

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Veta Pass
 other names/site number La Veta Pass, Old La Veta Pass, Uptop, 5HF.2410

2. Location

street & number 3652, 3665, 3688 County Road 443

N/A
X

 not for publication
 city or town La Veta vicinity
 state Colorado code CO county Huerfano code 055 zip code 81055

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

 State Historic Preservation Officer
 Signature of certifying official/Title Date
Office of Archaeology and Historic Preservation, History Colorado
 State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

 Signature of commenting official Date

 Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

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

 Signature of the Keeper Date of Action

Veta Pass-Uptop Historic District
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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
10		buildings
3		sites
1		structures
		objects
14	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

1

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- DOMESTIC/single dwelling
- INDUSTRY/manufacturing facility
- RELIGION/religious facility
- EDUCATION/school
- AGRICULTURE/animal facility
- COMMERCE/business
- RECREATION & CULTURE/music facility

Current Functions
 (Enter categories from instructions.)

- DOMESTIC/single dwelling
- RECREATION AND CULTURE/music facility
- LANDSCAPE/conservation area
- WORK IN PROGRESS
- VACANT

7. Description

Architectural Classification
 (Enter categories from instructions.)

- OTHER/pioneer log
-
-
-
-

Materials
 (Enter categories from instructions.)

- foundation: STONE/sandstone, CONCRETE
- walls: LOG, STONE, STUCCO, ASBESTOS
- roof: ASPHALT, WOOD/shingle
- other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The property is located on the east flank of La Veta Pass, a low area in the Sangre de Cristo Mountains that lies within Huerfano County but abuts Costilla County. Here natural forests and scattered meadows forms a backdrop to the remains of a historic settlement consisting of seven major buildings as well a few outbuildings, which lies on both sides of County Road 443, which Huerfano County has designated as a "Local Tourist Road." Additionally, the property, which was largely used for timber harvesting first by the Denver & Rio Grande Railroad and later by the Trujillo family, retains a historic ski run and the ruins from that operation.

Narrative Description

Setting

The site first became famous in 1877 as the location of the highest railroad pass and highest depot in America at the time of construction. After the railroad was rerouted in 1901, the site became a thriving center of logging and lumbering activities which supported over 100 people who built their community a chapel, a school house, and numerous log homes. When logging ceased being profitable, the leading family, the Trujillos, opened a dancehall and tavern for motorists and continued their commercial activities until 1964 when all traffic was re-routed over a new pass.

Today, the only remaining building from the railroad era is the 1877 depot (the other railroad buildings that can be seen in historic photographs were destroyed by fire in 1903). The other extant buildings in the settlement are from its logging (early twentieth century) and tourism eras (mid-twentieth century). Three of the buildings have been intentionally left in a state of disrepair to speak to the ghost town character of the community, and the rest show signs of recent maintenance. Signage on the property tells drivers that they are at Uptop, altitude 9382' and that the museum in the depot is open in the summer.

To the south of County Road 443, cutting past the depot, is a trail that leads into the aspen, fir, and pine forests that flank the property, which skiers and hikers enjoy year round. From nearly anywhere on the property, the Spanish Peaks and the plains beyond can be viewed while the steep sides of Mount Mestas — called Veta Mountain in the nineteenth century — loom close at hand. In the conservation easement placed on the property in December 2010, many species of wildlife are named as present and abundant, particularly elk and bear (Photos 1, 2, 3).

Head Quarters Cabin (contributing building, ca. 1916, Map Key 1)

Head Quarters (HQ) is a large, rectangular chinked log building (28' x 40' including the portico) on a concrete foundation, running northwest to southeast (Photos 4, 5, 6). This building originally served as the headquarters for operations at this property when it was a stop for automobile tourists in the mid-twentieth century. The chinking was reapplied in 2003. The front-gable roof has a projecting side-gable on the east, and its original wood shake roof was replaced with rolled roofing in 2003. The building retains its original large front entry room with a brick chimney for a coal furnace and three smaller rooms in the back with a common brick chimney for wood stoves in each room. Original wood floors remain throughout the building.

The north wall (façade) of the entry room has a centered door facing onto Country Road 443, leading out to a covered porch (28' x 8') that has log sides to a height of 2' and four log supports holding up an overhanging extension of the gable roof. Within the front gable, the original builders added non-structural half-logs, mimicking the rest of the building's log construction. To either side of the front entry door are two bays of windows, consisting of a central four-over-one picture window with a two-over-one double hung sash window on either side. These windows are wood and original to the building (Photo 7). On the west and east side of the entry room are two square windows (2' x 2') having four panes (12' x 4') separated by muntins (Photo 8). In the south wall is an interior pass-through (8' x 10') leading into the other rooms in the building (Photo 9).

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The interior finishes of the building in many places retain the original plaster walls and the curved arches, the Hispanic influence of its builders, the Trujillo brothers (Photo 10). Located near to the building to the south were a two-hole outhouse and a sheep shed, both of which burned in 2010.

Alterations

When the property was purchased in 2000, many windows were missing and leaks had caved in the ceilings. As a result, all of the doors in the building and most of the windows were replaced in 2004 during interior remodeling in order to secure the interior and protect it from further intrusions. The back three rooms of the cabin have been remodeled with two vinyl sash windows, two vinyl casement windows and a wood and glass door installed on the east wall and on the west wall, three sash windows and a half-glass wood door. On the south wall, vinyl French doors with side lights have been added along with two original wood casement windows. The doors lead out to a wrap-around deck on the southern end of the building; the deck was widened from the original deck in 2004. While most of these exterior changes were intended to stop further deterioration of the building, all are reversible and do not overly impact the integrity of the resource, which is still able to speak to its historic associations.

Barn (contributing building, ca. 1916, Map Key 2)

The barn that housed the sawmill horses is a rectangular log building (27' x 24') with a front-gable corrugated-tin roof (Photos 11, 12). On the north wall of the east end of the building is a double Dutch door, leading into an area containing two stalls large enough to accommodate the enormous half-Percheron/half-Clydesdale horses used to pull logs through the sawmill (Photo 14). On the west end of the building is a hay storage room, entered from a regular wood door on the north side of the building. There is no foundation and the building sits at grade. The interior construction is rough cut lumber. There is a hopper and awning window in the east and west ends of the building (Photo 13).

Chapel (contributing building, ca. 1930, Map Key 3)

The Chapel is a one room rectangular (24' x 12') wood-frame building covered with white asbestos shingle siding (Photo 15). It has a wood shake front-gable roof, a small wood steeple that once held a bell (Photo 17). The north façade of the chapel has a wood two-over-two window above a wood entrance door that is reached by stairs leading to narrow entrance deck (12' x 4'). In the east and west walls are two, four-over-four wood sash windows. Inside the chapel is a hand-crafted altar and communion rail made of wood and twelve wood benches for pews (Photo 16). The chapel can seat about forty people. No changes have been made to the chapel other than to replace broken windows and re-paint the interior.

School House (contributing building, ca. 1938, Map Key 4)

The school house was a one-room rectangular building (24' x 30') with a hipped roof and a stone and concrete foundation (Photos 18, 19). Its original log construction was stuccoed prior to 1980 (as seen in the 1980 National Register nomination for the depot) and in 2005 the southeast corner was reinforced due to severe deterioration. The original wood shake roof was replaced with rolled roofing in 2005. On the west end of the south side of the building is a double-sided entrance door with an eight-light window running the length of each door. The entrance is reached by a crude set of wood stairs. Also on the south side is a long window bay, containing five two-over-two wood windows (Photo 22). A four sectioned window of similar design is on the east side of the building, although the windows are designed to tilt open and one section has a coal shoot exiting from it that was used to supply a heater that has long since disappeared (Photo 23). The original wood floor remains in place, although it is buckling due to frost heaves, the original black board is still extant and its original chimney brick remains, though this was re-pointed in 2005. Sometime in the 1980s two interior walls were added (Photos 21, 22).

