

United States Department of the Interior
National Park Service

SEP 14 1993

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Boreas Railroad Station Site
other name/site number 5PA585/5ST494

2. Location

street & number Pike National Forest, Colorado not for publication
city or town Como vicinity
state Colorado code CO county Park/Summit code 093/117 zip code 80432

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 9/2/93
Signature of certifying official Date
Forest Service **Federal Preservation Officer**
State or Federal agency and bureau

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

[Signature] February 9, 1993
Signature of commenting or other official Date
State Historic Preservation Officer
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

[Signature] 10/28/93

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 2 | — | buildings |
| 1 | — | sites |
| — | — | structures |
| — | — | objects |
| 3 | — | Total |

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation—rail-related

Current Functions

(Enter categories from instructions)

Recreation and culture—outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation None

roof Wood-weatherboard

walls Wood-log

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Narrative Description

The Boreas Railroad Station Site is situated in the heart of the Rocky Mountains on the Continental Divide at 11,498 feet on the summit of Boreas Pass. It was a key element on the Denver, South Park & Pacific Railroad line, which extended from Como to Breckenridge, eventually terminating at Leadville. The narrow gauge line was completed in 1883 and managed the steep ascent over Boreas Pass by way of an incredibly twisty route. Heavy snows on the pass required construction of snow fences to keep the tracks clear and of snow sheds on the summit. Despite the incredibly harsh climate, it appears that a community of sorts sprang up at Boreas. A post office was established on the pass in 1896. It ceased operation in 1905, and the community was listed as a "Ghost Town" (Bauer, Ozment, and Willard 1971:24). At present, two standing buildings are present at the site, a section house (Structure 2) and a cabin (Structure 3), which date to the railroad period and are considered to be contributing elements. Eight other building locations have been identified, as have 12 outhouse holes or other depressions, an anomalous leveled area, and four dumps. In addition, the original railroad grade, now a road, passes through the site. Associated with the grade is a wye used for turning locomotives and the remains of snow fences and sheds. A trace road parallels the railroad grade on the east side. This may be a section of the wagon road which preceded the railroad over the summit. All of these features are considered to be contributing elements and have been counted as one "site."

Structure 1: Engine House and Turntable

Structure 1 (S1) is the remains of a large stone building that originally contained a turntable, water tank, and coal bin. Mounded rubble delineates the building's outside walls with intact wall remnants up to 3 feet high evident in a few locations below the rubble. The building measured 57¼ by 155 feet (north-south) and contained a 49½ foot diameter wrought iron turntable, a 16 by 45 foot coal bin, and a 5 by 18 foot, 9,516-gallon wood water tank supplied by a spring through 1,830 feet of 2-inch water pipe (Poor 1949:445). The main line and a passing track ran adjacent to the east of the building. The grade is presently used as a road. Entry from the main line was apparently only from the south side. Reportedly a 150-foot-long snow shed covered the spur into the Engine House from the main line (Poor 1949:445). Early photographs of the building show it to have been a huge, single-story stone building built in an eclectic, symmetrical Mission style. It had a flat facade and gently shaped parapet. Nine over nine double hung windows flanked a set of arcaded double doors large enough to allow entrance of a locomotive on the south end of the building. It is not clear whether any other door or window openings were present in the Engine House. The outline of the turntable is still visible in the center of the building outlined by large shaped stones set in the floor. The depression for the turntable is about 3 feet deep and is filled with rock and timbers. In the northwest corner of the building is a 10 by 10 foot pit about 4 feet deep framed with 12 by 12 inch posts. The function of this pit is unknown. Some charring of these posts and the beams present in the turntable depression are evidence of the fire that destroyed the building in 1909 (Poor 1949:445). Following the destruction of the engine house, a wye was built to facilitate the turning of locomotives. This

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

wye is still evident taking off of the main line on either side of the engine house, joining and projecting to the west.

Artifacts found at Structure 1 include window glass, round nails, 50 gallon drums, coal cinders, sheet metal (can) fragments, rubberized canvas belting, purple vessel glass, purple medicine bottle fragments, sheet metal from a steam boiler, a barrel hoop, wire, and a friction-top paint can.

