

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	6 SEP 1979
DATE ENTERED	DEC 17 1979

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Redwood Highway (California State Highway #1)
AND/OR COMMON
Old Redwood Highway (abandoned)

RECEIVED
JUL 21 1978
OHP

2 LOCATION

STREET & NUMBER (Redwood National Park and Del Norte
Not applicable Redwoods State Park)

CITY, TOWN
Not applicable Klamath VICINITY OF Klamath, Crescent City Second
STATE CODE COUNTY CODE
California 06 Del Norte 015

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)
Western Regional Office, National Park Service
STREET & NUMBER
450 Golden Gate Avenue, Box 36063
CITY, TOWN
San Francisco

Del Norte Coast State PK
HIOCHI Park
and P.O. Drawer "J"
Crescent City, CA
95531

STATE
California 94102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Del Norte County Courthouse, County Clerk's Office

STREET & NUMBER
H Street

CITY, TOWN
Crescent City
STATE
California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Basic Data Study "Redwood National Park"

DATE
1969 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS Office of Archeology and Historic Preservation, National Park Service

CITY, TOWN
Washington
STATE
D. C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

There are two sections of the old original Redwood Highway which have been abandoned. The first abandoned section of the old Redwood Highway (California State Highway #1) runs from High Bluff to the mouth of the Klamath River. This section of the highway follows the general route of the old Crescent City-Trinidad Wagon Road, and during the construction of the highway just after the First World War state highway crews upgraded and partially realigned and rerouted the road for automobile traffic. This section of road was paved and is very similar to the second section of abandoned highway further up the coast in terms of engineering and construction. The road runs through an open brushy area along the steep hillsides where the coast range meets the Pacific Ocean and terminates at the Klamath River, where the old Requa Ferry transferred autos across the river to the town of Requa, where the highway began again.

Due to the inefficiency of the ferry operation (traffic was often delayed for up to six hours while waiting to cross), a contract was let out for the construction of a bridge across the Klamath. The bridge was begun in 1924 about one mile upstream from the ferry. Finished in 1926 and named the Douglas Memorial Bridge, this eliminated the need for the ferry and the stretch of the highway along the coast. To meet the bridge, a new section of highway was constructed from High Bluff following the Richardson Creek down to the Klamath and the new bridge. This bypassed the old route, which was then downgraded to a local road, which it continues to be at this time. This old section has fallen into disrepair. The paving is broken in some spots, and is missing in others. The grade, however, is intact and unaltered, allowing for easy identification of the road's engineering.

The second abandoned section of the highway starts at a point north of Wilson Creek, where the present highway splits from the original route. Running through the lands of the Del Norte Coastal Redwoods State Park, the original route leaves State lands and enters Redwood National Park, where it turns and follows the coastline along the cliffs. The route continues along the cliffs until it reaches Enderts Beach, where the road is blocked. This route affords a spectacular view of Crescent City and of the rocky Pacific shoreline.

This second abandoned section of the state highway runs for approximately three miles through the forest and along the coast. Completed in 1923 after four years' labor, the road was hard-paved. Numerous landslides and the natural erosion of the cliff faces often blocked or washed out sections of the road, making maintenance difficult and costly. To eliminate this problem, the road was eventually relocated a few miles inland through the forest, bypassing the old coastal route.

As of 1969, the old road was in a deteriorated state. Paving was broken in some places; in other spots the paving had vanished. Slides had blocked the road in several locations and other portions of the grade were washed out. These same conditions exist today. The road cannot be traversed entirely by foot due to slipouts and traffic is possible only for a short distance from the southern junction with the modern highway. The original road engineering and construction details are still discernable, however.