School Coal Storage Shed and Privy (contributing building, ca. 1938, Map Key 5)

The storage shed is a rectangular log building (8' x 4') with a front-gable roof and an extension (4' x 4') for a privy on the north side (Photos 24, 25). The privy has a wood overhang and a leather seat cover. At the east end of the building are a set of covered shelves for storing wood.

Tavern and Dancehall (contributing building, ca. 1940, Map Key 6)

The tavern and dancehall is a large T-shaped log building that sits on a concrete foundation, located about 20' to the north of County Road 443 (Photos 26, 27, 28). The front portion of the building (the 94' x 24' tavern section) was created

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around 1940 by moving together two smaller log cabins extant on the property that dated from the 1920s, adding onto the east end of one and putting them under a common hipped roof of asphalt shingles, which remains intact (Photo H007). In this process the existing roofs of the cabins were never removed, producing an odd combination of interior roof lines in the attic. At the same time a 40' x 33' extension for a dancehall was built on the center of the north side of the building and covered with a continuous, adjoining gabled roof. Externally, the tavern looks all of a piece; internally, a 3' gap exists where the two cabins come together (Photo 29).

On the south façade of the tavern are three entrance doors and a small covered entrance porch in the middle. The middle door leads into the tavern, the outer doors lead into two living quarters. The east one was internally enlarged and remodeled in 2007, and the west one remains untouched. Along the west end of front of the tavern (south side), are six original windows (two four-over-four wood sliding windows, two three-part sliding aluminum windows, and two fixed aluminum lights on either side of the central entrance), while the east end living quarters has two new vinyl sash windows on the southern side, two on the east end, and one on the back/north side (Photo 26). Also on the back of the living quarters is a wood door leading to a small stoop and a small square wood fixed window (Photo 28). On the back (north side) of the tavern is a wood two sectioned, two-over-two sliding window.

A 40' x 33' dance hall extends from the back of the tavern. Seven original wood windows are located on the dancehall's east, north, and west sides. Each window is a two-sectioned, three-over-three sliding window (Photo 30). A wood double door that opens out is also on the east side, close to where the extension joins the tavern. The building has a single brick chimney that served a coal furnace in the dancehall. The floor of the dancehall is made of maple, imported from Missouri, to provide a quality dancing surface. The rest of the building has pine floors. The foundation is concrete with a negligible crawl space underneath. Sometime in the 1970s, squatters pulled down the smoke-stained ceiling panels, exposing the rafters. A small raised stage is located in the northeast corner of the dancehall (Photo 31).

Inside in the tavern is the original S-curved bar, built with wood milled onsite and nailed in place while still green so it could be bent into its signature curved shape (Photo 32). Behind the bar is an unplumbed kitchen that once had a cook stove that fed into the building's central chimney. At one time this building — and all the buildings on the site with the exception of the chapel — was electrified by a bank of generators (no longer extant) located in what later became a rabbit hutch. However, no plumbing was ever added.

Alterations

The interior plaster walls in the tavern have had their paint refreshed and the four eating booths were removed. The east interior wall was moved to give additional space to one set of living quarters, at which time that portion received a new foundation as the previous one had crumbled.

Bunk House (contributing building, ca. 1930, Map Key 7)

The bunk house is a square log cabin (24' x 25') with no foundation (Photos 33, 34). It has a front-gable roof on which only a few wood shakes remain, pierced by a central brick chimney, which opened into four rooms, each one a separate living quarters (Photo 35). All four sides have windows that are badly deteriorated, as are the three exterior wood doors (south, east, north), and the flooring. Inside, the rooms have patches of period wallpaper that was often put over old newspapers. Newspapers were also used as chinking throughout (Photo 36). The southeast room has an interior access to a root cellar in its southeast corner. No changes have been made to this building, allowing it to retain a "ghost town" feel.

Miner's Cabin (contributing building, ca. 1930, Map Key 8)

The miner's cabin is a slightly rectangular, one-room building (13' x 15'), made of lapped rough-sawn, 4"-wide lumber (Photo 37, 38). Originally a boxcar that has been repurposed as a cabin, the wood shake roof is slightly curved. The building has two window openings that are lacking glass and two damaged doors. A serious fire blackened nearly the entire interior but left the outside unscarred (Photo 39). There is no chimney and no foundation, the boxcar does not retain its truck and sits at grade.

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Rabbit Hutch/Garage (contributing building, ca. 1940, Map Key 9)

This small log rectangular building (10' x 20') located to the west of the tavern once housed the generators that provided electricity to the mountain top (Photos 40, 41). There are two door openings on the south and one opening on the east. The roof has fallen in and what was once a garage has collapsed. The building had no foundation and no windows.

Double Privy (contributing building, ca. 1920, Map Key 10)

This three-sided double privy is made of log (5'x 10'), has a shed roof of wood shakes, and is divided by a lumber wall, creating two separate spaces with a concrete container approximately 1-½' high in each (Photos 42, 43). There is no foundation and no doors remain on the building, although there are vents in the back of each stall for ventilation.

Turntable Depression (contributing site, ca. 1877-1901, Map Key 11)

This circular depression located just to the east of HQ, on the southern side of County Road 443, is 60' in diameter and approximately 8'-deep in the center (Photo 44). During the railroad era at Uptop, this depression housed a wood turntable, movable by hand, on which a locomotive could be centered and reversed in direction. It was used to turn around the helper-engines that aided trains in making the steep eastern ascent of the Pass, but were unnecessary for the rest of the trip down and up the moderately sloping western approach. The housing and gears for the turntable were removed when the tracks were torn up and the railroad constructed a standard gauge line through a pass seven miles to the south in 1901. This discernable site contributes to the Community Planning and Development significance of the property.

Sawmill Ruins (contributing site, ca. 1916—1945, Map Key 12)

This ½ acre area that exists adjacent to the barn to the south contains remnants (foundations and fallen walls) of several buildings that housed a horse-drawn sawmill and an office (Photo 45). Still remaining are several badly deteriorated wagons and two carts that are 6'-long with small, 6" grooved wheels on either side that a past resident says were designed to run along a track and were used for pulling logs past the saw (Photos 46, 47). As this site remains largely undisturbed, it has the potential to provide information about the sawmill industrial period of the property through archaeological investigation.

Ski Lift (contributing site, ca. 1957—1964, Map Key 13)

This 5-acre area that is located 1 mile to the south of County Road 443, following a former spur line, later a logging path, and now hiking trail. The former railroad spur line that ran through the Veta Pass-Uptop community and down into the forest became a wagon road for lumberjacks and later served as the footpath for skiers to get to the ski runs. Still visible are two downhill ski runs, a dilapidated privy, and the Dodge pickup that ran the rope tow — which retains both the wheel at the base and the wheel at the top of the run (Photos 48, 49). The warming hut, fire pit, and shelter for the truck as seen in old photos have collapsed (Photos H001, H002, H003). All of these contributing features and the additional archaeological potential of the site have the potential to provide information on early recreational skiing ventures in Colorado.

CR443 Segment (contributing structure, 1877-1964)

Originally the railroad grade that brought traffic through the pass, after the Denver & Rio Grande (D&RG) railroad took out the rail, the grade became a road utilized by miners and timber mills. Later it became a well traveled road through the pass, popular with motor tourists. Just as it when it was the main highway through the pass, it is an improved gravel road. The segment being nominated is just that which passes through the Uptop property boundary. While the current materials speak to the later Recreation period of significance, its path and relation to the surrounding settlement remain unchanged from when D&RG first engineered this rail grade.

