

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

CONGRESSIONAL DISTRICT

Estes Park

VICINITY OF

STATE

CODE
CO

COUNTY

Larimer

CODE
069

3 CLASSIFICATION

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

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Park Service, Rocky Mountain Regional Office

CITY, TOWN

Denver

STATE

CO

80225

7 DESCRIPTION

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

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)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 3

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 4

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)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

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 discontinuous 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 7

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 8

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 9

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

7

PAGE

10

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 collapsed 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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 11

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 12

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 13

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 14

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

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

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 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 National State Local.

FEDERAL REPRESENTATIVE SIGNATURE *Adrian C. Brant*

TITLE

Chief Williams

DATE

6/7/87

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

See continuation sheet for listing
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST:

DATE

DATE

KEEPER OF THE NATIONAL REGISTER

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NATIONAL REGISTER OF HISTORIC PLACES
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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

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

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NATIONAL PARK SERVICE

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

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

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 appropriated 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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 5

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 the⁵ Dunraven party to the two-room cabin near the little lake. 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 Hotel⁸ on a section of what had been Lord Dunraven's holdings. 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. Sprague operated his guest ranch for several years. The resort consisted of a main

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 6

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 dude ranches in that part of the Rocky Mountains.¹¹ 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 7

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 8

see what a 1920s dude ranch was like. However, the three-story lodge, along with other log buildings, were auctioned off and removed. 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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 9

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 10

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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RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 11

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¹⁵Ibid., p. 203.

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 12

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 13

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,² as had Mexican settlers in the San Luis Valley in the 1850s. 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 water³ from the Cache La Poudre that very little remained for them. 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

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NATIONAL PARK SERVICE

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RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 14

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, the Specimen Ditch, Milner Pass Ditch, and the Grand Ditch.⁴

The Eureka Ditch was proposed by Henry J. Heinrich, 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, and⁵ in 1923 its rights were ceded to the National Park Service. 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 15

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,

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 16

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.

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." 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 17

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 further 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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 18

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.

The first dam constructed in the area that was to become Rocky Mountain National Park, Lawn Lake Dam, was completed in April¹⁰ of 1911 by the Farmers Ditch and Reservoir Company of Loveland. 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 19

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. 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 20

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 21

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

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

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 22

- 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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 23

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 24

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. 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." 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 liquor [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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 25

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. 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 significantly related to the theme of Mining include:

1. Lulu City
2. Dutchtown

ENDNOTES

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

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 26

³Susan 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.

⁴Ibid., p. 96.

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

⁶Ibid.

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 27

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 development 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,

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 28

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,² in 1873. MacGregor sold the road to a Longmont company in 1883.² 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 entrepreneur.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**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 29

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.

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 transcontinental 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. 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 30

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 31

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,¹³ and his company also began operations in the fall of 1929.

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 32

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.

²Ibid.

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

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

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

⁶Ibid.

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

⁸Ibid., p. 54.

⁹Ferrel 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).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 33

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).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 34

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 conjunction 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. . . .

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 35

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 36

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. 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,

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 37

Vint personally traiped his staff in the intricacies of NPS Rustic Architecture. 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." 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, with a landscape architect assigned to each region.¹¹ 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 38

generally prepared the preliminary plans for construction in the parks under their¹² control, 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 39

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 and maintaining NPS Rustic structures became prohibitive. Seeking to limit design costs, the Branch of Plans and Design turned more frequently to copying previous designs

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 40

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.

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. . . .

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 41

- 16. Timberline Cabin
- 17. Fall River Pass Ranger Station

ENDNOTES

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

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

³Tweed, Rustic Architecture, p. 26.

⁴Ibid., p. 39.

⁵Ibid., p. 44.

⁶Ibid.

⁷Ibid., p. 47.

⁸Ibid., p. 92.

⁹Ibid., p. 50.

¹⁰Ibid.

¹¹Ibid., p. 51.

¹²Ibid.

¹³Ibid., p. 48.

¹⁴Ibid., p. 76.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 42

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 43

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 44

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 45

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 46

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 Mountain National Park.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 47

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 consists 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 48

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 49

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 50

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 51

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.

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INVENTORY - NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 52

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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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 53

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

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 54

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

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	fll Keeper <u>Patrick Andrus 1/29/88</u>
1. Bear Lake Comfort Station	Keeper <u>[Signature] 1/29/88</u>
	Attest _____
2. Bear Lake Ranger Station	fll Keeper <u>Patrick Andrus 1/29/88</u>
	Attest _____
3. Fall River Entrance Historic District	fll Keeper <u>Patrick Andrus 1/29/88</u>
	Attest _____
4. Fall River Pass Ranger Station	fll Keeper <u>Patrick Andrus 1/29/88</u>
	Attest _____
5. Fall River Pass Store	Keeper <u>[Signature]</u>
	Attest <u>[Signature]</u>
6. Fall River Road	Keeper <u>Beth Grovena 7/20/87</u>
	Attest _____
7. Fern Lake Patrol Cabin	fll Keeper <u>Patrick Andrus 1/29/88</u>
	Attest _____
8. Glacier Basin Campground Ranger Station	Keeper <u>Beth Grovena 7/20/87</u>
	Attest _____
9. Milner Pass Road Camp Mess Hall and House	Keeper <u>Beth Grovena 7/20/87</u>
	Attest _____
10. Timber Creek Campground Comfort Station No. 245	Keeper <u>[Signature] 1/29/88</u>
	Attest _____

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National Park Service**

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer, to complete all items.

 New Submission XXX Amended Submission

A. Name of Multiple Property Listing

Rocky Mountain National Park MPS (Additional documentation- Trails)

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

I. Pioneer Settlement and Development of the Resort Industry, applied to Trails 1900-1945

IV. Transportation, Prehistoric and Historic Trails 6,000/7,000 years ago – 1920s

V. NPS Naturalistic Design, Construction of Trails 1920-1945

C. Form Prepared by

name/title Sierra Standish/ contract position (RMNP contacts- Dr. Bill Butler and Cheri Yost)

organization Rocky Mountain National Park date September 27, 2004

street & number 1000 U.S. Highway 36 telephone (970) 586-1332

city or town Estes Park state Colorado zip code 80517

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

(See continuation sheet for additional comments [].)

State Historic Preservation Officer

Signature and title of certifying official

Date

State Historic Preservation Office, Colorado Historical Society

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheet in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

E. Statement of Historic Contexts 1
(If more than one historic context is documented, present them in sequential order.)

F. Associated Property Types
(Provide description, significance, and registration requirements.)

G. Geographical Data

H. Summary of Identification and Evaluation Methods
(Discuss the methods used in developing the multiple property listing.)

I. Major Bibliographical References
(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Rocky Mountain National Park

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 120 hours per response including 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 Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number ___ Page 1

Rocky Mountain National Park Multiple Property Listing Additional Documentation-Trails Amendment

This document adds to the 1987 Rocky Mountain National Park Multiple Property Listing. It focuses upon one type of cultural resource at Rocky Mountain National Park (RMNP): trails. The following text develops the historic context surrounding trails within the park and establishes standards for a trail's eligibility to the National Register of Historic Places. This document should be considered an amendment, and attached to the 1987 "Multiple Resource Nomination" form. Please note that while the 1987 form was organized in a thematic format, this amendment adheres closely to the Multiple Property Documentation Form format. As a result, the following document is arranged differently than its 1987 parent.

In the 1987 document, the Methodology section reports on the survey process and standards for nomination eligibility applied to the park's buildings, roads and other cultural resources. The section finishes: "Time and financial considerations prevented the inventory from including archeological resources and historic trails within Rocky Mountain National Park." This amendment looks at trails, picking up where the 1987 document left off.¹

The 1987 multiple resource nomination establishes five historic themes surrounding the historic resources of Rocky Mountain National Park. These themes are 1) Pioneer Settlement and the Development of the Resort Industry; 2) Reclamation; 3) Mining; 4) Transportation; and 5) Rustic Architecture. In the past, trails probably served all five of these significant trends in the park. However, trails associated with Reclamation and Mining either no longer exist with historical integrity or are currently unknown. Therefore, the following amendment examines the three remaining themes: Pioneer Settlement and the Development of the Resort Industry, Transportation and Rustic Architecture.

The RMNP Trails Amendment also has significant ties to another document: Linda Flint McClelland's "Historic Park Landscapes in National and State Parks Multiple Property Listing." McClelland's massive 1995 multiple property listing addresses a multitude of landscape features that can be found in state and national parks around the country. The RMNP Trails Amendment corresponds with and supplements McClelland's text.