Structure 2: Section House

The Section House (S2) is the largest and most imposing building still standing on Boreas Pass. It is an L-shaped one and one-half story log building measuring 30 by 36 feet (north-south) at its greatest dimensions. Its basic floor plan consists of a 20 by 30 foot (east-west) main wing divided into two rooms with a 16 by 20 foot (east-west) wing projecting to the south. The building is constructed of unpeeled, V-notched logs, adzed flat on the interior and exterior surfaces, set directly on the ground without benefit of a foundation. The log ends have been sawn off flush. The gaps between the logs have been chinked on the inside with wedges of wood nailed in place. The interior walls were then plastered and painted. On the exterior, chinking was of crumbly concrete held in place by square nails left sticking up. The exterior was later covered with long vertical strips of tarpaper held on with vertical strips of sheet metal and round nails and horizontal rows of sheet metal discs and round nails. All of the door and window openings are framed with milled lumber. The gables above the log walls are framed with milled lumber and sided on the exterior with horizontal lapped boards. On the interior the gables are finished with lathe and plaster. The roof of the building was a simple gable. Neither the roof or its framework is still in place. The walls of the building have been braced to keep them upright. The interior floor on the ground level was of tongue and groove set on 2 by 6 inch stringers. The upstairs floor is no longer in place, nor are floor beams in place. Bricks within the building indicate that at least one chimney was present. Its location, however, could not be ascertained. Early photographs (Feister 1973:217; Digerness 1978:107 and 109) show that a chimney projected through the peak of the main wing roof, suggesting that the chimney was located near the center of the wing, probably along the dividing partition wall. Fenestration of the building appears to have been regular, though none of the doors or windows are present any longer. Windows were large double hung, wood sash. The primary entrance into the building appears to have been through a centrally located doorway on the ground floor of the south elevation of the main wing. Above the doorway are two wooden insulator brackets near the roofline. On the west elevation of the main wing are two equally spaced window openings on the ground floor with one centrally located window opening in the gable above. The east elevation mirrors the west. Because of the slope behind the building, the window openings on the first floor reach all the way to the ground, giving them the appearance of doorways. No door or window openings are present on the north elevation. The east elevation of the south wing is a continuation of the main wing but contains no door or window openings. The south elevation of the south wing has a doorway with a transom above to the east and a window to

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

the west equally spaced on the first floor level. A window was centrally located in the gable above. A doorway is centrally located on the west elevation of the south wing.

The interior space of the Section House was very simply divided. The main wing was partitioned in half, east and west, with a doorway on the south end of the partition wall. The south wing was partitioned from the main wing with a door on the west end of the partition wall. A long closet was partitioned on the east side of the south wing with 3-foot-wide doorways on either end. All of the partition walls were of frame construction and finished with lathe and plaster.

Attached to the south of the Section House and offset somewhat to the east is a log addition. Photographs as recent as 1971 (Feister 1973:217) show this to have been an enclosed and roofed building that probably corresponds to the 14½ by 17 foot log Store House reported to be present in 1886 by Poor (1949:445). At the present time, the building stands only three logs high, has no roof, and its west wall north of the central doorway is no longer present. The building is constructed of V-notched logs, adzed flat on their inside and outside surfaces. Vertical boards are set on the interior of the east wall up to a height of 4½ feet, apparently to lend support. A board wall constructed with square nails extends east from the southeast corner of the Section House for about 7 feet, through which is a doorway into the Store House. Except for this and a doorway in the center of the west elevation, no other door or window openings appear to have been present. Originally the building had a simple gable roof covered with boards.

Numerous artifacts were found in and around the building, principally to the west. Artifacts included common brick, plaster, window glass, square and round nails, olive green, amber, aqua, clear, and purple vessel glass, an olive green wine bottle neck, two aqua hand-finished crown top necks, a purple drinking glass fragment, clear pressed glass, melted glass, gray salt glazed stoneware, plain white glazed earthenware, white earthenware with gilded edge decoration, a white milkglass canning jar lid liner, enamelware pot fragments, a tablespoon, butchered bone, coal cinders, a rubber canning jar lid seal, white milkglass jar fragments, white porcelain doll parts, a faceted red glass bead, a mirror fragment, the head of a double edge razor, a carbon rod from a battery, a .22 short cartridge marked: "H," and a cartridge marked: "R-P .38 SPL" that has been reloaded. The artifacts suggest occupation as a habitation building from the 1880s to 1930s.

Structure 3: Cabin

Situated about 12 feet south of the Section House is a V-notched log cabin (S3) measuring about 12 by 15 feet north-south, set directly on the ground without benefit of a foundation. The logs are unpeeled and adzed flat on their inside and outside surfaces. Spaces between the logs are chinked with wood wedges and cement. The ends of the logs have random ax cut ends. The building stands five logs high and has a simple gable board and board roof built on a pole framework. The main entry into the building is through a centrally located doorway in the west

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 4

elevation. Small window openings are present on the west end of the south elevation and just west of center on the north elevation. All of the door and window openings are framed with sawn lumber. Round nails are used throughout the construction. The interior of the cabin is unfinished with the exception of a 1 by 12 inch board floor and a board ceiling nailed directly to the roof framework mirroring the roofline. A sheet metal smoke hole projects through the roof in the northwest corner of the cabin.

Artifacts around Structure 3 include window glass, round and square nails, sheet metal, common brick, clear, light green, aqua, purple, and amber vessel glass, a purple hand-finished crown top neck, clear canning jar fragments, olive green wine bottle glass, amber beer bottle glass, plain white earthenware, bone, coal cinders, and two .22 cartridges marked: "U" and "A". These indicate use of the building for habitation from at least the late 1890s to 1930s.

Structure 4: Depot Building

The floor framework of a wood frame building (S4) measuring roughly 16 by 50 feet (east-west) probably marks the location of the Depot Building. All that remains are the log sills with wood stringers. Round nails were almost exclusively used, though some square nails are present. Photographs show the depot to have been a wood frame building with vertical board and batten siding (Digerness 1978:107). A small shed extension projected west from the front of the building toward the railroad tracks, and there may have been a wing extending to the south as well. The main wing had a brick chimney projecting through the peak of its simple gable roof near the center. A stove pipe is shown extending from the south wing near its junction with the main building. It is possible that this building began as the 16½ by 24 foot telegraph office reported to be present in 1886 (Poor 1949:445) and was expanded as the Depot in 1898. Later the Depot was built directly into a large snowshed that covered the tracks for 600 feet and later 957 feet on the pass.