1877 Depot (previously designated building, 1877, Map Key 14)

This building was listed on the National Register in 1980 (NRIS 80000902), and was listed as the La Veta Pass Narrow Gauge Railroad Depot. Built in 1877, the depot was the original residence for the Station Master. In the 1920s it used as a school by the logging community at Uptop until they built a separate school house. It now houses a museum that is open in the summer (Photos 50, 51, 52, 53, 54). The building was originally stone block, but was covered in stucco prior

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to 1980. It is a single-story, side-gabled building with a rear-wing projecting from the west side, forming an ell. According to Denver & Rio Grande records, this rear wing was a stone addition and present by 1891 (Denver and Rio Grande Railroad 1891). When the 1903 fire destroyed the frame buildings on the property, it also gutted the depot, leaving only the stone walls. The logging community rebuilt the interior of the depot as evidenced by historic photographs (Photo H007).

Integrity of the District

Where buildings have more recent window replacements, those were installed to make the buildings habitable again as many window openings were either lacking their historic windows or contained broken glass. In cases where the historic windows were intact, they remain and continue to be maintained. Where other elements of the building fabric (such as roofing material or foundations) had failed, the recent efforts were to stabilize the buildings to prevent further deterioration. Any of these more recent exterior alterations to the buildings do not overly impact the integrity of the resources within the district and where the alterations feature non-historic materials, they are reversible and yet speak to the deterioration this property underwent during its time as a ghost town. Other than these few changes, the individual buildings still retain integrity of materials, workmanship, and design. Additionally, the district retains a high level of integrity of location, setting, feeling, and association through the combination of extant historic resources and the evocative nature of the surface evidence at the archaeological sites on the property. These resources and the pattern of improvements to the buildings and the site over time speak to the multi-layered history of this district.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

- TRANSPORTATION
- INDUSTRY
- ENTERTAINMENT/RECREATION
- COMMUNITY PLANNING AND DEVELOPMENT
- ARCHAEOLOGY/Historic—Non-Aboriginal
- SOCIAL HISTORY

Period of Significance

1877-1964

Significant Dates

- 1901
- 1916
- 1945

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Trujillo, Ben

Trujillo, Julian

Period of Significance (justification)

The period of significance begins with the construction of the depot in 1877 and ends in 1964 when the highway was rerouted to bypass the town, leading the residents to abandon the townsite. More specifically, the Transportation period spans the years that this property served an operating narrow gauge railroad line from 1877 to 1901; the Industry period begins in 1916 when the Trujillo family purchased the property to begin a sawmill business and ends in 1945 when they closed that business; the Entertainment/Recreation period begins in 1945 when the Trujillo family repurposed two cabins into a tavern and dancehall and ends in 1964 when their business closed due to the highway being rerouted to bypass this community; the Community Planning and Development significance of the property begins in 1877 with the

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construction of the railroad grade and depot and ends with the final historic development on the site in 1957 with the construction of the ski resort; and finally the Archaeology and Social History significance of the site spans the entire period of historic occupation and use between 1877 and 1964.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Veta Pass-Uptop Historic District is eligible to the National Register of Historic Places under Criterion A in the areas of Transportation from 1877-1901, Industry from 1916-1945, and Entertainment/Recreation from 1945-1964. Additionally, the property is eligible under Criterion C in the area of Community Planning and Development from 1877-1957, and Criterion D in the areas of Archaeology/Historic—Non-Aboriginal and Social History from 1877-1964. All are at the local level of significance. This community continually reinvented itself as modes of transportation reshaped access through the Sangre de Cristo Mountains, first as a railroad stop, then as a community that supported a sawmill, and finally as a destination for tourists. There are currently three passes in this region that are known as “Veta Pass” or “La Veta Pass,” leading to confusion between the histories of these different places and the evolution of their place names. As such, this nomination incorporates the original name for the railroad stop (Veta Pass) with the current name of the community (Uptop) as a way to differentiate this location from other similar place names.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The mountain village of Veta Pass-Uptop is indicative of a remote community that entrepreneurs continually sought to reinvent as changing routes of transportation repeatedly threatened to cut off the community from the outside world. After the initial railroad-related transportation period of the property, which initially established the settlement, the area became a ghost town for nearly fifteen years. Its second period of significance began in 1916 when loggers utilized the remains of the depot and adapted the former railroad grade into a wagon road to create a community focused upon the processing of timber. That community prospered and marked the most active period of development and occupation at the site. When the timber industry finally died, the population dwindled, but one family stayed and reinvented the location as a stopping point for motor tourists, eventually expanding the recreational possibilities with the addition of a small ski resort. Both of those recreational ventures came to an end when the state rerouted the highway around the community, and the community again became a ghost town.

Criterion A: Transportation — Railroad Era (1877-1901)

The Denver & Rio Grande Railroad came in 1877 when it chose this pass to be the first place a steam locomotive would cross into the Rockies. At the time of its construction, it was the railroad route with the highest depot in America (Fraser and Strand 1997). The depot building and turntable site remain from this era. The scenic journey through Veta Pass was much celebrated by tourists and much advertised by the railroad. The extremely steep route up the eastern side of the mountain required an additional engine, hence the need for a turntable at this location (Veta Pass) so that the extra engines could return to the town of La Veta, which was located at the foot of the mountains, in order to transport the next train up to the pass. While the steep and winding nature of the route to Veta Pass was impressive to tourists, when the Denver & Rio Grande decided to shift their operations from narrow gauge to standard gauge in order to access a wider rail network, their engineers ultimately decided to find another route over the Sangre de Cristo mountains that would be more manageable for that size of train. In 1901, the D&RG abandoned this route and loggers eventually appropriated the railroad grade for bringing large timbers down to local mines for housing and tunnels.

While the 1980 National Register nomination for the depot touched on some of the transportation history, it was sparsely documented. Additionally, the inclusion of the former railroad grade, spur line, and turntable site in this nomination help to further explain this property’s eligibility under Criterion A in the area of Transportation from 1877-1901. The historic photographs from the railroad-era show a simple stone depot with decorative trim around the windows, and all other buildings onsite were frame with wood cladding. While most other Denver & Rio Grande depots, particularly combination-style depots like this one, tended to be frame, they went to the extra expense for a stone depot at Veta Pass. In the

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course of twenty years of operation, the depot expanded twice, with both a stone and frame addition (Denver and Rio Grande Railroad 1891).

Criterion A: Industry — Timber (1916-1945)

In 1916, one logging family, the Trujillos, purchased the property and began a logging business that employed over 100 people and lasted until the mines began closing in the 1940s. The three homes, the chapel, and the school house extant on the property from this era are representative of a relatively well-preserved logging and timber processing community that serviced the coal, silver, and gold mining endeavors in Huerfano and Costilla counties in the early 1900s. While the standard gauge railroad bypassed this particular pass, there were several spur lines that continued to run from La Veta on the east and Placer on the West up into the active mining districts of the region. This community was able to utilize the former railroad grade as a wagon road and transport needed timber supplies to both of these towns, where the processed lumber could then be transported by rail to the mines or mining communities.

The site of the Trujillo sawmill is readily identifiable and all of the extant buildings from this period are frame or log buildings. These resources speak to the property's eligibility under Criterion A in the area of Industry from 1916-1945.

Criterion A: Entertainment/Recreation — Road Touring and Skiing (1945-1964)

From the mid-1940s to 1964, the Trujillo family switched their commercial focus to tourism, ranching, farming, and renting land to a ski run. As the employees of the sawmill left, the Trujillos repurposed those cabins for other uses, including combining two of them to form a tavern and dancehall. This building serviced motor tourists and remains in excellent condition, but both that building and the head quarters (HQ) building were obviously modified in the mid-twentieth century and clearly stand apart architecturally from the other buildings on the property. While the buildings from the sawmill period are more obviously rustic and utilitarian in nature, these buildings are much larger and tend to use logs as decorative architectural elements (such as the decorative half-logs on the portico of the HQ building).

As the capacity of the village to entertain tourists continued to grow, the Trujillos adapted the path that had once been their route down into the forest to harvest timber into a pedestrian route in order to access ski runs that they cleared for that purpose. The heart of the former ski resort (started in 1957) is located one mile south of the community. At that location are the old Dodge pickup that was used to run ski tow sits near one outhouse, amid the ruins of what was a warming hut, fire pit, and shelter for the truck.

