

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

1. Name of Property

historic name North Rim Road, Black Canyon of the Gunnison National Park

other names/site number North Rim Road Historic District/ 5MN.3522

2. Location

street & number Black Canyon of the Gunnison National Park (BLCA) [N/A] not for publication

city or town Crawford [X] vicinity

state Colorado code CO county Montrose code 085 zip code 81415

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 [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title _____ State Historic Preservation Officer _____ Date _____

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

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

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper _____

Date of Action _____

- [] entered in the National Register [] See continuation sheet.
- [] determined eligible for the National Register [] See continuation sheet.
- [] determined not eligible for the National Register.
- [] removed from the National Register
- [] other, explain _____
[] See continuation sheet.

North Rim Road
Name of Property

Montrose County/ Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not count previously listed resources.)

Contributing	Noncontributing	
5	0	buildings
6	0	sites
11	6	structures
0	0	objects
22	6	Total

Name of related multiple property listing.

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

Historic Park Landscapes in National & State Parks

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/ road-related

pedestrian-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/ road-related

pedestrian-related

RECREATION/ ENTERTAINMENT

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

OTHER/ roadway

Materials

(Enter categories from instructions)

foundation CONCRETE

walls METAL

WOOD

roof METAL

other EARTH

STONE

CONCRETE

Narrative Description

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

North Rim Road
Name of Property

Montrose County/ Colorado
County/State

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

LANDSCAPE ARCHITECTURE

CONSERVATION

ENGINEERING

ENTERTAINMENT/RECREATION

POLITICS/GOVERNMENT

Periods of Significance

1933-1938

Significant Dates

1933-1935

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

NATIONAL PARK SERVICE- ENGINEERING

BRANCH

CIVILIAN CONSERVATION CORPS

Primary location of additional data:

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

Name of repository:

Colorado Historical Society

North Rim Road
Name of Property

Montrose County/ Colorado
County/State

10. Geographical Data

Acreage of Property approximately 231 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1.	13	263972	4274010
	Zone	Easting	Northing
2.	13	265564	4273220
	Zone	Easting	Northing
3.	13	265920	4271855
	Zone	Easting	Northing
4.	13	267041	4271152
	Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Janene Caywood (revised- 2005)
organization Historical Research Associates, Inc. date 23 March 1998
street & number P.O. Box 7086 telephone (406) 721-1958
city or town Missoula state MT zip code 59807-7086

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

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

Property Owner

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

name National Park Service, Black Canyon of the Gunnison (William E. Wellman, Superintendent)
street & number P.O. Box 1648 telephone (970) 641-2337
city or town Montrose state CO zip code 81402

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including 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.

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National Park Service**North Rim Road
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Historic Park Landscapes in National and State Parks MPS**DESCRIPTION**

The North Rim Road in the Black Canyon of the Gunnison National Park is one of two principal roadways constructed for the purpose of providing access to the scenic overlooks of the Black Canyon of the Gunnison River. President Herbert Hoover established the monument in 1933 to preserve and protect the scenic value of the Black Canyon, an 1800- to 2000-foot-deep canyon cut through Proterozoic schists and gneisses by the Gunnison River. The current boundaries of the Park incorporate approximately 15 of the most scenic miles of the 53-mile-long canyon. The rim roads, one on each side of the canyon, form the principal circulation systems within the national park; both are linked to a series of constructed overlooks, areas selected to "present" exceptional views of the river canyon. The North Rim Road, consisting of a 28-foot-wide grade with a graveled surface, parallels the edge of Mesa Inclinado, cutting through dense thickets of Gambrel oak and sagebrush/grassland. Grizzly Ridge and Green Mountain rise precipitously to the north of the mesa, restricting the view to the north. The North Rim Road ascends gradually in elevation from the low point of approximately 7420' at its east end to 8018' at its west end. The road and its associated sites and structures are in good condition. The district as a whole possesses integrity of materials, workmanship, design, location, setting, feeling, and, association.

The approximately five-mile-long North Rim Road is accessed from the north via a gravel county road. From the "Y" intersection with the approach road, one may either drive west to the modern ranger station and campground (the latter being located at the west end of the rim road), or southeast along the principal scenic drive to the eastern road terminus, some four miles distant. Each end of the road contains a loop turn-around. Between the "Y" and east end of the road are five scenic overlooks (the Narrows View, Balanced Rock View, Big Island View, Island Peaks View and Kneeling Camel View), each of which is accessed via short trails from the parking pullouts.

The North Rim Road is being nominated as a designed landscape. The following descriptive information is presented in terms of the various landscape characteristics (both processes and features) that are pertinent to this roadway. Unless stated otherwise, all of these characteristics are considered integral to the significance of the road.