¹ Carl and Karen McWilliams; Revised Gregory Kendrick, "Multiple Resource Nomination for Rocky Mountain National Park," 1987. Item Number 7, page 3.

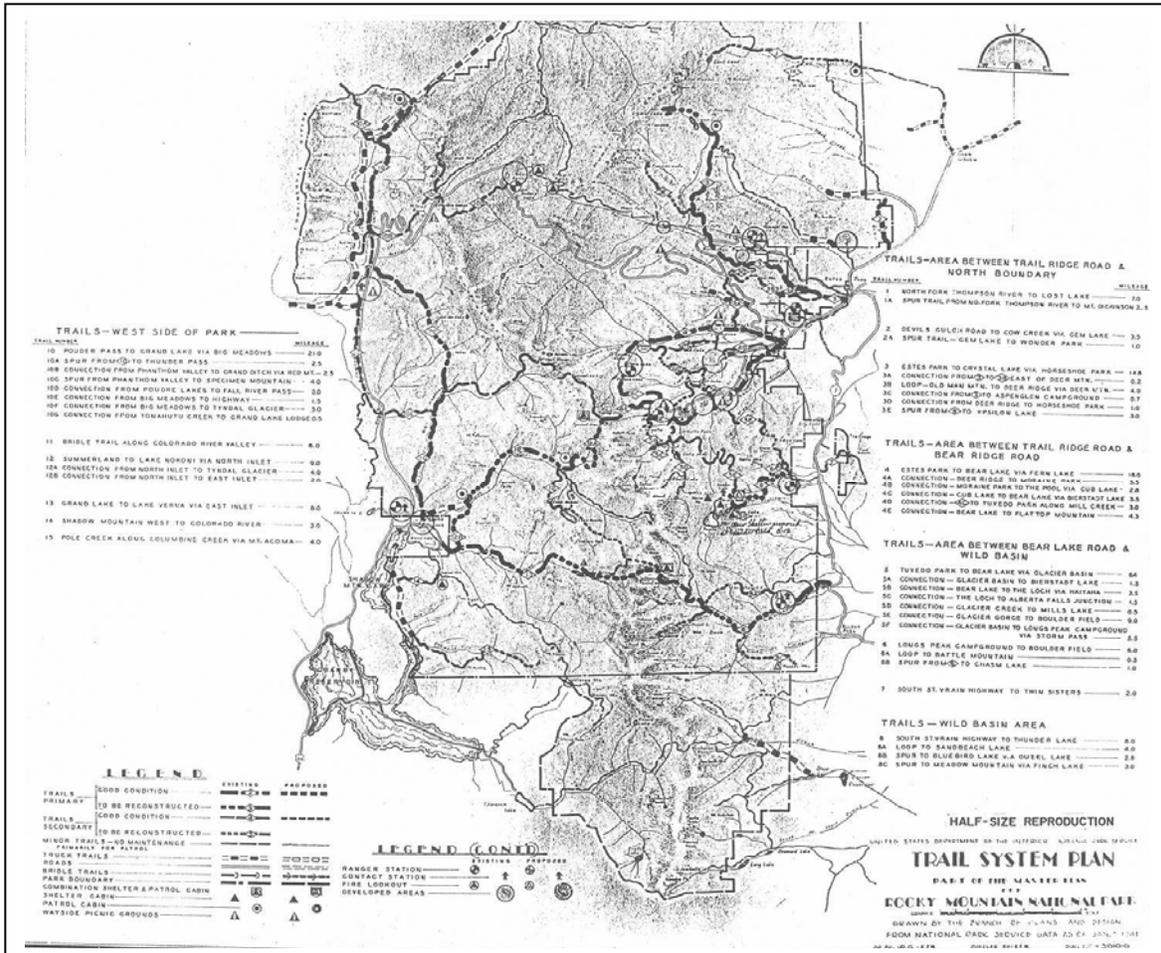
**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 2

While McClelland primarily presents context that bolsters the trails' eligibility for nomination under Criterion C, the RMNP Trails Amendment will flesh out details pertaining to this park and speak to registration requirements under both Criteria A and C.² Thus, this trails amendment takes its cues from two earlier documents.



Trail System Map, 1941, Courtesy of National Park Service Technical Information Center, Denver, Colorado

² Linda Flint McClelland, "Historic Park Landscapes in National and State Parks Multiple Property Listing," 1995.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 3

E. STATEMENT OF HISTORIC CONTEXTS

I. Pioneer Settlement and Development of the Resort Industry, applied to historic trails in RMNP, 1900-1945.

In 1889, an early mountaineer in the future Rocky Mountain National Park commented upon the burgeoning tourist industry:

The lover of high mountain ascents finds a good field for novel expeditions throughout the range; for, with the exception of Long's Peak, the high elevations are rarely visited...Paths are to be made, trails to be cut, detail maps to be laid out, before the grandest scenes among the mountains can be shown to the tourist.³

Indeed, local tourism boosters recognized the value of showcasing these "grandest scenes" to their out-of-town visitors. Pathways evolved into trails, and residents transcribed their personal knowledge of the area onto maps. In the era before the designation of Rocky Mountain National Park, locals involved in the tourism business took it upon themselves to construct and maintain trails. After its creation in 1915, the National Park took responsibility for these pre-existing trails and added new ones. Thus, the era between 1900 and 1945 witnessed a steady stream of trail development that paralleled the growth of resorts and lodges.

With the advent of World War II, trail work slowed, and then nearly stopped. The period between 1945 and 1965—termed the "Years of Neglect" by one historian of the local trails—corresponds with the park's removal of privately owned lodges inside the park.

When trail funding began to flow once more in the 1960s, it was for work within an altered, more pristine-appearing landscape.⁴

³ Frederick Chapin, *Frederick Chapin's Colorado: The Peaks About Estes Park and Other Writings*, James H. Pickering, ed., (Niwot: University Press of Colorado, 1995), 32-36. Adapted from Frederick Chapin, *Mountaineering in Colorado*, 1889.

⁴ Ramaley, William C., *Trails and Trail Builders of the Rocky Mountain National Park*, unpublished manuscript, 1974 (?), RMNP library, 79-75.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 4

Some of these resort-era tourist trails retain their alignment and landscape. Hikers and horseback riders of the 21st century can experience these trails in a way that their predecessors once knew them.

Early Tourism, 1900-1915

The first trails developed with little or no planning. Wild animals, Native Americans, hunters, trappers and livestock simply sought the route of least resistance; later, travelers and shepherds adopted these trails. By the early 1870s, mountaineers had established a hiking trail to the summit of Longs Peak—by far the most glamorous ramble for sightseers, even today.⁵ However, most recreational trails emerged around 1900 or later, popping up in a piecemeal fashion, at the behest of local innkeepers, trail guides, and citizen groups.

In the era of the early resort industry, trails linked a guest's accommodations with nature. A middle or upper class tourist could stay in a dude ranch or outlying lodge, orienting themselves close to the wild mountains. Even some hotels in Estes Park proper connected to trails. Visitors to Grand Lake discovered that mountain pathways began where the streets of the little town ended. Although the resorts often included amenities such as restaurants, stables, and social front porches, their locations facilitated quick retreat into the wilderness. Typically, trails began right next to the porch or stable of a lodge, leading into the mountains to a dramatic destination—an impressive view, a pretty lake or a promising fishing spot. Some trails delivered visitors to a campground or another lodge. Other trails traveled up to the Continental Divide, offering a multi-day trip. Tourists often traveled the trails in groups, on foot or horseback, and with the hired expertise of a local guide.⁶ Many sightseers probably anticipated the grand scenery promoted by the paintings of Albert Bierstadt and other landscape painters.⁷

⁵ Bird, Isabella, *A Lady's Life in the Rocky Mountains* (Norman: University of Oklahoma Press, 1960), 83-101. Bird toured the mountains in 1873.

⁶ Susan Q. Zietkiewicz, "Nature's Playground: An Environmental History of Early Estes Park," (M.A. thesis, Colorado State University, 2001), 70.

⁷ For more on the scenic value of the area, see Zietkiewicz, 31-53.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 5

The rugged topography—part of the attraction for so many tourists—dictated a limited set of routes to a given destination. In some cases, drainages offered the most agreeable course while exposing tourists to rushing water and potential fishing. Other trails followed ridgelines, moving more efficiently through light forest or wide-open tundra.