This ski run followed the pattern of the first generation of recreational ski runs in Colorado. In the 1930s-40s, skiing in Colorado shifted from being a method of travel (and occasional recreational pursuit) to being a commercial or community venture. While resort culture shaped some of these ski areas, most notably Aspen, into large commercial enterprises, most ski areas at this time were locally supported and used (Coleman 2004, p. 74). They typically formed near transportation routes in small communities that had formed in high mountain passes, and many of them were accessible by a combination of hiking or a rope tow (Coleman 2004, p. 81-82). After World War II, there was a veritable boom in the ski industry, with many new ski areas developing across the state. Those that were ultimately successful expanded past a purely local clientele, replaced their rope tows with ski lifts, and increased their operations from only being on the weekends to running throughout the season (Coleman 2004, p. 124-127). While the remnants of this ski area remain, they speak to the category of ski areas during this second generation of ski runs that ultimately did not survive solely on local support and without the costly investment in technological advances for infrastructure.

The tavern/dancehall building is an excellent example of motor-touring roadside architecture of the mid-twentieth century, and the remains of the ski resort are easily identifiable on the landscape and is identified on USGS maps. The combination of these resources supports an argument for the property's eligibility under Criterion A in the area of Entertainment/Recreation from 1945-1964.

Criterion C: Community Planning & Development — Evolution of a Mountain Ghost Town (1877-1957)

This property offers the opportunity to discern how a small community reshaped itself depending in large part on the primary mode of transportation. The initial period involved formal planning by the Denver & Rio Grande Railroad with both the placement of the depot and the siting of the railroad grade with the rest of the community evolving around these two key elements on the landscape. The route of the former railroad grade, the footpath that was formerly a spur line, and the

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discernable site of the turntable contribute to the property's significance in the area of Community Planning and Development. According to the *Railroads in Colorado, 1858-1948* Multiple Property Documentation Form, "Building or structure ruins or sites with demonstrable potential to document the spatial arrangement, extent and/or uses of railroad-related facilities at important location along significant railroad lines" under Criterion D (Fraser and Strand 1997). As this property is a mix of resources that are primarily standing buildings/structures with a few archaeological sites, then those ruins/sites from the railroad period contribute to the larger Criterion C: Community Planning and Development area of significance rather than establishing a separate Criterion D area of significance, as would be the case with a property that was primarily archaeological in nature. The description used in the Railroads MPDF, though, does speak to archaeological sites as contributing to an understanding of a property under Community Planning and Development.

Utilizing the former railroad grade and the ready access to surrounding timber, the second iteration of this community as a logging and timber processing location impacted how that period of development took shape. Again, the community grew up around the railroad grade, then repurposed as a roadway. As the population grew, the community grew to include services such as a school and a chapel, as well as an increased number of residences. Finally, the recreational period of the property demonstrates the repurposing of extant resources through the relocation and reconfiguration of two former cabins into a tavern and dancehall. This demonstrates a shift in services for a resident community (such as the chapel and school during the industrial period) to services for a tourist community (including one location that could provide food, overnight accommodations, and entertainment to visitors). Additionally, this recreation period demonstrates the repurposing of a logging area into a ski resort. In both cases, the recreation period of community development is characterized by repurposing of the extant resources from previous periods of development. All of these periods continue to be readily identifiable on the landscape and speak to the evolution of the property in order to meet the economic and social needs of the time.

The routes of transportation, assemblage of buildings, and archaeological sites speak to the property's eligibility under Criterion C in the area of Community Planning and Development from 1877-1957. The period of significance begins with the first extant built resource, the depot, and ends with the construction of the ski run in 1957. This period covers the extent of construction and development on the property.

Criterion D: Archaeology and Social History (1877-1964)

Due to the isolation of this property, many of the buildings and other archaeological remains retain a high level of integrity. This property has the potential to yield information about the Social History of this continually evolving community. In particular, this property can answer questions about the daily lives of men, women, and children during both the period when this was a timber processing community, and during its time as an early ski resort.

The property has the potential to yield information about each period of occupation and the potential diversification of activities based upon the age and gender of the occupants. Of particular interest to researchers are the questions this property could answer about the activities at an early Colorado ski resort, which is an area that is under studied (Coleman 2004, p. 3-5). What are the indicators of class and/or gender at this type of ski resort? How does this compare to changes in post-World War II American society? As such, the property is eligible under Criterion D in the areas of Historic Archaeology and Social History from 1877-1964.

Developmental history/additional historic context information (if appropriate)

For hundreds of years, many Native American groups came to this mountain pass to collect medicinal plants (Prechtel 2000). Their presence is evidenced by artifact scatter throughout the property, including arrowheads and other stone implements. Later, Spanish explorers (the first being Juan Bautista de Anza in 1779) frontiersmen came this way chasing bandits and prospecting for gold (Christofferson 1993). Local lore claims that this was the southern-most point at which buffalo crossed into the San Luis Valley (Hampton 2007; Perkins 2007).

After the Civil War, General William Jackson Palmer of Colorado Springs envisioned building a railroad from Denver to Mexico. Thwarted by a competitor from going into New Mexico, Palmer decided to go west over the Rocky Mountains. It was a daring idea that many thought could not succeed, but in June 1877, a Denver & Rio Grande (D&RG) steam locomotive crested this mountain pass, then the highest train stop in America by 1000 feet. The D&RG utilized narrow

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gauge rail allowing them to engineer steeper grades and tighter curves (Fraser and Strand 1997). As such, the route over Veta Pass by way of Muleshoe Bend became both nationally and internationally famous for both its scenic beauty and engineering daring. Palmer's technological marvel was quickly dubbed "The Railway Above the Clouds" and became a magnet for tourists who were drawn by aggressive marketing and by magazine articles:

Surely there is nothing beyond this – except possibly a passage to the moon — that engineering skill and courage may not be trusted to accomplish. Going up, we strike a grade as steep as a common house-roof — on a roadway cut into the mountainside like an incision with a scalpel. You feel sure the throbbing engine must soon lose its grip on the train. Glancing over the brink of the precipice, your head reels and you wish you had stayed at home (*LippinScott Magazine*, May 1878).

Another tourist guidebook of the time described the path through Muleshoe Bend to Veta Pass by saying, "No other railway in the world makes an ascent at all comparable to this" (Fossett 1880). For two decades, the 3'-wide narrow-gauge line hauled ore, potatoes, and tourists. The novelist, Helen Hunt Jackson, wrote with fervor about her love for this pass (Jackson 1898). The Harvard naturalist, Asa Grey, led a camping expedition to this site in 1878 to collect plants for Charles Darwin, who later wrote a letter of appreciation for his specimens from the Sangre de Cristo (Ruskin 2009).

The railroad built a small but elegant stone depot with a wide overhanging roof, named it the Veta Pass station, which served as a telegraph office and home for the station master (Rasmussen 2009). Numerous other frame buildings were erected to house section crews and accommodate visitors, all of which perished in a fire in 1903 (Photo H006). In addition to the main rail line, there was a spur logging rail that went into the forest to bring out timber for building the rest of the D&RG railroad (Photo H005; Towner, 2011). At its peak operation, the building plant included the depot with both a stone and frame addition, a privy for the depot, a frame coal house, passenger platform, an 1884 frame section house with two frame additions (one containing five rooms), a privy for the section house, an 1883 bunk house, another coal house, an Edgmoor turntable, a coal bin, and a double car house with an addition (Denver and Rio Grande Railroad 1891). The population at this railroad stop grew to the point where it warranted a post office from 1889-1890 (Elliot 1999).

