

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED SEP 18 1980

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

Denver, Boulder and Western Railway *Historic District*

AND/OR COMMON

Switzerland Trail of America

2 LOCATION

CO 72

STREET & NUMBER

CITY, TOWN

Ward and Eldora *me.*

VICINITY OF

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

2

STATE

Colorado

CODE

08

COUNTY

Boulder

CODE

013

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

See Continuation Sheet

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Boulder County Clerk and Recorder

STREET & NUMBER

14th and Pearl Streets

CITY, TOWN

Boulder

STATE

Colorado 80302

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Colorado Inventory of Historic Sites (07/03/0000/06)

DATE

Ongoing

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Colorado Historical Society; 1300 Broadway

CITY, TOWN

Denver

STATE

Colorado 80203

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in the western section of Boulder County, Colorado, the Switzerland Trail is a narrow, serpentine historic district that was once the right-of-way of the Denver, Boulder and Western Railway, which served the small mining communities in the region. The tracks and ties were removed in the 1920s. What remains are the roadbed, rockcuts, and precipitous switchbacks on the steep mountain sides. For the most part the Trail snakes through heavily timbered forests, but here and there it passes through small communities, runs by mine ruins, crosses ranches, and is crossed by modern roads which interrupt its integrity. The scenery is spectacular.

The boundaries of the district comprise the original right-of-way of the Denver, Boulder and Western Railway. This consists of two parallel lines fifty feet apart, or twenty-five feet on either side of a centerline that can be approximately seen on the U. S. G. S. quadrangle maps that accompany the nomination. This right-of-way runs through the mountains for a distance of 35.4 miles. The technical legal description, based on a survey made by the railroad itself, is on file in the Office of the Bureau of Land Management in Denver, and in the Office of the Boulder County Department of Parks and Open Space in Boulder.

The boundaries and locus of the district may best be seen by the great serpentine line drawn on the Ward, Gold Hill, and Nederland quadrangle maps. Beginning at UTM point A northeast of Ward (Ward Quadrangle), the district curls around the western edge of this old mining town and then uncoils down the switchbacks until it finally turns eastward (UTM point B) to follow the drainage of Left Hand Creek (into the Gold Hill Quadrangle) as far as UTM point C. Here the trail turns south for a short distance, then snakes around a great arc to the north and east before stretching out in a long southeasterly direction to the head of a ridge above Potato Gulch at UTM point D. From here the trail curves around a "hairpin turn" and curls in a west southwesterly direction down the mountainside to Sunset (UTM point E). From here the district crosses Four-Mile Creek and begins to ascend the mountains in an east southeasterly course toward Sugarloaf Mountain (UTM point F). Here the trail winds around another "hairpin turn" and stretches out to run in a generally westerly direction (back into the Ward Quadrangle) south of Glacier Lake to UTM point G, high in the drainage of Four-Mile Creek. Near here the trail forms a rough quadrilateral figure with an eastern tail extending along the north shore of Glacier Lake. From UTM point G, the main body of the trail snakes its way south (entering the Nederland Quadrangle) crossing North Boulder and Delonde creeks until it enters the drainage of Sherwood Creek at which point it turns into a southwesterly course and moves on to Cardinal at UTM point H. From here the trail makes its third "hairpin turn" and runs eastward a short distance before turning south until it reaches Middle Boulder Creek at UTM point I. From here a side trail runs off to the east, but the main section dips around in a large arc and moves westward through the town of Eldora to its termination near the Swathmore Mine (UTM point J).

The condition of the roadbed varies throughout. Paved highways have destroyed a small segment here and there, but for the most part the trail is a wide, unpaved pathway whose condition varies from that of an unpaved county road to a jeep trail to a narrow, wooded trail itself. Here and there along the route are old rock cuts, trestle ruins, mine dumps, and foundations, but except at Puzzler, Ward, and Eldora, no structures inhibit travel. No mines operate along the roadbed, although a very large number of patented claims run across the right-of-way. Much of the trail is open to travel, but

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CONTINUATION SHEET Denver, Boulder and Western Railway **ITEM NUMBER 7** **PAGE 2**

private owners have closed off public access at some points. From across the valleys one can still readily see the trail as the switchbacks crisscross the mountainsides and snake their way through the forests.

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE

The trail is entirely unpaved throughout except at those few points where the trail intersects (or is intersected by) modern roads. The photographs show the typical condition of the trail.

