

Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor, Gilpin County, Colorado

Prepared for

The County of Gilpin

Prepared by

SWCA Environmental Consultants

August 31, 2009



**Documentation of Historic Properties in the Gilpin Tunnel District, Gilpin
County, Colorado**

Prepared for
The County of Gilpin

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ABSTRACT

This report documents the results of a reconnaissance survey of 124 buildings and an intensive-level architectural survey of 85 properties containing a total of 96 buildings in Gilpin and Boulder counties, Colorado, conducted between July, 2007, and December, 2007, by SWCA Environmental Consultants. The survey, which was funded by the County of Gilpin and also with a grant from the State Historical Fund, documented the 85 most historically significant historic properties available for survey in the rail corridor from Pinecliffe to the East Portal of the Moffat Tunnel, a linear distance of 13.46 miles. Inhabited areas specifically targeted for this survey include Pinecliffe, Lincoln Hills, Rollinsville, and Tolland. In addition, Baltimore was included in the reconnaissance survey. Also included is East Portal, the remains of a construction camp dating to the building of the Moffat Tunnel. This report documents the results of this survey, pending concurrence on findings by the State Historical Fund, the Colorado Office of Archaeology and Historic Preservation, and the State Historic Preservation Officer.

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1.0 INTRODUCTION

On June 1, 2007, SWCA Environmental Consultants (SWCA) entered into a contract with the County of Gilpin, Colorado, to undertake an intensive survey of 90 buildings built prior to 1950 in the Gilpin Tunnel District, a 13.46-mile ribbon of rail line in northern Gilpin County and a small segment of Boulder County. This survey was funded by the County of Gilpin and a grant from the State Historical Fund and was conducted in accordance with the regulations and guidelines of the Colorado Historical Society (CHS) Office of Archaeology and Historic Preservation (OAHP) as set forth in the Colorado Cultural Resource Survey Manual, and in accordance with the Secretary of the Interior's Professional Qualifications Standards.

Gilpin County is located in the Front Range of the Rocky Mountains of Colorado, with Central City as the county seat. The history of the occupation of the area by non-Native Americans is rooted in the 1858 Gold Rush, during which time thousands of hopeful prospectors flooded into the county. Subsequent settlement was based in mining activities, agriculture, and mountain recreation. The rail corridor now known as the Gilpin Tunnel District was important to the infrastructure of Colorado and the American West, and the completion of the Moffat Tunnel in 1928 allowed standard-gauge rail travel across the Continental Divide in Colorado. Currently, Gilpin County has an economy based in recreational activities. The two primary areas of population density and commercial endeavor in the county, Central City and Blackhawk, have economies rooted in limited-stakes gambling, which is also the primary source of funding for Colorado's State Historical Fund. As development-related activities increase in Gilpin County and development is restricted in Boulder County, with the ensuing population fluctuations, historic properties and sites are increasingly endangered. County Ordinance 05-02, passed in November, 2005, prohibits the alteration or destruction of any property built before 1950 in the absence of a review of that property's historic significance and issuance of a related permit by the County of Gilpin. This ordinance is a testament to the understanding on the part of county officials that it is "a matter of public policy that the protection, enhancement, perpetuation and use of buildings and structures originally constructed prior to January 1, 1950 with historical, architectural or geographical significance, and located within unincorporated Gilpin County, is in the public interest" (County of Gilpin, Ordinance 05-02, November 22, 2005).

In 2007, the County of Gilpin received a grant from the State Historical Fund to identify and assess historically and architecturally significant sites in the project area, emphasizing especially those in Lincoln Hills. The purpose of the survey was to create a database of such properties, which the county could then use as a planning tool. The grant application stated the goals of the project as follows.

Immediate:

- 1) Identify any historic structures and important sites in this area, including that area of Lincoln Hills which represents an under-represented group.
- 2) Provide a list of existing national or state registered structures identified in the project area.

- 3) Provide a list of potentially eligible structures or districts for national or state register or local landmark designation in the project area.
- 4) Inform and involve the property owners of the identified sites, and provide any available information and assistance.
- 5) Provide additional material to African-American groups regarding the Lincoln Hills area.

Long-range: (funded primarily by county funds)

- 1) Make efforts to preserve any structures or sites identified from the intense and growing development pressures in this area. One site in the Lincoln Hills area (22 Winks Way) was destroyed in a fire on December 30, 2006.
- 2) Move forward with designation of eligible sites, preparing National Register, State Register or local landmark applications.
- 3) Actively promote public awareness of the historic structures or sites in this area and the benefits for the landowner in the form of tax credits.
- 4) Create a Historical District or Districts if any area is identified.

Because county officials identified the rail corridor as a unique area, with a built environment that is thematically and geographically bound to the history of the Moffat Road rail line, they designated the area as a single geographic unit for the purposes of the grant application and the subsequent survey. Of the 192 buildings identified in the area from aerial photographs and reconnaissance surveys on July 18 and 24, 2007, only those built prior to 1950 were considered eligible for inclusion in the survey, and that number was capped at the 90 most significant properties. Properties were selected for survey based on their presence in the project corridor and original construction dates earlier than 1950, plus the presence of any or all of the following criteria: known history; intact physical condition; threatened status; willingness of the property owner to grant access; and ability of the property to meet landmarking criteria.

The list of properties selected for survey was provided to Ray Rears, Gilpin County Planner and Historic Advisory Liaison, on October 11, 2007. This list was confirmed by Elizabeth Blackwell at the State Historical Fund on November 13, 2007. Properties were documented in the field and evaluated for potential eligibility to the National Register of Historic Places (NRHP) under the following applicable criteria:

- Criterion A (for association with events that have made a significant contribution to the broad patterns of our history);
- Criterion B (for association with the lives of persons significant in our past);
- Criterion C (that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction); or

- Criterion D (that have yielded, or may be likely to yield, information important in prehistory or history).

Ninety-six buildings were surveyed on 85 properties; of these, 12 properties were determined to be eligible for the National Register of Historic Places, 68 properties were determined to be ineligible, 4 properties were re-evaluated that had been previously determined to be officially eligible, and 1 property that needs data (Table 1).

This report documents the results of the survey and provides, in the following sections:

- a description of the project area, including topography, geology, natural setting, and climate (Section 2.0);
- a description of the methodology, including specific dates and steps taken in the completion of the survey (Section 3.0);
- a brief historic context describing important historic events, trends, and changes to the project area (and Gilpin County more generally, as it affected the project area). This context includes specific histories of the nodes of settlement emphasized, including Pinecliffe, Lincoln Hills, Tolland, Rollinsville, and East Portal (Section 4.0);
- a conclusion giving a capsule description of the results of the survey, including a quantification of eligibility by locale and a description of each recommended historic district. This section also includes a tabular list of properties surveyed with eligibility (Section 5.0); and
- a References Cited section, including print references, personal communications, and web resources (Section 6.0).

In addition to the above, the report has two appendices. Appendix A is the results of the reconnaissance survey from which the properties selected for intensive survey were taken. Appendix B contains one-page summaries, in site number order, of site history and eligibility, with representative photographs, for each of the sites surveyed.

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
Gilpin County, Colorado*

Table 1. Table of Eligible Properties.

Resource Number	Address	City	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5BL476	4393 Coal Creek Canyon Dr. (3949 Coal Creek Canyon Dr.), Pinecliffe, CO 80471	Pinecliffe Vicinity	Official: Eligible	No	n/a
5GL6	213 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills	Official: Eligible	Yes	Yes
5GL47	N/A	Tolland	Official: Eligible	No	n/a
5GL1430	N/A	East Portal	Official: Eligible	Yes	Yes
5GL1729	86 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	n/a
5GL1740	3882 Miner's Wy. (3884 Pitts Pl., 3884 S. Beaver Creek Rd.), Lincoln Hills, CO 80471	Lincoln Hills	Official: Eligible	No	n/a
5GL1757	N/A	Rollinsville	Official: Eligible	No	n/a
5GL1770	86 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Official: Eligible	No	n/a
5GL1774	41 Main St. (29 Assay Office Rd.), Rollinsville, CO 80474	Rollinsville	Official: Eligible	No	n/a
5GL1789	31 Maalwyck Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	n/a
5GL1791	41 Maalwyck Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	n/a
5GL1792	80 Maalwyck Lane, Tolland, CO 80474	Tolland	Official: Eligible	No	n/a
5GL1794	111 Tomonel Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	n/a
5GL1801	20 Pinecliffe Rd. (A), Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	n/a
5GL1802	20 Pinecliffe Rd. (B), Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	n/a
5GL1805	3061 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Official: Eligible	No	n/a

2.0 DESCRIPTION OF PROJECT AREA

PROJECT AREA

The project area lies in northern Gilpin County, clipping a small section of south Boulder County (Figures 1 and 2), and is a 1,600-foot-wide corridor centered on the portion of the Union Pacific rail line that runs through northern Gilpin County and a portion of Boulder County. The project area extends 800 feet to the north and 800 feet to the south of the railroad tracks, and begins at Pinecliffe, Colorado, extending west to East Portal, at the eastern portal of the Moffat Tunnel. The total acreage surveyed within the project area is 2,793.54. In the project area, four communities—Rollinsville, Pinecliffe, Lincoln Hills/Pactolus, and Tolland—have seasonal and/or year-round populations. Of these, Rollinsville boasts the largest year-round population in the survey area, and is the site of a number of active businesses. Also included in the project area are two abandoned historic townsites: East Portal, which was the construction camp for the builders of the eastern portion of the Moffat Tunnel from 1923 to 1928, and the historic mining town of Baltimore.

TOPOGRAPHY

Historical activities related to the mining, ice, and lumber industries have greatly affected the appearance of the area. This has resulted in large man-made floodplains, man-made drainage basins, abandoned mining shafts, with intermittent erosion-carved drainages and gulches throughout the area. As with other areas in Gilpin County that saw heavy deforestation from mid-nineteenth century placer mining and population influx, parts of the project area exhibit the characteristics of secondary growth forests. Secondary growth forests, which are usually established in as little as 100 years, have greater tree density, denser undergrowth, and fewer layers of canopy than old growth forests, which have been established over the course of millennia. The general topographical disposition of the area is an expansive east-to-west glacial plain transected east to west by a variable drainage, with spineous montane ridges along the north, south, and west and a precipitous canyon at the east terminus. Specifically, the project corridor follows the drainage of South Boulder Creek as it ascends from Coal Creek Canyon at the east terminus and cuts an east-to-west path through the expansive South Boulder Park glacial plain to terminate at the east face of James Peak and the Continental Divide. The project area includes such additional named features as Manchester Lake, north of Rollinsville, and Pactolus Lake in Lincoln Hills. In addition, the steep terrain surrounding South Boulder Park is divided by numerous unnamed ephemeral drainages and named gulches (Mammoth, Moon, and Lump gulches are examples), which drain into South Boulder Creek.

GEOLOGY

The geology of the terrain is typical for the region, dominated by large extrusions of degraded mineral-bearing gneiss along the face of the various contours, interspersed by loose glacial erratics and colluvial deposition. The slope faces have shallow soils, while the flatter terrain of South Boulder Park has deeper soils as a result of alluvial, aeolian, and colluvial deposition.

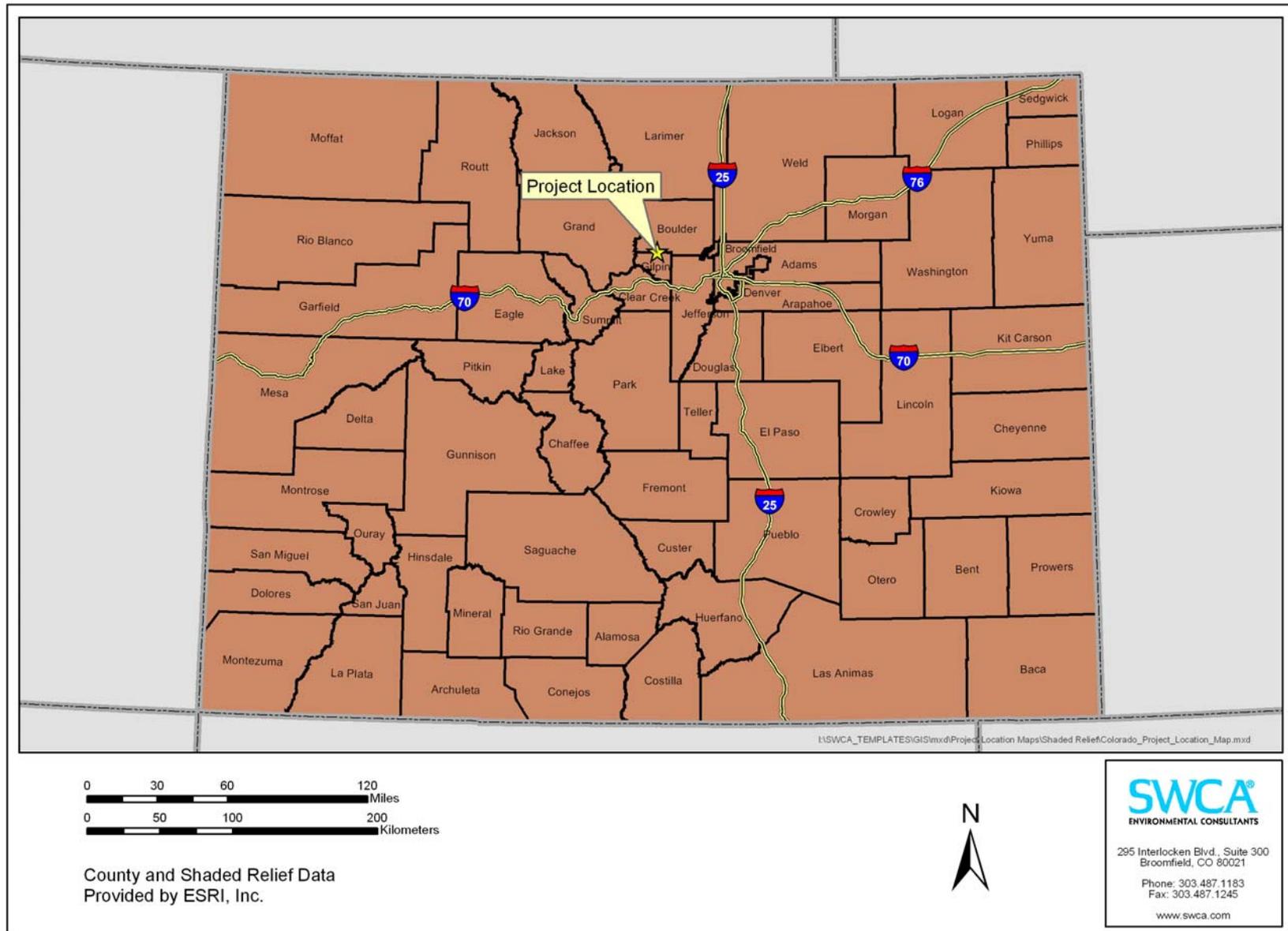


Figure 1. Project Location.

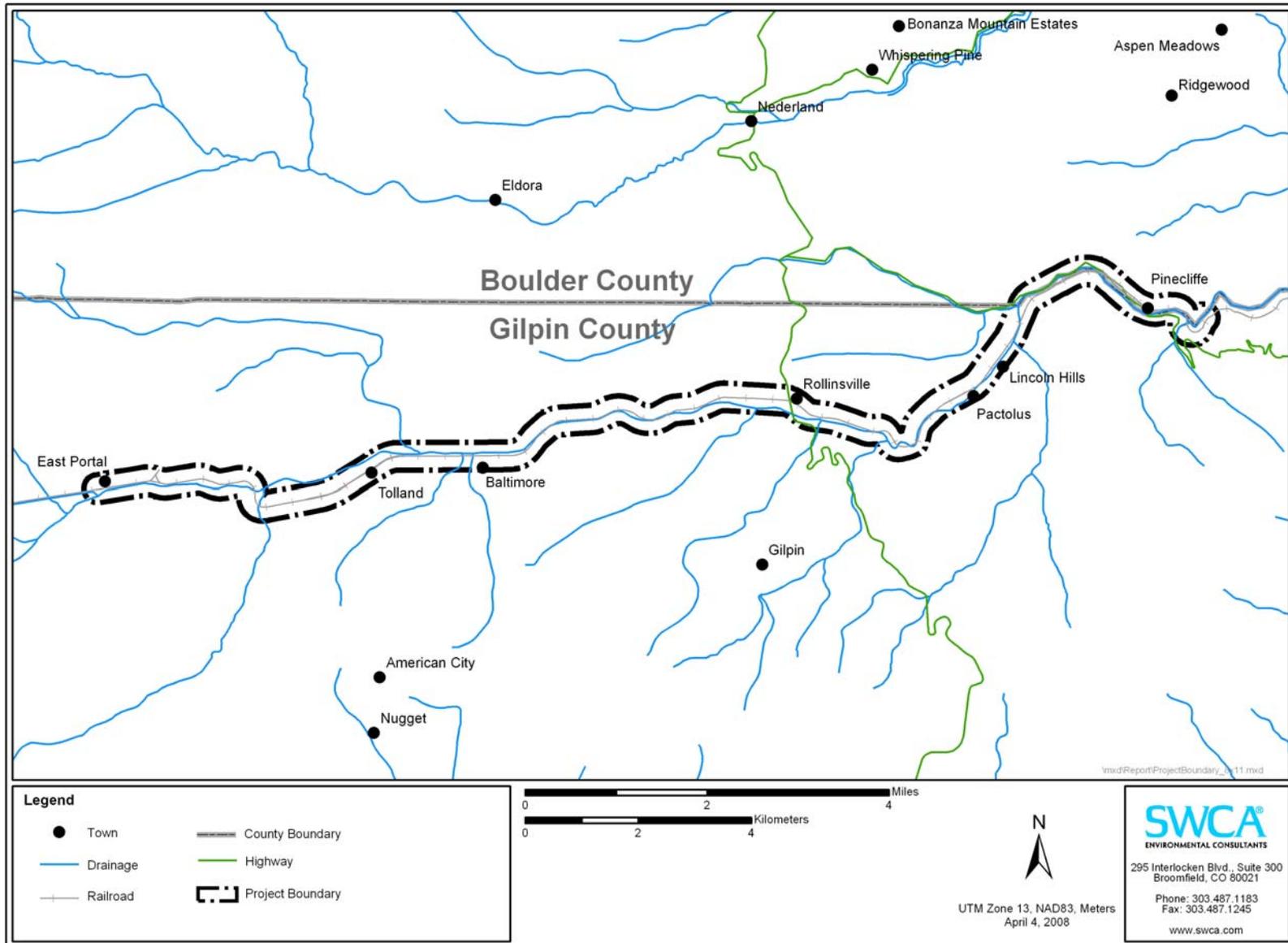


Figure 2. Project Boundary.

NATURAL SETTING

The natural setting is that of a high alpine grassland environment within the park and surrounded by moderate to high density coniferous forests. Apparent dominant species include aspen and willow in the riparian environments along the drainages; various indigenous short to medium grasses and sporadic pinion pines within the plain; and dense ponderosa and lodgepole pine along the slope faces.

CLIMATE

Climate plays an important role in mountain settlement, dictating cycles of seasonal activity and habitation. The climate of the project area is typical for the settled areas of the Rocky Mountains of Colorado. Annual average highs are in the low 50s, and annual average lows are in the low 20s (Fahrenheit). Average annual precipitation is approximately 34 inches (United States Historical Climatology Network 2008).

3.0 METHODS

RESEARCH DESIGN AND PROJECT SCOPE

The goals of this project were to research, survey, and document the 90 most historically significant buildings from among the 192 pre-1950 buildings observed in the project area. This section describes the steps taken to complete these goals.

PERSONNEL & PROCEDURES

Public Historian Daniel Shosky acted as the Project Manager and completed the review of the written documentation and assessments. Architectural Historian Kathleen Corbett, Principal Investigator, compiled and authored the report, with Historic Preservation Specialist Sean Doyle and Daniel Shosky as co-authors. Sean Doyle supervised the fieldwork, and field crew consisted of SWCA personnel, including Nelson Klitzka, Kathryn Dumm, Thomas A. Witt, Sarah Springer, and Kathleen Corbett. Site forms were produced and generated by Doyle, Witt, Klitzka, Dumm, and Corbett. The report was reviewed in-house by Daniel Shosky. All original documentation related to field and archival research is held at SWCA Environmental Consultants, 295 Interlocken Blvd. Suite 300, Broomfield, CO 80021, and will be turned over to the County of Gilpin, 203 Eureka Street, Central City, CO 80427 upon acceptance of the final report.

Pre-Field Meetings and Information Solicitation

On May 31, 2007, Gilpin County representative Ray Rears and SWCA Historian Scott Phillips, with Daniel Shosky and Kathleen Corbett, met at SWCA's offices in Broomfield. Discussed on this occasion was the anticipated approach to field and archival documentation, areas of concentration of built resources, and timetables for completion of the project. It was agreed that the project would commence following finalization of the contract.

Prior to the commencement of field research, Daniel Shosky, Kathleen Corbett, and Gilpin County representative Ray Rears conducted a public meeting at the Gilpin County Justice Center, on June 23, 2007. The meeting included a PowerPoint-supported presentation of the project goals and methods, presentation of similar projects, and an extensive question-answer period, during which members of the community expressed their concerns and enthusiasm for the project. A questionnaire was distributed to solicit what information community members might have about historic buildings and structures in the area. While only a few of these questionnaires were returned, the information contained therein was in some cases valuable and assisted in our research.

A subsequent meeting took place at the State Historical Fund (SHF) office on June 27, 2007, at which Mr. Rears, SWCA representatives Mr. Shosky and Ms. Corbett, SHF representative Gheda Gayou, and Office of Archaeology and Historic Preservation (OAHP) Architectural Survey Coordinator Mary Therese Anstey were in attendance. Discussed and agreed upon were criteria for right-of-way survey, and selection criteria for properties chosen for intensive survey. These criteria, as outlined by Dr. Anstey, were: 1) access, 2) known history, 3) whether or not the property is threatened, 4) whether or not the property has landmark

potential, and 5) sufficient historic physical integrity. Also discussed were the results of the aforementioned public meeting.

On July 18, 2007, Ray Rears conducted a reconnaissance tour of the project area, with Mr. Shosky, Ms. Corbett, and Dr. Anstey in attendance. During this survey, key properties were identified, general historic background was discussed, and potential access issues were assessed. The SHF and Gilpin County representatives approved SWCA's property selection for intensive survey on November 13th, 2007.

Throughout the course of the project, meetings and other communication among the SHF representatives, Ray Rears, and SWCA personnel, primarily Mr. Shosky in his role as Project Manager, have taken place.

Pre-field Research

Prior to conducting field documentation, a number of historical and archival sources were consulted to guide the research. The preliminary research first involved the completion of a file search through COMPASS, Colorado's online cultural resource database maintained by the OAHF, to determine previously documented locations. Following this, a number of established historical contexts were researched to help identify likely property types, styles, and gain a better understanding of the history of the area. These include the *Metal Mining and Tourist Era Resources of Boulder County* (1989), *The Mining Industry in Colorado* (2006), and *Railroads in Colorado: 1858 – 1948* (1997). Additional background information was gleaned from broader resources, documenting the history of Colorado. The analysis of these resources provided not only direction to the survey, but to later archival research as well.

Field Investigations: Reconnaissance Survey

Following pre-field investigations, SWCA conducted a reconnaissance survey concurrently with the first stages of intensive survey. This was possible as a number of specific properties selected for intensive survey were identified during the July 18, 2007, tour of the area. The purpose of the reconnaissance survey was to first establish the entire quantity and extent of potentially historic resources within the survey boundaries, and then to extract a sample of ninety properties most likely to possess historical significance. Properties deemed most likely to possess significance were those in the project area that best reflected the 5 above-described criteria defined by Dr. Anstey during the pre-field process. In conjunction with information taken from the Gilpin County Tax Assessor a list of all properties constructed prior to 1957 was compiled. This included a total of 123 properties, 80 of which were within the survey corridor and 43 of which were located in four town sites (i.e., Rollinsville, Pinecliffe, Tolland, and Baltimore) within the corridor.

The reconnaissance survey was initiated on July 24, 2007, and was completed on July 31, 2007. For each property on the list, SWCA personnel gathered a single UTM point and a single photograph. The properties were compared against the pre-field criteria, and a value was attributed to each property as regards its potential for historical significance. This information was entered into a log and returned to the SWCA Denver Office. The result of this process was list of 85 total properties with 96 buildings that were eligible for intensive survey. These are included in this report as Table 2 and Appendix A.

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
Gilpin County, Colorado*

Table 2. Table of Intensively Surveyed Properties.

