The reconstructed Fall River Road was a modern roadway with a more moderate grade, fewer sharp curves, and an improved surface, designed to accommodate the growing number of tourists entering the park here. The section of the road between Endovalley and Fall River Pass remained in a more primitive condition. The Final Construction Report for the road improvements dated May 18, 1935 provides detail about the work completed. The project extended 2.108 miles from the intersection of the Old Fall River Road and the High Drive project to a point on the existing Fall River Road near the eastern park boundary. The new road measured 24' shoulder to shoulder, with a 5' ditch. Corrugated galvanized metal pipe culverts with masonry headwalls provided drainage under the roadway, and approximately 800 cubic yards of hand-laid rock embankment reinforced a steep hillside. Sand and stone for the project were sourced from within the park.[13]

The project was funded by the National Recovery Act, with an initial allotment of $36,000 for construction and $4,000 for engineering provided under Allotment Advice No. 43, dated September 11, 1933. In 1935, $1,000 of the initial allotment was shifted to fund other improvements in the park, and, later, the allotment was revised to $29,099.81 for construction and $3,100 for engineering, with the remaining funds transferred for post-construction maintenance of this and other roads. The project was advertised on September 12, 1933, and awarded to Everly & Allison of Albuquerque, New Mexico with a bid of $30,978.30 on September 27, 1933. Labor was to be provided by local men listed with the National Reemployment Service. T. N. Miller served as superintendent for Everly & Allison, and Robert

[12] Letter from Roger Toll to the Director, June 16, 1926, unpublished manuscript, located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-79-94-148, General Correspondence Files, 1918-1954, Box 39, Folder 601-11 "Park Entrances."

[13] Robert Coffey, "Final Construction Report (1933-34) on Fall River Highway," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 409, Rocky Mountain National Park Narrative, Report Comp NP-4-C-1935.

Coffey served as the chief engineer for the NPS. Work began on October 9, 1933 and continued through February 6, 1934, when poor weather conditions halted operations. Conditions did not turn favorable until April 16, when work was resumed for completion of the masonry headwalls, fine grading, and finishing. The project was completed on April 30, 1934, utilizing 141 of the 150 days allotted by the contract.[14] The primary task of this contract was grading the new roadway. Final surfacing was let under a separate contract. The work also included obliterating the old road in sections to restore the natural ground slope. The work was satisfactorily completed and accepted by the NPS. As reported in the HAER documentation of Fall River Road, "The *Estes Park Trail* described the new segment as 'level as a floor' and told readers 'it will be a revelation to you after traveling the old corduroy road which followed the same approximate route.'"[15]

With work on the modern roadway completed and the associated relocation of the Fall River Entrance finalized, park administrators turned their attention to much needed administrative facilities for rangers on the eastern side of the park. This would come in 1935, with the completion of the Bighorn Ranger Station Area, inclusive of a new ranger station (Building 44), garage and woodshed (Building 169, later converted to a garage and office), and barn with stable (Building 168, later converted to storage), designed by personnel of the Branch of Plans and Design, Western Division, under the supervision of Architect Edward A. Nickel, just inside the new entrance by the CCC.[16] A report for CCC Camp NP-4-C, under the direction of Camp Commander Lt. Robert F. Davies and Camp Superintendent R. B. Row, outlines the steps taken to construct these buildings, beginning with the cutting and transporting of logs and progressing to cutting logs into bolts, making roof shakes, pouring foundations, and cutting logs to length. It reports that these buildings were completed during the period ending March 31, 1935. A gravel truck trail accessing the Bighorn Ranger Station Area also was completed, and a water system, sewer system, and power lines were installed, "brought into the checking station and new ranger station underground" to hide them from view."[17] The completed buildings—and the Bighorn Ranger Station (Building 44) in particular—employed the natural materials and vernacular form associated with NPS Rustic architecture, including construction utilizing 10"-round logs with ¼" chinking, a roof composed of 6" log rafters with 4-½" wood shingles, and a brick chimney surfaced in stone with a stone firebox surround, hearth, and mantle. The barn (Building 168)

[14] Ibid.
[15] Richard H. Quinn, "Fall River Road," HAER No. CO-73, Historic American Engineering Record, 1993; Robert Coffey, "Final Construction Report (1933-34) on Fall River Highway," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 409, Rocky Mountain National Park Narrative, Report Comp NP-4-C-1935.
[16] Richard H. Quinn, "Fall River Road," HAER No. CO-73, Historic American Engineering Record, 1993; Architectural drawing, "Fall River Ranger Station," May 31, 1934, located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[17] Lt. Robert F. Davies, "Narrative Report for Period Ending March 31, 1935, for Camp NP-4-C," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 409, Rocky Mountain National Park Narrative, Report Comp NP-4-C-1935

likewise utilized 10" peeled logs for the walls and 8" sawn peeled logs for the roofing (Figures H8, H9, and H16–H18).[18]

The 1936 master plan for ROMO identified the Fall River Entrance Area as a "minor developed area" within the park, and more than 35 percent of the parks traffic was estimated as passing through the entrance (Figure H22).[19] The master plan describes the area, including the improvements made in the years immediately preceding its writing, including the moving of the checking station, the construction of two miles of new road at the entrance and an approximately one-quarter mile of gravel road to access the Bighorn Ranger Station Area, and the creation of a small parking area at the checking station with a footpath to access the comfort stations at the entrance. As completed from 1933-1936, buildings associated with the area included the relocated checking station (Building 20, now demolished), comprised of two buildings flanking the road connected by an archway; the new ranger station (Building 44) with living room, kitchen, two bedrooms, and a bathroom providing lodging for the ranger of the Northern District; the new garage and woodshed (Building 169) containing a two-car garage, storage room for coal and wood, and a small workshop; the new barn (Building 168) with space for three horses, hay, and grain storage; and a small corral attached to the barn. The area was fully served by utilities. Water was pumped from a diversion dam on Bighorn Creek, approximately 3,000' from the checking station. A 6,000-gallon storage reservoir to the north of the Bighorn Ranger Station Area (beyond the limits of the Fall River Entrance Historic District) helped to equalize the supply and provided capacity for fire protection; this reservoir was subsequently replaced in 1960 with a system of larger capacity.[20] Sewer service for the checking station and ranger station was provided by a temporary cesspool, but a septic tank was proposed. Both buildings were connected to a telephone line off of the main line crossing Fall River Valley. Single-phase electric wiring that could be upgraded to three phase was run in an underground conduit connecting to the Public Service Co. line.[21]

Park records chronicle minor upgrades and improvements made to the Bighorn Ranger Station Area buildings as they were utilized through the 1930s and 1940s. In 1938, the roofs of the ranger station (Building 44) and barn (Building 168) were painted. In 1941, Ranger Moomaw called for improvements to the ranger station (Building 44), including sanding the floors, installing linoleum flooring in the kitchen, painting the interior, and increasing the height of the chimneys. In 1947, a new shower house was constructed between the ranger station (Building

[18] Lt. Robert F. Davies, "Narrative Report for Period Ending March 31, 1935, for Camp NP-4-C," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 409, Rocky Mountain National Park Narrative, Report Comp NP-4-C-1935; Architectural drawing, "Barn (Fall River Entrance Area)," November 15, 1934, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

[19] Map, "Initial Route of Park Entrants on Major Roads, Season of 1936," located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-79-94-148, Folder 614 "Existing Roads History and Pertinent Data."

[20] The reservoir and well are outside the nomination boundary, and the NPS is the sole owner of all water rights associated with the Fall River Entrance Historic District.

[21] *The Master Plan for Rocky Mountain National Park* (1936), located in the files of the Rocky Mountain National Park, Estes Park, Colorado.

44) and the barn (Building 168); the shower house was demolished at an unknown date. Also that year, in 1947, a new power line was extended to the ranger station (Building 44), following which the barn (Building 168) was wired for electricity and the shop wiring was upgraded. [22]

Likewise, monthly reports for the Northern District from 1938 indicate that CCC workers and NPS staff continued to make minor improvements at the Fall River Entrance, including, for example, installation of a new telephone, a new electric outlet box, and a refrigerator in the south cabin at the checking station (Building 20). Given the importance of Fall River Entrance, a proposal was even made for locating ROMO's administrative headquarters at the entrance, with the proposal "considered long and seriously" by park administration.[23] During the winter months, CCC enrollees were responsible for checking at the Fall River Entrance from 8 a.m. to 5 p.m. daily. Reports from 1940 indicate that this practice continued, with NPS staff manning the entrance from 6 a.m. to 6 p.m. during peak summer months. Statistics from September—the end of the peak season—record 166,057 visitors and 46,349 cars had passed through the entrance during the first nine months of 1940. In 1941, U.S. 34 was improved and partially rebuilt between Estes Park Village and the Fall River Entrance. NPS staff reported a consequential significant increase in visitors that June, and suggested that "if this road is ever oiled, the checking force at F.R.E. will have to be enlarged."[24] In the following years, however, several monthly reports comment on continued terrible conditions on that road, which was often described as very rough and dusty despite frequent grading efforts, resulting in many complaints from visitors. Substantial improvements were finally initiated in late 1947.[25]

[22] "Needed Improvements for North District," January 8, 1941, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "Monthly Report – Northern District Utility Ranger," September 1, 1947, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.6, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "District Ranger's Monthly Report – Northern District," May 1947, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953.

[23] Letter from Thomas J. Allan, Jr., Superintendent, to the Director, May 4, 1937, unpublished manuscript, located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-79-94-148, General Correspondence Files, 1918-1954, Box No. 38, Folder 601-01.2 "Administration Site, Proposed."

[24] "Monthly Report – North District," July 1941, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953

[25] "Monthly Report – North District," August through December 1938, unpublished manuscripts, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.1, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "Monthly Report – North District," July 1940, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.2, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "Monthly Report – North District," July 1941, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection,

Visitation numbers at ROMO soared in the post-war era, more than doubling from 339,928 in 1945 to 808,115 in 1946 and increasing to more than 1,000,000 visitors in 1948.[26] To serve the rapidly growing numbers of visitors, improvements to the Fall River Entrance were contemplated through the 1940s and early 1950s. In 1941, Northern District Ranger Jack C. Moomaw suggested that a road around the south side of the checking station for exiting vehicles would address traffic problems at the gateway during the summer months. A letter from NPS Regional Director Lawrence C. Merriam to the ROMO superintendent dated March 5, 1948, transmitted plans for revision of the Fall River Entrance. Such plans were not identified during research for this project, but the letter indicates that the plans included "revision" of the checking station and widening of the roadway.[27] In a letter dated November 12, 1952, NPS Regional Director Howard W. Baker clearly outlined the lingering problem in addressing large numbers of visitors and offered a proposed solution for the Fall River Entrance:

> Since reconstruction of U.S. Highway 34 from Estes Park to the Fall River Entrance at Rocky Mountain National Park, the volume of traffic has increased to a point where the present facilities at this checking station are wholly inadequate. In addition, a definite hazard has always existed at this checking station because of the five per cent grade on that section west of the checking station within the park. Although numerous methods have been tried, it has not been possible to reduce the speed of outgoing traffic and the situation is very hazardous to men operating this checking station.
>
> The problem has been studied by various members of Mr. Canfield's staff and representatives from this office and opinions are unanimous that the only answer to the problem is a complete redesign of the checking station facilities and a separate lane for outgoing traffic separated from the incoming lanes. This will require construction of

Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "Needed Improvements for North District," January 8, 1941, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; "District Ranger's Monthly Report – Northern District," December 1947, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.6, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953.

[26] Maren Thompson Bzdek and Janet Ore, Ph.D., *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (Ft Collins, CO: Colorado State University, Public Lands History Center, 2010) 3.

[27] "Needed Improvements for North District," January 8, 1941, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.200 – Administration and Personnel, File Units 17, ACC ROMO-01192, Box 7, Folder 17.3, Series 001.03, 207-06-Reports-Rangers-Northern District, 1938-1953; Memorandum from Lawrence C. Merriam, Regional Director, to Superintendent, March 8, 1948, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.5:600 – Lands, Buildings, Roads, and Trails, File Units 9-22, ACC ROMO-01192, Box 15, Folder 9, Series 001.05, 601-11-Lands-Park Entrances 1936-1953.

> approximately one-half mile of new road and provision for three lanes of checking with storage capacity for approximately 60 cars on the incoming lanes.[28]

As a first step to achieving this end, he requested that the U.S. Bureau of Public Roads complete a survey of the entrance area; however, the following month he instructed them to hold off on such a survey, as the NPS planned a special study on the issue of park entrance design to be addressed by park superintendents that winter. Correspondence related to this study addresses a wide variety of issues, including providing information to visitors, permitting, creation of a checking station manual and training of personnel, hours of operation, the physical facilities required, signage, and housing of seasonal personnel. Meanwhile, in early 1953, the ROMO superintendent and the NPS acting regional director continued to push for a survey of the Fall River Entrance. It is not clear when this occurred, but by 1956, the NPS Landscape Architectural Branch had developed proposed plans for a new entrance. The plans depicted three entrance lanes separated by a median from one exit lane (Figures H23 and H24). The entrance station was moved to the southeast, and additional parking spaces were proposed near the old entrance station location, now shown as a comfort station and information station. Additional residences and dormitories for staff were proposed for the Bighorn Ranger Station Area. These plans were the first iteration of the changes that would be enacted, in part, during the Mission 66 era at the park.[29]

Improved Access: Mission 66 at the Fall River Entrance, 1950s–1960s

The 10 years preceding NPS's 50th anniversary in 1966 were ones of significant investment in park infrastructure, aimed at achieving appropriate balance between resource conservation and public enjoyment:

> To serve an estimated 2 million people who will visit Rocky Mountain National Park annually by 1966, all of the development and services at the Park must be so planned and managed as to conserve and protect the area's important natural features from destruction or damaging use, to protect the Park visitors, and yet provide means for such numbers to enjoy the Park.[30]

[28] Letter from Howard W. Baker, Regional Director, to B.W. Matteson, Division Engineer, U.S. Bureau of Public Roads, November 12, 1952, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.5:600 – Lands, Buildings, Roads, and Trails, File Units 9-22, ACC ROMO-01192, Box 15, Folder 9, Series 001.05, 601-11-Lands-Park Entrances 1936-1953.

[29] Letter from James V. Lloyd, Acting Regional Director, to the Director, February 12, 1959, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.5:600 – Lands, Buildings, Roads, and Trails, File Units 9-22, ACC ROMO-01192, Box 15, Folder 9, Series 001.05, 601-11-Lands-Park Entrances 1936-1953; Letter from David H. Canfield, Superintendent, to the Regional Director, Region Two, February 3, 1953, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 1.5:600 – Lands, Buildings, Roads, and Trails, File Units 9-22, ACC ROMO-01192, Box 15, Folder 9, Series 001.05, 601-11-Lands-Park Entrances 1936-1953; Architectural drawings, "Minor Developed Areas," April 1956, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

[30] *Master Plan for the Preservation and Use of Rocky Mountain National Park, Mission 66 Edition*, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

To this end, under the Mission 66 program, the NPS developed facilities largely aimed at improving the experiences of day-use visitors and automobile tourists, concentrating activity along park roadways, picnic areas, campgrounds, wayside exhibits, and visitor centers. Consequently, improved roadways and entrance stations were critical components of the Mission 66 program at ROMO.[31]

A master planning document for the Fall River Entrance area dated April 1960 describes the first wave of changes at the entrance under the Mission 66 program. As had been previously proposed between 1952 and 1956, the road was reconstructed with three inbound lanes and a single outbound lane separated by a planted median. The final construction report for this new roadway shows that work was completed by Eagle Construction Company of Loveland, Colorado, based on plans by Thomas DeHaven, landscape architect, and Glade W. Roberts, highway engineer. The project was grouped with two others for a total contract amount of $377,252.00. Work included grading, stabilization, and plant-mix asphaltic surfacing of three inbound and one outbound lane measuring .322 mile long. The project was inspected by the NPS and the BPR on November 21, 1960, and formally accepted on November 25 of that year. Under separate contract with Emerson S. Ellett, Inc., of Denver, Colorado, the access road to the Aspenglen Campground was relocated to place it just within the new park entrance, allowing for better control of access to this area. Work was inspected and accepted on July 28, 1960. The master plan notes that improvements also were proposed for the road accessing the Bighorn Ranger Station Area to accommodate increased traffic associated with proposed housing in this area.[32]

Concurrently, work was initiated on the new Fall River Entrance, with the master plan describing the current facilities as inadequate, consisting of a small log structure and a box kiosk on wheels. This "log structure" was one of the buildings (Building 20) from the original checking station, which had been relocated to the site in 1933–1934; the other building and the gateway over the road had been removed (Figures H11 and H12). In its place would be an entirely new entrance station complex, situated to the southeast nearer to the park's current boundary. Following discussion and revisions between ROMO staff and NPS Western Office of Design and Construction (WODC) personnel, the design plans, to be executed during fiscal year (FY) 1961, called for construction of a new checking station (Building 353) on the northeast side of the road, two moveable kiosks (Buildings 670 and 671) to service the center and northeastern lanes, and

[31] Maren Thompson Bzdek and Janet Ore, Ph.D., *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (Ft Collins, CO: Colorado State University, Public Lands History Center, 2010).

[32] Initial and Final Construction Inspection Report, RMNP 1-A, 1-C, and 3-B Trail Ridge and Bear/Lake Roads, unpublished manuscript, located in the files of Rocky Mountain National Park, Facility Management Program Records, Series 02.1, Roads, Road Bridges, Dams, Parking and Walls, File Units 37-67, ACC ROMO-01688, Box 6, Folder 57, Series 002.1, Trail Ridge Road, Bear Lake Road, Checking Station Construction Report (1963); Completion Report of Construction Project, Aspenglen Approach Road, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 408.2, Series 2.3, Project Completion Report – 1960-1964; *Master Plan for the Preservation and Use of Rocky Mountain National Park, Mission 66 Edition*, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

one permanent kiosk (Building 669) constructed in the median to serve the southwestern lane. The only staff lodging in the area in 1960 was the converted residence (Building 44) at the Bighorn Ranger Station Area. Cottages, remnants from old inholdings, previously used by seasonal personnel were removed for construction of the campground road. To remedy this, plans called for three new permanent residences and two six-unit apartments near the Bighorn Ranger Station Area, and one duplex near the campground. The new housing would require demolition of the CCC-era barn (Building 168); expansion of the garage and woodshed (Building 169) was proposed to compensate for this loss and accommodate the more intensive use of this area. New water and sewer systems were proposed to support this development.[33]

The final inspection report for the Fall River Entrance buildings reveals that the contract was awarded to A & H Builders, Inc., of Boulder, Colorado, for a low bid of $51,906. Work began on July 13, 1960 and was accepted on December 21 of that year. As executed, the buildings reveal the drastic differences between these modern buildings constructed with mass-produced materials and the earlier Rustic-style buildings constructed largely with materials procured on site. The simple gable-roof, frame buildings were covered with vertically-oriented 1" x 10" v-joint shiplap wood siding and wood shingle roofs. Windows contained fixed, sliding, or double-hung aluminum sashes. The checking station (Building 353) contained an office with workspace and a safe, a storage room, a closet, and lavatory. Each kiosk (Buildings 669-671) consisted of a single room with built-in drawers (Figures H13 and H25–H27).[34]

Concurrent with construction of the entrance buildings, the Fall River Entrance water and sewer system was upgraded, including construction of an infiltration gallery, a 60,000 gallon reinforced concrete storage reservoir, a chlorinator house, water supply lines, a septic tank, a subsurface sand filter, a sewage chlorinator house, and sewer lines. Work was completed by Western States Supply Company of Loveland, Colorado between August 12, 1960 and December 17, 1960 for a total cost of $31,231.01 for the water system and $14,214.17 for the sewer system. The 60,000 gallon underground reservoir is still extant, located approximately .25 mi north of the Bighorn Ranger Station Area, beyond the limits of the historic district and the geography historically associated with the "minor developed area" of the Fall River Entrance. The proposal for additional housing never came to fruition. A memorandum from October 2, 1961 reveals that the proposed residences and apartments were dropped from the FY1963 budget and "not programmed at present time."[35]

[33] *Master Plan for the Preservation and Use of Rocky Mountain National Park, Mission 66 Edition*, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

[34] Completion Report of Construction Project, Comfort Stations (3), Aspenglen, Comfort Stations (2), Long Peak, Entrance Station, Fall River, April 1961, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 408.3, Series 2.3, Project Completion Report – 1960-1964.