Spatial Organization: Although there is a slight change in altitude from one end of the road to the other, the North Rim Road is principally constructed through a horizontal plain, following the irregular but relatively level edge of Mesa Inclinado. The roadway was designed to provide vehicular access to viewpoints of particular interest along the rim; one cannot readily view the canyon bottom while driving the rim, but must stop at the overlooks to view the spectacular scenery of the canyon. These overlooks are located at intervals along the roadway where erosional remnants of the mesa rim extend into the canyon to provide views of exceptional erosional features (e.g., "Balanced Rock," the "Island Peaks," and the "Kneeling Camel" rock formations). The two principal land uses facilitated by the North Rim Road (i.e., vehicular travel and the presentation of scenic views of the canyon) are intentionally separated from one another.

Response to Natural Features: The task of building a roadway along the north rim of the canyon, while minimizing disturbance to the natural landscape (and thus visibility from the south rim of the canyon), was accomplished by integrating the road alignment into the natural topography of the area, hiding borrow areas and separating administrative functions from the principal public use area (the roadway and overlooks). Long straight segments of roadway were avoided when possible, and particular attention was paid to minimizing cuts in hillslopes. Not only would slope scars be visible immediately after construction, but in this arid climate, re-vegetation would be difficult. The specific requirements of

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this road project necessitated an innovative approach to landscaping including the development of a trenching system for replanting on graded slope cuts.

Due to the irregular, deeply incised character of the mesa edge, several large sections of fill were required in order to bridge side draws and avoid the construction of larger expanses of road. In several such areas, specifically in Long Draw and Slide Draw, retaining walls were constructed to stabilize the fill. Where these retaining walls were visible from viewpoints along either side of the canyon, elaborate, naturalistic mortared stone retaining walls were constructed. Of particular note are two stone retaining walls at the east end of the roadway, one in Slide Draw and one in the small draw at the west edge of Kneeling Camel Overlook. The material used in these two retaining walls consists of large angular blocks of dark native stone, set vertically to match the weathering patterns of the adjacent bedrock outcrops. For the most part the mortared joints are hidden by overlapping stone, for a more naturalistic appearance.

Where natural drainage courses were obstructed by road fill, Park Service engineers calculated the acres being drained by the natural channel and selected culverts of the appropriate size to handle the runoff. Five of the culverts on the road (5MN3522.2, 5MN3522.3, SMN3522.5, 5MN3522.8 and 5MN3522.13, i.e. BCG-38, BCG-39, BCG-4 1, BCG- 44 and BCG-49 respectively) retain their original stone headwalls on both side of the road. All of these headwalls are made with local stone and constructed according to the "Specifications and Instructions for Minor Roads and Appurtenant Structures." Six other culverts (5MN.3522.9, 5MN.3522.10, 5MN.3522.14, 5MN.3522.15, 5MN.3522.16, and 5MN.3522.18, i.e., BCG-45, BGG-46, BCG-50, BCG-5 1, BCG-52 and BCG-54 respectively) are primarily steel pipes with no headwalls, or crudely constructed headwalls that appear to be later constructions. These six culverts do not possess any architectural or engineering value.

Circulation: The North Rim Road serves as the principal circulation system on the north side of the canyon within the park. East from the "Y" intersection with the access road, the North Rim Road provides easy access to scenic overlooks; to the west from the road junction the road leads to the modern ranger station (constructed in the 1980s), and the campground/picnic area. Each of the five overlooks contains a secondary circulation system with a pullout for parking adjacent to the road, and a delineated trail to guide visitors along a secure route to a safe point from which to view the canyon. In general, the parking areas are not separated from the driving lanes by any physical barrier. Rather, most are simply wider areas on the canyon side of the road, marked with a small, modern, routed wooden sign with the name of the overlook. Most of the overlooks have short trails that lead from the parking area to a stabilized overlook platform with a guardrail consisting of metal pipe railing and steel mesh. The trails vary in width (between 4 and 6 feet), and some are outlined with stone. In general, they are constructed along a curvilinear path between patches of native vegetation and may contain wooden water bars.

The exception to this general pattern is Kneeling Camel Overlook, where one has actually to turn into the parking area from the rim road. Traffic within the Kneeling Camel Overlook parking area is channeled by a roughly circular island of vegetation; cars are prevented from driving through the island by the placement of large boulders around its perimeter. This overlook also lacks a designated trail, since the overlook platform is directly adjacent to the parking area. Here again, however, traffic is directed to the platform by a series of constructed stone steps.

Vegetation: For the most part the North Rim Road bisects thickets of Gambrel oak and open expanses of mixed stands of sagebrush and grassy meadows. Re-vegetation projects associated with road construction utilized native species, resulting in a current appearance that is at once uniform and

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natural along most of the route. However, erosion within cuts continues to be a problem in several areas.

Land Use: Patterns of land use evident along the North Rim Road relate principally to circulation and public day use of the park. The road is primarily a circulation system designed to provide access for park visitors. That access is principally related to the facilitation of presenting views of the canyon. Stopping at places other than formal constructed overlooks is discouraged by the width of the road (or rather the lack of a suitable shoulder). In most cases the two activities, traveling to and enjoyment of viewpoints, occur in adjacent but separate areas.