Resource Number	Address	City	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5BL476	4393 Coal Creek Canyon Dr. (3949 Coal Creek Canyon Dr.), Pinecliffe, CO 80471	Pinecliffe Vicinity	Official: Eligible	No	N/A
5BL10431	80 Main St. (80 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10432	96 Main St. (96 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10433	106 Main St. (106 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10434	114-116 Main St. (114 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10435	Building address: 3 Clematis Ln. (150 Main St., 174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10436	174 Main St. (174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5BL10441	4142 Coal Creek Canyon Dr. (4142 Highway 72), Pinecliffe, CO 80471	Pinecliffe Vicinity	Official: Ineligible	No	N/A
5BL10442	3178 Coal Creek Canyon Dr. (3178 Highway 72), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL6	213 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills	Official: Eligible	Yes	Yes
5GL47	N/A	Tolland	Official: Eligible	No	N/A
5GL696	N/A	Rollinsville	Official: Ineligible	No	N/A
5GL1430	N/A	East Portal	Official: Eligible	Yes	No
5GL1728	81 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1729	86 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	N/A
5GL1730	88 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1731	90 Woodbine Pl. (92 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1733	94 Woodbine Pl. (100 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1734	120 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A

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Resource Number	Address	City	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1735	141 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1736	174 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1737	106 Emory Rd., Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	No	N/A
5GL1738	29 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	No	N/A
5GL1739	26 - 31 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	No	N/A
5GL1740	3882 Miner's Wy. (3884 Pitts Pl., 3884 S. Beaver Creek Rd.), Lincoln Hills, CO 80471	Lincoln Hills	Official: Eligible	No	N/A
5GL1741	58 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	No	N/A
5GL1742	103 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	Yes	Yes
5GL1743	194 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	Yes	No
5GL1744	53 Winks Way, Golden, CO 80403	Lincoln Hills	Official: Ineligible	Yes	Yes
5GL1745	288 Pactolus Lake Road, Lincoln Hills, CO 80471	Lincoln Hills	Official: Ineligible	Yes	Yes
5GL1746	143 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	Official: Ineligible	Yes	Yes
5GL1747	655 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	Official: Ineligible	No	No
5GL1749	728 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	Official: Ineligible	No	No
5GL1750	901 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	Official: Ineligible	No	No
5GL1751	609 Tolland Road (A), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1752	609 Tolland Road (B), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1753	609 Tolland Road (C), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1754	609 Tolland Road (D), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1755	72 Main St., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1756	99 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1757	N/A	Rollinsville	Official: Eligible	No	N/A
5GL1760	57 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
Gilpin County, Colorado*

Resource Number	Address	City	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1761	51 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1762	31 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1763	30 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1764	12 Main St., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1765	60 Main St., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1767	87 Main St. (137 Main St.), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1768	143-45 Main St., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1769	19 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1770	86 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Official: Eligible	No	N/A
5GL1771	510 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1772	518 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1774	41 Main St. (29 Assay Office Rd.), Rollinsville, CO 80474	Rollinsville	Official: Eligible	No	N/A
5GL1775	67 Assay Office Rd. (67 Pine St.), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1776	45 Assay Office Rd., Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1777	169 Assay Office Rd. (169 Pine St.), Rollinsville, CO 80474	Rollinsville	Official: Ineligible	No	N/A
5GL1778	5006 Tolland Rd., Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1779	4998 Tolland Rd., Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1780	4972 Tolland Rd. (4992 Tolland Rd.), Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1782	5000 Tolland Rd. (4992 Tolland Rd), Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1784	5014 Tolland Rd., Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1786	42 Pinecliffe Rd., Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
Gilpin County, Colorado*

Resource Number	Address	City	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1787	5016 Tolland Rd. (5040 Tolland Rd.), Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1789	31 Maalwyck Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	N/A
5GL1790	5046 Tolland Rd. (5042 Tolland Rd.), Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1791	41 Maalwyck Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	N/A
5GL1792	80 Maalwyck Lane, Tolland, CO 80474	Tolland	Official: Eligible	No	N/A
5GL1793	N/A	Tolland	Needs Data	No	N/A
5GL1794	111 Tomonel Ln., Tolland, CO 80474	Tolland	Official: Eligible	No	N/A
5GL1795	151 Tomonel Ln., Tolland, CO 80474	Tolland	Official: Ineligible	No	N/A
5GL1796	N/A	East Portal	Official: Ineligible	Yes	Yes
5GL1797	N/A	East Portal	Official: Ineligible	Yes	Yes
5GL1798	N/A	East Portal	Official: Ineligible	Yes	Yes
5GL1799	N/A	East Portal	Official: Ineligible	Yes	Yes
5GL1801	20 Pinecliffe Rd. (A), Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	N/A
5GL1802	20 Pinecliffe Rd. (B), Pinecliffe, CO 80471	Pinecliffe	Official: Eligible	No	N/A
5GL1803	3048 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Official: Ineligible	No	N/A
5GL1804	N/A	Pinecliffe	Official: Ineligible	No	N/A
5GL1805	3061 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Official: Eligible	No	N/A
5GL1806	3071 Highway 72, Pinecliffe, CO 80471	Pinecliffe	Official: Ineligible	No	N/A
5GL1807	3074 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Official: Ineligible	No	N/A
5GL1808	3076 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Official: Ineligible	No	N/A
5GL1809	434 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	Official: Ineligible	No	N/A

Field Investigations: Intensive Survey

SWCA personnel initiated field investigations on July 24, 2007, and completed the process in November 2007. For purposes of accurate description, we made an attempt to locate buildings within the boundaries of given properties. Property lines were sometimes difficult to discern, and on-the-ground documentation, such as addresses, did not always match Gilpin County location information as given on maps and other listings. Additionally, the current property lines are rarely consistent with the historical boundaries of the property; consequently, the property boundaries do not accurately reflect the historical affiliation of buildings within a given property, and therefore cannot be used as boundaries of a *site* (i.e., location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure [National Register Bulletin 16A, Appendix IV]). Therefore, the current property boundaries were not used as the site boundaries unless they were found to be historically accurate. On occasion, more than one historic site was discovered to be contained within a single property.

In addition to the previously described pre-field criteria, the type of survey for each property was determined by the level of access. Surveys fell into two categories: permission-of-entry (POE) survey, and right-of-way (ROW) survey. These are defined as follows.

Permission-of-entry Survey

A POE survey implies that the survey personnel have been granted access to the property by the current property owners, and are able to enter the property to document it. Gilpin County Community Development made efforts to gain access and support from the property owners in the early stages of the project, drafting a letter that mailed to the property owners in the project area. When permission was received to access a property on the list of identified historic properties, that property was designated for POE survey. Copies of the signed documents are retained by both SWCA and Gilpin County Community Development. Due to the seasonal nature of residency in the area, only a small number of the documents were returned. To resolve this, the property owners, if on site, were approached by the surveyors in the field. If verbal permission to access the property was granted, survey commenced at that time. Although the state had originally not allowed this method of obtaining permission, it gave consent and permission was obtained in this manner on several occasions. If a property owner denied access to a property that could not be surveyed from the ROW, that property was removed from the list of identified properties.

Right-of-way Survey

For properties where verbal or written permission had been denied by the owner, but the building was sufficiently visible from the ROW, the SHF permitted SWCA personnel to survey buildings from the public ROW, usually the closest road. ROW survey was also undertaken when an absentee owner had granted access but the property was inaccessible due to locked gates or other prohibitive factors. ROW survey documents only those features of the building visible from a public ROW, defined as all those conveyances that are supported through taxation, such as public roads, waterways, and public lands. ROW survey provides a less complete picture of the property and buildings, and some elevations of buildings are usually not visible. Camera angles are limited, and vegetation and topography often interfere

with site photography. Nevertheless, ROW survey is preferable to no survey at all, especially when the buildings seem especially pertinent to the purpose of the survey.

Following the identification and delineation of a site boundary, SWCA field personnel recorded standing architecture within the site. This information recorded in the field included, but was not limited to basic architectural descriptions of buildings, including orientation, form and massing, materials, fenestration, relevant details, style or type category; lists and brief descriptions of associated buildings and any related structures; setting and landscape information, current land use and visible information about historic land use; building condition and information pertaining to historic physical integrity and the quality of preservation; topography and natural setting of the site; and any other information that would support recommendations of field eligibility or non-eligibility. A preliminary site map was drawn indicating the dimensions of the building, its relationship to notable exterior features such as roads, drainages, significant topographical contours, and ancillary buildings. Also indicated on the site maps were building footprints, areas of limited or no visibility, roof slope, and the locations of the UTM-based site data gathered in the reconnaissance level survey.

All information collected in survey was then transferred to Architectural Inventory Forms (OAHP #1403). In an effort to manage the large amount of data collected during this survey, forms were compiled in a database constructed using Microsoft Access 2003. Using the Architectural Inventory Form as a template, the database was structured to be able to store and manage field data, archival research, and geographic information and to ensure consistency in the use of OAHP lexicon terminology. Data stored in the database was then used to produce site forms, report tables, and perform statistical analysis for use in the final report. The database was also used to generate capsule descriptions of properties chosen for intensive survey. These descriptions are included in the report as Appendix B.

Photography

At least three digital photographs were taken of the primary building on a given property and at least one of each ancillary building. The photographs document at least two separate elevations, one oblique corner, and any visible architectural details or unique features diagnostic to the site. The photographs were converted to black and white images, resized to accommodate a 4-in by 6-in print size and printed on archival paper in concordance with Colorado State OAHP and National Parks Service recommendations for archival digital photography (National Parks Service, 2005, Colorado Office of Archaeology and Historic Preservation, 2007). The final print was completed on glossy, 4-in by 6-in, 10.5-mil Hewlett Packard Advance Photo Paper ® with a full bleed Hewlett Packard B9180 Photosmart Pro ® inkjet printer using Viverra ® Inks.

Archival Research

Primary Sources

In developing a general historical background for the Gilpin Tunnel District, a number of documentary and archival resources were researched. Primary texts included newspaper articles and news reports, historical maps, especially plat maps, of the area and specific locales, historic photographs, Colorado State Business Directories, and other local

government documents. Archival repositories at which both primary and secondary sources were acquired include the Western History and Genealogy Division of the Denver Public Library; The Carnegie Branch Library for Local History in Boulder, The Stephen H. Hart Library of the Colorado Historical Society, Denver, and the Special Collections Division of the Penrose Library at the University of Denver. Of particular note is the Digital Images Collection of the Western History and Genealogy Department of the Denver Public Library. This repository contains hundreds of historic photographs that were of inestimable value to this project, providing SWCA personnel with visual documentation of specific sites, area overviews, and generally bringing the past of the Moffat Tunnel District to life. Most of the historic photographs contained in this report were obtained through the Digital Images Collection, and are so credited. Other primary resources were accessed through the Internet, such as United States Census Records from 1850 - 1930, which were accessed through Ancestry.com. Finally, the Gilpin County Clerk and Recorder provided land exchange records for the Gilpin County section through their Grantee–Grantor books, and property records were retrieved through the Gilpin County Tax Assessor. Historical property records, namely those of Tax Assessor Appraisal Cards were limited in value in terms of historical data. As a result, the greater proportion of this information was gathered from the current electronic database of the appraisal cards retained by the Gilpin County Eagleweb available at <http://www.tylerworksasp.com/gilpincounty/web>. SWCA staff attempted to contact the Gilpin Historical Society during the initial phase of archival research, in order to access archival records contained there and to interview members of the Society, but these attempts were unsuccessful.

Twelve of the selected 90 properties are located within the north adjacent Boulder County. These were researched as with properties in Gilpin County, although tax assessor information was collected through the Boulder County Assessor's website at <http://www.bouldercounty.org/assessor/>. The site forms for these twelve properties and the report draft were submitted to and reviewed by Denise Grimm of Boulder County's Long Range Planning Department.

Oral Interviews

In addition to print primary sources, SWCA personnel conducted oral interviews with targeted informants to gather additional history of each area. Due to the sporadic nature of documentary records in the area, oral and local histories were sometimes helpful sources of information, which was included on the site forms and on occasion in Section 4.0 of this report. Some individuals were targeted for interview because they were known to have a significant depth of firsthand knowledge of the area. These individuals included Leda C. Reed, landowner and resident of Tolland since 1923; longtime Pinecliffe resident and property owner Graziana Lazzarino; Robert Cooper, a longtime resident of Rollinsville; and Mark A. Slinger, Rollinsville property owner and local preservation advocate. Ms. Reed provided the researchers with further information in the form of a very detailed and interesting local history, *Historic Boulder Park, Yesterday and Today*, which she wrote, compiled, and distributed throughout the Rollinsville community. A specific oral history about the Espy Ice Company property was conducted with Bruce J. Espy, former resident of the property and grandson of company founder J. Reimer Espy. Others, usually property owners or other local residents, were interviewed as they were encountered in the course of

survey. Notable among these individuals were Pinecliffe residents Christine Giggey, James Flynn, and Jerri Lee Baker, and Lincoln Hills resident Ray Steele. Colorado railroad historian Kenton Forrest, of the Colorado Railway Museum, was another who offered especially helpful information, in this case as regarded our research about scheduling and passenger service on the Moffat Line.

Secondary Sources

Secondary sources consulted for this project were many. Books on Colorado history and geography were important as sources of general information and citable, well-documented history. *The Little Kingdom of Gilpin*, by Alan Granruth, provided good locally specific historic background. One standout scholarly work that was especially helpful in researching a more general history of Gilpin County was historical geographer William Wyckoff's *Creating Colorado: The Making of a Western Landscape, 1860-1940*. Wyckoff, a professor of geography at Montana State University, Bozeman, has provided an insightful examination of the interconnected economy and settlement geographies of historic Colorado. Specific books on the history of the Moffat Road and the Moffat Tunnel were also consulted, as were peer-reviewed journal articles, contextual histories, and previous documentations of sites in the area. Architectural histories and cultural landscape histories were also consulted, to support the formation of a cogent background history of the project area. On occasions when it was necessary to consult a dictionary of architectural terms in order to complete site forms, *American Architecture: An Illustrated Encyclopedia* by Cyril M. Harris was the preferred source.

4.0 HISTORIC BACKGROUND

GILPIN COUNTY

The mountains along the Front Range of eastern Colorado have long been the site of human endeavor, although the intensity of these endeavors has fluctuated widely over the past two centuries. Prior to the influx of European-American settlement in the last half of the nineteenth century, the area now known as Gilpin County saw humans only seasonally, as Ute, Comanche, and later, Arapaho and Cheyenne peoples traveled across the area during warmer months. The mountains saw little European or European-American settlement, although traders and trappers traversed the area in the eighteenth and early nineteenth centuries. While accounts exist of at least one trapper making an isolated gold find in the mountains of central Colorado, it was not until the Pikes Peak Gold Rush of 1858 that mining activity truly began (Cassells 1997:241-249; Fell and Twitty 2006:E2; Gilmore et al. 1999:323-324; Wyckoff 1999:28-37).

Historian Patricia Limerick has said that “mining rushes picked up the American West and gave it a good shaking” (1981:100). In the area that is now Gilpin County, the Gold Rush of 1858 had exactly this effect, resulting in dramatic alteration of the landscape literally overnight. It began in the late spring of 1859, when a miner named John Gregory, one of about twenty men prospecting in the area, staked the first claim in the area. In 1858, the year prior, Gregory had been on his way to California from Georgia, having had experience mining gold in both places, but the impending winter and tales of gold strikes at Cherry Creek in what is now Denver had diverted him south from Fort Laramie. He found gold near what is now Central City in the fall of 1858, but was not able to stake his claim until the following spring, when winter snows had cleared (Fell and Twitty 2006). By mid-summer of 1859 “Gregory’s Diggings,” as the mining camp was known (later “Mountain City”), and the area surrounding it had more than twenty thousand hopeful placer miners living in tents, dugouts, and any other type of shelter they could find, as they panned the streambeds and combed alluvial soils in their daylight hours. The large number of new miners was no accident; the United States’ economic downturn of 1857 had fostered a dramatic rise in unemployment, and the cry that gold had been discovered in the mountains of Colorado was often answered by men who found they had little to leave behind. Few found the large strikes that fed the legends, but many were able to make enough to stay in the area. In addition to the sporadic wealth associated with placer mining, the discovery of large quartz deposits, which were mined with more industrialized hardrock mining methods, provided wages, a more stable source of income for the miners. Two short years later, in 1861, Colorado received territorial recognition and Gilpin County was organized, with Central City (which had sprung up near Mountain City) designated as the county seat. Populations at that time fluctuated wildly, as hopeful miners flooded in, “go-backers” went home despondent, and those that did stay often left the area for the winter, coming back in the early spring to re-occupy their cabins. The 1860 census gives the population of the Central City area (including Mountain City, Nevada City) as around 5,000, and a figure of 34,000 in the mining region (Gilpin County Historical Society 2008. http://www.gilpinhistory.org/our_history.html).

Early Gilpin County residents faced deplorable conditions as they attempted to meet their basic needs. Haphazard settlement along unplanned and unfinished roads, coupled with high population turnover, achieved a natural landscape crippled by the pursuit of wealth born of mineral extraction. To house themselves, warm themselves, and fuel their economic pursuit, miners set about denuding the hillsides of trees; historical geographer William Wyckoff notes that “Every phase of nineteenth century mining consumed wood in great quantities” (1999:69-70). To feed themselves, miners decimated local game populations. The effect of placer mining on the riparian ecosystem of Clear Creek and its tributary mountain streams was profound, as animals dependent on the water sources were forced out of the area, and fish were dynamited by impatient miners tired of fishing with more traditional methods. Wood smoke, and later the black sooty smoke expelled by ore processing facilities at the mining-camp-turned-town of Black Hawk, was the grimy hallmark of Gilpin County’s successful mining industry (Fell 1979:49-50).

Smelting at Black Hawk was a sign of a critical shift in mining economy at the time. Although placer deposits became scarcer after the first year following Gregory’s discovery, hardrock methods of gold extraction were soon at the ready. By 1861, stamp mills were operating in the new county, including a stamp mill at Rollinsville, site of placer mining activity associated with the initial rush in 1859 (Figure 3). At stamp mills, which mining historian James Fell has called “more characteristic of an industrial society” (Fell 1979:7), the hardrock was crushed and heated in a complex process that separated the gold and silver from the other minerals encasing it. In addition to new technology, the more complex and even more invasive hardrock mining required a greater capital investment and a steady labor force. As placer mining gave way to hardrock mining and its more entrenched infrastructure, the transient populations and associated social instability gave way to a more sedentary population, as the populations of Central City and the new smelting center of Black Hawk stabilized. In the few years since John Gregory’s claim, gold mining, begun as a quick way to individual wealth, had become an industry, and Gilpin County was at the forefront. Central City became known as the “richest square mile on earth.” While no longer the booming area it had been in the months following Gregory’s discovery, Gilpin County was able to weather the events, such as the Civil War and ongoing conflicts with Native American groups, that spelled death to many Western settlements. By 1869 “The Little Kingdom of Gilpin,” as it was called, was decidedly the leading gold producer in the Colorado Territory, which had by then earned a reputation as a land where mineral extraction was the key to wealth (Wyckoff 1999:49).



Figure 3. Rollinsville, approximately 1915. The stamp mill (circled) is the second-from-the-left of the larger buildings, at the site of what is currently the Rollinsville Store.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00120401+L-401>.

ROADS AND RAILS

Although it was the shining star in the firmament of gold mining in the Colorado mountains from 1860 to 1890, Gilpin County did not exist in a vacuum. Like any locale centered on a new industry, its success was, as Wyckoff notes, “tied to the geographies of roads, rails, supply lines, telegraph and telephone poles, and flows of investment capital that wed even the most remote alpine locale to the affairs of the busy world below” (1999:53). These linkages were not easily accomplished. In the early years of the boom, roads were difficult and expensive to build, with steep grades and unstable soils complicating construction of roads that could provide sufficient passage for wagons large enough to carry ore or supplies. Road construction in the mountains at the time was entirely a private endeavor, and federal and territorial monies were not part of the equation. Rather, the members of mountain communities pooled money and labor resources, selling bonds and levying taxes to hire unemployed miners to build routes that would connect their new towns to the just-as-new cities of the Plains. Toll roads, built and financed by private entrepreneurs, were also key, connecting the nodes of mining activity by freight wagon and stagecoach to the world beyond the mountains. By the early 1860s Gilpin County was laced by wagon and toll roads,

facilitating further intensification of settlement in the area as homesteaders arrived to raise crops and livestock needed to feed the burgeoning population.

One of these toll roads was key to the history of the tunnel corridor: The Rollins Pass Road, completed in 1873 by John Q. A. Rollins' Middle Park and South Boulder Wagon Company, became an important route for settlement in the area, enabling travelers from Denver and the Plains to access the Western Slope and points beyond (Figure 4). Although the road over the pass could be torturous, it was one of the narrowest passes over the Continental Divide. In 1865 Rollins had guided a Mormon wagon train over the route, and the following year he bought the rights and began to build the road. It was that year, 1866, that the visionaries of the Pacific Railroad decided not to cross the Continental Divide at Rollins Pass, but instead to lay their track across the much easier terrain in southern Wyoming. This decision was reached when a locating party, which was exploring Rollins Pass as a possible crossing point, nearly perished in a blizzard at what is now the East Portal of the Moffat Tunnel (Bollinger and Bauer 1962:181; Boner 1962:25).

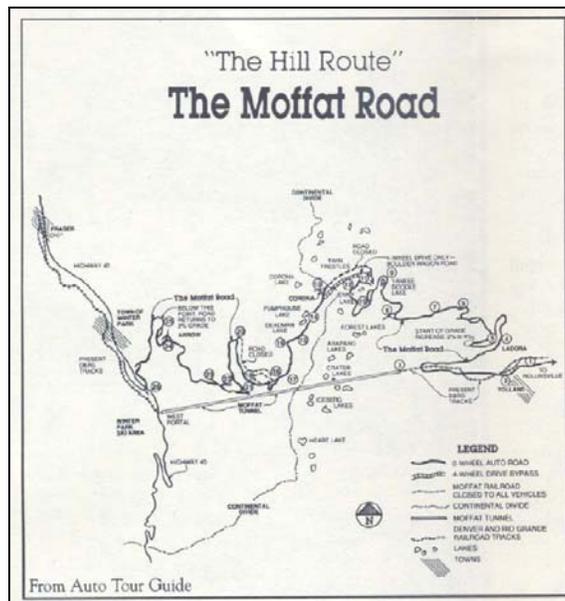


Figure 4. Auto Map showing the historic route of the Rollins Pass Road.

Photo Courtesy the Rollins Pass Restoration Association, http://www.moffatroad.org/RPRA/RPRA_Home.htm. Accessed June 18, 2009.

It was not until after 1870 that railroads, which had been increasingly criss-crossing the Plains, began to work their way into the mountains. Narrow gauge lines were better suited to the twisting and climbing inherent in mountainous terrain, and the first railroad line to Gilpin County was the narrow gauge Colorado Central, owned by W.A.H. Loveland, which extended from Golden to Black Hawk in 1872, stretching to Central City a few years later (Wyckoff 1999:56).

David H. Moffat: Visions of Connecting Denver and Salt Lake

In the employ of the Colorado Central was a young man whose vision for bridging the Continental Divide by rail had a profound impact on Gilpin County. David Halliday Moffat,

Jr. (Figure 5), had come to Denver in 1860 at age 21, first as a bookseller and later working as cashier for the First National Bank. By the late 1860s he had become a railroad man. Moffat's disappointment at the Union Pacific's 1866 decision to build their track across Wyoming, marginalizing Denver and Colorado, led to a lifelong quest to regain Denver's prominence as a regional hub. Moffat served as treasurer for the Denver Pacific line, which connected Denver to the Union Pacific in Cheyenne in 1870. With Governor John Evans, Moffat incorporated the narrow gauge Denver, South Park, and Pacific (DSP&P). Soon after, he became receiver of the Colorado Central. Moffat became president of William Palmer's Denver and Rio Grande Railroad Company (D&RG) in 1885, and shared with Palmer the vision of a standard gauge line that traversed the Rocky Mountains to Salt Lake City. However, in this instance the adage "where there's a will there's a way" failed to apply: a practical route across the mountains eluded the men, and the railroad's directors in New York would not fund the line. Moffat's association with the D&RG ended in 1891 (Albi and Forrest 1978:3-4).



Figure 5. David H. Moffat, Jr., approximately 1898.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00115123+H-123>.

It was not until 1902 that Moffat revived his dream of bridging the Continental Divide with a standard gauge track. With a group of investors that included William G. Evans and Walter S. Cheesman, Moffat founded the Denver, Northwestern and Pacific Railway. Moffat's quest was fueled as much by his belief in the economic potential of Colorado's northwestern region—increasingly profitable ranch country, which also held enormous coal reserves—as by his desire to connect Colorado directly with the Pacific. However, his investors put up little money and new investors were slow to appear. Opposition from the men who ran the

competing railroad companies, in particular the Union Pacific's E. H. Harriman, was fierce. Harriman scared off Moffat's most important investors, including Cheesman (Bollinger and Bauer 1962:85). In the end, Moffat put up most of the money from his personal reserves.

What progress the DNW&P made could be credited to the brilliance of Moffat's locating engineer, H. A. Sumner. Sumner succeeded where others had failed by orchestrating a spectacular series of curves and tunnels (the DNW&P placed the largest order of black powder in Colorado's history to blast more than thirty tunnels on the route [Albi and Forrest 1978:4]), running the rail line past Leyden Mesa northwest of Denver to Pinecliffe and over Rollins Pass, the pass being the temporary route until a tunnel beneath the Continental Divide could be constructed. The Moffat Road over Rollins Pass (see Figure 4) became one of the most popular scenic rail trips in the state at that time, but the cost of operating the rail line over the pass, which was often snowbound, was enormous. Moffat pushed the rail line to Steamboat Springs, but his attempts to build the tunnel during his lifetime never came to fruition. He died in 1911, while in New York attempting to raise more funds for the endeavor.

The Moffat Tunnel

Moffat's dream did not die with him. His rail line was purchased by his associates, including Charles Boettcher, and the railroad—now named the Denver and Salt Lake (DS&L)—extended to Craig in 1913 but went no further. The cost of operating over Rollins Pass consumed the company's profits, and it appeared that without a tunnel the line would go no further. During WWI, the people of the state had come to value the Moffat Road as a way to transport mineral resources from the Western Slope to Denver. Although political maneuvering was difficult, the Moffat Tunnel Bill was passed by the State Legislature on April 29, 1922, establishing the Moffat Tunnel Improvement District. This district encompassed the City and County of Denver and all the other counties served by the Denver and Salt Lake Railroad (Albi and Forrest 1978:6).

The Moffat Tunnel contract was awarded to Hitchcock and Tinkler, a construction firm with much experience on the Moffat Road. The tunnel was to be constructed using the "pioneer bore" method, with a smaller tunnel, parallel to the larger tunnel, accessing the larger tunnel with crosscuts at several points (Figure 6). This allowed the larger tunnel to be worked at multiple points simultaneously and also provided advance information about geologic conditions under the mountain (Albi and Forrest 1978:6; Ubbelhode 1995:293). Later, after the tunnel was completed, the smaller tunnel was used to transport water from the Western Slope to the Denver area, and is still in use as such today (Colorado State Archives 2008).