[35] Completion Report of Construction Project, Water and Sewer System, April 1961, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 408.1, Series 2.3, Project Completion Report – 1960-1964; Memorandum from Project Supervisor, WODC, to Supervisory Architect, WODC, October 2, 1961, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: A – Administration, File Units 187-205, ACC ROMO-01192,

In February 1961, NPS Regional Chief of Administration I. J. Castro visited the redeveloped Fall River Entrance. While he overall praised it as a great improvement over the previous facilities, he raised concerns about the ability to safeguard the cash collected at the station and the safety of the men working in the portable kiosks (Buildings 670 and 671) should these buildings be hit by an automobile. As a result, $805 was approved to relocate the safes and enclose them in concrete, construct two steel compartments in each safe, relocate the burglar alarms, and construct three steel barriers for the portable kiosks; these steel barriers are presumed to have been modifications to the bollards originally installed in 1960 and now replaced with contemporary counterparts.[36]

As described in the 1965 master plan, the improved Fall River Entrance was one of three manned entrance stations (the other two being at Beaver Meadows and Grand Lake) for the park. It was open 24 hours a day, when possible, from June 1 through Labor Day, and on the weekends during the winter ski season from December through mid-April. In addition to collecting fees, staff at the entrance stations distributed pamphlets, maps, and special instructions, providing vital contact between the NPS and the visitor. In 1964, over 770,000 visitors passed through the Fall River entrance station, the vast majority coming between June and September. The most visitors came in July and August (220,522 and 222,798, respectively), and the fewest arrived in December (just 6,240). They comprised approximately 43% of all park visitors. Visitors passing through the Fall River Entrance grew to over 893,000 in 1969 and over 1.15 million in 1975.[37] In recent years, traffic counts at Fall River Entrance have averaged between 750,000 and 1 million visitors as the Beaver Meadows Entrance continues to absorb a larger number of visitors entering the park; in 2016, nearly 1.1 million visitors passed through Fall River Entrance as ROMO witnessed record visitation.[38]

Maintenance and Expansion, 1970s–Present

There were minimal changes to the Fall River Entrance in the two decades following the large-scale investment of the Mission 66 era. Maintenance work and relatively minor projects were addressed as needs arose. In 1982, the Lawn Lake Flood destroyed the Aspenglen Campground

Box 32, Folder 187, Series 2.1, A5427 – Records of Inspection, Appraisals, Investigations, Studies, Task Forces and Surveys – Field Office, 1961-1969.

[36] Memorandum from Regional Chief of Administration to Regional Director, February 10, 1961, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: A – Administration, File Units 187-205, ACC ROMO-01192, Box 32, Folder 187, Series 2.1, A5427 – Records of Inspection, Appraisals, Investigations, Studies, Task Forces and Surveys – Field Office, 1961-1969.

[37] *Master Plan of Rocky Mountain National Park* (1965), located in the files of Rocky Mountain National Park, Estes Park, Colorado; "1975 Travel Summary and Comparison," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 54.2-63, ACC ROMO-01192, Box 6, Folder 61, Series 2.3, D-18 – Memorandum, 1989-1990.

[38] Rocky Mountain NP YTD Report, December 2016, National Park Service Visitor Use Statistics, electronic documented, https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/ROMO%20YTD, accessed January 10, 2017.

bridge and much of the entrance road. Consequently, both were rebuilt in 1983-1984. Plans for a 35'-wide by 46'-long pre-stressed concrete bridge and a 22'-wide by 2,600'-long asphalt paved roadway were prepared by Joe Arnold of ROMO and Richard Crane of the Federal Highway Administration (FHWA). It appears that the work was completed by government employees. Also that year, the NPS upgraded the water system for the Bighorn Ranger Station Area. Contractor E.C. Young Drilling of Estes Park, Colorado, drilled a new well, taking three attempts to hit water. Following, a distribution line from the well was run and tied in to the existing system, and a 10' x 14' chlorinator house was constructed. The existing reservoir was retained and dedicated to fire protection. As noted above, the reservoir—as well as the well and chlorinator house—are located beyond the limits of the Fall River Entrance Historic District, to the north and south, supporting the functional needs of the larger area.[39]

By the mid-1980s, 60 to 65% of park visitors passed through the Fall River Entrance.[40] Consequently, in accordance with goals outlined in the 1976 master plan, the NPS again considered redeveloping the Fall River Entrance, including construction of a visitor center at this location. As described in the 1984 development plan:

> The kiosks and office at the Fall River entrance are completely inadequate for visitor information purposes and no other visitor information services are in the vicinity. The heavy volume of visitation precludes entrance station personnel from taking time to answer visitor questions. There are no public restrooms or public telephones available at this entrance.
>
> The kiosks and office at the Fall River entrance are unattractive and are deteriorating. They were not designed for year-round use, and will soon require replacement.[41]

Preliminary design for a new entrance included three new kiosks, a new office, a visitor center, parking lot, and a new road configuration. Approaching from Estes Park, the road would split, with three inbound lanes accessing the kiosks and a single outbound lane, separated by a median, exiting the park. Beyond the kiosks, the inbound and outbound lanes would converge into a two-

[39] Completion Report, Aspenglen Campground Road and Bridge, February 6, 1985, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 385-393, ACC ROMO-01192, Box 36, Folder 389.3, Series 2.3, Completion Reports; Completion Report, Rehab Fall River Ent. Water System, April 14, 1983, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 181.2-186, ACC ROMO-01192, Box 18, Folder 181.2, Series 2.3, D2623 – Completion (10-174) 1982-1984; Completion Report, Reroof Buildings, April 7, 1988, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 385-393, ACC ROMO-01192, Box 36, Folder 389.3, Series 2.3, Completion Reports.

[40] Development/Study Package Proposal, Fall River Entrance, August 11, 1983, unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 20-35, ACC ROMO-01192, Box 3, Folder 35, Series 2.3, D-18-Fall River Entrance DCP Planning Program – 1985-1987.

[41] "Fall River Entrance Development Concept Plan," August 1987, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

lane road. The primary roadway would be relocated to the southwest of the current road, and the entrance to Aspenglen campground would be moved to the south. Before reaching Aspenglen, a turnoff for the visitor center would lead to a parking area along the current alignment of Fall River Road. Access to the Bighorn Ranger Station Area would be off of the visitor center road, which would connect back to the main road beyond Bighorn Creek (Figure H28). The proposed visitor center would contain a lobby with information desk and informative displays, an auditorium, public restrooms with indoor and outdoor access, a multipurpose room, a backcountry office, additional office space, and an exterior information patio. Cost of the project was estimated at $1,748,850. A 1989 amendment to the plan called for construction of two seasonal housing units northeast of the Bighorn Ranger Station Area. The impacts of the proposed project were considered to be minor since the majority would occur on already-disturbed ground. Loss of trees and natural habitat would be minimal. The project would not directly impact the then-existing Fall River Entrance Historic District, and any project components with potential to indirectly affect the district would be designed in accordance with the Secretary of the Interior's Standards for Rehabilitation; Mission 66 era resources, to be demolished, were not considered historic properties at that time. Thus, the Environmental Assessment for the project resulted in a Finding of No Significant Impact.[42] In the early 1990s, upgrading the Fall River Entrance facilities was a high priority for the Rocky Mountain Region of the NPS, moved up from 39th to 11th on their list of construction priorities. However, implementation of the 1980s plan for the new entrance station and visitor center would not come to pass. Instead, in 1993, the NPS built a new visitor center on private property almost a half-mile outside of the Fall River Entrance. This decision was in keeping with the philosophy that new development should be kept on the fringes of the park, preserving the significant landscapes within. The Fall River Entrance was not updated at that time.[43]

The Bighorn Ranger Station Area was updated in the 1990s. The ranger station (Building 44) was converted to office space, requiring an updated heating system, a new smoke alarm system, new telephone lines, and interior painting. The garage (Building 169) was subject to more substantial changes, including the relocation and enlargement of the restroom to meet Americans with Disabilities Act (ADA) standards, enlargement of the office by converting one bay of the garage to office space, and construction of a small access ramp at the primary entry. The work was completed in a manner sympathetic to the original architecture so as not to destroy significant historic materials—the board-and-batten divider between the garage and office space

[42] Finding of No Significant Impact, Development Concept Plan Amendment for the Fall River Entrance, Rocky Mountain National Park, Estes Park, Colorado, February 9, 1990, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

[43] "Fall River Entrance Development Concept Plan," August 1987, located in the files of Rocky Mountain National Park, Estes Park, Colorado; "Development Concept Plan Amendment and Environmental Assessment," November 1989, located in the files of Rocky Mountain National Park, Estes Park, Colorado; Memorandum from Regional Director, Rocky Mountain Region, to Superintendents, Rocky Mountain Region, November 30, 1993, unpublished manuscript, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

was relocated when the office was enlarged, and the garage door was fixed in place to maintain the original exterior appearance.[44]

Rocky Mountain National Park, the New Deal, and the Fall River Entrance

While the hardships of the Great Depression led to decreased park visitation, New Deal work programs of the era led to unprecedented investment in and development of park infrastructure, including roads, trails, and visitor and staff facilities. While a variety of public works programs, such as the Public Works Administration (PWA) and Civil Works Administration (CWA), operated in national parks, including ROMO, during the period, it was the CCC that had the most long-standing effect on the nation's parklands. An Act for the Relief of Unemployment through the Performance of Useful Public Work, and for Other Purposes, approved March 31, 1933 (48 Stat. 22), led to the creation of the CCC, a military-style public works program that "constructed more infrastructure in the parks than in the entire history of the system to that time."[45] The Act authorized the President to provide employment to unemployed citizens through a variety of types of projects, primarily related to forest management, on public lands.[46] While originally conceived to provide the simplest types of manual labor, the agencies that employed the CCC quickly recognized the great potential of this labor force, and the scope of work ultimately completed by members of the CCC was wide-ranging, transforming the way that visitors experienced the national parks.[47] As would be noted by D.W. Haggerty, ROMO project superintendent for the CCC, the program would ultimately be responsible for "accomplishing more work for the benefit of all the people of the United States than any other agency."[48]

A total of six CCC camps were established at ROMO (NP-1, NP-3, NP-4, NP-7, NP-11, and NP-12); half were assigned for temporary use during the summer (NP-1, NP-3, and NP-7), while the other three were operational year round.[49] Camps NP-3, NP-7, and NP-12 worked on projects toward the western side of the park, and camps NP-1, NP-4, and NP-11 completed projects in the east. NP-4, a subset of which was ultimately responsible for completion of the Bighorn Ranger Station Area, had started as a temporary camp in May 1934, but quickly transitioned to become the first permanent camp at ROMO, its base of operations located at Hollowell Park, approximately four miles south of the Bighorn Ranger Station Area. As the camp moved toward dissolution in 1940, NP-11 joined with NP-4 to form a double camp, providing additional labor for the work program planned for the eastern side of ROMO. The public works program would

[44] Cultural Resources Assessment of Effect, Rehabilitate the Bighorn Ranger Station, unpublished manuscript, located in the files of Rocky Mountain National Park, unprocessed cultural resource records.
[45] Lary Dilsaver, editor, *America's National Park System: The Critical Documents*, electronic resource, available at https://www.nps.gov/parkhistory/online_books/anps/anps_3.htm (accessed June 2016).
[46] Ibid.
[47] William C. Tweed, Laura E. Soulliere, and Henry G. Law, *Rustic Architecture, 1916-1942*, electronic resource, available at https://www.nps.gov/parkhistory/online_books/rusticarch/part5.htm (accessed June 2016).
[48] Julia Brock, *A History of the CCC in Rocky Mountain National Park* (2005), electronic resource, available at https://www.nps.gov/parkhistory/online_books/rmnp/ccc.pdf (accessed June 2016).
[49] John C. Paige, *The Civilian Conservation Corps and the National Park Service, 1933-1942, An Administrative History* (Washington, D.C.: National Park Service, 1985), 185.

continue until 1942, when the program was ended, and CCC enrollees left the remaining camps. Remarking on the program's impact, the *Estes Park Trail* proclaimed, "their work will long live after them in the many miles of trails they built in the wilderness, for the acres of landscaping they carried on to aid Nature healing up old construction scars and to beautify surroundings about Park buildings."[50]

As was done at all CCC camps in the national park system, ROMO's park staff of the period—limited as it was—sought to entrench an ethic of appreciation in CCC enrollees for the park's natural allure. The intent was multi-faceted, with park staff not only hoping to broaden general appreciation and support for conservation, to be carried home with enrollees after their service, but also to instill in them a sense of purpose, which would underlie the execution of their work throughout parks such as ROMO. Such was facilitated through a combination of educational opportunities, including classes on forestry and landscape architecture, and hands-on experience resulting from the work programs grounded in the plans of the NPS's Landscape Division, which first began developing master plans for park units in 1932, updating them each year as development needs and concepts evolved.[51] At the core of these plans and the direction given to CCC enrollees was the predisposition toward a naturalistic aesthetic grounded in precedents of picturesque design of the decade prior, which relied on designs responsive to topography, viewsheds, and natural elements of the landscape, such as streams and rivers, outcroppings, and diverse flora.

Where buildings were planned during the New Deal era, they predominantly reflected the tenets of NPS Rustic architecture. From the early years of the NPS, this romantic approach to the construction of park buildings and infrastructure placed an emphasis on blending with the surrounding landscape through use of natural, handcrafted building materials, often sourced on-site and evoking pioneer building traditions, such as hewn logs, stone masonry, and wood shingles. Buildings were designed with careful consideration for the site, with "avoidance of rigid, straight lines, and over-sophistication," so that buildings resulted in only the most minimal of obstructions to the natural landscape.[52] While the individual buildings were always subordinate to their surroundings and avoided imposing vertical elements, individual building features were often over-scaled, "such as massive rock walls which seemingly grew 'out of the earth,'" so that they did not appear dwarfed amid the massive trees and grand mountain vistas of the park environment. Colors harmonized with the landscape—brown with green, gray, and buff accents predominated at ROMO.[53] Structures and small-scale site features followed suit, with

[50] Julia Brock, *A History of the CCC in Rocky Mountain National Park* (2005), electronic resource, available at https://www.nps.gov/parkhistory/online_books/rmnp/ccc.pdf (accessed June 2016).
[51] Ibid.
[52] Carl and Karen McWilliams and Gregory Kendrick, "Multiple Resource Nomination for Rocky Mountain National Park," National Register of Historic Places Nomination Form, 1988.
[53] William C. Tweed, Laura E. Soulliere, and Henry G. Law, *Rustic Architecture, 1916-1942*, electronic resource, available at https://www.nps.gov/parkhistory/online_books/rusticarch/part5.htm (accessed June 2016); "Multiple Resource Nomination for Rocky Mountain National Park," National Register of Historic Places Nomination Form, 1988.

bridges, culverts, and signage employing native materials that complemented the site amidst which they were situated.

The first significant example of Rustic architecture constructed at ROMO was the original Fall River Entrance, designed by NPS Assistant Landscape Engineer Daniel P. Hull in 1920. Two "pioneer style" log cabins were connected by a gabled log canopy over the roadway. The buildings utilized the saddle-notched round log construction, wood shingle roofs with exposed log rafter ends, and stone masonry chimneys that would characterize later Rustic-style buildings in the park, such as at the Bighorn Ranger Station Area. Other early examples of the style designed by Hull included the Bear Lake Ranger Station, the Utility Area Horse Barn, and the Milner Pass Mess Hall and Residence, all constructed in the mid-1920s.[54] When Hull retired to private practice in 1927, his assistant, Thomas C. Vint, became Landscape Engineer and took particular interest in training the men who worked under him in the approach to NPS Rustic architecture. Vint's staff grew steadily from 1927 to 1931, to include E. A. Davidson, A. Paul Brown, Howard W. Baker, and Edward A. Nickel, all of whom designed significant buildings at ROMO. After the establishment of the CCC and PWA in 1933 created unprecedented need for plans, specifications, and structural designs for the new buildings and structures proposed for the parks, the size of Vint's staff skyrocketed, growing from 16 professionals in 1933 to 120 in 1935 and 220 in 1936. Since Vint could no longer take personal interest in training all members of his growing staff, the NPS published the book *Park Structures and Facilities* in 1935 to provide guidance on the application of the Rustic style to reflect the cultural values and natural conditions of the specific park. However, shortly following this measure that would seemingly create greater standardization in the employment of the style, in 1937, NPS reorganized into four geographical regions, and "the general effect was to decrease the centralization of the Branch and to make it more susceptible to external architectural forces."[55] The decline of NPS Rustic architecture began just a few years later, as the New Deal programs were disbanded and the NPS no longer had a ready source of inexpensive workers to construct the labor-intensive buildings.

In total, while the CCC undertook three primary initiatives during its work programs—road and trail construction, building construction and cultivation of the naturalist aesthetic, and protection from fire and insects—it was the building program, carried out according to the aforementioned rustic principles, that often garnered the most attention. At ROMO, the building program included projects such as the construction of a museum and shop at Fall River Pass, which was subsequently expanded, conversion of the Moraine Park Lodge into a museum, development of the park's Utility Area, construction of new checking stations, and construction of residences for park staff. Perhaps the most notable, though, was the development of the Bighorn Ranger Station Area, which was proclaimed "one of the best developed units in the Park."[56]

[54] Carl and Karen McWilliams and Gregory Kendrick, "Multiple Resource Nomination for Rocky Mountain National Park," National Register of Historic Places Nomination Form, 1988.
[55] Ibid.
[56] Superintendents Monthly Report, January 1935, unpublished manuscript, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

Indeed, the initial development of the area comprising the Fall River Entrance Historic District in 1935, following improvement of the Fall River Road and associated relocation of a portion of the original 1921 entrance station to a new location at the revised eastern park boundary, reflects the influence of NPS planning and design theory during the era of New Deal improvements, which focused on minimizing man's influence on the natural landscape. The design of the Bighorn Ranger Station Area maximized the potential of the surrounding site while also minimizing its visual impact so as not to detract from the natural aesthetic of the park. Situated along a crafted terrace established through cut and fill of the adjacent slope, the Bighorn Ranger Station Area was developed above U.S. 34, allowing for view outward over the corridor, while the buildings themselves receded into the background, sheltered beneath the adjacent wooded parkland. The effect was purposeful, designed to diminish human presence at the site as one entered ROMO, and was further promoted through the use of carefully-crafted architecture of locally-sourced materials, enhancing the naturalness of the site. Specifically, the logs for the buildings at the Bighorn Ranger Station Area were secured nearby from the Fall River watershed, with a crew of 49 CCC men and two foremen transferring them up the ridge to the north.[57] The end result was a series of completed constructions, cast in overtly natural tones and reveling in the sensual appeal of the rugged materials employed, that met the functional requirements of the area, was visually subordinate to the surrounding environment, and represented a fine articulation of NPS Rustic architecture.

Consistent with NPS design and planning theory of the period, the visual impression of the landscape was a particular point of concern in the development of the Fall River Entrance and the Bighorn Ranger Station Area in the 1930s. While the improved U.S. 34/Fall River Road and the Bighorn Ranger Station Area access road were certainly contemporary, manmade elements, the NPS and its CCC laborers softened the effects of the hardscapes by respecting natural site lines and variations in topography at the base of McGregor Mountain to contextualize the alignments, and side slopes established through cut and fill were flared and rounded and seeded to encourage growth and promote an aesthetic recalling the fluidity of natural contours. Sedimentary boulders of variable size were left strewn across the landscape, providing visual depth and texture. Spanning the Bighorn Ranger Station Area from north to south, the boulder-lined Bighorn Creek was retained in a natural state, bolstered by rock riprap, and, although a metal culvert was required under the access road, it was finished with native stone headwalls, blending seamlessly with the surrounding environment. Similar treatment was given to a drainage culvert near the garage and woodshed (Building 169), where storm water is channeled down the slope. Here, the culvert disappears from the landscape entirely, sheltered beneath a stone header embedded into the adjacent landscape. Such characteristics continue to imprint the Fall River Entrance Historic District with the undertones of New Deal-era design theory.

[57] Lt. Robert F. Davies, "Narrative Report for Period Ending March 31, 1935, for Camp NP-4-C," unpublished manuscript, located in the files of Rocky Mountain National Park, Historic Records and Central Files Collection, Subseries 2.3: D – Development and Maintenance, File Units 404-411, ACC ROMO-01192, Box 38, Folder 409, Rocky Mountain National Park Narrative, Report Comp NP-4-C-1935.

Mission 66 and Redevelopment of the Fall River Entrance

While national parks had benefited from the broad public works programs of the New Deal era, that support was curtailed with the onset of World War II, during which all assets were redirected to the war effort, resulting in the shrinking of President Roosevelt's arsenal of broad public programs; the CCC program that had tremendously benefited parks such as ROMO was officially eliminated in 1942. The resultant effect of diminishing support for the nation's park system was a period of stagnation, during which staff allotments were decreased and construction programs stalled out, the few undertakings of the period being the results of private funding. Existing buildings and infrastructure were maximized to the extent possible, although deferred maintenance became a common theme in an era of limited funds.

The situation did not improve in the immediate aftermath of the war, as little funding was made available into the early 1950s for park units in consideration of economic and political priorities of the period, despite the parks' desperate need for attention. Such left the NPS with mounting challenges as problems resulting from years of deferred maintenance and construction were compounded by decades of wear and tear on circulation networks (inclusive of both trails and roadways) and outmoded facilities that could no longer meet the demands of a public actively searching for recreation. The situation was such that Director Newton B. Drury—NPS director from August 1940 to March 1951—described the nation's parks as "victims of war," suffering from overuse and unable to keep up with increasing strains, and the period from 1942 to 1956 has subsequently been called "the poverty years."[58] Contemporary perception outside the parks was consistent with that of NPS staff, as reflected in the writings of historian and author Bernard DeVoto, who, writing for *Harpers Magazine* in 1953, infamously censured legislators, calling the NPS the "impoverished stepchild of Congress" and noting that "so much of the priceless heritage which the Service must safeguard for the United States is going to hell."[59] Taking a drastic approach, DeVoto called for the park system to be closed to the public until conditions improved.

