Form No. 10-306 (Rev. 10-74)

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 JUN 5 1987
DATE ENTERED JAN 29 1988

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

1 NAME

HISTORIC
Multiple Resource Nomination for Rocky Mountain National Park

AND/OR COMMON

2 LOCATION

STREET & NUMBER

__NOT FOR PUBLICATION

CITY, TOWN
Estes Park

CONGRESSIONAL DISTRICT

X VICINITY OF

STATE
Colorado

CODE
CO

COUNTY
Larimer

CODE
069

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	X PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
X Multiple Resource	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Park Service Rocky Mountain Region

STREET & NUMBER
655 Parfet, Box 25287

CITY, TOWN
Denver

__ VICINITY OF

STATE
CO 80225

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Rocky Mountain National Park

STREET & NUMBER

CITY, TOWN
Estes Park

STATE
CO

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
List of Classified Structures Inventory

DATE
1976, 1982, 1985

X FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
National Park Service, Rocky Mountain Regional Office

CITY, TOWN
Denver

STATE
CO 80225

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	X_DETERIORATED	X_UNALTERED	X_ORIGINAL SITE
X_GOOD	__RUINS	X_ALTERED	__MOVED DATE_____
X_FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in north-central Colorado, Rocky Mountain National Park straddles the Continental Divide and encompasses the rugged Front Range and Mummy Range. The boundaries of the park enclose a surprising concentration of peaks rising above 12,000 feet and include the spectacular 14,255-foot Long's Peak summit. The eastern slope of the park forms the headwaters of the St. Vrain, Big Thompson, Fall, and Cache La Poudre Rivers which tumble through precipitous canyons to be captured by thirsty agricultural communities lining the Front Range. Smaller creeks and streams of the western slope merge to form the Colorado River. Trail Ridge Road, rising through a series of steep switchbacks, bisects Rocky Mountain National Park and links the park's two urban gateways--Grand Lake on the western slope and the village of Estes Park on the east.

The historic resources within Rocky Mountain National Park reflect a typical sequential pattern of frontier use. The mining frontier in the park was quickly followed by the cattle and dude ranching industries. Shortly thereafter, growing farming interests along the Front Range constructed irrigation canals and small reservoirs to tap the headwaters of the eastern and western slopes. Miners and the first cattle ranchers who entered the area of necessity built crude log or frame structures. Dude ranchers, and after 1915 the National Park Service, consciously continued building within this rustic architectural tradition. Today only remnants of this rich architectural legacy remain within Rocky Mountain National Park. The ravages of time and inclement weather have taken their toll on many of the early mining and ranch structures. The National Park Service, committed to returning the park to a more natural condition, has also removed numerous dude ranches and lodges. Yet scattered historic concentrations of the mining, dude ranching, and farming frontiers can still be found within Rocky Mountain National Park. Taken in combination with the rustic structures designed and built by the National Park Service, one can still trace the historical development of Rocky Mountain National Park.

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Each of the districts, structures, and buildings that are included in this multiple resource nomination for Rocky Mountain National Park are listed and described in the following text. In addition, a List of Classified Structures (LCS) inventory form for each structure and building that was surveyed has also been provided. These LCS forms contain the location, classification, architectural description, history, integrity, significance, and bibliographical references of each building and structure.

DISTRICTS

Fall River Entrance Historic District
Utility Area Historic District
Holzwarth Historic District
William Allen White Historic District

STRUCTURES

Grand Ditch (993)

SITES

Fall River Road (996)
Trail Ridge Road
Dutchtown (994)
Lulu City (995)

BUILDINGS

Willow Park Patrol Cabin (27)
Timberline Cabin (28)
Fall River Pass Ranger Station (58)
Willow Park Stable (258)
Bear Lake Ranger Station (11)
Glacier Basin Campground Ranger Station (12)
Fern Lake Patrol Cabin (14)
Timber Creek Road Camp Storage Building (30)
Wild Basin Residence (32)
Bear Lake Comfort Station (157)
Milner Pass Road Camp Mess Hall and Residence (220)
Thunder Lake Patrol Cabin (239)

Timber Creek Road Camp Barn (241)
Three Comfort Stations at Timber Creek Campground (245-247)
Wild Basin Ranger Station and Residence (251)
Shadow Mountain Lookout (43)
Moraine Lodge (217)

METHODOLOGY

A thorough historic inventory of the buildings and structures in Rocky Mountain National Park was conducted by Carl and Karen McWilliams, Historians, National Park Service, from June through September, 1985. During this time, approximately 300 buildings and structures were documented on the LCS forms. Of these, 82 are considered contributing resources within Rocky Mountain National Park and, therefore, are directly related to one of the five themes associated with the park's history. All of the nominated properties are eligible for inclusion under Criterion C. Structures are not included if they have been moved from their historic location, have lost their individual architectural or physical integrity through insensitive alteration, have lost their historic context, or were constructed after 1941.

Many properties were also determined eligible under Criteria A and B, such as the structures associated with the development of the resort industry. Buildings eligible under the theme of National Park Service Rustic Style Architecture (hereafter referred to as "NPS Rustic") that were built between 1936 and 1941 are included because their construction represents a continuum of the NPS Rustic style that extended into the early 1940s. Without their inclusion, the theme of NPS Rustic Architecture would not be completely represented. Time and financial considerations prevented the inventory from including archeological resources and historic trails within Rocky Mountain National Park. The Leiffer House, listed in the National Register of Historic Places on August 2, 1978, was not included in this nomination. Although owned by the National Park Service, the building is located southwest of the park boundaries. The North Inlet Shelter Cabin, which was destroyed by an avalanche in the Spring of 1986, was officially removed from the National Register on February 27, 1987. Each individual historic theme and its associated resources are described below.

I. PIONEER SETTLEMENT AND THE DEVELOPMENT OF THE RESORT INDUSTRY

Two historic districts are associated with the theme of Pioneer Settlement and the Development of the Resort Industry, hereafter referred to as "Pioneer Settlement." Each of the two districts, as described below, is internally related by geographic location, period, and style of construction. In addition, the individual buildings within each district are also identified. One isolated building, Moraine Lodge (217), also contributes to the theme of Pioneer Settlement.

A. The Holzwarth Trout Lodge and Ranch Historic District

In Rocky Mountain National Park, the Holzwarth Trout Lodge and Ranch was begun in 1919. Situated along the Colorado River in the Kawuneeche Valley, the Trout Lodge was in an ideal location near the Fall River Road. The only paved section of road in the park at the time, Fall River Road connected the east and west sides of the Continental Divide, greatly increasing travel to the Grand Lake region.

In an effort to expand and upgrade their facilities, the Holzwarths moved to a new ranch across the Colorado River in 1923. It was named the Never Summer Ranch after the nearby mountain range. Both the original Trout Lodge and Ranch as well as the later Never Summer Ranch became part of Rocky Mountain National Park in 1975. All of the buildings at the Never Summer Ranch were subsequently dismantled and removed. However, several of the structures of the original Holzwarth Trout Lodge on the west side of the Colorado River were preserved. These remaining structures of the Holzwarth Trout Lodge have recently been renamed the Never Summer Ranch by the National Park Service.

Twelve specific buildings contribute to the theme of Pioneer Settlement within the proposed Never Summer Ranch Historic District. They are:

1. Cabin Tivoli (750)
2. Cabin Louise (751)

3. Cabin Columbine (752)
4. Twin 1 and Rose (753)
5. Twin 2 (754)
6. Ice House (755)
7. Taxidermy Shop (756)
8. Wood Shed (757)
9. Homestead Cabin/Mama Cabin (758)
10. Tent House (775)
11. Storage Castle (791)
12. Joe Fleshuts' Cabin (783)

The earliest of these structures is building 758 built in 1917. Today, buildings 753, 755, 756, 757, and 758 are used for interpretive purposes, while buildings 750, 751, and 752 are used for National Park Service employees' quarters. Building 791 is used for storage. For further information regarding the relationships of these buildings in terms of their geographic location, period, and style of construction, see the individual LCS inventory forms (the Holzwarth Trout Lodge and Ranch Historic District, or Never Summer Ranch, was listed in the National Register on December 2, 1977).

Another contributing building which was listed as a discontiguous structure within the Never Summer Ranch Historic District is Joe Fleshuts' Cabin (783). Joe Fleshuts was an early homesteader and pioneer in the area. His cabin is located within sight of Trail Ridge Road at the parking lot for the Never Summer Ranch. The building is currently used for interpretive purposes.

B. William Allen White Historic District

In 1912 William Allen White purchased the main cabin (719), a smaller cabin (720) which became his studio, and two quite small sleeping cabins (upper sleeping cabin 721 and lower sleeping cabin 722), all of which were located in the eastern end of Moraine Park. In approximately 1913 a pit privy (789) was erected between the two sleeping cabins. Built well up on the eastern slope of Moraine Park, the views to the west and southwest of these structures are breathtaking. The inspiration that White gleaned from these views can only be guessed at. Each of the four buildings that White purchased in 1912, as well

as the pit privy, exist today. With the exception of the main cabin, used adaptively as housing for an Artist-in-Residence program, they are not currently being used for a specific purpose by the National Park Service and are beginning to deteriorate.

The buildings are:

1. Main Cabin (719)
2. Studio Cabin (720)
3. Upper Sleeping Cabin (721)
4. Lower Sleeping Cabin (722)
5. Pit Privy (789)

For further information regarding the relationships of these buildings in terms of their geographic location, period, date and style of construction, see the individual LCS inventory forms (the William Allen White Cabins were entered in the National Register on October 25, 1973).

Building 217, Moraine Lodge, also contributes to the theme of Pioneer Settlement in the region of Rocky Mountain National Park. The structure, however, is not situated in one of the two previously described districts. Built in 1923 as the Moraine Lodge, the building served until 1931 as the main building of Imogene McPherson's summer resort and as the center of social activities by the summer residents of Moraine Park. Purchased by the National Park Service in 1931, the structure was remodeled and since 1937 has served as the principal museum of Rocky Mountain National Park (the Moraine Lodge was enrolled in the National Register on October 8, 1976, and is now called the Moraine Park Visitor Center).

II. RECLAMATION

Rocky Mountain National Park is not only an area of breathtaking beauty, but one of important water resources as well. The eastern slope of the park forms the headwaters of the St. Vrain, Big Thompson, Fall, and Cache La Poudre Rivers, while the western slope forms the headwaters of the Colorado River. Water diversion projects have played a major role in the agricultural and municipal development of northern Colorado. With only a few

exceptions, the technology used to construct the canals, ditches, and reservoirs was relatively simple and commonly used throughout the West during this time period. Therefore, these structures have been determined to be contributing, primarily because of their historical association with either events or people important in the reclamation history of the Front Range of the Colorado Rocky Mountains. The Grand Ditch is included because it represents a significant turn-of-the-century engineering accomplishment.

Contributing historical properties include:

Grand Ditch (993)
a. Specimen Ditch (993)
b. Camp 2 (992)

Grand Ditch

In the early years, agriculture in Colorado was subsistence oriented. Farmers grew only enough to support their families and the local mining industry. With the coming of the railroad this soon changed. In 1870 a branch railway line was built between Denver and Cheyenne which provided farmers along Colorado's northern Front Range with access to national markets. The development of agriculture in the West presented new obstacles that had been of little concern back east. First and foremost was the lack of water. Farmers along the arid Front Range quickly realized that intensive irrigation was the key to success.

As the farmers depleted the waters that the eastern slope drainages provided, efforts were made to divert water from the western slope through transmountain ditches. The largest and most important of these ditches was Grand Ditch. Its history began in 1890 when the Larimer County Ditch Company first diverted water from the western slope via Bennett Ditch. Grand Ditch is sited on the eastern flank of the Never Summer Range located in the northwest corner of the park. It starts at Baker Creek and runs northeastward through rocky terrain covered intermittently with spruce-fir forest. The ditch then gathers water from Baker Creek, Red Gulch, Opposition Creek, Mosquito Creek, Lost Creek, Big Dutch Creek, Middle Dutch Creek, Little

Dutch Creek, Sawmill Creek, Lulu Creek, Lady Creek, and Bennett Creek, and discharges into La Poudre Pass Creek at La Poudre Pass.

In 1891 the Larimer County Ditch Company was incorporated into the Water Supply and Storage Company of Fort Collins. Shortly thereafter Specimen Ditch, which diverts water from Specimen Creek to La Poudre Pass, became part of the Grand Ditch system. Constructed during the last decade of the 19th century, Specimen Ditch was included in the nomination for the Grand Ditch (listed in the National Register in 1976).

The amount of water that Grand Ditch transfers from the Colorado to the Poudre is estimated at 30,000 acre-feet annually. At the present time, the water is distributed among 287 shareholders who live in the Poudre River Valley east of Fort Collins. Construction on the ditch began in 1890 with the use of hand labor. The arduous task of digging the approximately 10-foot-wide ditch was carried out intermittently for the next 3 decades. Camps were established along the route of the ditch to facilitate construction work.