Artifacts around the depot building include round and square nails, wood screws, window glass, a galvanized sheet metal smoke hole, common brick, purple vessel glass, amber beer bottle glass, light green beverage bottle base, a clear "H.J. Heinz" bottle base, a multifaceted amber bottle side fragment, melted glass, salt-glazed gray stoneware, plain white earthenware, white milkglass jar fragments, can fragments, a filler cap for lead-sealed hole-in-cap can, barrel hoop fragments, a carbon rod from a battery, sheet metal from a steam boiler, and a large riveted bolt. The artifacts indicate use beginning at least in the 1890s and suggest that at least a portion of the building was used for habitation.

Structure 5: Structural Outline

The rectangular outline of a building (S5) is located about 125 feet southwest of Structure 3. This is a 20 by 25 foot area (north-south) leveled into the west-facing hillslope. The south half of the building area is dug down 1½ feet deeper than the north half. Some sawn lumber is present as are numerous artifacts including window glass, square and round nails, lead-sealed

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 5

hole-in-cap cans, purple and aqua vessel glass, aqua medicine bottle fragments, an amber Bitters bottle fragment with a leaf and berry design and the word "BITTERS ___" embossed on it, purple drinking glass fragments, plain white glazed earthenware, brown glazed stoneware, sheet metal pan fragments, a barrel hoop fragment, bone, a sheet metal strip, coal cinders, shoe or boot leather, and the brass end of a wooden ruler. The artifacts suggest construction in the 1890s and occupation into the early 1900s.

Structure 6: Building Location

About 50 feet east of the Section House is a 15 by 18 foot (north-south) outline of a building (S6). This has been leveled into the west slope and is delineated by low mounds of soil on all but the west side. Artifacts in the area include window glass, square nails, plaster, amber and aqua vessel glass, aqua and purple hand-finished bottle necks, an aqua hand-finished crown-top bottle neck, aqua and amber beer bottle bases marked: "___ R & CO.," melted glass, cream glazed stoneware, a lead-sealed hole-in-cap can, a zinc canning jar lid fragment, galvanized sheet metal, bone, and coal cinders. Construction of the building at this location may have been as early as the mid-1880s with occupation terminating probably before 1900.

Structure 7: Building Location

Located about 30 feet northwest of the Section House is a 12 by 12 foot building location (S7). It has been leveled somewhat into the surrounding west slope and is outlined on all but the west side by logs. Artifacts in association include square and round nails, window glass, a galvanized sheet metal smoke hole, can fragments, a lard bucket, purple vessel glass, purple lamp glass, bone, coal cinders, shoe or boot leather, sheet metal, a 50 gallon drum, and a black powder can. Indications are that this building was built in the 1890s and occupied until sometime after 1900.

Structure 8: Building Location

A rectangular mound of soil 4 feet wide and 1½ feet high delineates the location of Structure 8 (S8). This is situated about 30 feet north of Structure 7 and measures 15 feet square. Artifacts in the area include window glass, square and round nails, stove pipe, a sheet metal smoke hole, a hacksaw blade, and sheet metal. The building appears to have been built in the 1890s and may have been occupied into the 1900s. No domestic items were observed, suggesting that the building served as a storage or work shed.

Structure 9: Building Location

About 55 feet north of Structure 8 is an 18-foot-square outline of a building delineated by mounds of earth (S9). This is 3 feet deep in the center. Located within the structural outline are window glass, lead sealed hole-in-cap and modern style cans, sheet metal, and coal cinders. The

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 6

artifacts suggest that the building may have been occupied from the late 1890s into the 1910s or 1920s.

Structure 10: Building Location

Three upright posts and an apparent rectangular outline approximately 35 by 40 feet (east-west) covered in willows about 50 feet northwest of Structure 9 delineate Structure 10 (S10). The east edge of the building appears to have been slightly dug into the surrounding hillslope. Two burned off log posts are laying north to south at the north end of the building area, and sawn lumber is scattered throughout and to the south. Artifacts in the vicinity include window glass, round nails, aqua, purple, and amber vessel glass, purple bottle glass made in an automatic bottling machine, modern-style cans, plain white earthenware, bone, a zinc washboard sheet, rubber, leather, and coal cinders. It appears that the building was constructed after 1900 and was occupied at least into the 1910s and possibly as late as the 1930s.

Numerous pits and depressions were noted throughout the site area. Many of these appear to have served as outhouse holes. Others may have been trash pits or served unknown functions

P-1: Outhouse Hole

Located 12 feet east of the southeast corner of the Section House is a 5-foot-square hole (P-1), 3 feet deep. This reportedly had a two-story outhouse still standing over it just a few years ago.

P-2: Outhouse Hole

Another 12 feet east of P-1 is a 3-foot-deep hole (P-2) measuring 6 by 7 feet. This is most likely an outhouse hole. Modern-style cans and a square nail were found in association.