Such problems, however, did not prevent the public from visiting the nation's parks, which witnessed rapidly increasing visitation numbers, resulting largely from a period of personal affluence that intersected with the maturation of an automobile-centric society and tourism culture. To be certain, annual visitation at national parks had already risen dramatically during the New Deal era of investment, from 3.5 million persons in 1931 to 11.9 million persons in 1936, and continued to increase year-on-year during the post-war period, with 30 million visitors in 1948 and 54 million visitors in 1954.[60] By 1966, visitation was anticipated to reach 80 million

[58] Lary Dilsaver, editor, *America's National Park System: The Critical Documents*, electronic resource, available at https://www.nps.gov/parkhistory/online_books/anps/anps_3.htm (accessed June 2016); Maren Thompson Bzdek and Janet Ore, Ph.D., *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (Ft Collins, CO: Colorado State University, Public Lands History Center, 2010).
[59] "Bernard Devoto: Let's Close the National Parks, 1953," *The National Parks: America's Best Idea*, electronic resource, available at http://harpers.org/sponsor/natpark/lets-close-the-national-parks (accessed June 2016).
[60] Bzdek and Janet Ore, Ph.D., *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (Ft Collins, CO: Colorado State University, Public Lands History Center, 2010).

persons annually. The growth left the NPS with a perplexing predicament as they attempted to cater to an American public desperate to experience the nation's park system—and particularly the scenic parks of the west—without the funds or facilities to do so on an appropriate scale.

Addressing this problem would be the charge of Conrad L. Wirth—NPS director from December 1951 to January 1964—a landscape architect who had joined the NPS as an assistant director in 1931, overseeing the agency's CCC program. With two decades of experience in NPS administration—spanning the characteristically different development periods of the 1930s and 1940s—Wirth sought a new approach intended to support long-range development of the park system, not just present needs. The framework for such an approach came in 1954, when the NPS's planning and design services were reorganized into the Eastern and Western Offices, located in Philadelphia and San Francisco, respectively, which would allow for efficiency and steadiness in approaches to meeting park needs. With efficiency and consistency deemed the hallmark of Wirth's campaign as director, he, viewing "the Park Service's dilemma through the eyes of a congressman," revisited the NPS's existing concepts of budgeting and planning, which limited the agency's ability to engage the long-term projects that would be necessary to offset years of neglect.[61] Founded in his years of practical application of NPS policies and requirements and taking his cue from agencies such as the BPR, Wirth transitioned the NPS away from year-by-year funding requests, replacing the impractical standard with a call for a broad, ten-year plan that would allow for money to consistently be available for the long-term, multi-year projects necessary to rehabilitate the nation's park system.

Designed to address deficiencies and modernize parks across the country, Wirth's proposed $670 million—it would ultimately total over $1 billion—development program was envisioned as allowing the "Park Service to repair and build roads, bridges, and trails, hire additional employees, construct new facilities ranging from campsites to administrative buildings, improve employee housing, and obtain land for parks… to elevate the parks to modern standards of comfort and efficiency, as well as an attempt to conserve natural resources."[62] Perhaps most importantly, the program was intended to rehabilitate the image of the NPS in the eyes of the public, particularly in looking toward the 50th anniversary of the NPS in 1966. Such was the charge of the program, so-named Mission 66, as proposed to Secretary of the Interior James McKay in February 1955. By September, a case study program was presented for the consideration of park superintendents at their annual conference, and on January 27, 1956, the program was introduced to President Dwight D. Eisenhower. Receiving congressional authorization, funding was first made available for the program in FY 1956, and Mission 66 was introduced to the public, marking a new era of significant park development. The intent of the program was proudly proclaimed in prospectus documents issued for each park:

[61] Ethan Carr, Elaine Jackson-Retondo, Ph.D., Len Warner, et al., "National Park Service Mission 66 Era Resources," National Register of Historic Places Multiple Property Documentation Form, 2015. Bzdek and Janet Ore, Ph.D., *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (Ft Collins, CO: Colorado State University, Public Lands History Center, 2010).
[62] Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type* (Washington, DC: U.S. Government Printing Office, 2000).

> Construction is an important element of the program. Modern roads, well-planned trails, utilities, camp and picnic grounds, and many kinds of structures needed for public use or administration, to meet the requirements of an expected 80 million visitors in 1966, are necessary; but they are simply one means by which 'enjoyment-without-impairment' is to be provided.
>
> Under this program, outmoded and inadequate facilities will be replaced with physical improvements adequate for expected demands but so designed and located as to reduce the impact of public use on valuable and destructible features. It will provide both facilities and personnel for visitor services of the quality and quantity that the public is entitled to expect in its National Park System. It is intended to assure the fullest possible degree of protection, both to visitors and resources.[63]

Branded as a "forward-looking program for the National Park System intended to so develop and staff these priceless possessions of the American people as to permit their widest possible use; maximum enjoyment for those who use them; and maximum protection of the scenic, scientific, wilderness, and historic resources that give them distinction," Mission 66 was, however, not simply a construction program; it also marked a practical shift in the NPS's approach to park management, planning, and interpretation.[64] With this, particular emphasis was placed on catering to and encouraging a day-use model of visitation, with accommodations such as hotels and campgrounds placed at the periphery or just outside of a park so as to minimize future impacts on significant natural and cultural resources at the core. Significant attention was diverted to infrastructure programs designed to facilitate high-speed traffic through the parks, with priority given to improvements of existing roadways rather than the establishment of new corridors that would dramatically alter the landscape of a park. Particular consideration also was given to visitor amenities, such as comfort stations, and educational outlets, the combination of such resulting in the establishment of a new property type—the visitor center—designed to cater to and orient the visitor, providing a centralized location for informational services and educational activities.[65] With conversion to a day-use model of visitation, many parks also placed an emphasis on redesigning entrance stations not connected to visitor centers, as they served as a park's first line of introduction to the public and played a critical role in facilitating the efficient movement of people in, out, and through a park. During the course of the Mission 66 program, 39 entrance stations would be completed at the nation's parks, with many adding lanes to accommodate larger and greater numbers of vehicles.[66]

Notably, built features of the era took on a different character than that which was historically found at national parks. Indeed, the NPS's traditional, Rustic-style buildings constructed in preceding years had little place in the modern era, their labor-intensive, expensive construction

[63] "Mission 66 for Rocky Mountain National Park," undated, located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[64] Ibid.
[65] Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type* (Washington, DC: U.S. Government Printing Office, 2000).
[66] Ethan Carr, Elaine Jackson-Retondo, Ph.D., Len Warner, et al., "National Park Service Mission 66 Era Resources," National Register of Historic Places Multiple Property Documentation Form, 2015.

out of sync with an agency coping with limited labor and resources and trying to undertake a massive system-wide rehabilitation in a relatively short period of time. Moreover, clearly the device of years past, NPS Rustic architecture also was perceived as outmoded by an American public that was acclimating to the pervasiveness of Modern architecture in daily life, which represented progress and efficiency in an ever-changing society. As such, architectural tenets of years past were forewent in parks throughout the country during the Mission 66 program as the NPS adapted to a contemporary architecture that reveled in inexpensive, readily-available materials such as concrete, glass, and steel and prefabricated components, which could easily be assembled by laborers, resulting in both cost savings and efficiencies in construction. While buildings such as visitor centers—typically the result of designs by private architects contracted by the NPS—often became high-profile icons of the NPS's new penchant for Modern architecture, far more common were the minimalist—and perhaps utilitarian—buildings such as comfort stations, entrance stations, and related constructions that often became the direct beneficiaries of such trends, their economical construction, frequently following standardized plans, allowing for the building of hundreds of such facilities throughout the nation's parks during the course of the Mission 66 program.

The NPS's Mission 66 program was far-reaching in its scope and intent, reaching parks throughout the country, including ROMO, where visitation had swelled from 339,928 persons in 1945 to 1,265,988 persons in 1950 to 1,587,405 persons in 1956, the year that the Mission 66 program was inaugurated.[67] ROMO's place within the Mission 66 program was summarized in its prospectus document, as it was for all parks, which was released in 1957 and updated through the end of the program, providing justification for the program at the park unit:

> Rocky Mountain National Park is suffering from a lag in funds and manpower for general maintenance and modernization of physical facilities. The condition of roads and trails has fallen seriously behind what is called for by the current volume and type of traffic. Roads into Chasm Falls, Wild Basin, and Longs Peak Campground are substandard and the main Park roads are in great need of resurfacing. Additional pull-outs and parking areas are needed, particularly along Trail Ridge Road where long strings of cars parked along the roadside now create traffic hazards, and interfere with access to major scenic features.
>
> With few exceptions, the trails need retreading or relocation. New trails are needed to connect with some of the old trails so that visitors can follow loop routes, without back-tracking, and see more of the outstanding features of the Park. Separate horse and foot trails are needed on the more congested routes.
>
> There is a critical shortage of buildings for both public use and staff functions in the Park. Office and other staff working space is too scattered and too small for the Park employees to function without waste of time and expense. Hidden Valley Lodge and an employees' washhouse are the only new buildings constructed in the Park since 1939.

[67] "Master Plan Development Outline, Rocky Mountain National Park," February 1953, located in the files of Rocky Mountain National Park, Estes Park, Colorado; "Master Plan Development Outline, Rocky Mountain National Park, Colorado, Interpretation," May 1959, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

> More and better housing is needed for permanent and seasonal employees. Only 17 of the 31 present permanent residences are of a reasonable standard. Only 10 of the 55 summer employees' cabins come anywhere near providing acceptable living standards.
>
> The strain of World War II and the Korean conflict on the American economy understandably had an effect on the amount of money available for parks. Appropriation did not keep pace with rapid increase in visitation and demands of park facilities. The protection and interpretive staffs remained too small to care for the increased work-load. The present staff is slightly larger, but still in so overloaded it is unable to protect the Park's resources properly and to give the visitors the kind and amount of service needed to help them get the most out of their visit.[68]

With visitation at ROMO anticipated to reach 2 million persons by the end of the Mission 66 program in 1966, the superintendent and his staff crafted development schedules for areas throughout the park, outlining the nature of new administrative and interpretive facilities, substantial rehabilitation of the park's existing circulation networks and trail system, and amenities such as improved campgrounds and comfort stations. As was the case throughout the park system, the most substantial amount of effort and monies were directed at infrastructure improvements, with $5,196,800 of ROMO's proposed $9,167,945 program intended for the development and improvement of roads and trails; the balance of $3,971,145 was to be directed at buildings and utilities.[69] Beyond roads, trails, and infrastructure, significant effort also was directed at purchasing land inholdings, many of which were cleared of buildings and structures to return the landscape to its natural conditions. Amongst the most visible of building projects—and perhaps the most reflective of Mission 66 tenets—were the construction of three new visitor centers at ROMO, including the Kawuneeche Visitor Center at the western end of the park at Grand Lake, the Alpine Visitor Center at Fall River Pass, and the Beaver Meadows Visitor Center at the eastern end of the park, the latter ascending to national acclaim for its design by Taliesin Associated Architects.

While roads and trails received a substantial boost under Mission 66 and facilities such as new visitor centers were among the most high-profile projects, the program brought significant changes to ROMO's park entrances. Consistent with park management nationwide under the Mission 66 program, emphasis at ROMO was placed on catering to day-use visitors. As noted in the park's prospectus:

> Rocky Mountain is primarily a day-use Park, although increasing numbers of Park visitors are using the several campgrounds which are the only public facilities available for overnight visits inside the Park. All guest ranches, cabins, and concession-operated overnight accommodations inside the Park are being excluded or eliminated. Many visitors for whom Rocky Mountain National Park is a prime objective on their vacations

[68] "Mission 66 for Rocky Mountain National Park," undated, located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[69] Ibid.

will make repeated trips into the Park on a day-use basis from accommodations available outside the Park.[70]

With conversion to a primarily day-use system, considerable attention was directed at the design and redevelopment of entrance stations at ROMO—as was characteristic of parks throughout the country—which represented the public's first interaction with the park and served as the gateway through which the public formed its perception of the park: "entrance stations are essential to the administration and protection of the Park, and are important in that the visitor makes his contact with a National Park Service representative of this area at this point."[71] At ROMO, three primary entrances provided access to visitors prior to the Mission 66 program: "Visitors have easy access to the Park from the east over U.S. Highway 34 from Loveland, over Colorado 66 from Denver and Boulder, and over Colorado 7 from the south… U.S. 34 through Estes Park provides direct access to the Fall River Entrance."[72] Additional entrance on the east side of the park was provided via Colorado 268 leading southwest from Estes Park to the Thompson River Entrance. "From the west, visitors reach the Park over U.S. 34 from transcontinental route U.S. 40 at Granby," entering through the Grand Lake entrance.[73] Of these, entry through the east side of the park was most common, at a roughly three-to-one ratio compared with the west side. While both the Fall River Entrance and Thompson River Entrance witnessed nearly equal overall totals of entry, with a "great many Park visitors" choosing "Highway 34 (Fall River Road) for their initial visit to the Park when approaching from the east," a visitor's first entry into the park was most commonly through Fall River Entrance, while re-entry on a subsequent day was most commonly at Thompson River Entrance.[74] Moreover, with the northern district accessed through the Fall River Entrance providing access to the Hidden Valley Winter Use Area, Deer Ridge Junction, and the Aspenglen and Envovalley Campgrounds, the district was noted as having "an extremely heavy summer travel and, in addition, in winter has practically all of the impact of the winter use and visitation to the Park."[75] Thus, Fall River Entrance was a particularly critical point of development entering the Mission 66 era of development.

Given the importance of entrance stations during the period in supporting conversion to a day-use visitation model by facilitating park access and movement into the interior of the park along the main circulation system, all entrance stations were included in the Mission 66 programming for ROMO. Indeed, such had been called for in 1955 during the development of recommendations for the Mission 66 program at ROMO, with the superintendent soliciting ideas from his staff, including the suggestion to redevelop park entrances and establish information

[70] "Visitor Use Brief," *Master Plan for the Preservation and Use of Rocky Mountain National Park* (1962), located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[71] "Master Plan Development Outline, Rocky Mountain National Park, Colorado, Interpretation," May 1959, located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[72] Ibid.
[73] Rocky Mountain National Park, brochure, unpublished document, c. 1963, located in the files of Rocky Mountain National Park, Estes Park, Colorado.
[74] Ibid.
[75] Memorandum from the Superintendent, Rocky Mountain National Park, to the Regional Director, Region Two, August 13, 1957, unpublished manuscript, located in the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), A-98, Mission 66 Working Papers 1957.

stations nearby.[76] Redevelopment and enhancements were proposed at both the Grand Lake Entrance and Fall River Entrance, with propositions for redevelopment of the latter having originally been put forth as early as the 1940s; Thompson River Entrance was designated as being phased out, ultimately to be replaced with a new entrance constructed at Beaver Meadows in 1959, which opened the following year with completion of Bear Lake Cut-off Road.[77] The first entrance station at ROMO to be completed under the Mission 66 program, the Beaver Meadows Entrance, benefited from the conceptualization for the redesigned Fall River Entrance put forth in 1952, with dedicated inbound and outbound lanes to facilitate the movement of traffic, which was implemented at Beaver Meadows. The reconfigured Fall River Entrance would, in turn, benefit from design and use of Beaver Meadows Entrance, with the NPS's experience at Beaver Meadows Entrance heavily influencing design decisions at Fall River Entrance a year later:

> In answer to Mr. Rundberg's memo of February 12 concerning architectural plans for the Fall River Entrance, the following comments are submitted. While we have not yet been able to gain much experience from the Beaver Meadow Entrance Station, we have noted a number of items we would suggest modifying.
>
> 1. The south kiosk—the one located in the middle island—should be permanent with the other two movable as at Beaver Meadows.
> 2. We suggest the project include the installation of weatherproof outlet boxes in flush with the pavement for the two movable kiosks.
> 3. Entrance Station: The wall between the office and storage room should have a louver top and bottom to furnish enough heat.
> 4. Specifications should call for thermostat on wall for heater.
> 5. Bathroom heater would be more practical with thermostat
> 6. Movable kiosks: underfloor radiant heating panel does not appear adequate for this service. Would prefer wall type with thermostat.
> 7. While the workmanship on the Beaver Meadows Entrance Station was not of the best quality, we nonetheless feel that pocket sliding doors will afford a much greater degree of weather tightness than is possible otherwise for sliding doors. We have had some difficulty with snow blowing through the doors on the present station in spite of weather stripping.
> 8. Lower movable kiosks to 7'4 to conform to permanent.

[76] Letter from the Superintendent to the Director, March 9, 1955, National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-079-97-437, Numerical Subject Files, 1953-1956, Box 6, A 98 Mission 66 – 1955 Prospectus.
[77] "Master Plan Development Outline, Rocky Mountain National Park, Colorado, Interpretation," May 1959, located in the files of Rocky Mountain National Park, Estes Park, Colorado.

> As noted before, our experience at the recently constructed Beaver Meadows is very limited. However, we now feel that we would prefer the one permanent kiosk on the south lane and two movable kiosks in the middle lane.[78]

Given the extent of traffic which passed through Fall River Entrance, the NPS and ROMO clearly felt that there was merit to the redesign of the entrance station. To be certain, in drafting the proposed land acquisition program for ROMO in January 1956, the acquisition of inholdings 160-A and 160-B, otherwise known as the Bryson and Kidder properties, respectively, for development of the redesigned Fall River Entrance was given the third highest priority in the park; they would ultimately be acquired in February 1958 for $41,000.[79] As with all projects, individual components associated with the development plan were designated either as priority one, two, or three. Construction of the new Fall River Entrance and reconstruction of Trail Ridge Road/U.S. 34 at the Fall River Entrance were designated top priority projects; remodeling of the former Fall River Entrance checking station (Building 20) into an information system also was designed a priority one project, but it was ultimately removed from the scope of the project and the building was razed in March 1961.[80] The importance of the project clearly evident to NPS administrators as a result of ROMO's planning prospectus, the Fall River Entrance project, in concept, was ultimately approved March 1956 by the NPS, the director noting "we have given very careful review to your MISSION 66 prospectus and it is generally very good" and that "we approve your proposals for the entrance approach road and information and entrance station."[81] Consideration also was given to the aging Bighorn Ranger Station Area, being responsible for "protection and patrol of Trail Ridge Road to Fall River Pass, old Fall River Road, Hidden Valley, Endovalley and Aspenglen Campgrounds, the entrance station and numerous other minor developments in the district."[82] Three new ranger residences and two six-unit seasonal apartments were planned, but they were never completed, removed from the construction program by the March 1965 revision of the FY 1967 budget.[83]

---

[78] Letter from the Superintendent to Chief, WODC, February 26, 1960, unpublished manuscript, located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79),NRG-079-97-534, Land Holdings and General Subject Files, 1932-1966, Box 46, D3415 Buildings from 1960 to Dec 1961.

[79] Letter from Superintendent Allyn F. Hanks to the Regional Director, March 21, 1963, unpublished manuscript, located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), NRG-79-00-0103, Land and Recreation Planning, 1952-1969, Box 1, L1425 Jan 1963-Dec 1969, ROMO #5, Folder 2.

[80] "Proposed Land Acquisition Program, January 30, 1956," National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-079-97-437, Numerical Subject Files 1953-1965, A 98 Mission 66 – Jan 1956; "Building 20," Historic Building File, located in the files of Rocky Mountain National Park, Non-Extant Structures, ACC ROMO-01165, Box 1.

[81] Letter from the Director to the Superintendent, March 15, 1966, National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), 8NS-079-97-437, Numerical Subject Files 1953-1965, A 98 Mission 66 – Jan 1956.

[82] "Design Analysis, Fall River Entrance Area with Utilities, Master Plan for the Preservation and Use of Rocky Mountain National Park (1960), located in the files of Rocky Mountain National Park, Estes Park, Colorado.

[83] Tentative 1967 FY Construction Program, National Archives and Record Administration, Rocky Mountain Region, National Park Service records (Record Group 79, NRG-079-97-534, Box 2, 1967 – Construction Program.

Ranked highly by ROMO administrators, development of the Fall River Entrance, then, may not have been one of the most complex projects at the park during the Mission 66 program, but it certainly was among the most significant, considered of high priority by ROMO and NPS staff and redevelopment noted as being of "urgent and extreme importance" to correct the dangerous five percent grade, address traffic existing the park at high speeds and thusly endangering personnel and other motorists, and minimize vehicles vapor locking while waiting to obtain permits.[84] As noted, this urgency grew from the persistent visitation levels at this location, and underlied the importance of implementing a design that not only facilitated interaction between park ranger and park visitor but also promoted efficient entry and exit from the park, accommodating the large number of vehicles anticipated to pass through the entrance daily and strengthening the park's position at the recently expanded boundary.