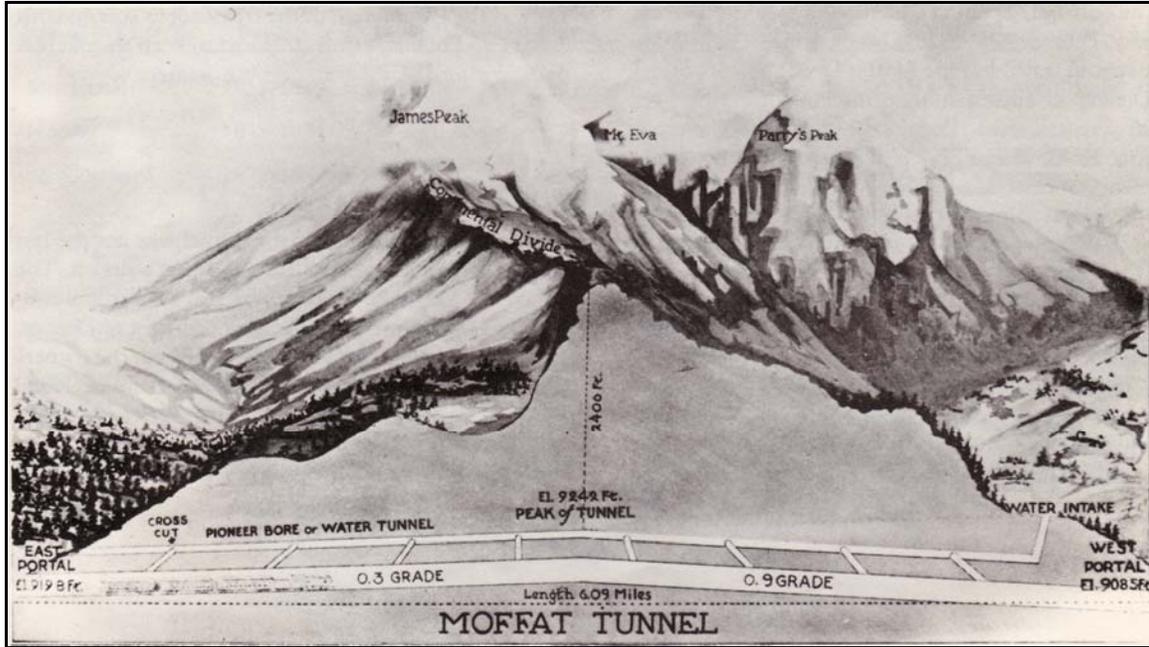


Figure 6. Historic graphic showing the proposed Moffat Tunnel in section, with the pioneer bore running parallel (Albi and Forrest 1978:7).

The Construction Camps at the East and West Portals

Hitchcock and Tinkler's crew penetrated the mountain from the east at a point under the shoulder of James Peak, about 10 miles west of Rollinsville. A second crew entered the mountain from the west at what is now Winter Park. A construction camp was established at each site. These camps, appropriately named "East Portal" (Figure 7) and "West Portal," were in themselves small towns. They were begun in 1922, soon after the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District. The Moffat Tunnel Commission began preparation for construction almost immediately, even before the contract with Hitchcock and Tinkler was finalized. The Commission was rightly concerned that if the infrastructure were not in place by the summer of 1923, the men would not be sufficiently into the mountain by the time winter set in, and the weather was sure to impede construction.



Figure 7. East Portal in 1926 or 1927.

Photo courtesy Denver Public Library Western History and Genealogy, digital image collection, <http://photoswest.org/cgi-bin/imager?10008022+X-8022>.

For the few years they were fully occupied, the camps were thriving communities. The Commission and the contractor were determined to keep morale high, so the West and East Portal camps had good accommodations, and the workers had good working conditions. The camps had bunk houses—luxurious accommodations by most standards of the time, as the men were only two to a room—with showers and toilets. Hot showers were also available in the changing rooms at the portal, as it was feared that moving too quickly from the warmth of the tunnel’s interior to the winter cold outside would make the men ill. Cottages were built for the managers and their families. In addition, some workers, presumably those who had families or whose families were with them, rented cottages built by investors. Other camp facilities included: a 24-hour mess hall with high-quality food (Figure 8); a school, which also housed religious services on Sunday; a six-bed hospital with an operating room, X-ray machine, and round-the-clock doctor and nurse; a post office; and a recreation hall that featured a movie theater (admission 35 cents), card tables, pool tables, and at which dances were sometimes held. (Albi and Forrest 1962:6, 15; Bollinger and Bauer, 1962:184; Hitchcock and Tinkler 1927:18-19).



Figure 8. Meal time at the Mess Hall at East Portal. Mess Halls at both portals were open round the clock (Albi and Forrest 1978:15).

The moral tone of the camps was upheld by the encouragement of a healthy community life. The men of each camp had a chapter of the Elks club, as well as an athletic club, and the wives who lived in camp had a bridge club and other clubs. Cards, while allowed in the recreation hall, were not allowed in the bunkhouses. The camps were also, notably, dry: the tunnel was built during Prohibition. In their account of the building of the Moffat Tunnel, published in 1927, Hitchcock and Tinkler point out that this made for a marked difference from work camps in pre-Prohibition days: “Contractors who ran camps in pre-Volstead days are in a position to make comparisons. Before prohibition all the disorders, many strikes, and uneasiness of workmen could be traced to whisky” (Hitchcock and Tinkler 1927:19). Another factor that kept morale high was Hitchcock and Tinkler’s practice of filling vacancies by promoting workers from within the organization (Hitchcock and Tinkler 1927:21). No doubt this was partly out of necessity as well, as WWI had left the mining industry with a skilled labor shortage (Albi and Forrest 1962:15).

The use of the buildings at East Portal that were not removed or demolished following the completion of the Moffat Tunnel in 1927 is undocumented, but they were likely used to house maintenance workers for the Tunnel and the East Portal ventilation plant. One account (Reed n.d.:16) notes that military sentries were posted at the East Portal during World War II (WWII), and the buildings may have been used to house them.

In 1928, the Moffat Tunnel opened for business. Twenty-eight men had died in the effort (but this was a favorable record compared to similar projects in other parts of the country and world) and the project had exceeded its original budget by some 11 million dollars, but at 6.2 miles long, 24 feet high, and 16 feet wide, it was finally complete (Albi and Forrest 1978:7; Ubbelhode 1995:293). The first freight train passed through the tunnel on February 24, 1928,

and the opening ceremony, on February 26, had 2,500 attendees, who came by rail from the Moffat Depot on 15th Street in Denver. Dignitaries included Governor W. H. Adams, former Governor O. H. Shoup, the Mayors of Denver and Salt Lake City, and many other luminaries, and the celebration was broadcast by radio across the nation. The Denver Post provided a golden spike, and a time capsule was sealed, containing among other documents the 2,500 ticket stubs of the revelers (Albi and Forrest 1978:8).

Railroad historians Charles Albi and Kenton Forrest of the Colorado Railroad Museum note that the Moffat Road old-timers were later fond of saying the tunnel took “twenty-three miles off the route and twenty-three days off the schedule” (1978:7). Although this was an exaggeration, the benefit of the tunnel was enormous. In addition to allowing for the doubling of train lengths, it saved the cost of operations over Rollins Pass. In the course of time, the Moffat Tunnel became part of a transcontinental route, as the D&SL line connected to the Denver and Rio Grande Western (D&RGW) Main Line at Dotsero in 1934 (Albi and Forrest 1978:7). During WWII, Denver’s protected inland location made it a key distribution point, and the D&SL played an important role in the conveyance of defense-related freight and troops between Denver and the West Coast. As many as thirty trains a day shot through the Moffat Tunnel, loaded with supplies and/or men (Albi and Forrest 1978:10). Tolland property owner Leda Reed tells of being a teenager in Tolland during WWII and the impact of the rail line:

Freight trains full of war equipment were an every day sight, but the excitement of a troop train passing through threw us into a frenzy. The first one to spot it would yell “troop train” and across the road and over the fence we would go wave to the service men. They would be hanging out of the windows waving and throwing kisses. Once in a while the train had to lay over at Tolland. When they saw us, out the windows they came. We would hand them wild flowers and occasionally our address (Reed n.d.:16).

In 1947, the D&SL merged with the D&RGW, and the company continued to run both freight passenger trains, including the famed California Zephyr. The D&RGW continued to run the California Zephyr through the tunnel, although the passenger service to the small stations in Pinecliffe and Rollinsville was provided by the daily Yampa Valley mail train (regular passenger train service to these stops was discontinued in 1928, with the opening of the Moffat Tunnel). In or about 1968, all rail service to these small stops in northern Gilpin was discontinued (Kenton Forrest, personal communication, March 28, 2008), although the station in Tolland was closed earlier, following World War II (Reed, n.d.:37). In 1983, the D&RGW turned passenger service over to Amtrak (Amtrak continues to run a train service called the California Zephyr through the tunnel as part of its Chicago-San Francisco route). In 1988, under then-owner Philip Anschutz, the D&RGW combined with the Southern Pacific Railroad and in 1996 was sold to the Union Pacific, which, like Amtrak, still uses the tunnel today.

TWENTIETH CENTURY RECREATION IN NORTHERN GILPIN COUNTY

Railroads drove the engines of the economy of the American West in many ways, both literally and figuratively. Perfectly compatible with mining interests, and their track lacing

the state because of this, the railroads also served those who were drawn to the state for other reasons. To understand the landscape and history of seasonal recreation in the project area, one must first take into account the history of seasonal recreation in the region in general.

Soon after the Gold Rush of 1858 brought the miners, images and accounts of the sublime wilderness brought affluent Easterners who consumed the mountains in a much less literal way than the miners did. These first tourists were from the leisure class—well monied and in search of adventure. Their forays into the mountains were made from bases like the Brown Palace in Denver, the Broadmoor in Colorado Springs, and other gateway resorts. Their activities involved not only sight-seeing, but hunting, fishing, and mountain climbing. Estes Park, a popular summer resort, was heavily promoted by the Earl of Dunraven, who purchased over 8,000 acres of land in the area for use as a private hunting reserve (Brosnan 2002:166; Wyckoff 1999:83). Before long, the Colorado mountains were to draw tourists from a much broader class base. After 1890, middle-class visitors to the high country far outnumbered the elite. This meant even more changes in the cultural landscape of the mountains. As Wyckoff notes:

In the first twenty years of the new century, a flood of Americans of more modest means demanded their own assemblage of tourist experiences and accommodations that could meet their limited budgets and time. Several basic shifts in the interplay between tourists and the Colorado mountains became apparent between 1890 and 1920. Most fundamentally, a new scale of consumption, both in the number and variety of mountain attractions as well as in the sheer volume of visitors, exerted an ever greater impact upon mountain settlement patterns and landscapes. Colorado's mountain tourism was a clear sign of the fundamental cultural and economic shifts that were propelling westward increasing numbers of urban middle-class American families. (1999:84)

Although the federal government had begun to withdraw forested lands from homesteading use as early as 1891, this was largely prompted by the need to conserve timber, and recreational use was not a consideration. It was not until 1905, when President Theodore Roosevelt appointed Gifford Pinchot to lead the newly designated U.S. Forest Service, that these lands were organized into the National Forest System. Even then, fostering recreational use of these lands was not a priority for the Forest Service, which called such activities as hunting, fishing, and camping on National Forests “incidental” (Segin and Cordova 2004: Section 8, pg. 12). However, pressure from increased use of public lands for recreation mounted, and the Forest Service responded by offering permits to concessionaires who built organized camps for tourists. In 1913, a Forest Service report noted a significant increase in permits issued for recreation use, especially for summer cottages and “permanent campsites” (Segin and Cordova 2004: Section 8, pg. 13). After the turn of the twentieth century, the increase in automobile ownership brought even more travelers and tourists to the Colorado mountains. The city politicians in Denver had begun to market the city as a gateway to scenic splendor, and from that push the Denver Mountain Parks System, “a nationally famed example of marrying a major American urban area with its surrounding environment,” was born in 1912 (Wyckoff 1999:85).

In Gilpin County, along the Moffat Road, the proximity to such scenic wonders as Rocky Mountain National Park was not as close as satellite communities like Riverside and Raymond in Boulder County. Nevertheless, a great many early twentieth century Denverites chose to spend the pleasant summer months in the resort communities of north Gilpin County, and accessibility to the area provided by the rail line was no doubt an important encouraging factor. Seasonal recreational occupation of the project area probably began almost as soon as Moffat's railroad began to serve the area, and possibly before. For instance, Katherine Toll (discussed later in this section) and her sons platted Tolland in 1904, the year following the completion of the railroad over Rollins Pass, and while Tolland was to become a thriving year-round community for many years, many of the lots they sold were for seasonal-use cabins and houses (Reed n.d.). Beginning about 1905, the DNW&P ran a passenger train through the area, and seasonal residents of Tolland, Rollinsville, and Gato (later Pinecliffe) often became summertime commuters; they could take the morning train to Denver (a trip of about two hours) and return on the evening train (Bollinger and Bauer 1962:93). The railroad also ran "picnic trains" and excursion trains in the summer from the Moffat Station in Denver to Tolland and to Corona at the top of Rollins Pass (Bollinger and Bauer 1962:97). With the opening of the Moffat Tunnel, in 1928, the stations along South Boulder Creek were closed, as were the stations on Rollins Pass (Boner 1962:190), but it is likely that by this time most summer commuters were making the trip by automobile. Although some passenger service was still provided (a train could be flagged down), the schedules were no longer conducive to commuting to and from Denver.

Original construction dates of the properties recorded for this survey have a wide range: the earliest was built in the early 1860s, as part of the early phase of European-American settlement in the area; the most recent was built in the 1950s, after the railroad was no longer a factor in seasonal recreation in the area (although its associated infrastructure—roads and small businesses that came to be in the years the rail line served passengers in the area—probably made the area more attractive to postwar seasonal dwellers). However, the bulk of the properties recorded were built in the first half of the twentieth century, which saw an explosion of seasonal use—from the turn of the century until WWII—as Denverites, other Coloradoans, and people from other parts of the nation bought and/or built cabins in the accessible regions of the Rocky Mountains.

The areas of Pinecliffe, Lincoln Hills, Rollinsville, and Tolland—all station stops along the Moffat Line—each have unique histories and landscapes that set them apart from one another. But each also contains, to some degree, historic properties that symbolize the multi-faceted natures of the histories of these places. Following is a brief synopsis of the historic background of each area, as it applies to the properties investigated.

COMMUNITIES IN THE GILPIN TUNNEL DISTRICT

Each of the communities containing buildings documented as part of this project had a character all its own. Although mining was the driving force in the early settlement of the area, other economic bases and factors also drove settlement, some layering on top of existing mining communities and some responsible for settlements that are distinct and unique. These disparate forces have left their mark on the area; for instance, the imprint of Lincoln Hills as an African-American resort is still legible on the land, as is the landscape of early mountain

agriculture in Pinecliffe. The following section presents a capsule history of each of the areas under study for this project.

Pinecliffe

The tiny community of Pinecliffe was originally called Gato, and was established as a service camp for the railworkers constructing the Moffat Road in 1903 (Western History and Genealogy Department 2007; Gazetteer Company 1910–1930). The camp was established at the point along the rail line where the grade and the stream meet (at the western mouth of Coal Creek Canyon) and a broader expanse of level ground is available.

Prior to the arrival of the rail line, the immediate area was the site of some placer mining and mountain farming. One notable farmstead, the Winiger homestead, has two buildings still standing. Joseph and Elizabeth Winiger settled in the canyon in 1861, later filing a homestead claim. They and their four children grew potatoes and other vegetables in the mountain meadow, and the family maintained a presence at the property until son Henry Winiger's death in the 1940s (*Country Life* 1975). The log house and the log barn (5BL476) built by the Winigers were re-documented for this project. These were originally recorded in 1980 and were re-recorded in 1999 by the U.S. Forest Service. They were determined to be officially eligible in 2000.

The shift to the name "Pinecliffe" may have happened with the establishment of the post office in 1909 (Colorado Place Names n.d.), but the exact date is uncertain. A schedule for the DNW&P railroad from 1909 lists the station as Pine Cliff (Griswold 2004:8). Currently located at 114 – 116 Pinecliffe Road along the Main Street of Pinecliffe, the post office was originally housed in the rear of a grocery and served residents in the South Boulder Creek area, including the resort area of Lincoln Hills, beginning in the 1920s.

In 1913, Pinecliffe was subdivided for residential and commercial development by Guy C. Knox (Figure 9). As was common with platting in the mountains at this time, the plat did not account for topography, and some of the lots were inaccessible or could not be built upon, because the terrain was impossible to navigate. Regardless, a number of lots were sold to prospective vacationers, who quickly built cabins. The more elaborate cabins were constructed in the level areas adjacent to the creek, while more rustic examples were perched uneasily on the slope along Woodbine Place. The population in the area grew enough to support commercial enterprise: by 1915, the Colorado State Business Directory showed a confectioner and a grocery serving the community, and these businesses were still active in 1925 and 1935 (Colorado Business Directory 1915:898, 1925:801, 1935:818). Although some have speculated that prostitutes conducted business in the vicinity of Gato/Pinecliffe, no documentation to support this was discovered for this project. However, that does not mean that the trade was not active in the area. Mining camps and the mountain towns that sprang up around them usually had some kind of red light district. Central City's red light district was well known, and even today the historians of the town do not shy away from including these women, in particular Madame Lou Bunch, in the town's celebrated history (MacKell 2004:263). As a rail camp, Gato may well have contained a brothel; if so, however, this history was not revealed in the research for this project, nor was it revealed in the histories documented for individual properties.

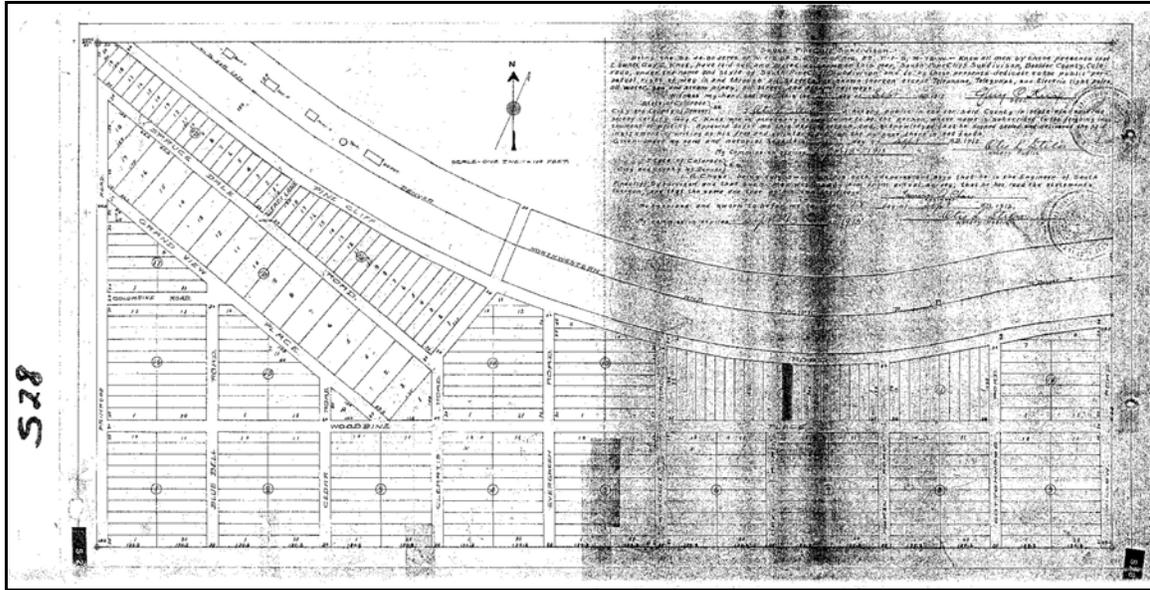


Figure 9. Guy C. Knox's Plat of Pinecliffe, 1913.

Courtesy of the Gilpin County Clerk and Recorder's Office.

In 1947, Pinecliffe achieved notoriety when Emily Griffith, the widely loved Denver educator who founded the Emily Griffith Opportunity School, and her sister, Florence Griffith, were mysteriously murdered in their tiny cabin. The murderer was never apprehended, although some speculated it may have been the work of their good friend Fred Lundy, whose body was found many days later in the South Boulder Creek. Pinecliffe residents who knew Lundy disputed the suspicion, however, citing his good friendship with the sisters and his standing as a well-liked member of the community (Noel 2006, Faulkner 2005). The Griffith sisters' cabin (5BL10436) and the cabin belonging to Fred Lundy (5BL10441) are still standing, and were recorded as part of this project.

Lincoln Hills

Prior to its time as a resort area catering to African-Americans, the idyllic setting of what is now known as the Lincoln Hills area (Figure 10) was the site of mining activity. Known as the Pactolus Placer, the area was developed as early as 1863 as a result of intensive placer mining activities along South Boulder Creek. Mining operations continued into the twentieth century, although by 1922 any large-scale extraction ceased.



Figure 10. Lincoln Hills, historic photo (1920s – precise date unknown).

Photo courtesy Denver Public Library Western History and Genealogy, digital image collection,
<http://photoswest.org/cgi-bin/imager?00600002+ARC-2>.

The Lincoln Hills Development Company (LHDC) was formed in 1922 by Denverites E.C. Regnier and Roger Ewalt, both of whom were African-American and who sought to build a mountain resort for middle class African-Americans (Figure 11). At the time of its founding, Lincoln Hills was the only vacation resort west of the Mississippi River owned by and catering to African-Americans. Two other resorts, Idlewild in Michigan and Oak Bluffs on Martha's Vinyard, Massachusetts, existed at that time; however, Lincoln Hills was the only one of the three originally platted by an African-American owned company. By contrast, Oak Bluffs grew into a resort from its beginnings as African-American religious revival grounds, and Idlewild was platted in 1912 by white investors (Garfinkel 2003; Karr 2004).

Although African-Americans had resided in Gilpin County since the Gold Rush era, and the spot was popular with Denver African-Americans as a picnic, fishing, and hiking locale even prior the platting of Lincoln Hills, the LHDC banked on the idea that members of Denver's black community would come to the mountains and build cabins. Their customers purchased lots at prices as low as \$40.00 per lot, with \$5.00 down and a \$5.00 monthly payment. Customers were drawn by the beautiful scenery, fishing, hiking, and other typical mountain-recreation activities, and lots sold quickly. Most important, that the resort area was now an African-American enclave meant that vacationers could spend their leisure time in peace, without fear of race-based discrimination or related incidents (Labode 2007:9).

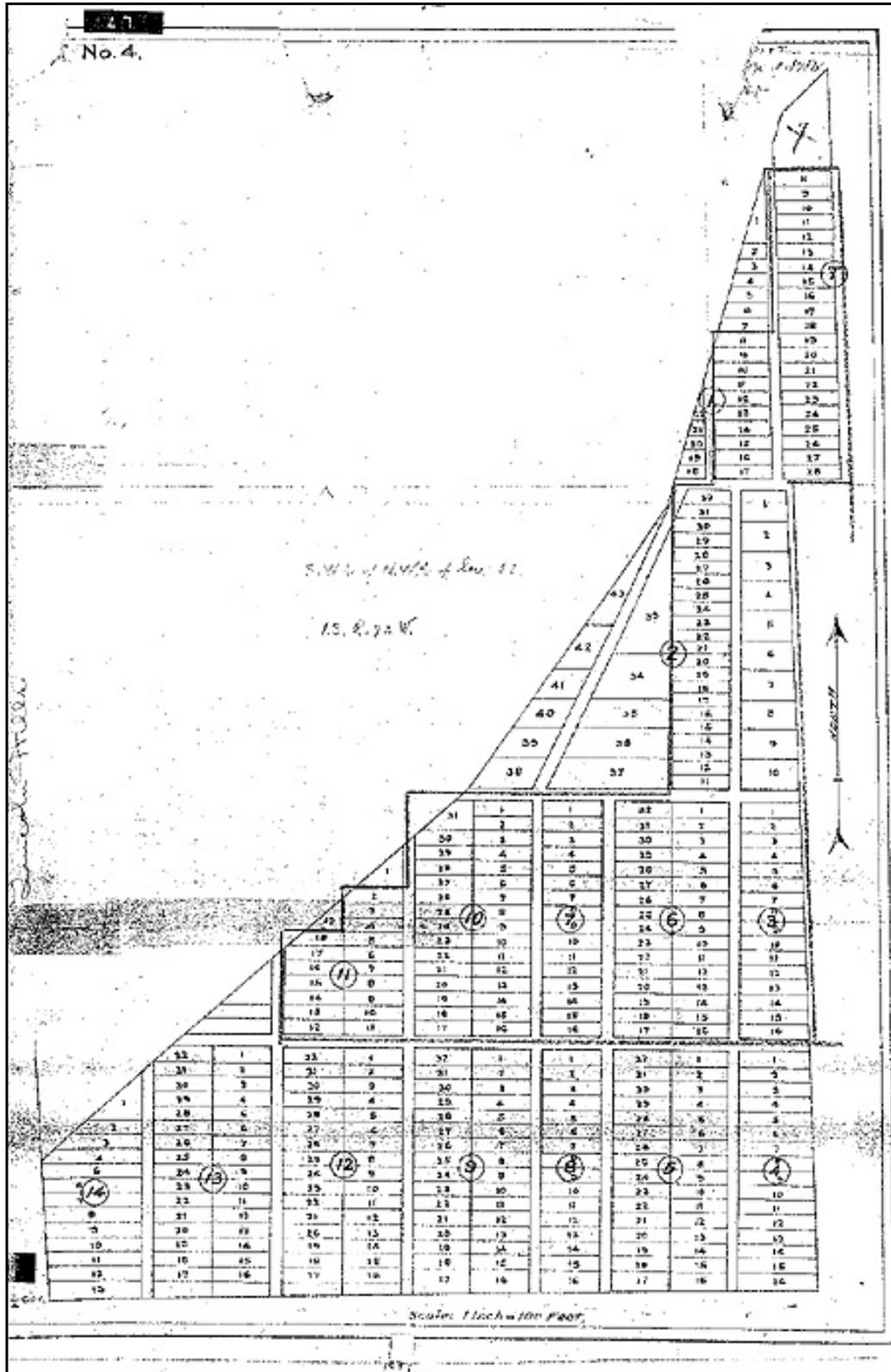


Figure 11. LHDC Plat of Lincoln Hills, 1922.
 Map courtesy Gilpin County Clerk and Recorder's Office.