Camp 2 was built about 1898 to house the workmen constructing a segment of the ditch. The camp is located about 400 feet west of the ditch in a marshy meadow surrounded by a spruce-fir forest. In 1976 nine cabin ruins of saddle notched and "V" construction were found at the site. A broken range identifies one of the cabins as a cook shack, and pieces of slag mark the blacksmith shop. The camp was determined a contributing resource within the 1976 National Register nomination for the Grand Ditch.

In the early 1930s the length of the ditch was completed as it exists today with the use of heavy machinery. The total length of the ditch is 14.3 miles. Along its length, a narrow gravel service road parallels it, and employees of the Water Supply and Storage Company of Fort Collins use the road frequently to maintain the ditch.

The La Poudre Pass Barn, which was erected by the ditch company in 1892 or 1893. In subsequent years the National Park Service used the barn to shelter horses (the barn was concurrently

determined eligible for listing in the National Register by the National Park Service and Colorado State Historic Preservation Office on June 4, 1985). In August of 1986, however, the barn was demolished and therefore has been removed from this nomination.

III. MINING

The theme of Mining within the boundaries of Rocky Mountain National Park focuses on the region around the headwaters of the Colorado River in the Never Summer Mountain Range. Here in the northwest corner of the Park, a short lived boom in the early 1880s led to the establishment of two mining camps, Lulu City (995) and Dutchtown (994), the contributing historical resources relating to this theme.

A. Lulu City

Lulu City is sited in a meadow at the headwaters of the Colorado River, flanked on the east by Specimen Mountain and on the west by the Never Summer Range. The plat of the town encloses 160 acres, extending a mile from the north to south and 1/4 mile from east to west. Today the only physical evidence of the once-booming mining community consists of three recognizable cabin ruins (for more detailed information, see individual LCS card). Lulu City was entered in the National Register on September 14, 1977.

B. Dutchtown

According to local sources, Dutchtown was founded by disgruntled Dutch miners from Lulu City. Established during the 1880s, the small mining community was located a few miles west of Lulu City. Today only the crumbling ruins of four mining cabins remain to remind visitors of Dutchtown's short and heated history.

The land where both camps were located became part of Rocky Mountain National Park in 1949. The sites are interpreted for park visitors through the use of historical waysides and the visual impressions that the decaying ruins provide.

IV. TRANSPORTATION

The theme of Transportation includes Fall River Road and Trail Ridge Road. In evaluating roads for their eligibility, National Register Criterion C was used applying the following standards: 1) roads containing man-made features, such as retaining walls and switchbacks, which reflect a high degree of craftsmanship associated with NPS Rustic construction and landscape architectural style; and 2) roads which presented significant civil engineering challenges during the construction or design. Roads which did not meet the criteria outlined above, such as the Bear Lake Road, were not included in the nomination.

A. Fall River Road

When finished, the road averaged 8 to 10 feet in width, had grades of up to 15 percent, and possessed a number of rock retaining walls. It also had numerous switchbacks, some of which required drivers to back up and pull forward in a seesaw movement before they could be negotiated. Nevertheless, the road was considered well built for its day, especially considering the ruggedness of the terrain.

Much of the original Fall River Road was incorporated into the later built Trail Ridge Road. Fall River Road as it exists today begins at the Endovalley picnic ground in the upper or western end of Horseshoe Park. The road proceeds in a northwesterly direction for 9.4 miles to the Alpine Visitor Center at Fall River Pass. At this point, well above timberline, it intersects with Trail Ridge Road.

The boundaries for the Fall River Road also include a Work Camp (998) located in upper Horseshoe Park. The camp was occupied during the summer of 1913 by Colorado State convicts who initiated the construction of the Fall River Road. Ruins of the camp have been identified on both the north and south sides of the road. Today only scant physical evidence of the camp exists, including the ruins of four cabins, two collasped dugout structures, and a concrete and stone foundation. As a consequence, the site was determined to be non-contributing due to a substantial loss of physical integrity.

After completion of Trail Ridge Road in the mid-1930s, Fall River Road received very little use and began to deteriorate. A rock slide in 1953 closed the road and it remained so until 1968 when it was reopened to the public as a one-way-up motor nature trail and to provide access to back country trails. Fall River Road is typical of early built park highways and was the first trans-divide highway that provided a circuitous trip to and from the Front Range of Colorado. It makes a strong contribution to the theme of Transportation in the history of Rocky Mountain National Park.

B. Trail Ridge Road

When completed in 1935, the spectacular road--with its historic stone retaining walls, pullouts, culverts, and switchbacks--was the highest continuous trans-divide highway in the United States. Eleven miles of its route are more than 11,000 feet above sea level, with 4 miles being above the 12,000-foot mark. The highest point is at 12,183 feet. The average width of the road is 24 feet and its maximum grade is 7 percent.

The construction of Trail Ridge Road was a significant engineering and landscape engineering achievement and, therefore, contributes strongly to the theme of Transportation within Rocky Mountain National Park. Trail Ridge Road was entered in the National Register on October 3, 1984.

V. NPS RUSTIC ARCHITECTURE

There are two historic districts associated with the theme of NPS Rustic Architecture. The Utility Area Historic District and Fall River Entrance Historic District, as described below, are each internally related by geographic location, period, and style of construction. There are 36 contributing buildings within the Utility Area Historic District and three contributing structures within the Fall River Entrance Historic District, as well as 18 buildings that are significant within the theme of NPS Rustic Architecture but which are located outside the district.

A. Utility Area Historic District

Nowhere in Rocky Mountain National Park is the theme of NPS Rustic Architecture exemplified better than in the Utility Area Historic District. Located in the Headquarters area, each of the District's contributing structures were built between 1923 and 1941 when building in the parks was at its height. With the Landscape Engineering Division providing plans, first out of Los Angeles and later from San Francisco, and with the labor of the Civilian Conservation Corps (CCC) and the Public Works Administration (PWA), the Western parks were able to accomplish a great deal of construction, especially during the 1930s. (Buildings 117 and 119 were deleted from the Utility Area Historic District nomination, which was listed in the National Register on March 18, 1982, because the structures were constructed outside the nomination's period of historical significance.) The contributing historical resources include:

1. Sixteen Employee Residences (3, 4, 5, 6, 7, 8, 34, 45,46,47, 48, 118, 122, 124, 126, and 128)
2. Annex (24)
3. Three Garages (70, 71, and 72)
4. Two Vehicle Storage Sheds (73 and 74)
5. Buildings and Utilities Shop (75)
6. Four Storage Sheds (76, 77, 78, and 80)
7. Warehouse (79)
8. Beaver Meadows Visitor Center (447)
9. Vehicle and Carpenter Shop (81)
10. Paint Shop (82)
11. Oil House (83)
12. Fire Truck Shed (84)
13. Fire Tool Cache (87)
14. Horse Barn (97)
15. Stable (98)
16. Back Country Office (456)

Building 447, the Beaver Meadows Visitor Center, is also considered a contributing building. Although it was not built until 1966, it was constructed in the "Wrightian" style of architecture by Taliesin Associated Architects, Ltd. Through the use of cor-ten steel and native stone, the architects deliberately blended the structure with its environment. The

building, listed as a contributing structure within the Utility Area Historic District (listed in the National Register on March 18, 1982), serves as the park's principal administrative and visitor contact center.

B. Fall River Entrance Historic District

Edward A. Nickel, Associate Structural Engineer, Branch of Plans and Design, Western Division, National Park Service, supervised the design and construction of the three buildings which comprise the Fall River Entrance Historic District. The three saddle notched, log structures fall within the overall NPS Rustic style and resemble those historic buildings constructed within the Utility Area Historic District. The buildings were constructed in 1936.

A modern and non-contributing trailer house and a small treatment house are also located within the historic district boundaries. The contributing buildings include:

1. Employee Residence (44)
2. Office and Garage (169)
3. Storage Building (168)

C. Isolated Buildings Thematically Significant to NPS Rustic Architecture

Eighteen structures that contribute to the theme of NPS Rustic Architecture, but not located within a historic district, are listed below. There are five specific buildings located near Fall River Pass that contribute to the theme of NPS Rustic Architecture. They are as follows:

1. Willow Park Patrol Cabin (27)
2. Timberline Cabin (28)
3. Fall River Pass Ranger Station (58)
4. Willow Park Stable (258)

Fourteen additional structures scattered throughout the park also contribute. These include:

5. Bear Lake Ranger Station at Bear Lake (11), determined

eligible for listing individually in the National Register on November 17, 1981
6. Ranger Station at Glacier Basin Campground (12)
7. Fern Lake Patrol Cabin (14)
8. Storage at Timber Creek Road Camp (30)
9. Residence at Wild Basin (32)
10. Comfort Station at Bear Lake (157), listed individually on November 17, 1981
11. Mess Hall and Residence at the Milner Pass Road Camp (22)
12. Thunder Lake Patrol Cabin in Wild Basin (239)
13. Barn at Timber Creek Road Camp (241)
14. Three Comfort Stations at Timber Creek Campground (245, 246, and 247)
15. Ranger Station and Residence at Wild Basin (251)
16. Shadow Mountain Lookout (43), listed individually on August 2, 1978

For further information regarding the relationships of contributing buildings under the theme of NPS Rustic Architecture in terms of their geographic location, period, and style of construction, see the individual LCS inventory forms.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	X AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	X EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Mining Reclamation	
		__INVENTION			

SPECIFIC DATES 1870-1941 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The historic resources within Rocky Mountain National Park derive significance from their association with five historic contexts: 1) Pioneer Settlement and the Development of the Resort Industry; 2) Reclamation; 3) Mining; and park development including, 4) Transportation; and 5) NPS Rustic Architecture.

I. PIONEER SETTLEMENT AND THE DEVELOPMENT OF THE RESORT INDUSTRY

Pioneer Settlement

For early pioneers and modern-day travelers alike, the most prominent landmark in northern Colorado is the jagged outcropping that forms Long's Peak within Rocky Mountain National Park. The mountain was named for Major Stephen H. Long who led the first official expedition of the U.S. Government into Colorado. Ironically, when Long sighted the landmark, he believed it to be Pike's Peak, the most famous of those along the Front Range. In search of lush, tillable lands resembling those back East, Long failed to see the potential of the arid Western landscape and bestowed the title of Great American Desert upon the terrain, a stigma the American West was to endure for many years.

Despite Long's pronouncement, the Colorado mountains and plains offered more than spectacular scenery. They were home to a wide assortment of animals, including the beaver. Beaver pelts brought hunters and trappers of many nationalities and widely diverse backgrounds to this region as early as the late 18th century. These men were the true Western pioneer explorers, engraving the location of streams and pathways upon their minds for their very survival. Later, many of these rugged men served as guides to scientific and military expeditions, to wagon trains of immigrants, and to the swarms of prospectors.

Although trappers and traders must have frequented the lands now comprising Rocky Mountain National Park, the only reliable account of travel in the area was made by Rufus B. Sage who trapped in the vicinity of Long's Peak in the autumn of 1843.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES See continuation sheet

	ZONE	EASTING	NORTHING
A			
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

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

C. & K. McWilliams; Revised Gregory Kendrick 8/85 / 2/87

ORGANIZATION DATE

National Park Service Rocky Mountain Regional Office

STREET & NUMBER TELEPHONE

655 Parfet, Box 25287 (303) 236-8675

CITY OR TOWN STATE

Denver CO 80225

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES X NO____ NONE____ Barbara Sudler

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 X National X State X Local.

FEDERAL REPRESENTATIVE SIGNATURE Edwin C. Bearss

TITLE Chief Historian DATE 6/7/87

FOR NPS USE ONLY

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

See Continuation Sheet for Listing DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 899-214

Although trappers and traders must have frequented the lands now comprising Rocky Mountain National Park, the only reliable account of travel in the area was made by Rufus B. Sage who trapped in the vicinity of Long's Peak in the autumn of 1843. Hunting brought Sage into the mountains where, in his journal for September 30, he tells of traveling "for ten or twelve miles, through a broad opening between two mountain ridges, bearing a northwesterly direction, to a large valley skirting a tributary of Thompson's Creek, where, finding an abundance of deer, I passed the interval till my return to the Fort."[1] Historians have placed his campsite in the general vicinity of Wild Basin.Hunting was not the only attraction to Colorado. The lure of gold played a decisive role in the settlement of the northern part of the State. After 1859 reports of gold and silver lured thousands of eager prospectors to both sides of the Continental Divide. For many such as Joel Estes the mineral proved to be elusive.