Such a design was achieved in the redevelopment of Fall River Entrance, completed alongside the improvement of U.S. 34 as part of the Trail Ridge Road project, which widened the entrance road and flattened the grade, providing a solution for the decades-old problem of addressing visitor strain on the park's over-utilized circulation system, which could not accommodate modern traffic counts. The completed entrance provided a streamlined procession into the park, and, while unwaveringly modern, reduced visual distinction between the necessary manmade components of the park and the landscape beyond. Indeed, the sleek, diminutive construction stood in stark contrast to the entrances of years past, which, while constructed in natural materials, formed an imposing gateway that was distinctly set off from the landscape. In this context, the modern aesthetic of the new Fall River Entrance served as a visual interpretation of the park's evolving philosophies, rooted in an approach that emphasized rational design and efficiency above all else.

Completed, the three main entrances redesigned during the Mission 66 program provided ROMO with an improved point of contact with the public, designed to feed traffic over Trail Ridge Road. Much celebration was made of the efficiently-designed Fall River Entrance in particular, where a "higher percentage of visitors from the east" would arrive to find a "modern entrance operated to facilitate their entry into the Park" and provide access to the redeveloped Aspenglen Campground to the south.[85] To be certain, the inconspicuous and low-maintenance entrance served its purpose in promoting safe, efficient access to the park; more importantly, though, it respected the legacy of the Fall River Entrance and the decades-old emphasis placed on establishing a contextual relationship with the natural landscape of the area, dovetailing with the aesthetic crafted in the 1930s and enhancing it through the removal of inholdings in the years prior to the entrance's construction, which further allowed the natural to take precedent. Moreover, with specific attention given to maintaining a naturalized backdrop, changes during construction were masked, with landscaping completed in August 1962, including the planting of

[84] Richard H. Quinn, "Trail Ridge Road," HAER No. CO-78, Historic American Engineering Record, 1993.
[85] "Visitor Use Brief," *Master Plan for the Preservation and Use of Rocky Mountain National Park* (1962), located in the files of Rocky Mountain National Park, Estes Park, Colorado.

more than 3,000 trees at Fall River Entrance, Glacier Basin, and Hidden Valley.[86] The effect remains evident today, with the Fall River Entrance receding into the background, particularly at a distance, when viewed against the splendid naturescape that its functions support.

Conclusion

The Fall River Entrance Historic District is locally significant under Criterion A in the areas of Government/Politics and Community Planning and Development and under Criterion C in the area of Architecture. The evolution of the property from the 1930s to the 1960s represents not only ROMO's long-standing commitment to the Fall River Entrance as a key point of entry into the park, but it also reflects the changing management, planning, and design philosophies engaged by the NPS and ROMO administrators during the park's two most significant development periods—that of the New Deal era, when CCC labor allowed for program-wide landscape and building improvements, and the Mission 66 era, following on the period of disinvestment associated with World War II and providing for a significant rehabilitation of the national park system, grounded in a focus on visitor use and efficiency. The combination of buildings, objects, structures, and the site at the Fall River Entrance Historic District provides a unique case study, evidencing how such trends played out at ROMO, with park administrators challenged to address two characteristically different periods marked by contrasting visitation trends, societal and cultural trends, architectural trends, and park stewardship trends. Consistent through both periods, though, is an underlying appreciation for the landscape, with manmade elements carefully contextualized to provide necessary park functions without infringing upon the character-defining natural elements so intrinsically necessary at key visitor points such as the Fall River Entrance. The Fall River Entrance Historic District also includes a subset of buildings at the Bighorn Ranger Station Area that serve as excellent examples of NPS Rustic architecture, reflecting the use of a natural aesthetic in the crafting of finely-detailed buildings designed in response to the landscape amidst which they were situated. With designs carried through in native materials and careful siting, the buildings paid homage to the scenic qualities of the park and receded into the background. With high design integrity, these buildings continue to stand as hallmarks of the era, evoking the spirit of early NPS design theory. Importantly, the Bighorn Ranger Station Area and the Fall River Entrance—the two significant clusters associated with the Fall River Entrance Historic District—complement one another, both developments taking their cue from their surroundings and their functionality linked in serving this historically and contemporarily important point of entry. Indeed, despite the stark differences in the NPS Rustic architecture and the minimalist architecture of the Mission 66 era resulting from the prevailing NPS design philosophies of the times, at the core, they both serve the same purpose in providing

[86] Monthly report from Thomas DeHaven, Park Landscape Architect, to the Superintendent, August 6, 1962, unpublished manuscript, located in the files of the National Archives and Records Administration, Rocky Mountain Region, National Park Service records (Record Group 79), NRG-079-97-534, Land Holdings and General Subject Files, 1932-1966, Box 40, A2827 #1 1954-1962 Lands. Arch. The report notes that the planting crew completing seedling tree planting, which included approximately 900 trees planted in gallon cans, and a little over 3,000 trees on the east side of the park. Trees were planted in several old borrow areas in Glacier Basin, old road scars, abandoned ski trails at Hidden Valley, on a few road cut banks, and at the Fall River Entrance. No additional information regarding the plantings was identified in the records.

necessary park functions through the most unobtrusive means, allowing the natural landscape to remain the showcase of the property.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Unpublished Manuscripts

"Facility Management Program Records." ACC ROMO-01688, CAT ROMO 23863, Rocky Mountain National Park Archives, Estes Park, Colorado.

"Ferrel Atkins Collection." ACC ROMO-01572, CAT ROMO 23371, Rocky Mountain National Park Archives, Estes Park, Colorado.

"General Correspondence Files, 1918-1954." 8NS-79-94-148, National Park Service records (Record Group 79). National Archives and Records Administration, Rocky Mountain Region.

"Historic Records and Central Files Collection." ACC ROMO-01192, CAT ROMO 20916, Rocky Mountain National Park Archives, Estes Park, Colorado.

"Land and Recreation Planning, 1952-1969." NRG-079-00-0103, National Park Service records (Record Group 79). National Archives and Records Administration, Rocky Mountain Region.

"Land Holdings and General Subject Files, 1932-1966." NRG-079-97-534, National Park Service records (Record Group 79). National Archives and Records Administration, Rocky Mountain Region.

"Non-Extant Structures." ACC ROMO-01165, CAT ROMO 22855, Rocky Mountain National Park Archives, Estes Park, Colorado.

"Numerical Subject Files, 1953-1965." 8NS-79-97-437, National Park Service (Record Group 79). National Archives and Records Administration, Rocky Mountain Region.

"Water Rights Documentation" ACC ROMO-01712, CAT ROMO 27498, Rocky Mountain National Park Archives, Estes Park, Colorado.

Books, Articles, and other Published Resources

Allaback, Sarah. *Mission 66 Visitor Centers: The History of a Building Type*. Washington, D.C.: U.S. Government Printing Office, 2000.

Bzdek, Maren Thompson and Janet Ore, PhD. *The Mission 66 Program at Rocky Mountain National Park: 1947-1973*. Ft. Collins, CO: Colorado State University, Public Lands History Center, 2010.

Carr, Ethan. *Mission 66: Modernism and the National Park Dilemma*. Amherst, University of Massachusetts Press, 2007.

Paige, John C. *The Civilian Conservation Corps and the National Park Service, 1933-1942, An Administrative History*. Washington, D.C.: National Park Service, 1985.

Technical Reports and Government Publications

Carr, Ethan, Elaine Jackson-Retondo, Len Werner, Rodd Wheaton, and John D. Feinberg. National Park Service Mission 66 Resources. National Register of Historic Places Multiple Property Documentation Form. 2015.

McClelland, Linda Flint. Historic Park Landscapes in National and State Parks. National Register of Historic Places Multiple Property Documentation Form. 1995.

McWilliams, Carl and Karen, and Gregory Kendrick. Multiple Resource Nomination for Rocky Mountain National Park. 1988.

Quinn, Richard H. Fall River Road. HAER No. CO-73. Historic American Engineering Record. 1993. On file at the Library of Congress.

Quinn, Richard H. Trail Ridge Road. HAER No. CO-78. Historic American Engineering Record. 1993. On file at the Library of Congress.

Plans, Drawings, Maps, and Photographs

Architectural drawings, Rocky Mountain National Park Archives, Estes Park, Colorado.

Rocky Mountain National Park Historic Photograph Collection, Rocky Mountain National Park Archives, Estes Park, Colorado.

Rocky Mountain National Park Civilian Conservation Corps Photograph Collection, Rocky Mountain National Park Archives, Estes Park, Colorado.

Electronic Resources

"Bernard Devoto: Let's Close the National Parks, 1953," *The National Parks: America's Best Idea*. http://harpers.org/sponsor/natpark/lets-close-the-national-parks (accessed June 2016).

Brock, Julia. *A History of the CCC in Rocky Mountain National Park*. https://www.nps.gov/parkhistory/online_books/rmnp/ccc.pdf (accessed June 2016).

Dilsaver, Lary, editor. *America's National Park System: The Critical Documents*. https://www.nps.gov/parkhistory/online_books/anps/anps_3.htm (accessed June 2016).

Tweed, William C., Laura E. Soulliere, and Henry G. Law. *Rustic Architecture, 1916-1942*. https://www.nps.gov/parkhistory/online_books/rusticarch/part5.htm (accessed June 2016).

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
_X__ 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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X__ State Historic Preservation Office
____ Other State agency
_X__ Federal agency
____ Local government
____ University
____ Other
Name of repository: National Park Service Rocky Mountain National Park

Historic Resources Survey Number (if assigned): _5LR.1184_____

10. Geographical Data

Acreage of Property __6.96_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 13	Easting: 449561	Northing: 4472909
2. Zone: 13	Easting: 449657	Northing: 4472953
3. Zone: 13	Easting: 449763	Northing: 4472926
4. Zone: 13	Easting: 449791	Northing: 4472802
5. Zone: 13	Easting: 449960	Northing: 4472723
6. Zone: 13	Easting: 449948	Northing: 4472695
7. Zone: 13	Easting: 449557	Northing: 4472897

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary begins at a point on the south side of U.S. 34 at the terminus of the existing gravel pull-off in the SE ¼ of NE ¼ of S17 T5N R73W. Extending northwest and setback 15' off the road, the boundary follows the alignment of the outbound lane of U.S. 34/Fall River Road to where it rejoins the inbound lanes, reforming a two-lane road in the NW ¼ of NE ¼ of S17 T5N R73W, a distance of approximately .27 mi. The southern edge of the boundary terminates to the southeast of the contemporary road gates and crosses U.S. 34/Fall River Road at its juncture with the Bighorn Ranger Station access road. The boundary continues northeast, following the northwestern edge of the access road, from which it is setback 15'. Here, the boundary then proceeds approximately 200' in a northeasterly direction, encompassing the 1988 nomination boundary and intersecting with the northwestern corner of the 1988 nomination boundary before passing behind the residence (Building 44) and garage (Building 169) to a point adjacent to the Bighorn Creek, where a fire hydrant is located in the NE ¼ of NE ¼ of S17 T5N R73W. From here, the boundary crosses Bighorn Creek and travels approximately 140' southeast to the rear of the pump house (Building 869). Here, the boundary follows the alignment of 1988 nomination boundary, proceeding approximately 160' east-southeast along the ridge line to the rear of the shed (Building 168). Extending beyond the eastern limits of the 1988 nomination boundary, the boundary encompasses the total of the graded parking area surrounding the shed (Building 168). The boundary then extends south-southeasterly approximately 405', following the western edge of—but excluding—the contemporary maintenance road to a

point near the checking station in the SE ¼ of NE ¼ of S17 T5N R73W. At the checking station, on the north side of U.S. 34, the boundary turns southeast, extending approximately 600' along the cut line of the adjacent hillside. The boundary then passes across U.S. 34 to the beginning.

Boundary Justification (Explain why the boundaries were selected.)

The 1988 nomination boundary covered 0.93 acres, while this boundary increase adds 6.96 to that amount, encompassing the primary development areas associated with Fall River Entrance development area, from the 1930s–1960s, inclusive of both the Bighorn Ranger Station and Fall River Entrance proper. This area includes all buildings, objects, structures, and landscape features associated with CCC development of the property in the 1930s and the changes resulting from the redevelopment program carried out under the Mission 66 program starting in 1959–1960. The boundary includes significant landscape features such as Bighorn Creek and the sculpted terrace between U.S. 34 and the Bighorn Ranger Station access road, as well as land essential to establishing the linked viewsheds between Bighorn Ranger Station, U.S. 34 and Fall River Entrance; it otherwise excludes extraneous land not directly associated with development of the area. The limits of U.S. 34 included in the boundary are defined by the gates at the western end of the district, which close the road off in inclement weather, and by lines of site at the eastern end of the district, stopping approximately 200' short of the park's boundary near where the road reconfiguration was initiated in the 1960s.

11. Form Prepared By

name/title: S. Alan Higgins and Elizabeth Heavrin / Architectural Historians
organization: Cultural Resource Analysts, Inc., on behalf of the National Park Service
street & number: 151 Walton Avenue
city or town: Lexington state: Kentucky zip code: 40508
e-mail_sahiggins@crai-ky.com
telephone: 859.252.4737
date: January 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Fall River Entrance Historic District

City or Vicinity: Estes Park / Rocky Mountain National Park

County: Larimer State: Colorado

Photographer: S. Alan Higgins

Date Photographed: May 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 25. Overview of U.S. 34 extending outside of the Fall River Entrance Historic District at its eastern boundary, facing southeast.

2 of 25. Overview of the Fall River Entrance Historic District as U.S. 34 approaches the entrance, facing northwest.

3 of 25. Overview of the checking station (Building 353) and kiosks (Buildings 669-671), facing northwest.

4 of 25. View of the checking station (Building 353) and kiosks (Buildings 669-671) from the outbound lane, facing north-northwest.

5 of 25. View of the checking station (Building 353) and kiosks (Buildings 669-671) from the outbound lane, facing east-northeast.

6 of 25. Overview of the checking station (Building 353) and kiosks (Buildings 669-671) from the outbound lane with McGregor Mountain in the background, facing northeast.

7 of 25. Close-up of the entrance kiosks (Buildings 669-671), facing southwest.

8 of 25. Oblique view of the checking station (Building 353), facing east-northeast.

9 of 25. Overview of the Rocky Mountain National Park entrance signage preceding the entrance, facing northwest.

10 of 25. Pipe culvert at Bighorn Creek north of U.S. 34, facing south.

11 of 25. Representative section of the masonry curbing at the 1933-1934 parking area at the site for the former checking station (Building 20), facing northwest.

12 of 25. Overview of U.S. 34/Fall River Road as it extends northwest beyond the western boundary of the Fall River Entrance Historic District, facing northwest.

13 of 25. Overview of the intersection of U.S. 34/Fall River Road and the Bighorn Ranger Station Area access road, facing northeast.

14 of 25. Overview of the Bighorn Ranger Station Area access road, facing west-northwest.

15 of 25. Oblique view of the Bighorn Ranger Station (Building 44), facing northeast.

16 of 25. Oblique view of the Bighorn Ranger Station (Building 44), facing north-northwest.

17 of 25. Oblique view of the Bighorn Ranger Station (Building 44), facing south-southeast.

18 of 25. Overview of the Bighorn Ranger Station (Building 44) showing its relationship to the flagpole, facing northeast.

19 of 25. Terraced platform and walkways between the Bighorn Ranger Station (Building 44) and the garage and woodshed (Building 169), facing northeast.

20 of 25. View of the relationship between the Bighorn Ranger Station (Building 44) and the garage and woodshed (Building 169), facing northwest.

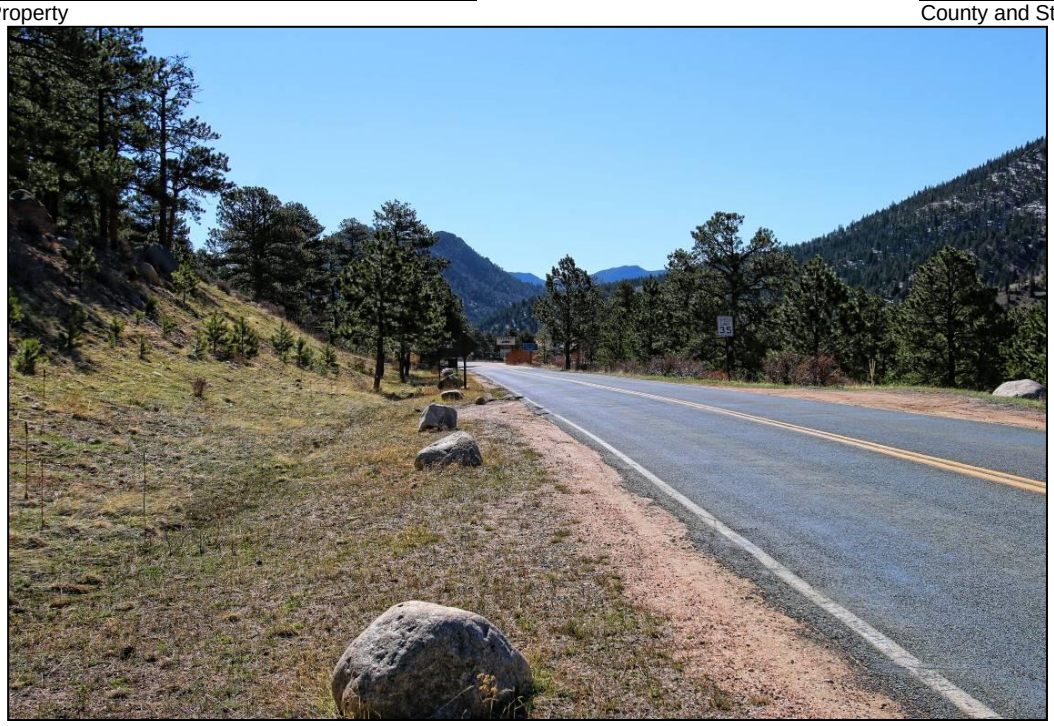
21 of 25. Façade of the garage and woodshed (Building 169), facing northeast.

22 of 25. Oblique view of the pump house (Building 869), facing northwest.

23 of 25. Oblique view of the barn and stable (Building 168), facing northwest.

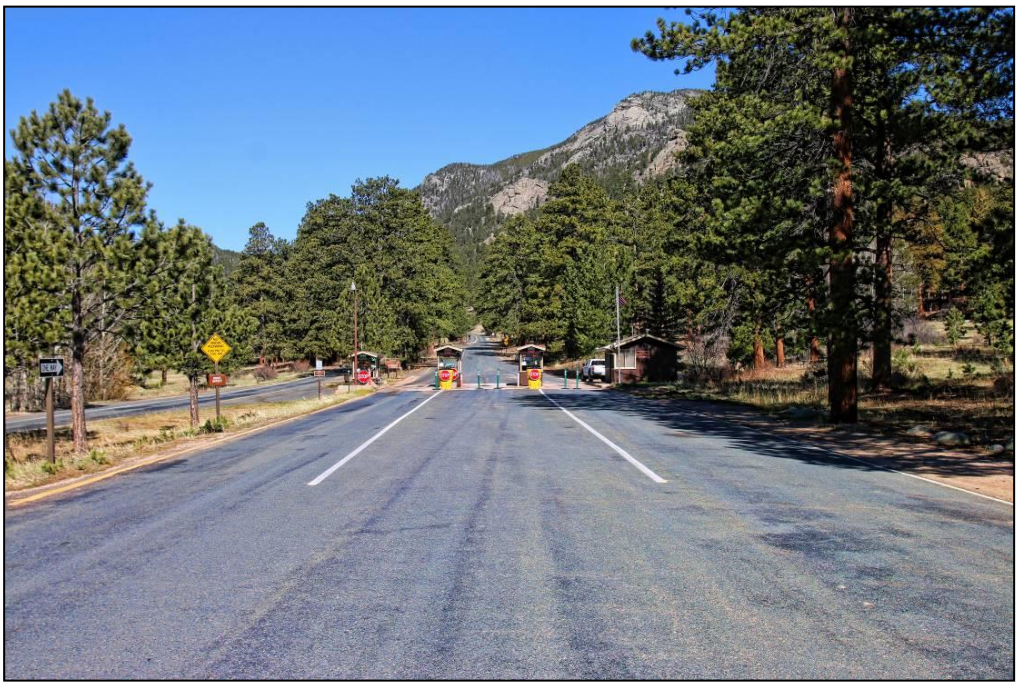
24 of 25. View of the drainage culvert near the garage and woodshed (Building 169), facing southwest.

25 of 25. View of the pipe culvert with stone headwalls on Bighorn Creek, facing south.