Colorado historians Tom Noel and Stephen Leonard note in their book, *Denver: Mining Camp to Metropolis*, that around the time Lincoln Hills was platted, Denver's African-American population was economically better off than that of other cities where larger concentrations of African-Americans lived. The literacy rate among Denver's African-Americans was also higher, and the rate of home ownership was, the authors note, more than one-third of the population, or almost five times higher than that of New York City (1990:192). Nevertheless, the majority of African-American citizens in Colorado held jobs as laborers or servants. Segregation was common in businesses, and in housing it was enforced by restrictive real estate covenants and social pressure, which was sometimes accompanied by violence (Leonard and Noel 1990: 193). This atmosphere was partly fueled by the presence in early 1920s Denver of a very active arm of the Ku Klux Klan, which also made sure that Jews and Catholics were less than comfortable. Combine these social factors (i.e., a relatively more affluent African-American community, an atmosphere of discrimination, and Klan violence) with Lincoln Hills' beauty, fresh air, affordable lots, and relative isolation, and the resort would indeed have been most attractive to its constituents and therefore a successful proposition for the LHDC.

Many Lincoln Hills residents and vacationers arrived by car, but the ease of transportation offered by the D&SL was an enormous draw. Unlike other areas of the United States, racial segregation was not enforced on rail lines in Colorado (LaBode 2007:2). The railroad established a stop that served the Lincoln Hills area, and as with other seasonal residents along the Moffat Road corridor, Lincoln Hills residents were able to travel easily back and forth from the mountains to their Denver homes during the summer, departing and arriving in Denver from the Moffat Station on 15th Street. The rail stop was located across South Boulder Creek from the central area of the development (Figure 12), near the two most important sites in Lincoln Hills' history.

The first of these sites, Winks Lodge (5GL6), was constructed in 1925 by O. Wendell "Winks" Hamlet and his wife, Naomi, and was surrounded by rental cabins. Opening for business in 1928, the rustic lodge was the centerpiece of the resort community and continued to operate as "Winks Panorama" until Hamlet's death in 1965. As it was one of only a small handful of resort hotels that catered to African-Americans, the lodge drew such notable guests as Count Basie, Duke Ellington, Lena Horne, and Billy Eckstein. These musicians could perform at Five Points jazz venues in Denver, places like the Casino Club and the Rossonian, and then follow the gig with a trip to Winks Lodge. Not all VIP guests were musicians, however; one historian who has studied the history of Winks Lodge has likened it to the literary salons of the Harlem Renaissance for the readings that Winks and Naomi Hamlet hosted there. In the heyday of Winks Lodge, one could hear readings by luminaries like Langston Hughes, Zora Neale Hurston, and Countee Cullen (Juarez 2007). Hamlet's second wife, Melba, whom he married in 1952 following Naomi's death, was a noted cook, and the barbecue at Winks Lodge was likened to the best in Kansas City (Juarez 2007). Winks Lodge was added to the National Register of Historic Places in 1980, its nomination written by then-owner Bertha Calloway, herself an alumnus of Camp Nizhoni. Since 2006, it has been owned by the James P. Beckworth Mountain Club, a non-profit organization (Juarez 2007). Other buildings related to the Lodge, i.e., rental cabins, the house Winks and his wives occupied, and the building known as Winks Tavern (see below), still stand surrounding the lodge. Some are used as private residences, or are used in conjunction with the lodge and ensuing activities.



Figure 12. Rail stop at Lincoln Hills.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org>.

The second key site in Lincoln Hills history was the YWCA girl's camp, "Camp Nizhoni," (Figures 13 and 14) the name having been derived from the Navajo word for "beautiful." The camp, established in 1927 by the Phillis Wheatley Branch of the YWCA, was for young women and girls who were prohibited, because of their race, from attending the YWCA girls' camp at Lookout Mountain. The Phillis Wheatley branch—named for eighteenth-century poet and emancipated slave Phillis Wheatley—had been running the camp for girls since 1920, at various locations near Boulder and Idaho Springs. In 1925, thanks to the LHDC, the Phillis Wheatley Branch was able to establish the camp in a permanent location (Labode 2002).



Figure 13. Camp Cook “Mother Gross” with young campers at Camp Nizhoni.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00600194+ARL-194>.



Figure 14. Camp Nizhoni Campers, looking out the window of 103 Phillis Wheatley Way.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00600190+ARL-190>.

Located next to Winks Panorama, Camp Nizhoni reused a number of buildings (Figure 15) that dated to the years of the Pactolus Mine operation. The camp first leased the land from the LHDC for \$65.00 per year, but purchased the tract in 1930 for \$10.00 (Jones 2000:146). Although a price of \$10.00 seems low, even for 1930, the Depression was at that time having a grave impact on the working class; many Lincoln Hills property owners were having to abandon their lots. Although the LHDC may have given the Phillis Wheatley Branch a discounted price, it is also possible that this was all the market would bear.



Figure 15. 103 Phillis Wheatley Way (5GL1742). First associated with the Pactolus Placer Mine, the building was later used as part of Camp Nizhoni.

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00600005+ARL-5>.

As many as 50 girls attended the camp each summer, and the young campers at Camp Nizhoni hiked, went on overnight campouts, and learned much about plant and animal biology, astronomy, and other outdoor skills. Campers even learned to pan for gold (Jones 2000:146). Although the camp maintained operations through the Depression, the tightened budget meant that building maintenance was mostly deferred. Following the Depression, the war years saw further deterioration of the facilities, as the women who ran the camp were, like most of the American citizenry, preoccupied with the war effort. Camp Nizhoni operated until 1946, when the financial situation of the Phillis Wheatley Chapter became too strained to continue operations, and the buildings were sold (Labode n.d.:3). An additional factor contributing to Camp Nizhoni's demise was desegregation: following WWII, the national YWCA began to integrate its summer camps for girls, and African American campers may have had a broader range of options (Labode 2007:11; Juarez 2007). Archival sources examined for this report did not specify when the train ceased to stop at Lincoln Hills, but one source notes that dredging in the creek due to gold placer mining in the late 1930s necessitated a new stop farther north, and the girls walked or were bussed to the camp (Jones 2000). One building recorded as part of this project, 53 Winks Way (5GL1741), appears to have been used by Camp Nizhoni and as part of the Winks Lodge complex. One early photograph of the camp shows it labeled as a dining hall (Wolfenbarger 2005:6) and other documentary evidence confirms its history as Wink's Tavern. It is likely that the building was used by Camp Nizhoni until the camp closed in 1945, and then was purchased by Winks Hamlet for use as a tavern. Documentary sources used for this report did not record the end of the building's life as a tavern, but presumably it was open as such until 1965 or later.

The success of Winks Lodge and Camp Nizhoni are central to the success of Lincoln Hills more generally, but speak much about the people of Gilpin County. At a time when many in Colorado, even seated politicians, were members of the Ku Klux Klan, the county officials of Gilpin treated the Hamlets, the staff and youth of Camp Nizhoni, and the other residents of Lincoln Hills with respect. Winks Hamlet had a leadership role in the community that extended beyond the boundaries of Lincoln Hills; he was deputized by the Gilpin County Sheriff, in part because of Lincoln Hills' distance from the county seat, and was also the designated game warden and fire lookout.

Lincoln Hills remained active as a resort until the mid 1960s. The death of Winks Hamlet in 1965 left the resort without the leadership needed to maintain community, but the most significant reason for the demise of the site as a locus of African-American interaction was the success of the Civil Rights Movement, culminating in the 1964 passage of the Civil Rights Act. With segregation outlawed in the United States, younger African-Americans were drawn to other resort areas that had not been accessible to the early residents of Lincoln Hills. In the course of the ensuing years, African-American ownership in the Lincoln Hills area has decreased. But the historic architecture is still a symbol of a time when racial demographics in Colorado had an acute impact on the formation of the cultural landscape.

Recently, historian Modupe Labode and other scholars of African-American history have studied Lincoln Hills as they examine the legacy of exclusion and its effect on African-Americans and their communities (2007). The unique nature of the resort, as a site that was both an African-American-created space and a product of the "back to nature" seasonal recreation movement in the twentieth century United States, makes it an especially interesting study from a preservation standpoint. Few historic built resources related to African-American history in the state have been identified, and none have been recorded that say as much as Lincoln Hills does about the early twentieth century African-American middle class.

Rollinsville

Rollinsville was founded by John Quincy Adams Rollins, who first came to the region in 1860 and founded a mining camp and stamp mill (Denver and Rio Grande 2005). One account notes that Rollins became a wealthy man buying up played-out claims that became productive again when Nathaniel Hill brought his revolutionary smelting technology to the area (Jones 2008). In about 1865, Rollinsville became a service town for Rollins' Middle Park and South Boulder Wagon Company's toll road over Rollins Pass, which he began building after guiding a group of Mormon settlers over the pass that year (Bollinger and Bauer 1962:180-181). Prior to the arrival of the DNW&P Railway shortly after the turn of the century, the Rollins Pass wagon road was important to the economy of the state, and cattle, wagon trains, and other freight crossed the Continental Divide on the road. Competition from the stage road over Berthoud Pass led to decreasing traffic over the road in the later years of the nineteenth century, and when the railroad came through the road bed was used as the grade for the rail line.

Rollins built the Rollins House Hotel in 1865, and in 1868 he also built a large horse barn, now a tavern and restaurant called the Stage Stop (5GL1765). The barn building was used to house horses belonging to the wagon trains that crossed Rollins Pass, and it was at this point

that travelers paid the toll to cross the road (Cotter 1962). The town also contained the assay office, at which miners would have their ore samples assessed. The building has been moved from its original location, but still stands on a hillside overlooking Old Stagecoach Trail Road (5GL1774). The Rollinsville post office was established in 1871 (Colorado Place Names n.d.). Curiously, gambling, saloons, and dancehalls were not permitted within Rollinsville's town limits (Wolle 1949:38), although nearby mining camps like Perigo (also owned by John Rollins) offered these services. One early newspaper account tells of a dance held at the Rollins House Hotel on New Year's Eve of 1874 (Central City Register 1974), which demonstrates that the no-dancehall rule was not about prohibiting dancing; rather, it was probably an attempt to create a "moral" zone that would lure family-oriented settlers and travelers who were leery of the rough-and-tumble atmosphere of the mining region. Rollins saw his settlement as a permanent one, and believed that his road would eventually become a major artery connecting Denver and Salt Lake City, so it was natural he would want to create a community that could foster family life.

Rollins did not, however, stay to see this come closer to reality. He sold his land and holdings to Arthur Potter and Hal Sayre, Sr. The 1905 Colorado State Business Directory lists Rollinsville as a "growing mining town" with a population of 200 people (Colorado State Business Directory 1905:894). By 1925, however, the population of the town had dropped to 50 (Colorado State Business Directory 1925:869).

By 1928, Sayre and his partners had sold their holdings in Rollinsville to Ted Williams, who was listed as the owner of the hotel when a fire in that year destroyed it. The ban on drinking had been lifted by that time, and the town contained three saloons, a pool hall, a blacksmith shop, grocery, and a dance hall (Cotter 1962).

Although many commercial enterprises in and around Rollinsville were established to serve the DNW&P after 1904, one of the enterprises that formed around rail shipping was unique in the area. The Espy Ice Company, formed in 1910 by J. Reimer Espy, provided ice for the refrigerator cars on the trains. In 1913, Espy built his home near the site, as well as an icehouse for storage purposes. The company built a dam across South Boulder Creek, and harvested ice from the reservoir twice annually, when the ice reached a thickness of 20 inches. The Espy Ice Company continued to supply ice for the railway until 1959, when mechanical refrigeration of rail cars became the standard. Until the early 1970s the company shipped ice to Denver, until again mechanical refrigeration technology made the industry obsolete and the company ceased operations (Bruce Espy, personal communication 2007). Although no ice storage buildings associated with the company remain, the Espy house (5GL1751) and three other service buildings (5GL1752, 5GL1753, and 5GL1754) still stand. SWCA recommends that these buildings, as a group, contain NRHP historic district potential. This recommendation is discussed in greater detail in Chapter 5 of this report.

Tolland

[Local Tolland historian and resident Leda Reed has extensively and creatively documented the history of Tolland through oral histories, archival research, and her own memories in her compilation Historic Boulder Park, Yesterday and Today (n.d.). While numerous archival sources were used in the following historic background of Tolland, it is Leda Reed's book that

underscores this and many other histories of the Tolland area. Although it is unorthodox to begin such a section in a report of this nature with an acknowledgement, the authors of this report will chance such a departure, feeling as we do that we owe her a debt of thanks.]

Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887 (Reed n.d.:26). In 1893, mining attorney Charles Hansen Toll, who was a former Colorado Attorney General and prominent citizen of Denver, purchased the land from Osgood and Blount for \$1,000.00 with the intention of damming South Boulder Creek to build a reservoir to serve his ranching interests near Broomfield. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51.

In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904 (Bollinger and Bauer 1962:39). Mrs. Toll and her four sons found themselves positioned to take advantage. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins (Figure 16).

Mammoth was, in fact, renamed after Katherine Wolcott Toll's ancestral home in Tolland, England, although the Toll family name was no doubt a coincidence that encouraged the decision. Her sons went on to become prominent in their own fields, and second son Roger Wolcott Toll was later superintendent of Rocky Mountain National Park. Mrs. Toll built the Mariposa Hotel, later renamed the Toll Inn (Figure 17), in 1904, named for the Mariposa lily, which grew in profusion in the meadow surrounding the building (Reed n.d.). Even before the coming of the railroad to the area, it had been an active community. The adjacent mining camp of Baltimore even had an opera house in its saloon (Wolle 1947:38). As a stage station on the Rollins Pass toll road, Mammoth had appealed to others who envisioned it as a resort, but as the DNW&P made the area more accessible to seasonal occupants, and as the Toll family developed Tolland, this was to become more and more the town's persona. Conscious of Tolland's appeal as a scenic stop on the railway, the DNW&P built a large picnic shelter and dance pavilion, and began to run excursion trains to Tolland. The crowds of tourists were no match for the tiny platform on the rail line, and the original Moffat Station at 15th and Delgany Streets in Denver was moved, brick by brick, to Tolland and rebuilt in 1906 (Bollinger and Bauer 1962:98; Reed n.d.). A roundhouse was constructed at the town in 1905 (Reed n.d.).

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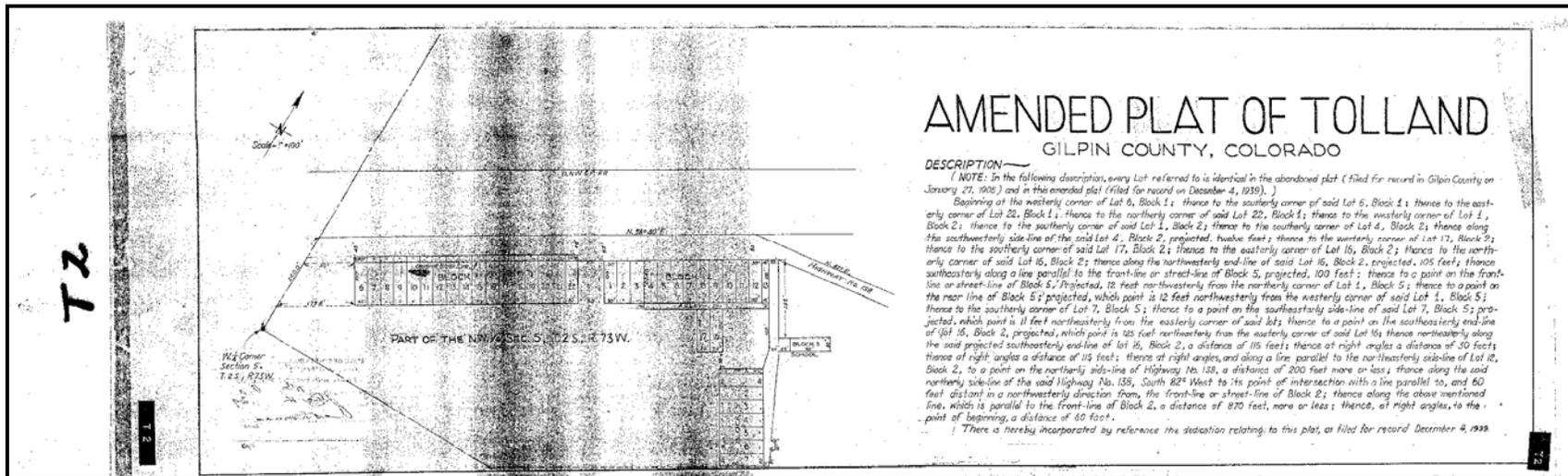


Figure 16. 1906 Plat map of Tolland. Charles H. Toll Investment Co. & Katharine W. Toll.

Map courtesy of the Gilpin County Clerk and Recorder's Office.



Figure 17. The Toll Inn, Tolland, photo date unknown. The building was constructed in 1904 and burned down sometime in or after 1910 (Reed n.d.: 28; 99).

Photo courtesy Denver Public Library Western History and Genealogy Collection, <http://photoswest.org/cgi-bin/imager?00070627+MCC-627>.

Tolland's size and reputation as a resort community grew quickly in the early years of the twentieth century. The railway ran commuter trains that could carry breadwinners to their jobs in Denver in two hours, enabling their families to spend summers in the fresh, if thin, mountain air. The town's economy was still connected to the mining industry, and the lumber industry was also an increasingly important employer in the area—lumberman and Tolland sawmill owner Charles Zarlengo, whose family still owns cabins in the Tolland area, is noted to have provided all the logs for the 1935 St. Rita's Chapel in Nederland—but most year-round Tolland residents worked for the railroad (Satkowski 2007; Crossen 1962). In 1909, the University of Colorado, drawn by the local plant diversity and Tolland's easy rail access, built the Mountain Laboratory of Field Biology (known locally as the "Bug House") there, conducting summer field courses over the next decade (Reed n.d.). The year-round population was around 250—about the same size as neighboring Rollinsville—in 1915, and seems to have been relatively stable, as the number is the same in 1925 (Colorado State Business Directories 1915, 1925). But predictably, the population dropped with the opening of the Moffat Tunnel, as the frequency of trains stopping at the Tolland Station dropped precipitously. The 1935 Colorado State Business Directory gives a figure of 50 for Tolland's year-round population. After the opening of the tunnel, the roundhouse was no longer used, although the station was kept open until after WWII. In 1955, the Tolland Station was razed.

In the course of years, the built landscape of Tolland has seen attrition due to fires, in particular the fire of 1955 that destroyed much of the town (Reed n.d.) and other results of decreasing population, but it remains a congenial community of seasonal occupants.

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5.0 RESULTS OF RESEARCH AND RECOMMENDATIONS

Upon completion of the survey, of the 96 buildings surveyed on 85 properties, 12 properties were determined to be eligible for the National Register of Historic Places, 68 properties were determined to be ineligible, four were re-evaluated properties that had been previously determined to be officially eligible, and one property was determined to need data.

Figure 18 gives a graphic depiction of the quantification of eligible and non-eligible sites by locale. In general, historic properties may become eligible for the NRHP under any of four criteria (outlined in Section 1.0 of this report), but Criterion C, which addresses properties that “embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction” (National Park Service 1990:32) is the most commonly applied in surveys of this type, in which local architecture expresses local character. Criterion C can be applied only when historic physical integrity supports the building’s historic significance, and this is often not the case when non-historic modifications or deterioration have impacted this integrity. As Figure 18 demonstrates, the ratio of eligibility to ineligibility varies by locale, and areas where year-round occupancy is higher tend to have more buildings whose eligibility has been negated by impacts to historic physical integrity.

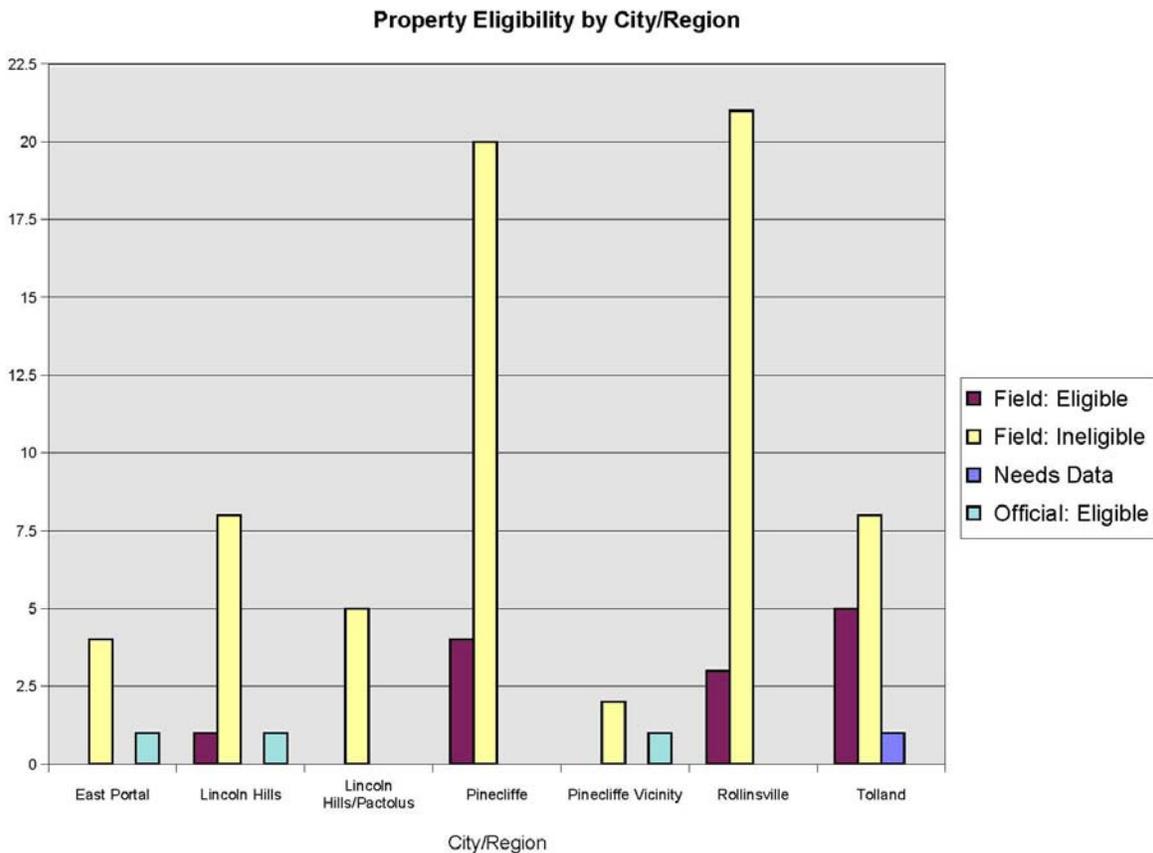


Figure 18. Property Eligibility by Locale.

The results of the survey are summarized in Tables 5 and 6 (located at the end of this section) and are organized in Table 5 by street address and in Table 6 by site number for the entire project. Appendices A and B provide information about individual sites and buildings. Appendix A provides the results of the reconnaissance survey. Appendix B includes a capsule description of data results organized by site number, and includes each building's historic name, address, construction date, architectural style, historic background, statements of significance and historic physical integrity, and field eligibility recommendation, as well as a brief historic background and a single photograph of each property.

The investigated sites represent a range of styles and periods of significance, from the 1861 pioneer log Winiger House (5BL476), to the 1920s Craftsman-influenced houses at East Portal (5GL1796 through 5GL1800), to post-World War II Minimal Traditional and National Folk type buildings around Rollinsville and Tolland. Pristine examples of architectural style are rare in the project area, as non-historic modifications are common. These modifications have often adversely impacted the historic physical integrity of the buildings.

Generally, styles were assigned according to the guidelines set forth in *The Guide to Colorado's Historic Architecture and Engineering*, 2nd edition. One style/type designation used for this project that was not described in those pages is termed "Early Twentieth Century Mining/Commercial." This term represents a type of building that dates to what mining historian Eric Twitty calls the "Gilded Age" phase of mining activity (Twitty 2002) in the project area, from around 1890 to 1910. Buildings of this style/type represent mining-related functions and are usually engineered, are rectangular in plan, have sturdy balloon-frame construction—usually on a masonry footer foundation—and are generally sheathed in milled wood planking or corrugated iron or steel siding. Roofs are usually front gabled and steeply sloped (Twitty 2002). They are found in locations where the topography and natural setting served their functions, such as along ponds, lakes, and drainages or in open locations or gentle slopes, and are usually found in a proximity to an historic mine location relative to their original function. Although intact examples of these buildings are rare, the project area contains two notable examples: 5GL1742, in Lincoln Hills, was once a bunkhouse for the Pactolus Placer mine and was later reused for Camp Nizhoni; and 5GL1793, in Karel Park outside of Tolland, served the Black Hills and Denver Mining Company as a boarding house or office in the early twentieth century.

Of the nodes of settlement along the Gilpin Tunnel Corridor, two contained areas are recommended as potential historic districts. These are 1) the East Portal Construction Camp; and 2) Lincoln Hills. The histories of these two areas have been addressed in some detail in Section 4.0 of this report. Following is a discussion of the significance of each recommended district, a table of contributing historic sites, by site number, within each district, and a map showing the recommended boundaries for each district. The boundaries of these potential districts are not fixed and may be altered as a result of future surveys.

