1. Name of Property

historic name: Boat Tow
other names/site number: 5PT.560

2. Location

street & number: 700 S. Aspen St. Willoughby Park (NA) not for publication
city, town: Aspen (NA) vicinity
state: Colorado code: CO county: Pitkin code: 097 zip code: 81611

3. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>No. of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>( ) private</td>
<td>( ) building(s)</td>
<td>contributing noncontributing</td>
</tr>
<tr>
<td>(X) public-local</td>
<td>( ) district</td>
<td>_______ _______ buildings</td>
</tr>
<tr>
<td>( ) public-State</td>
<td>( ) site</td>
<td>_______ _______ sites</td>
</tr>
<tr>
<td>( ) public-Federal</td>
<td>( ) structure</td>
<td>1 _______ _______ structures</td>
</tr>
<tr>
<td></td>
<td>(X) object</td>
<td>_______ _______ objects</td>
</tr>
</tbody>
</table>

Name of related multiple property listing: Historic Resources of Aspen MRA

No. of contributing resources previously listed in the National Register: 0
4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this (x) nomination ( ) request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property (x) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

Barbara Sudder

Signature of certifying official

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

In my opinion, the property ( ) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

Signature of Commenting or Other Official

State or Federal Agency and Bureau

5. National Park Service Certification

I, hereby, certify that this property is:

( ) entered in the National Register.
( ) determined eligible for the National Register.
( ) determined not eligible for the National Register.
( ) removed from the National Register.
( ) other, (explain:)

Signature of the Keeper

National Register: entered in the National Register.

Signature of the Keeper

State or Federal Agency and Bureau

Date of Action
6. Functions or Use

<table>
<thead>
<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation and Culture /</td>
<td>Recreation and Culture /</td>
</tr>
<tr>
<td>Outdoor Recreation</td>
<td>Monument</td>
</tr>
</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>(enter categories from instructions)</td>
<td>(enter categories from instructions)</td>
</tr>
<tr>
<td>N/A</td>
<td>foundations wood</td>
</tr>
<tr>
<td></td>
<td>walls N/A</td>
</tr>
<tr>
<td></td>
<td>roof N/A</td>
</tr>
<tr>
<td></td>
<td>other wood</td>
</tr>
</tbody>
</table>

Describe present and historic physical appearance.

The original "Boat Tow" on Aspen Mountain was constructed in 1937, consisting of two wooden toboggans or "boats", each one twelve feet long by three feet wide, containing four seats across the width. These were constructed of pine, including the runners, to which steel banding was attached and which is still in place. One of the boat tow toboggans, a designated local landmark, is currently on permanent display in the center of Willoughby Park, located immediately adjacent to Tower #1 of Lift 1, the first chair lift in Aspen. The display platform is approximately two feet high, constructed of two rows of wood railroad ties, filled in with soil and planted with grass. This display is the focal point of Willoughby Park. The toboggan "boat," is located directly in the center of the platform, and is displayed at an approximately 30% angle, elevated at the front end by a round metal pipe forming an inverted "U". The "boat" shows signs of deterioration, particularly in the seats, which have cracks and portions missing, but its basic design is readily apparent.

The Boat Tow utilized old mining equipment. The "boats" were connected by 1/2" steel cable to rotating terminals converted from hoist rigs from the dormant Little Annie Mine on Aspen Mountain. The steel cable was guided up the mountain by wood towers to prevent tangling. The motor was a converted Model A Ford engine; the total length of the boat tow was 600' up the face of Aspen Mountain (1). None of the original cable, towers or mechanical equipment is still located on the original site. It is unknown whether any of the original equipment exists with the exception of the second "boat", owned by Aspenite Steve Knowlton.

( ) See continuation sheet
8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: ( ) nationally ( ) statewide (X) locally

Applicable National Register Criteria
(X) A ( ) B (X) C ( ) D
Criteria Considerations (Exceptions) ( ) A ( ) B ( ) C ( ) D ( ) E ( ) F ( ) G

Areas of Significance
(enter categories from instructions) Period of Significance Significant Dates
Engineering 1937 1937
Entertainment / Recreation 1937-40 1937

Cultural Affiliation
N/A

Significant Person
N/A
Architect/Builder N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Boat Tow, constructed in 1937, located in Aspen, Colorado, meets Criterion A in its association with the beginning development of Aspen as an international ski resort from 1936-1940, and under Criterion C for its contribution to the technological advancement of the construction of recreational ski transportation.

Following the discovery of Aspen’s unique topography and excellent winter conditions ideal for skiing, by developers Billy Fiske (Olympic bob sled champion) and capitalist Ted Ryan in 1936, the "Boat Tow" ski lift was constructed in 1937. The Aspen Lions Club, an earlier promoter of the Aspen area, had raised the $600.00 necessary to purchase a length of half-inch steel cable for the lift, and it was constructed by members of the Aspen Ski Club. The motor, a converted Model A Ford engine, was donated by Laurence Blisha, owner of the Hotel Jerome. The rotating terminals were converted hoist rigs from the Little Annie Mine. Two toboggans, or "boats", (modeled after a similar tow Ted Ryan had seen in Kitzbuhel, Austria in 1935) were attached to the cable; up to four people could sit inside a boat and be pulled to "the top" (600’) in less than three minutes while the other, empty "boat" slid down the other side. Wooden "towers" guided the cable to the top of the tow. The fee was 10 cents a ride, 50 cents for a half day. The official opening day was January 27, 1938. One hundred people rode Colorado’s biggest ski lift that day. (3)