Structures: Notable structures that occur along the North Rim Road, all of which represent original fabric, include the five stone culvert headwalls and the four stone retaining walls. As stated previously, the character of the stone headwalls conforms to contemporary guidance provided by the Branch of Engineering. The character of the four stone retaining walls is slightly more interesting due to the variation in their character--which appears to be dependent upon whether or not they were visible to travelers along the rim. As stated previously, the retaining wall located in Slide Draw and the wall adjacent to the west side of Kneeling Camel Overlook are "naturalistic," they are designed to mimic weathering patterns in adjacent bedrock outcrops.

The two retaining walls located in Long Draw present an interesting comparison. Long Draw is a deeply incised erosional feature that is tributary to the main Black Canyon. The North Rim road forms a "U"-shaped curve where it parallels the rim of this draw. Due to the topographic character of the road corridor, travelers on the north (or west) side of the curve have a clear view of the roadway on the south (east) side of the curve. However, motorists on the south leg of the curve do not have a clear view of the north side. The third "naturalistic" retaining wall (referred to as the Long Draw retaining wall) is located along the south side of Long Draw, at the head of an eroded side draw that is visible from the north side of Long Draw. This retaining wall is also constructed with stone similar to local outcrops; however, here the local stone is light pink pegmatite. The second retaining wall within Long Draw, referred to as the Balanced Rock retaining wall, is located on the north side of the draw. This wall, which is not readily visible from the North Rim Road on the south side of Long Draw, is constructed with tabular pieces of stone laid in a horizontal pattern, and has a purely functional appearance. Seemingly no attempts were made to match the character of the retaining wall to the adjacent bedrock outcrop.

Buildings: Although there is no mention of an administrative building group in the early planning, a residential area, referred to as the North Rim Ranger station on historic-era maps, was established towards the east end of the road during the historical period. This building complex consists of several buildings arranged around a loop road. This administrative area remains intact although it is no longer used and all buildings are considered contributing resources within the North Rim Road Historic District. Though there are no construction dates on the Privy and the Shower House, they are considered contributing resources based on materials and construction methods.

Dormitory (BCG-34): The front-gabled one-story building was erected in 1934 by CCC/ PWA workers for use as a bunkhouse while they worked on construction of the North Rim Road. Walls are clad in board and batten on the upper half and horizontal wood siding on the lower portion. The overhanging eaves of rolled asphalt roof shelter exposed rafters. The off center entry is located on the south façade and consists of a five-panel wood door. There are five window openings, all covered in wood shutters; one on each of the south, north and east sides, and two on the west. The building sits atop a poured concrete foundation.

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Maintenance Shop (BCG-35): This 1934 metal shed is quonset-like in appearance, but displays a pointed arch roof. A solid steel door provides access on the south façade. A four-light window is centrally placed on the east and west sides of the building. Corrugated metal walls rest atop a poured concrete foundation. A vent above the entry door also consists of metal. The building was designed by Howard Baker with the National Park Service and used for storage.

Privy: This rectangular shed roof building is covered in board and batten siding and metal roof. The eaves project slightly over an approximately one-foot vent area that runs around the entire building. A wood door is placed on the narrow end. The building faces north, unlike the remainder of the buildings of the complex which face south, possibly indicating that the building has been moved from another location in the Park.

Shower House: Also known as the Laundry and Shower House, this building was constructed by the National Park Service at an unknown date. The rectangular plan building has a shed roof. Both the roof and walls are covered in metal. A fixed window is placed off center on the north wall. Entry is on the south façade and consists of a wood five-panel door and exterior screen door. A rear shed roof addition projects beyond the Shower House on the east and contains the water heater.

Quonset Hut (BCG-33): Also known as the Ranger Residence, this 1934 building was constructed as a temporary shelter by the National Park Service. It is a typical Quonset Hut with a barrel arch roof, metal siding and roofing, and a poured concrete foundation. The west side has a centrally placed steel door flanked by four-light fixed awning windows. The east side is identical to the west. In addition, there are two of these same windows on the north and south walls, bringing the total window count to eight. Above each entry door is metal vent. The interior was remodeled by the National Park Service in 1953 and 1966 and was used as a seasonal dwelling for rangers until the early 1990s.

Small Scale Features: Character-defining small-scale features associated with the North Rim Road include linear arrangements of boulders, spaced between 5 and 6 feet apart, in two areas along the road where the alignment is close to the edge of the mesa. Presumably, the boulders function as simple barriers to prevent cars from traveling too near the edge. Although some of the boulders have been displaced, the alignments remain readily apparent. One boulder alignment extends for approximately 150 feet east from the Big Island Overlook; the second alignment is approximately 100 feet long and is located just east of Island Peaks Overlook.