Like the trails, lodges sprang up organically. In some big western parks like Glacier, Yellowstone and the Grand Canyon, big railroad companies funded the development of lodges and promoted tourist travel. In Glacier, for example, whole trail networks were planned and built as part of a “European-style hotel/chalet/trail network” managed by a subsidiary of the Great Northern Railway. In contrast, Rocky Mountain National Park’s resorts and trails developed individually, owned and managed by locals.⁸

The turn of the century witnessed the first wave of collaborative trail efforts in the area. Around the nation, “village improvement associations”—exemplified by the Estes Park Protective and Improvement Association (EPPIA)—advocated preservation of local scenery and raised money to do so. In the Estes Park region, the Forest Service officially managed most of the scenic areas; however, forest rangers did not maintain trails to local satisfaction. It was, therefore, up to the residents to care for trails as they saw fit. EPPIA and its auxiliary, the Woman’s Club, organized dances, bazaars and other fundraisers to develop and improve popular trails. Lodge owners with mutual interests also cooperated to construct new trails and repair old ones; they wanted to ensure safe and sustainable pathways for their clientele. Estes Park’s summer-season newspaper whipped up interest by printing articles about popular hiking and horseback trips. Contemporary maps featured important pieces of information, like roads, terrain, hotels, and—of course—trails. Some trails possessed planned, steady grades and sturdy bridges. Others were left to an undocumented level of maintenance, probably maintained simply by repeated use. Even though the whole network of

⁸ Mark David Spence, *Dispossessing the Wilderness: Indian Removal and the Making of the National Parks* (New York: Oxford University Press, 1999), 37, 61, 79; Ann Hubber, Historical Research Associates, Inc., “Glacier National Park Tourist Trails Historic District Nomination Form,” 1995.

United States Department of the Interior
National Park Service

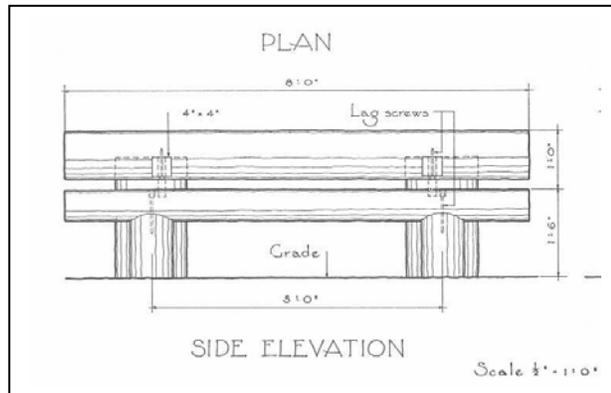
National Register of Historic Places
Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 6

local trails were not coordinated, routes consistently evolved in response to the needs of the growing tourist industry.⁹

Bench plan- Image found in
Albert H. Good, *Patterns from
the Golden Age of Rustic
Design, Park and Recreation
Structures from the 1930s.*



Rapid Development, 1915-1945

On January 26, 1915, President Woodrow Wilson signed Rocky Mountain National Park into existence. The managers of the new park intended to have a more comprehensive plan for preparing trails for mountaineers and other tourists. The first step was to take inventory. At the end of 1915, the park superintendent reported approximately 128.5 miles of trail stretching through the park. He proceeded to describe the condition of each one, indicating future trail work needs. Although the superintendent's notes were not terribly detailed, they reveal a trail system that clearly needed more attention:

⁹ J. Tracy Stakely, Margaret Coffin and Paul Weinbaum, Olmsted Center for Landscape Preservation, "National Register Nomination for Hiking Trail System, Acadia National Park," draft, March 1999, 6, 80-84; Charles R. Trowbridge, Superintendent's Annual Report, 1915, 10. RMNP Library; *Estes Park Trail*: "Leap Year Dance a Success," Aug. 3, 1912 (Vol. I no. 8), "Pushing Deer Mountain Trail," June 21, 1913 (Vol. II no. 2), 15-16; "Social and Personal," Sept. 12, 1914 (Vol. III no. 13), 12; "The Trails," July 6, 1912 (Vol. I no. 4); "The Fern Lake Region," July 20, 1912 (Vol. I no. 6); "A Trip to Hallett's Glacier," August 10, 1912 (Vol. I no. 9), 3-4; "A Trip to Gem Lake," Aug. 10, 1912 (Vol. I no. 9), 5; "The Boulder-Grand Pass," Sept. 6, 1913 (Vol. II no. 13), 2-7; "A Trip Up Forest Canyon," Sept. 12, 1914 (Vol. III no. 13), 8; "Estes Park and Surroundings, Colorado," map, from notes by A.E. Sprague, copyright by Enos Mills, drawn by Geo. H. Angell, 1905; "Estes Park, Colorado, and Surrounding Region," map, Copyright, 1910, by Burlington Route; "Road and Trail Map of Estes Park and Vicinity, Colorado," map, Copyright 1915 by F.P. Clatworthy, Estes Park.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 7

Summary of Trail Conditions, According to the Superintendent's Annual Report, October 5, 1915

Trail	Condition
Grand Lake Trail (a.k.a. the Flattop Trail)	Cleared of all timber. Needs repair work above timberline.
Grand Lake Trail (a.k.a. the Ute Trail)	No comment on status.
Bierstadt Lake Trail (from Hollowell Park)	Some of trail is in bad shape and in need of repair.
Bierstadt Lake Trail (from Glacier Creek)	Built by Forest Service in 1914. Trail in good condition.
Bear Lake Trail (intersects Flattop Trail)	Fair condition.
Bear Lake Trail (from "Miners Cabin" to lake)	Good condition.
Lock Vale ("Miners Cabin" to Loch Vale)	Built in 1913 by EPPIA. Trail needs repair.
Storm Pass Trail	Built by Forest Service in 1914. Trail in good condition.
Longs Peak Trail	Trail needs some repair.
Mill Creek Ranger Station to "The Pool"	Trail in fair condition.
Trail to Fern, Odessa and Helene Lakes	Should be repaired and extended to join the Flattop Trail.
Lawn Lake Trail	Needs repair.
Ypsilon Lake Trail	In good condition.
Crystal Lake Trail (Lawn Lake to Crystal)	Trail poorly built and needs construction.
Tombstone Ridge Trail	A scenic trail but is in poor condition.
Lost Lake Trail	No comment on status.
Specimen Mountain Trail	Trail poorly constructed. Needs considerable repair work.
Poudre River Trail	Little work other than "blazing" has been done on this trail.
Sand Beach Lake Trail	Trail in good condition.
Thunder Lake Trail	Trail in fair condition.
Ouzel Lake Trail	Built by Forest Service. In good condition.

The next five years did not show a marked improvement in the management of all of these trails. The succeeding superintendent expressed his frustration:

Furnishing, as they do, the only means of access to the principal points of beauty and interest, it is regrettable that, due to the small

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 8

amount of money available for the National Park, we are unable to make permanent improvements of trails, but must confine our work to the most necessary spring repair work, clearing out fallen timber, and corduroying bog holes.¹⁰

On a puny \$10,000 annual budget, the park staff could barely maintain the most widely used trails.

But 1920 initiated a different trend. A new park superintendent, Roger Toll—avid hiker and mountain enthusiast—recognized visitors' needs for trails. Concurrently, annual appropriations to the park increased with each year. The Colorado Mountain Club, a group of well-to-do mountaineers (of which Toll was a founding member) donated money for trail construction and erected registers at the top of peaks. And as citizens flocked in increasing numbers to parks around the country, RMNP could and did concentrate more manpower on trail work. A developing National Park design ethic—today called NPS Rustic Architecture and Naturalistic Design (developed later in this document)—stressed rugged, basic forms and native materials for all kinds of park buildings and structures; trail construction easily conformed. Larger park crews perpetuated and developed the naturalistic trail design. Although the Great Depression of the 1930s could have stymied this progress, federal relief agencies actually boosted trail development in national parks. The Public Works Administration funded capital improvements, and the Emergency Conservation Work program supplied labor with Civilian Conservation Corps (CCC) crews. Thus the park maintained and improved popular old trails, and even added some new ones. In the meantime, local newspapers continued to promote the trails to tourists, and tourists continued to use trails.¹¹

World War II heralded change and diverted federal resources toward the war effort. Trail development and maintenance slowed to a stop. Before the 1960s—

¹⁰ L.C. Way, Superintendent's Annual Report, 1918, 10. RMNP library.

¹¹ Linda Flint McClelland, *Presenting Nature: The Historic Landscape Design of the National Parks Service, 1916 to 1942* (Washington, D.C.: U.S. Government Printing Office, 1993), 195; *Grand Lake Pioneer*, "Where Fires Are Spotted—See Rockies Anew with Hike to Shadow Mountain," July 26, 1941 (vol. 2 no. 6); "Hike to Cascade Falls," July 19, 1941 (vol. 2 no. 5); "Scenic Trails from Village Beckon Hikers, Riders," Aug. 9, 1941 (vol. 2 no. 8).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 9

when trail work would be seriously resumed—park policy shifted to favor a more pristine, untouched-looking park landscape. The prevailing aesthetic preferred the “natural” look for Rocky Mountain National Park. While this policy did not seem to extend to trails themselves, it did mean erasing other evidence of human presence, and nearly all of the privately owned lodges within the park were removed during or after this period.