EAST PORTAL

Discussion of Sites as Contributing Features to an Officially Eligible Historical Archaeological District

In 2004, Paul Alford and Nicole Branton of the Arapaho and Roosevelt National Forests recommended an historical archaeological district at the site of the East Portal Construction Camp in their report, *A Class III Cultural Resource Inventory for the South Boulder Creek Trail Reroute II, Arapaho and Roosevelt National Forests and Pawnee National Grassland, Gilpin County*. SWCA recommends that sites 5GL1430, 5GL1796, 5GL1797, 5GL1798, and 5GL1799 be considered contributing to the district that was recommended as officially eligible in that report. All are related to the East Portal Construction Camp's period of occupation during the construction of the Moffat Tunnel, and as a result, they are significant under Criterion A, for their association with rail-related transportation, and also for their association with social history, as well as their specific construction method of a typical company town during the specified time period.

It is recommended that the East Portal Construction Camp be included in the officially eligible East Portal historical archaeological district, as the buildings fall within the existing district boundaries, and Areas and Periods of Significance most likely overlap. The scope of the project did not allow for the identification and assessment of historical archaeological sites, and it was therefore not possible to provide sufficient information to assess the district as a whole. As of this report date, it has not been determined if all of the features associated with the 2004 officially eligible historical archaeological historic district are still intact. It is recommended that multi-disciplinary survey work be performed at the East Portal Camp historical archaeological district to confirm the presence and assess the condition of features delineated in the 2004 survey and to locate any additional features in the district.

The Period of Significance of the East Portal historical archaeological district should be understood to be the years the camp was actively supporting the building of the Moffat Tunnel, i.e., 1922 to 1927. All of the five sites fall within the boundaries of the previously recommended district (Alford and Branton 2004) [*Please note: Under the provisions of the Archaeological Resources Protection Act of 1979 (ARPA), locations of historical archaeological sites are confidential, and the proposed boundaries of this district were not available for inclusion in this report*].

The East Portal Camp was a company town—thoroughly planned and expected to have limited longevity (Alford 2006). Construction began almost immediately following the Colorado State Legislature's approval of the funding to build the Moffat Tunnel, in 1922. The Moffat Tunnel was enormously important to the history of rail transportation in Colorado, as it was this tunnel that allowed standard-gauge rail lines to cross the Continental Divide, facilitating not only passenger travel but also the distribution of commercial goods between Denver and Salt Lake City. Just as important, the Moffat Tunnel became critical to the transport of coal and water—two commodities that are still critical to the twentieth-century economy of the American West. The Moffat Tunnel Commission, rightly concerned that the infrastructure be in place in time to give the workers time to bore sufficiently into the mountain before winter set in, had the camp well underway by the time the ink was dry on the

contract with Hitchcock and Tinkler, the engineering and construction firm who built the tunnel. From the beginning, the camp became a small town. In addition to the cabins and houses erected by the Moffat Tunnel Commission were single dwellings built as rentals by private investors. Single men lived in dormitory conditions, but families were able to preserve domesticity and privacy, even though they lived in a construction camp. The morale at the East Portal Camp was high, due in large part to the recreational facilities provided, like a movie theater and an athletic club, and the presence of other facilities important to community life, like a hospital and a school—buildings which no longer exist, but for which archaeological evidence remains (Alford 2006). That the camp’s tenure fell within the Prohibition years (1920-1933) also helped maintain high morale among the workforce, for in contrast to pre-Prohibition labor camps, in which drinking and its associated social problems were rife, the East and West Portal Camps had very few problems that could be traced to alcohol consumption. Following the opening of the Moffat Tunnel in 1927, many of the East Portal Camp’s buildings were demolished, but some were kept to house maintenance workers. One archival account (Reed, n.d.:16) notes that sentries were on duty at the East Portal during WWII, and these were likely housed in the camp’s remaining buildings (listed in Table 3), which were built to be used as housing.

Table 3. East Portal District.

East Portal District						
Resource Number	Address	City	Resource Type	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1430	N/A	East Portal	Construction camp	Field: Eligible	Yes	Contributing
5GL1796	N/A	East Portal	Construction camp	Field: Not Eligible	Yes	Contributing
5GL1797	N/A	East Portal	Construction camp	Field: Not Eligible	Yes	Contributing
5GL1798	N/A	East Portal	Construction camp	Field: Not Eligible	Yes	Contributing
5GL1799	N/A	East Portal	Construction camp	Field: Not Eligible	Yes	Contributing

LINCOLN HILLS

Discussion of Significance as a Potential Historic District

SWCA recommends that an historic district be established based on the Lincoln Hills Subdivision, with boundaries that encompass the concentration of significant properties related to Camp Nizhoni and Winks Lodge. This area is significant under Criterion A, for its dual association with Black Ethnic Heritage in early-to-mid twentieth century Colorado and with the history of Entertainment and Recreation¹ in Colorado. The latter association is based not only in the use of the area for seasonal recreational purposes by Colorado’s African-

¹ *Black Ethnic Heritage* and *Entertainment and Recreation* are designated lexicon terms used to designate areas of significance, and are stipulated for use by the Colorado OAHF.

American community, but also for its use as a vacation resort for African-Americans who made noteworthy contributions to music, arts, and literature on a national level. Lincoln Hills can also be understood to be significant to the social history of Colorado, as a place where social attitudes about race on the part of both black and white citizens allowed for a respectful co-existence that was unusual in any social context at that time.

Currently, Lincoln Hills is the site of sporadic residential development, mostly related to seasonal-use mountain homes. In Lincoln Hills, a core area containing key historic buildings has been identified as a potential historic district, and this area itself contains one new residential building that was not present at the time of survey for this project. Because this core area contains only a fraction of the acreage belonging to the original Lincoln Hills subdivision, it is strongly recommended that additional survey take place within the boundaries of the original Lincoln Hills platted subdivision. This additional survey would help identify any previously unidentified historic buildings that would contribute to an expanded potential historic district. It will also identify any non-contributing buildings, such as the above-mentioned newly built house, within the original Lincoln Hills platted subdivision. Based on the results of future surveys, new potential historic district boundaries could be identified for Lincoln Hills if all NPS and COAHP requirements are met. At this time, a number of buildings that could be considered to be contributing to an enlarged historic district have been identified, but these do not lie within the core area mentioned above and have been excluded until further work can be completed (see Figure 20).

The Period of Significance of Lincoln Hills begins in 1922, when the Lincoln Hills Subdivision was first platted by the LHDC, and ends in 1959, with the beginning of the 50-year delineation of the historic period. Because this 50-year date will change annually, the Period of Significance should not extend beyond 1965, the year of the closure of Winks Panorama (5GL6). As stated earlier the potential district contains a core of six sites (see Table 4), which comprise those documented by SWCA as part of this project and also Winks Lodge and its associated buildings (i.e., the Honeymoon Cabin), which were included on the NRHP prior to this project.

The core contributing sites in the recommended historic district are concentrated in the area of the two enterprises that most contributed to the significance of Lincoln Hills, i.e., Camp Nizhoni and Winks Panorama. As stated above the proposed boundaries could encompass more area within the original Lincoln Hills platted subdivision. But the current proposed boundaries of the recommended district (Figure 19) comprise a rough triangle around the contributing properties. The northernmost point of the triangle is the intersection of Pactolus Lake Road and Phillis Wheatley Way. From this point the boundary follows Phillis Wheatley Way until it cuts southeast to a point to the east of the main lodge building at Winks Panorama (5GL6). The boundary then extends approximately due west to Pactolus Lake Road, where it turns northeast and connects with its original point at the intersection of Pactolus Lake Road and Phillis Wheatley Way.

Table 4. Lincoln Hills District.

Lincoln Hills District						
Resource Number	Address	City	Resource Type	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL6	213 Winks Way (includes Honeymoon Cabin)	Lincoln Hills	Entertainment Facility	Listed on NRHP 3/28/1980	Yes	Contributing
5GL1742	103 Phillis Wheatley Wy	Lincoln Hills	Residence	Field: Not Eligible	Yes	Contributing
5GL1743	194 Phillis Wheatley Wy	Lincoln Hills	Residence	Field: Not Eligible	Yes	Non-contributing
5GL1744	53 Winks Way,	Lincoln Hills	Residence	Field: Not Eligible	Yes	Contributing
5GL1745	288 Pactolus Lake Rd.	Lincoln Hills	Residence	Field: Not Eligible	Yes	Contributing
5GL1746	143 Winks Way	Lincoln Hills	Residence	Field: Not Eligible	Yes	Contributing

At the time it was established and for many years after, the Lincoln Hills subdivision was the only exclusively African-American vacation resort west of the Mississippi River. Although two other resorts for African-Americans—Idlewild, Michigan, and Oaks Bluff, on Martha’s Vinyard, Massachusetts—existed at that time, Lincoln Hills was unique in that it was platted by African-American investors with the intent to establish a vacation resort serving (primarily Denver’s) middle-class African Americans. By contrast, Idlewild was first platted in 1912 by white developers who were targeting middle and upper class African Americans, and Oak Bluffs evolved into an African-American-owned resort from its beginnings as a Methodist revival ground in the late nineteenth century (Garfinkel 2003; Karr 2004). Established in 1922 by the Lincoln Hills Development Company (LHDC), Lincoln Hills gained national importance as a refuge from the racism that burdened the daily lives of middle-class African Americans. Formed by influential Denver African Americans E.C. Regnier and Roger Ewalt, the LHDC sought to build a mountain resort for middle class African Americans comparable to, if not better than, the numerous vacation resorts of the white population. The seasonal cabins that remain from the Lincoln Hills era, such as the historic Shangri-La (5GL1740) and the Zephyr View (5GL1739), were built by and for members of Denver’s African American community as an escape not only from the summer heat of the city, but also from the race-based discrimination that excluded them from other resorts. Winks Lodge, the main building at Winks Panorama, was the first building constructed in Lincoln Hills and holds a significant place in African-American history. Not only was it a popular getaway for Colorado’s African-American middle and upper middle class citizens, it drew noted African-American figures in the history of American music, such as Duke Ellington, Count Basie, and Lena Horne, and also significant African-American literary figures like Langston Hughes, Zora Neale Hurston, and Countee Cullen, who gave readings there. Although Winks Panorama has been on the National Register since 1980, other associated buildings, such as the Winks (Orange) Cabin (5GL1746) and the Winks Tavern (5GL1744), can and should be understood to contribute to the historic significance of the site.

Adjacent to Winks Panorama is another collection of historic buildings that also speaks to the landscape of Black Ethnic Heritage and Recreation within the potential Lincoln Hills historic district. These buildings were part of Camp Nizhoni, a project of the Phillis Wheatley branch of the YWCA, which worked with the LHDC to establish a healthy and active environment for summer recreation for African-American girls. The camp operated during the summer at a site adjacent to the Winks Lodge property from 1927 until 1946, when a combination of financial hardship and the racial integration of the national YWCA forced its closure. Of the Camp Nizhoni buildings that remain, three (5GL1742; 5GL1743; 5GL1745) are still able to convey their history as a place where the female youth of Colorado's African-American community first learned to appreciate the natural environment of the Rocky Mountains on a group scale.

Lincoln Hills should also be considered significant for its place in the social history of Gilpin County and Colorado. Established at a time when the Ku Klux Klan was active in the state, Lincoln Hills was an active and popular resort despite the climate of racism that pervaded Colorado in the early 1920s. The success of Lincoln Hills can also partly be attributed to the attitude of acceptance that the officials of Gilpin County had toward Winks Lodge owner Winks Hamlet, who was deputized by the County Sheriff, and the other residents of Lincoln Hills.

Lincoln Hills had no definitive end, but declined over the years as a result of both economic and social factors. Like many resort areas in the country, it suffered greatly from the financial impact of the Great Depression; many Lincoln Hills residents abandoned their cabins and lots, or sold them for very little. In 1947, the newly integrated YWCA sold Camp Nizhoni, as African-American girls were able to attend other camps. The passage of the 1964 Civil Rights Act prohibited segregation at other resorts, and African-Americans were able to take advantage of a wider range of recreational options. Soon after, in 1965, Winks Hamlet died, leading to the closure and sale of Winks Lodge and the end of resort-related activities in the Lincoln Hills area.

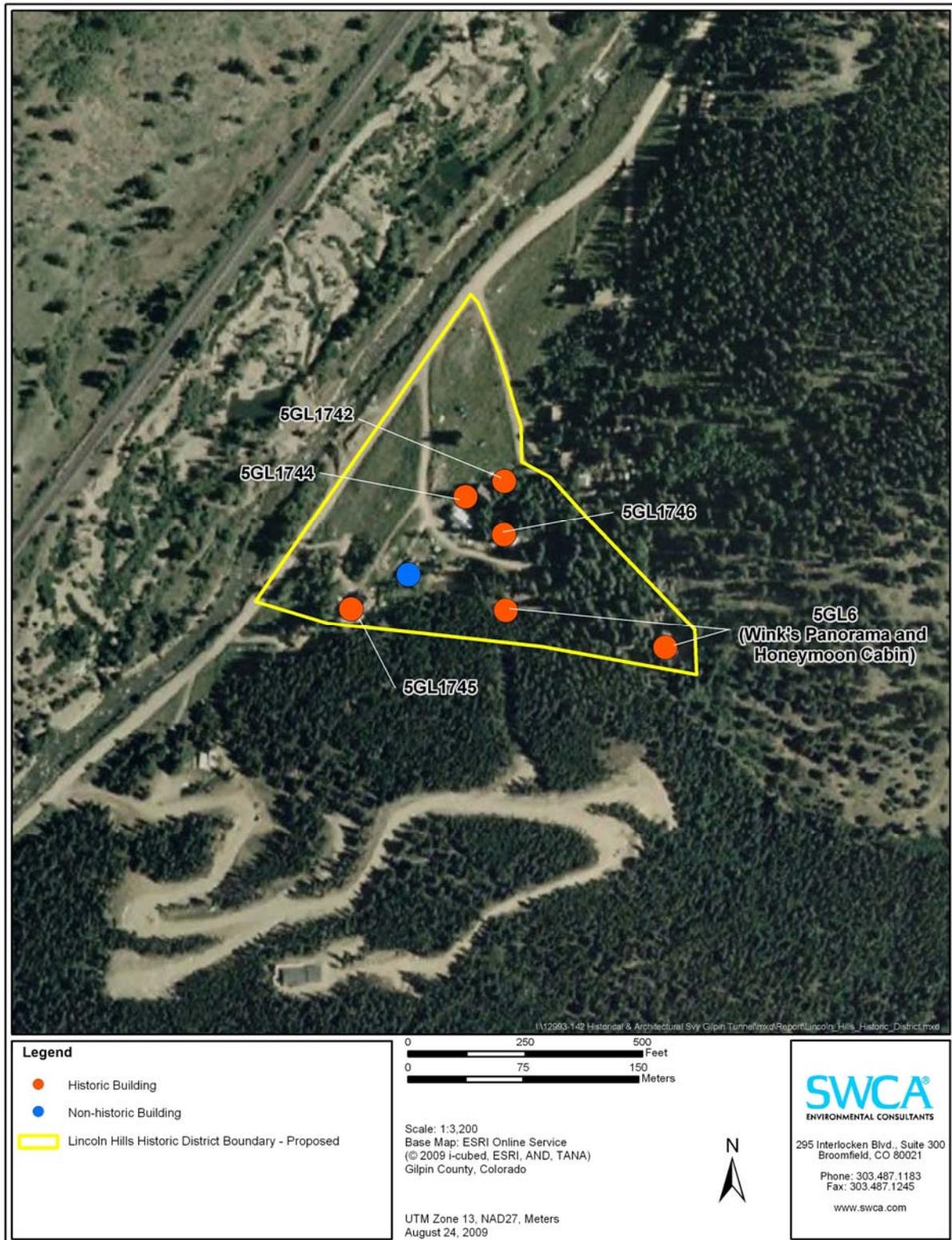


Figure 19. Recommended boundary of the potential historic district at Lincoln Hills.

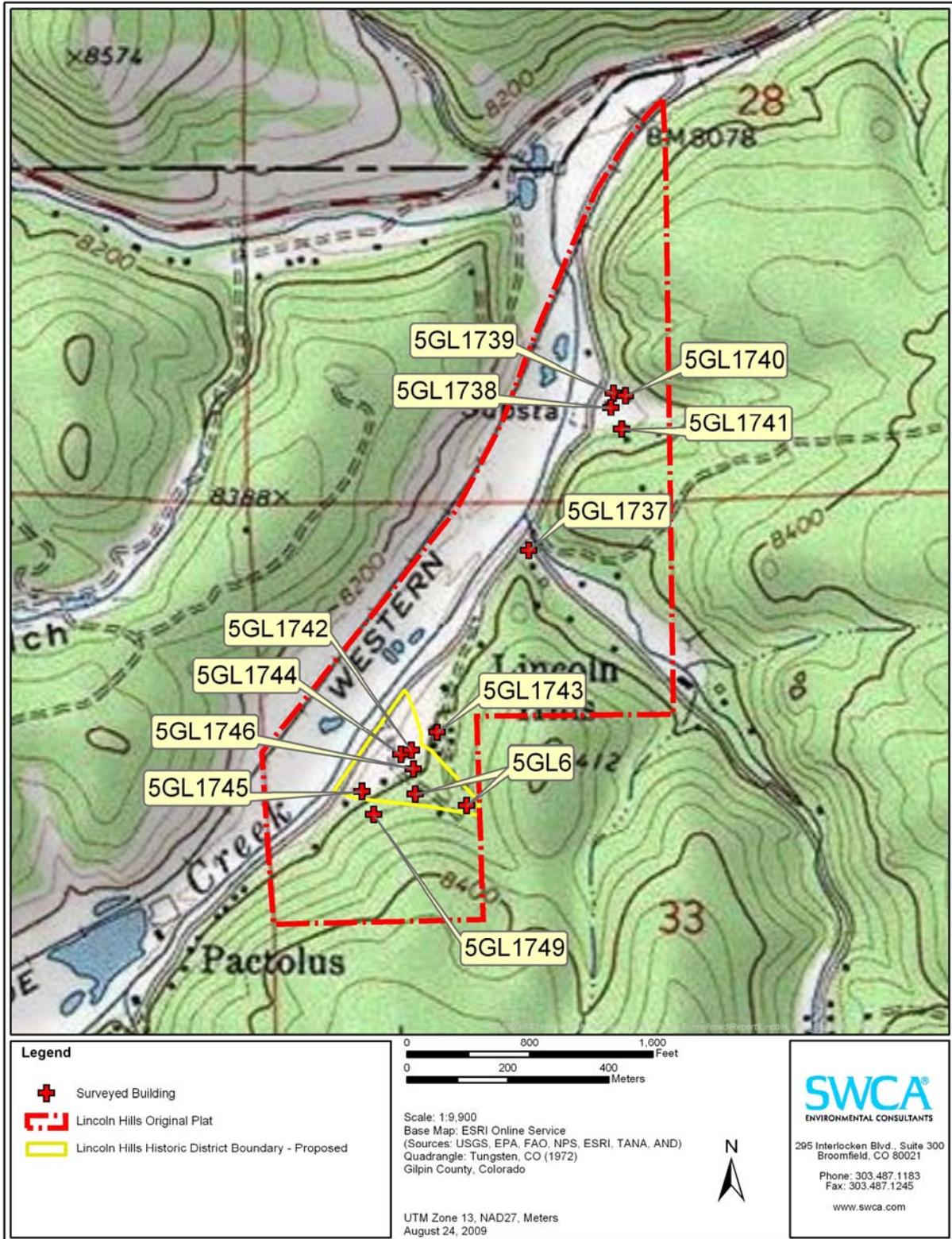


Figure 20. Map of Surveyed Properties in Original Lincoln Hills Subdivision Platt.

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
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Table 5. Surveyed Properties by Street Address.

Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1776	45 Assay Office Rd., Rollinsville, CO 80474	Rollinsville	J.D. McCollum Cabin	Official: Ineligible	No	N/A
5GL1775	67 Assay Office Rd. (67 Pine St.), Rollinsville, CO 80474	Rollinsville	Rollins Mining Company Cabin 2	Official: Ineligible	No	N/A
5GL1777	169 Assay Office Rd. (169 Pine St.), Rollinsville, CO 80474	Rollinsville	The Cooper Residence	Official: Ineligible	No	N/A
5BL10435	3 Clematis Ln. (150 Main St., 174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Emily Griffith Cabin	Official: Ineligible	No	N/A
5BL10442	3178 Coal Creek Canyon Dr. (3178 Highway 72), Pinecliffe, CO 80471	Pinecliffe	The Kegley House	Official: Ineligible	No	N/A
5BL10441	4142 Coal Creek Canyon Dr. (4142 Highway 72), Pinecliffe, CO 80471	Pinecliffe Vicinity	Fred Lundy Cabin	Official: Ineligible	No	N/A
5BL476	4393 Coal Creek Canyon Dr. (3949 Coal Creek Canyon Dr.), Pinecliffe, CO 80471	Pinecliffe Vicinity	The Fields Cabin	Official: Eligible	No	N/A
5GL1737	106 Emory Rd., Lincoln Hills, CO 80471	Lincoln Hills	The Pennington Cabin	Official: Ineligible	No	N/A
5GL1803	3048 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The Romeo Property	Official: Ineligible	No	N/A
5GL1805	3061 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The Doyle Cabin	Official: Eligible	No	N/A
5GL1807	3074 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The "Lucille" Cabin	Official: Ineligible	No	N/A
5GL1806	3071 Highway 72, Pinecliffe, CO 80471	Pinecliffe	The Steinshouer Cabin	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1808	3076 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5GL1789	31 Maalwyck Ln., Tolland, CO 80474	Tolland	The "Eastward Ho" Cabin	Official: Eligible	No	N/A
5GL1791	41 Maalwyck Ln., Tolland, CO 80474	Tolland	The "Westward Ho" Cabin	Official: Eligible	No	N/A
5GL1792	80 Maalwyck Lane, Tolland, CO 80474	Tolland	The Toll Schoolhouse	Official: Eligible	No	N/A
5GL1764	12 Main St., Rollinsville, CO 80474	Rollinsville	The Brown Grocery Store	Official: Ineligible	No	N/A
5GL1774	41 Main St. (29 Assay Office Rd.), Rollinsville, CO 80474	Rollinsville	Rollinsville Assay Office	Official: Eligible	No	N/A
5GL1765	60 Main St., Rollinsville, CO 80474	Rollinsville	Toll Gate Barn	Official: Ineligible	No	N/A
5GL1755	72 Main St., Rollinsville, CO 80474	Rollinsville	The Rollinsville Garage	Official: Ineligible	No	N/A
5BL10431	80 Main St. (80 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Knight Cabin	Official: Ineligible	No	N/A
5GL1767	87 Main St. (137 Main St.), Rollinsville, CO 80474	Rollinsville	The Rollinsville Post Office	Official: Ineligible	No	N/A
5BL10432	96 Main St. (96 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Ann Carmichael Playhouse	Official: Ineligible	No	N/A
5BL10433	106 Main St. (106 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Pinecliffe Post Office/Carmichael and Co. Store	Official: Ineligible	No	N/A
5BL10434	114-116 Main St. (114 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5BL10436	174 Main St. (174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Giggey Residence	Official: Ineligible	No	N/A

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1768	143-145 Main St., Rollinsville, CO 80474	Rollinsville	The Pirate's Den	Official: Ineligible	No	N/A
5GL1740	3882 Miner's Wy. (3884 Pitts Pl., 3884 S. Beaver Creek Rd.), Lincoln Hills, CO 80471	Lincoln Hills	The Shangri-La Cabin	Official: Eligible	No	N/A
5GL1769	19 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The Blanka Pinkus Cabin	Official: Ineligible	No	N/A
5GL1770	86 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The McPhee & McGinnity Company Clubhouse	Official: Eligible	No	N/A
5GL1771	510 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The Lightbourne House	Official: Ineligible	No	N/A
5GL1772	518 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Robert McCollum Residence	Official: Ineligible	No	N/A
5GL1745	288 Pactolus Lake Road, Lincoln Hills, CO 80471	Lincoln Hills	The Camp Nizhoni Boarding House	Official: Ineligible	Yes	Yes
5GL1809	434 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Alston House	Official: Ineligible	No	N/A
5GL1747	655 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Farrel Ice Company Warming House	Official: Ineligible	No	No
5GL1749	728 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Gutierrez Cabin	Official: Ineligible	No	No
5GL1750	901 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Kolar Cabin	Official: Ineligible	No	No
5GL1742	103 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	Camp Nizhoni Hotel	Official: Ineligible	Yes	Yes
5GL1743	194 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	The Mallie Huffman Cabin	Official: Ineligible	Yes	No

*Documentation of Historic Properties along the Gilpin Tunnel Rail Corridor,
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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1801	20 Pinecliffe Rd. (A), Pinecliffe, CO 80471	Pinecliffe	The Bunkhouse	Official: Eligible	No	N/A
5GL1802	20 Pinecliffe Rd. (B), Pinecliffe, CO 80471	Pinecliffe	The Section Foreman's Cottage	Official: Eligible	No	N/A
5GL1786	42 Pinecliffe Rd., Pinecliffe, CO 80471	Pinecliffe	The Atteberry Cabin	Official: Ineligible	No	N/A
5GL1739	26-31 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	The Zephyr View	Official: Ineligible	No	N/A
5GL1738	29 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	The Rendezvous Cabin	Official: Ineligible	No	N/A
5GL1741	58 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	Williams Property	Official: Ineligible	No	N/A
5GL1763	30 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Unknown	Official: Ineligible	No	N/A
5GL1762	31 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The Marvin Residence	Official: Ineligible	No	N/A
5GL1761	51 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Rees Building	Official: Ineligible	No	N/A
5GL1760	57 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The Romans Residence	Official: Ineligible	No	N/A
5GL1756	99 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The James L. Pinkus Cabin	Official: Ineligible	No	N/A
5GL1751	609 Tolland Road (A), Rollinsville, CO 80474	Rollinsville	The Sunnybank "Main" House	Official: Ineligible	No	N/A
5GL1752	609 Tolland Road (B), Rollinsville, CO 80474	Rollinsville	The Red Building	Official: Ineligible	No	N/A
5GL1753	609 Tolland Road (C), Rollinsville, CO 80474	Rollinsville	The Bunkhouse	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1754	609 Tolland Road (D), Rollinsville, CO 80474	Rollinsville	The Mess Hall	Official: Ineligible	No	N/A
5GL1780	4972 Tolland Rd. (4992 Tolland Rd.), Tolland, CO 80474	Tolland	The Virginian	Official: Ineligible	No	N/A
5GL1779	4998 Tolland Rd., Tolland, CO 80474	Tolland	The Columbine Cabin	Official: Ineligible	No	N/A
5GL1782	5000 Tolland Rd. (4992 Tolland Rd), Tolland, CO 80474	Tolland	Tranquility	Official: Ineligible	No	N/A
5GL1778	5006 Tolland Rd., Tolland, CO 80474	Tolland	Kit Carson Cabin	Official: Ineligible	No	N/A
5GL1784	5014 Tolland Rd., Tolland, CO 80474	Tolland	The Moore Property	Official: Ineligible	No	N/A
5GL1787	5016 Tolland Rd. (5040 Tolland Rd.), Tolland, CO 80474	Tolland	The Reddin Cabin	Official: Ineligible	No	N/A
5GL1790	5046 Tolland Rd. (5042 Tolland Rd.), Tolland, CO 80474	Tolland	The Cottrell Cabin	Official: Ineligible	No	N/A
5GL1794	111 Tomonel Ln., Tolland, CO 80474	Tolland	The Katharine W. Toll House	Official: Eligible	No	N/A
5GL1795	151 Tomonel Ln., Tolland, CO 80474	Tolland	The Bromstead House	Official: Ineligible	No	N/A
5GL1744	53 Winks Way, Golden, CO 80403	Lincoln Hills	The Winks Tavern	Official: Ineligible	Yes	Yes
5GL1746	143 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Orange Cabin	Official: Ineligible	Yes	Yes
5GL6	213 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills	Winks Panorama/Winks Lodge	Official: Eligible	Yes	Yes
5GL1728	81 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Guertner Cabin	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1729	86 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Koch Cabin	Official: Eligible	No	N/A
5GL1730	88 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5GL1731	90 Woodbine Pl. (92 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	The Hale Cabin	Official: Ineligible	No	N/A
5GL1733	94 Woodbine Pl. (100 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	The Kelley Cabin	Official: Ineligible	No	N/A
5GL1734	120 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Cole Cabin	Official: Ineligible	No	N/A
5GL1735	141 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Hosman Cabin	Official: Ineligible	No	N/A
5GL1736	174 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5GL1430	N/A	East Portal	Unknown	Official: Eligible	Yes	No
5GL1796	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1797	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1798	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1799	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1804	N/A	Pinecliffe	The Cordrey Homestead - Honeymoon Cabin	Official: Ineligible	No	N/A
5GL696	N/A	Rollinsville	Rollinsville Work Center			

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Resource Number	Address	City	Historic Name	NRHP Eligibility	NRHP District Potential	District Contributing Status
5GL1757	N/A	Rollinsville	The Silver Lode Surface Works	Official: Eligible	No	N/A
5GL47	N/A	Tolland	Tolland Schoolhouse	Official: Eligible	No	N/A
5GL1793	N/A	Tolland	The Black Hills and Denver Mining Company House	Needs Data	No	N/A

Table 6. Surveyed Properties By Site Number.

Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5BL476	4393 Coal Creek Canyon Dr. (3949 Coal Creek Canyon Dr.), Pinecliffe, CO 80471	Pinecliffe Vicinity	The Fields Cabin	Official: Eligible	No	N/A
5BL10431	80 Main St. (80 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Knight Cabin	Official: Ineligible	No	N/A
5BL10432	96 Main St. (96 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Ann Carmichael Playhouse	Official: Ineligible	No	N/A
5BL10433	106 Main St. (106 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Pinecliffe Post Office/Carmichael and Co. Store	Official: Ineligible	No	N/A
5BL10434	114-116 Main St. (114 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5BL10435	3 Clematis Ln. (150 Main St., 174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Emily Griffith Cabin	Official: Ineligible	No	N/A
5BL10436	174 Main St. (174 Pinecliffe Rd.), Pinecliffe, CO 80471	Pinecliffe	The Giggey Residence	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5BL10441	4142 Coal Creek Canyon Dr. (4142 Highway 72), Pinecliffe, CO 80471	Pinecliffe Vicinity	Fred Lundy Cabin	Official: Ineligible	No	N/A
5BL10442	3178 Coal Creek Canyon Dr. (3178 Highway 72), Pinecliffe, CO 80471	Pinecliffe	The Kegley House	Official: Ineligible	No	N/A
5GL6	213 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills	Winks Panorama/Winks Lodge	Official: Eligible	Yes	Yes
5GL47	N/A	Tolland	Tolland Schoolhouse	Official: Eligible	No	N/A
5GL696	N/A	Rollinsville	Rollinsville Work Center	Official: Ineligible	No	N/A
5GL1430	N/A	East Portal	Unknown	Official: Eligible	Yes	No
5GL1728	81 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Guertner Cabin	Official: Ineligible	No	N/A
5GL1729	86 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Koch Cabin	Official: Eligible	No	N/A
5GL1730	88 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5GL1731	90 Woodbine Pl. (92 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	The Hale Cabin	Official: Ineligible	No	N/A
5GL1733	94 Woodbine Pl. (100 Woodbine Pl.), Pinecliffe, CO 80471	Pinecliffe	The Kelley Cabin	Official: Ineligible	No	N/A
5GL1734	120 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	The Cole Cabin	Official: Ineligible	No	N/A
5GL1735	141 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Hosman Cabin	Official: Ineligible	No	N/A
5GL1736	174 Woodbine Pl., Pinecliffe, CO 80471	Pinecliffe	Unknown	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1737	106 Emory Rd., Lincoln Hills, CO 80471	Lincoln Hills	The Pennington Cabin	Official: Ineligible	No	N/A
5GL1738	29 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	The Rendezvous Cabin	Official: Ineligible	No	N/A
5GL1739	26 - 31 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	The Zephyr View	Official: Ineligible	No	N/A
5GL1740	3882 Miner's Wy. (3884 Pitts Pl., 3884 S. Beaver Creek Rd.), Lincoln Hills, CO 80471	Lincoln Hills	The Shangri-La Cabin	Official: Eligible	No	N/A
5GL1741	58 Pitts Pl., Lincoln Hills, CO 80471	Lincoln Hills	Williams Property	Official: Ineligible	No	N/A
5GL1742	103 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	Camp Nizhoni Hotel	Official: Ineligible	Yes	Yes
5GL1743	194 Phillis Wheatley Way, Lincoln Hills, CO 80471	Lincoln Hills	The Mallie Huffman Cabin	Official: Ineligible	Yes	No
5GL1744	53 Winks Way, Golden, CO 80403	Lincoln Hills	The Winks Tavern	Official: Ineligible	Yes	Yes
5GL1745	288 Pactolus Lake Road, Lincoln Hills, CO 80471	Lincoln Hills	The Camp Nizhoni Boarding House	Official: Ineligible	Yes	Yes
5GL1746	143 Winks Way, Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Orange Cabin	Official: Ineligible	Yes	Yes
5GL1747	655 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Farrel Ice Company Warming House	Official: Ineligible	No	No
5GL1749	728 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Gutierrez Cabin	Official: Ineligible	No	No
5GL1750	901 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Kolar Cabin	Official: Ineligible	No	No

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1751	609 Tolland Road (A), Rollinsville, CO 80474	Rollinsville	The Sunnybank "Main" House	Official: Ineligible	No	N/A
5GL1752	609 Tolland Road (B), Rollinsville, CO 80474	Rollinsville	The Red Building	Official: Ineligible	No	N/A
5GL1753	609 Tolland Road (C), Rollinsville, CO 80474	Rollinsville	The Bunkhouse	Official: Ineligible	No	N/A
5GL1754	609 Tolland Road (D), Rollinsville, CO 80474	Rollinsville	The Mess Hall	Official: Ineligible	No	N/A
5GL1755	72 Main St., Rollinsville, CO 80474	Rollinsville	The Rollinsville Garage	Official: Ineligible	No	N/A
5GL1756	99 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The James L. Pinkus Cabin	Official: Ineligible	No	N/A
5GL1757	N/A	Rollinsville	The Silver Lode Surface Works	Official: Eligible	No	N/A
5GL1760	57 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The Romans Residence	Official: Ineligible	No	N/A
5GL1761	51 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Rees Building	Official: Ineligible	No	N/A
5GL1762	31 Tolland Rd., Rollinsville, CO 80474	Rollinsville	The Marvin Residence	Official: Ineligible	No	N/A
5GL1763	30 Tolland Rd., Rollinsville, CO 80474	Rollinsville	Unknown	Official: Ineligible	No	N/A
5GL1764	12 Main St., Rollinsville, CO 80474	Rollinsville	The Brown Grocery Store	Official: Ineligible	No	N/A
5GL1765	60 Main St., Rollinsville, CO 80474	Rollinsville	Toll Gate Barn	Official: Ineligible	No	N/A
5GL1767	87 Main St. (137 Main St.), Rollinsville, CO 80474	Rollinsville	The Rollinsville Post Office	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1768	143-45 Main St., Rollinsville, CO 80474	Rollinsville	The Pirate's Den	Official: Ineligible	No	N/A
5GL1769	19 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The Blanka Pinkus Cabin	Official: Ineligible	No	N/A
5GL1770	86 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The McPhee & McGinnity Company Clubhouse	Official: Eligible	No	N/A
5GL1771	510 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	The Lightbourne House	Official: Ineligible	No	N/A
5GL1772	518 Old Stagecoach Trail, Rollinsville, CO 80474	Rollinsville	Robert McCollum Residence	Official: Ineligible	No	N/A
5GL1774	41 Main St. (29 Assay Office Rd.), Rollinsville, CO 80474	Rollinsville	Rollinsville Assay Office	Official: Eligible	No	N/A
5GL1775	67 Assay Office Rd. (67 Pine St.), Rollinsville, CO 80474	Rollinsville	Rollins Mining Company Cabin 2	Official: Ineligible	No	N/A
5GL1776	45 Assay Office Rd., Rollinsville, CO 80474	Rollinsville	J.D. McCollum Cabin	Official: Ineligible	No	N/A
5GL1777	169 Assay Office Rd. (169 Pine St.), Rollinsville, CO 80474	Rollinsville	The Cooper Residence	Official: Ineligible	No	N/A
5GL1778	5006 Tolland Rd., Tolland, CO 80474	Tolland	Kit Carson Cabin	Official: Ineligible	No	N/A
5GL1779	4998 Tolland Rd., Tolland, CO 80474	Tolland	The Columbine Cabin	Official: Ineligible	No	N/A
5GL1780	4972 Tolland Rd. (4992 Tolland Rd.), Tolland, CO 80474	Tolland	The Virginian	Official: Ineligible	No	N/A
5GL1782	5000 Tolland Rd. (4992 Tolland Rd.), Tolland, CO 80474	Tolland	Tranquility	Official: Ineligible	No	N/A
5GL1784	5014 Tolland Rd., Tolland, CO 80474	Tolland	The Moore Property	Official: Ineligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1786	42 Pinecliffe Rd., Pinecliffe, CO 80471	Pinecliffe	The Atteberry Cabin	Official: Ineligible	No	N/A
5GL1787	5016 Tolland Rd. (5040 Tolland Rd.), Tolland, CO 80474	Tolland	The Reddin Cabin	Official: Ineligible	No	N/A
5GL1789	31 Maalwyck Ln., Tolland, CO 80474	Tolland	The "Eastward Ho" Cabin	Official: Eligible	No	N/A
5GL1790	5046 Tolland Rd. (5042 Tolland Rd.), Tolland, CO 80474	Tolland	The Cottrell Cabin	Official: Ineligible	No	N/A
5GL1791	41 Maalwyck Ln., Tolland, CO 80474	Tolland	The "Westward Ho" Cabin	Official: Eligible	No	N/A
5GL1792	80 Maalwyck Lane, Tolland, CO 80474	Tolland	The Toll Schoolhouse	Official: Eligible	No	N/A
5GL1793	N/A	Tolland	The Black Hills and Denver Mining Company House	Needs Data	No	N/A
5GL1794	111 Tomonel Ln., Tolland, CO 80474	Tolland	The Katharine W. Toll House	Official: Eligible	No	N/A
5GL1795	151 Tomonel Ln., Tolland, CO 80474	Tolland	The Bromstead House	Official: Ineligible	No	N/A
5GL1796	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1797	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1798	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1799	N/A	East Portal	Unknown	Official: Ineligible	Yes	Yes
5GL1801	20 Pinecliffe Rd. (A), Pinecliffe, CO 80471	Pinecliffe	The Bunkhouse	Official: Eligible	No	N/A

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Resource Number	Address	City	Historic Name	NRHP Eligibility: Field Recommendation	NRHP District Potential	District Contributing Status
5GL1802	20 Pinecliffe Rd. (B), Pinecliffe, CO 80471	Pinecliffe	The Section Foreman's Cottage	Official: Eligible	No	N/A
5GL1803	3048 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The Romeo Property	Official: Ineligible	No	N/A
5GL1804	N/A	Pinecliffe	The Cordrey Homestead - Honeymoon Cabin	Official: Ineligible	No	N/A
5GL1805	3061 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The Doyle Cabin	Official: Eligible	No	N/A
5GL1806	3071 Highway 72, Pinecliffe, CO 80471	Pinecliffe	The Steinshouer Cabin	Official: Ineligible	No	N/A
5GL1807	3074 Highway 72, Pinecliffe, CO 80403	Pinecliffe	The "Lucille" Cabin	Official: Ineligible	No	N/A
5GL1808	3076 Highway 72, Pinecliffe, CO 80403	Pinecliffe	Unknown	Official: Ineligible	No	N/A
5GL1809	434 Pactolus Lake Rd., Lincoln Hills, CO 80471	Lincoln Hills/Pactolus	The Alston House	Official: Ineligible	No	N/A

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APPENDIX A
Results of Reconnaissance Survey

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District Pinecliffe Section

INTRODUCTION

Selection Methodology

The reconnaissance survey of the Gilpin County Tunnel District, in Gilpin County, Colorado was conducted by SWCA personnel in a manner consistent and in compliance with the method delimited in the project scope of work and as defined in the *Colorado Cultural Resources Survey Manual* (2007). In summary, the reconnaissance survey involved a preliminary phase of archival historical research and remote sensing, followed by a limited results field survey of the management corridor to determine the possibility of a building's inclusion into the survey sample based on six predetermined criteria. Tables 1-5 list resources included in the intensive survey, or resources that were dropped from the survey at some point after the selection of properties for intensive survey was made, based on the results of the reconnaissance survey. Table 6 lists properties that were included in the reconnaissance survey but were not considered for intensive survey because they did not meet the six predetermined criteria.

Selection Criteria Key

PS=Potential Significance/Potential for Landmarking; HIS=Known Historical Significance; INT=Building Exhibits Good Integrity; ACC=Owner Access Granted; RACC=Right-of-Way Access; TH=Threatened; PR=Pre-Recorded Site.

Address/Location Issues

Assessor=Address derived from county assessor records; Utilities=Visible address placed by local utilities companies; Owner=Address indicated by the property owner on permission of entry form or during oral interview; Postal=Address derived from Postal Service maps.

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY

Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
PC31	<p>"The Honeymoon Cabin"</p>  <p>IMGP1490</p>	1917	3050 Hwy. 72 , Pinecliffe	LAZZARINO, GRAZIANA	ACC		Verbal permission was granted by the property owner on September 11 th , 2007.
PC20	<p>"Genevieve"</p>  <p>DSCN1648</p>	1945	3071 Hwy. 72, Pinecliffe	LAZZARINO, GRAZIANA	HIS, ACC, PS		Verbal permission was granted by the property owner on September 11 th , 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
PC15	<p>“Jaunita” [sic]</p>  <p>DSCN1409</p>	1921	3048 Hwy 72, Pinecliffe	LAZZARINO, GRAZIANA	PS, HIS, ACC		Verbal permission was granted by the property owner on September 11 th , 2007.
PC16	<p>“Lucille”</p>  <p>DSCN1395</p>	1912	3074 Hwy. 72, Pinecliffe	LAZZARINO, GRAZIANA	PS, ACC		Verbal permission was granted by the property owner on September 11 th , 2007.
PC17	 <p>DSCN1396</p>	1940	3076 Hwy. 72 Pinecliffe	NORTH, PAMELA K	PS, RACC		A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey.
5BL10435	 <p>DSC00582</p>	1920	150 Pinecliffe Rd, Pinecliffe (BC) aka 3 Clematis Ln.	HILLAS, SUZANNE M	ACC		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
5BL10433	<p>“The Ann Carmichael Playhouse”</p>  <p>DSC00587</p>	1867	106 Pinecliffe Rd., Pinecliffe (BC)	HILLAS, SUZANNE M	ACC, PS, HIS		Permission of Entry form completed by property owner
5GL1729	<p>“Lucy’s Folly”</p>  <p>DSCN1340</p>	1930	86 Woodbine, Pinecliffe	SMITH, DORIS MAE & NATALIE ELAINE	ACC, INT, PS		Permission of Entry form completed by property owner
5GL1731	 <p>DSCN1352</p>	1945	90 Woodbine Pl., Pinecliffe	SMOUSE RICHARD M	RACC		Permission denied, Requires a Right of Way survey. Richard Smouse claims that the road is his property and denied access to two other buildings located in the area. Mr. Smouse believes that his neighbors trespass on his property each time they use the existing road.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
	 DSCN1367	1948	96 Woodbine Pl. (Utilities) 158 Morning Glory (Owner)	MORTON LOLA E	ACC	Potentially significant, but removed from survey because Richard Smouse blocked access to property.	Permission of Entry form completed by property owner, access to Right of Way denied on date of survey by Richard Smouse, property owner of 90 Woodbine Pl.
5GL1733	 DSCN1371	1958	100 Woodbine Pl (Assessor) 94 Woodbine Pl. (Postal) Pinecliffe	BRUNT THOMAS W & BETTY L	ACC		Permission of Entry form completed by property owner
5GL1734	 DSCN1374	1924	120 Woodbine Pl., Pinecliffe	HALE JOAN E & PAMELA J & BETH E	ACC		Verbal permission was granted by the current tenant September 7 th , 2007.
5GL1735	"The Flynn Cabin"  DSCN1378	1912	141 Woodbine Pl. (Assessor) 145 Woodbine Pl. (Postal) Pinecliffe	FLYNN JAMES O & JOANNE S	ACC, PS		Verbal permission was granted by the property owner on September 12 th , 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
5GL1736	<p>"Peaceful Water"</p>  <p>DSCN1390</p>	1912	174 Woodbine Pl., Pinecliffe	FLYNN JAMES O & JOANNE S	ACC, INT, HIS		Verbal permission was granted by the property owner on September 12 th , 2007.
5BL10434	<p>"Pinecliffe Post Office"</p>  <p>DSC00584</p>	1947 (114 Pinecliffe Rd.) 1941 (116 Pinecliffe Rd.)	114 & 116 Pinecliffe Rd. Pinecliffe (BC)	BAKER, ROGER MARK & JERRI LEE	PS, HIS, ACC		Verbal permission was granted by the property owner on September 7 th , 2007.
5BL10432	 <p>DSC00588</p>	1920	96 Pinecliffe Rd. (Postal) 96 Main St. (Assessor), Pinecliffe (BC)	WHITTENBERG, REBECCA L.	PS, INT, ACC		Permission of Entry form completed by property owner
5BL10431	 <p>DSC00589</p>	1920	80 Pinecliffe Rd. (Postal) 80 Main St., (Assessor) Pinecliffe	GULLETT, LLOYD W. Jr. & MARY R.	PS, RACC		Surveyed from Right of Way
5BL10442	<p>"The Depot"</p>  <p>DSC00572</p>	ca. 1940	3178 HWY 72, Pinecliffe (BC)	ABBOTT, THOMAS L. & ISABEL I.	PS, RACC	This building is potentially the "Florence Griffith Cabin".	Permission of entry granted by owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
5BL10441	<p>"The Fred Lundy Cabin"</p>  <p>DSCN1610</p>	1930	4142 Coal Creek Canyon Dr, Pinecliffe (BC)	PARRY, WILLIAM R.	PS, HIS, RACC	.	Surveyed from Right of Way
5BL10436	<p>"The Emily Griffith Cabin"</p>  <p>DSC00438</p>	1925	174 Pinecliffe Rd. (Assessor) 150 Pinecliffe Rd. (Postal) Pinecliffe (BC)	THOMPSON, BONITA ANN	RACC, PS, HIS		Surveyed from Right of Way.
5GL1728	<p>"The Gu(e)rtner Cabin"</p>  <p>IMG1628</p>	ca.	81 Woodbine Pl. Pinecliffe (Postal)	SISLER, RUTH JEAN	PS, INT, ACC		Verbal permission was granted by the property owner on September 7 th , 2007.
5BL476	 <p>DSCN1675</p>	ca. 1861	3949 Coal Creek Canyon Drive, Pinecliffe Vic. (BC)	GIGGEY, GEORGE L. & BLANCHE E.	HIS, INT, PS, ACC	Previously recorded in 1981 Officially eligible	Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
5BL476	 DSC00447	ca. 1861	3949 Coal Creek Canyon Drive, Pinecliffe Vic. (BC)	GIGGEY, GEORGE L.. & BLANCHE E.	HIS, INT, PS, ACC	Previously recorded in 1981 Officially eligible	Permission of Entry form completed by property owner
5BL10439	 DSC00448	ca. 1900-15 (moved 1962)	3949 Coal Creek Canyon Drive, Pinecliffe Vic. (BC)	GIGGEY, GEORGE L.. & BLANCHE E.	HIS, INT, PS, ACC		Permission of Entry form completed by property owner
	 DSC00449	ca. 1950-1960	3999 Coal Creek Canyon Drive, Pinecliffe Vic. (BC)	PINECLIFFE AREA FIRE ASSOCIATION	HIS, INT, PS, ACC	Removed from survey list. Non-historic building	Permission of Entry form completed by property owner
5GL1805	"The Doyle Cabin"  DSCN1403	1912	3061 Hwy. 72, Pinecliffe	DOYLE, EDNA G & BERNIER DIANA	HIS, INT, ACC,PS		Permission of Entry form completed by property owner
5GL1801	"Building 1"  DSCN1707	1904	20 Pinecliffe Rd., Pinecliffe	HALL, MEREDITH ANN	INT, ACC		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Pinecliffe Section

Table 1: PINECLIFFE (PINE CLIFF) AND VICINITY							
Resource Number	Photograph	Construction Date	Building Address	Current Owners Name	Selection Criteria	Comments/ Potential Significance	Access
5GL1802	<p>"Building 2"</p>  <p>DSC00457</p>	ca. 1890-1910	20 Pinecliffe Rd., Pinecliffe	HALL, MEREDITH ANN	INT, ACC		Permission of Entry form completed by property owner
5GL1786	 <p>DSC00549</p>	1926	42 Pinecliffe Rd., Pinecliffe	HILLAS, SUZANNE	ACC, INT, PS		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Lincoln Hills & Pactolus Section

Table 2: LINCOLN HILLS & PACTOLUS							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL6	<p>"Winks Panorama/Winks Lodge"</p>  <p>DSCN1264</p>	1925	213 Winks Way, Lincoln Hills	BECKWOURTH JAMES P MOUNTAIN CLUB	HIS, PS, PR, ACC	This building is listed in the NRHP as "Wink's Panorama/Wink's Lodge" (5GL6) Removed from survey list; Re-evaluation not required at this time	Permission of Entry form completed by property owner
5GL1737	 <p>DSC00520</p>	1930	106 Emory Rd., Lincoln Hills	COUNTY OF GILPIN	INT, ACC		Owned by the County of Gilpin.
5GL1738	<p>"The Rendezvous"</p>  <p>DSC00516</p>	1951	29 Pitts Pl, Lincoln Hills	FORD, NORMAN ARNETT LIVING TRUST	HIS, PS, INT, ACC, TH		Verbal permission was granted by occupants on October 5th, 2007.
5GL1739	<p>"The Zephyr View"</p>  <p>DSC00514</p>	1929	31 & 26 Pitts Pl, Lincoln Hills	SCOTT, JOHN H S	HIS, ACC, PS, INT		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Lincoln Hills & Pactolus Section

Table 2: LINCOLN HILLS & PACTOLUS							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1740	 DSC00515	1925	3882 Miner's Way (Assessor) 3884 Pitts Pl. (Owner) Lincoln Hills	SMITH, CHARLES T & CHARLENE M	HIS, INT, ACC,PS		Permission of Entry form completed by property owner
5GL1741	 DSC00518	1930	58 Pitts Pl., Lincoln Hills	GREBEN, JOSEPH G & DOLORES	HIS, PS, RACC		Surveyed from the Right of Way
5GL1742	 DSC00529	1930	103 Phillis Wheatley Way, Lincoln Hills	RUCKER, JENNIE MAE	HIS, PS, ACC		Permission of Entry form completed by property owner
5GL1743	 DSC00528	1925	194 Phillis Wheatley Way, Lincoln Hills	MACLACHLAN, JEFFREY A & KELLY, VENICE J	HIS, PS, RACC		Verbal permission granted by property owner
5GL1744	 DSC00530	1923	53 Winks Way, Lincoln Hills	STEELE, RAYMOND	HIS, PS, ACC		Verbal permission was granted by the property owner on October 5 th , 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Lincoln Hills & Pactolus Section

Table 2: LINCOLN HILLS & PACTOLUS							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1745	 DSC00532	1925	288 Pactolus Lake Rd, Lincoln Hills	FIORI, PETER C	HIS, PS, INT, RACC		Permission of entry granted by owner.
5GL1746	 DSC00533	1953	434 Pactolus Lake Rd, Lincoln Hills	HACKETT, KIMBERLY SHILLING	ACC, PS, INT		A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey.
5GL1747	 DSC00429  DSC00411	1946	655 Pactolus Lake Rd, Lincoln Hills	VAN HORN, BURKETT, AND ASSOCIATES LLC	HIS, PS, INT, TH, ACC	A currently inaccessible small mining structure NNE of building is also potentially significant.	Permission of Entry granted by property owner. This building has been demolished since the start of the survey. Building was intensively surveyed before demolition took place.
5GL1749	 DSCN1717	ca. 1923	53 Winks Way, Lincoln Hills	STEELE, RAYMOND	HIS, PS, ACC		Verbal permission was granted by the property owner on October 5 th 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Lincoln Hills & Pactolus Section