But by the end of the century, the competitive pressures were such that Palmer was forced to switch to a wider standard-gauge line and found the cost and difficulty of widening this mountain route too prohibitive. While the steep grade and tight turns had made the route through Veta Pass ideal for narrow gauge trains, it was unmanageable for standard gauge. The D&RG tore up the tracks in 1901 and built a new train route eight miles to the south, which is still in use today (Rasmussen 2009). The railroad had spent a great deal of time and money promoting the scenic nature of traveling through Veta Pass, and as such they decided to continue to promote the trek over the mountains as going through Veta Pass. Some maps continued to call this community "Veta Pass," and while the depot at the standard gauge pass was called "Fir," maps initially denoted that pass as being "La Veta Pass" (See H008). Work to dismantle the line began at this station with crews first dismantling the turntable and reinstalling it in Crestone, then they systematically dismantled the rail from Veta Pass to La Veta. All materials that the railroad could reuse in other construction efforts, they took with them (*Aspen Tribune* 1901).

Abandoned, the depot fell into disrepair and local lore holds that a forest fire burned all the wood railroad buildings in 1903. This is confirmed in an early 1900s photograph that shows a roofless depot and just stone foundations left where railroad buildings once stood as shown in previous photographs (Photo H006). With the tracks gone, over the next decade loggers began using the abandoned road bed to take timbers down to the area's burgeoning coal mines for use as pit props in their underground tunnels. By 1916, the Trujillo family had homesteaded the property and in time, had two sawmills in operation that that employed over 100 people, enough to warrant building a chapel, a schoolhouse, and scores of cabins for the next four decades (Brigham 2007). There was an active enough community established at Veta Pass prior to the arrival of the Trujillo family to warrant a post office in 1911 (Elliot 1999). Just as the railroad had utilized this location as a place to harvest timber, other entrepreneurs utilized this location to transport goods to the booming mining districts that were on either side of the pass. Once the Trujillo family established their sawmill business, the population continued to grow.

By 1928, the community had eleven students enrolled in La Veta Pass School (Huerfano School Records 1928-1929). By this point most maps were calling the community "La Veta Pass," as the D&RG had shifted to calling the location of their depot at Fir as "Veta Pass" (Elliot 1999). The school grew to eighteen students in 1930 and dwindled back down to eleven in 1934 (Huerfano School Records 1930-1931; 1934-1935). While the majority of children enrolled were always Trujillos, there are several other family names that denote a shift in the settlement patterns of the community. Initially all

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of the student names were Hispanic in origin: Archuletta, Baca, Martinez, and Trujillo. In 1930 there were two children with the last name of Sertuche (Fred and Jake), which could potentially be associated with Hispanic, Italian, or Native American origins. The largest demographic change, in terms of ethnicity, was apparent in the 1934 enrollment where the names of the students were Gallegos, Kutrulis, Miller, Sandoval, and Trujillo. The teachers for that school were Dale Slate in 1928, Emelia Lavato in 1930, and Ruth E. Thorne in 1934. The La Veta Pass School does not appear in county records after the 1934-1935 school year, and the post office in this community closed in 1935 (Elliot 1999). In the midst of the Great Depression, it is not surprising that the community was dwindling by that point. As one mine after another closed in the 1940s, the Trujillo's lumber business collapsed, too (Espinoza 2009).

Since the 1920s, intrepid motorists had been using Palmer's old railroad grade to drive over the Rockies, prompting the Trujillo family to build a tavern and dancehall and switch from timber processing to servicing tourists in 1945. Another enterprising family built a restaurant and inn, the Lone Pine Inn, next door (not included in the boundary for this nomination). In time, the State designated it as Highway 160 and for two decades the mountain top was a popular tourist stop (Espinoza 2009). While the roadway was scenic, the element of danger that had caused comments by tourists during the years this route served passenger trains made the roadway particularly treacherous for cars in the winter. Newspaper reports frequently recounted accidents and deaths on the pass and it was not uncommon during this period to see abandoned cars and trucks on the hillsides where they had fallen off the road (Christofferson 1993).

Around 1957, Mac MacDonald and Floyd Murr of Walsenburg went to Arapaho Basin to talk with Larry Jump (who started Cooper Mountain) about where the best local ski area could be located. Jump came to see the country and told the men there was no good place in Cuchara. So they approached Ben Trujillo and made a deal with him to open a "resort" on his land, in an area reached by following the line where the "baby train" spur ran that brought out timbers to build the railroad (Murr 2011). The business they formed was named Top O' La Veta, Inc., and it served mostly a local audience, typically during the weekend (Christofferson 2004).

Joe Proud, of Walsenburg, had been in the navy in WWII and knew how to splice rope, so he made one for the rope tow and ran it, fixing breaks whenever they occurred. Virgil Ladurini provided the Dodge truck used to run the tow. As a locally supported operation, the group sold memberships, so people didn't have to pay to ski each time they went. They also hired a professor from Adams State, Dr. Boucker, who was an Austrian and an expert skier, to give lessons (Murr 2011).

On winter weekends, Floyd Murr, Gary Mauro, and Gary Crump would go up to start the warming fires and pack snow going sideways up the mountain while Joe Proud got the tow up and running. Then NormaLou Murr would drive up with a carload of kids — Judy and Jimmy Lamme, Peter and Austin Murr, and sometimes David and Marianne Ladurini. There was also a doctor from LaJunta who would regularly arrive with his seven children to ski (Murr 2011). This area continues to be featured on USGS maps and is used by cross country skiers (Christofferson 1993).

In 1964, the State Highway Department re-routed Highway 160 over a straighter, more driver-friendly pass just to the north. As such, the new route, which was previously known as North La Veta Pass, became La Veta Pass and the road that passed through Veta Pass-Uptop was renamed Old La Veta Pass. No longer did drivers need to hazard the tight switchbacks that a steam engine required to climb a 9,000' mountain. With the absence of automobile traffic, the Trujillo's tourism business collapsed and the dancehall and tavern closed. By then, the skiers had moved on to Taos, leaving their ski resort to snow and wind. Today, only the old Chevy truck used to run the rope tow sits abandoned at the foot of the slopes.

In 1978, Lyman Brigham bought the property from Ben Trujillo and set about reclaiming the 1877 depot from the brink of disintegration and got it placed on the National Register in 1980. He also revived the area's ski legacy by reclaiming three cross-county courses through the woods, setting up a ski school and sponsoring races every weekend. To accommodate overnight paying guests, he reconfigured the inside of the school house. This commercial venture was discontinued in the early 1990s (Brigham 2007). Today, the pass's current owners are carrying on with Lyman's vision of restoring all the historic buildings of Veta Pass-Uptop and having the mountain village site.

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9. Major Bibliographical References

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ORAL INTERVIEWS

Brigham, Lyman. Former owner of Uptop, interviewed by Dianne Lathrop Law on November 8, 2007. Baird, Texas. Notes in possession of Dianne Lathrop Law, La Veta Colorado.

Carver, Phyllis Ferkovich. Daughter of builder of the Lone Pine Inn, adjacent to Lathrop/Law property. Interviewed by phone by Deborah Lathrop on November, .2010, Glenwood Springs, Colorado. Notes in possession of Dianne Lathrop Law, La Veta, Colorado

Cusimano, Louie. Trinidad, Colorado; band member who often played with the Cisco Canyon Band at Uptop in the 1950s and 60s Trinidad, interviewed by Dianne Lathrop Law at Uptop on August 2, 2009. Notes in possession of Dianne Lathrop Law, La Veta, Colorado.

Espinoza, Elmer C. Brother-in-law of Ben Trujillo, resident of Uptop who worked in the sawmill and later in the Tavern, interviewed by Dianne Lathrop Law on July 26, 2009, Uptop, Colorado. Notes in possession of Dianne Lathrop Law, La Veta, Colorado.

Murr, NormaLou. One of original founders of The La Veta Ski Area, interviewed by Dianne Lathrop Law on Jan. 31, 2011, Walsenburg, Colorado. Notes in possession of Dianne Lathrop Law, La Veta, Colorado.