P-3: Shallow Depression

A 7 foot diameter, shallow depression (P-3) is located about 45 feet southeast of P-2. The feature may represent a trash pit from ca. 1900 to the 1930s. This has quite a bit of artifact material in association including window glass, clear glass, dark green canning jar fragments, light green medicine bottle fragments, aqua beverage bottle fragments, amber beer bottle glass, lead sealed hole-in-cap cans, plain white earthenware, brown glazed stoneware, a zinc canning jar lid, bone, and rubberized material.

P-4: Possible Outhouse Hole

About 30 feet south of P-3 is a 6 foot diameter hole (P-4), about 3 feet deep, with a large mound to the south. This may be an outhouse hole that has seen subsequent disposal of

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 7

household trash. Artifacts in association include olive green and amber glass, plain white earthenware, can fragments, butchered bone, a barrel hoop, an overall button, leather, and coal cinders.

P-5: Possible Outhouse Hole

Forty feet east of P-4 is another sizable hole (P-5) measuring 3 by 7 feet and 2½ feet deep which may be an outhouse hole. Artifacts include round nails, window glass, clear, purple, and amber glass, melted glass, lead-sealed hole-in-cap cans, can fragments, blue on white (flow blue) china, bone, coal cinders, and leather.

P-6: Pit

Southeast of P-5 about 25 feet is a 3 foot deep pit (P-6) measuring 4 by 15 feet east to west. Its function is unknown; however, it may have something to do with the ditch-like cut that continues up the slope and in which it, P-4 and P-5 are situated. Only one lead-sealed hole-in-cap can was found in association.

P-7: Outhouse Hole

A rock-lined outhouse hole (P-7), 4 feet square and 1 foot deep, is located about 50 feet northeast of P-2. Artifacts in the area include lead-sealed hole-in-cap and modern-style cans, clear and purple vessel glass, an aqua square-paneled medicine bottle base, amber beer bottle glass and a base marked: "___ & G CO" (S B & G CO), plain white earthenware, black glazed stoneware, bone, barrel hoops, and coal.

P-8: Depression

Located about 12 feet north of Structure 7 is a 10 by 12 foot (east-west) depression, (P-8), 2½ feet deep. It does not appear to be a building location, though it is large enough. Associated artifacts include modern-style and lead-sealed hole-in-cap cans, plain white earthenware, bone, coal cinders, wire, and leather.

P-9: Outhouse Holes

Two outhouse holes (P-9) side by side north to south are located about 18 feet northeast of P-8. Both measure 4 by 6 feet (north-south) and are 4 feet apart. Lead-sealed hole-in-cap cans and coal cinders are the only artifacts in association.

P-10: Depression and Outhouse Hole

About 30 feet southeast of P-9 is a 5 by 15 foot (north-south) depression with a possible outhouse hole on the south end measuring 5 by 7 feet (north-south), 2 feet deep (P-10). A large

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 8

number of artifacts are present in the area including square nails, window glass, clear, aqua, and amber vessel glass, a clear hand-finished liquor bottle neck, a purple vessel neck with a ground rim, modern-style cans, a cast iron stove part, sheet metal fragments, and coal cinders.

P-11: Outhouse Hole

A 4 foot square outhouse hole (P-11), 2½ feet deep, is located about 20 feet east of P-10. Associated artifacts include purple and aqua vessel glass, can fragments, and a white clay tobacco pipe stem.

P-12: Depression

A depression (P-12, 4 feet in diameter and 1 foot deep, is located about 8 feet southeast of P-11. This contained window glass, aqua and purple vessel glass, an amber beer bottle base marked: "___ B & G CO." (S B & G CO.), and lead-sealed hole-in-cap cans.

Leveled Area

An anomalous leveled area is located about 10 feet east of P-8. This appears to measure about 12 by 18 feet north to south and is very indistinct on its west edge. Artifacts in the area include purple glass, amber beer bottle glass, plain white earthenware, cream glazed stoneware, leather, and coal cinders.

Besides the general scatter of artifacts over the site area, four artifact concentrations that can be considered dumps were identified.

Dump 1

Dump 1 covers a 75 foot diameter area adjacent to the east of Structure 10. Artifacts include round nails, window glass, purple vessel glass, aqua beer bottle glass and canning jar fragments, a light green hand-finished crown top bottle neck, an aqua beer bottle base marked: "A," purple hand-finished medicine bottle fragments, two light green medicine bottle bases marked: "A. B. ___" (A. B. G. M. CO.) and "___ F & S ___" (W F & S MILW), purple round bottle side marked: "SALAD ___," purple lantern glass with ground edge, white milkglass jar fragments, plain white earthenware, relief molded white earthenware, white earthenware tea cup handle, modern-style and lead-sealed cans, a modern-style can marked: "SANITARY," large round can lids, round friction top can lids, lard buckets, zinc canning jar lids, an enamelware basin, a large sheet metal basin with iron handles, sheet metal, stove pipe, cast iron stove parts, coal cinders, bone, a galvanized bucket, barrel hoops, seat springs, wire, copper wire, rubber boot sole, shoe or boot leather, and harness leather.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 9