6 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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) recreation
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1880s-present

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Switzerland Trail is significant for its association with the old Denver, Boulder and Western Railway, which served the mines and mining communities in the region, and for its association the past half century with hikers, riders, and bikers, who have used the trail for the scenic splendor it commands.

The trail owed its origins to the development of the mining industry in this section of Boulder County. During the Pike's Peak Gold Rush of 1859, prospectors located the royal metal at several places, notably at a site they named Gold Hill. This prompted more extensive work in the area and ultimately led to the discovery of silver at Caribou, one of the famous boomtowns of the 1870s. Mining also emerged at Ward, Crisman, Salina, Wallstreet, and other towns, but the slow, expensive system of freighting retarded the exploitation of the county's mineral deposits. Demand for rail service was high on the assumption that lower costs would promote greater development.

In response, a number of railroad companies, each succeeding the other, built the system that ultimately made up the Switzerland Trail. In 1881 the Greeley, Salt Lake and Pacific Railroad, a subsidiary of the Union Pacific, laid rails from Boulder, on the edge of the high plains, into the mountains to Sunset. Several years later in the 1890s a successor, the Colorado and North Western Railway, completed a road from Sunset to Ward. Both of these enterprises had little economic success, and the line might have been abandoned shortly after 1900, but a boom in tungsten near Nederland kept the lines going and prompted still another successor, the Colorado and North Western Railroad Company, to extend a new line from Ward via Cardinal to Eldora. Tourism, the founding of the Glacier Lake Reservoir and Ice Company, and other ancillary industries added to revenue, but neither they nor the tungsten mines brought much prosperity to the railroad company. Finally, in 1909, the line was reorganized a last time as the Denver, Boulder and Western Railway, but despite some new business added by the construction of Barker Dam near Nederland, deficits continued. The end came shortly after World War I when the mining industry collapsed, washouts tore up large sections of track, and the Public Utility Commission gave permission for the company to abandon its track. Removal of the ties and rails began in 1919 and was completed the next year. Subsequently, the roadbed from Boulder to Sunset was covered by macadam, but the remainder is much as it was when abandoned except for those points where it has been intercepted by paved highways.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M. C. Poor, Denver, Boulder and Western Railway, Bulletin #65, Railway and Locomotive Historical Society, 1944.
 Forest Crossen, The Switzerland Trail of America (Boulder, CO: Pruett Press, 1962).
 Paddock Collection, c/o Lawrence Paddock, Boulder Daily Camera.
 State of Colorado, Bureau of Mines, Annual Reports, 1896--present.

10 GEOGRAPHICAL DATA See Continuation Sheet

**UTM NOT VERIFIED
ACREAGE NOT VERIFIED**

ACREAGE OF NOMINATED PROPERTY _____

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A	ZONE	EASTING	NORTHING
C			
E			
G			

B	ZONE	EASTING	NORTHING
D			
F			
H			

VERBAL BOUNDARY DESCRIPTION

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

Beverly Warburton and JoAnn Dufty

ORGANIZATION

Boulder County Parks and Open Space Advisory Committee

DATE

November 20, 1975

STREET & NUMBER

Gold Hill

TELEPHONE

(303) 444-3577

CITY OR TOWN

Boulder

STATE

Colorado

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

William C. Townsend November 13, 1975

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. D. Ray
 W. D. Ray
 KEEPER OF THE NATIONAL REGISTER
 ATTEST: *Paula S. Kelly*
 Paula S. Kelly
 CHIEF OF REGISTRATION

DATE

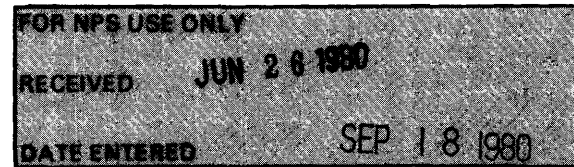
9/18/80

DATE

9/15/80

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Denver, Boulder and
CONTINUATION SHEET Western Railway ITEM NUMBER 10 PAGE 1

Acreeage of Nominated Property: 214.54545 acres

Quadrangle Name: Ward, Gold Hill, and Nederland

Quadrangle Scale: 1:24000

UTM References:

A-13/457030/4435990	I ₁ -13/453940/4423860	Q ₂ -13/461670/4432360
B-13/456870/4434640	J ₁ -13/453700/4422420	R ₂ -13/460820/4433840
C-13/456130/4435190	K ₁ -13/454560/4422640	S ₂ -13/459060/4433370
D-13/456830/4434030	L ₁ -13/454390/4422070	T ₂ -13/459090/4434290
E-13/456240/4433730	M ₁ -13/454200/4422010	U ₂ -13/458180/4433700
F-13/458100/4433900	N ₁ -13/454100/4422380	V ₂ -13/457120/4433560
G-13/458740/4434580	O ₁ -13/453060/4421390	W ₂ -13/456870/4433200
H-13/459460/4434330	P ₁ -13/452660/4421390	X ₂ -13/455620/4433740
I-13/459270/4433710	Q ₁ -13/452030/4421830	Y ₂ -13/455910/4434420
J-13/460320/4434200	R ₁ -13/450600/4421810	Z ₂ -13/455980/4435750
K-13/461270/4433760	S ₁ -13/450600/4422030	A ₃ -13/456720/4434940
L-13/461420/4433200	T ₁ -13/452120/4422050	B ₃ -13/456450/4435700
M-13/462610/4433230	U ₁ -13/452960/4421600	C ₃ -13/456650/4436070
N-13/463160/4432810	V ₁ -13/453450/4422430	
O-13/462310/4432460	W ₁ -13/453650/4424115	
P-13/461740/4432590	X ₁ -13/452830/4424140	
Q-13/461960/4432000	Y ₁ -13/454980/4425470	
R-13/460700/4431740	Z ₁ -13/454675/4426230	
S-13/461820/4431560	A ₂ -13/453620/4426510	
T-13/462690/4430820	B ₂ -13/455070/4427780	
U-13/463840/4430500	C ₂ -13/454860/4428200	
V-13/463830/4430210	D ₂ -13/455250/4428210	
W-13/462760/4430300	E ₂ -13/455540/4429610	
X-13/461980/4429710	F ₂ -13/455220/4429730	
Y-13/460030/4430010	G ₂ -13/455655/4429990	
Z-13/459400/4430560	H ₂ -13/455420/4431380	
A ₁ -13/457930/4429700	I ₂ -13/458060/4430190	
B ₁ -13/456870/4429680	J ₂ -13/459500/4430880	
C ₁ -13/455880/4430120	K ₂ -13/460240/4430240	
D ₁ -13/455465/4427610	L ₂ -13/462020/4430075	
E ₁ -13/454210/4426570	M ₂ -13/462400/4430310	
F ₁ -13/454900/4426430	N ₂ -13/461740/4431370	
G ₁ -13/455220/4425420	O ₂ -13/460830/4431160	
H ₁ -453800/4424320	P ₂ -13/459660/4431670	

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CONTINUATION SHEET Denver, Boulder and ITEM NUMBER 10 PAGE 2
Western Railway

Verbal Boundary Description:

The boundaries consist of two parallel lines each located twenty-five feet from the centerline drawn on the Ward, Gold Hill, and Nederland quadrangle maps. This centerline follows the old right-of-way of the Denver, Boulder and Western Railway for a distance of 35.4 miles.

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UTM References:

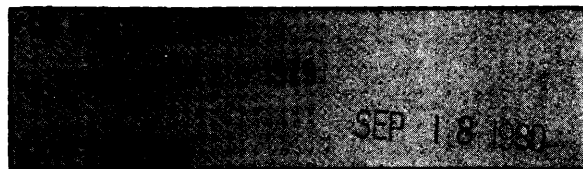
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B-13/455775/4433780
C-13/459285/4434230
D-13/462990/4432890
E-13/460070/4431730
F-13/463800/4430400
G-13/455520/4431260
H-13/453060/4424270
I-13/454250/4422040
J-13/450595/4421880

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Denver, Boulder and
CONTINUATION SHEET Western Railways **ITEM NUMBER** 4 **PAGE** 1

Property Owners, Switzerland Trail:

1. Boulder County Commissioners
P.O. Box 471
13th and Spruce Streets
Boulder, Colorado 80306
2. United States Forest Service
c/o Jim Fickey, District Ranger
Roosevelt National Forest
2995 Baseline Road
Boulder, Colorado 80303
3. Jim Guercio
c/o David Carter
2037 13th Street
Boulder, Colorado 80302
4. Lee Evans
c/o Arapahoe Ranch
Nederland, Colorado 80466

*Randy Thompson
Forest Service
Wash DC*

*admitted
see 6/16/82*

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CONTINUATION SHEET

Owner of
Property

ITEM NUMBER 4

PAGE

Jim Guercio
c/o Caribou Ranch
Nederland, Colorado 80466