Neuman, Caroline. Huerfano County Historian, interviewed by Dianne Lathrop Law on December 8, 2010, Walsenburg, Colorado. Notes in possession of Dianne Lathrop Law, La Veta Colorado

Prechtel, Martin. Native American Shaman, interviewed by Dianne Lathrop Law on October, 2000, in Ghost Ranch, New Mexico. Notes in possession of Dianne Lathrop Law, La Veta, Colorado.

Towner, Willie. Local Historian, interviewed by Dianne Lathrop Law on July 25, 2009; September 5, 2009; July 11, 2010; August 7, 2010, at Uptop, Colorado. April 4, 2011 at La Veta. Notes in possession of Dianne Lathrop Law, La Veta, Colorado.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: History Colorado

Historic Resources Survey Number (if assigned):

5HF.2410

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10. Geographical Data

Acreage of Property 296
(Do not include previously listed resource acreage.)

The UTM reference point was derived from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

UTM References

(Place additional UTM references on a continuation sheet.)

(NAD27)

1	<u>13</u> Zone	<u>482025</u> Easting	<u>4160452</u> Northing	8	<u>13</u> Zone	<u>482497</u> Easting	<u>4160276</u> Northing
2	<u>13</u> Zone	<u>482030</u> Easting	<u>4160568</u> Northing	9	<u>13</u> Zone	<u>482620</u> Easting	<u>4160269</u> Northing
3	<u>13</u> Zone	<u>482076</u> Easting	<u>4160640</u> Northing	10	<u>13</u> Zone	<u>482624</u> Easting	<u>4159122</u> Northing
4	<u>13</u> Zone	<u>482214</u> Easting	<u>4160657</u> Northing	11	<u>13</u> Zone	<u>481403</u> Easting	<u>4159126</u> Northing
5	<u>13</u> Zone	<u>482214</u> Easting	<u>4160551</u> Northing	12	<u>13</u> Zone	<u>481405</u> Easting	<u>4159522</u> Northing
6	<u>13</u> Zone	<u>482163</u> Easting	<u>4160470</u> Northing	13	<u>13</u> Zone	<u>481792</u> Easting	<u>4159528</u> Northing
7	<u>13</u> Zone	<u>482383</u> Easting	<u>4160358</u> Northing	14	<u>13</u> Zone	<u>481790</u> Easting	<u>4160094</u> Northing

Verbal Boundary Description (Describe the boundaries of the property.)

Parcel 1: Lot 1, Section 22, Township 28 South, Range 70 West of the 6th P.M., except that part conveyed to Huerfano County for Highway purposes and Parcel 2: NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$, N $\frac{1}{2}$,SE $\frac{1}{4}$, Section 27, Township 28 South, Range 70 East of the 6th P.M., Huerfano County, Colorado.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all land historically associated with the community at Uptop within current legal boundaries.

11. Form Prepared By

name/title Dianne Lathrop Law
organization _____ date February 2011
street & number 138 West Cascade/ PO 1207 telephone _____
city or town La Veta state CO zip code 81055
e-mail _____

Additional Documentation

Submit the following items with the completed form:

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Uptop Historic District
City or Vicinity: La Veta vicinity
County: Huerfano State: Colorado
Photographer: Dianne Lathrop Law
Date Photographed: March 21, 2011

Description of Photograph(s) and number:

CO_Huerfano County_Uptop Historic District_ 0001	SE View, Spanish Peaks
CO_Huerfano County_Uptop Historic District_ 0002	S View
CO_Huerfano County_Uptop Historic District_ 0003	HQ Front, North Side (Sketch #1)
CO_Huerfano County_Uptop Historic District_ 0004	HQ East Side
CO_Huerfano County_Uptop Historic District_ 0005	HQ West Side
CO_Huerfano County_Uptop Historic District_ 0006	HQ Picture Window - CU
CO_Huerfano County_Uptop Historic District_ 0007	HQ Interior Arch
CO_Huerfano County_Uptop Historic District_ 0008	Barn East (Sketch #2)
CO_Huerfano County_Uptop Historic District_ 0009	Barn West
CO_Huerfano County_Uptop Historic District_ 0010	Barn Stalls
CO_Huerfano County_Uptop Historic District_ 0011	Chapel East (Sketch #3)
CO_Huerfano County_Uptop Historic District_ 0012	Chapel Interior
CO_Huerfano County_Uptop Historic District_ 0013	Chapel Cupola
CO_Huerfano County_Uptop Historic District_ 0014	School House East (Sketch #4)
CO_Huerfano County_Uptop Historic District_ 0015	School House West
CO_Huerfano County_Uptop Historic District_ 0016	School House Interior Walls
CO_Huerfano County_Uptop Historic District_ 0017	School House Chalkboard
CO_Huerfano County_Uptop Historic District_ 0018	School House Front Window - CU
CO_Huerfano County_Uptop Historic District_ 0019	School House Coal Shed (Sketch #5)
CO_Huerfano County_Uptop Historic District_ 0020	School House Privy
CO_Huerfano County_Uptop Historic District_ 0021	Tavern/Dance Hall Front (Sketch #6)
CO_Huerfano County_Uptop Historic District_ 0022	T/DH West Side
CO_Huerfano County_Uptop Historic District_ 0023	T/DH East Side
CO_Huerfano County_Uptop Historic District_ 0024	T/DH Join Outside
CO_Huerfano County_Uptop Historic District_ 0025	Dance Hall Stage
CO_Huerfano County_Uptop Historic District_ 0026	S-Curved Bar in Tavern
CO_Huerfano County_Uptop Historic District_ 0027	Bunk House, East Side (Sketch #7)
CO_Huerfano County_Uptop Historic District_ 0028	Bunk House – West Side
CO_Huerfano County_Uptop Historic District_ 0029	Bunk House Interior

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CO_Huerfano County_Uptop Historic District_ 0030	Bunk House Newspaper On Walls- CU
CO_Huerfano County_Uptop Historic District_ 0031	Miner's Cabin East (Sketch #8)
CO_Huerfano County_Uptop Historic District_ 0032	Miner's Cabin West
CO_Huerfano County_Uptop Historic District_ 0033	Rabbit Hutch – SW Corner (Sketch #9)
CO_Huerfano County_Uptop Historic District_ 0034	Rabbit Hutch – East Side
CO_Huerfano County_Uptop Historic District_ 0035	Double Privy, SE Corner (Sketch #10)
CO_Huerfano County_Uptop Historic District_ 0036	Double Privy, South Side, Interior View
CO_Huerfano County_Uptop Historic District_ 0037	Turntable Site, NE View, Mt. Mestas (Sketch #11)
CO_Huerfano County_Uptop Historic District_ 0038	Saw Mill Site (Sketch #12)
CO_Huerfano County_Uptop Historic District_ 0039	Saw Mill Wagon
CO_Huerfano County_Uptop Historic District_ 0040	Saw Mill Cart
CO_Huerfano County_Uptop Historic District_ 0041	Ski Lift – Truck (Sketch #13)
CO_Huerfano County_Uptop Historic District_ 0042	Ski Lift Runs, Site of Building Ruins
CO_Huerfano County_Uptop Historic District_ 0043	Depot East (Sketch #14)
CO_Huerfano County_Uptop Historic District_0044	Depot West
CO_Huerfano County_Uptop Historic District_ 0045	Depot Museum Interior
CO_Huerfano County_Uptop Historic District_ 0046	Depot Museum Interior
CO_Huerfano County_Uptop Historic District_ 0047	Depot Museum Interior

Historic Photograph Log

<u>Photo No.</u>	<u>Description</u>
H001	Ski Lift at Uptop (NormaLou Murr, 1958)
H002	Warming Hut at Ski Lodge (Cindy Brigham James, 1970)
H003	Garage for Lift/truck (Cindy Brigham James, 1970)
H004	Building the D&RG Railroad & Depot, 1877 (History Colorado)
H005	Railroad Tourists, Train, Buildings, Spur, 1881 (History Colorado)
H006	Veta Pass Burned, postcard, 1903 (courtesy of Diane Lathrop Law)
H007	Logging community buildings, postcard, 1933 (courtesy of Diane Lathrop Law)
H008	Section of <i>Map of Denver & Rio Grande Railway, 1881</i> (Library of Congress)