In the fall of 1859, Estes and his son Milton first laid eyes upon the park which was to bear their name. Joel had prospected with fair success in California, and when the "Fifty-Niners" began to pour into Colorado, Joel and his family were among them. As so many of Estes Park's pioneers were to do, he came to the park first on a hunting trip. He fell in love with the surroundings and soon had established a small cattle ranch. One of the Estes' first visitors was William N. Byers, editor of the Rocky Mountain News. With a party of three others, Byers was determined to be the first to ascend nearby Long's Peak. This 1864 attempt failed, but in writing an article for his newspaper, Byers called the park by the name of his hosts, thereby giving Estes Park its title.

Development of the Resort Industry

Estes sold out after a few years and left for warmer climates. He was not aware of it but the real potential of the area lay neither in gold nor in cattle. The early settlers who followed Estes into the park often provided room and board to visitors seeking to improve their health in the clean mountain air or wishing to experience a successful big game hunting trip. No matter the visitor, all invariably arrived ill-prepared for the harsh and unpredictable mountainous environment. While some

ranchers grumbled, others quickly capitalized on the lucrative tourist trade. In northern Colorado the resort industry was closely linked with early settlement as rancher after rancher tailored their cattle operations to provide dudes with a western outdoor experience. In the words of one settler, "Before the tourists came to Estes Park, it was only a cattle ranch and not a good one at that."[2]

The fortunes of the Western Slope of the Colorado Rocky Mountains closely paralleled those of Estes Park. Gold and silver ores were discovered north of Grand Lake in the late 1870s, giving rise to the settlements of Lulu and Dutchtown. However, the metals quickly played out and the mining towns slipped into obscurity. Still, some people stayed and Grand Lake survived, first as a supply town and later as a tourist center. As with their eastern brethren, homesteaders on the Western Slope often opened their homes to weary travelers. Brought by the region's beauty and healthful climate, adventurers became increasingly plentiful. By the turn of the century, tourism had become a way of life for many settlers.

Western dude or resort ranches grew slowly in the last quarter of the 19th century. They became more popular in the first years of the 20th century, as industrialization and urbanization created both a desire in the East to visit the West, as well as a middle-class group of people who had the time and money for summer vacations. World War I had a beneficial effect on dude ranching as Europe was virtually closed to travel, forcing Americans to explore their own country for vacation sites. Dude ranches then entered the boom era of the 1920s; this was a decade of tremendous growth. The Great Depression affected them severely but many ranches survived, and another era of relative prosperity began in the late 1930s. Business slowed again during World War II, although many ranches continued to adapt to a fluctuating economy, travel restrictions, and rationing. After 1945 there was another spurt of growth in some mountain States, including Colorado, but the changes brought by the war gradually shoved dude ranches into the background of the vacation and recreation business.[3]

The dude ranching industry also played a pivotal role in the creation of Rocky Mountain National Park. Beginning shortly after the turn of the century, the owners of many dude ranches, lodges, and mountain campgrounds in and around Estes Park lobbied effectively for the establishment of a national park which would encompass Long's Peak. Enos Mills, owner of the Longs Peak Inn, spearheaded the movement. A kindred spirit of John Muir, Mills publicized the beauty and recreation potential of the mountainous landscape. More importantly, Mills advocated the creation of a national park "before the area could be appropriatead in piecemeal fashion by lumbering, mining, and cattle interests."

Mills and other local businessmen, such as F.O. Stanley of the Stanley Hotel, joined forces with the formation of the Estes Park Protective and Improvement Association in September of 1906 (later the Colorado Mountain Club, founded April 26, 1912). From these public forums, Mills and other local citizens argued convincingly that the U.S. Forest Service did not offer sufficient protection for the local natural scenery. Instead, the U.S. Forest Service's utilitarian conservation ethic seemed to encourage insensitive commercial development of the environment. In addition, members of the association contended that the creation of a national park would attract thousands of tourists from across the United States and bring continued prosperity to the mountain valley. Given this assumption, the Denver Chamber of Commerce and other business and political figures quickly supported the national park idea.

The creation of Rocky Mountain National Park came one step closer to reality when Robert B. Marshall, Chief Geographer of the U.S. Geological Survey, formally endorsed the idea in 1913. After spending 6 days visiting the mountainous area in September of 1912, Marshall confirmed earlier testimony that the area contained little timber of merchantable value, "no valuable minerals," and only limited grazing possibilities. With this major concern eliminated, Representative Edward Taylor and Senator Charles S. Thomas guided the bill to establish Rocky Mountain National Park through the House of Representatives and the Senate. Finally, on January 18, 1915, the legislation passed Congress, with President Woodrow Wilson signing the bill into law a few days later.

The first dude ranches in the Estes Park area, however, predated the establishment of Rocky Mountain National Park by several decades. One of the earliest dude ranches in the country belonged to Griff Evans.[4] As early as 1872, while on a trip through Colorado, the English Lord Dunraven was told of the spectacular hunting to be found in Estes Park and of Griff Evans' "dude ranch" where lodgings could be obtained. The following year Dunraven journeyed to the park where he found the dude ranch at the mouth of Fish Creek still open. Griff Evans assigned the Dunraven party to the two-room cabin near the little lake.[5] That same year Isabella Bird, a noted author/world-traveler, paid Evans $8.00 a week for the use of a horse and accommodations consisting of "a small cabin . . . near a lake; it had a stone chimney, a hay bed, a chair with a tin basin on it, a shelf, some pegs, a small window overlooking the picturesque lake, and two doors, neither of which would close."[6]

Despite the accommodations, the hunting and scenery so impressed Lord Dunraven that he determined to create a private hunting reserve in Estes Park. He began by purchasing Griff Evans' holdings on Fish Creek.[7] Dunraven proceeded to acquire thousands of acres of land, but his elaborate plans were threatened by legal challenges over his methods of establishing claims. Disgruntled, his visits to Estes Park became less frequent, and in 1880, after numerous lawsuits, he left the valley for good. He leased his holdings to Theodore Whyte, an Englishman who operated part of the property as a hotel. In 1907 the land was sold. One of the purchasers was F.O. Stanley, co-inventor of the Stanley Steamer, who later established the famous Stanley Hotel on a section of what had been Lord Dunraven's holdings.[8] Neither Evans' original homestead nor the property upon which the Stanley Hotel sits, however, have ever been a part of Rocky Mountain National Park.

Another Estes Park rancher opened his home to paying guests as early as 1874. Abner Sprague was an early pioneer who established his homestead along Big Thompson Creek in Moraine Park, or Willow Park as it was then known. A paying visit from Lord Dunraven is credited with opening Sprague's eyes to the potential of operating a dude ranch.[9] Sprague operated his guest ranch for several years. The resort consisted of a main

lodge, dining room, kitchen, and a number of small cabins for guests. By 1904 the resort could accommodate 100 guests. The property was eventually incorporated into Stead's Ranch. The National Park Service bought the ranch in 1962 and within 2 years had removed all improvements. Sprague's interest in tourists did not end with his dude ranch, however. Sometime prior to 1915, Sprague established a summer hotel and fish preserve in Glacier Basin in what was to become one of the most popular areas of the National Park.[10] The National Park Service acquired this property in 1932 and leased the establishment to a concessionaire. The park took over the property in 1957 and removed the buildings.

Dude ranching was not limited to the eastern side of the Continental Divide. In the 1890s Henry Lehman and his family opened a working dude ranch near Granby in Middle Park. It had a reputation for miles around as a fisherman's paradise and was one of the earliest[11] dude ranches in that part of the Rocky Mountains. Today the area once occupied by the Lehman Ranch is covered with the waters of Granby Reservoir, constructed in the 1950s as part of the Colorado-Big Thompson Water Diversion Project.

In 1907 Squeeky Bob Wheeler began operating his rustic lodgings in the Kawuneeche Valley north of Grand Lake. His "Hotel de Hardscrabble" served as a tent camp for hunters and trout fishermen. He became famous for his far-fetched stories and good cooking, which might have compensated for his deplorable housekeeping. Squeeky Bob preferred to scent his sheets with talcum powder rather than to do laundry.[12] In 1928 Wheeler sold his camp, located along the popular Trail Ridge Road, and that same year Phantom Valley Ranch was developed on the site. This ranch operated for more than 30 years and sheltered thousands of guests. Rocky Mountain National Park bought the ranch about 1960, and the lodge and guest cabins were subsequently removed.[13]

Two miles farther down the road lay the Holzwarth's Trout Lodge and Ranch. Begun in 1919, the Trout Ranch was situated in a choice location near Fall River Road, which was completed in 1920. The only transmountain road in Rocky Mountain National Park at the time, Fall River Road connected the east and west

sides of the Continental Divide, greatly increasing travel to the Grand Lake region. Tourists were only too happy to end their long drive from Estes Park with fishing, riding, and relaxation at Holzwarth's. The rates were $2.00 a day or $11.00 a week, which included lodging, meals, and the use of a horse.

Guests stayed in tents but when these ran short, the tourists slept under the stars on mattresses. On holidays, as many as 100 people could be found sleeping around the cabin and barn.[14]

As busy as the Holzwarths were, however, long winters and early snows in the Colorado mountains limited the dude business to a short season from late May to September. Like most other dude ranch families, the Holzwarths turned to a variety of odd jobs, including trapping and guiding. Income from these undertakings, as well as from the normal activities associated with ranching and farming, saw them through the lean winter months. Eventually, when fish and game departments began to establish specific hunting and fishing seasons, dude ranchers incorporated autumn hunting trips into their regular tourist activities, enabling them to extend their operating season.

In an effort to expand and upgrade their facilities, the Holzwarths moved to a new ranch across the Colorado River in 1923. Named the Never Summer Ranch after the adjacent mountain range, it boasted a huge, three-story lodge of native logs and a porch of more than ample size. Fishing at the Never Summer Ranch continued to be very popular; for years, the limit on trout was 20 pounds. Horseback expeditions were expanded from pleasure rides and all-day treks to include an annual pack trip across the Divide into Central City. A tradition for 20 years, these rides lasted from 5 to 6 days and were highlighted by an evening at the famous Central City Opera House.

The Holzwarth's Trout Lodge and Ranch and the Never Summer Ranch, after operating for more than 50 years, were sold to the National Park Service to become an extension of Rocky Mountain National Park. Aided by the Nature Conservancy, the National Park Service purchased the ranches in 1974 for approximately $1.5 million.[15] Most of the buildings were dismantled, but several of the original homestead structures on the west side of the Colorado River were preserved to allow modern visitors to

see what a 1920s dude ranch was like. However, the three-story lodge, along with other log buildings, were auctioned off and removed.[16] The remaining structures of the Holzwarth Trout Ranch west of the Colorado River are now called the Never Summer Ranch by the National Park Service.

Along with the dude or guest ranches, other, perhaps more affluent, families began to build summer homes in the region of Rocky Mountain National Park. Many families began the pattern of spending each summer in the area of Estes Park that was to continue for generations. One of the most prominent of these summertime vacationers was the family of William Allen White. White first came to the Estes Park region from Kansas in the early 1880s; however, he stayed only briefly. After honeymooning in the area of Moraine Park in 1893, he and his family returned there on a permanent seasonal basis in 1911. White, who had been the editor of the Emporia Gazette in Kansas, became a noted literary figure during his years spent in the area of Moraine Park. Between 1910 and 1920 he wrote several novels and editorials as well as an autobiography. White's literary efforts gained national recognition as he displayed a pragmatic empathy with small town America. White also wrote biographies of Presidents Woodrow Wilson and Calvin Coolidge and several short stories. His writings earned him two Pulitzer Prizes, and he soon became known as the national spokesman for common sense.

The key to the growth of resort ranches, their success, and many of their problems, has been transportation. From the beginning, people used trains to get near the ranches. Early resorts depended almost exclusively on the railroads for long-distance transportation and as the dude ranching industry grew, this dependence increased. The railroads at first felt no need to promote the guest ranches. However, the early 1920s saw a sudden growth of automobile traffic and a corresponding decline in railroad passengers. Railroad officials increasingly became aware of the potential of travelers headed West, and officials of the Burlington and Northern Pacific railways were spurred to cooperate with resorts on an advertising campaign that would benefit dude ranches for decades. Other rail companies quickly followed suit.

Dude ranchers at first welcomed the automobile as a beneficial improvement in transportation enabling a greater number of possible guests to make the journey west. With passage of the Federal Highway Act of 1916, roads were rapidly improved. In Colorado one of the most notable improvements was the completion of the Fall River Road in 1920. Linking the east and west sides of Rocky Mountain National Park, this road greatly increased automotive traffic and brought hundreds of additional visitors to the area. Soon, however, dude ranchers came to regard the automobile as a liability rather than an asset to their livelihood.

Automobile traffic presented three distinct problems for the rancher. The first was the development of auto camps and the growth of the many lodges, cabins, and motels vying to accommodate auto travelers. The number and variety of these facilities offered tourists new alternatives to the resort ranches. In Colorado, as elsewhere, ". . . the public sought accommodations in motor-courts. The luxury was to drive to one's private wilderness cabin after having registered in the main lodge."[17]

A second threat was the potential destruction of wilderness areas by the constant demand for new roads. Before and after the Great Depression, the U.S. Forest Service and National Park Service were besieged by requests to build roads through national lands, accompanied by applications for summer homes and resorts, gas stations, general stores, and other services, most with no regard for the damage they did to scenic attributes. The National Park Service also promoted road development to build a larger national constituency.