Other types of small-scale features associated with the North Rim Road include the metal railings supported by concrete footings, and wooden signs located at the overlooks. These features represent improvements added to the overlooks during the Mission 66 period or later, and do not detract from the integrity of the resources.

Views and Vistas: Important views associated with the North Rim Road include those associated with the named overlooks. At the Narrows Overlook, the view being presented is a narrow point in the canyon where the distance between the rims is less than the depth of the canyon. At the remaining overlooks, the views being presented are of particular rock formations as well as the view of the canyon in general.

Integrity Statement/Summary of Contributing and Noncontributing Resources

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The North Rim Road in the Black Canyon of the Gunnison National Park possesses integrity of materials, workmanship, design, location, setting, feeling and association. Although some small-scale elements have been added to the district, the major character-defining features of the roadway and its associated overlooks remain intact. Important landscape characteristics that do not lend themselves to the formal process of counting include, the views of the canyon presented from the roadway, as well as the processual characteristics described above, such as the manner in which the construction of the roadway represents a response to the natural environment.

RESOURCE COUNT

Contributing Resources

Sites - 6:

Roadway	5MN.3522	
Overlooks (including all component parts, parking area, trail, overlook platform, etc.):		
Kneeling Camel Overlook	5MN.3522.1	(BCG-37)
Island Peaks Overlook	5MN.3522.4	(BCG-40)
Big Island Overlook	5MN.3522.6	(BCG-42)
Balanced Rock Overlook	5MN.3522.11	(BCG-47)
Narrows Overlook	5MN.3522.12	(BCG48)

Structures - 11:

Culvert headwall	5MN3522.2	(BCG-38)
Culvert headwall	5MN3522.3	(BCG-39)
Culvert headwall	5MN3522.5	(BCGAI)
Culvert headwall	5MN3522.8	(BCG-44)
Culvert headwall	5MN3522.13	(BCG-49)
Slide Draw retaining wall		HS-43b
Balanced Rock retaining wall		HS-43c
Long Draw retaining wall		HS-43d
Kneeling Camel retaining wall		
Boulder barrier near Big Island Overlook		
Boulder barrier near Island Peaks Overlook		

Buildings – 5

Dormitory	5MN.3327	(BCG-34)
Maintenance Shop	5MN.3644	(BCG-35)
Privy		
Shower House		
Quonset Hut	5MN.3328	(BCG-33)

Total Contributing Resources – 22

Noncontributing Resources

Structures - 6:

Culvert	5MN.3522.9	(BCG-45)
Culvert	5MN.3522.10	(BGG-46)
Culvert	5MN.3522.14	(BCG-50)
Culvert	5MN.3522.15	(BCG-51)

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Historic Park Landscapes in National and State Parks MPS**SIGNIFICANCE**

The North Rim Road in the Black Canyon of the Gunnison National Park is eligible for listing in the National Register of Historic Places under Criteria A and C. This property meets the registration requirements established for the Park Roads and Parkways property types as presented in the Multiple Property Listing entitled "Historic Park Landscapes in National and State Parks."¹ It is representative of National Park Service landscape design projects undertaken in National and State Parks during the New Deal. The National Park Service Branch of Engineering designed the North Rim Road with input from Park Service landscape architects. The road was constructed over a period of several years (1934-1938), and took advantage of a variety of New Deal programs including Public Works Administration (PWA) and Emergency Conservation Work (ECW) funding, and labor provided by Civilian Conservation Corps (CCC enrollees).

The North Rim Road is a designed landscape feature that illustrates the principles and practices of National Park Service landscape design between 1916 and 1942. These general principles include: protection and preservation of natural scenery and features; presentation of scenic vistas through the location of park facilities and development of overlooks; avoidance of right angles and straight lines in the design of roads, trails and structures; use of native materials for construction; use of naturalistic techniques in planting; and the use of rockwork to harmonize man-made development with natural surroundings.

Historical Background

As was the case with many of the small national monuments in the West, the proposal to set aside an area to protect the Black Canyon of the Gunnison originated with a local constituency. In the instance of the Black Canyon of the Gunnison National Monument (which became a National Park in 1999), the strongest voice for establishment of the Monument belonged to the Reverend Mark T. Warner, acting as Chairman of the Black Canyon Committee of the Montrose Chamber of Commerce. Even after President Herbert Hoover declared the National Monument on March 2, 1933, this committee remained active, with Warner serving as the main contact between the local promoters of the monument and Park Service officials. What monument promoters from communities on both sides of the canyon soon realized that their struggles did not end with the presidential proclamation. Park Service units nationwide suffered from a lack of capital with which to invest in the development of roads and other infrastructure to promote public visitation as well as administration.

The year of the establishment of the Black Canyon of the Gunnison National Monument should have been an auspicious one in terms of park development, since it coincided with the establishment of various New Deal programs designed to provide working capital to federal agencies and job opportunities for the unemployed. However, this newly established monument, administered first from Colorado National Monument and subsequently from Mesa Verde National Park, competed for funds with many other well-established parks and monuments in the region. The Black Canyon of the Gunnison National Monument had to share professional expertise, construction crews and equipment consigned to its administrative headquarters. The continued diligence of the local constituency would be required if the new national monument were to share in the relative wealth of the New Deal programs.