Meanwhile, a widespread surge of visitation placed increased pressure on the outdated facilities in national parks. Congress responded with “Mission 66”—a system-wide program meant to bring modern improvements to the increasingly popular parks by 1966. The program shunted more funding toward RMNP’s infrastructure, including its trails network. Mission 66 conscientiously looked toward the future, unabashedly using synthetic materials and abstract forms. The program clearly moved beyond the rustic style that characterized Naturalistic Design. But trails, not being the highest profile structures in the park, and typically posing an accessibility challenge to heavy equipment and materials, did not broadly embrace the new methods and forms.

Nonetheless, the park’s landscape changed in the mid-twentieth century; so did the visitors’ trail experience. During the early resort period, backcountry journeys typically began at a privately owned resort surrounded by stables and outbuildings. Today, trailheads are marked by a parking lot, restrooms, and a posted map. But while park visitors may no longer spend their leisure hours playing bridge in a pine-paneled parlor or waltzing with other guests, they can still trek into the park and seek out nature.

Indeed, the same lakes, streams, boulders and views sometimes greet visitors in 2004 as they likely did 70 or 80 years ago; certain natural features have even earned mention on trail maps. In other instances, a trail may wind past a radically altered landscape. For instance, the 1982 failure of the dam at Lawn Lake swept a flood of debris down the Roaring River. The flood deposited a collection of tossed trees and boulders in the drainage and dumped dirt and rocks in the valley below, creating a large alluvial fan that is visible from miles away. The Lawn Lake Trail ascends past all of this flood evidence. Although the trail itself is

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 10

unchanged in some places, the look and feel of this trail does not always reflect what tourists experienced during the historic period.

The trail construction style also constitutes part of the landscape. At RMNP, this style has not dramatically changed since the 1940s; the legacy of early park trail crews and CCC workers dominates the park's trail system. Many pathways reflect Naturalistic Design as early tourists would have known it.

Thus, a historic landscape—comprised of both natural and built features—surrounds hikers on certain trails within the park. While park visitors can no longer stay at resorts inside of the park, they can still follow trails that convey the resort-era hiking experience.

IV. Transportation, Prehistoric and Historic Trails (6,000-7,000 years ago-1920s)

Underlying the park's web of trails for recreation lies another, equally significant trail network: a system of trails used for basic transportation. These routes served Native Americans, trappers, early settlers, animals, and anyone else who simply wanted to get from one place to another.

Because they are not as visible, transportation trails can be more difficult to conceptualize than pathways built for sightseers. Instead of being an easily identifiable track in the earth, a transportation trail typically operated as a corridor, linking important economic, social or religious sites. Explains an archeologist:

The concept of *trail corridors*, or parallel trail networks, illustrates how indigenous trails are commonly expressed in mountain environments...A route is the more complete reality behind a trail, defined

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 11

by evidence of patterned use, rather than formal structure.¹²

Typically, Native American trails were not consciously built; rather, trampling feet created trails through “patterned use.” Monuments, also known as cairns or as piles of rock, seem to have been the only obvious guidance structures added to these trails. One 1914 observer noted:

The whole country was covered with Indian trails. In open parks, these trails would generally be very vague, as there was not reason for going in any one path; but over the mountains the trails were distinct and occasionally marked by monuments, the *ai yah ah* (put up-monuments). These piles of stones were on average about four feet in diameter.¹³

Although Native Americans and other travelers may have left relatively faint evidence of their passing, some routes are difficult to mistake. The high backbone of the Continental Divide provides only a few options for traversing the ridge. Certain cross-Divide routes move over comparatively smooth, flat mountains and allowed people to cross the width of the future park in less than a day. Archeological evidence suggests that prehistoric and historic travelers accessed these same routes over and over again. For example, the modern Trail Ridge Road traverses the mountains through an ancient corridor.

Various travelers used these early trails, and we know that some of them were Ute and Arapaho groups. Compared to the Ute, the Arapaho were relatively new to the region, having migrated from the upper Great Plains. But of the two groups, the Arapaho and their relationship to the RMNP area have been better documented. A 1914 naming expedition brought two Arapaho elders from their reservation in Wyoming back for a trek through the Rocky Mountain National Park area. Moving over the landscape, the elders recalled their experiences there in the mid-nineteenth century. They identified, named and described six major trails.

¹² Robert H. Brunswig and Thomas Lux, “Archeological Investigations of Native American Trails in Rocky Mountain National Park, Colorado,” Greeley: University of Northern Colorado, 2003, 10.

¹³ Oliver W. Toll, *Arapaho Names & Trails: A Report of a 1914 Pack Trip* (Rocky Mountain Nature Association, 2003), 31.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 12

Unfortunately, the presence of other prehistoric trails is less understood:

Although many other trails currently or recently in use, in addition to those identified by the 1914 Arapaho visit, may also be prehistoric in origin, historical information for their existence is generally lacking or they have been extensively modified by the Park Service for modern use, making identification and association for specific trail with past Native Americans sometimes difficult to determine.¹⁴

As Native Americans were forced to move to reservations, more Euro-American trappers, hunters and homesteaders ventured into the area. The Divide remained insurmountable for horse-drawn wagons for decades, although people on foot or horseback crossed back and forth, commonly using the same corridors that Native Americans had used.

The region's popularity increased, and tourists utilized some of the transportation trails for their own pleasure. In particular, the cross-Divide trails served both practical and recreational demands: they connected Estes Park and Grand Lake and guided the traveler through dramatic scenery.

In the early twentieth century, the advent of automobile travel diminished the significance of transportation trails. Soon, roads successfully brought cars over the Divide. A journey that once required one full day or more was reduced to a matter of hours. While some hikers and horseback riders might arguably use the park's trails to achieve travel today, it is rarely because they don't have the option to use a vehicle on Trail Ridge Road.

V. NPS Naturalistic Design in the Construction of Trails in RMNP, 1920-1945

In January of 1917, Enos Mills—the introductory speaker at the National Parks Conference in Washington, D.C.—stood up in front of officials from the Department of the Interior, members of Congress, and various influential

¹⁴ See Toll; Brunswig and Lux, 41.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 13

specialists. Among these notables, Mills could claim some fame of his own. Considered the individual most responsible for the creation of Rocky Mountain National Park in 1915, Enos Mills had earned a national reputation as a naturalist. But this day, Mills did not just talk about nature. He told his audience that parks should be prepared for all visitors and, in this service, should build structures that were attractive and fit harmoniously into the environment.¹⁵

In these comments, Mills exhibited the budding design theory that would influence national parks for more than two decades. The approach emerged from contemporary, mainstream landscape design and emphasized simplicity and harmony with nature. “NPS Rustic Architecture” embodies this philosophy, and it is the fifth area of context in the 1987 “Multiple Resource Nomination for Rocky Mountain National Park.”

As the 1987 document explains, Stephen T. Mather, the first director of the National Park Service and his assistant, Horace Albright, collaborated to develop an appropriate architectural style for the new system of parks. The 1918 National Park Service “Statement of Policy” reflects their ideas:

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...¹⁶

This particular style could be manifest not only in Rustic Architecture—buildings—but also in non-architectural features like roads and trails. Linda Flint McClelland uses the term “Naturalistic Design” to incorporate all of the structures that reflect Mather and Albright’s vision. In “Historic Park Landscapes in National and State Parks Multiple Property Listing,”

¹⁵ National Park Service, *Proceedings of the National Parks Conference*, 39. Paraphrased in Linda Flint McClelland, *Building the National Parks: Historic Landscape Design and Construction* (Baltimore: The Johns Hopkins University Press, 1998), 130-131.