A third significant problem involved the automobile's mobility. The automobile enabled vacationers to visit more recreational sites in a shorter time period than ever before. The presence of the automobile meant that fewer people came to resort ranches, and those who did visit left sooner.[18]

Ironically, the National Park Service perhaps presented the most serious threat to the continued prosperity of the dude ranching industry within and immediately adjacent to the new national park. In 1918 the National Park Service announced an

administrative policy aimed at purchasing all private holdings within the national parks. Increasing Federal appropriations between 1920-1930 and later during the 10-year Mission 66 program beginning in 1956, in combination with a policy to return Rocky Mountain National Park to a more natural setting, resulted in many boundary extensions and acquisitions of inholdings. In 1932 the National Park Service purchased Sprague's resort. Also that year, the National Park Service acquired Brinwood Guest Lodge. In 1953 Forest Inn was purchased, and 2 years later the park bought Fall River Lodge. Other resort operations located within the boundaries of the park included Deer Ridge Chalets, Horseshoe Inn (designed by Frank Lloyd Wright in 1907), Bear Lake Lodge, Bierstadt Lodge, and Moraine Park Lodge in Moraine Park. The National Park Service eventually acquired all of these properties and subsequently removed the buildings. As a consequence, only a few, scattered, historically significant remnants of the dude ranching industry remain within Rocky Mountain National Park. The main lodge building of the Moraine Lodge, which has been rehabilitated to serve as a museum, and the Holzwarth Historic District are examples of the once-thriving industry.

The policy to return the park to a more natural setting marked the end of the resort industry as it existed within Rocky Mountain National Park. Although resorts and lodges still flourished in Estes Park Village and other boundary areas, the emphasis of the park itself in terms of accommodations moved toward facilitating outdoor camping for the automobile tourist.

Properties significantly related to the theme of Pioneer Settlement and the Development of the Resort Industry include:

1. Holzwarth Historic District (listed in the National Register on December 2, 1977)
2. William Allen White Historic District (the William Allen White Cabins were listed in the National Register on October 25, 1973)
3. Moraine Lodge (listed in the National Register on October 8, 1976

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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ENDNOTES

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[17]Rodd Wheaton, "Rustic Connotations: Furnishing National Park Hostelries," in Victorian Resorts and Hotels, (Philadelphia: The Victorian Society in America, 1982). p. 126.

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II. RECLAMATION

Rocky Mountain National Park not only encompasses some of the most spectacular peaks in the Rocky Mountains but also forms the headwaters of several major tributaries draining the eastern and western slopes. The eastern slope of the park contains the headwaters of the St. Vrain, Big Thompson, Fall, and Cache La Poudre Rivers, while the western slope forms the headwaters of the Colorado River.[1] Water diversion projects and reservoirs have played a pivotal role in the agricultural and municipal development of northeastern Colorado.

The development of agriculture in the West presented new obstacles that had been of little concern in the East. First and foremost was the lack of water. Farmers along Colorado's arid Front Range quickly realized that intensive irrigation was the key to success. Irrigation in this area was not an entirely new concept. The Mormons had dug irrigation ditches soon after their arrival in Utah, as had Mexican settlers in the San Luis Valley in the 1850s.[2] Irrigation, however, was now on a grander scale. The Colony System was pioneered by Horace Greeley, the editor of the New York Tribune, and by Nathan Meeker, who was the agricultural editor of the paper. In 1869 Meeker solicited paid memberships into the Union Colony. Money from the memberships was used to buy a large tract of land at present-day Greeley, Colorado, and to construct irrigation ditches. In return, each member received a plot of land to farm and a plot of land on which to build a home. Other colony efforts followed, leading to the establishment of several Front Range communities.

As the number of farms and towns increased, so did the competition for Colorado's limited water. In one instance during a particularly dry summer in 1874, farmers near Greeley complained that irrigators near Fort Collins had drained so much water from the Cache La Poudre that very little remained for them.[3] The issue of water rights consequently was addressed at the State Constitutional Convention held the following year. The result was that Colorado instituted a system of water rights based upon the doctrine of prior appropriation. Variations of this system had been used successfully earlier by the Mormons in

Utah, and in California following the discovery of gold there in 1848. Under this system, water was obtained via irrigation ditches on a "first come, first served" basis.

In the meantime, a conservation-minded Federal Government was enacting legislation, such as the Forest Reserve Act of 1891, which encouraged conservation of forests and their watersheds. A subsequent Act in 1897, the Forest Management Act, further promoted the development of agriculture, lumbering, and irrigation.

In 1905, in accordance with these Acts, the area of Rocky Mountain National Park was set aside as part of the Medicine Bow Forest Reserve. When Rocky Mountain National Park was established in 1915, the building of various dams and water diversion projects encouraged by the 1891 and 1897 Acts had already begun. As the farmers depleted the waters that the eastern slope drainages could provide, efforts were made to divert water from the western slope through transmountain ditches.

Within the 1915 borders of Rocky Mountain National Park existed four relatively small transmountain projects: the Eureka Ditch,[4] the Specimen Ditch, Milner Pass Ditch, and the Grand Ditch.

The Eureka Ditch was proposed by Henry J. Heinricy, B.D. Southard, and 20 other investors from Greeley, Colorado. The irrigation canal was designed to divert water from Tonahutu Creek into Spruce Creek and then into the Big Thompson River. Construction began in 1903, but financial problems soon beset the company, forcing it to relinquish rights on the system on October 26, 1914. As a consequence, the ditch never attained its originally proposed length; instead, it stretches some 4,500 feet. The city of Loveland acquired the ditch in the 1930s to supplement its municipal water supply. As a consequence of its private ownership, the Eureka Ditch has not been included in this nomination. The Milner Pass Ditch, on the other hand, never reached its proposed length of 6 miles. In fact, the ditch never diverted any water, and in 1923 its rights were ceded to the National Park Service.[5] The Specimen Ditch, constructed during the last decade of the 19th century, became a part of the Grand Ditch system, which is the largest and most

important transmountain ditch system within the park. The Specimen Ditch is included in the nomination for the Grand Ditch, listed in the National Register on September 29, 1976.

The Grand Ditch

The history of Grand Ditch began in 1890 when the Larimer County Ditch Company first diverted water from the western slope via the Bennett Ditch. The water was taken from the Colorado River drainage in the Never Summer Range located in the northwest corner of the park. The water was then diverted across La Poudre Pass and eventually into the Cache La Poudre River on the eastern side of the divide. Specimen Ditch, later to become part of the Grand Ditch, runs from Specimen Creek to La Poudre Pass, passing through a spruce-fir forest on the northeastern flank of Specimen Mountain.

In 1891 the Larimer County Ditch Company was incorporated into the newly created Water Supply and Storage Company of Fort Collins. Seven stockholders were chosen to be on the Board of Directors, with I.W. Bennett, Edward H. Hall, John Hayden, Alexander Mead, F.C. Avery, A.A. Edwards, and Asaph E. Mead chosen to serve for the first year. These men were all influential Fort Collins area residents. Avery and Edwards were particularly important Fort Collins area pioneers. Edwards, who was to become a future president of the Water Supply and Storage Company, served terms as both the vice-president and president of the Colorado State Board of Agriculture during the first decade of the 20th century. Avery is best known for having platted Fort Collins.

Priority of appropriation and diversion had already been established on September 1, 1890. A later decree allowed the Water Supply and Storage Company to withdraw 524.6 cubic feet per second of water from the headwaters of the Grand River for the purposes of irrigating 40,000 acres of cropland. Gradually, the Grand Ditch was enlarged and extended southward along the flank of the Never Summer Range. Work continued into the early 20th century, with the ditch reaching Mosquito and Opposition Creeks by 1911. A period of consolidation, maintenance, and minimal improvement to the ditch then ensued. Not until 1936,

however, was the Grand Ditch finally completed. In that year, the Grand Ditch reached Baker Gulch, its final and western terminus.

The Water Supply and Storage Company was and is made up of stockholders or water users living in the Poudre River Valley east of Fort Collins. Although the amount of water that the Grand Ditch transfers from the Colorado River to the Poudre River fluctuates to some extent, it is estimated at 30,000 acre-feet annually. The amount of this water that each stockholder receives is dependent on the amount of stock owned. One share of stock will provide enough water to irrigate approximately 80 acres of land per year. Presently there are 287 stockholders, each of whom pays an annual assessment for employees to maintain the ditch and perform other necessary duties for the company.[6]

The Grand Ditch was not within the original boundaries of the park but was taken in under a park expansion in June of 1930. The Grand Ditch has had a negative impact on the natural setting within Rocky Mountain National Park. It has, in fact, been called a "14.3 mile scar."[7] The Ditch, however, is also important historically as it has contributed greatly to the settlement and agricultural development of Colorado's northern Front Range. The Grand Ditch was listed in the National Register on September 9, 1976.

In addition to the transmountain diversion projects, there were 13 irrigation ditch systems built prior to 1915 within park boundaries. Constructed either for agricultural purposes or by the owners of small resort cabins, lodges, or dude ranches to provide the water supply for their establishments, these primitive water diversion systems presented a dilemma for National Park Service officials whose mission was to restore the environment to its natural state. In much the same manner as National Park Service administrators acquired inholdings throughout the 1930s, the water rights of these small ditches were also obtained.

Officials began adjudication for change of use in 1939, and their efforts continue today. The ditches which once irrigated hay meadows, such as the Hupps-Beaver Ditches, the Jones Ditch, and the Horseshoe Ditch, constructed by Dutch immigrant Pieter

Hondius between 1876 and 1886, have been converted to beneficial park uses. The vast majority, however, have had their diversion and headgate mechanisms removed. As a consequence, these water rights are being returned to in-stream use as legal work is completed. The original ranches and homesteads which owned and operated these small ditches have fallen into disuse and decay and have gradually disappeared from the landscape.

Resort owners, such as Sally Ferguson Reed at Brinwood Lodge and the heirs of Abner Sprague at Sprague's Hotel, continued to operate their establishments under permit as National Park Service concessionaires even after the sale of their property to the Government. But in the late 1950s and early 1960s, a removal policy was implemented and the structures were demolished. Sprague's Lodge stopped operating in 1958, and the main lodge and its outbuildings were removed within a few years. In 1960 the Brinwood Ranch Hotel in Moraine Park met the same end. Stead's Ranch, in part dating back to Abner Sprague's 1870s homestead, was purchased by the park in 1962. Its buildings and golf course were eliminated, and the land was restored to a natural meadow. Of these early resorts for which ditches existed in park boundaries, only the Black Canyon Ditch is still in use, supplying the MacGregor Ranch on the northern edge of Estes Park. In 1983 the National Park Service obtained a "scenic and conservation easement" to prevent futher development of ranch property that would be detrimental to the park. The Black Canyon Ditch is not owned by the National Park Service and, therefore, was not considered for nomination in this multiple resource nomination.

The vast majority of these small ditches have irretrievably lost their historic context. This loss occurred as a result of the systematic removal and demolition of their associated ranch, resort, or homestead. In addition, these ditches have experienced changes in their historic alignment, removal of their diversion and headgate mechanisms, and alterations in their historic uses. Therefore, none of these ditches were included within this multiple resource nomination.

Reservoirs

At the turn of the century, the population of Colorado's northern Front Range was rapidly increasing. Consequently, the demand for water was increasing as well. In addition to irrigation, more water was needed for drinking, cooking, washing, and other everyday uses. As a result, towns in the area began plans to establish municipal water supplies by building dams at existing mountain lakes.

The General Land Office and the U.S. Forest Service granted approval for the building of 19 such dams that later fell within the 1915 boundaries of Rocky Mountain National Park.[8] The National Park Service after gaining jurisdiction pursued a general policy of not approving new dams and, wherever possible, preventing the construction of dams that had been approved. Due to these efforts, only five of the 19 dams proposed were built.[9]

The first dam constructed in the area that was to become Rocky Mountain National Park, Lawn Lake Dam, was completed in April of 1911 by the Farmers Ditch and Reservoir Company of Loveland.[10] The project had been approved 8 years earlier and was primarily intended to provide water for irrigation of farms in the Thompson River Valley east of Loveland. The earthen dam was located at the headwaters of the Roaring River in the northeast part of the Park. When water was released, it flowed south into the Fall River in Horseshoe Park and eventually into the Big Thompson, which carried the water to Loveland and onto the plains.

On July 15, 1982, the earthen dam burst. The ensuing flood came down the Roaring River and followed Fall River into Estes Park. Along the way, it took out another dam which had been built to form Cascade Lake. Environmental damage was heavy. In addition, three lives were lost and property damage was estimated at well over $10 million.[11] As a consequence of the flood, the dam suffered a substantial loss of its physical integrity and has, therefore, not been nominated to the National Register.