Dump 2

Dump 2 is located about 30 feet west of Structure 6. It covers about a 70 foot diameter area and is covered to a large extent by willows. Items noted in the dump include aqua and yellow tinted glass fragments, an amber beer bottle base marked "S B & G CO," aqua "ATLAS" canning jar fragments, aqua canning jar fragments made in an automatic bottling machine, plain white earthenware, salt glazed stoneware, modern-style and lead sealed hole-in-cap and hole-in-top cans, rectangular syrup cans, sardine cans, key wind coffee cans, lead-sealed hole-in-cap square meat cans, bone, tooth enamel, enamelware pot fragments, barrel hoops, lard buckets, a galvanized bucket, seat springs, coal cinders, leather from a horse collar (?), shoe or boot leather, and rubberized cotton belting. The majority of items from this dump appear to date from the late 1910s to 1930s. Items in the southern portion of the dump appear to date somewhat earlier.

Dump 3

Dump 3 is a general scatter of artifacts apparently not associated with a building. Items in the area include square nails, one round nail, window glass, aqua, purple, and light green vessel glass, a large amber square panel bottle side, lead-sealed hole-in-cap cans, plain white earthenware, brown glazed stoneware, an abundance of bone (some of which is butchered), coal cinders, harness leather, and a rubber boot sole. The artifacts appear to date largely to the 1880s or 1890s.

Dump 4

Dump 4 consists primarily of broken beer bottles in a 25 foot diameter area. It is located about 125 feet east of the Section House on the hillslope overlooking the site area. The majority of items in Dump 4 are broken amber and aqua beer bottles. In addition there is some purple glass from an oval whiskey flask, a lead-sealed can, leather, and some square nails. All of the beer bottles appear to be hand finished. Marks on the bases of the amber bottles were: "S B & G CO," "A. B. G. M. CO.," "W. F. & S./MIL.," "20," "___ W.G. CO.," and "S." Marks on aqua bottle bases were: "S B & G CO" and "A. B. G. M. CO." These artifacts suggest a deposition date of 1904 or 1905.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

Archaeology-Historic-Non-Aboriginal

Transportation

Period of Significance

1881-1938

Significant Dates

1881-1938

1881, 1909, 1937, 1938

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Denver, South Park & Pacific Railroad

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

Narrative Statement of Significance

The Boreas Railroad Station Site is significant under criteria "A" and "D" on a local and statewide level. Its historical significance is related to its role as a contributing element in the expansion of railroads into the mountains of Colorado in order to reach important ore-producing areas. According to Mehls (1984:III-66), construction of railroads was the single most important factor in the economic development of the Colorado mountains and, consequently, the state itself. The Denver, South Park & Pacific Railway played a major role in building the region's railroad network. It was extremely important in providing an outlet for the rich ores of the Leadville and Gunnison areas at a time when mining was the backbone of Colorado's economy. Many other railroads were in operation at the same time as the Denver, South Park & Pacific, but only the Denver & Rio Grande probably had as much of an effect on the economic development of the state. The Boreas Pass Railroad Station was a major hub of activity on the Breckenridge extension of the Denver, South Park & Pacific both during construction in 1881 and 1882 and during general operation from 1882 to 1937. Enough of the site is visible that its function is readily apparent. It is visited by hundreds of visitors each year. Although the site receives heavy visitation, its archaeological deposits have remained undisturbed and contain important data. In fact, the majority of the site may best be described as archaeological in nature.

The Boreas Pass Railroad Station is located on the summit of Boreas Pass on the Continental Divide of the Colorado Rocky Mountains along the route of what was the Denver, South Park & Pacific Railway's line extending from Como to Breckenridge and on to Leadville. The Denver, South Park & Pacific Railway Company was established as a feeder line to the Denver Pacific and Kansas Pacific Railroads (Davidson 1940:128). In 1874, it began laying track west from Denver in order to haul gold and silver ore and concentrates from various mining districts in the Gunnison and Leadville areas (Ferrell 1981:11; Lemassena 1964). In 1879, the line reached Como where a rail division was established and a roundhouse built. From Como, the main line was built over Trout Creek Pass, reaching Buena Vista in 1880, and eventually extending to Gunnison through the Alpine Tunnel in 1882. While work was underway on the line to Gunnison, an extension was also under construction to Breckenridge (Ferrell 1981:11-12).

Grading began on the Breckenridge extension from Como in October 1880 (Poor 1949). The route chosen was basically the same one used as a wagon road beginning in 1859 between Tarryall and Blue River Diggings, later receiving increased usage with the growth of the town of Breckenridge (Warren 1976). By December 1880, the line had been laid out over Boreas Pass, then known as Breckenridge Pass (Rocky Mountain News, 30 November 1880; 14 December 1880). In June 1881 it was reported that grading over the pass would soon be completed (Fairplay Flume, 16 June 1881) and in August it was reported that laying of track had begun (Fairplay Flume, 11 August 1881). It appears that a station on the summit had been established by August 1881 and was known by the name "Farnum." Later it was reported that the station name would be Spotswood, in honor of Colonel R. J. Spotswood (Fairplay Flume, 13 October 1881; Kazel, personal communication 1989). On November 7, 1881, the Fairplay Flume

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2

announced, "Boreas is the very appropriate name of the station on the summit of Breckenridge Pass."