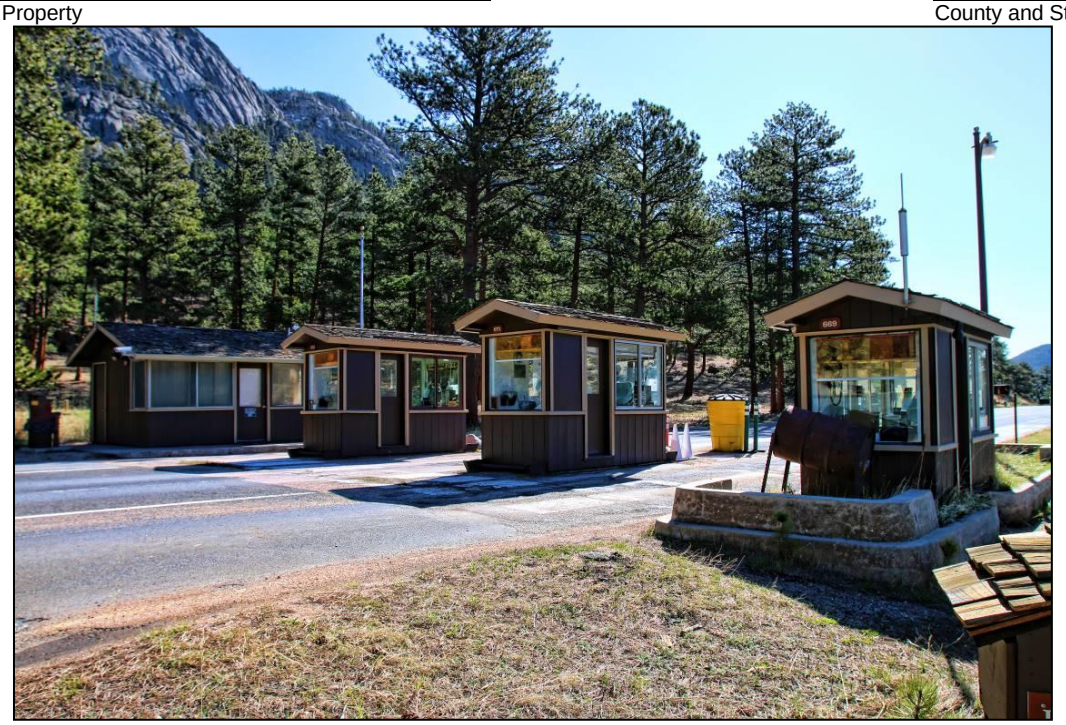
Photograph 1. Overview of U.S. 34 extending outside of the Fall River Entrance Historic District at its eastern boundary, facing southeast.

Photograph 2. Overview of the Fall River Entrance Historic District as U.S. 34 approaches the entrance, facing northwest.

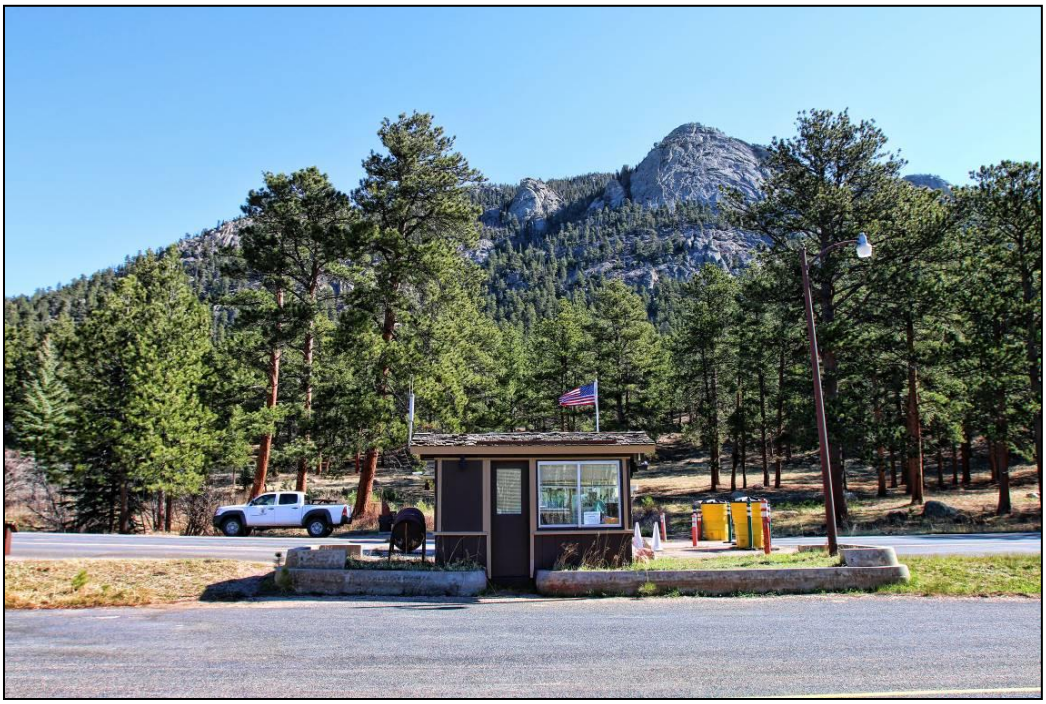


Photograph 3. Overview of the checking station (Building 353) and kiosks (Buildings 669-671), facing northwest.

Photograph 4. View of the checking station (Building 353) and kiosks (Buildings 669-671) from the outbound lane, facing north-northwest.



Photograph 5. View of the checking station (Building 353)
and kiosks (Buildings 669-671) from the outbound lane, facing east-northeast.



Photograph 6. Overview of the checking station (Building 353) and kiosks (Buildings 669-671)
from the outbound lane with McGregor Mountain in the background, facing northeast.

Photograph 7. Close-up of the entrance kiosks (Buildings 669-671), facing southwest.

Photograph 8. Oblique view of the checking station (Building 353), facing east-northeast.

Photograph 9. Overview of the Rocky Mountain National Park entrance signage preceding the entrance, facing northwest.

Photograph 10. Pipe culvert at Bighorn Creek north of U.S. 34, facing south.

Photograph 11. Representative section of the masonry curbing at the 1933-1934 parking area at the site for the former checking station (Building 20), facing northwest.

Photograph 12. Overview of U.S. 34/Fall River Road as it extends northwest beyond the western boundary of the Fall River Entrance Historic District, facing northwest.

Photograph 13. Overview of the intersection of U.S. 34/Fall River Road and the Bighorn Ranger Station Area access road, facing northeast.

Photograph 14. Overview of the Bighorn Ranger Station Area access road, facing west-northwest.

Photograph 15. Oblique view of the Bighorn Ranger Station (Building 44), facing northeast.

Photograph 16. Oblique view of the Bighorn Ranger Station (Building 44), facing north-northwest.

Photograph 17. Oblique view of the Bighorn Ranger Station (Building 44), facing south-southeast.

Photograph 18. Overview of the Bighorn Ranger Station (Building 44) showing its relationship to the flagpole, facing northeast.

Photograph 19. Terraced platform and walkways between the Bighorn Ranger Station (Building 44) and the garage and woodshed (Building 169), facing northeast.

Photograph 20. View of the relationship between the Bighorn Ranger Station (Building 44) and the garage and woodshed (Building 169), facing northwest.

Photograph 21. Façade of the garage and woodshed (Building 169), facing northeast.

Photograph 22. Oblique view of the pump house (Building 869), facing northwest.

Photograph 23. Oblique view of the barn and stable (Building 168), facing northwest.

Photograph 24. View of the drainage culvert near the garage and woodshed (Building 169), facing southwest.

Photograph 25. View of the pipe culvert with stone headwalls on Bighorn Creek, facing south.

Historic Figure Log

H1. 1920 view of the Fall River Entrance at Horseshoe Park. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1384.

H2. 1927 view of the Fall River Entrance at Horseshoe Park, by Roger W. Toll. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 879.

H3. 1934 view of the Fall River Entrance at Hondius Park after relocation, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3299.

H4. June 1934 view of landscaping work at the Fall River Entrance, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3312.

H5. June 1934 view of rocks for masonry curbing at the Fall River Entrance, by Roy Youngs. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3575.

H6. March 1934 view of the relocation of the Fall River Entrance, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3279.

H7. 1935 view of the relocated Fall River Entrance at Hondius Park, by F.E. Baker. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1367.

H8. March 1935 view of the Bighorn Ranger Station (Building 44). Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3376.

H9. March 1935 view of the garage and wood shed (Building 169). Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 4715.

H10. Summer 1940 view of entrance signage at the Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 6877.

H11. July 1958 view of the Fall River Entrance with two inbound and one outbound lane, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1376.

H12. September 1958 view of the Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 6113.

H13. c. 1960 view of the redeveloped Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Facility Management Series 002-03, Folder 408-3G.

H14. December 1960 view of the checking station (Building 353) and kiosks (Buildings 669-671) at the redeveloped Fall River Entrance, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1374.

H15. December 1960 view of the constructed Fall River Entrance, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1375.

H16. Undated, c. 1960, view of Bighorn Ranger Station (Building 44), by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 44.

H17. Undated, c. 1960, view of the garage and woodshed (Building 169), by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 169.

H18. Undated, c. 1960, view of the barn and stable (Building 168), by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 168.

H19. August 1967 view of the Fall River Entrance, by W.B. Alcorn. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1378.

H20. Undated, c. 1967, view of the redeveloped Fall River Entrance with entry signage in the foreground. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado.

H21. 1934 drawings for Bighorn Ranger Station (Building 44). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H22. 1936 Fall River Entrance development area as depicted in the ROMO master plan. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado.

H23. 1950s preliminary study for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H24. 1958 study for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H25. Drawings for the Fall River Entrance checking station (Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H26. Drawings for the Fall River Entrance checking station (Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H27. Drawings for the Fall River Entrance checking station(Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H28. 1980s development concept for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

H1. 1920 view of the Fall River Entrance at Horseshoe Park. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1384.

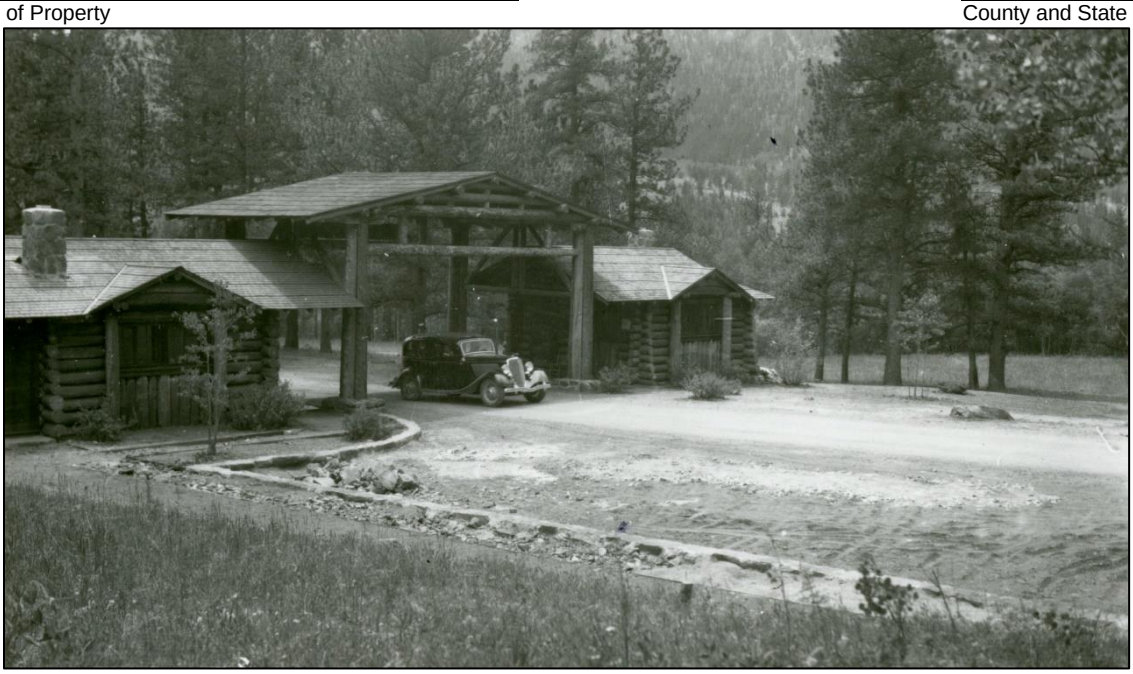
H2. 1927 view of the Fall River Entrance at Horseshoe Park, by Roger W. Toll. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 879.

H3. 1934 view of the Fall River Entrance at Hondius Park after relocation, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3299.

H4. June 1934 view of landscaping work at the Fall River Entrance, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3312.

H5. June 1934 view of rocks for masonry curbing at the Fall River Entrance, by Roy Youngs. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3575.

H6. March 1934 view of the relocation of the Fall River Entrance, by Dorr G. Yeager. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3279.



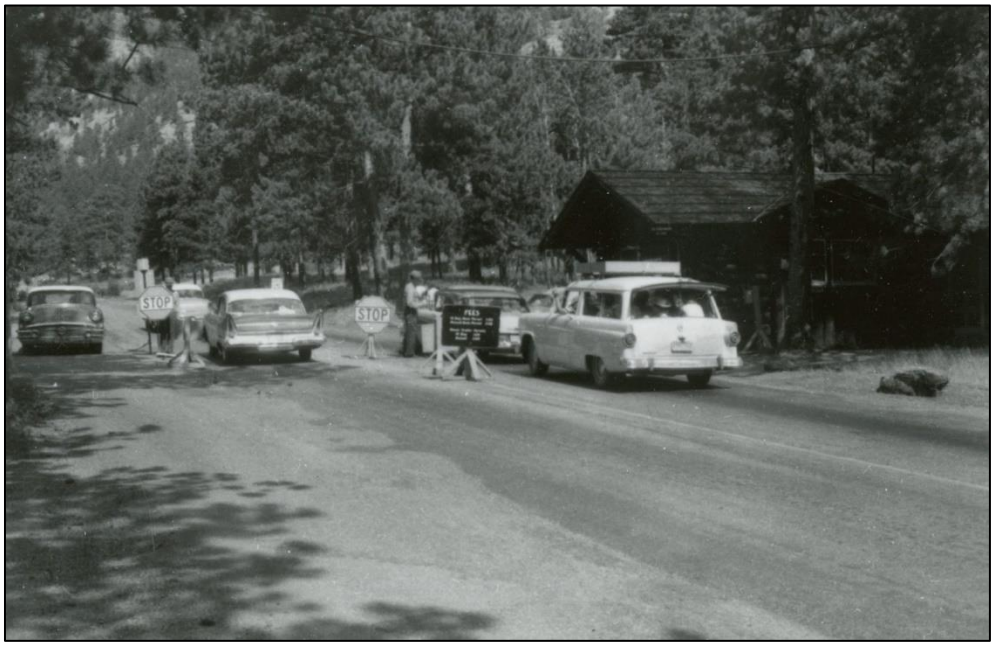
H7. 1935 view of the relocated Fall River Entrance at Hondius Park, by F.E. Baker. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1367.

H8. March 1935 view of the Bighorn Ranger Station (Building 44). Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 3376.

H9. March 1935 view of the garage and wood shed (Building 169). Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 4715.

H10. Summer 1940 view of entrance signage at the Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Civilian Conservation Corps Photograph Albums, photograph no. 6877.

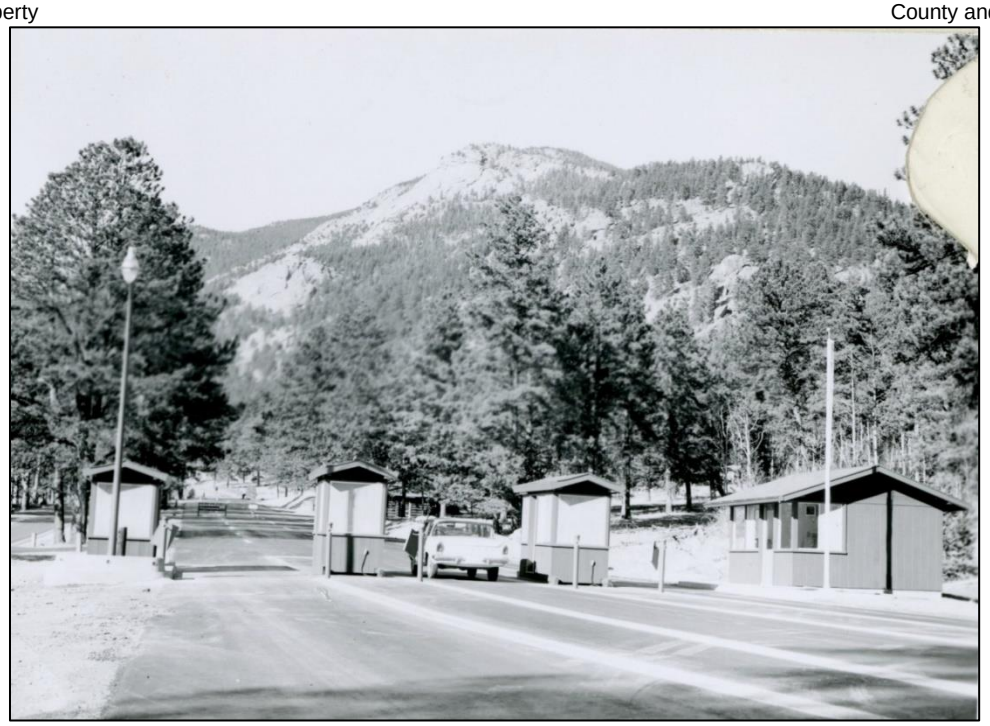
H11. July 1958 view of the Fall River Entrance with two inbound lanes and one outbound lane, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1376.



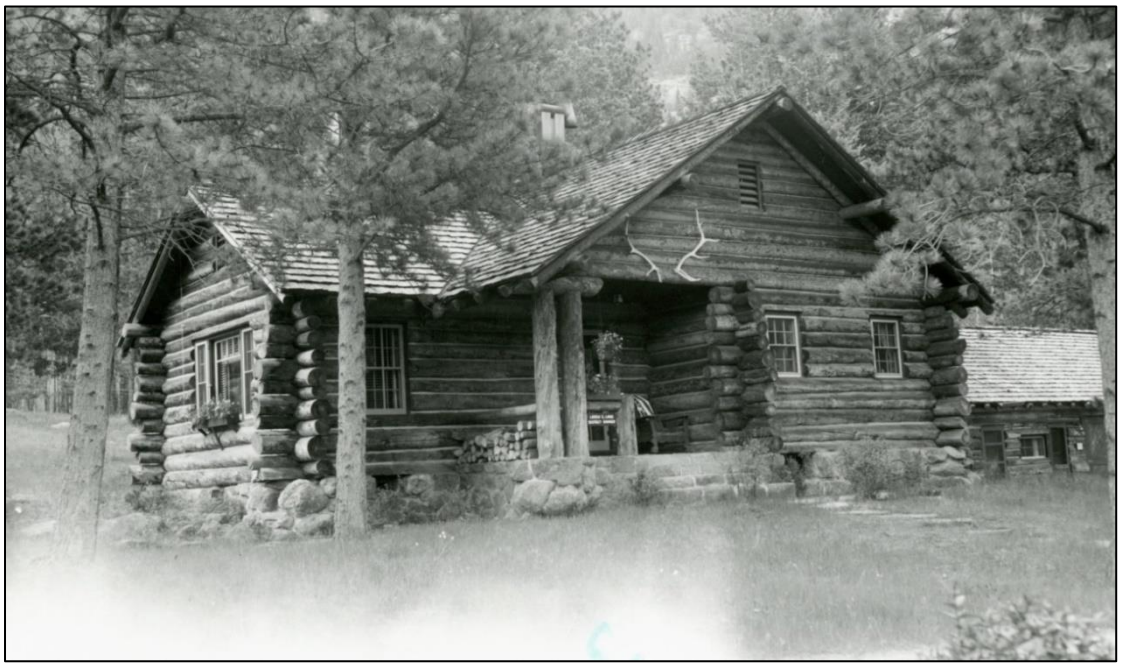
H12. September 1958 view of the Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 6113.

H13. c. 1960 view of the redeveloped Fall River Entrance. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Facility Management Series 002-03, Folder 408-3G.

H14. December 1960 view of the checking station and kiosks at the redeveloped Fall River Entrance, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1374.



H15. December 1960 view of the constructed Fall River Entrance, by R.H. Boyer. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1375.