To the north of Lawn Lake, Nutter Lee of Milliken, Colorado, an early area landholder, gained approval in September of 1913 for

the building of a small dam at Lost Lake. Located on the North Fork of the Big Thompson, this dam was acquired from the Lee family by the National Park Service in 1969.[12] This dam, commonly known as Glacier #1, was determined ineligible for listing on April 30, 1985, and was demolished that same year.

Three existing storage reservoirs are located in Wild Basin in the southeast part of the Park. In 1902 Frank Arbuckle and J.P. Billings filed on four lakes in Wild Basin. They later sold these filings to a group of Longmont businessmen who formed the Arbuckle Reservoir Company. Dams were subsequently built on two of these lakes.[13]

Bluebird Reservoir (Arbuckle #2) was and is the largest reservoir in Rocky Mountain National Park. It was granted approval on February 26, 1904, and construction started soon after. The concrete dam was determined eligible on December 19, 1984, but was excluded from this nomination due to its private ownership. Pear Lake Reservoir (Arbuckle #4) gained approval on July 2, 1914, and was also built by the Arbuckle Reservoir Company. This dam was determined ineligible on June 6, 1984. The Arbuckle Company also obtained the rights to build a dam at Sandbeach Lake[14] and by 1916 a reservoir had been created at that site as well.[14] This structure was determined to be ineligible for listing on June 20, 1984.

In 1933 the city of Longmont purchased the Bluebird, Pear Lake, and Sandbeach Reservoirs to store water for municipal use. However, these dams have been a source of growing concern to Longmont and to the park. In 1936, only 3 years after obtaining them, Longmont officials approved funds to patch leaks on all three dams. Later inspections in 1956 and 1957 showed the dams to be leaking again. Consequently, in more recent years the National Park Service has closely monitored the condition of the dams. In 1975 Sandbeach Reservoir was drained for repairs and was allowed to be only partially refilled. Inspections held after the Lawn Lake flood in 1982 again showed that all three dams needed repairs. Rather than finance the needed work, Longmont has proposed to sell the dams. The city is no longer using them for its municipal water supply, as its main storage

facility is now Buttonrock Reservoir outside the park boundary. The National Park Service has expressed a desire to buy the dams, but a purchase price has not yet been agreed upon.

The Colorado-Big Thompson Project

The concept of boring a tunnel under the Continental Divide to bring water from the west slope to the east has existed since 1905 when various surveys of suitable locations were made. Later, when Rocky Mountain National Park was established in 1915, Secretary of the Interior Franklin Lane helped to ensure that the Rocky Mountain diversion project would succeed. At that time he proposed a proviso to the bill which established the park: "That the United States Reclamation Service may enter upon and utilize for flowage and other purposes any area within said park which may be necessary for development and maintenance of a Government Reclamation project."[15]

In 1933, spurred by drought and economic depression and backed by Lane's proviso, an organized movement began to build such a tunnel as part of a larger reclamation project. The principal lobbyists were irrigators of the Cache La Poudre, Big Thompson, St. Vrain, and lower South Platte River valleys, who formed the Northern Colorado Water Users Association specifically to promote the building of the project.[16]

Support for the project came quickly and from many sources. Elwood Mead, Commissioner of the Bureau of Reclamation, strongly favored the idea, and locally the village of Estes Park formally announced its support. Colorado's Congressional delegation was also unified in its support and in 1937 helped pass a bill appropriating $900,000 for the project's construction.[17] The National Park Service stood virtually alone in its opposition and wielded too little power to combat the combined forces of the Bureau of Reclamation, Colorado's Congressional delegation, and strong local support. President Roosevelt gave his final approval in 1937, and the drilling began 3 years later.

The tunnel, named for Alva B. Adams, a former Colorado Governor, was only a part of the overall Colorado-Big Thompson Project. However, it was the only part with the potential to intrude onto park lands. When the project was completed in 1954, it dwarfed

all previous Colorado reclamation projects. Thirteen new reservoirs with 25 dams had been created. In addition, six power plants, three major pumping plants, several canals, and other smaller associated elements had been built.[18] The tunnel itself was completed in 1947. It began at Grand Lake on the west side of the Divide and traversed 13.1 miles under the park to emerge southwest of Estes Park just outside the park boundary. Because the tunnel was constructed outside this nomination's period of historical significance, the structure has been excluded from the nomination.

From a utilitarian point of view, the Colorado-Big Thompson Project is an unqualified success. From a preservationist perspective, the project has greatly altered the natural landscape and has set a dangerous precedent by overriding the fundamental preservationist ideals for which Rocky Mountain National Park was established.

Thus the question of whether to utilize natural resources or preserve them is an issue which has long been hotly debated. Rocky Mountain National Park has not escaped this conflict and has had its history shaped by the efforts of persons and groups on both sides of the controversy.

Historical resources significantly related to the theme of Reclamation include:

Grand Ditch
1. Specimen Ditch
2. Camp #2

ENDNOTES

[1]C.W. Buchholtz, Rocky Mountain National Park: A History, (Boulder: Colorado Associated University Press, 1983). p. 3.

[2]Patrick McKnight, "The Water Rights of Rocky Mountain National Park: A History," unpublished manuscript. p. 3.

[3]Ibid., p. 4.

[4]Ibid., p. 35.

[5]Ibid., p. 36.

[6]Interview with Mr. Harvey Johnson, President of the Water Supply and Storage Company of Fort Collins. Fort Collins, Colorado, September 12, 1985.

[7]Buchholtz, Rocky Mountain National Park, p. 110.

[8]McKnight,"The Water Rights", p. 10.

[9]Ibid., pp. 14-17.

[10]Ibid., p. 19.

[11]Ibid., pp. 67-68.

[12]Ibid., p. 71.

[13]Ibid., p. 70.

[14]Ibid., p. 18.

[15]Ibid.

[16]Ibid., p. 20.

[17]Ibid., p. 4.

[18]Bureau of Reclamation, U.S. Department of the Interior, The Story of the Colorado-Big Thompson Project, (Washington D.C.: Government Printing Office, 1962). pp. 11-13.

III. MINING

The history of mining within the boundaries of Rocky Mountain National Park focuses on the region around the headwaters of the Colorado River in the Never Summer Mountains. In the northwest portion of the Park, a short lived boom in the early 1880s led to the establishment of two mining camps, Lulu City and Dutchtown. Today physical remains at these sites consist of three recognizable cabin ruins at Lulu City and four at Dutchtown. Lesser remains of six other buildings are identifiable at Lulu City as well.[1]

Lulu City

In June of 1879 pioneer Joseph Shipler and three companions were outfitted in Fort Collins and headed west. The party traversed the North Fork of the Grand (now the Colorado) River in search of minerals and staked two promising silver claims on the side of Shipler Mountain. Word of the prospective strike spread quickly, and before long a rush was on.[2] Prospectors and entrepreneurs then entered the region with hopes to either strike it rich themselves or to profit by providing the supplies and services that the miners required. Foremost among the entrepreneurs was Fort Collins mercantilist Benjamin F. Burnett. Together with William B. Baker, a Fort Collins area rancher, Burnett in 1880 organized the Middle Park and Grand River Mining and Land Improvement Company specifically for the purpose of establishing Lulu City.[3] A 160-acre townsite between Lead and Specimen Mountains was surveyed and platted, and town lots began to sell at a brisk rate. By the end of 1880, forty cabins had been built and several businesses were underway. By the end of the following year, the town boasted a butcher shop, a hotel, two general stores, two sawmills, a clothing store, a barbershop, an assay office, an hardware store, a liquor store, a dairy, and a mining and real estate exchange office.

At the same time, the region was becoming more accessible by road, which greatly encouraged settlement. In 1879 the Cache La Poudre and North Fork Toll Road Company was incorporated to build a wagon road up the Poudre River Canyon, from the vicinity of Fort Collins, over Cameron Pass, and into North Park. Two years later the road was extended south to the mining camp of

Teller, a few miles south of Lulu City. Farther south, a road over Berthoud Pass was completed in 1874, thereby linking the region to Georgetown and Denver to the East. With the completion of these roads, a postal route was soon established for Lulu City, and by the spring of 1881, three stages per day were running from Fort Collins and Georgetown to Lulu City.[4] The decline of Lulu City was even more rapid than its rise. Except for a very few high yield claims that initially encouraged settlement, most of the ore was fairly low grade. An absence of concentrating mills and smelters located near Lulu City accelerated the bust. Consequently, ore had to be shipped by wagon in its raw, bulky form to smelters near Fort Collins or Georgetown. Given the poor quality of the ore and the high cost of transporting it, profitable mining in the area was impossible. Lulu City was listed in the National Register on September 14, 1977.

Dutchtown

The only known source concerning the history of Dutchtown is a letter written by lifetime Grand Lake resident Cloyd Redburn to Raymond Gregg of Rocky Mountain National Park on June 8, 1940. Redburn had been told of the areas's history "by an old fellow who was in Dutchtown at the time of the boom."[5] There are no official State or County records attesting to Dutchtown's existence, so it is believed that the town was never officially incorporated, surveyed, or platted.

According to Redburn's letter, Dutchtown developed due to racial problems in Lulu City. These differences climaxed one evening when a group of Dutchmen (perhaps Germans or "Deutschemen") returned from an evening of drinking in Grand Lake, and

> pretty well under the influence of liqor [sic] proceeded to eliminate some of the other races of people in Lulu City. With the result that they were completely and soundly beaten, their houses wrecked and some of them had to have medical aid.
>
> Some of the more peaceful citizens of Lulu City were pretty badly injured including one woman who came out of the fracas with a broken arm, one man with several broken ribs, and one fellow lost an eye.[6]

Angry residents, backed by town founder Benjamin Burnett, demanded that the perpetrators be run out of town and that no more Dutchmen be allowed in Lulu City. The Dutchmen then moved to the west and located their own camp in a valley flanked by Lead Mountain on the northwest and Mount Cirrus on the southwest.

The dates of Dutchtown's existence are unknown. However, the town's fortunes closely paralleled those of Lulu City. The interrelated problems of low grade ore and high transportation costs led to abandonment of both towns by 1884.

Since that time, the log structures of both towns have been ravaged by natural elements. Local residents in the late 1800s and in the early part of the 20th century used parts of the buildings for firewood or other buildings. The National Park Service did not gain jurisdiction of the region until May 24, 1949, when the land where the towns were located was purchased from the estate of Hugh J. Harrison.[7] The site then became part of Rocky Mountain National Park.

The National Park Service has not attempted to restore or reconstruct buildings at either of the two towns. Rather, their sites are interpreted for park visitors through the visual impressions that the decaying ruins provide.

Resources signficantly related to the theme of Mining include:

1. Lulu City
2. Dutchtown

ENDNOTES

[1]Ferrel Atkins, National Register of Historic Places Inventory Nomination Forms: Dutchtown and Lulu City, 1975 (Denver: National Park Service, Rocky Mountain Regional Office, 1975).

[2]Glen Kaye, Lulu City, (Estes Park: Rocky Mountain Nature Association, 1983).

[3]Susan B. Baldwin, Historic Resource Study: Dutchtown and Lulu City, Rocky Mountain National Park, Colorado, 1980 (Denver: National Park Service, Rocky Mountain Regional Office, 1980). p. 28.

[4]Ibid., p. 96.

[5]Letter from Mr. Cloyd Redburn to Mr. Raymond Gregg, June 8, 1940. (Rocky Mountain National Park Library).

[6]Ibid.

[7]Susan B. Baldwin, Historic Resource Study, p. 48.

IV. TRANSPORTATION

To understand the development of transportation within Rocky Mountain National Park, one must first address the early roads which approach but do not enter the park. Because much of the history of approach roads predates the park, they will be discussed first. Approach roads include: U.S. Highway 34, the Big Thompson Road from Loveland to Estes Park; U.S. 36, the North St. Vrain Road, also known as the Lyons Road, from Lyons to Estes Park; U.S. 7, the South St. Vrain Road from Lyons through Allenspark to Estes Park; and U.S. 40 in the vicinity of Berthoud Pass and the town of Granby. Principal roads in the park include Fall River Road, Trail Ridge Road, and Bear Lake Road.

Background History

In 1890 the eminent historian Frederick Jackson Turner declared that the frontier, which had played such a pivotal role in the devlopment of the American character, no longer existed. In the succeeding years, as the Nation's population grew dramatically, Americans witnessed a corresponding increase in the quality and quantity of their transportation networks. While rapid improvements in rail and bridge building technology resulted in a vastly expanded transportation network throughout the late 19th century, the automobile stimulated further development throughout the 20th. As the popularity of the automobile increased, so did the number of roads on which to drive it. This was particularly true in Colorado as booms in mining, agriculture, and tourism brought large numbers of people to the State.