¹ Linda McClelland. Multiple Property Submission entitled "Historic Park Landscapes in National and State Parks," 1993.

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A little over a month after its establishment, National Park Service engineer T. W. Secret made his first, hurried trip from Colorado National Monument to view the Black Canyon of the Gunnison National Monument. Due to poor weather conditions, he was unable to reach the north side of the canyon. However, he did produce a report for the Director of the National Park Service. Of monument development in general he wrote:

Development of the Monument will consist of roads along both North and South Canyon Rims, with foot trails leading out to projecting points along the canyon rim and at places horse trails leading down the canyon walls to the Gunnison River at the bottom of the canyon.

At these scenic viewpoints adjacent rim roads, it will be necessary to build guard walls with the black granite in order to make it safe for visitors to peer down the sheer walls of the canyon.²

Of the specific development proposals for the north rim, Secret wrote:

This north side will not be readily accessible to tourists until the Black Mesa Highway approach road, under construction by the Forest Service, is completed; therefore, it is probably not advisable to plan any immediate construction.³

A few months later, in July of 1933, Secret returned to the Black Canyon of the Gunnison in the company of the Park Service's Chief Landscape Architect, Thomas C. Vint, and Junior Landscape Architect, Howard M. Baker. Vint and Baker had first reported to Colorado National Monument, from which place the Black Canyon of the Gunnison National Monument was then administered.⁴ In returning so quickly to complete his reconnaissance of the north rim, Secret fulfilled a promise made to Mr. Leslie J. Savage, a representative of the communities adjacent to the north rim, to inspect the north side of the canyon as soon as possible. Communities on both sides of the canyon were anxious to begin improvements to the monument in order that the unemployed of their communities would benefit from the construction jobs. Secret summarized the results of this reconnaissance trip in a supplemental report in which he stated that, "An approach road and auto trail exists from Crawford⁵ Colorado to the proposed bridge site at the Black Canyon, a distance of 14 miles and the county commissioners [sic], who accompanied us, agreed to improve this trail and make of it a fairly good road."⁶

² T. W. Secret, "Report on Field Study and Investigation of the Black Canyon of the Gunnison, Colorado," April 26, 1933, p. 3, File: Report on Field Study and Investigation of Black Canyon of the Gunnison, Box: 51, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Arm, 1933 to 1943, Black Canyon of the Gunnison National Park, Records of SW Regional Office, Santa Fe, NM; Record Group [RG] 79, National Archives-Denver Branch, NA-Den.

³ Ibid.

⁴ In 1936, Mesa Verde National Park assumed administrative responsibility for both Colorado National Monument and Black Canyon of the Gunnison National Monument. Paul R. Franke, "Monthly Narrative Report for September, 1936," October 14, 1936, p. 4, File: 272 (CCC) Monthly Reports BCG, Box: 51, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Black Canyon of the Gunnison National Park, Records of SW Regional Office, Santa Fe, NM; RG 79, NA-Den.

⁵ The approach road identified by Secret continues to provide access to the north rim road-the anticipated connecting road between the Black Mesa Highway was never constructed.

⁶ T. W. Secret to F.A. Kittredge (Chief Engineer), July 11, 1933, File: Report of Field Study & Investigation of Black Canyon of

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Secrest stated that Vint envisioned a road along the north rim of approximately four miles in length, originating from a proposed campground at the "bridge site" as well as trails constructed to a few "outstanding scenic points."⁷ Secrest estimated that the road construction would cost about \$65,000, that the development of the campground would cost \$3,500, and that the trails to the scenic points would cost \$5,000. He also indicated that a water supply would be needed for the north rim improvements, and that it could be secured by building a pipeline from a spring on private land. Members of the local communities offered to negotiate for the water; costs associated with the proposed pipeline were estimated to be around \$5,000. In spite of Secrest's earlier recommendation not to contemplate immediate construction on the north rim, 60-man construction camps were established on both the north and south rims of the canyon by the fall of 1933 in order to begin preliminary surveys.⁸ In September of 1933, Secrest received permission to begin hiring unskilled and skilled day laborers from lists of qualified workers provided by local employment agencies.⁹

By October 1933, plans had been drawn and approved for Section 1 of the "Scenic North Rim Road," (designated as Route 2A within the Monument).¹⁰ Section 1 of Route 2A included approximately 1¾ miles of roadway extending west from, and including, the one-way turnaround loop at the east end of the road. The plans for Section 2, drawn and approved in 1934, added approximately 1½ miles to the middle of the North Rim Road.¹¹ The final section at the west end of the road, Section 3, was also designed and approved in 1934. However, this segment would have to be redesigned and would not be completed until 1938, due to the fact that the government would have to acquire a piece of private land before construction could proceed.