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Property Owner:

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

name Dianne Lathrop Law and Deborah A. Lathrop – co-owners

street & number 138 West Cascade/ PO 1207 telephone _____

city or town La Veta state CO zip code 81055

name Huerfano County

street & number 401 Main St., Ste. 201 telephone _____

city or town Walsenburg state CO zip code 81089

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

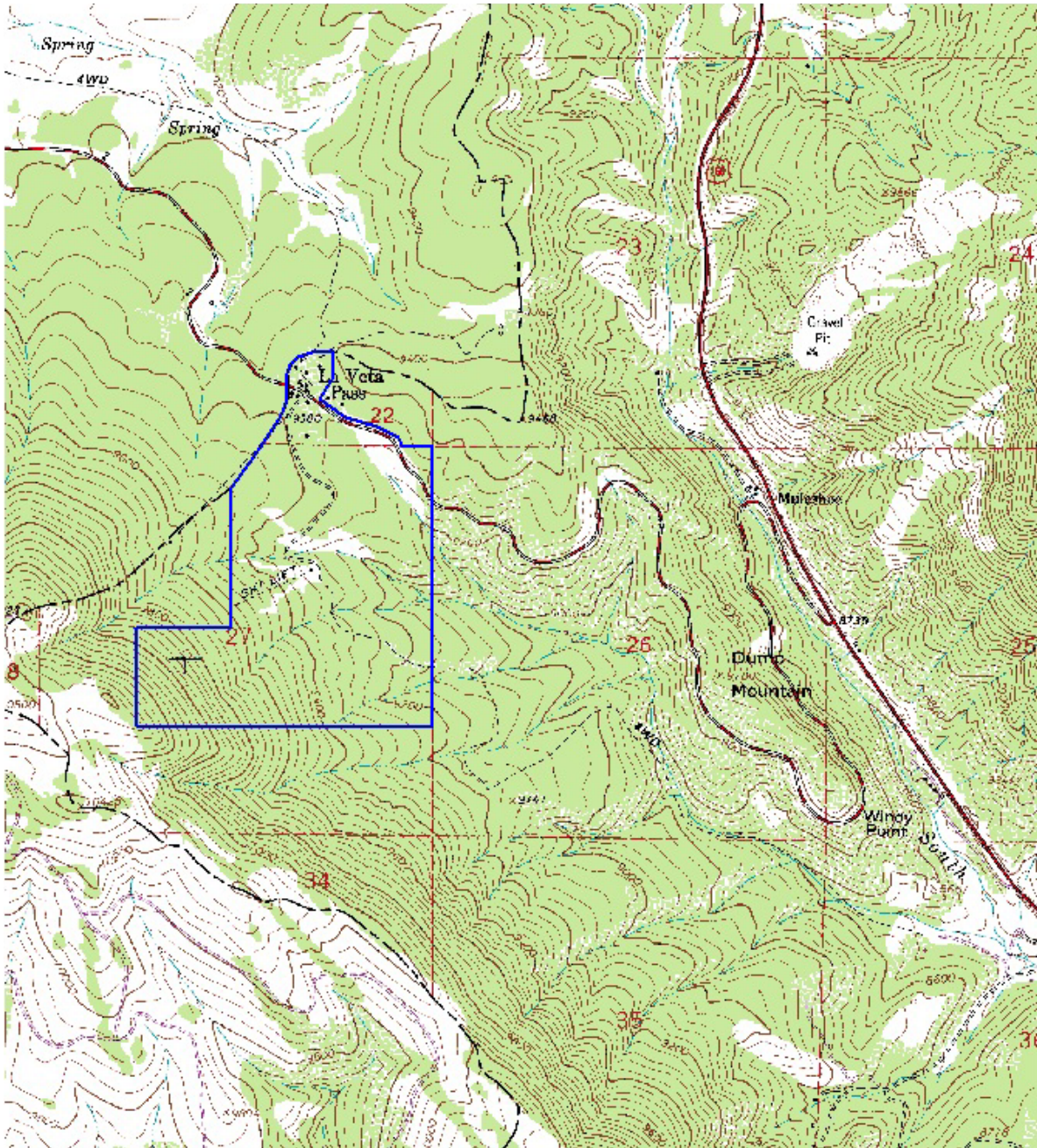
Veta Pass-Uptop Historic District
Name of Property

Huerfano County, Colorado
County and State

USGS Map

La Veta Pass Quadrangle
7.5 Minute Series

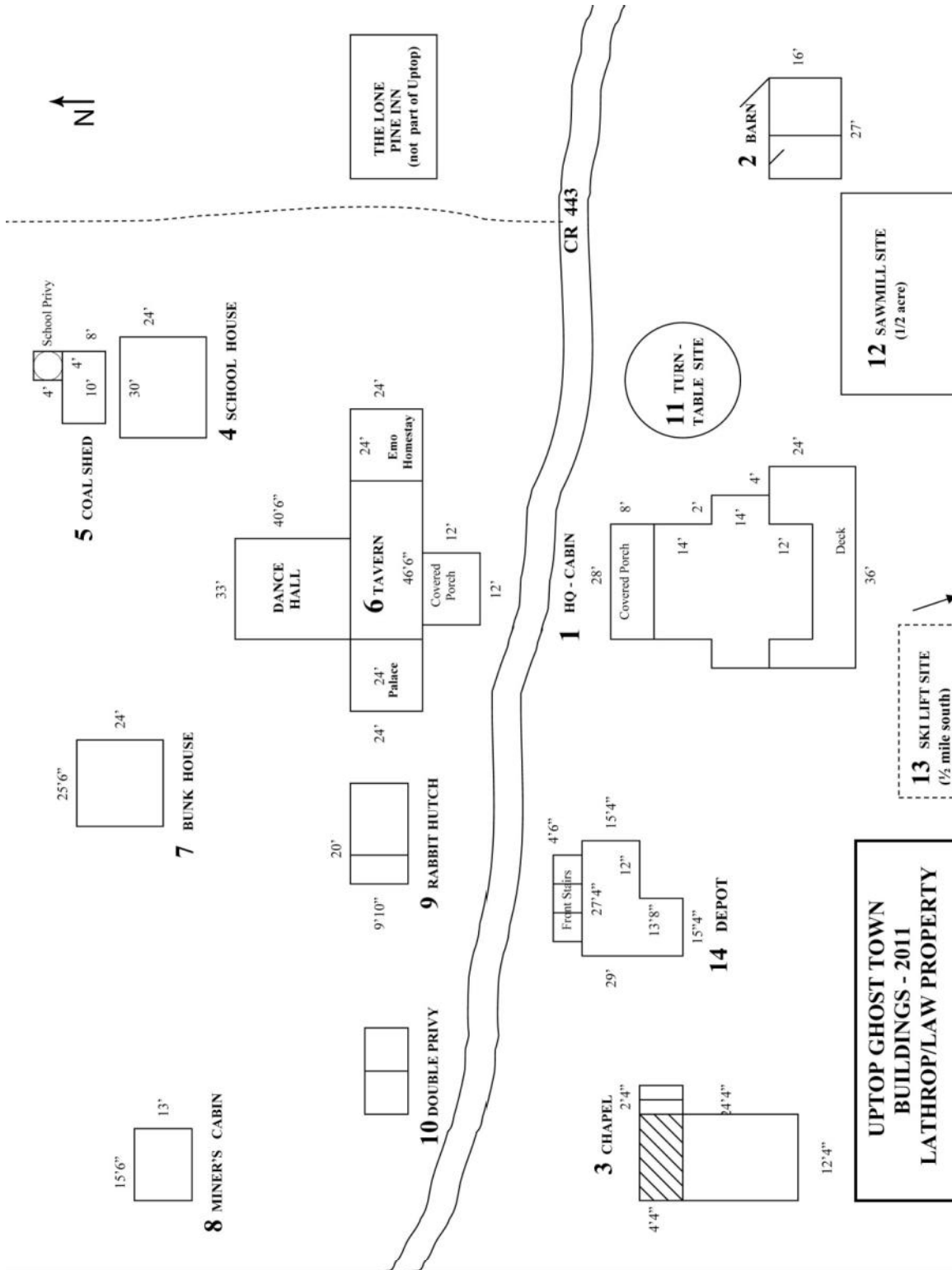
PLSS: 6th PM, 28S TN, 70W RW, sec. 27
NE, N SE, NE SW
6th PM, 28S TN, 70W RW, sec. 22
S SE SE, SW SE, S SE NW SE