Approach Roads

Perhaps the best known approach road to Rocky Mountain National Park is U.S. Highway 34, from Loveland to Estes Park in the Big Thompson Canyon. The original road, built in 1903 and 1904, was financed by Larimer County. The moving force behind the road was Cornelius H. Bond, sheriff of Larimer County. Bond had a financial interest in the road's completion as he was a founding member of the Estes Park Townsite Company in 1905. In early 1903 the County commissioners accepted a bid from William Riley,

a local contractor, to perform the construction. In subsequent years the road was gradually improved and modernized, and in the 1950s it became part of U.S. 34.[1] Much of the road was destroyed by the Big Thompson flood on the night of July 31, 1976. Since that time, the road has been completely rebuilt and is presently in excellent condition.

Two roads approach Rocky Mountain National Park from the town of Lyons, to the southeast. The more direct of these routes is U.S. 36 which follows the North Fork of the St. Vrain River and the Little Thompson River. A toll road was built up this route by Alexander Q. MacGregor in 1873.[2] MacGregor sold the road to a Longmont company in 1883. The name of the company has not been identified, however, and although McGregor was a prominent Estes Park area land holder, his name does not reappear in other records concerning the history of the road.

Another route, the North St. Vrain Toll Road, was built in 1890 by Frank H. Stickney, a Longmont banker and entreprenuer.[3] In 1934 the general route of the road also became part of U.S. 36 and it has been maintained as a U.S. highway since that time.

The other road from Lyons to Estes Park follows the South Fork of the St. Vrain River and passes through the town of Allenspark. The original road along this route was built in the early 1890s by the State of Colorado, with the help of convict laborers.[4] From 1924 to 1929 the State rebuilt and greatly improved the road, especially the sections from Allenspark to Estes Park.[5] In the early 1950s the road again received major improvements and became part of U.S. 7.[6] Today this road provides access to Rocky Mountain National Park via Estes Park, Wild Basin, and the East Long's Peak Trail.

Southwest of Rocky Mountain National Park, U.S. 40 descends from Berthoud Pass and intersects with U.S. 34 fifteen miles south of the park at the town of Granby. U.S. 34 between Estes Park and Grand Lake becomes Trail Ridge Road. Therefore, U.S. 40 provides the only access to the park on the western side of the Continental Divide.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

The road over Berthoud Pass was built originally as a wagon road beginning in 1861. Constructed to be part of the Central and Overland Mail Route, it was completed in 1874. The road was financed by citizens of Denver and Golden as its construction enabled those cities to be directly on the mail route. The man most responsible for the road's construction was Edward L. Berthoud. An experienced civil engineer, Berthoud came to the United States from Switzerland about 1850. He came west to Colorado in 1860 and upon his arrival assisted in the surveying and platting of the city of Golden. The following year he contracted to survey the route of the pass that was to bear his name and played a major role in the road's initial construction.[7]

The road became a State highway in 1919 when it was rebuilt by the State Highway Department. In later years, the road was incorporated into U.S. 40, a major east-west transontinental route through northern Colorado.

Park Roads

In the early 1900s one of the more popular ideas concerning transportation in Colorado was to build a road over the Continental Divide in the area that would become Rocky Mountain National Park. The road was planned to follow Fall River northwest from Estes Park to Chapin Pass. From there it would cross the Continental Divide and, turning south, descend to the towns of Grand Lake and Granby on the western side of the Divide. At Granby the road would connect with the Berthoud Pass Road, permitting travelers to return to Denver and thence back to Estes Park.

In 1912 the State of Colorado and the Federal Government reached an agreement whereby the State would be responsible for building such a road and the Federal Government would be responsible for its subsequent maintenance and repair.[9] As a result of this agreement, construction on Fall River Road began the following year. Initially, the State used convict laborers to help build the road. In fact, a group of log cabins was erected to house the convicts and other personnel who were involved in the project. These cabins were located in the upper end of Horseshoe Park at a point between the present sites of the Lawn

Lake Trailhead and the Endovalley Picnic Area.[10] Today these cabins consist of the ruins of four structures which are barely recognizable. In spite of the effort to construct the cabins, the convicts spent less than two seasons building the road.

Very little work was done on the project during World War I. Then in 1918 the Rocky Mountain Transportation Company received a contract to continue construction on the roadway. When it was completed 2 years later, Fall River Road averaged 8 to 10 feet in width, had grades of up to 15 percent, and possessed a number of rock retaining walls. It also had numerous switchbacks, some of which required drivers to back up and pull forward in a seesaw movement in order to negotiate them. Nevertheless, the road was considered well built for its day, especially considering the ruggedness of the terrain. Unique because of its ability to provide a round trip to and from the western slope, local newspapers boasted that a motorist could travel from Denver to Estes Park, cross the divide to Grand Lake, and return to Denver via Berthoud Pass in only 3 days.

When Rocky Mountain National Park was created in 1915, the National Park Service became responsible for the maintenance of Fall River Road once the initial construction was complete. Maintaining the road proved to be almost as much work, and as great an expense, as its initial construction. Snow and mudslides were common occurrences and the rock retaining walls were continually rebuilt. During the 1920s work on the road took up a great deal of employee time and had a major impact on the park's annual budget.[11] The lower portion of the original Fall River Road was eventually incorporated into the newer Trail Ridge Road. Old Fall River Road as it exists today begins at the Endovalley Picnic Area at the upper, or western, end of Horseshoe Park. The road proceeds in a northwesterly directions for 9.4 miles to the Alpine Visitor Center at Fall River Pass. At this point, it intersects with Trail Ridge Road.

Trail Ridge Road

During the 1920s Fall River Road, in addition to being costly and time consuming to maintain, quickly became outdated. As automobile traffic in the park increased, it became apparent that the road was too narrow and too steep to safely accommodate

park visitors. Consequently, surveys were completed in 1927 by engineers of the U.S. Bureau of Public Roads. The survey determined that the best route for a new road was over Trail Ridge to the south of the Fall River Road.[12] Two years later, in April of 1929, Congress appropriated $450,000 for the project and construction was soon under way. C.A. Colt, a road, ditch, and railroad builder from Las Animas Colorado, was awarded the contract to build the eastern portion of the road. By the fall of 1929 Colt had 185 men working on the road. L.T. Lawler of Butte, Montana, was awarded the contract for the western portion of the road, and his company also began operations in the fall of 1929.[13]

The winter of 1929-1930 proved to be milder than usual, speeding the construction project well ahead of schedule. The following year, however, the severe weather slowed construction. Overall, the work progressed at a steady rate, and by 1933 the road was essentially finished. Paving, rock work, and other finishing touches continued until 1935 when the high elevation portions of Trail Ridge Road were considered completed.[14]

Unlike most roadways, the right-of-way for Trail Ridge Road was chosen primarily for esthetic reasons. The route chosen provided motorists with the most spectacular views possible. It became, and still is, the highest continuous, paved, trans-divide highway in the United States. Eleven miles of its route are more than 11,000 feet above sea level, with 4 miles being above the 12,000-foot mark. The highest point is at 12,183 feet. The average width of the road is 24 feet and its maximum grade is 7 percent. All of the road's construction was performed under the direction of U.S. Highway Engineer W.L. Lafferty who took great care to prevent the construction work from marring the area's natural beauty.[15]

The building of Trail Ridge Road was not only significant as an engineering marvel and scenic wonder, but was important to the region's economy as well. The road's construction provided numerous jobs for area residents while the rest of the nation suffered from high unemployment during the Great Depression.[16] Trail Ridge Road was listed in the National Register on October 3, 1984.

With the completion of Trail Ridge Road, the earlier built Fall River Road received very little use. A rock slide in 1953 closed the road, and it remained so until 1968 when it was reopened to the public as a one-way uphill motor nature trail.

Structures significantly related to the theme of transportation include:

1. Fall River Road
2. Trail Ridge Road

ENDNOTES

[1]"Travel Through Big Thompson Canyon Didn't Come Easily," Estes Park Trail Gazette, May 13, 1982, p. 4.

[2]Ibid.

[3]"Know Your Longmont," Longmont Ledger, July 18, 1947.

[4]Interview with Becky Williamson, Reference Librarian, Longmont Public Library. Longmont, Colorado, September 16, 1985.

[5]Estes Park Trail Gazette, April 19, 1935. p. 4.

[6]Ibid.

[7]Louise C. Harrison, Empire and the Berthoud Pass, (Denver: Big Mountain Press, 1964). pp. 52-54.

[8]Ibid., p. 54.

[9]Ferrel Atkins, "National Register of Historic Places Inventory Nomination Form: Fall River Pass Historic District," (Denver: National Park Service, Rocky Mountain Regional Office, July 29, 1975).

[10]Lance Williams, "Classified Structure Field Inventory Report: Convict Cabin Ruins," (Denver: National Park Service, Rocky Mountain Regional Office, June 28, 1976).

[11]Superintendent's Annual Report: Rocky Mountain National Park, 1917. n.p.

[12]Superintendent's Annual Report: Rocky Mountain National Park, 1927. n.p.

[13]Superintendent's Annual Report: Rocky Mountain National Park, 1929. n.p.

[14]C.W. Buchholtz, Rocky Mountain National Park: A History, (Boulder: Colorado Associated University Press, 1983). p. 175.

[15]Lloyd K. Musselman, "Rocky Mountain National Park Administrative History, 1915-1965," (Estes Park: National Park Service, Rocky Mountain National Park Library). p. 199.

[16] Glen Kaye, Trail Ridge, (Estes Park: Rocky Mountain Nature Association, 1982).

V. NPS RUSTIC ARCHITECTURE

The roots of Rocky Mountain National Park's architectural growth can be traced to the formative years of the National Park Service and to the career of Stephen T. Mather, its first Director. Following an intellectual tradition steeped in 19th century romanticism and drawing upon the architectural tenets of Andrew Jackson Downing and Frederick Law Olmsted, Stephen Mather, in conjuction with his assistant Horace Albright, formulated a rustic style of park architecture. These architectural precepts would dominate park planning for nearly 30 years. The philosophy of the architectural style was first formally articulated in the National Park Service's "Statement of Policy," dated May 13, 1918. In part, it read:

> In the construction of roads, trails, buildings, and other improvements, particular attention must be devoted always to the harmonizing of these improvements with the landscape. . . . All improvements will be carried out in accordance with a preconceived plan developed in special reference to the preservation of the landscape. . . .[1]

The intent of the NPS Rustic architectural style was to design buildings which blended with their surroundings by a use of natural building materials and massing similar to the terrain found in the park. The salient characteristics of the style were an attention to handcrafted details, such as hewn logs, carefully detailed masonry, and wood shingle roofs, and a use of generally over-scaled elements, such as massive rock walls which seemingly grew "out of the earth." Most important the individual building or structure was always subordinate to its surroundings.

> Successfully handled, it is a style which, through the use of native materials in proper scale, and through the avoidance of rigid, straight lines, and over-sophistication, gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with natural surroundings and with the past.[2]

In Rocky Mountain National Park, the architecture took its cues primarily from the beautiful forested surroundings, and to a lesser extent, from the spectacular alpine environment. As a consequence, logs were the prevalent building material, enhanced with native stone. The structural elements were massive, to avoid having the buildings appear unreasonably underscaled to surrounding large trees and rough terrain. Brown was the predominant exterior color, enlivened with accents of green, gray, and buff. Rock work employed native moss rock, and roofs generally had exposed log rafter ends.

In July 1918 the National Park Service selected Charles P. Punchard to serve as its Landscape Engineer.[3] His responsibilities included advising in the layout and design of both government and concessionaire facilities. Punchard, together with Civil Engineer George Goodwin, formed the nucleus of the professional park design staff. In 1920 Daniel P. Hull was hired as an assistant for Punchard in the newly created position of Assistant Landscape Engineer. "As a trusted assistant to Mather, there was little built in the parks, either service built or by concessionaires, that Hull did not review."[4] Hull was responsible for the design of the "pioneer style" log cabin entrance station, constructed at the Fall River Entrance in 1920. This structure was comprised of two small log cabins on each side of the road, connected by a large log framed canopy. Representative of the Service's early attempts to house modern functions in structures having a traditional appearance, the structure was dismantled in the 1920s.

In addition to the Fall River Entrance Station, Daniel Hull was responsible for several other buildings in Rocky Mountain National Park, including the Bear Lake Ranger Station and the Utility Area Horse Barn, both constructed in 1923, and the Milner Pass Mess Hall and Residence, built in 1926. All of these structures remain today as visual reminders of early NPS Rustic architectural attempts.

Late in 1923, Hull moved the Landscape Division of the National Park Service from Yosemite National Park, where it had been located, to Los Angeles. This enabled Hull to work more closely with Gilbert Stanley Underwood, a private architect under contract to the National Park Service, and one of Hull's close

friends.[5] Underwood's designs greatly influenced Hull and had a tremendous impact on the development of the NPS Rustic style of architecture. An example is the Ahwahnee Hotel in Yosemite, designed by Underwood in 1927.