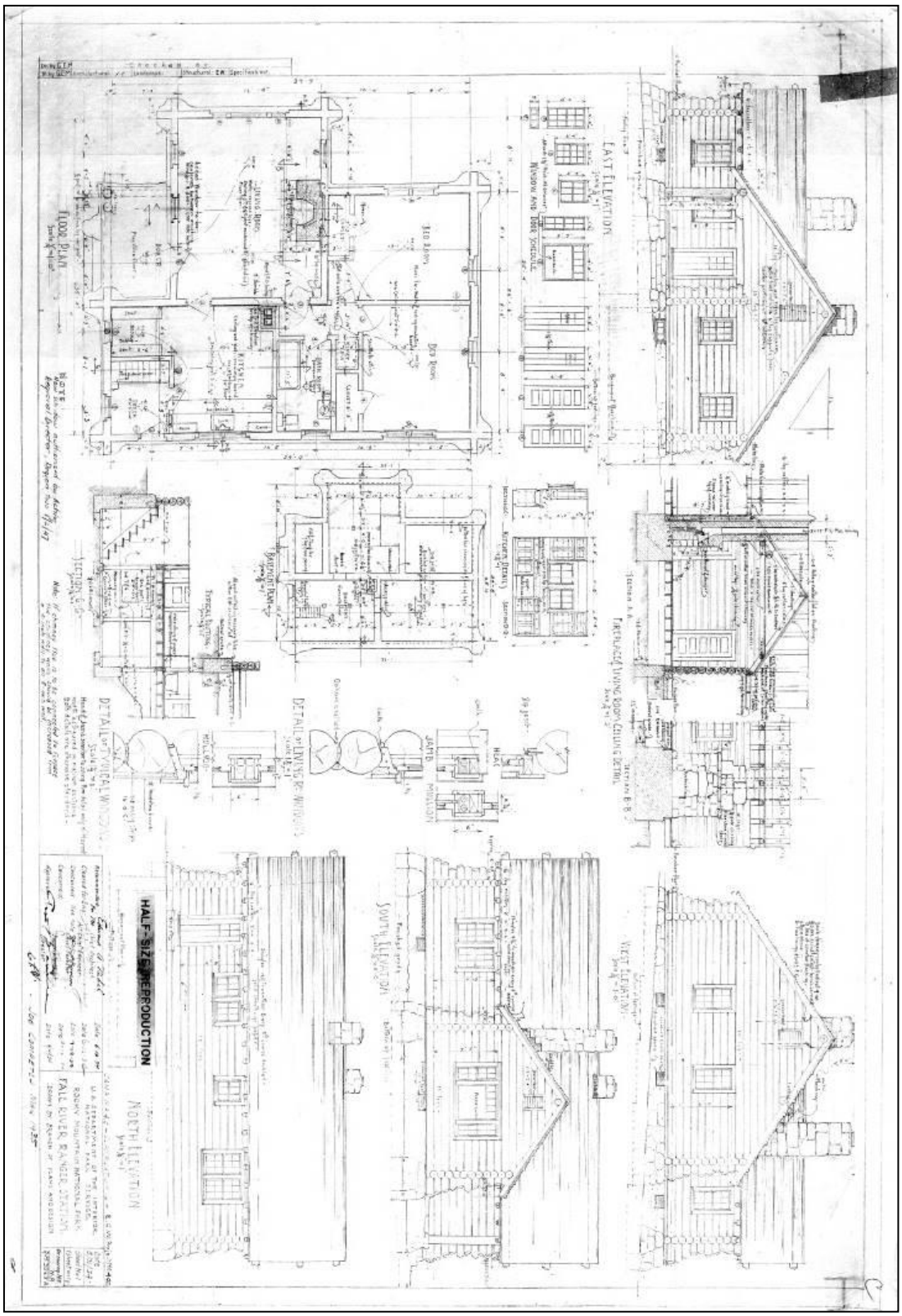
H16. Undated, c. 1960, view of the Bighorn Ranger Station (Building 44), by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 44.

H17. Undated, c. 1960, view of the garage and woodshed (Building 169) by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 169.

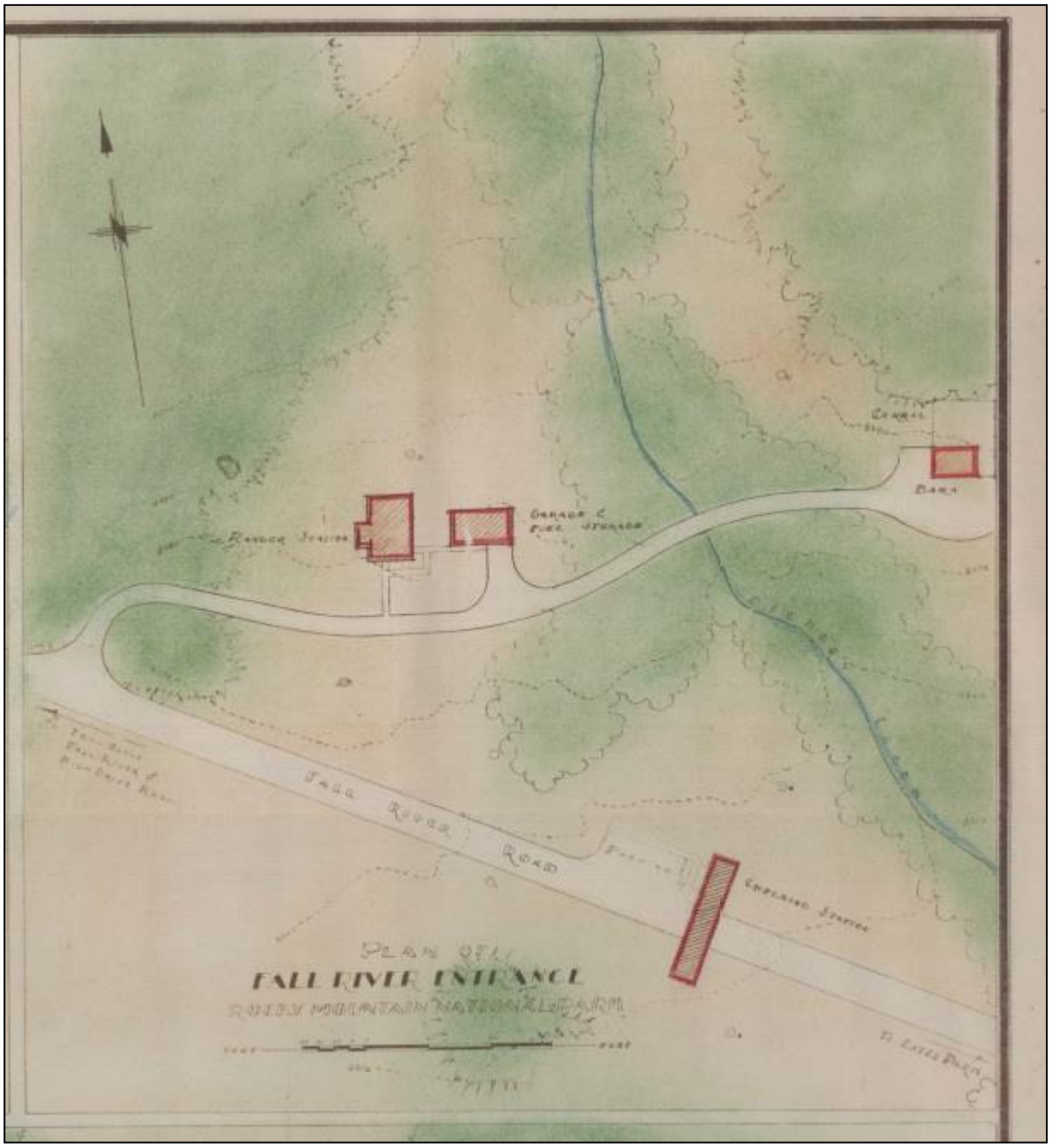
H18. Undated, c. 1960, view of the barn and stable (Building 168), by Ferrel Atkins. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Ferrel Atkins Collection, Building Folder No. 168.

H19. August 1967 view of the Fall River Entrance, by W.B. Alcorn. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado, Photograph Collection (11-Q-7), album no. 1, photograph no. 1378.

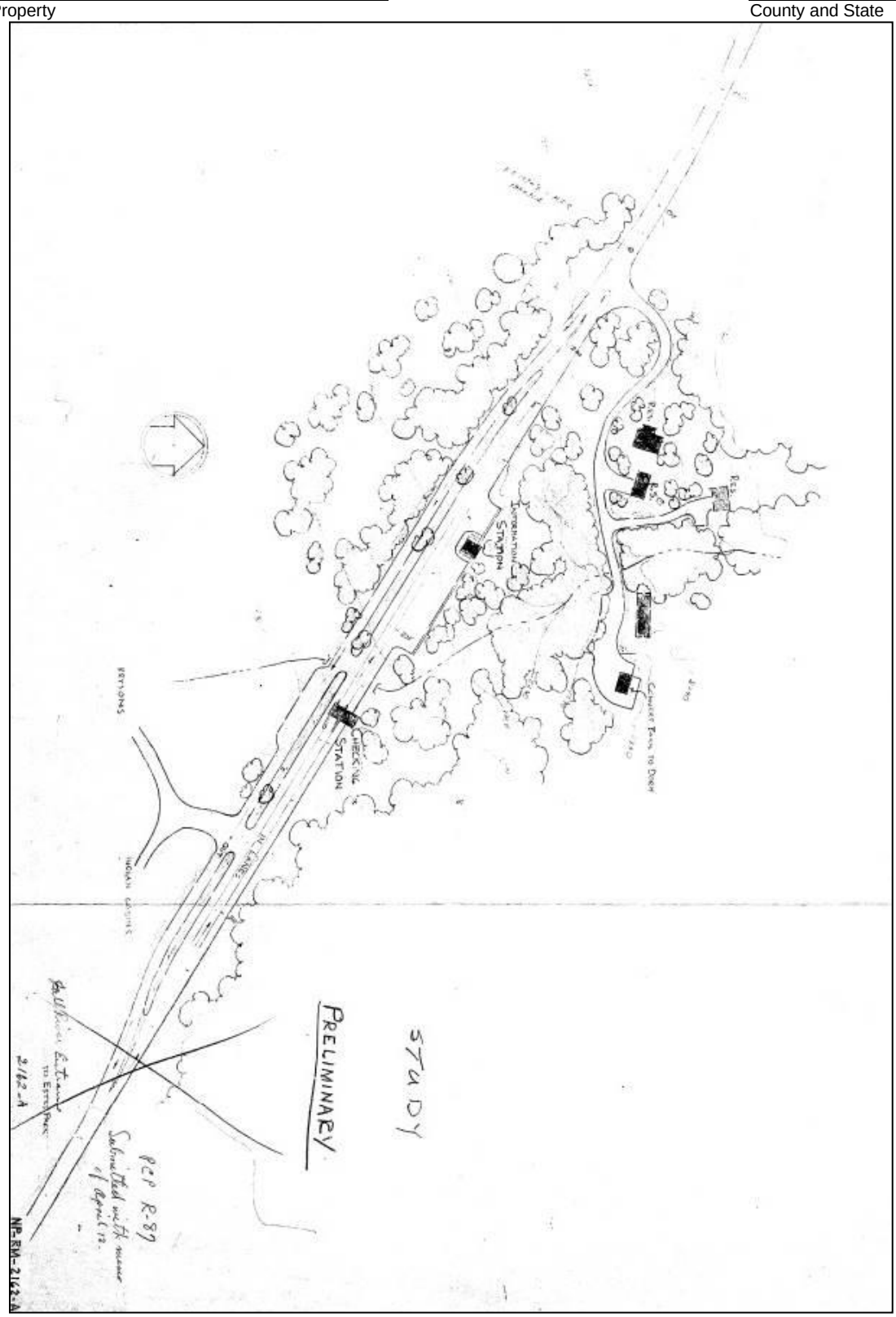
H20. Undated, c. 1967, view of the redeveloped Fall River Entrance with entry signage in the foreground. Located in the files of Rocky Mountain National Park Archives, Estes Park, Colorado.



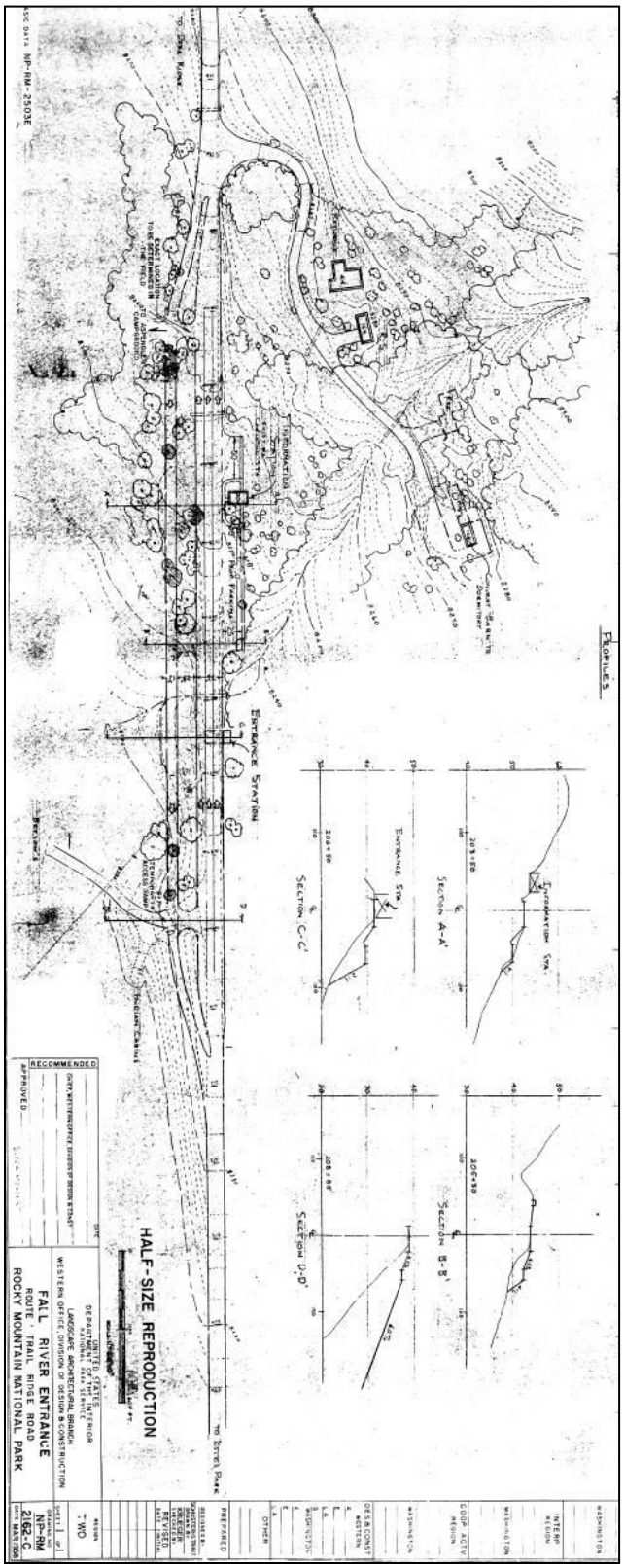
H21. 1934 drawings for Bighorn Ranger Station (Building 44). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.



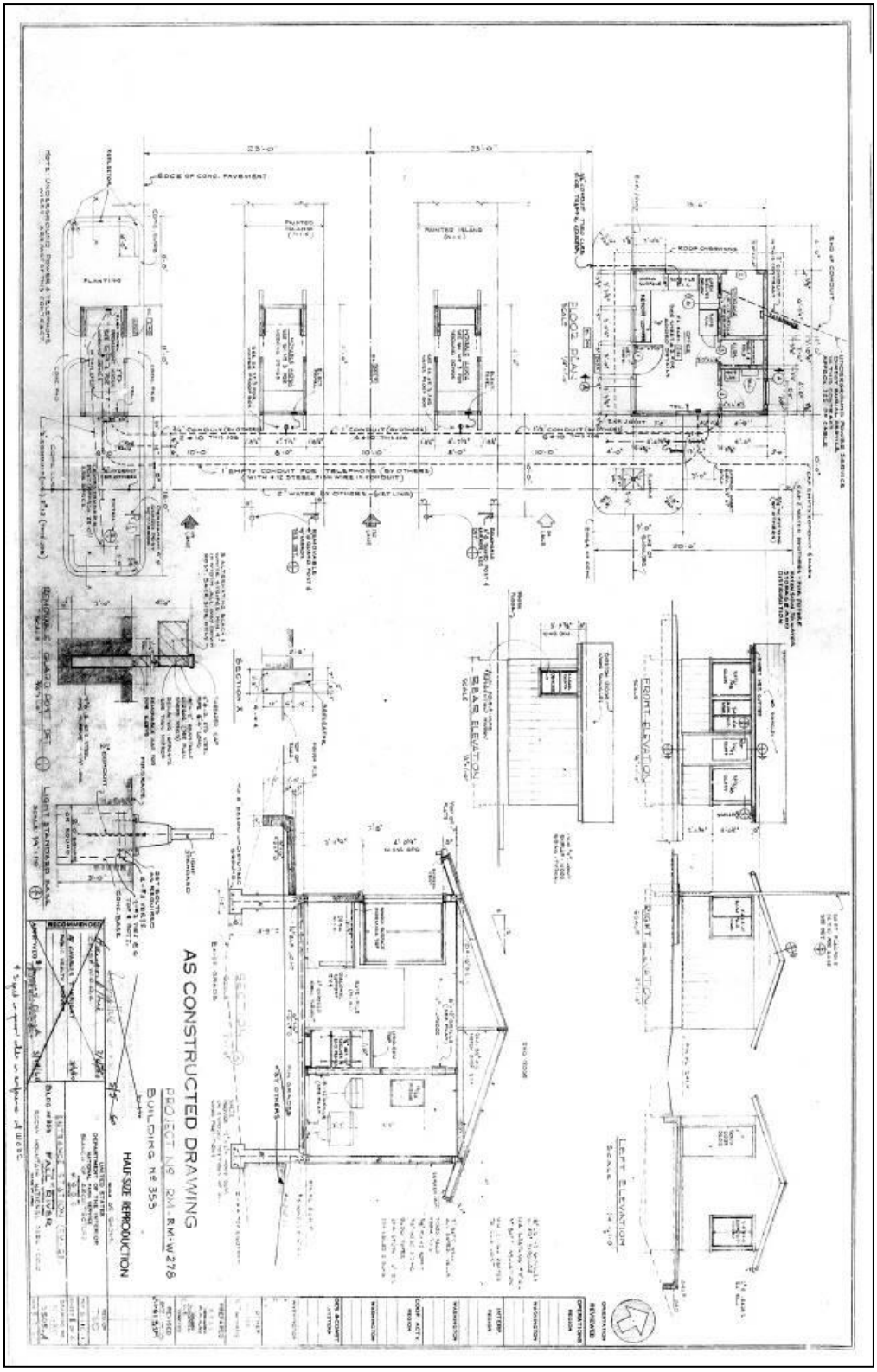
H22. 1936 Fall River Entrance development area as depicted in the ROMO master plan. Located in the files of the Rocky Mountain National Parks Archives, Estes Park, Colorado.



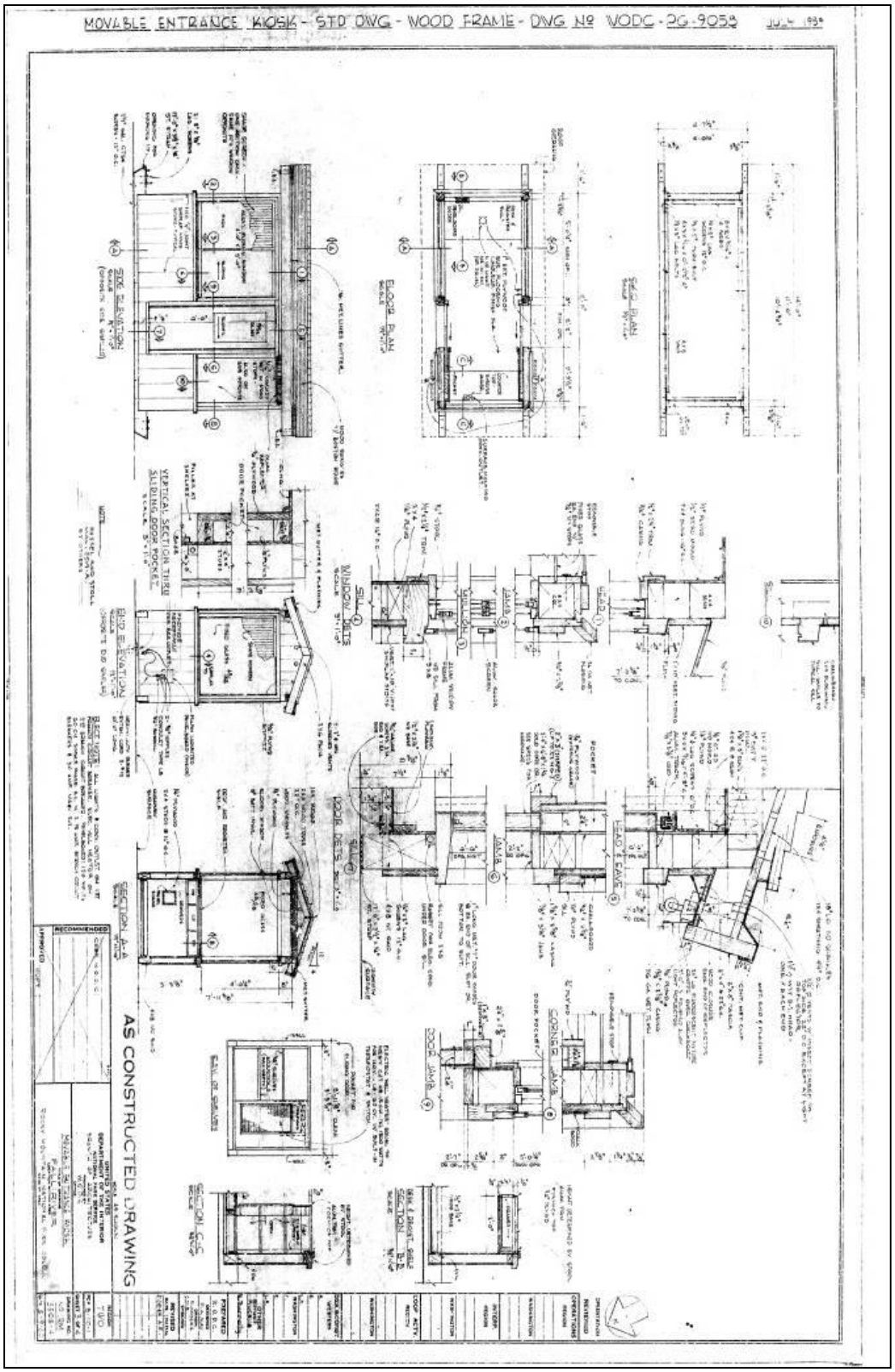
H23. 1950s preliminary study for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.