In 1935, the Branch of Engineering sent a copy of "Specifications and Instructions for Minor Roads and Appurtenant Structures," to Secrest. Although the cover page was customized with the title "Black Canyon of the Gunnison National Monument, and North Rim Highway - South Rim Highway," the specifications and instructions contained within this document, for the most part represent general guidance prepared for all Park Service units by the Branch of Engineering. These specifications reflect the philosophy of the Branch of Engineering from which landscape architects influenced all aspects of construction. Topics covered included everything from the location of sanitary provisions for construction camps and construction details such as initial clearing and grubbing of the land to instructions as to the size and weathering of stones used in retaining walls and culverts, and the

the Gunnison, Box: 51, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Black Canyon of the Gunnison National Park, Records of the SW Regional Office, Santa Fe, NM; RG 79, NA-Den.

⁷ The referenced "bridge site" was located at the narrowest point of the canyon, where the horizontal distance between the north and south rims was about 1300 feet-less than the depth of the canyon. The local constituency had suggested that a suspension bridge across the canyon would be an added attraction to tourists. However, the bridge was never built.

⁸ T. W. Secrest, Report and File entitled "National Park Service Black Canyon of the Gunnison National Monument Final Construction Report on Scenic Rim Road Accounts FP 7 & 8 and 4x39 I," July 10, 1937, Box:52, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Black Canyon of the Gunnison N.P., CO, Capitol Reef N.M., UT, Records of the SW Regional Office, Santa Fe, NK RG 79, NA-Den.

⁹ Burney to T. W. Secrest, September 6, 1933, File: 400 (CCC) Supplies and Equipment Box: 5 1, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1934, Black Canyon of the Gunnison National Park, Records of the SW Regional Office, Santa Fe, NK RG 79, NA-Den.

¹⁰ Drawing NM/BCG-4935, National Park Service, Technical Information Center, Denver, Colorado. This drawing indicates that the road was a Public Works Project, #F.R. 74.8.

¹¹ Drawing NM/BCG-4937, National Park Service, Technical Information Center, Denver, Colorado.

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disposition of fill material.¹²

Besides construction guidelines, the "Specifications and Instructions" sent to Secret included a section that outlined the responsibilities of the engineer and the landscape architect. For minor roads, such as the North Rim Road, the project was to be under the direct supervision of the engineer who had instructions to "consult with the park superintendent and landscape architect." Responsibilities of the landscape architect included inspection of preliminary and location line surveys, approval of the location survey, and periodic inspections with the resident engineer for the duration of the construction project. Correspondence relative to the North Rim Road, as well as the characteristics of the finished road, both indicate that Secret and various visiting Park Service landscape architects adhered to this protocol.

In 1937, Secret prepared two final construction reports for the roadwork at both the north and south rims. With regard to the north rim, the reports covered only the first two segments. In these reports he reviewed the history of the project, and indicated that the constructed developments conformed to Chief Landscape Architect Vint's original plan for the monument as outlined in 1933. He indicated that construction began in August 1935 and continued through November. Work did not resume until June 1936 and continued through October. Some work had been accomplished in May, June and July of 1937 but this had mostly consisted of bringing settled areas in constructed road segments up to grade. He indicated that it had been necessary to drill and shoot¹³ all material in the road cuts—a condition that may have contributed to the final cost of \$31,793.26 per mile of road as opposed to the approximately \$16,000 a mile that he had estimated in 1933.¹⁴

An interesting component of Secret's July 30, 1937 report, is a photograph of the Slide Draw retaining wall, with a caption that reads "Old dry wall in process of replacement by naturalistic grouted rock wall." The old dry wall is readily visible in the photograph, consisting of relatively small pieces of tabular stone set horizontally below a large fill segment of the roadway. In contrast the naturalistic grouted rock wall appears as large angular pieces of native bedrock, set vertically to approximate the natural weathering patterns of the local bedrock. The Slide Draw retaining wall, as well as the retaining wall adjacent to the east end of Kneeling Camel View, are both "naturalistic," both are substantial in size and located in areas that are visible from Kneeling Camel Overlook and likely visible from the south rim of the canyon. No doubt, the new naturalistic walls were used to mask the fill and make the roadway blend in with its surroundings. (Presumably, the "old dry wall" was removed after completion of the new wall— it is no longer visible today.) The two other retaining walls along the roadway, both located in the draw east of Balanced Rock Overlook, are not readily visible from either the south rim of the canyon or from other stopping points along the North Rim Road, and have simple dry-wall retaining walls.

¹² National Park Service Branch of Engineering, Report and File entitled, "Black Canyon of the Gunnison National Monument Specifications and Instructions for Minor Roads and Appurtenant Structures, North Rim Highway - South Rim Highway," September 5, 1935, Box: 52, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Black Canyon of the Gunnison N.P., CO, Capitol Reef N.M., UT, Records of the SW Regional Office, Santa Fe, NM, RG 79, NA-Den.