> Through the innovative use of modern construction materials, Underwood designed a structurally modern hotel that appeared to be built of logs and wood. Actually, most of the exterior 'log work' and 'siding' were made of concrete, molded and painted to look like wood.[6]

In Rocky Mountain National Park, evidence of a similar experiment in combining rustic appearances with modern construction materials is demonstrated in the old machine shop, Building 81. This structure, built in 1934 as a PWA project, was designed by personnel of the Branch of Plans and Design, headed by Edward A. Nickel. The only structure of its type in the park, the building was made of concrete poured into rough lumber forms to simulate wood grain markings on the face. The walls were then painted brown to further create the appearance of wood. Although it is an interesting attempt to deceive, the technique fell short of its goal and few could mistake Building 81 for a frame structure.The Landscape Engineering Division remained in Los Angeles for nearly 4 years, with Hull in charge. The office operated during the summer, with Hull continuing his private landscape practice in the winter months when most of the western parks were snowed in.[7] In 1923 Hull received a new assistant, Thomas C. Vint, who had joined the landscape staff a few months previously. By 1926 Vint was in charge of the day-to-day operations of the landscape program. In 1927, when the Landscape Division was transferred to San Francisco to become a part of the Western Field Office, Hull resigned to devote himself exclusively to his private practice and Vint took over as Landscape Engineer.

Virtually all of the early construction in Rocky Mountain National Park and many of the later designs through the 1930s were closely associated with Thomas C. Vint. In his position as Junior Landscape Engineer and later as Landscape Engineer, Vint supervised and approved most of the plans coming out of the Los Angeles and San Francisco offices. Although he allowed his men considerable freedom to develop their own styles and techniques,

Vint personally trained his staff in the intricacies of NPS Rustic Architecture.[8] Among other designs, Vint approved plans for Timberline Cabin on Fall River Road, for employee housing in the Utility Residential Area B, and for CCC camp facilities.

When Vint arrived in San Francisco, he had only one professional assistant, Junior Landscape Engineer John Wosky. Two additional landscape architects as well as two architects joined the staff the next year, including E.A. Davidson and A. Paul Brown. In Rocky Mountain National Park, Davidson designed several structures used at the Mill Valley CCC camp in the late 1930s and early 1940s. In 1947 these structures were relocated to the Headquarters Utility Area and were remodeled to serve as employee housing, a function they still perform.

A. Paul Brown, the first of the architects to be hired, was considered "a main-stay of the park design program."[9] Few of the early National Park Service designers signed their building plans, but it is likely that a sizable number of them were done by Brown.[10] Several unsigned drawing plans for structures at Rocky Mountain National Park may well be Brown's work, including those for such diverse structures as the old Glacier Basin Campground comfort station, the buildings and utilities shop, and the barn at the Timber Creek Road Camp.

From 1928 to 1931 Vint's staff grew steadily. Newcomers during this time included Howard W. Baker and Edward A. Nickel. Both of these men would prove to be indispensable in the building program at Rocky Mountain National Park. Nickel designed several of the buildings found in the Utility Area Historic District, including the old blacksmith shop, now serving as the paint shop, and the vehicle and carpenter shop. In addition, Nickel designed the buildings and layout of the Fall River Entrance in 1936.

Howard W. Baker was to be even more closely involved with Rocky Mountain National Park. As Vint's Division of Plans and Design was enlarged, the western national parks were organized into regions,[11] with a landscape architect assigned to each region. Rocky Mountain National Park fell into Region II of the Western Division of Plans and Design, with Howard W. Baker serving as the region's landscape architect. These field architects

generally prepared the preliminary plans for construction in the parks under their control,[12] with final copies drafted by the San Francisco office.

Most of the building projects undertaken in the Park through 1932 were basic facilities, including housing, maintenance, utility areas, and visitor comfort stations and information structures. Baker designed many of these buildings including the bunkhouse and mess hall for the Timber Creek Road Camp (now defunct) and employee's residence 34. The residence reflected a different aspect of NPS Rustic architecture by employing native stone and timber but no logs in its design. Baker also supervised the preparation of dozens of building designs for Rocky Mountain National Park through the 1930s and 1940s. The architectural development of Rocky Mountain National Park is largely to be credited to Howard W. Baker.

The Great Depression did not immediately affect construction in the national parks. In fact, the budgets for the 1931 and 1932 fiscal years were four times as large as that for 1925.[13] What the Depression did bring the national parks was scores of young men eager for work in New Deal programs. The PWA and the CCC were established by the National Industrial Recovery Act of 1933. At first, the CCC crews did not undertake major construction projects due to a lack of experience and to a dictum that structures erected by the CCC could not cost more than $1,500.[14] Instead, CCC crews were employed primarily on road and trail work and in developing campgrounds. As organization improved and as skills developed, CCC workers were utilized on buildings of simple design, many intended for the CCC's own use. The PWA, in contrast, employed skilled labor for roads, water projects, buildings, and other physical improvements.

Pivotal to the success of the PWA programs were the master plans developed by each park. During the previous years, each of the national parks had designed 6-year master plans for park improvements, including several preliminary designs drawn by Vint's San Francisco Branch of Plans and Design. When Congress allotted funds for the PWA, the plans were available, and the National Park Service was able to begin construction immediately.[15]

The first allotment of funds in July 1933 allowed Rocky Mountain National Park to construct a bunkhouse at Forest Canyon Pass, an equipment shed at the headquarters area, and to make additions to a warehouse and the messhouse (now the Annex). Subsequent funding in September 1933 and January 1934 resulted in the construction of the concrete machine shop previously mentioned, a fire equipment storehouse and garage, and the remodeling of the Moraine Park Lodge to serve as a museum.[16]

Vint's Branch of Plans and Design had the responsibility of preparing the plans, specifications, and structural designs for all PWA building projects. This created a demand for more designers in Vint's Division. In 1933 he supervised a staff of 16 professional employees. By 1935 there were 120 staff members under his command, and by the following year the number had grown to 220.[17] The tremendous increase in the number of personnel and the rapid growth inevitably altered the organization. Before 1933 Vint was able to personally instruct his employees in the requirements of NPS Rustic Architecture.

By the mid-1930s, however, the new staff was faced with design responsibilities, and Vint could not possibly remain closely involved with all of them. An attempt was made to address the issue of National Park Service design specifications in 1935 when the book Park Structures and Facilities was published. The amply illustrated publication recommended variations from a common rustic theme depending on the local cultural values and natural conditions of the park.

In July 1937 the National Park Service reorganized, dividing into four parallel geographical units. Thomas Vint was moved to Washington, D.C., and other key personnel were distributed among the regions. "The general effect was to decrease the centralization of the Branch and to make it more susceptible to external architectural influences."[18] Furthermore, the NPS Rustic style was very labor intensive and expensive to construct. The PWA ceased after 1935 to be a predominant force in park development, and in 1942 the CCC was disbanded. Without a ready work force to provide inexpensive labor, the cost of building amd maintaining NPS Rustic structures became prohibitive. Seeking to limit design costs, the Branch of Plans and Design turned more frequently to copying previous designs

and placed increased emphasis on efficiency and functionalism. Many National Park Service residences built in the late 1930s made only minor concessions to their immediate settings.[19]

The NPS Rustic style of park architecture saw a gradual decline through the 1940s and early 1950s, replaced by uninspiring structures which epitomized functionalism. Beginning in 1955 the National Park Service launched a massive construction campaign to increase the carrying capacity of the parks. Structures built under the "Mission 66" program, as it was known, demonstrated a decided trend away from the rustic style associated with earlier park structures. One historian recently summarized the historical contribution of NPS Rustic Architecture:

> Rustic Architecture achieved its goals. It allowed the development of necessary park facilities without needless disruption of the natural scene. . . . At its best, rustic architecture produced buildings of rare and distinctive beauty. A unique expression of 20th century American architectural thought, the pre-1942 rustic buildings of the National Park Service are a priceless heritage. . . .[20]

Resources significantly related to the theme of NPS Rustic Architecture include:

1. Utility Area Historic District
2. Fall River Entrance Historic District
3. Bear Lake Ranger Station, at Bear Lake
4. Glacier Basin Ranger Station
5. Fern Lake Patrol Cabin
6. Storage Building at Timber Creek Road Camp
7. Wild Basin Residence
8. Bear Lake Comfort Station
9. Mess Hall and Residence at the Milner Pass Road Camp
10. Thunder Lake Patrol Cabin in Wild Basin
11. Barn at Timber Creek Road Camp
12. Three Comfort Stations at Timber Creek Campground
13. Wild Basin Residence and Ranger Station
14. Shadow Mountain Lookout, listed in the National Register on August 2, 1978
15. Willow Park Patrol Cabin and Stable

16. Timberline Cabin
17. Fall River Pass Ranger Station

ENDNOTES

[1]William C. Tweed, et al., National Park Service Rustic Architecture: 1916-1942, (San Francisco: National Park Service, Western Regional Office, 1977). p. 23.

[2]Albert H. Good, Park Structures and Facilities, (San Francisco: National Park Service, Western Regional Office, 1935). pp. 3, 4.

[3]Tweed, Rustic Architecture, p. 26.

[4]Ibid., p. 39.

[5]Ibid., p. 44.

[6]Ibid.

[7]Ibid., p.47.

[8]Ibid., p. 92.

[9]Ibid., p. 50.

[10]Ibid.

[11]Ibid., p. 51.

[12]Ibid.

[13]Ibid., p. 48.

[14]Ibid., p. 76.

[15]Edward A. Nickel, Report on the Building Program from Allotments of the Public Works Administration, 1933-1937, (San Francisco: National Park Service, Western Regional Office, 1937). p. 2.

[16]Ibid., pp. 3, 6, 7.

[17]Tweed, Rustic Architecture, p. 92.
[18]Ibid., p. 96.

[19]Ibid., p. 97.

[20]Ibid., p. 106.

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Timberline Cabin (28)
Fall River Road
Trail Ridge Quadrangle
Less than one acre
UTM: 13/436940/4476830

Boundary Justification and Description:
The boundary comprises an area measuring 53 by 47 feet centered around the rectangular building which is 32 feet 4 inches by 26 feet 4 inches. The cabin is approximately 65 yards southeast of Fall River Road and is approximately 1,000 yards from Fall River Pass. The boundary includes just the Timberline Cabin and the immediate land, which at an elevation of 11,560 feet is alpine tundra. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Willow Park Patrol Cabin (27)
Trail Ridge Quadrangle
Less than one acre
UTM: 13/437780/4475880

Boundary Justification and Description:
The boundary comprises an area measuring 52 by 36 feet centered around the rectangular building which measures 32 by 16 feet. The cabin is approximately 140 yards from Fall River Road and approximately 50 yards west of Willow Park Stable. The boundary includes the cabin and the immediate surroundings, which are an open meadow and wooded area. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Bear Lake Comfort Station (157)
McHenry's Peak Quadrangle
Less than one acre
UTM: 13/445185/4462415

Boundary Justification and Description:
This boundary is a square, approximately 208.5 feet on a side, with Bear Lake Comfort Station at its center. See attached 1981

National Register nomination for more information. The building is related to the theme of NPS Rustic Architecture within Rocky Mountain National Park.

Bear Lake Ranger Station at Bear Lake (11)
McHenry's Peak Quadrangle
Less than one acre
UTM: 13/445105/4462395

Boundary Justification and Description:
This boundary is a square, approximately 208.5 feet on a side, with Bear Lake Ranger Station at its center. The building is related to the theme of NPS Rustic Architecture within Rocky Mountain National Park. See attached 1981 National Register nomination for more information.

Moraine Lodge (217)
Long's Peak Quadrangle
Less than one acre
UTM: 13/450500/4467500

Boundary Justification and Description:
This boundary is a square, approximately 708.5 feet on a side, with Moraine Lodge at its center. See attached 1981 National Register Nomination for more information.

Willow Park Stable (258)
Trail Ridge Quadrangle
Less than one acre
UTM: 13/437850/4475890

Boundary Justification and Description:
The boundary comprises an area measuring 44 by 32 feet centered around the rectangular building which measures 24 by 12 feet. The stable is approximately 90 yards from Fall River Road and approximately 50 yards east of the Willow Park Patrol Cabin (27). The boundary includes the stable and the immediate surroundings of fir forest and part of the corral. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Fall River Road (996)
Trail Ridge Quadrangle
Approximate acreage: 11.38
UTM: by Point
A 13/444450/4473720
B 13/443000/4474040
C 13/442180/4474380
D 13/440430/4474900
E 13/437840/4475760
F 13/436940/4476910
G 13/436400/4476900
H 13/436280/4476860

Boundary Justification:
The boundary for Fall River Historic Road extends to approximately 10 feet on both sides of the 9.4 mile historic road, which averages 8 to 10 feet in width. Only that portion of Fall River Road which has not been substantially altered is included within the boundaries. Please refer to the boundary description for specific information concerning the area of the road within the boundary.