Although work continued beyond the summit toward Breckenridge, Boreas Station served as the end of the line during the winter of 1881-82. Consequently, the freighting company of "Wilder, Forman & Co., the largest forwarders in the west, have erected a number of commodious buildings to accommodate the large amount of freight which they handle at Boreas station, the end of the track on the Breckenridge branch" (Fairplay Flume, 10 November 1881). Later that month, it was noted that John Coine had built a saloon and boarding house at Boreas (Fairplay Flume, 24 November 1881). Coine received a liquor license for his establishment on the summit in December 1881 (Licenses, Page 36, Park County Clerk's Office, Fairplay, CO). He did not renew his license the following June, apparently indicating that he moved his business as the track was extended. Boreas Station was clearly the hub of activity on the Breckenridge extension through the winter for both freighting and construction activities. As the line was pushed toward Breckenridge the ensuing spring and summer, it must have continued to be a busy place. The Fairplay Flume announced on June 8, 1882 that Charles Crowley and his wife were going to Boreas to start a boarding house.

On August 2, 1882, the line to Breckenridge was completed (Fairplay Flume, 10 August 1882). A year later, it was reported that plans were being made to extend the track to Leadville (Fairplay Flume, 9 August 1883). The extension was completed on February 5, 1884 (Fairplay Flume, 7 February 1884).

The high cost of construction through the Alpine Tunnel and over Boreas Pass resulted in the Union Pacific assuming control of the Denver, South Park & Pacific in 1881. Further financial difficulties caused the railroad to go into receivership in May 1888. The Denver, Leadville & Gunnison Railway was formed in August 1888 to take over the Denver, South Park & Pacific lines. The collapse of the silver market as a result of the Panic of 1893 caused the Denver, Leadville & Gunnison to go into receivership in August 1894. Consequently, in 1899, the Denver, Leadville & Gunnison and the Union Pacific, Denver & Gulf railroads were joined to form the Colorado & Southern Railway. Reduction of freight traffic, particularly as the result of the decline of silver mining, made it increasingly unprofitable to keep the Breckenridge line in operation. On April 10, 1937, the last passenger train traveled over Boreas Pass, and the rail was removed in August 1938 (Ferrell 1981:12, 20, 109; Fairplay Flume, 11 April 1937).

Numerous buildings were constructed at Boreas Station. It is known that in 1886 a two-room log telegraph office, a log storehouse, a one and one-half story log section house, and a stone engine house with a turntable, coal bin, and water tank inside were present (Poor 1949). The log section house is still standing at the site. It is not known when it was built but it could be as early as 1881 and could conceivably be the boarding house operated by John Coine or Charles Crowley. Besides the main line over the pass there was a side track into the engine house and 632 feet of passing track. The main line and passing track were covered by 600 feet of snowshed with doors on the Breckenridge end to keep drifting snow out. This was later

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

extended to cover 957 feet of track. There was also 150 feet of snowshed over the side track into the engine house. The stone engine house was destroyed by fire in 1909. A wye was built to replace the turntable. Only the entrances to the wye were covered by snowsheds. In 1898, a depot was built at Boreas. This was built into the snowshed for ease of passenger boarding. The snow shed over the main line burned in 1934 (Poor 1949). Lawrence Evans, whose father operated a pusher engine to the top of Boreas Pass, recalls that toward the end of the use of the Breckenridge line there was "a telegraph station, coal chute, boarding house, boiler house (to keep the water flowing), 30-foot-high snow fences, and some living dwellings for the section hands" (Evans, personal communication 1989).

It is not known how many people were actually stationed or lived at Boreas Station. Between January 2, 1896 and January 31, 1905 it was apparently large enough to warrant having its own post office. During its operation, the Boreas Post Office was reported to be the post office at the highest elevation in the country. The reason given for discontinuing the post office in 1905 was that Boreas was a ghost town (Bauer, Ozment, and Willard 1971:24).

Only two buildings remain standing from the Boreas Railroad Station. However, the remains of numerous other buildings and site features are present that make the lay-out of the site clear and have definite archaeological potential; the archaeological integrity of the site is excellent. Areas of the site that contain archaeological data recovery potential include the stone engine house, railroad depot, numerous cabin locations, outhouse holes, trash pits, dumps, railroad grade and wye, and snow fences. Intact, undisturbed cultural deposits exist at the building locations, outhouse holes, trash pits, and dumps. These could add significant information to what we know of the history of the operation of the Boreas Pass Railroad Station and the construction and operation of the Denver, South Park & Pacific's Breckenridge extension.

Buckles and Buckles (1984:9-13) present numerous "General Theoretical Topics" and research questions for the corresponding historic periods, many of which are applicable to varying degrees. These are as follows:

Cultural resources of the diverse ecological zones of Colorado will reflect significantly different technological strategies and environmental adaptations.

Occupations in Colorado associated with industrial activities will reflect patterned differences in material culture distinctive for each type of industry.