Veta Pass-Uptop Historic District
 Name of Property

Huerfano County, Colorado
 County and State

Sketch Map



Veta Pass-Uptop Historic District
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Historic Photographs



H001. Ski Lift at Uptop



H002. Warming Hut at Ski Lodge

Veta Pass-Uptop Historic District
Name of Property

Huerfano County, Colorado
County and State



H003. Garage for Lift/truck

Veta Pass-Uptop Historic District
Name of Property

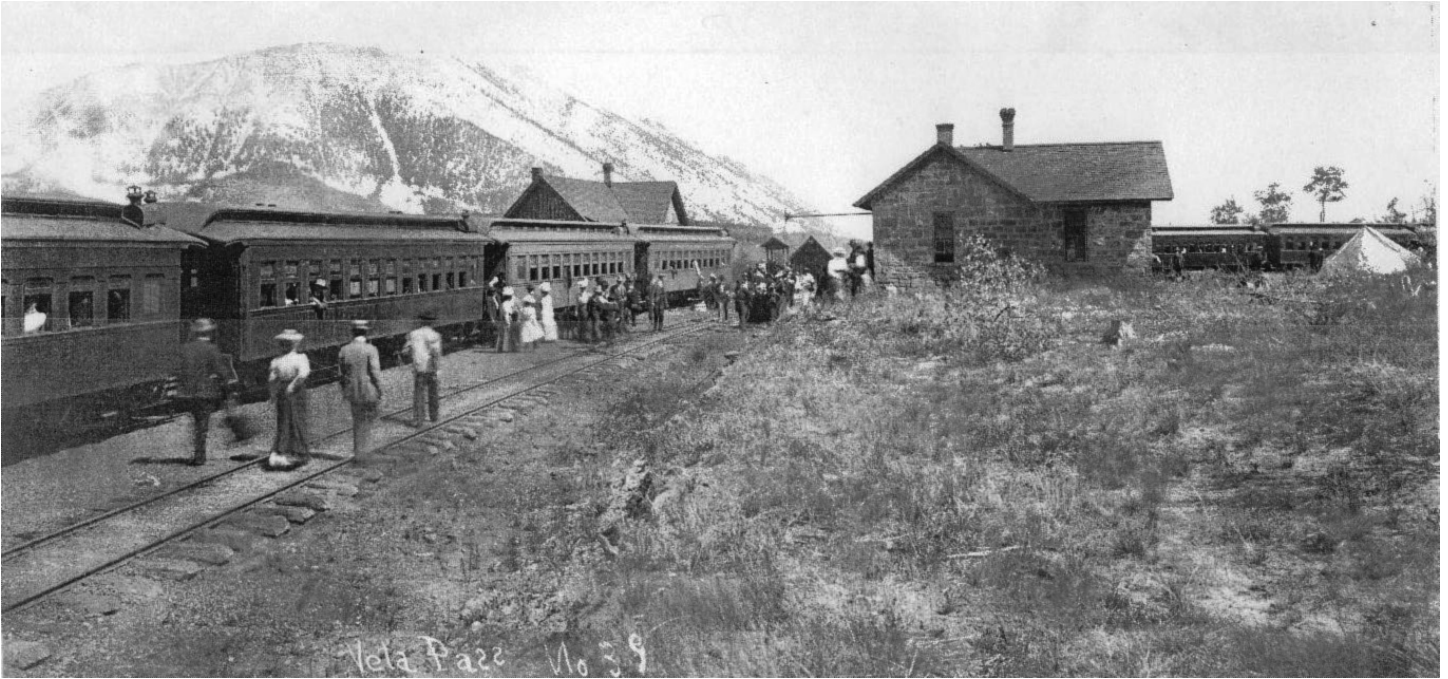
Huerfano County, Colorado
County and State



H004. Building the D&RG Railroad & Depot, 1877

Veta Pass-Uptop Historic District
Name of Property

Huerfano County, Colorado
County and State



H005. Railroad Tourists, Train, Buildings, Spur, 1881



H006. Veta Pass Burned, postcard, 1903

Veta Pass-Uptop Historic District
Name of Property

Huerfano County, Colorado
County and State



Copy of 1933 Postcard

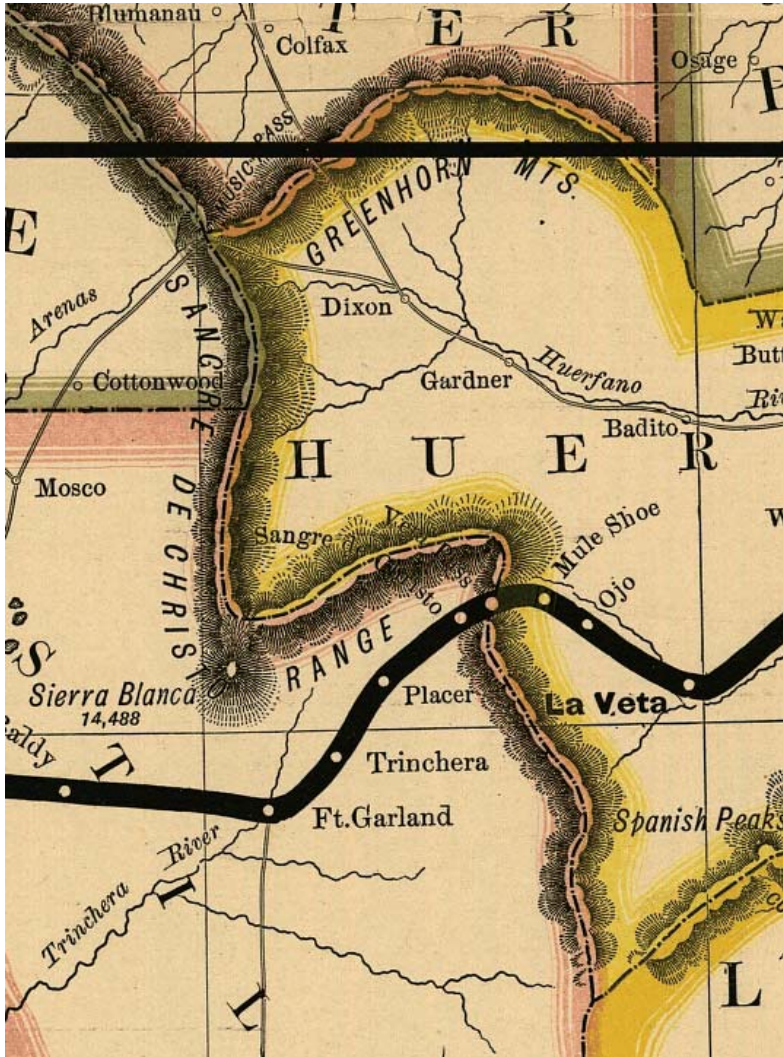
H007. Logging community buildings, postcard, 1933

Veta Pass-Uptop Historic District

Name of Property

Huerfano County, Colorado

County and State



H008. Section of Map of Denver & Rio Grande Railway, 1881