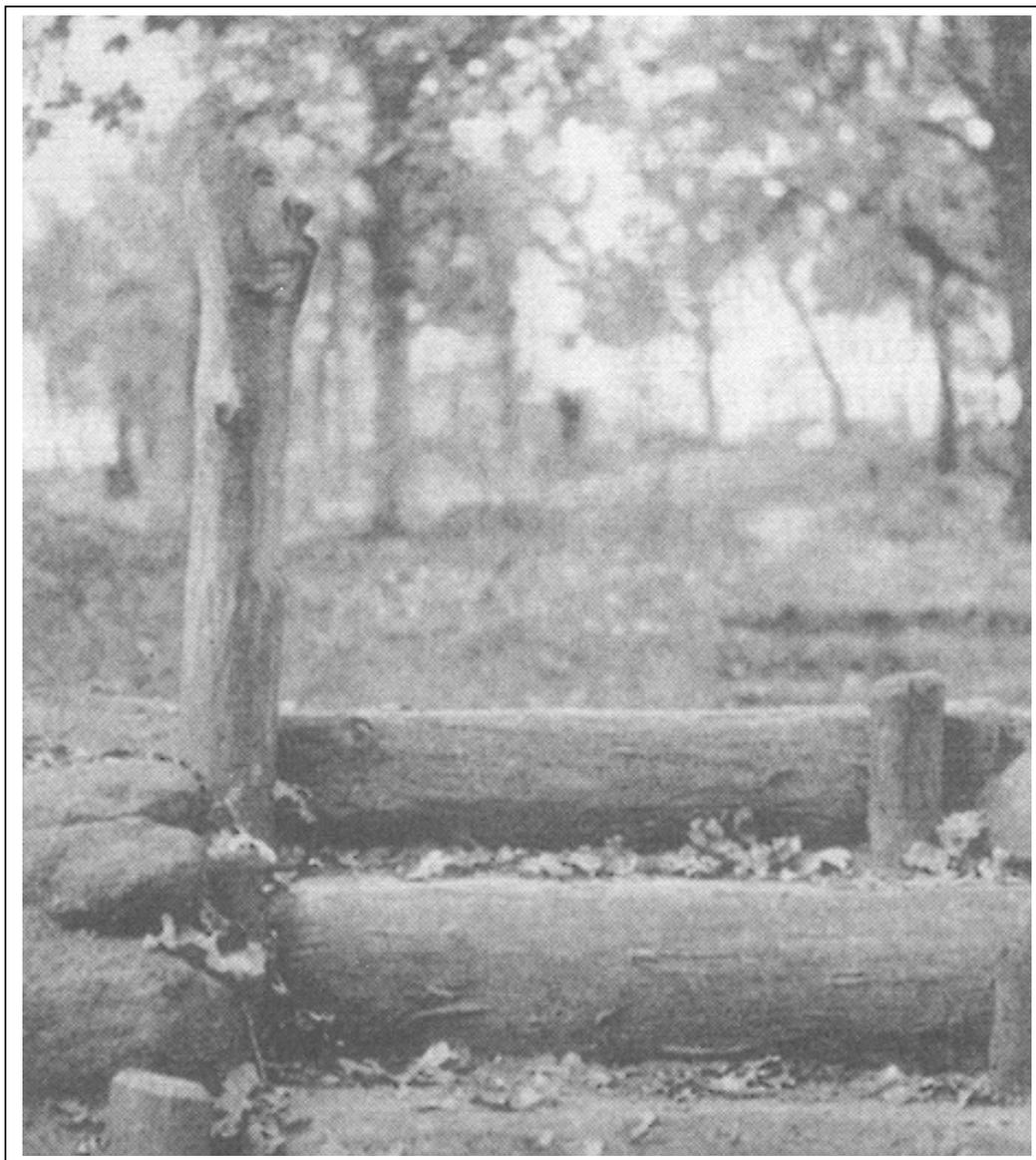
¹⁶ William C. Tweed, et al., *National Park Service Rustic Architecture: 1916-1942*, (San Francisco: National Park Service, Western Regional Office, 1935), 3-4. Quoted in “Multiple Resource Nomination for Rocky Mountain National Park,” 34.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 14



Log Trail Stairs- Image found in Albert H. Good, *Patterns from the Golden Age of Rustic Design, Park and Recreation Structures from the 1930s*.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 15

McClelland extensively describes the unifying characteristics of Rustic Architecture and non-architectural features:

...this naturalistic ethic of design called for the preservation of natural features; the enhancement and presentation of scenic views, natural vegetation, streams, and rock outcroppings; and the use of native materials for construction and for naturalistic plantings...and situated manmade elements in harmony with the natural topography and surroundings.¹⁷

Even though RMNP's 1987 form uses only "Rustic Architecture" to describe its fifth historical theme, "Naturalistic Design" clearly expands upon the same concept—and allows trails to be integrated into the theme.

The simplicity of trail building lent itself to Naturalistic Design. A primary use of park trails during this time period was to visit nature, both during the trail trip and at the trail's destination. In the backcountry, users perceived their path as the only human evidence around them. A style described to give "the feeling of having been executed by pioneer craftsmen with limited hand tools" came easily to trails built in remote areas with only shovels, picks and axes.¹⁸

There was a subtle transition, however, between trails that were built with rough simplicity and trails that were conscientiously built to Naturalistic Design standards—the latter being built to last while promoting a blend with the natural setting.

In the 1920s and 30s, the presence of professional landscape architects (sometimes known as "landscape engineers" in the twenties) and civil engineers increased in the parks. Typically, engineers wanted trails to be functional while landscape architects were concerned with their aesthetic quality.

Functional trails were meant to be safe and sturdy. This indicated gentle grades, sufficiently wide pathways for stock, and dry rock walls to reinforce the tread.

¹⁷McClelland, "Historic Park Landscapes," 1995, 3.

¹⁸Tweed, 26.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 16

Some trail builders, particularly in the low mountains of the northeast U.S., abandoned gentle grade and ascended with a “vertical vision.” The Appalachian Mountain Club—an active hiking group similar to the Colorado Mountain Club—preferred to build steep trails and long stairways that went straight up. But among the expansive western mountains, the terrain already provided travelers and mountain enthusiasts with plenty of challenge. Well-planned historic western trails characteristically made the route easier with lower grades and pathways cleared of obstructions.¹⁹

Meanwhile, the aesthetic aspect of trail design purposefully blended with and called attention to the natural environment. Trails contoured to the shape of the land, and incorporated native rock and wood into drainage features. Trail planners also made a point of guiding visitors past remarkable vistas. These planners essentially scripted the trail experience, shaping how visitors saw—and see today—the national park around them.

Both functional and aesthetic trail traits are consistent with Naturalistic Design. In 1934, the National Park Service’s Office of the Chief Engineer published “Standards For Trail Construction.” A fold-up guide meant to be brought into the field, “Standards” concisely described the expectations for national park trails. The guide highlighted technical details for grade, trail width, drainage features, and switchbacks. However, it also encouraged workers to minimize the impact of construction upon the scenery and reminded workers that plans would have to be approved by the Branch of Plans and Design (a.k.a. the NPS landscape architects) before construction.²⁰

“Standards” codified in 1934 what was already routine for park trail crews. The guide spelled out techniques, possibly anticipating the coming flood of largely unskilled but able-bodied workers. In the Great Depression years of the mid and late 1930s, federal New Deal-era programs provided a surge of work crews and funding to national parks. The Emergency Conservation Work agency offered

¹⁹ Robert C. Birkby, *Lightly on the Land: The SCA Trail-building and Maintenance Manual* (Seattle: The Mountaineers, 1996), 12-15.

²⁰ Department of the Interior, National Park Service, “Standards For Trail Construction,” Office of the Chief Engineer, San Francisco, California, October, 1934.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 18

manpower in the form of the Civilian Conservation Corps (CCC). Typically young and from poor families, CCC members worked hard for modest pay. The crews helped develop park infrastructure, including trails. Meanwhile, the Public Works Administration (PWA) funded a swell of physical improvements in public places like schools, post offices, and national parks. Park trails received a sizeable share of these monies. With the sheer volume of their numbers and attention to hand work, the men employed by New Deal-era programs perpetuated and expanded Naturalistic Design in trail networks, even as their own skills developed. Today, examples of their work testify to the sustainability of Naturalistic Design in national parks.

Naturalistic Trail Design at Rocky Mountain National Park

In 1915, the spottily managed collection of trails became the responsibility of Rocky Mountain National Park. The young park did not immediately have the resources to perform much more than minimal maintenance on the most popular routes. But on the national level, ideas were beginning to stir about how park landscapes should look, and this would eventually trickle down to influence trails at RMNP.

In the 1920s, the trails network was held to a higher standard. New factors—a growing park budget, a superintendent with a passion to make the park accessible, and committed rangers—combined to pump energy and resources into trail work. For most of the decade, experienced rangers directed the trail crews. Meanwhile, “landscape engineers”—trained in the developing notion of Rustic Architecture and Naturalistic Design—began to design high profile buildings like entrance stations and residences. Although trails received little if any attention from the “experts,” it was understood that the overall expectation for landscape projects had been refined.