(X) See Continuation Sheet
World War II significantly changed the course of Aspen's development, in numerous ways. The interruption of time and momentum in developmental progress, hampered the advancement of the technology of ski industry mechanics, engineering, physical technique and clothing. Individuals associated with the ski industry were also affected by the war. Billy Fiske enlisted in the Royal Air Force in September, 1939, and became the first American to die in the Battle of Britain, in August, 1940. Ted Ryan left Aspen in 1941, following the attack on Pearl Harbor, to join the office of Strategic Services in Europe, and offered Minot Dole, then laying the foundations of the first United States Mountain Troops Division, the use of Ashcroft as a training site. (Ashcroft, a "ghost" silver mining town, was located a few miles upstream from the Highland Bavarian Lodge on Castle Creek, approximately 18 miles from Aspen. Its location and ideal winter conditions for nordic skiing provided an excellent training facility and camping site for the 87th Mountain Infantry.) When the "87th" moved into the permanent camp at the U.S. Army's alpine training facility, the 10th Mountain Division's "Camp Hale" at Pando near Leadville, (some 60 miles to the east of Aspen), word spread that there was a superlative downhill run, Roch Run, in Aspen. This intrigued racing skiers among the troops of the 10th Mountain Division, and a good number of them spent their weekend passes skiing Aspen as a result. Among them was a Corporal named Friedl Pfeiffer, formerly director of the ski school at Sun Valley, Idaho. Pfeiffer's goal was to bring big-time resort skiing to Aspen. He had been wounded in action and left the 10th Mountain Division some months before the end of the war, coming to Aspen, and forming the Aspen Skiing Corporation, along with Chicago capitalist Walter Paepcke in 1946. Pfeiffer then became the Director of the Aspen Ski School.

In 1946, Pfeiffer began to build what was then the world's longest chairlift to the top of Aspen Mountain (elevation 11,200 feet), up Roch Run. Built in two sections (Lift 1 and 2), the first section known as Lift 1 opened on December 14, 1946, officially dedicated January 11, 1947.

Willoughby Park, named after Frank Willoughby, one of the earliest pioneers of Aspen's development as a ski resort, was dedicated by the City of Aspen in 1971, to serve as the park setting for the four remaining lift towers and associated building of Lift 1 after it was dismantled, and to display one of the two original toboggan "boats" of the 1937 Boat Tow. The other "boat" is in storage,
Boat Tow, Aspen, Colorado

Section number 8   Page 3

Boat Tow owned by Aspenite Steve Knowlton, a former member of the 10th Mountain Division, US Olympic Ski Team and 1950 FIS Ski Team, and 1947 founder of Aspen Sports. (6)

The Boat Tow meets the registration requirements as described in the amended Aspen Historic Resources Multiple Property Listing, under Associated Property Types: Ski Lifts, under Section III. Significance. It is significant for its direct association with ski development in Aspen, as well as throughout the state of Colorado. It also has engineering significance as a rare example of an early type of ski lift and because it utilized the mining hoist equipment from the Little Annie Mine. The period of significance has been arbitrarily ended to comply with the 50 year criteria.

Footnotes


4) Dutch Hodges, excerpts from his manuscript, 1986.


9. Major Bibliographical References
Aspen Ski Company, Marketing Department, telephone interview, 1989.


(X) See Continuation Sheet

Previous documentation on file (NPS):
( ) preliminary determination of individual listing ( 36 CFR 67) has been requested
( ) previously listed in the National Register
( ) previously determined eligible by the National Register
( ) designated a National Historic Landmark
( ) recorded by Historic American Buildings Survey # __________
( ) recorded by Historic American Engineering Record # __________

Primary location of additional data:
( ) State Historic Preservation Office
( ) Other State agency
( ) Federal agency
( ) Local government
( ) University
( ) Other

Specify Repository:
Aspen Historical Society Archives

10. Geographical Data
Acreage of property: Less than 1 acre

UTM References
A  1|3  3|4|3|6|2|5  4|3|3|8|9|1|0  B  ______  ______
   Zone Easting Northing  Zone Easting Northing

C  ______  ______  ______  ______
   Zone Easting Northing  Zone Easting Northing

(X) See continuation sheet

Verbal Boundary Description
Beginning at the southeast corner of Dean and Aspen Street, proceed southwest along Aspen Street 150 feet, then proceed southeast 43 feet to the northwest corner of the raised boat tow display platform, the point of beginning of the display platform described as follows:

(X) See continuation sheet

Boundary Justification
The boundary is drawn to include only the raised display platform located near the center of Willoughby Park, and the "boat tow" toboggan which is centered on the platform.

(X) See continuation sheet

11. Form Prepared By
Name/Title: Roxanne Eflin, Historic Preservation
Organization: City of Aspen  Date: August 31, 1989
Street & Number: 130 South Galena  Telephone: 303 920-5090
City or Town: Aspen  State: CO  Zip Code: 81611
Boat Tow


Hodges, Dutch. Excerpts from his manuscript, 1986.


Proceed southeast along the northern-most edge of the raised platform five feet, then proceed southwest along the eastern-most edge of the display platform eight feet, then proceed northwest along the southern-most edge of the display platform five feet, then proceed northeast along the western-most edge of the display platform eight feet to the point of beginning. The toboggan "boat" is located in the center of the described raised platform display.