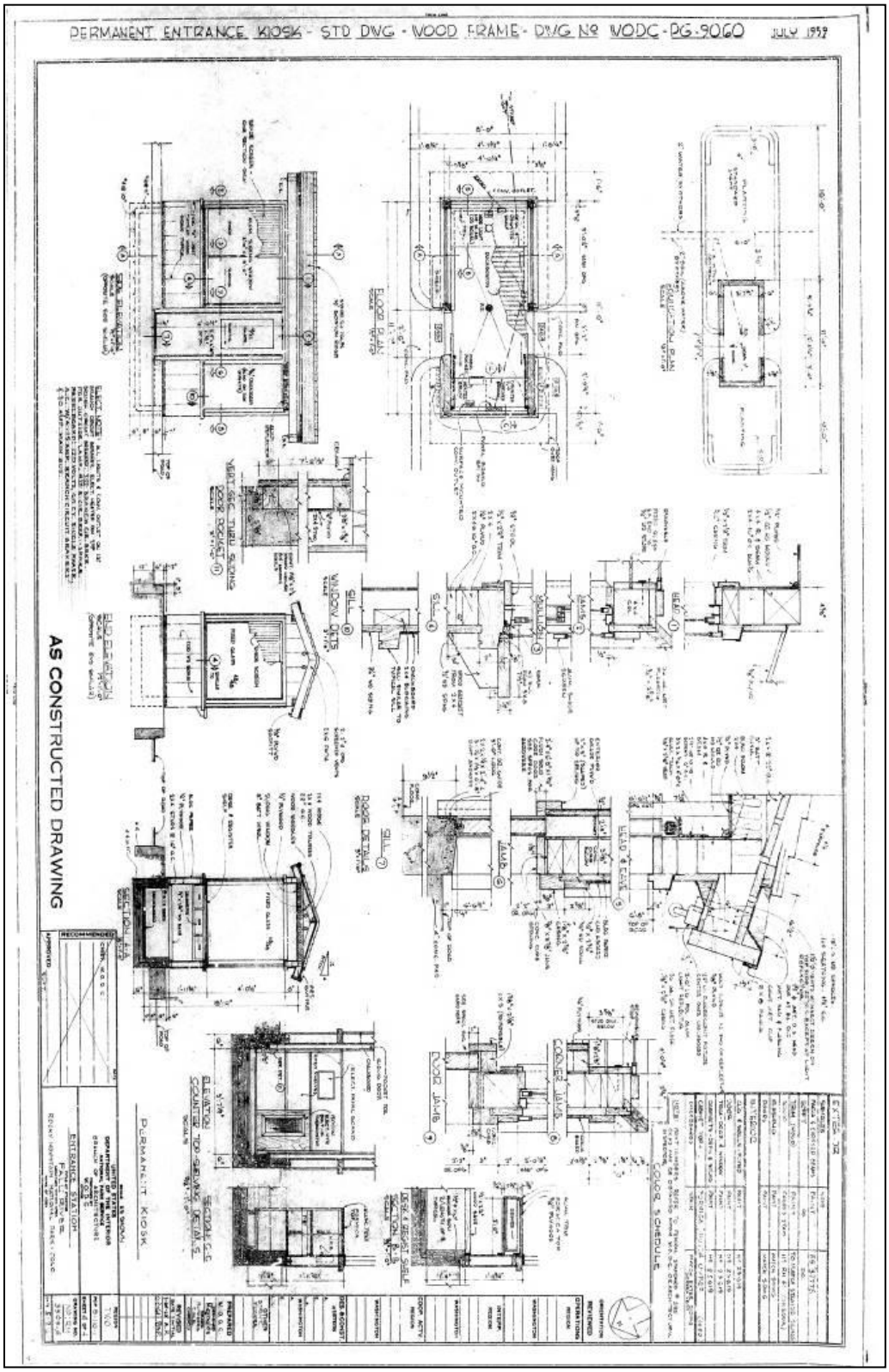
H24. 1958 study for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.



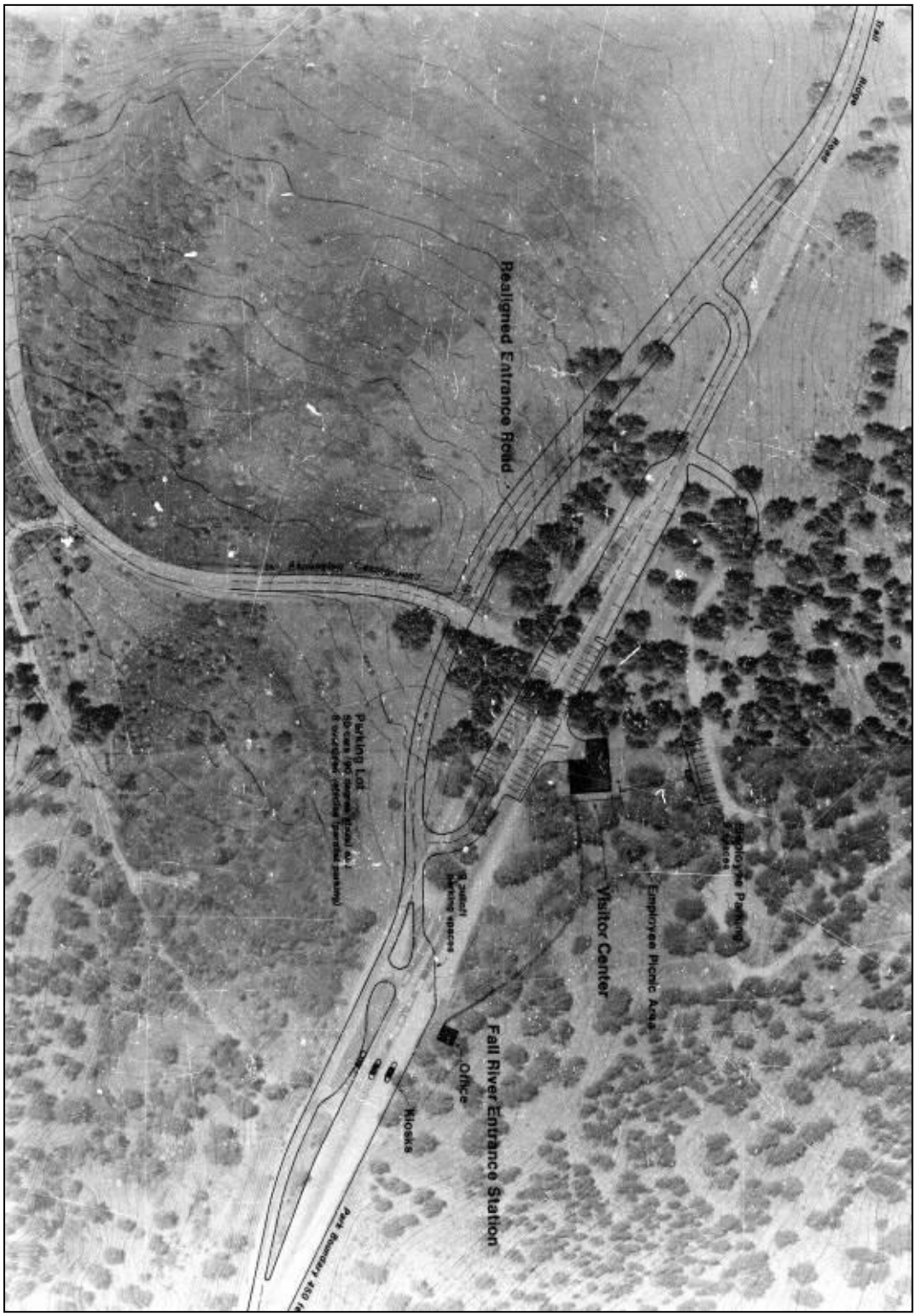
H25. Drawings for the Fall River Entrance checking station (Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.



H25. Drawings for the Fall River Entrance checking station (Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

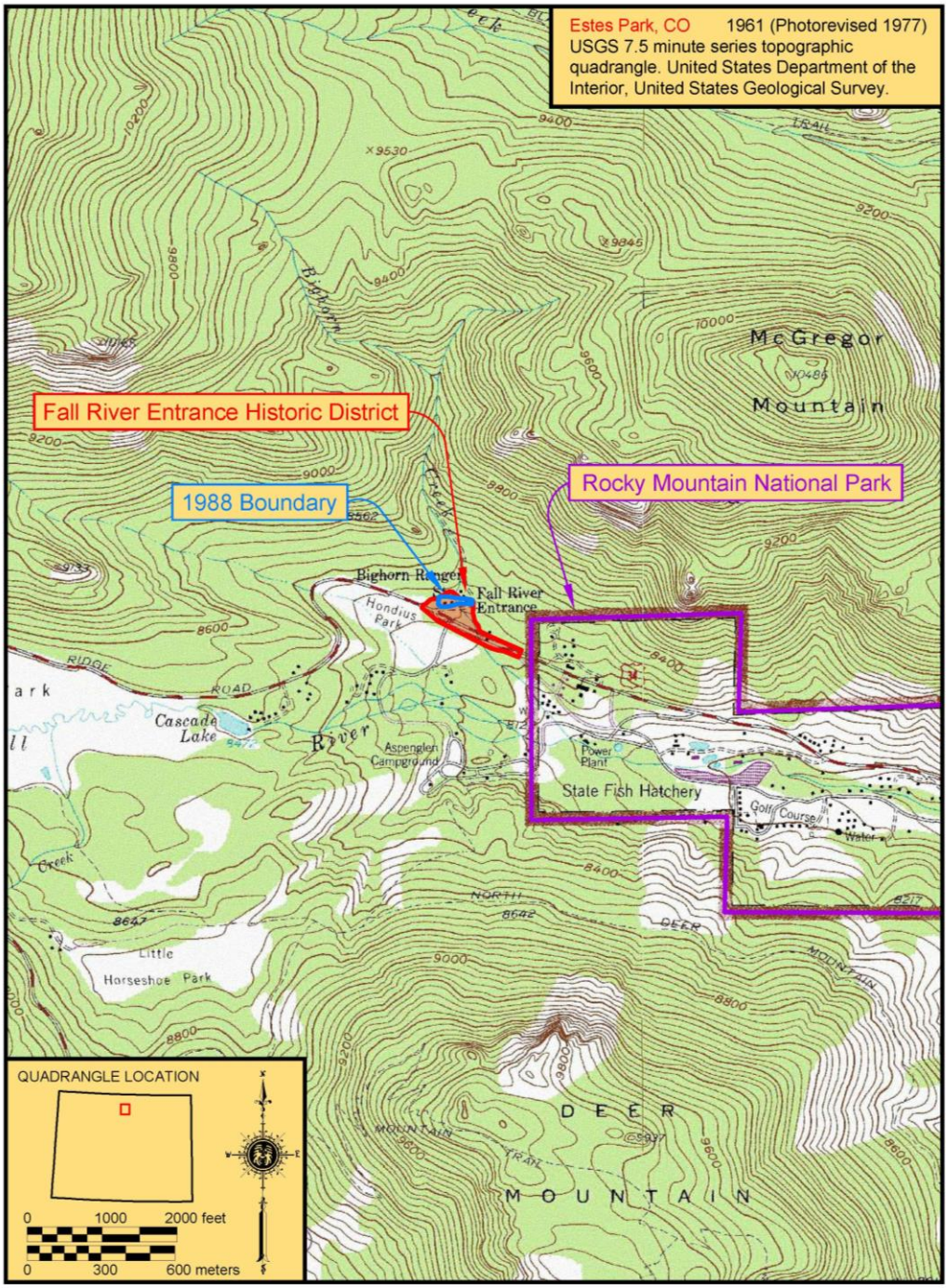


H25. Drawings for the Fall River Entrance checking station (Building 353) and kiosks (Buildings 669-671). Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.



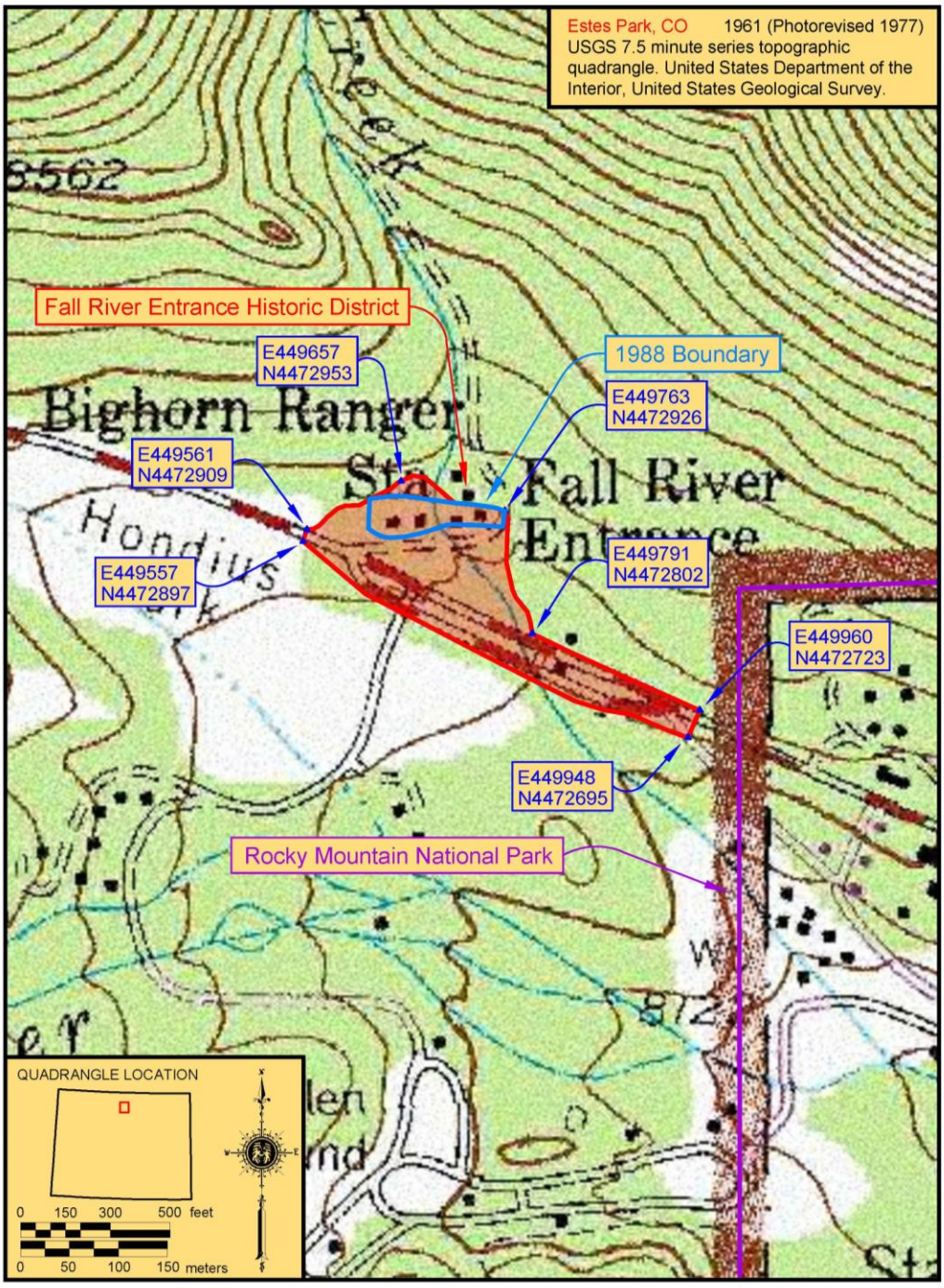
H28. 1980s development concept for the Fall River Entrance. Located in the files of the National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado.

USGS Topographic Map (Figure M1)
Estes Park, Colorado, 7.5-minute series quadrangle



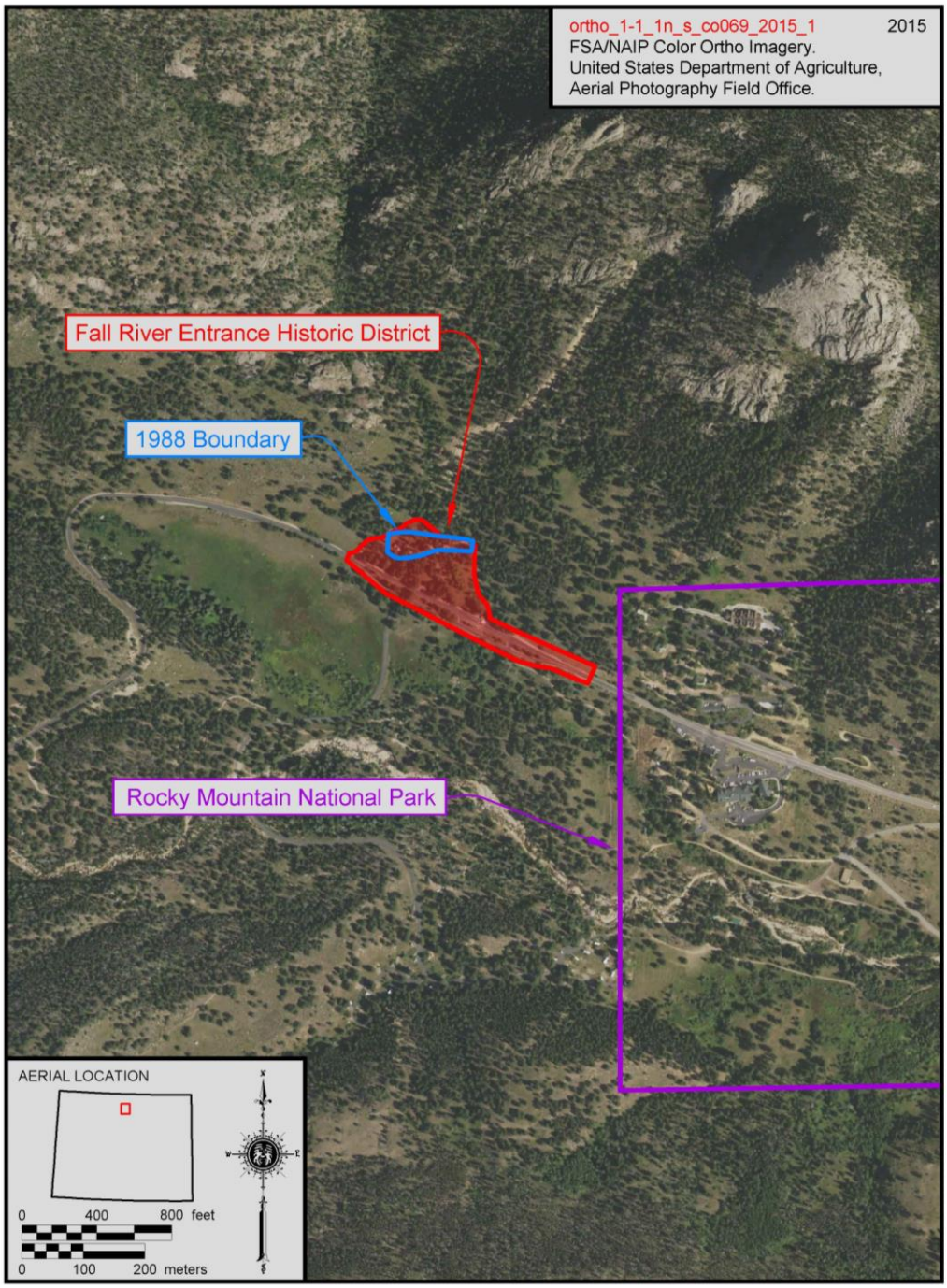
Fall River Entrance Historic District (5LR.1184) Larimer, Colorado
Name of Property County and State

USGS Topographic Map (Figure M2)
Estes Park, Colorado, 7.5-minute series quadrangle