(See Continuation Sheet)

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Where the road enters the redwood forest area, the road paving is fragmentary. Basically the forest area road is for the main part a dirt trail now, with paving appearing on the old grade every now and then. Still, the engineering and construction details are evident.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES **1919-1923** BUILDER/ARCHITECT **California State Highway Commission**

STATEMENT OF SIGNIFICANCE

These abandoned sections of the old Redwood Highway (California State Highway #1) are of local historical significance in the categories of engineering and transportation as excellent surviving examples of a highway built in the late years after the first World War and the early 1920s. Since the roadway was abandoned in favor of a different route during the early 1930s due to the instability of the steep cliffs which were constantly being eroded away by the Pacific Ocean, and due to changes in river crossing locations, parts of these sections have survived little changed in form since their original engineering and construction, whereas elsewhere sections of the highway have been constantly modernized, widened, altered, and rerouted. Consequently, these sections of the highway alone accurately represent a highway of the 1920s.

These sections of highway are also locally significant in transportation in that they are original surviving components of the first state highway to be built in Del Norte and Humboldt Counties. Until the construction of the highway in the 1920s, transportation to this area was limited due to the lack of developed roads and transportation. The only way to transport materials from the area was by ship which was available on a small scale alone, or by inadequately engineered and poorly maintained wagon roads. With the construction of the Redwood Highway, the area was opened to a great number of persons who otherwise would not have visited or settled here. This encouraged development of the area's resources, and also helped make the public cognizant of the grandeur and beauty of the redwoods, which helped in part establish the Redwood State and National Parks enjoyed by the public today.

HISTORY:

The Redwood Highway was established as a State highway by a bond issue in 1909. It was October 19, 1917, before any action to expedite its construction was taken in Del Norte County. At that time, the Board of Supervisors announced plans to secure the right-of-way for the Redwood Highway between Wilson Creek and Crescent City. A contract was let in July 1919, for construction between Cushing and Wilson Creeks. In 1923, the section from the head of Richardson Creek to Hunter Creek was built by prison labor. A camp for the prisoners was established in the Del Ponte place.

By the end of 1923, the Redwood Highway, except for the bridge across the Klamath, had been completed and opened to through traffic in Del Norte and Humboldt Counties. Between Crescent City and Cushing Creek, the Redwood Highway and the old road followed the same alignment. South of Cushing Creek, the Redwood Highway clung for three miles to the

(4)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Bearss, E. C., Basic Data Study, "Redwood National Park"
National Park Service: Washington, D. C. 1969.

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 50.00

UTM REFERENCES

A	1,0	40,49,4,0	4,61,70,0,0	B	1,0	40,55,0,0	4,61,70,0,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,0	40,57,6,5	4,61,41,9,0	D	1,0	40,73,5,0	4,61,41,9,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

(continued)

VERBAL BOUNDARY DESCRIPTION

Within the coordinates of UTM points A, B, C, D, E, F, G, H, I, J, K, and L, a seventy five foot wide strip of land following the course of the old highway grade and centered on it.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE James Delgado, Historian
Gordon Chappell, Regional Historian, Western Region

ORGANIZATION National Park Service, WRO DATE June 30, 1978

STREET & NUMBER 450 Golden Gate Ave., Box 36063 TELEPHONE (415) 556-8376

CITY OR TOWN San Francisco STATE California, 94102

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

JUL 23 1979

YES NO NONE

Kenny McEllen
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local

FEDERAL REPRESENTATIVE SIGNATURE J. R. St. Cloud DATE 8/24/79

TITLE Asst. Dir., Cultural Resources

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
<u>Charles O. Shuel</u>	DATE <u>12-17-79</u>
DIRECTOR/DIRECTOR OF ARCHEOLOGY AND HISTORIC PRESERVATION	KEEPER OF THE NATIONAL REGISTER
ATTEST: <u>[Signature]</u>	DATE <u>12-17-79</u>
KEEPER OF THE NATIONAL REGISTER	

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cliffs, providing the motorists a spectacular view of Crescent City and the Pacific. The new highway then skirted the headwaters of Damnation Creek, descending Damnation Ridge to Wilson Creek. Its alignment here was parallel to and a few hundred yards west of the old road. Wilson Creek was crossed several hundred yards above the False Klamath. Between Wilson and Hunter Creeks, the Redwood Highway followed the same alignment as the old road. From Hunter Creek the Redwood Highway swept towards Requa, ending at the ferry there. Once across the Klamath, the Redwood Highway wound along the coast until High Bluff, following the old road alignment in several places. From High Bluff to Orick, the alignments were identical, except at two points: between Elk Grove and May Creek, the new road was located east of the old, while at Orick the Redwood Highway crossed Redwood Creek about one half mile farther south.