Differences in symbolic behavior related to aesthetics of differing occupational types can be measured quantitatively as correlations of socio-economic class with occupation and the number of symbols relating to aesthetics (e.g., decorated dinnerware, cut glass, etc., pieces).

There is sufficient correlation between the socio-economic positions of persons and architectural attributes.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

Settlement patterns can be used as "types" for describing the innovations of each of the periods for given population densities and ecological zones.

Victorianism is/is not a useful concept for explanation of the dynamics of American society.

Industry sometimes imported certain ethnic groups for various reasons. Are there industry-specific occupations that traditionally involved specific ethnic groups, not as consequences of employment practices (e.g., importation of large groups of people) or other economic variables?

Community growth and decay sequences can/cannot be identified archaeologically.

Structures made of various materials or based on differing architectural principles have predictable longevities that can be used to understand length of occupation of any given structure.

Differences in adaptive strategies over time may be used to indicate that strategic decisions are made by members of cultural systems indicating anticipation of the consequences of economically unsound cultural practices.

In addition, several specific research domains may be addressable. It may be possible to ascertain whether the location was used by freighters prior to the construction of the railroad when only a wagon road crossed the pass. It may be possible to discern the nature of activities and population composition during the winter of 1881-82 when Boreas Station served as the terminus of the line. Another area of investigation might be the work force present at Boreas during regular operation of the line between 1882 and 1937, what sort of work force was necessary at Boreas to keep the railroad running smoothly in such an adverse environmental setting, and how that work force changed through time relative to changing management and variable economic situations. Very few photographs have survived of the stone engine house and turntable on Boreas Pass, and no architectural plans are known to exist. A similar engine house and turntable are known to have been present near the Alpine Tunnel. Clearly these buildings were built specifically as an adaptation to the harshness of the climate in the high mountains. Further investigation of the engine house at Boreas Pass may shed some light on how these buildings were designed and functioned, and whether they were adapted in some way for specific maintenance activities peculiar to operating a railroad in extreme conditions. A multitude of other research questions could be devised. What is important is that sufficient data appear to be present at the site in good archaeological context to add substantially to specific historical topics.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

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**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 2

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10. Geographical Data

Acreege of Property 19.4

UTM References

(Place additional UTM references on a continuation sheet.)

1

| | | | | | | | | | | | | | | |
|------|---|---------|---|---|---|---|---|----------|---|---|---|---|---|---|
| 1 | 3 | 4 | 1 | 6 | 4 | 8 | 0 | 4 | 3 | 6 | 2 | 7 | 7 | 0 |
| Zone | | Easting | | | | | | Northing | | | | | | |

3

| | | | | | | | | | | | | | | |
|------|---|---------|---|---|---|---|---|----------|---|---|---|---|---|---|
| 1 | 3 | 4 | 1 | 6 | 8 | 0 | 0 | 4 | 3 | 6 | 2 | 4 | 8 | 0 |
| Zone | | Easting | | | | | | Northing | | | | | | |

2

| | | | | | | | | | | | | | | |
|------|---|---------|---|---|---|---|---|----------|---|---|---|---|---|---|
| 1 | 3 | 4 | 1 | 6 | 8 | 0 | 0 | 4 | 3 | 6 | 2 | 7 | 7 | 0 |
| Zone | | Easting | | | | | | Northing | | | | | | |

4

| | | | | | | | | | | | | | | |
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| 1 | 3 | 4 | 1 | 6 | 4 | 8 | 0 | 4 | 3 | 6 | 2 | 5 | 7 | 0 |
| Zone | | Easting | | | | | | Northing | | | | | | |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jonathon C. Horn/Principal Investigator

organization Alpine Archaeological Consultants, Inc. date December 4, 1989

street & number P.O. Box 2075 telephone (303) 249-6761

city or town Montrose state Colorado zip code 81402-2075

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Verbal Boundary Description

From the intersection of the north leg of the railroad wye with the dirt road through the site, the point of beginning (Point A) is 82 m at 310°. The boundary of the nominated site from the point of beginning is described as bearing 90° for 320 m, then 180° for 290 m, then 284° for 332 m, then 0° for 200 m, back to the point of beginning. The boundary of the property is The site is on unsurveyed land in what would correspond to Section 26, T7S, R77W, 6th P.M.

Boundary Justification

Area is sufficiently large to include all features of the site and a portion of the surrounding setting in order to retain the sites visual integrity.