¹³ To "drill and shoot," refers to the use of explosives to remove bedrock. Engineer Secret indicated that construction personnel used both dynamite and black powder on the North Rim of the Black Canyon.

¹⁴ T. W. Secret "National Park Service Black Canyon of the Gunnison National Monument, Final Construction Report on Scenic Rim Road Account #501," July 30, 1937, BLCA NM Research Storage Facility, Headquarters, Cimarron; T. W. Secret Report and File entitled, "National Park Service Black Canyon of the Gunnison National Monument Final Construction Report on Scenic Rim Road, Accounts FP 7&8 and 4x391," July 10, 1937, Box: 52, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Black Canyon of the Gunnison N.P., CO, Capitol Reef N.M., UT, Records of the SW Regional Office, Santa Fe, NK RG 79, NA-Den.

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Further indication of the involvement of the landscape architect is revealed in a series of "Field Reports," written by Associate Landscape Architect Charles A. Richey, and Associate Engineer H. A. Montgomery regarding field reviews of both sides of the canyon during 1938. Richey visited the monument three times between June 3 and September 16, to review the work then underway on Section 3 of the North Rim Road (the easternmost segment) as well as the work on the South Rim Road. A report of Richey's August trip was written by Montgomery, who, along with Mesa Verde National Park Superintendent Jesse Nusbaum, accompanied Richey on this field review. Of the August trip to the north rim Montgomery wrote:

Transitman Clark and party have staked the down canyon road to the loop as per approved plan, and construction thereon has started. It was necessary to make a slight field revision from about Station 100 to 200 to eliminate a 5' fill, which would show conspicuously from the South Rim and to properly handle drainage. . . . This field revision was studied in detail by Superintendent Nusbaum, Associate Landscape Architect Richey and the writer, on the ground, and all concurred in its adoption.

This slight change of alignment and grade was made as a field revision, as the construction crew was already on the job and time could not permit the preparation and approval of plans.

Mr. Richey evolved a plan of trenching the existing large out-slopes for planting, to which all agreed and Mr. Clark was requested to stake the layout.¹⁵

On his final trip to the north rim in 1938, Richey reported that the rough grading was complete and finishing "well under way." He stated further that the flattening and terracing of two "unsightly scars as seen from either Rim of the monument," was working out satisfactorily and that the slopes would eventually be covered with native foliage. Richey anticipated that the final segment of the road would be completed by October 15.¹⁶

The successful completion of the North Rim Road was partially due to the loan of a CCC crew from the Bureau of Reclamation's (BOR) Uncompahgre Project. A 20-man detail was sent to the Black Canyon of the Gunnison in July of 1938, to remain for "the duration of the summer work period."¹⁷ Bureau of Reclamation CCC labor reports for CCC Company No. 3843 indicate that enrollees participated in road leveling, trail construction, and landscaping.¹⁸

¹⁵ H. A. Montgomery, "Field Report Branch of Engineering, Black Canyon of the Gunnison Natl. Monument August 23 to 28, 1938," File: 204-10 (CCC) by Field Officers, Box: 5 1, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Records of SW Regional Office, Santa Fe, NK RG 79, NA-Den.

¹⁶ Charles A. Richey, "Field Report Branch of Plans and Design, Black Canyon of the Gunnison National Monument September 15 and 16, 1938," File: 204-10 (CCC) by Field Officers, Box: 51, Correspondence Relating to CCC, ECW & ERA Work in National Parks, Forests, Monuments and Recreation Areas, 1933 to 1943, Records of SW Regional Office, Santa Fe, NK RG 79, NA-Den.

¹⁷ John C. Page (Commissioner) to Regional Director, Montrose, CO, July 22, 1938, File: 120, Uncompahgre-Cooperatiox4 Box: 154, General Records of BOR Relating to CCC Activities, 1937 to 1943, Uncompahgre 101-330, Records Relating to CCC Activities, RG 115, NA-Den.

¹⁸ Anonymous, "CCC Reports," periods September 16 through September 30, October 1 through October 15, and October 16 through October 31, 1938, Camp BR-7 1, File: 102.3 Reports Weekly and Biweekly through Jan. 1941, Box: 154, General Records of BOR Relating to CCC Activities, 1937 to 1943, Uncompahgre 101-330. Records Relating to CCC Activities, RG 115, NA-Den.

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Although the construction of the main North Rim Road is well documented through correspondence and construction plans, there are few specific references to the development of the overlooks associated with the roadway. A review of drawing NM/3000-D, part of the 1938 General Development Plan for the Black Canyon of the Gunnison National Monument, shows that "parking overlooks" were planned but not yet constructed in the vicinity of the current Island Peaks Overlook and Kneeling Camel Overlook. The three remaining overlooks may have been constructed as early as 1936. In his 1965 administrative history of the monument, R. G. Beidleman references a 1936 report to the chief architect from the park landscape architect, in which the latter refers to the construction of several trails to scenic points along the north rim. However, none of the points are referenced by name.