The California Highway Commission, which has more recently been criticized by conservationists, demonstrated at that time a keen sense of aesthetic values in accepting the right-of-way for the Redwood Highway in Del Norte and Humboldt counties. The counties had to acquire land for the right-of-way. Heretofore, they had been in the habit of purchasing the the right-of-way, logging it for profit, and then turning it over to the State Highway Commission. The State Commission now refused to go along with this practice, and the County Boards of Supervisors were required to turn over to the State an unlogged right-of-way. In building the Redwood Highway through Del Norte and Humboldt Counties, only those redwoods interfering with construction were felled. Thousands of these giants were thus saved for the American people. This practice was followed when sections of the highway were relocated in the 1930s.

Two events caused the relocation of segments of the Redwood Highway. The Requa Ferry, which operated between the southern banks of the Klamath and Requa, was the only means by which to cross the river and continue the Redwood Highway north to Crescent City. By 1919, however, the ferry had seen better days. On May 9, 1919, the editor of the Del Norte TriPLICATE complained that the ferry at Requa, because of the low stage of the river, might have to be relocated and new equipment provided "if the present regular mail, passenger, and tourist service is maintained." Traffic during ebb tide was delayed as much as six hours.

In June 1919, the TriPLICATE announced that a new contract for the Klamath ferry had been let by the Board of Supervisors. Dave Ball was to receive \$1,402.13 for building a new boat, while Stacy Fisher was to be paid \$2,580 a year for operating the ferry. Subsequently, Frank Bosch ran the ferry until the Douglas Bridge was opened for traffic in 1926. The ferry then went out of business.

Bids for the Klamath River Bridge were received May 26, 1924, and the contract awarded to F. Rolandi of San Francisco on June 19. Worked was commenced in July. The bridge was dedicated May 17, 1926, with appropriate addresses by Governor Friend W. Richardson

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of California and Walter M. Pierce, Governor of Oregon. It was not opened to traffic, however, until the late fall of 1926. The bridge was named the Douglas Memorial Bridge in honor of the late Dr. Gustave H. Douglas. Dr. Douglas had spearheaded the campaign to secure construction of a highway bridge across the lower Klamath, which would link Del Norte County with the improved highway system of Humboldt County and other areas to the south.

With the bridge in operation and the ferry no longer in business, the highway was relocated to the new bridge. Now, from Hunter Creek the Redwood Highway, instead of sweeping towards Requa, continued southeastward and struck the Klamath at the bridge. The roadway on the south side of the Klamath ascended Richardson Creek and intersected the old road near High Bluff.

The other relocation was caused when costly slides, which fortunately caused no fatalities, compelled the State of California to relocate six miles of the Redwood Highway in Del Norte County. This was done in the early 1930s. South of Crescent City, the new highway, on entering Section 35, Township 16 North, Range 1 West, ascended the ridge and passed around the head of Cushing Creek. From this point it ran through the redwood forest. Descending Damnation Ridge, the new highway intersected the old road just above Wilson Creek.

There are no surviving remains of the old Requa Ferry and the Douglas Memorial Bridge was destroyed by the 1964 flood and replaced by an entirely new and modern bridge at a location further upstream.

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U. T. M. Coordinates
Zone 10

- E: 4/07/350 46/10/410
- F: 4/06/680 46/10/410
- G: 4/06/650 46/13/285
- H: 4/05/350 46/13/320
- I: 4/09/860 45/98/460
- J: 4/10/240 45/98/460
- K: 4/10/340 45/95/730
- L: 4/09/960 45/95/730

8