Table 2: LINCOLN HILLS & PACTOLUS							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1750	 <p>DSC00537</p>	1954	901 Pactolus Lake Rd. Lincoln Hills	KOLAR, VLASTA K LIVING TRUST	ACC, PS		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1752	<p>"The Red Building"</p>  <p>DSC00215</p>	1925	609 Tolland Rd., Rollinsville	ESPY, BRUCE J	HIS, ACC, PS, INT		Permission of Entry form completed by property owner
5GL1751	<p>"The Main House"</p>  <p>DSC00311</p>	ca. 1913-1925	609 Tolland Rd., Rollinsville	ESPY, BRUCE J	HIS, ACC, PS, INT		Permission of Entry form completed by property owner
5GL1753	<p>"The Mess"</p>  <p>DSCN1188</p>	ca. 1913-1925	609 Tolland Rd., Rollinsville	ESPY, BRUCE J	HIS, ACC, PS, INT		Permission of Entry form completed by property owner
5GL1754	<p>"The Bunkhouse"</p>  <p>DSCN1214</p>	ca. 1913-1925	609 Tolland Rd., Rollinsville	ESPY, BRUCE J	HIS, ACC, PS, INT		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
	 2232 Tolland Rd	ca. 1890-1910	2232 Tolland Rd., Rollinsville	POTTS, HANS AND UNA	PS, RACC	The property was inaccessible; the County Assessor's image has been attached. Removed from Survey: unlocatable.	Permission of Entry form completed by property owner
5GL1756	 DSCN1273	1905	99 Tolland Rd. , Rollinsville	ROLLINSVILLE WEST CENTER LLC	ACC, PS		verbal permission was granted by the current tenant on July 26 th , 2007.
5GL1757	"Yocam Building 1"  DSCN1293	ca. 1900-1920	UTM Location: 13:456956mE 4418511mN (NAD27)	YOCAM, TERRY LYNN & DEGERATY WILL	INT, PS, RACC		Surveyed from Right of Way
5GL1758	"Yocam Building 2"  DSCN1288	ca. 1900-1920	UTM Location: 13:456963mE 4418527mN (NAD27)	YOCAM, TERRY LYNN & DEGERATY WILL	INT, PS, RACC		Surveyed from Right of Way
5GL1759	"Yocam Building 3"  DSCN1301	ca. 1900-1920	UTM Location: 13:456956mE 4418532Mn (NAD27)	YOCAM, TERRY LYNN & DEGERATY WILL	INT, PS, RACC		Surveyed from Right of Way

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1760	 DSCN1336	1900	57 Tolland Rd. , Rollinsville	MILLS, JOHN POWELL & TRUMBULL, GILLIAN	ACC		Property owner was presented with permission of entry packet to sign, verbal permission was granted by the current tenant on July 26 th , 2007.
5GL1761	 DSC00354	1957	51 Tolland Rd. , Rollinsville	CAMPAGNOLI, JOHN GABRIEL & JANICE NORTH	ACC		Permission of Entry form completed by property owner
5GL1762	"The Main House"  DSCN1305	1920	31 Tolland Rd. , Rollinsville	CIELOHA, DOLORES MARIE ET AL....	HIS, INT, ACC		Permission of Entry form completed by property owner
5GL1763	 DSCN1326	1892	30 Tolland Rd. Rollinsville	EDMUNDS, JACQUELYN S	RACC		Surveyed from Right of Way
5GL1764	 DSC00491	1950	12 Main St., Rollinsville	KUHNE, STEPHANIE	HIS, RACC, PS		Surveyed from Right of Way

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1765	<p>"The Stage Stop"</p>  <p>DSC00496</p>	1868	60 Main St. "Stage Stop" , Rollinsville	STAGE STOP LLC	HIS, PS, ACC		Permission of Entry form completed by property owner
5GL1755	<p>"Indian Peaks Trading Co."</p>  <p>DSC00497</p>	1930	72 Main St, Rollinsville.	WOOD, MICHAEL F & PAULA M	RACC		Surveyed from Right of Way
5GL1767	 <p>DSC00499</p>	1940	87 Main St. (Assessor) 137 Main St. (Utilities), Rollinsville†	BARTLO, KENT W	RACC		Surveyed from Right of Way
5GL1768	<p>"The Pirate's Den"</p>  <p>DSC00501</p>	1928	143-45 Main St. , Rollinsville	ALPINE APARTMENTS LLC	HIS, ACC, PS		Verbal permission was granted by a current tenant on July 26 th , 2007.
5GL1769	 <p>DSC00506</p>	1953	19 Old Stagecoach Trail, Rollinsville	SLINGER, MARK A & LYNN E	INT, ACC		Verbal permission was granted by the property owner on August 5, 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1770	<p>"The Zip"</p>  <p>DSC00505</p>	1916	86 Old Stagecoach Trail, Rollinsville	ETTER, PATRICIA L (WRIGHT) & FACKLER	HIS, ACC, PS		Permission of Entry form completed by property owner
5GL1771	 <p>DSCN1501</p>	1902	510 Old Stagecoach Trail, Rollinsville	COLORADO TROUT GROUP INC.	ACC, PS, INT		Permission of Entry form completed by property owner
5GL1772	 <p>518 Old Stagecoach Trail</p>	1951	518 Old Stagecoach Trail, Rollinsville	SINGING WINDS RANCH LLC	ACC, PS, INT	The property was inaccessible Due to Railroad Right of Way; the County Assessor's image has been attached. Property was surveyed from the Right of Way.	Permission of Entry form completed by property owner
	<p>"The Old Barn"</p>  <p>IMGP1457</p>	1924	518 Old Stagecoach Trail, Rollinsville	SINGING WINDS RANCH LLC	ACC, PS, INT	This building is located within the large Singing Winds Ranch property in the Manchester Lake/Rollinsville area and is affiliated with activities at 510-518 Old Stagecoach Trail. Removed from survey—road inaccessible due to snow.	Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1774	<p>"The Old Assay Office"</p>  <p>DSC00345</p>	1873	29 Assay Office Rd., Rollinsville	SLINGER, MARK A & LYNN E	HIS, INT, RACC, PS	This is not the true address; the resource is being moved and this is the current location of the building.	Permission of Entry form completed by property owner
5GL1775	 <p>DSC00508</p>	1873	67 Assay Office Rd. 67 Pine St. , Rollinsville	FISHER, NAOMI K	RACC		Surveyed from Right of Way
5GL1776	 <p>DSC00507</p>	1905	45 Assay Office Rd. 45 Pine St. , Rollinsville	BARTCH, MARY H	RACC		Surveyed from Right of Way
5GL1777	 <p>DSC00509</p>	1954	169 Assay Office Rd. 169 Pine St., Rollinsville	AARON, WILLIAM J	RACC		Surveyed from Right of Way
5GL696	<p>Rollinsville Work Center</p> <p>No photograph available*.</p>	1934	UTM Location: 13: 455200mE 4418750mN (NAD27)	UNITED STATES OF AMERICA	HIS, INT, PR	Recorded as 5GL696.	Building is on public land.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Rollinsville Section

Table 3: ROLLINSVILLE AND VICINITY							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1762	<p>"The Barn"</p>  <p>DSCN1311</p>	ca. 1900-1920	31 Tolland Rd. , Rollinsville	CIELOHA, DOLORES MARIE ET AL...	HIS, INT, ACC		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GI1796	<p>“East Portal Building 1”</p>  <p>DSCN1247</p>	ca. 1925–1935	North adjacent to Rollins Pass Road, East Portal UTM Location: 13: 444959mE 4416979mN (NAD27)	United States Forest Service, Boulder Ranger District	HIS, ACC, PS, INT, TH		Building is on public land.
5GL1797	<p>“East Portal Building 2”</p>  <p>DSCN1237</p>	ca. 1925–1935	North adjacent to Rollins Pass Road, East Portal UTM Location: 13: 444959mE 4416979mN (NAD27)	United States Forest Service, Boulder Ranger District	HIS, ACC, PS, INT, TH		Building is on public land.
5GL1798	<p>“East Portal Building 3”</p>  <p>DSCN1246</p>	ca. 1925–1935	North adjacent to Rollins Pass Road, East Portal UTM Location: 13: 444959mE 4416979mN (NAD27)	United States Forest Service, Boulder Ranger District	HIS, ACC, PS, INT, TH		Building is on public land.
5GL1799	<p>“East Portal Building 4”</p>  <p>DSCN1235</p>	ca. 1925–1935	North adjacent to Rollins Pass Road, East Portal UTM Location: 13: 444959mE 4416979mN (NAD27)	United States Forest Service, Boulder Ranger District	HIS, ACC, PS, INT, TH		Building is on public land.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1800	<p>"East Portal Building 5"</p>  <p>DSCN1250</p>	ca. 1925–1935	North adjacent to Rollins Pass Road, East Portal UTM Location: 13: 444959mE 4416979mN (NAD27)	United States Forest Service, Boulder Ranger District	HIS, RACC, PS, INT, TH		Building is on Union Pacific Right of Way.
5GL1792	<p>"First Tolland School"</p>  <p>DSCN1422</p>	1900	80 Maalwyck Ln., Tolland	TOLL, WILLIAM B	HIS, PS, RACC		Permission denied, Requires a Right of Way survey
5GL1789	 <p>DSCN1420</p>	1907	31 Maalwyck Ln., Tolland	JAMES PEAK CO.	HS, INT, PS, RACC		Permission denied, Right of Way survey
5GL1791	 <p>DSCN1419</p>	1907	41 Maalwyck Ln., Tolland	JAMES PEAK CO.	HS, INT, PS		Permission denied. Surveyed from Right of Way
5GL1794	<p>"The Katherine Toll House"</p>  <p>DSC00469</p>	ca. 1905	111 Tomonel Ln., "Toll House"	TOMONEL HOUSE LLC	ACC, HIS, PS, INT		Permission of Entry form completed by property owner

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1795	<p>"The Tomonel House"</p>  <p>DSC00471</p>	1905	151 Tomonel Ln. Tolland	BENJAMIN, PAULA E.	ACC, HIS, PS, INT		Permission of Entry form completed by property owner
5GL1793	 <p>DSC00473</p>	1920	301 Toll Ranch East Rd., Tolland	ZARLENGO, DOMINIC A & ESTER E TRUST	ACC, HIS, PS, INT		Permission of Entry form completed by property owner
TL33	 <p>4348 Tolland Rd</p>	1920	4348 Tolland Rd. Tolland Vic.	OWT LLC	PS, INT, RACC	The property was inaccessible; the County Assessor's image has been attached	Removed from survey
TL34	 <p>4576 Tolland Rd</p>	1905	4576 Tolland Rd. Tolland Vic.	OWT LLC	PS, INT, RACC	The property was inaccessible; the County Assessor's image has been attached	Removed from survey
TL35	 <p>DSCN1464</p>	ca. 1880-1910	141 County Road 16, Tolland	UNKNOWN	TH, PS, INT, RACC	This is a large property in the Tolland area. The resource is located at UTM 13: 449584mE/ 4417058mN. The resource includes a collapsed cabin and a possible associated archaeological scatter.	Removed from Survey

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL47	<p>"Tolland Schoolhouse"</p>  <p>DSCN1412</p>	1909	<p>UTM Location: 13: 448888mE 4416912Mn (NAD 27)</p>	No assessor data found	HS, INT, PS, RACC	Surveyed from Right of Way. Property found	Permission denied,
5GL1779	 <p>DSCN1570</p>	1905	<p>4998 Tolland Rd. (Assessor) 4984 Tolland Rd. (Utilities), Tolland</p>	STROMBECK, CONSTANCE L. & BEHR, DANA	HIS, INT, RACC		Surveyed from Right of Way
5GL1778	 <p>DSCN1446</p>	1908	<p>5006 Tolland Rd. (Assessor) 4998 Tolland Rd. (Utilities), Tolland</p>	JAMES PEAK CO.	HIS, INT, RACC		Surveyed from Right of Way
5GL1780	 <p>DSCN1439</p>	1905	<p>4992-94 Tolland Rd. (Assessor) 4972 Tolland Rd. (Utilities), Tolland</p>	DICKSON, NOEL & LORD, CHARLES B.	ACC		Permission of Entry form completed by property owner
5GL1782	 <p>DSCN1445</p>	1905	<p>5000 Tolland Rd. (Assessor) 4992 Tolland Rd. (Utilities), Tolland</p>	REED, LEDA C.	HIS, INT, PS, ACC		Verbal permission was granted by the property owner on August 5, 2007.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
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Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1783	<p>"The Mitch Reed Cabin"</p>  <p>IMGP1535</p>	1907	5000 Tolland Rd. (Assessor) 4994 Tolland Rd. (Utilities), Tolland	REED, LEDA C.	HIS, ACC		Verbal permission was granted by the current tenant on August 5, 2007.
5GL1784	 <p>DSCN1448</p>	1929	5004 Tolland Rd., Tolland	JOHNSON, FREDERICK L. & BETTY LOU	HIS, INT, ACC	Historically, this was part of the same property as 5014 Tolland Rd.	Permission of Entry form completed by property owner
5GL1784	 <p>DSCN1449</p>	1951	5014 Tolland Rd, Tolland	BROOKS, NANCY N. & STEPHEN H.	HIS, INT, ACC	Historically, this was part of the same property as 5004 Tolland Rd.	Permission of Entry form completed by property owner
5GL1787	 <p>DSCN1453</p>	1905	5040 Tolland Rd., (Assessor) 5016 Tolland Rd. (Utilities) Tolland	YOUNG, CHARLES J. & NANCY A.	RACC		Surveyed from Right of Way
	 <p>DSCN1452</p>	1905	5040 Tolland Rd. (Utilities), Tolland	YOUNG, CHARLES J. & NANCY A.	HIS, INT, RACC	Removed from survey	Permission not granted

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
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Table 4: Tolland & East Portal							
Resource Number	Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Comments/Potential Significance	Access
5GL1790	 <p>DSCN1456</p>	1905	5046 Tolland Rd., Tolland	HASSAN ARTHUR C JR & FRY BETTY G.	HIS, INT, RACC		Surveyed from Right of Way.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
No photograph available*	1920	4692 Tolland Rd.	Connie J. Golightly	PS	Awaiting permission from property owner, a Right of Way survey is not possible	This building has been excluded for management purposes. Historical records associated with this building did not correlate with current assessor or planning records and it was not possible to determine the integrity, historical value, or the building's relationship to the survey area as a result.
 1688 Tolland Rd.	ca. 1915–1935	1688 Tolland Rd., Rollinsville	ZIMMERMAN, KIMBERLY LEIGH	INT, PS	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded for management purposes. Located adjacent to the Tolland Road Right of Way, the building's characteristics are obscured by 7-ft to 8-ft tall privacy fencing enclosing the perimeter of the developed zone of the property. Also, at the draft deadline for the reconnaissance survey selections access had not been granted to determine whether this building should or should not be included.
No photograph available*.	1917	3058 Hwy. 72 , Pinecliffe	LAZZARINO GRAZIANA	ACC	Property owner was presented with permission of entry packet to sign, verbal permission was granted by the property owner on September 11th 2007.	This building was excluded due to its loss of integrity. An oral interview with the property owner stated that this building was changed significantly between 1972 and 1980, resulting in its current appearance.
No photograph available*.	1923	3060 Hwy 72 , Pinecliffe	LAZZARINO GRAZIANA	ACC	Property owner was presented with permission of entry packet to sign, verbal permission was granted by the September 11 th , 2007.	This building was excluded due to its loss of integrity. An oral interview with the property owner stated that this building was changed significantly between 1972 and 1980, resulting in its current appearance.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
 DSC00474	ca. 1890-1920	200 Old Baltimore Gulch	JAMES PEAK CO.	INT, PS	Permission denied, Requires a Right of Way survey	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner expressly denying access to the land, the buildings are not visible from any public right of way.
 DSC00475	1908	240 Old Baltimore Gulch, "Pasloe Riley Cabin"	RILEY, PATRICK A., LINDA J., & TAD E.	HIS, INT, PS	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner, expressly denying access to the land, the buildings are not visible from any public Right of Way
 DSC00476	1900	290 Old Baltimore Gulch, "MAY-KEN"	GLASSMANN, MARJORIE G. & ROBERT G. JR.	PS	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner, denying access to the land, the buildings are not visible from any public Right of Way
 DSC00477	ca. 1880-1889	290 Old Baltimore Gulch	GLASSMANN, MARJORIE G. & ROBERT G. JR.	PR, HIS, INT, TH	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner expressly denying access to the land, the buildings are not visible from any public right of way

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
 DSC00480	1920	271 Old Baltimore Gulch, "Sunbeam"	WIDENER, SANDRA & PARR, JOHN	HIS, INT, PS	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner expressly denying access to the land, the buildings are not visible from any public right of way
 DSC00490	1902	220 Old Baltimore Gulch, "Brookside"	BENNETT, RAY HUGH	INT, PS	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner, William Toll, expressly denying access to the land, the buildings are not visible from any public Right of Way
 DSC00486	1920	211 Old Baltimore Gulch	SCHNEIDER, ROSLYN D. & BUTTERFIELD, DEANNE	INT, PS, TH	Awaiting permission from property owner, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner expressly denying access to the land, the buildings are not visible from any public Right of Way
No photograph available*	1920	4692 Tolland Rd.	Connie J. Golightly	PS	Awaiting permission from property owner, a Right of Way survey is not possible	This building has been excluded for management purposes. Historical records associated with this building did not correlate with current assessor or planning records and it was not possible to determine the integrity, historical value, or the building's relationship to the survey area as a result.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
 DSCN1431	1913	91 Maalwyck Ln., Tolland	JAMES PEAK CO.	HIS, PS, INT	Permission denied, a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner expressly denying access to the land, the buildings are not visible from any public Right of Way
 DSCN1436	1930	121 Maalwyck Ln., Tolland	JAMES PEAK CO.	HIS, PS, INT	Permission denied, Requires a Right of Way survey is not possible.	This building has been excluded due to access issues. This building is one of fourteen historic buildings located on the James Peak Co./Toll Property in the vicinity of Tolland. In addition to the landowner, William Toll, expressly denying access to the land, the buildings are not visible from any public Right of Way
 DSC00536	1953	728 Pactolus Lake Rd, Lincoln Hills	MCKENNEY ALBERT	ACC	Permission of Entry form completed by property owner.	This building was excluded due to its loss of integrity. Assessor records indicate that this building was changed significantly sometime around 1975.
 20542 HWY 119 Building 1	ca. 1954- 1965	20542 Hwy 119, Rollinsville	BARTLO, KENT	PS	Awaiting permission from property owner and the Union Pacific Rail Road.	This building has been excluded due to access issues. This building is one of six located south of Rollinsville, south of the UPRR Moffat Rout Right of Way. Access to this property is restricted to a single private grade crossing. Furthermore, the buildings are not visible from the public Right of Way.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
<p>"Buildings 2 and 3"</p>  <p>20542 HWY 119 Buildings 2 & 3. JPG</p>	ca. 1954-1965	20542 Hwy 119, Rollinsville	BARTLO, KENT	PS	Awaiting permission from property owner and the Union Pacific Rail Road.	This building has been excluded due to access issues. This building is one of six located south of Rollinsville, south of the UPRR Moffat Rout Right of Way. Access to this property is restricted to a single private grade crossing. Furthermore, the buildings are not visible from the public Right of Way.
<p>"Building 4"</p>  <p>20542 HWY 119 Building 4</p> <p>Note: a photograph has not been provided for buildings 5 and 6.</p>	ca. 1954-1965	20542 Hwy 119, Rollinsville	BARTLO, KENT	PS	Awaiting permission from property owner and the Union Pacific Rail Road.	This building has been excluded due to access issues. This building is one of six located south of Rollinsville, south of the UPRR Moffat Rout Right of Way. Access to this property is restricted to a single private grade crossing. Furthermore, the buildings are not visible from the public Right of Way.
No photograph available*	1920	19670 Hwy 119, Rollinsville	MANN, CHARLINE M.	PS	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building has been excluded due to access issues. The location of 19670 Highway 119, within the Severance Lodge Subdivision, is far beyond the survey management boundary. Located 2,000-ft south of the UPRR Moffat Route Right of Way, the subdivision is 1,200 feet outside of the 800-ft easement from this corridor approved for the survey.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
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Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
No photograph available*	1936	20962 Hwy 119, Rollinsville	LOGAN, TIMOTHY R. & SHIRLEY, JOLINE	N/A	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building was excluded due to its loss of integrity. Assessor records indicate that this building was changed significantly sometime around 1985.
No photograph available*	1953	47 High St., Rollinsville	DAVIS, SALLY SUE	N/A	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building has been excluded for management purposes. Historical records associated with this building did not correlate with current assessor or planning records and it was not possible to determine the integrity, historical value, or the building's relationship to the survey area as a result
 75 High St	1940	75 High St., Rollinsville	HOWARD, JOSEPH E.	N/A	Permission of Entry form completed by property owner	This building was excluded due to its loss of integrity. Assessor records indicate that this building was changed significantly sometime around 1980. .

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Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
 43 Colorado St	1923	43 Colorado St., Rollinsville	LYONS, DAVE R.	N/A	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building was excluded due to its loss of integrity. The current appearance of this building indicates a major renovation is underway, including the major additional massing on the second story.
 70 Colorado St	1900	70 Colorado St., Rollinsville	HAMILTON, ERIK P.	N/A	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building was excluded due to its loss of integrity. Assessor records indicate that this building was changed significantly sometime around 1980.
No photograph available*	1930	43 Owl Dr., Rollinsville	FRENIERE, BARRY AUSTIN	N/A	A permission of entry packet has been mailed to the property owner. Currently awaiting the completed documents, possibility for Right of Way survey	This building was excluded due to its loss of integrity. Assessor records indicate that this building was changed significantly sometime around 1960-69.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
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Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
 <p>3382 South Beaver Creek Dr - 1</p>	1947	3382 South Beaver Creek Rd.	HENDERSON, DIANE K. & CHESTER EUGENE	INT, PS	Permission of Entry form completed by property owner.	This building has been excluded for management purposes. Although the property associated with 3382 South Beaver Creek Rd. is located within the survey boundaries of Lincoln Hills, the building itself is located approximately 400 to 500-ft north of the northern extent of the same boundaries. Also, the 1947 build date places this building beyond the determined period of significance for the Lincoln Hills area of 1900 to 1935. Therefore, it has been excluded to maintain a more comprehensive 90 property sample set.
No photograph available*	ca. 1908	3285 Coal Creek Canyon Dr.	PINECLIFF RESORT AND INVESTMENT CO.	HIS, PS	Permission of Entry form completed by property owner	This building has been excluded due to access issues. Although permission has been granted for this particular building, 3285 Coal Creek Canyon Dr. is one of approximately 20–30 historic buildings located within the boundaries of the “Pinecliff Resort”. A large community north of South Pinecliffe. Access to the lands of this gated community has been expressly denied by the community leaders.
No photograph available*	1951	197 Isle of Pines Rd., Pinecliffe Vic.	PALMER, RANDALL E.		Permission denied, Requires a Right of Way survey is not possible.	This building has been excluded due to access issues. The small community of Isle of Pines does not have a public Right of Way, and the owner has not completed an access form.

Final Results of a Reconnaissance Survey of the Gilpin County Tunnel District
Tolland & East Portal Section

Table 5. EXCLUDED RESOURCES (INITIAL)						
Photograph	DOC	Building Address	Current Owners Name	Selection Criteria	Access	Exclusion Justification
No photograph available*	1930	1672 County Road 16, Rollinsville	HINERMAN, WAYNE		Permission of Entry form completed by property owner	This building has been excluded for management purposes. Historical records associated with this building did not correlate with current assessor or planning records and it was not possible to determine the integrity, historical value, or the building's relationship to the survey area as a result. The building is upon a developed portion for a mining claim, thus assessor records including any images are not available.
END						
*- Ten total entries are not accompanied by a photograph of the building. An image is not provided because: 1) extremely poor access and vegetative cover prevented a clear photograph from being taken, and 2) Gilpin County Tax Assessor records do not have a substitute image for the building.						

APPENDIX B
Resource Descriptions (in order by site number)

5BL10431

The Fields Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 80 Main St. (80 Pinecliffe Rd.),
Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1920

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

80 Main Street is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad-related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company, and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

The land within lots 12 through 16, block 20 of South Pinecliffe was initially purchased by J. Hay B. Barnholt and B.F. Bachman on an unknown date. It was then sold to Mrs. S.W. Howe on April 20, 1918. Mrs. Howe then shortly thereafter sold the property to the builders of the cabin at 80 Main Street, Bert A. and Ida M. Fields. The Fields purchased the land on December 30, 1919, and then constructed the cabin in 1920 as a seasonal vacation residence. Although the Fields owned the property when the building was constructed, it is unclear whether the Fields themselves or a separate contractor built the home.

Bert A. Fields did not permanently reside within Pinecliffe and was employed by the railroad like so many of the town's early, ephemeral residents. It is unclear which railroad employed Bert Fields, as a number of railroad companies have operated along the Moffat Road since its completion in 1905, and the available Census records are non-specific. What is clear is that Bert worked as a switchman, or an operator of rail switch tracks, and he maintained a permanent residence elsewhere. Accompanied by his young wife Ida, Bert rented an apartment on Curtis Street in Denver at the time. The couple did not have any children in 1919, but that changed with the birth of their son Charles A. in 1925. The Fields retained the property for an extended period of time; selling the home and land in 1945 to W.M. and Pearl Taylor.