In 1957, all five of the overlooks directly associated with the North Rim Road were improved using Mission 66 funding. In general, the improvements consisted of the addition of new guardrails and stabilization of the canyon rim at the overlook platforms. These changes had a minimal impact on the design due to their low profile.

Although a campground was planned for the north rim as early as 1933, formal plans for the existing facility do not appear to have been developed until 1954. Prior to that time, the pinon pine-covered knoll at the west end of the North Rim Road may have been used informally for camping, however it was not until 1954 when the Division of Landscape Architecture prepared plans for a 13-unit campground, with campsites arranged around a loop road that exited from the original turnaround loop at the west end of the rim road.¹⁹ Minor modifications were also made to the campground during the Mission 66 program, however, these were limited to the construction of several parking spurs, removal of some vegetation and the addition of structures such as fireplaces and picnic tables.²⁰

Few changes have been made to the North Rim Road and its associated overlooks since the minor modifications of the Mission 66 period. A modern ranger station/residence has been constructed just east of the west loop turnaround. However, this is virtually the only modification to the setting of the property and is located outside of the proposed district boundary. In most regards, the North Rim Road appears today as it did during the 1930s.

¹⁹ Drawing NM/BCG-2006, National Park Service, Technical Information Center, Denver, Colorado.

²⁰ Drawing NM/BCG-2010, National Park Service, Technical Information Center, Denver, Colorado.

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The north boundary for this property is formed by a line drawn 25 feet from and parallel to the North Rim Road; the south boundary is formed by the edge of Mesa Inclinado as indicated by the line drawn on the accompanying USGS topographic map. The east end of the road is located in SW $\frac{1}{4}$, SE $\frac{1}{4}$, NE $\frac{1}{4}$ of Section 24, T50N, R8W. The west end of the road is located in the SW $\frac{1}{4}$, NE $\frac{1}{4}$, NE $\frac{1}{4}$ of Section 32, T50N, R8W. The boundary includes the administrative complex at the east end of the North Rim Road.

BOUNDARY JUSTIFICATION

The proposed boundary comprises the area directly associated with the construction of the North Rim Road, including the structures, buildings, and the presentation of the views from the edge of the canyon.

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-25, 1A-15A except as noted:

Name of Property: North Rim Road
Location: Montrose County, Colorado
Photographer: Forest Frost
Date of Photographs: November 12, 2004
Negatives: Black Canyon of the Gunnison National Park

<u>Photo No.</u>	<u>Photographic Information</u>
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- | | |
|----|--|
| 1 | View of SW corner of Dormitory |
| 2 | View of SW corner of Dormitory |
| 3 | View of NW corner of Dormitory |
| 4 | View of NW corner of Dormitory |
| 5 | View of SE corner of Dormitory |
| 6 | View of SE corner of Dormitory |
| 7 | View of south façade of Maintenance Shop |
| 8 | View of south façade of Maintenance Shop |
| 9 | View of SE corner of Maintenance Shop |
| 10 | View of SE corner of Maintenance Shop |
| 11 | View of NW corner of Maintenance Shop |
| 12 | View of west wall of Maintenance Shop |
| 13 | View of outhouse |
| 14 | View of outhouse |
| 15 | View of east façade of Quonset Hut |
| 16 | View of northwest corner of Shower House |
| 17 | View of south façade and east wall of Shower House |
| 18 | View of west wall of Shower House |
| 19 | View of east façade of Quonset Hut |
| 20 | View of west side of Quonset Hut |
| 21 | Overview of building arrangement from access road |
| 22 | Overview of building arrangement from access road |
| 23 | Overview of building arrangement from access road |
| 24 | Slide Draw retaining wall |
| 25 | Slide Draw retaining wall |

2nd set of photos

- | | |
|----|--|
| 1A | Buildings as seen from near Kneeling Camel Point |
| 2A | Kneeling Camel retaining wall, west of Kneeling Camel Overlook |
| 3A | Kneeling Camel retaining wall, west of Kneeling Camel Overlook |
| 4A | Unnamed retaining wall, west of Kneeling Camel Overlook |
| 5A | View along road near Culvert BCG-38 |
| 6A | Culvert BCG-38 |
| 7A | View along road near Culvert BCG-39 |
| 8A | View along road near Culvert BCG-39 |

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- 9A Island Peaks Overview
- 10A Island Peaks Overview
- 11A Culvert BCG-44
- 12A Balanced Rock Retaining Wall
- 13A Balanced Rock Overlook
- 14A Balanced Rock Overlook
- 15A Balanced Rock Overlook
- 16A Balanced Rock Overlook

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USGS TOPOGRAPHIC MAP
Grizzly Ridge Quadrangle, Colorado
7.5 Minute Series
Elevation: 7800 feet