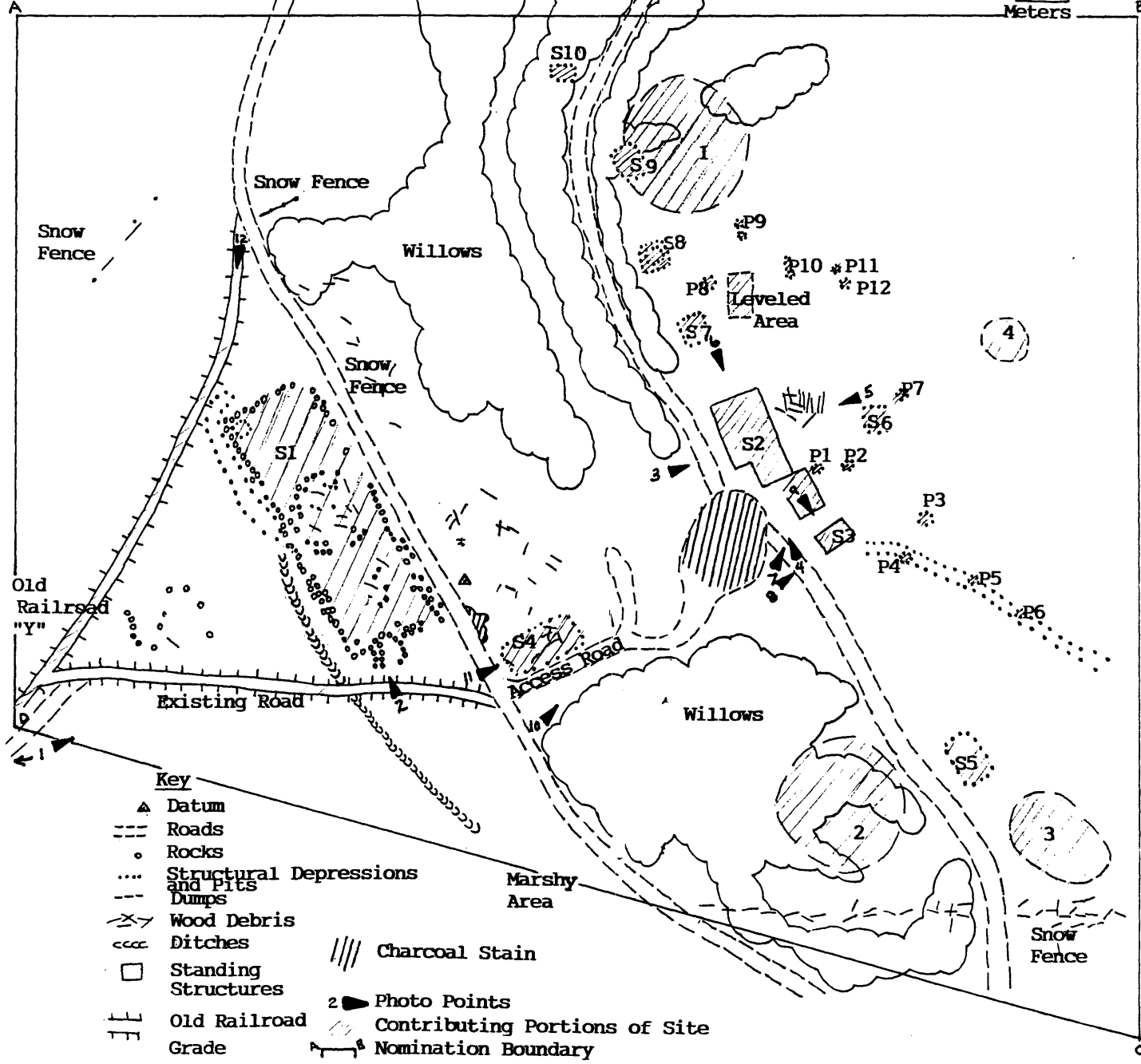
Boreas Pass Railroad Station
5PA585/5ST494 Site Map



Existing Road
(Former Railroad
Grade)

Old Road

0 15
Meters



Key

- ▲ Datum
- Roads
- Rocks
- ⋯ Structural Depressions and Pits
- - - Dumps
- X Wood Debris
- ~ Ditches
- Standing Structures
- Old Railroad Grade
- Charcoal Stain
- 2 ▲ Photo Points
- Contributing Portions of Site
- Nomination Boundary

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 1

List of Photographs

The following information is the same for all of the photographs:

- 1) Property Name: Boreas Pass Railroad Station - 5PA585/5ST494
- 2) Location: Boreas Pass, Colorado
- 3) Photographer: Jonathon C. Horn
- 4) Date: 9/3/89
- 5) Negatives on file at: Alpine Archaeological Consultants, Inc.

Photograph No.1

- 6) Description: Overview of Boreas Pass Railroad Station (5PA585/5ST494), looking east.

Photograph No. 2

- 6) Description: Structure 1, the stone engine house, showing the turntable area in the center of the building. Looking northwest.

Photograph No. 3:

- 6) Description: West elevation of Structure 2, the one and one-half story log section house.

Photograph No. 4:

- 6) Description: Structure 2, south elevation.

Photograph No. 5:

- 6) Description: Structure 2, east elevation.

Photograph No. 6:

- 6) Description: Structure 2, north elevation.

Photograph No. 7:

- 6) Description: 3/4 view of log wing on south side of Structure 2, looking northeast.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 2

Photograph No. 8:

6) Description: West elevation of Structure 3, a 12 by 15 foot V-notched log cabin.

Photograph No. 9:

6) Description: Structure 3, north elevation.

Photograph No. 10:

6) Description: Relationship of Structure 2 to Structure 3. View is to the northeast.

Photograph No. 11:

6) Description: View east of the remains of Structure 4, the depot building.

Photograph No. 12:

6) Description: North section of railroad wye, looking southwest. Note railroad ties in bed.