In 1929, a landscape architect first tried his hand at trails in Rocky Mountain National Park. Allison van V. Dunn, recently arrived from the Western Field Office in San Francisco, replaced the long-time rangers in their role of overseeing trail

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 19

work.²¹ His presence ushered in a new era of trail planning and documentation.

The 1930s brought more professionalism and regimentation to trail projects. Trail planners responded to the surge of resources and able-bodied workers made available by New Deal programs. Documentation of trail projects bloomed—and the drawings reflected the criteria set forth in the 1934 “Standards For Trail Construction.”

During these boom years for NPS trails, RMNP distinguished itself with a comparatively minimalist style. The period brought striking, relatively elaborate—yet still naturalistic—structures to many national parks’ trails. In other big western parks like Glacier and Yellowstone, flagstone terraces and blasted tunnels complemented grand landforms like boulders and cliffs. In the resulting effect, these structures commanded extra attention from visitors yet still harmonized with the scale and form of nearby topography.²² In contrast, RMNP’s trails retained a naturalistic subtlety; construction methods rarely called attention to themselves. Steady grades and unembellished viewpoints trained the visitor’s gaze upon the scenery, not the trails.

Significantly, NPS staff or CCC workers typically planned, performed or supervised trail work, even as outside contractors constructed roads, buildings and other park structures. In consequence, trail construction was informed by local knowledge and skills—and still is today.²³

The nationally developed Naturalistic Design was not the only influence upon trail construction; trail workers, themselves, brought a particular touch. Between 1920 and 1945, the culture of trail building ripened, effecting the quality of the construction. Working trails involved intense labor, rugged backcountry living conditions, and constant interaction with other members of the crew for an entire summer season. This combination proved quite attractive to particular

²¹ Edward J. Ramaley manuscript, Edward J. Ramaley collection, RMNP archive, (193-?); *Estes Park Trail*, July 5, 1929 (Vol. IX no. 12), Second Section, 3.

²² Linda Flint McClelland, *Building the National Parks: Historic Landscape Design and Construction* (Baltimore: The Johns Hopkins University Press, 1998), 233-242.

²³ *Ibid.*

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 20

individuals; in fact, at one point volunteers comprised the bulk of the park's crew, even while road construction was needed for paid labor.²⁴ Crewmembers, invariably male but ranging from college-aged to middle-aged, worked and relaxed together. As one man who built trails in 1929 and 1930 commented, "...individual personalities had a great influence upon what was accomplished, and the story of the construction is of people as much as things."²⁵ Although trails conformed to standards, their nuances represented the efforts of distinct, though usually anonymous, trail crews.

The boom of the New Deal era brought national park infrastructure to new heights, only to be overshadowed by World War II in the early 1940s. Funding and manpower suddenly had a more urgent function. Resources drained from the parks, establishing a pattern of neglect that continued into the 1950s. However, the parks' postwar popularity drew attention to the increasingly inadequate facilities.

In response, Congress launched "Mission 66," a construction program meant to make the parks comfortable and accessible to the mounting numbers of visitors. Planned to take place between 1956 and 1966, the program was oriented toward the future. Mission 66 construction utilized modern, unornamented forms and synthetic materials. Despite the departure from the crude forms and materials of Rustic Architecture/Naturalistic Design, the new structures still used colors and textures that blended with the natural setting.

Most Mission 66 developments affected front country roads, visitor centers, restrooms and other high profile areas. Like other frequently used facilities, some pathways near parking lots received a coat of asphalt to make them more accessible. And during an era of emerging sensitivity to ecological resources, paved trails helped reduce human impact upon vulnerable but high use areas. However, backcountry remoteness seems to have insulated most trails from this kind of development. Thus, even as the park received more funding during the

²⁴ Roger Toll, Superintendent's Monthly Reports, mid-1920s.

²⁵ Edward Ramaley, "Construction on the North Inlet Trail," 3. Ramaley manuscript, RMNP archive.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number E Page 21

Mission 66 era, trails remained relatively primitive—in keeping with their naturalistic background.

Indeed, trail techniques at Rocky Mountain National Park have changed little since the 1940s. The unsophisticated but carefully planned style of Naturalistic Design proved serviceable through the remainder of the twentieth century, and still does today. Shovels, picks and saws remain essential tools. Even now, most equipment and supplies are hauled on the backs of mules, horses and workers. Native stone is still used to repair old walls and build new ones. Workers depend upon experience, skills, and muscles to get things done. Certainly, crews wear modern NPS uniforms and take advantage of some modern devices and materials. However, they continue to regard their predecessors' work with professional respect and admiration.



Stone Trail Stairs-
Image found in Albert H.
Good, *Patterns from the
Golden Age of Rustic
Design, Park and
Recreation Structures
from the 1930s.*

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 22

F. ASSOCIATED PROPERTY TYPES

Property Type: Trails

Description: It is impossible to identify the first trails that wound through the Rocky Mountain National Park region. Most likely, rudimentary trails criss-crossed the region centuries before European explorers arrived to notice. These trails emerged under paws, hooves and human feet. They required only repeated use to reinforce their presence; unused trails faded into oblivion. Useful trails were used over and over, and typically provided the path of least resistance.

Sometimes, the path of least resistance followed a ridgeline, drainage, or mountain pass. In these cases, the trail existed as a “corridor” and represented a continuous swath of turf rather than a narrow, demarcated line in the ground. Most travelers—animals, Native Americans, or later, settlers and tourists—used these corridors to move from one place to another. For example, the most accessible routes over the Continental Divide saw heavy traffic: if a person chose the appropriate route, he or she could cross the Divide in under one day.

The first conscientious trail construction began in the late nineteenth century. Mountaineers and tourists ventured through the area frequently enough to create a demand for reliable trails. Guides, lodge owners and business people in the Estes Park and Grand Lake areas wanted to meet the needs of their clientele. Unlike the earlier trail users, this new clientele did not want to simply get from one place to another; they wanted to enjoy the experience of travel. Trails that served tourists led to pretty destinations and good fishing holes. Some trails led visitors to other lodges, campgrounds, or on a pleasure excursion over the Continental Divide. These early tourists traveled both on foot or horseback, and sometimes retained the leadership of a local guide.

Documentation of these late nineteenth and early twentieth century tourist trails is spotty. Maps and newspaper articles indicate when and where a trail was built. However, these old records rarely describe methods, materials, or the identity of the workers. Officially, the U.S. Forest Service managed most of the local scenic

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 23

areas, and even took responsibility for some trail construction. However, no one group or agency systematically coordinated the whole trail network.

Significantly, trail builders of this early resort period established many of the park's popular modern trails. Tourists of today see much of the same natural landscape that their counterparts 100 years ago saw. But while some of these early alignments are still intact, the construction methods have not proved to be as durable.

After Rocky Mountain National Park was founded in 1915, the park maintained and improved trails to a distinctively new standard. "NPS Naturalistic Design" dominated landscape planning in national parks through the 1920s, 30s, and 40s. This style stipulated that buildings and structures be constructed of native materials and appear to blend in with the natural environment.

Through this period, professional engineers and landscape architects increasingly took responsibility for trail planning. There was now a subtle transition from trails that were built with rough simplicity to trails that were purposefully built to Naturalistic Design—the latter being built to last while maintaining a harmonious relationship with the natural setting. As a result, both the structural soundness and the aesthetic quality of trails at RMNP became more pronounced.

Available manpower facilitated the implementation of Naturalistic Design in the park trails. A growing budget in the 1920s made trail crews and extensive trail work possible. In the 1930s, depression-era federal aid programs brought even more labor to the park: Civilian Conservation Corps crews camped and worked in RMNP for nearly a decade, and spent much of their time maintaining and improving trails.

After World War II, the widespread use of Naturalistic Design in parks would eventually be replaced by "Mission 66," a forward-looking style that emphasized modern, unornamented forms and synthetic materials. The program also aimed to dramatically improve comfort and accessibility for visitors. Trails, however, do

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 24

not generally reflect this shift; only front country trails, like pathways near roads and parking lots, received a coat of asphalt to make them more durable and easy to use. For the most part, it has remained practical to apply the style of Naturalistic Design to backcountry trails.

Significance: Trails in Rocky Mountain National Park may be eligible for listing in the National Register under Criterion A for their association with events that have made a significant contribution to the broad historical patterns of the country, the state, or the region. These properties may be significant in the fields of Entertainment/ Recreation, Politics/Government, and Transportation. Trails associated with the area of entertainment and recreation were developed and used during the early resort era around Estes Park and Grand Lake. Many of these trails facilitated recreation and showcased natural beauty, promoting the area's popularity among visitors. Sometimes, trails earned individualized reputations based on distinctive natural features, a challenging route or memorable scenery. Trails connected to the area of politics and government owe their significance to the sustainable construction of 1930s federal relief programs. Construction funded by the Public Works Administration, worked on by the Civilian Conservation Corps—or both—typifies many of RMNP's older trails. Still other trails may be significant in the area of transportation; some routes have been traveled for literally thousands of years, facilitating a connection between the eastern and western sides of the Continental Divide.