Boundary Description:
Fall River Historic Road begins at the west end of Endovalley, where the Endovalley Picnic Area road splits off from Fall River Road, Point A. From Point A, Fall River Road traverses Mount Chapin in a northwesterly direction, with frequent, steep switchbacks to the termination point at the beginning of the visitor use area at Fall River Pass, Point H.

Fall River Entrance Historic District
Estes Park Quadrangle
Less than one acre
UTM:
Structure 168 (Storage): 13/449765/4472700
Structure 169 (Garage & Office): 13/449730/4472700
Structure 44 (Residence): 13/449700/4472700

Boundary Justification and Description:
This boundary comprises an irregular shaped area measuring approximately 900 by 300 feet. The southern boundary follows

the northern edge of the short access road, crosses the driveway that leads to the garage and office (169) and continues along the northern edge of the access road before cutting diagonally across a few parking spaces to a point approximately 10 feet southeast of the southeastern most corner of the storage building (168). The remainder of the boundary (the west, north, and east) form a rectangular shape around the area.

The boundary includes the residence (44), the garage and office (169), the storage building (168), a treatment building, and a trailer house. The eastern boundary is approximately 20 feet east of building 168. The northern boundary is approximately 35 feet north of building 168, approximately 60 feet north of building 169, and approximately 50 feet north of building 44. The western boundary is approximately 25 feet west of the west side of building 44. The residence is approximately 60 yards north of the park entrance road. Building 169 is approximately 20 feet east of building 44, and building 168 is approximately 600 yards east of building 169. The land enclosed within the boundary consists of native grasses, soils, and trees. Buildings 44, 168, and 169 are related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Fall River Pass Ranger Station (58)
Fall River Quadrangle
Less than one acre
UTM: 13/436080/4476760

Boundary Justification and Description:
The boundary comprises an area measuring 50 by 36 feet centered around the rectangular building which measures 20 by 16 feet. The building is approximately 85 yards south of the Fall River Pass Store (170) and approximately 60 yards south of the parking area. The boundary includes the building and the immediate surrounding land, which is alpine tundra. The building is related to the theme of NPS Rustic Architecture in Rocky Mountian National Park.

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Timber Creek Campground Comfort Station (247)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/427720/4469900

Boundary Justification and Description:
The boundary comprises an area measuring 45 by 31 feet centered around the rectangular shaped building which measures 25 by 11 feet. The comfort station is approximately 300 yards south of the Timber Creek Ranger Station (351) and approximately 75 yards west of Trail Ridge Road. The boundary includes just the comfort station and the immediate surrounding land, which is pine forest and native grasses. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Timber Creek Campground Comfort Station (246)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/427840/4470110

Boundary Justification and Description:
This boundary consits of an area measuring 45 by 31 feet centered around the rectangular building that measures 25 by 11 feet. The comfort station is approximately 100 yards southwest of the Ranger Station (351) and approximately 60 yards west of Trail Ridge Road. The boundary includes just the comfort station and the immediate land surrounding it, which is pine forest and native grasses. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Timber Creek Campground Comfort Station (245)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/427730/4470130

Boundary Justification and Description:
The boundary comprises an area measuring 75 by 31 feet centered around the 25 by 11 feet rectangular building. The comfort

station is approximately 150 yards south of the Timber Creek Ranger Station (351) and approximately 60 yards west of comfort station (246) and approximately 120 yards west of Trail Ridge Road. The boundary includes just the comfort station and the immediate surrounding land, which consists of pine forest and native grasses. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Timber Creek Road Camp Barn (241)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/428030/4469980

Boundary Justification and Description:
This boundary consists of an area measuring 76 by 40 feet centered around the rectangular building which measures 56 by 20 feet. The building is approximately 180 yards east of Timber Creek Campground and approximately 120 yards southeast of the storage building (30). The boundary includes only the barn and the immediate land around it, which consists of pine and aspen forest. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Timber Creek Road Camp Storage Building (30)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/428000/4470080

Boundary Justification and Description:
The boundary comprises an area measuring 62 by 40 feet centered around the rectangular building which measures 42 by 19 feet. The building is approximately 120 yards east of Timber Creek Campground and approximately 90 yards east of Trail Ridge Road. The boundary includes just the storage building and the immediate land, which consists of pine and aspen forest. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Milner Pass Road Camp Mess Hall and Residence (220)
Fall River Pass Quadrangle
Less than one acre
UTM: 13/430580/4473835

Boundary Justification and Description:
The boundary comprises an area measuring 55 by 38 feet centered around the rectangular building which measures 35 by 18 feet. The building is approximately 70 yards west of Trail Ridge Road and approximately 500 yards southwest of Milner Pass of the Continental Divide. The boundary includes just the mess hall and residence building and the immediate surrounding land, which consists of pines, firs, and native grasses at an elevation of 10,800 feet. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Fern Lake Patrol Cabin (14)
McHenry's Peak Quadrangle
Less than one acre
UTM: 13/442580/4465290

Boundary Justification and Description:
The boundary comprises an area measuring 46 by 43 feet centered around the rectangular building which measures 25 feet 10 inches by 22 feet 2 inches. The cabin is approximately 50 yards north of Fern Lake and approximately 130 yards from the lake inlet. The boundary includes just the Patrol Cabin and the immediate surrounding land, which consists of fir and spruce forest and native grasses. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Glacier Basin Campground Ranger Station (12)
Long's Peak Quadrangle
Less than one acre
UTM: 13/449540/4464380

Boundary Justification and Description:
The boundary comprises an area measuring 46 by 40 feet centered around the rectangular building which measures 26 by 19 feet 10 inches. The building is approximately 440 yards east of the

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Glacier Basin Campground entrance at Bear Lake Road, and 110 yards from the amphitheater. The boundary includes just the Ranger Station and the immediate surrounding land, which consists of native grasses and pine forests. The Ranger Station is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Thunder Lake Patrol Cabin (239)
Isolation Peak Quadrangle
Less than one acre
UTM: 13/445180/4452410

Boundary Justification and Description:
This boundary consists of an area measuring 37 by 33 feet centered around the rectangular building which measures 16 feet 6 inches by 12 feet 9 inches. The cabin is approximately 30 yards northeast of Thunder Lake and 50 yards north of the Thunder Lake outlet. The boundary includes just the Patrol Cabin and the immediate surrounding land, which at 10,600 feet consists of wetland alpine meadow and subalpine forest. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Wild Basin Ranger Station and Residence (251)
Allenspark Quadrangle
Less than one acre
UTM: 13/451890/4450890

Boundary Justification and Description:
The boundary comprises an area measuring 55 by 40 feet centered around the rectangular building which measures 35 by 20 feet. The Ranger Station is approximately 50 yards from the terminus of the road, and approximately 110 yards from Thunder Lake trail head. The boundary includes only the Ranger Station and the immediate surrounding land, which consists of pine forest and native grasses. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Wild Basin Residence (32)
Allenspark Quadrangle
Less than one acre
UTM: 13/451860/4450790

Boundary Justification and Description:
The boundary comprises an area measuring 51 by 43 feet centered around the rectangular building which measures 31 by 23 feet. The building is approximately 75 yards southwest of the Ranger Station, and approximately 75 yards northwest of Thunder Lake trail head. The boundary includes just the building and the immediate surrounding land which consists of pine and aspen forest. The building is related to the theme of NPS Rustic Architecture in Rocky Mountain National Park.

Shadow Mountain Lookout (43)
Shadow Mountain Quadrangle
Less than one acre
UTM: 13/430720/4453460

Boundary Justification and Description:
The boundary is a square, approximately 35 feet on a side, with Shadow Mountain Lookout at its center. See attached National Register nomination for more information.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Dutchtown (994)
Mount Richtofen Quadrangle
Approximately 15 acres.
UTM: Point A 13/425195/4476540
Point B 13/425150/4476485
Point C 13/425220/4476485

Boundary Justification and Description:
The boundary is a circle with center A and radius 456.5 feet. For more complete information see attached National Register nomination for Dutchtown.

Utility Area Historic District
Longs Peak Quadrangle
Approximately 109 acres
UTMm by Point:
A 13/452780/4468280
B 13/452160/4468500
C 13/452000/4467840
D 13/452760/4467780

Boundary Justification and Description:
The east boundary, following the park boundary, extends north to the Headquarters Area Loop Road. The north boundary follows the Headquarters Area Loop Road to the northwest 2,100 feet to Point B. The west boundary extends from Point B south to just west of Residential Area A. The south boundary extends from Point C, 600 feet eastward to the county road then continues eastward following the county road 1,900 feet to the park boundary (east). The east boundary follows the park boundary from Point D, 1,600 feet to Point A.See 1982 National Register nomination for Rocky Mountain National Park Utility Area Historic District for more complete information.

Grand Ditch (993)
Approximately 460 acres
UTM by Quadrangle and Point:
Fall River Pass Quadrangle:
Point A 13/429930/4478700
Point B 13/430340/4480850
Point C 13/428195/4479165

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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	Point D	13/426680/4479120
	Point E	13/426900/4473640
	Point F	13/426810/4471820
	Point G	13/425940/4470310
Mount Richtofen Quadrangle:	Point H	13/425720/4470000
	Point I	13/425420/4469580
Bowen Mountain Quadrangle:	Point J	13/425200/4469300
	Point K	13/422155/4469115

Boundary Justification and Description:
The boundary includes those lands between lines 100 feet on each side of, and parallel to, the centerline of the Grand and Specimen Ditches, starting at Point A near Baker Creek, thence (following the sinuosities of the ditch) running generally in a northeasterly direction to Point B near La Poudre Pass, thence running generally in a southeasterly direction to Point C at Specimen Creek; including additionally those lands within a circle with center Point D and radius 1,000 feet (enclosing Camp 2). For more detailed information see attached National Register nomination for Grand Ditch.

Trail Ridge Road
Approximately 918.78 acres
UTM by Quadrangle and Point:

Estes Park Quadrangle:	Point A	13/448300/4470660
	Point B	13/449270/4472550
	Point C	13/447000/4471330
Trail Ridge Quadrangle:	Point D	13/446810/4471430
	Point E	13/444280/4470600
	Point F	13/443722/4472239
	Point G	13/439707/4471637
	Point H	13/438030/4473320
	Point I	13/436380/4474661
Fall River Pass Quadrangle:	Point J	13/436395/4474661
	Point K	13/436000/4476793
	Point L	13/433710/4476400
	Point M	13/429181/4472198

	Point N	13/428095/4474140
	Point O	13/428355/4471700
	Point P	13/427631/4469530
Grand Lake Quadrangle:	Point Q	13/427621/4469518
	Point R	13/428525/4461960
	Point S	13/428765/4456351

Boundary Justification and Description:
Those lands between lines 100 feet on each side of, and parallel to, the centerline of Trail Ridge Road, starting at Deer Ridge Junction (Point A on the Estes Park Quadrangle) and ending at the park boundary north of Grand Lake (Point M on the Grand Lake Quadrangle). For more detailed information see 1984 National Register nomination for Trail Ridge Road.

Lulu City (995)
Fall River Pass Quadrangle
Approximately 160 acres
UTM by Point:
A 13/427880/4476115
B 13/428400/4476115
C 13/428400/4477700
D 13/427880/4477700

Boundary Justification and Description:
The boundary starts at Point A, thence 1,320 feet east to point B, then 5,280 feet north to Point C, thence 1,320 feet west to Point D, thence 5,280 feet south to point of beginning. For more detailed information see attached 1977 National Register nomination for Lulu City.

Holzworth Historic District
See attached nomination form

William Allen White Cabins
See attached nomination form

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018
6-5-87

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Rocky Mountain National Park MRA
State Boulder County, CO also other counties

Nomination/Type of Review		Date/Signature
Cover	for Keeper	Patrick Andrus 1/29/88
1. Bear Lake Comfort Station	Keeper	1/29/88
	Attest	
2. Bear Lake Ranger Station	for Keeper	Patrick Andrus 1/29/88
	Attest	
3. Fall River Entrance Historic District	for Keeper	Patrick Andrus 1/29/88
	Attest	
4. Fall River Pass Ranger Station	for Keeper	Patrick Andrus 1/29/88
	Attest	
5. Fall River Pass Store	Keeper	
	Attest	
6. Fall River Road	Keeper	Beth Grosvenor 7/20/87
	Attest	
7. Fern Lake Patrol Cabin	for Keeper	Patrick Andrus 1/29/88
	Attest	
8. Glacier Basin Campground Ranger Station	Keeper	Beth Grosvenor 7/20/87
	Attest	
9. Milner Pass Road Camp Mess Hall and House	Keeper	Beth Grosvenor 7/20/87
	Attest	
10. Timber Creek Campground Comfort Station No. 245	Keeper	1/29/88
	Attest	