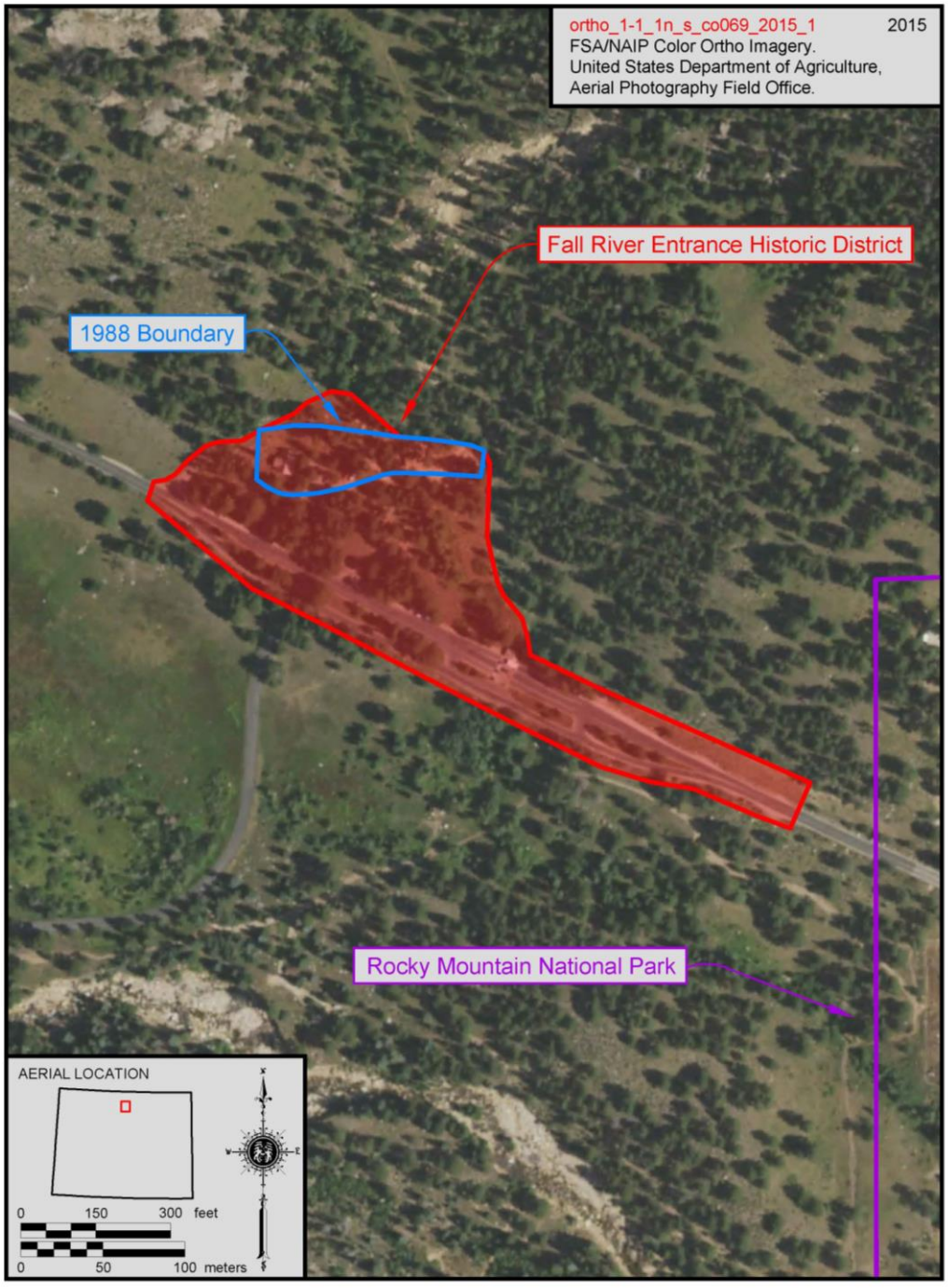
Fall River Entrance Historic District (5LR.1184) Larimer, Colorado
Name of Property County and State

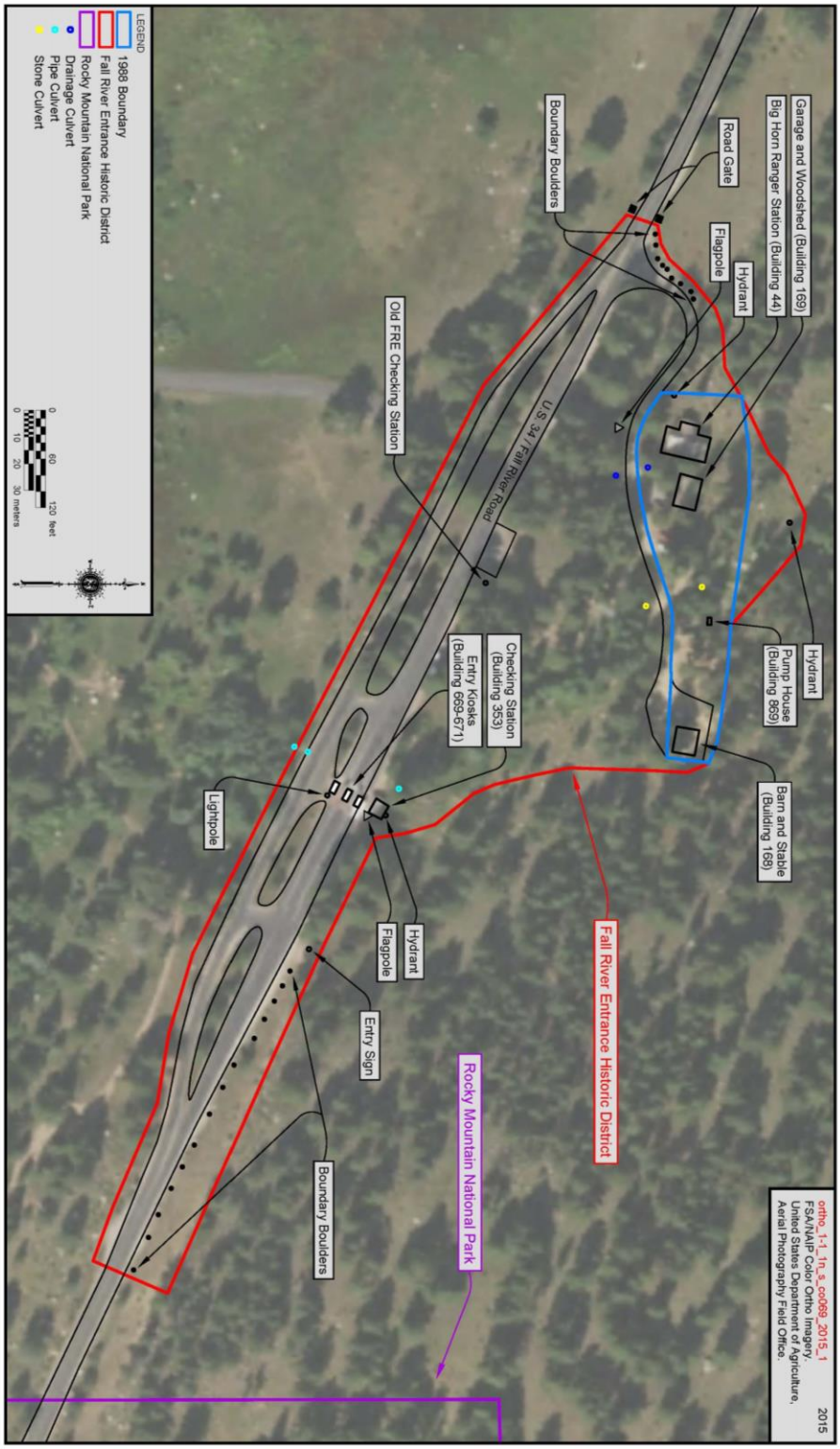
Location Map (Figure M3)



Fall River Entrance Historic District (5LR.1184) Larimer, Colorado
Name of Property County and State

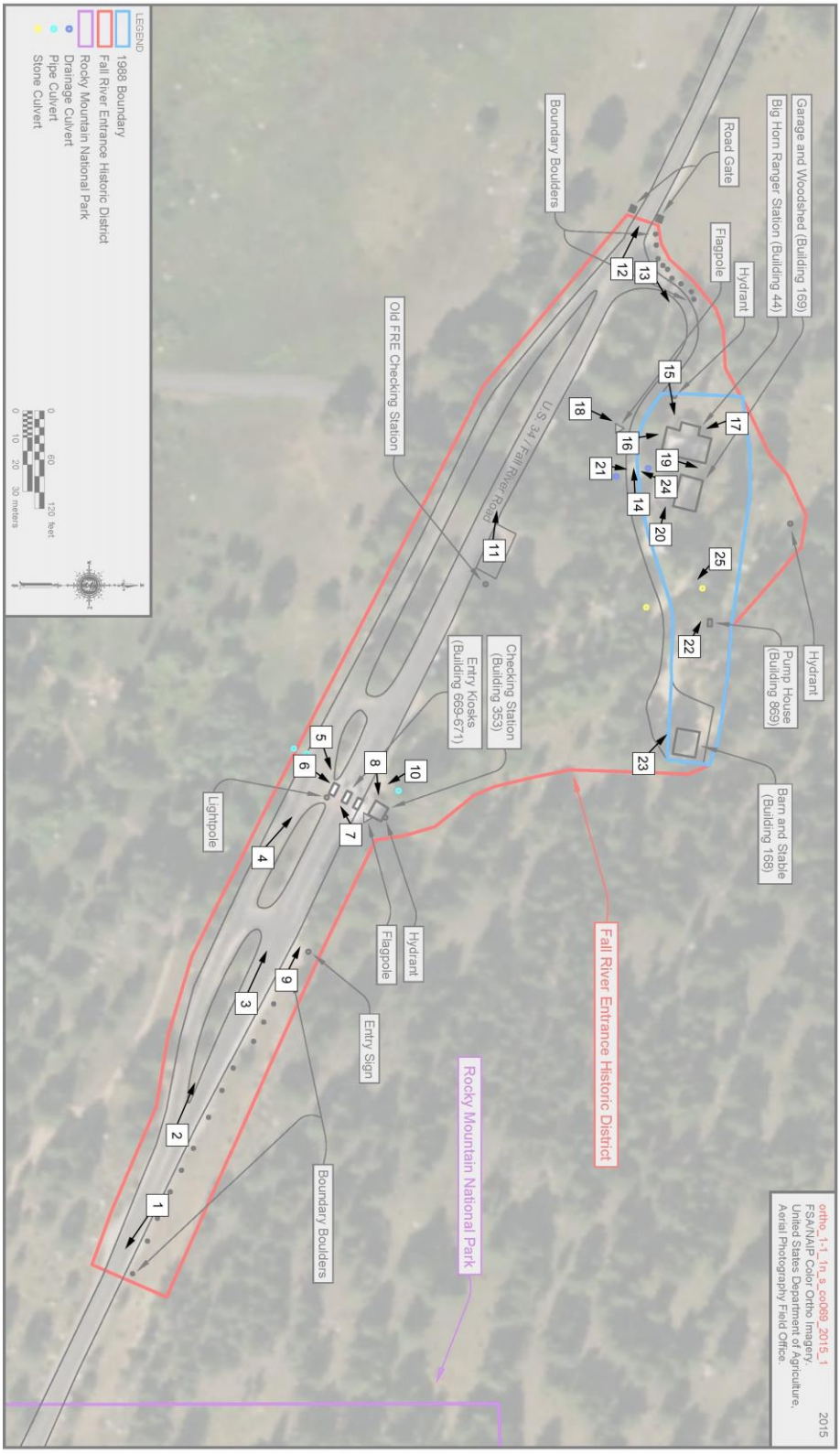
Boundary Map (Figure M4)

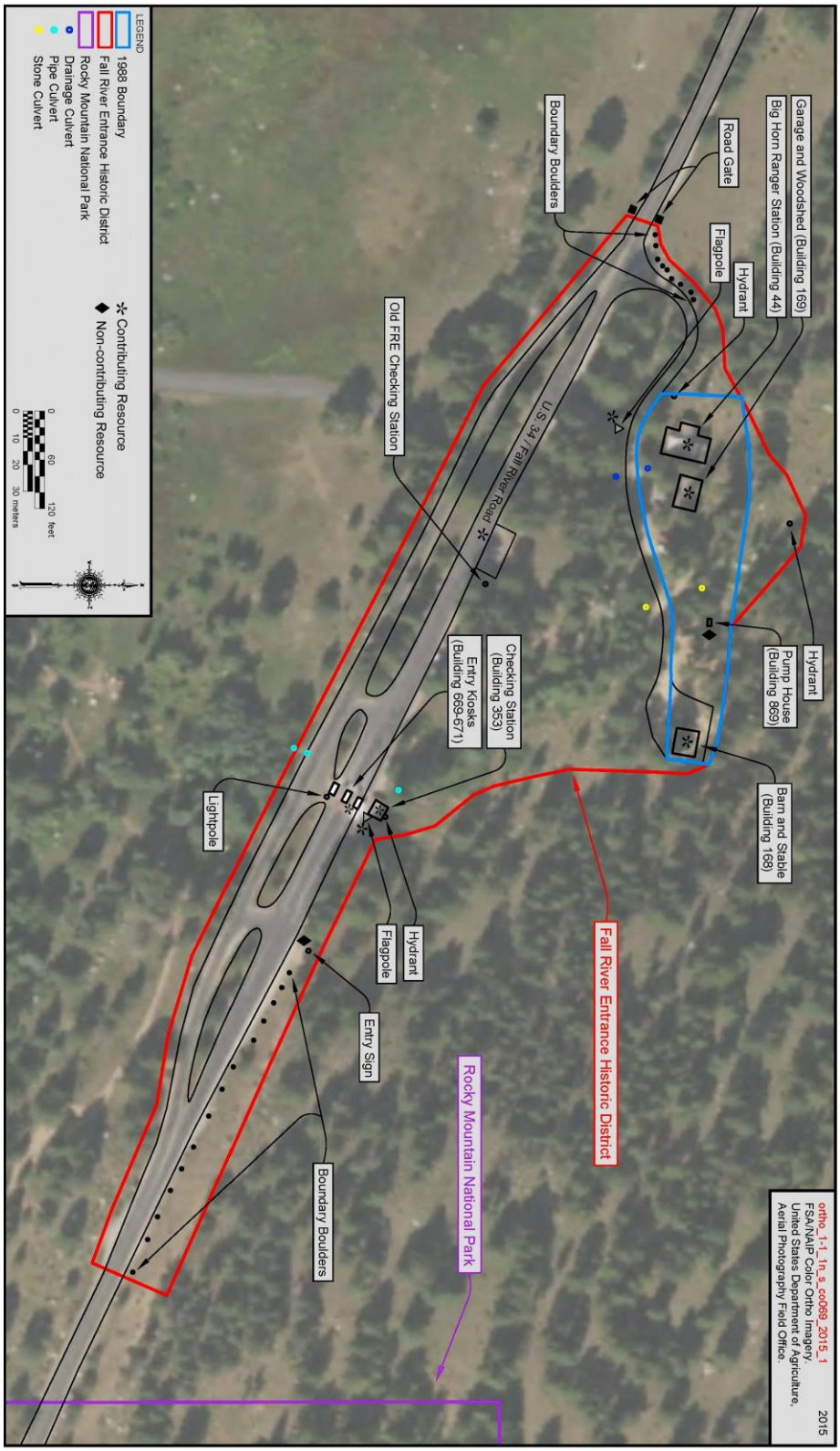




Site Plan (Figure M5)

Photo Key (Figure M6)





Contributing and Non-contributing Resources (Figure M7)

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.


SPEED LIMIT
35


Aspenglen
Campground


ROAD
CLOSED
35


BIGHORN
RANGER STATION


B 869
NO PARKING
TOW AWAY ZONE


ONE WAY
STOP
STOP
STOP


STOP
STOP
STOP
STOP
STOP


669


OPEN
STOP
Receipt
Must Be Presented
For Re-Entry
CAMPGROUND INFORMATION
Call 911 For Emergency


353


ROCKY MOUNTAIN
NATIONAL PARK
ESTABLISHED IN 1915
NATIONAL PARK SERVICE

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Boundary Update
Property Name:	Fall River Entrance Historic District (Boundary Increase and Additional Documentation)
Multiple Name:	Rocky Mountain National Park MRA
State & County:	COLORADO, Larimer

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
1/19/2018	2/21/2018	3/8/2018	3/5/2018	

Reference number:	BC100002148
Nominator:	State

Reason For Review:

__X__ Accept _____ Return _____ Reject __3/5/2018__ Date

Abstract/Summary Comments:	Expands the boundaries and provides new information for the Fall River Entrance of Rocky Mountain National park. Brings in the Mission 66 era, and greatly expands booth the description and significance statement of the original nomination.
Recommendation/ Criteria	Accept / A and C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

LARIMER COUNTY
COMMITTED TO EXCELLENCE

BOARD OF COUNTY COMMISSIONERS

Post Office Box 1190
Fort Collins, Colorado 80522-1190
(970) 498-7010
FAX (970) 498-7006

July 11, 2017

Darla Sidles
Superintendent
United States Department of the Interior
National Park Service
Rocky Mountain National Park
Estes Park, CO 80517-8397

RE: H4217 (ROMO)

Dear Ms. Sidles:

Thank you for your letter dated June 5, 2017 and enclosure regarding the National Register Nomination for the Fall River Entrance Historic District.

The Larimer County Board of Commissioners concurs with the nomination for the Fall River Entrance Historic District to include the Mission 66 station area.

We appreciate the notification and opportunity to comment, and your great work on the protection of cultural resources at Rocky Mountain National Park.

Sincerely,

Lew Gaiter III
Chair, District 1

HISTORY Colorado

March 20, 2017

Darla Sidles
Superintendent
National Park Service
Rocky Mountain National Park
Estes Park, Colorado 80517

Re: National Register of Historic Places Registration Form, Fall River Entrance Historic District (Amendment and Boundary Increase), Fall River Entrance/Bighorn Ranger Station/5LR.1184

Dear Superintendent Sidles:

Thank you for providing the updated National Register of Historic Places Amendment and Boundary Increase for the Fall River Entrance and Historic District. Please find a signed copy of the Registration page attached.

If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,

Holly K. Norton

for Steve Turner, AIA
State Historic Preservation Officer

G

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

JUN - 5 2017

Mr. Tom Donnelly
Board of Commissioners
Larimer County, District III
200 West Oak Street
Second Floor
P.O. Box 1190
Fort Collins, CO 80522-1190

Reference: **Concurrence on Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) 5LR1184**

Dear Mr. Donnelly:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Entrance Historic District to include the Mission 66 station area. Enclosed is the Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) for your review.

The park received concurrence of the nomination from the Colorado SHPO on March 16, 2017. Per section 302104 of the National Historic Preservation Act, federal properties nominated to the National Register also require notification of county officials of the action and an opportunity to comment. Once the park has received your concurrence we will forward the nomination on to the Federal Preservation Officer for signature by the Keeper of the National Register.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

DARLA SIDLES

Darla Sidles
Superintendent

Enclosure
National Register Nomination

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

MAR - 7 2017

Mr. Steve Turner
State Historic Preservation Officer
Colorado Historical Society
1200 Broadway
Denver, CO 80203

Reference: **Concurrence on Fall River Historic District National Register Nomination (Amendment and Boundary Increase) 5LR1184**

Dear Mr. Turner:

Rocky Mountain National Park will be preparing an Environmental Assessment (EA) for the Fall River Entrance station area. The park has completed a revised National Register Nomination for the Fall River Historic District to include the Fall River Entrance station area. Enclosed is the Fall River Historic District National Register Nomination (Amendment and Boundary Increase) for your concurrence. Once the park has received your concurrence we will forward the nomination on to the Federal Preservation Officer (FPO) for signature by the Keeper. Please include a signed copy of the first page with your reply.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

for Darla Sidles
Superintendent

Enclosure
National Register Nomination
Archival Disk with TIFF photographs

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

SEP 21 2017

Ms. Joy Beasley
NPS Federal Preservation Officer
1849 C Street NW
Mail Stop 7508
Washington, DC 20240

Reference: **Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) 5LR1184**

Dear Ms. Beasley:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Entrance Historic District to include the Mission 66 entrance station area. Enclosed is the Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) for transmittal to the Keeper for listing in the National Register of Historic Places. The park received concurrence of the nomination from the Colorado SHPO on March 16, 2017 and from the Larimer County Board of Commissioners on July 17, 2017.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

Darla Sidles
Superintendent

Enclosure
National Register Nomination

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

12/15/2017

Ms. Joy Beasley
NPS Federal Preservation Officer
1849 C Street NW
Mail Stop 7508
Washington, DC 20240

Reference: **Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) 5LR1184**

Dear Ms. Beasley:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Entrance Historic District to include the Mission 66 entrance station area. Enclosed is the Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) for transmittal to the Keeper for listing in the National Register of Historic Places. The enclosed disk contains the true and correct copy of the nomination for the Fall River Entrance Historic District to the National Register of Historic Places. The park received concurrence of the nomination from the Colorado SHPO on March 16, 2017 and from the Larimer County Board of Commissioners on July 17, 2017.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

Darla Sidles
Superintendent

Enclosures
Signed copy of first page of nomination
Disks

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240

JAN 12 2018

H32(2280)

Memorandum

To: Keeper of the National Register of Historic Places

From: Acting Associate Director, Cultural Resources, Partnerships, and Science, and NPS Federal Preservation Officer

Subject: National Register Amendment and Boundary Increase for the Fall River Entrance Station Historic District, Rocky Mountain National Park, Larimer County, CO

I am forwarding the National Register Amendment and Boundary Increase for The Fall River Entrance Station Historic District. The Park History Program has reviewed the nomination and found it eligible under Criteria A and C, with Areas of Significance of Politics/Government, Community Planning and Development, and Architecture. Criterion A and its associated Areas of Significance are new additions to the original 1998 documentation, and the district's boundary has been increased by 6.96 acres.

The State Historic Preservation Office (SHPO) and chief local elected official(s) were sent the documentation in February 2017. Within 45 days, the SHPO _x_ supported __ supported with comments __ did not respond. Any comments received are included with the documentation.

If you have any questions, please contact Kelly Spradley-Kurowski at 202-354-2266 or kelly_spradley-kurowski@nps.gov.