A trail may be eligible under Criterion C as a structure demonstrating NPS Naturalistic Design, in the area of landscape architecture. This historic design connects Rocky Mountain National Park to a widespread landscaping trend in the Park Service. Trails within RMNP express a distinctly subtle interpretation of this design style.

Registration Requirements: Integrity of location rests in a trail's alignment. For most trails, the starting and ending points remain unchanged, but the exact route between these points has shifted. Some realignments are small, and affect only several hundred feet of trail. Other realignments can change miles of a trail and alter its character. If the change was made during the period of significance, the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 25

shift can be considered part of the historic construction. If the alignment was shifted after the period of significance, it can detract from a trail's integrity. To be eligible for the National Register under Criterion A or C, the trail should have a majority of its historic alignment.

Specific requirements under Criterion A:

1. Early Resort-era Trails, Rocky Mountain National Park:
Between the early 1870s and 1945, trails developed to serve the burgeoning resort industry around Estes Park and Grand Lake. In order to qualify for the National Register, in the area of Entertainment/Recreation, these trails must have been used by tourists on foot and/or horseback. The trail must possess its historical landscape, i.e., features that early tourists would have experienced: landforms (e.g., waterfalls, distinctive rocks, or precipitous inclines), views, and destination(s). In some cases, these features earned mention in historical accounts by trail users. Maps, photos and texts can confirm the consistent appearance of trails.

Associated features:

Elevation Markers: These typically round metallic features were often installed at ground level between the early 1870s and 1945. They reflect the presence of science- and research-oriented visitors, recording who was there, the elevation of the spot, and the date. Early survey parties were associated with the U.S. Forest Service, U.S. Geological Society, Colorado Agricultural College (now Colorado State University in Fort Collins), the Bureau of Public Roads, and the National Park Service. The markers were meant to be seen by early tourists. They do not detract from a trail's integrity.

Telephone Pole Stumps: Though rarely visible from a trail, these stumps are remnants of an era when above-ground telephone lines connected remote parts of the park—with the safety of visitors in mind. The stumps suggest the early

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 26

resort era but, being chopped almost to ground level, they retain little integrity of their own.

2. Prehistoric and Historic Transportation:

In order to qualify for listing on the National Register under Criterion A, in the area of Transportation, trails must have been used by prehistoric or historic peoples to move to destinations of economic, ceremonial or social significance. Travel is a nearly universal need, and the period of significance is broad—from the Archaic Age (six to seven thousand years ago) until the end of the early resort era in 1945. These trails can be described as corridors, rather than strict pathways marked and worn into the ground. The routes are logical, easy and relatively quick; they are not laid out for scenic or recreational purposes. Such trails should have some time depth with demonstrated repeated use.

Associated features:

Rock Cairns: These conical mounds of native rock marked the trail. Cairns could be a vital guide above timberline, where other natural markers were scarce and storms could create a disorienting whiteout. Cairns are sometimes historic and sometimes less than 50 years old; the tradition of erecting cairns dates from prehistory up until modern times. Because they are such simplistic structures, it is difficult to accurately date many cairns.²⁶

3. The New Deal and the Civilian Conservation Corps

In order to qualify for listing on the National Register under Criterion A, in the area of Politics and Government, trails must have been built or significantly improved with funding and/or labor provided by New Deal programs. Some RMNP trails were the recipients of either Public Works Administration funding, Civilian Conservation Corps labor, or both. Very sustainable trails resulted; the grade, alignment, and rock walls reflect modern trail work. Often, trail projects were documented by contemporary, one-page NPS plans that mentioned which

²⁶ For more information on cairns, see Brunswig, Robert H., and Thomas Lux, "Archeological Investigations of Native American Trails in Rocky Mountain National Park, Colorado," Greeley: University of Northern Colorado, 2003, 10.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 27

CCC crews were supposed to complete the job (these documents are often available at Denver's Technical Information Center). Completed PWA and CCC projects were often recorded in the superintendent's monthly and annual reports.



Stone Wall along North Inlet Trail
Courtesy of Rocky Mountain National Park
Taken by Edward Ramalay, 1929-1930

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 28

Specific requirements under Criterion C:

1. Association with NPS Naturalistic Design, 1920-1945:

In order to qualify for the National Register, a trail must have been built under the developing influence of NPS Naturalistic Design. As with trails that qualify in other areas, these trails must retain their historic destination. For this style, alterations to built trail features are to be expected and can be consistent with a trail's integrity. Trails are inherently ephemeral structures. Builders anticipate the materials—wood, dirt and rocks—will not keep their form indefinitely. At Rocky Mountain National Park, wooden structures experience the “freeze-thaw” effect: in the summer, water seeps into pores and cracks; in the winter, this water freezes and expands, pressuring the wood from the inside. Trail tread can be protected from erosion, but some dirt will usually wash away. And rocks, though relatively stable components of a trail's design, can shift and settle. Therefore, much of the RMNP trail network does not possess original materials. However, maintenance techniques have changed little since the historic period and are frequently consistent with Naturalistic Design. Integrity, therefore, rests largely with the use of maintenance methods and materials that have steadily mirrored Naturalistic Design between 1945 and today.

Naturalistic Design should be evident in a trail's design, materials, and workmanship. The 1934 NPS “Standards For Trail Construction” most concisely describes these three elements. In 15 pages, this document uses drawings, tables and text to demonstrate expectations. “Standards”—designed to apply to trails in all national parks—provides a model that can accommodate a variety of topography. A trail's design should be observed in person and, when possible, compared to old photos and original drawings. Some of RMNP's trail drawings are stored at the Technical Information Center in Denver.

Grade is an essential aspect of Naturalistic Design. The park has abrupt changes in elevation, but “Standards” dictates that grade should not be steeper than 15% except where it cannot be avoided. Not only should the grade be low, it should be

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 29

fluctuating if possible. The use of fluctuating grade—"in order to avoid all strain being confined to a certain few leg muscles"—most closely adheres to the ideals of Naturalistic Design.²⁷ Switchbacks should be minimally used; their zigzag pattern clashes with the natural lines of the scenery and can encourage "cross cutting" at turns by travelers, promoting erosion. A wide, curving trail is most desirable. However, some inclines are too steep and/or narrow to cross without switchbacks. In these cases, the trail should become level at the turns. Width should be between 1.5 and 4 feet, as it appropriately accommodates foot traffic or stock animals. Width may vary in places, but in order to adhere to "Standards" should not exceed 4 feet for extended stretches of trail.

Materials have changed since the era of Naturalistic Design. For example, non-native dirt and chemically-treated wood often comprise the tread and erosion features in modern trails, while trails from the historic period likely used dirt and wood taken from the immediate surroundings. To ameliorate the discretion, non-native materials should look like they are native. For example, logs should reflect the trunk dimensions of nearby trees.

In Naturalistic Design, integrity of workmanship poses an ironic twist: structures appear primitive, yet actually reflect skill and experience. Historically, crews depended upon basic hand tools for most of their work. Like today, everything had to be carried in on the backs of mules or men. Therefore, transportable tools—shovels, rock bars, picks and saws—performed most of the work. The simplicity of these tools helped define the outcome: trails were usually plain, but built to last. Significantly, trail workers of the historic period sometimes had access to a gas-powered air compressor to power jackhammers; they

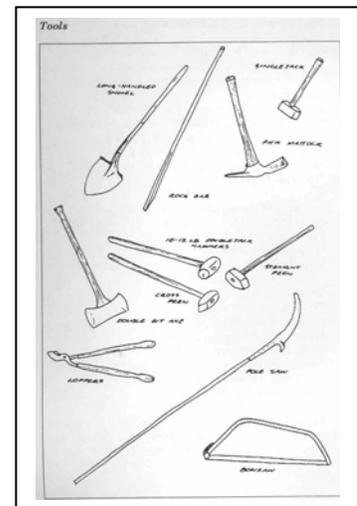


Image found in Stephen S. Griswold, *A Handbook on Trail Building and Maintenance, For National, State, and Local Natural Resource Managing Agencies*. 1996

²⁷ "Standards," 15.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 30

also used explosives. Correspondingly, trail integrity is not compromised by the use of modern mechanization as long as the construction is not dominated by these methods.



Image courtesy of Rocky Mountain National Park
Circa 1910s

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 31

Associated features:

Trail Steps: Water bars made from log or stone can mimic the “trail steps” of the 1930s. Although the contemporary ideal asked that these steps rise 6 inches or less, trail steps of the period frequently broke this rule. It is therefore consistent with Naturalistic Design for trail steps to rise more than 6 inches. Log or stone drainage features may sometimes mimic trail steps.²⁸

Rock Walls: Dry rock walls may be a mixture of original and added stones. These walls can range in height and length; some may only be 2 rocks high, others may be 20 rocks high. Mortared walls were not typically constructed during the historic period, and do not contribute to a trail’s eligibility. Older stone walls can sometimes be identified by their heavy lichens and the appearance of having sunk into the surrounding earth. This does not indicate that newer stone walls, built in the historic style, detract from the integrity of the trail.

Bogwalks/Elevated Causeways: Modern bogwalks (a.k.a. elevated causeways) provide a striking trail feature. They typically pass through terrain characterized by thick forests, downed logs, overgrown vegetation, and boggy ground; in contrast, the trail is high, dry, firm, and pale as it winds through the dark woods. The tread, composed of fill dirt, usually carries travelers several inches above the surrounding surface. The bogwalk should be flanked with logs or stones that appear to have come from the local environment. Many of the logs that line the tread have partially decomposed into the lush surroundings, adding to the perception that the trail merges with the scenery and corresponding with the aesthetic element of Naturalistic Design. “Standards,” however, recommends avoiding marshy areas; yet if a trail has historically implemented bogwalks, they do not lessen the integrity of the trail.

²⁸ For more on trail steps, see Albert H. Good, *Park and Recreation Structures, Part I-Administration and Basic Service Facilities* (Washington, D.C.: US Government Printing Office, 1938), 161-168.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 32

Wooden Stock Bridges: These bridges have a life span of about 30 years at Rocky Mountain National Park. Consequently, there are no known bridges that date to the historic period. Wooden bridges must reflect historical design to ensure that they do not detract from a trail's integrity. Original designs were sometimes documented, and may be available through the Technical Information Center archives of the National Park Service.

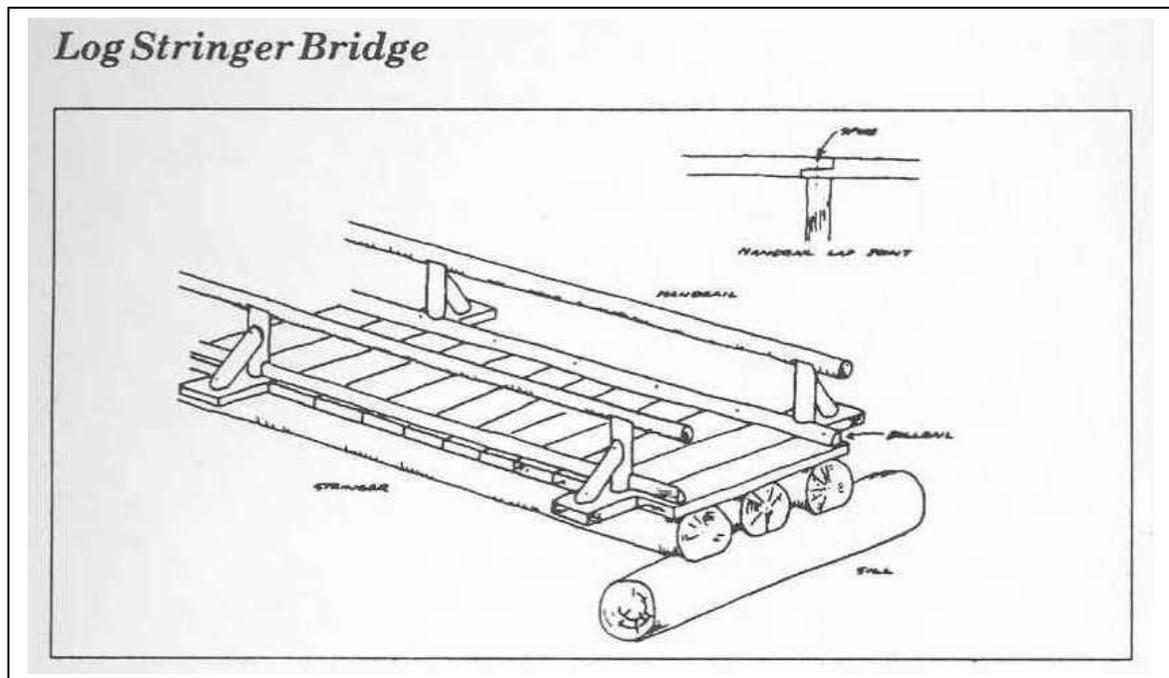


Image found in Albert H. Good,
*Patterns from the Golden Age of
Rustic Design, Park and
Recreation Structures from the
1930s.*

United States Department of the Interior
National Park Service

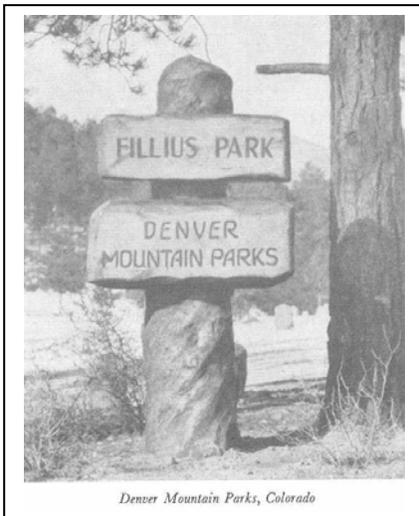
National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number F Page 33

Wooden Footbridges: As of yet, there is no evidence that the wooden foot bridge/stock ford combination that is common on park trails is a Naturalistic Design feature used during the historic period. However, these basic, casual bridges are compatible with Naturalistic Design, and do not detract from a trail's integrity. They are frequently repaired and replaced due to wear and tear.

Patrol Cabins and Shelters: Previous park surveys have already documented many of these buildings for their association with Rustic architecture. If they have been determined eligible in the area of Rustic architecture and were along the trail during the historic period, than they contribute to the trail's significance. For a partial list of these buildings, see the 1987 "Multiple Resource Nomination for Rocky Mountain National Park." Some buildings have been nominated since 1987.



Signs: Signs that adhered to Naturalistic Design were typically made of wood and/or stone. At RMNP, all signs have probably deteriorated or have been removed to make way for newer signs. Due to wilderness policy, signs in the backcountry can only contain directional information and they are replaced frequently. Modern signs will not detract from a trail's integrity if they are wooden and relatively simplistic. The use of paint, carving, milled lumber, and logs are consistent with Naturalistic Design.

Image found in Albert H. Good, *Patterns from the Golden Age of Rustic Design, Park and Recreation Structures from the 1930s*.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number H Page 34

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The RMNP Trails Amendment is meant to augment the 1987 “Multiple Resource Nomination for Rocky Mountain National Park.” Although the 1987 document provides the overarching historical context for the park, it does not deal with trails. This amendment picks up where the 1987 document leaves off.

This amendment connects with a second document: Linda Flint McClelland’s “Historic Park Landscapes in National and State Parks Multiple Property Listing.” The massive 1995 listing addresses landscape features in parks across the country, providing guidance for the material set forth here. McClelland’s document focuses upon landscape architecture, providing context that bolsters trails’ eligibility for nomination under Criterion C. The RMNP Trails Amendment fleshes out details pertaining to this particular park and speaks to eligibility standards under both Criteria A and C.

A list of approximately twenty potentially eligible trails was generated by the park’s trail staff, and trails were researched in the summer, autumn, and winter of 2003. The research process started with a brief investigation into each trail’s background. William Ramaley’s unpublished manuscript “Trails and Trail Builders” proved invaluable in summarizing individual trail histories. Next, modern maps were compared to historic maps to determine whether trail alignments had shifted, and if so, how much. With a refined list of fifteen trails, the survey was initiated. Trails were hiked and recorded with field notes and black and white photographs. Additional research drew upon five significant sources: the superintendent’s monthly and annual reports, the *Estes Park Trail*, historic photographs, historic trail plans, and a trail worker’s diary. These sources are stored in RMNP’s library, RMNP’s archives, the Estes Park Library, and the National Park Service Technical Information Center in Denver.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number I Page 35

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number 1 Page 36

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation

Section number I Page 37

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 1 Page 38

Rocky Mountain National Park
Multiple Property Listing
Additional Documentation



Fire Lookout, Shadow Mountain, Rocky Mountain National Park

Both images found in
Albert H. Good,
*Patterns from the
Golden Age of Rustic
Design, Park and
Recreation Structures
from the 1930s.*