Following the 20-year occupation by the Fields, 80 Main Street went through a 15-year period typified by brief periods of ownership and numerous transfers of the deed. During the time from 1945 to 1968 the property was exchanged six times, with the various individuals owning the cabin for an average of three years. The owners of the property during this period, listed chronologically, were William and Pauline Steinbach, Clifford D. and Ethel A. Crosby, Robert and Thersa Klotzman, and the Morr Loan Company. The Morr Loan Company then sold the property to Lloyd W. Gullet Senior and his wife Dorothy on January 12, 1968. The Gulleys would retain 80 Main Street until the passing of Lloyd Senior in 1988, when the property was ceded to his son and current owner Lloyd Gullet Junior and his wife Mary.

Statement of Significance:

80 Main Street is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions and an offset placement in relation to the right-of-way. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 80 Main Street also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 80 Main Street has been affected over the years by modifications made to the building outside of its historical period. Although the current location, association, and setting of the building are consistent with its historic location, 80 Main Street has undergone significant changes that have impacted the original design, feeling, workmanship, and materials. These modifications include prominent additions to the southeast and southwest elevations, replacement of historic windows, and the addition of modern siding. The modifications have altered the original appearance and architectural character of the building, and it no longer conveys its historic appearance. In summary, because 80 Main Street does not meet four of the seven aspects of historic integrity, it has a poor level of historic integrity.

5BL10432

The Knight Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 96 Main St. (96 Pinecliffe Rd.),
Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1920

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

96 Main Street is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad-related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

The land within lots 10 and 11, block 20 of the South Pinecliffe subdivision was initially included within a bulk sale of the Oasis Crisis Placer from the Western Land Company to Guy C. Knox in 1913. Guy Knox then subdivided the undeveloped mining property into the South Pine Cliff subdivision and then quickly sold the subdivided lots, 96 Main Street included. 96 Main Street was first purchased by Helen E. Knight from Knox on November 24, 1914, with the current property boundaries. Helen Knight would six years later construct the cabin at 96 Main Street. Although it is clear that Helen Knight owned 96 Main Street when the building was constructed, it is unclear whether or not a separate contractor built the vacation home.

The second youngest of four sisters, Helen Knight was born in 1866 to affluent parents of naturalized American birth. At the head of the Knight family was John C. Knight, a fur purchaser, and his wife Lucy. For the greater proportion of Helen's life the family resided in Fulton, Illinois, a rural community along the Mississippi River, where they attended school to become school teachers. Of the three sisters, only Josephine would ever marry and bear a child. Helen, along with sisters Josephine and Alice, completed their training as school teachers in Illinois and traveled to Colorado sometime between 1900 and 1920. In 1920 the three sisters, along with the son of Josephine, Vincent, are listed as permanently residing in a cottage at 3112 Meade Street in Denver, Colorado. Far from their affluent upbringing, the Knight sisters were all employed as public school teachers while the young nephew functioned as a machinist for a local iron foundry. Helen Knight maintained the property and home at 96 Main Street until 1934.

Like many of the properties within Pinecliffe, the period following the lengthy initial occupation is typified by numerous brief occupations and multiple land exchanges. In 1934, Helen Knight sold her cabin and land to the neighboring property owner, Pinecliffe Postmaster, and local Grocery Store proprietor G.F. Carmichael. G.F. Carmichael held 96 Main Street until 1936, when he transferred title to Chester Israel. Three years later Israel sold the property to a partnership including Charlotte D. Robinson, Helen West, Harriet Saunders, and Dorothy Robinson. The partnership held 96 Main Street for 18 years until they transferred title to Harry D. and Ogda Robinson in 1957. Following the Robinson's purchase there is a significant gap in the ownership records between 1957 and 1988. At some point within this period the property was acquired by Lloyd Gullet Senior, owner of the adjacent property at 80 Main Street (5BL10431). Following the death of Lloyd Gullet Senior in 1988, this property along with the adjacent parcel were inherited by his son, Lloyd Gullet Junior. At some point between 1988 and 1993, Mr. Gullet lost control of the 96 Main Street portion of his property and it was sold to Rebecca L. Whittenberg in 1993. The property remained in the possession of Rebecca Whittenberg until April 2008, when Ray Rubio acquired the cabin.

Statement of Significance:

96 Main Street is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions and an offset placement in relation to the right-of-way. Although originally rendered in a variation of the National Folk style, the building no longer fully communicates this original design and as a result does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 96 Main Street also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 96 Main Street has been affected over the years by modifications made to the building outside of its historical period. Although the current location, association, and setting of the building are consistent with its historic location, 96 Main Street has undergone significant changes that have impacted the original design, feeling, workmanship, and materials. These modifications include a series of prominent additions that fully enclose the rear elevation, the replacement of historic windows, the addition of modern siding, and the replacement of the historic porch columns with modern posts. The modifications have altered the original appearance and folk architectural character of the building. In summary, because this building does not satisfy four of the seven aspects of historic integrity, it has poor level of historic integrity.

5BL10433

Ann Carmichael Playhouse

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 106 Main St. (106 Pinecliffe Rd.),
Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1867

Architectural Style: Mid-19th Century: Pioneer Log Cabin



Historical Background:

106 Main Street is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, founded in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

According to the Boulder County Tax Assessor, the original portion of 106 Main Street was constructed in 1867, 37 years before the location was patented and while the State of Colorado remained a territory; placing 106 Main Street as the longest standing building in the South Pine Cliff subdivision. It is unclear who constructed the cabin and for what purpose, as historical records for this location are not available for the period prior to the 1904 patent. After this land was acquired by the Western Land and Improvement Company, it became included in a bulk land purchase of the Oasis Placer by Guy C. Knox. Guy C. Knox acquired the land in 1913 and subdivided it for residential and commercial sale, filing the official plat for the South Pine Cliff subdivision in the same year. The land and cabin were purchased from Guy Knox by W.S. Payne in 1914. W.S. Payne retained the property until 1921 when it was sold to Edith K. Anders.

Edith K. Anders was born in 1857 to German immigrants living in Pennsylvania. She arrived in Colorado sometime in the late nineteenth century. In 1882 she married Daniel R. Anders, a dress merchant, and eight years later would bear a daughter named Winifred. The family remained in their Denver home until the death of Daniel R. With the death of her husband sometime around 1915, Edith relocated to Pinecliffe to be near her daughter, who had married the owner of 96 Main Street, General F. Carmichael. Ms. Anders took up permanent residency here and began operating a lunch counter and took office as the post master. By 1923, the lunch counter had evolved into a confectionary and tobacco shop. She remained as postmaster until 1927, when the position was awarded to her son-in-law, General F. During this time 106 Main Street was included in the same property as the post office, now at 114 - 116 Main Street. According to local tradition, the small log claim shack that evolved into 106 Main Street was being used as a playhouse for Edith's 8-year-old granddaughter, Ann M. Carmichael. Edith retained the property until her death in 1927, when it was transferred into the ownership of Winifred. Winifred and her husband also took control over the confectionary shop, renaming it Carmichael and Company. The couple owned 106 Main Street until 1956, when it was purchased by Bernie and Francelia Shaver. The Shavers completed numerous additions and renovations to the cabin before they sold it to Donald and Phyllis G. Geist in 1980. The Geists then transferred the property to John G. and Joan M. Simon in 1984. The Simons sold the property in 1994 to Timothy and Brenda Simon. From Timothy and Brenda Simon, 106 Main Street was sold to Lynne Clay and Beverly Henley in 2006. It was then briefly held by Suzanne Hillas until it was sold to the current owner, Jennifer Travers, in 2008.

Statement of Significance:

Although the original portion of this building represents one of the earliest buildings in the Pinecliffe area, there have been significant alterations to this building that have impacted its historic architectural character. As a result, the Travers Cabin no longer fully represents the original Pioneer Log Cabin design of its original construction. At present, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is the longest standing residence within the community of Pinecliffe, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 106 Main Street does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 106 Main Street has been affected over the years by modifications made to the building outside of its historical period. The original portion of this building has been drastically altered with additions to the north and south elevations of a distinctly different construction from the original building. As the result of the numerous successive additions to the building, the cabin is substantially larger than its original single pen construction. These alterations have greatly impacted the design, workmanship, materials, and feel of the original cabin. Furthermore, vacation and railroad related development in the Pinecliffe area beginning in the early twentieth century has likely filled much of the open space present when the cabin was constructed. Consequently, the original setting of the building as it existed at its 1867 construction has seen a great deal of change and no longer represents the historic setting of the building, nor its association with the early development of the area. Although the original and architecturally distinct portion of the building is in good condition, it maintains a poor level of historic integrity.

5BL10434

Pinecliffe Post Office/Carmichael and Co. Store

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 114-116 Main St. (114 Pinecliffe Rd.), Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1941(Post Office),1947 (Resid

Architectural Style: No Style:



Historical Background:

114 - 116 Main Street is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff township was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. It is unclear what impact mining operations had on the area as there are few records regarding this company and their operations. What is apparent is that the placer in its entirety was sold to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, filing an official patent for South Pine Cliff in 1913. Almost immediately the resort was popular with a variety of Coloradans and the location went through several growth periods. A contributing factor to the success of Pinecliffe was its direct access to the Cliff siding of now the Denver Rio Grande and Northwestern Railroad. This afforded the community such important amenities as a post office and several grocery stores. The post office remains in town; however, the groceries and stores once along Main Street are no longer present. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

The current building located at 114 through 116 Main Street is in fact two separate historic buildings that were combined in 1975 to create the current footprint. The two separate buildings were a post office and grocery store at 114 Main Street and a residence at 116 Main Street, built successive to one another by subsequent owners.

The post office and grocery were constructed in 1941 by Winifred Carmichael, owner of the adjacent 106 Main Street property as well. Winifred Carmichael was born in 1890 to Edith K. and James H. Anders in Denver, CO. After marrying General F. Carmichael between 1910 and 1914 she permanently relocated from Denver to Pinecliffe. Soon after arriving in Pinecliffe, General F. took up the position of postmaster at the original 1909 Pinecliffe post office and the couple were joined by her recently widowed mother. Leaving her occupation in Denver as a retail salesperson, the 69-year-old Edith Anders opened her own store in 1921 within Pinecliffe. The store began as a lunch counter within the original post office, but by 1923 had changed to a confectionary and tobacconist within a grocery operated by G.F. Carmichael. Edith operated the store until her death in 1927, and ownership was assumed by Winifred. The Carmichaels renamed the business Carmichael and Company at this time. The original building was used until 1941, when a new dedicated space was needed. The Carmichaels maintained ownership of this new building until 1943, when it was sold to Victor R. and Agnes Egbert.

According to the current postmaster Jerri Baker, the postmasters of the original post office lived within the building; however, when the more substantial post office was completed, this was not possible. To rectify this, Victor Egbert constructed the adjacent residence in 1947 and adjoined the original parcels to form the current single tract of land.

The residence and the post office were constructed in a similar fashion and boasted a similar appearance. The two buildings were wood framed structures with a simple single story rectangular massing. The walls were covered with horizontal clapboard wood siding and the buildings featured low sloping front gabled roofs.

Following the Egberts the property was acquired by Walter and Della Stephens in 1969. The Stephens maintained the two buildings until 1973 when they were sold to Donald and Phyllis B. Geist. In 1975 the Geists adjoined the two separate buildings with a framed hyphen, creating the current contiguous form. Following the Geists, the property was acquired by the current owners Jerri Lee and Roger Baker.

Statement of Significance:

114 – 116 Main Street is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric as the existing post office, historical research situates this as the second manifestation of the original post office and

store within in Pinecliffe. Therefore, this building does not have a direct association with historical figures or events significant to our understanding of our collective past. As a result, 114-116 Main Street also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 114-116 Main Street has been affected over the years by modifications made to the building after its initial date of construction. Although the current location and association of the building are consistent with its historic location, 114-116 Main Street has undergone significant changes that have impacted the original design, feeling, workmanship, materials, and setting. These modifications include the adjoining of two buildings to form a single unit, additions to the south and west elevations, the replacement of historic windows, and the addition of modern siding. The modifications have altered the original appearance and architectural character of the building. In summary, because this building does not meet five of the seven aspects of integrity, it has a poor level of historic integrity.

5BL10435

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: Building address: 3 Clematis Ln.
(150 Main St., 174 Pinecliffe Rd.),
Pinecliffe. CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1925

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

3 Clematis Lane is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad-related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff township was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company, and the Gato siding of the Denver Northwestern and Pacific Railroad established also in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

The land at 3 Clematis Lane was initially included within a bulk sale of the Oasis Crisis Placer from the Western Land Company to land speculator and developer Guy C. Knox in 1913. Shortly after this purchase, Guy Knox subdivided the undeveloped mining property into the South Pine Cliff subdivision and filed an official plat with both Boulder and Gilpin counties the same year. Interestingly, Clematis Lane is one of a number of streets platted by Knox that were never constructed, and in fact only ever existed within the paper realm of the plat.

In 1914 the undeveloped property at 3 Clematis Lane was purchased by Mary A. Cordrey of Denver, Colorado. Born in Missouri in 1866 to French immigrants, Mary A. Cordrey arrived in Colorado sometime between 1880 and 1900. At the time of purchasing 3 Clematis Lane, Mary also owned a single family residence in Denver, Colorado. She resided at this home with her husband Martin F. Cordrey, a coal merchant also from Missouri, and their 16-year-old son, Edgar. The couple remained in Denver until 1920, following the construction of the cabin at 3 Clematis Lane. It is apparent that their son had left home at this point, and the couple relocated permanently to Pinecliffe. Like many of the permanent residents along Main Street at the time, the Cordreys opened a small grocery to service the small resort. In addition, Martin F. was appointed postmaster of the Pinecliffe post office, a position he would hold until 1923 when it is assumed by Kirk J. French. The couple continued to operate the grocery until 1923, when Martin F. apparently began operating a grain elevator business outside of town. It appears that this venture was short lived, as by 1925 the Cordreys are no longer listed as operating any businesses in the area, although it is apparent they still reside at 3 Clematis Lane.

The residence constructed by the Cordreys was a modest side gabled, single story frame home covered with horizontal wood siding. As the couple engaged in the commerce of Pinecliffe, they expanded the building substantially, adding several masses over the years. The various additions served as the grocery store and a lunch room for visitors to the town. The name of the business is not known. Modern renovations to this building have removed all of the store and commercial components of the building and it has been converted into a multiple family residence.

The Cordreys continued to use the property until it was purchased in 1944 by John M. Ecklund and Otto C. Zerbst. Eight years later Otto Zerbst sold his interest in 3 Clematis Lane to Zara Z. Ecklund. The Ecklunds retained the cabin until 1956 when it was sold to Lillian C. Waddington, who transferred it one year later to Loreen Yore and Jack Wyscaver. Loreen and Jack maintained the property until 1975 when they sold to Vida B. and Burdette Powell. The following owners, James and Suzanne Travers, purchased the property in 1983 from the Powells and would own it until selling to the current owner, Suzanne Hillas in 2003.

Statement of Significance:

3 Clematis Lane is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by complex massing resulting from multiple additions and an offset placement in relation to the right-of-way. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 3 Clematis Lane also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 3 Clematis Lane has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location, a substantial portion of the building mass has been demolished, impacting the association and setting. In addition, 3 Clematis Lane has undergone significant changes that have altered the original appearance and architectural character of the building impacting the historic design, feeling, workmanship, and materials. These modifications include the addition of non-historic siding, the demolition of the building mass, and the subdividing of the building into apartments. In summary, because this building does not meet six of the seven aspects of integrity, it has a poor level of historic integrity.

5BL10436

The Emily Griffith Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 174 Main St. (174 Pinecliffe Rd.),
Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1928 (2003: Additions)

Architectural Style: Ranch Type:



Historical Background:

174 Main Street is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff township was originally developed from the Oasis Crisis placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad also founded in 1904. It is unclear what impact mining operations had on the area as there are little records regarding this company and their operations. What is apparent is that the placer in its entirety was sold to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, filing an official patent for South Pine Cliff in 1913. Almost immediately the resort was popular with a variety of Coloradoans and the location went through several growth periods. One of the later periods of growth occurs at the beginning of the Great Depression in 1929 and continues into the post war period. For further discussion regarding the general development of Pinecliffe please reference the historic background portion of the accompanying report.

174 Main Street was constructed in 1928 after the purchase of this property by of the more notable inhabitants of Pinecliffe, famous Denver educator Emily Griffith. Prior to moving to Pinecliffe, Emily had worked as a teacher, principal and superintendent in Denver, Colorado and founded what would become known as the Emily Griffith Opportunity School in 1916. The formation of this school is seen as the greatest contribution of Emily Griffith to education and the society of Denver overall.

The ambition behind establishing what was then known as the Opportunity School was to provide a quality practical education for adults otherwise overlooked by mainstream academia. The pilot program was one of the nations first English as a second language programs designed to provide opportunity to the flood of foreign immigrants inundating the United States during the early twentieth century. In addition the school initially offered this education free of charge, leaving it open to all takers regardless of race, sex, or nation of origin. Furthermore, the school was established during a time of strong anti-immigrant sentiment in the state embodied in a government with strong ties to the Ku Klux Klan. The Emily Griffith Opportunity School was undisputably revolutionary and has had an unequivocal influence in the history of adult education not only in Colorado but nationwide. Emily served as principal of the school between 1916 and 1933, when she retreated from the mainstream and moved to Pinecliffe to quietly retire out of the national spotlight.

In 1933 Emily, along with her younger sister Florence, moved to Pinecliffe after Fred Wright Lundy, a former carpentry teacher at the Opportunity School, built 174 Main Street for Emily in 1928. The cabin neighbored the property of her other sister Ethelyn and her husband Evans Gurtner along Main Street. Similar to Fred Lundy's cabin located further up South Boulder Creek at 4142 Coal Creek Canyon Drive (5BL10441) the cabin featured a wood framed construction clad with horizontal mill waste siding. The aging Emily was 73 years old when she and her sister moved to Pinecliffe, and they were assisted with their day to day activities by their Brother-in-law Evan Gurtner and Fred Lundy who lived with the two women while building his own cabin. Emily continued to be involved in education while in Pinecliffe, albeit in a limited capacity, serving on the State Board of Vocational Education from 1933-1945.

On June 18th, 1947, 174 Main Street achieved national notoriety when the bodies of Emily Griffith and her sister Florence Griffith were found mysteriously murdered in the rustic cabin. The murderer was never apprehended, although some speculated it may have been the work of their good friend Fred Lundy, whose body was found many days later in the South Boulder Creek. Pinecliffe residents who knew Lundy disputed the suspicion, however, citing his good friendship with the sisters and his standing as a well-liked member of the community. In spite of this, when Fred Lundy's body was found in South Boulder Creek in August of the same year the case was officially closed by the Boulder County Sheriff's departments.

Following the tragic death of Emily Griffith the property is inherited by Ethelyn Gurtner along with her husband Evans. The Gurtners retained the cabin until 1957 when it was sold to Jack Wyscarver. Jack held deed until 1976 when it was sold to Nadine and Dale Brunte. The Bruntes sold the property in 2003 to the the present property owner Bonita Ann Thompson. Bonitta Thompson completed a substantial renovation of the Emily Griffith cabin, resulting in its current appearance

Statement of Significance:

The architectural character of 174 Main Street is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by multiple additions to a modest historic building resulting in a complex roof form. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although historically this building was constructed as a retirement home for famous Denver educator Emily Griffith, the contributions by Emily Griffith to education occurred between 1916 and 1933 while she lived in Denver and not while residing in this cabin. As a result, 174 Main Street also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 174 Main Street has been affected over the years by modifications made to the building outside of its historical period. Although the current location of the building as well as its setting and association with the surrounding landscape are consistent with its historic location, 174 Main Street has undergone significant changes that have altered the historical appearance and architectural character; impacting the integrity of the historical design, feeling, workmanship, and materials of the cabin. The modifications include the construction of an addition and an attached garage to the east, the replacement of the roof and materials, the re-siding of the walls, the replacement of all the historical windows with modern components, and the removal of a large chimney. In summary, because 174 Main Street does not satisfy three of the seven aspects of integrity it has a poor level of historic integrity.

5BL10441

Fred Lundy Cabin

Eligibility Recommendation: Field: Ineligible

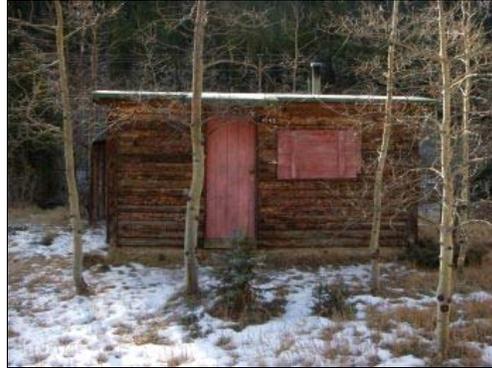
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 4142 Coal Creek Canyon Dr.
(4142 Highway 72), Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1930

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

The cabin at 4142 Coal Creek Canyon Drive was originally constructed in 1930 by Fred Wright Lundy. Located 1 mile west of Pinecliffe along South Boulder Creek, the construction of this cabin occurred during the growth of tourism in the Pinecliffe area. Quite distinct from the numerous vacation cabins constructed in Pinecliffe proper at the time, this cabin was originally built as a permanent residence by Mr. Lundy. Born in Kansas in 1887, Fred Lundy spent most of his younger life in the city of Chicago. Sometime between 1900 and 1919 Fred Lundy relocated to Denver, Colorado and began working as a carpentry teacher at the famed Opportunity School founded by Emily Griffith. Soon an intimate relationship developed between Lundy and Ms. Griffith and the two thought to retire to Pinecliffe, where Lundy had been vacationing for years. Upon arriving Fred used his carpentry skills to build Emily along with her younger sister Florence a cabin at 174 Main Street in Pinecliffe in 1925. Fred Lundy too resided here while he constructed his own cabin at 4142 Coal Creek Canyon Road on property owned by E.P. Klein.

For some time after arriving Fred Lundy was known for curiously disappearing into the surrounding woods for several days at a time, and returning lighthearted and sociable. In 1935 it was discovered he had located the Miranda Placer deposit and was busily and secretly extracting gold from his find. He eventually amassed a small fortune, and by 1947 he had gathered approximately 8,000 dollars. He and Emily then decided they would leave on a trip for some time, leaving their cabins behind. Before they could depart however tragedy struck Fred Lundy and Emily Griffith.

In 1947 Emily Griffith and her sister, Florence, were found murdered in their small cabin at 174 Pinecliffe Road. As a regular guest in the Griffith home, Fred Lundy was suspected as being involved in the gruesome deaths of the two women. Fred Lundy disappeared after the deaths of the Griffith sisters, and he was not located until his body was found in South Boulder Creek in August of 1947. Fred Lundy's cabin was transferred to his cousin Jay Lundy after Fred's death. This property has changed hands several times since Fred Lundy's death. The building is currently owned in trust by William R Parry.

Statement of Significance:

This building is similar to many of the seasonal residences in the Pinecliffe area, characterized by a rustic influenced style fashionable during the early 20th century. This building does not possess sufficient architectural significance to be individually eligible for the NRHP. In addition, historic research did not associate this building with individuals or events important to understanding our collective past. As a result, this building also does not possess sufficient historical significance to be considered eligible for inclusion in the NRHP.

Historical Physical Integrity:

The historic physical integrity of 4142 Coal Creek Canyon Dr. appears to be largely unchanged since its original construction. The current location of this building is consistent with its current location, and although the setting has undergone numerous changes that have affected the house, it still sits in an identifiably rural mountain setting, and maintains its association with the development of Pinecliffe. The small shed roofed addition to the building appears to be contemporaneous with the original construction and does not detract from the historic character. Perhaps most importantly, the materials and the workmanship of the building remain. This building still maintains the original design, feeling, workmanship, and materials of the building and it still conveys a building of the rustic style. In summary, because this building meets all seven aspects of integrity, it has an excellent level of integrity.

5BL10442

The Kegley House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3178 Coal Creek Canyon Dr.
(3178 Highway 72), Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1920 (1949 - present: Addition)

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

3178 Coal Creek Canyon Drive is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, founded in 1904. Although officially called South Pine Cliff to distinguish it from the Pinecliffe resort to the north, the entire locality became known as Pinecliffe over time. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

The land within lots 4 through 9, Block 13 of the South Pine Cliff subdivision was initially included within a bulk sale of the Oasis Crisis Placer from the Western Land Company to Guy C. Knox in 1913. Guy Knox then subdivided the undeveloped mining property into the South Pine Cliff subdivision. Lot 5 within 3178 Coal Creek Canyon Drive was first sold to Kate Kegley in 1914.

The early history of the 3178 Coal Creek Canyon Drive property is distinct from the adjacent seasonal residences dominating the fabric of Pinecliffe. Kate Kegley, along with her husband James H. Kegley, constructed the residence in 1920 as their permanent residence, turning the parcel into a small farm. Kate Kegley was born in Illinois in 1875 to a farming family. Sometime between 1910 and 1920, she married James H. Kegley, the son of German immigrants. After establishing the farm at Pinecliffe, the couple seems to have only briefly resided here as they sold the property to Evans Gurtner in 1923. One year after the purchase, Evans transferred it to his wife Ethel. Ethel Gurtner was the sister to famous educator Emily Griffith, and she and her husband would come to purchase several parcels in Pinecliffe. Ethel Gurtner would control the property until her death in 1950, when through both her and Emily Griffith's estate the property was returned to Evan Gurtner. Mr. Gurtner quickly sold the property again to Walter and Elizabeth Hart, also in 1950. In 1953 the Harts released the cabin and land to Edward A. Todd. Mr. Todd would hold the property until 1973, when it was sold to Chester R. Owens. In 1979, the adjacent lot 4, now within the property, was acquired by Elizabeth Cruse from Boulder County. With a partner, Melvin R. Vesser, Elizabeth Cruse purchased lot 4 in 1972 from Chester Owens, consolidating the current property. She then sold the entity to John and Jennie Chacon within the same year. The Chacon maintained the residence until 1986, when it was deeded to Virginia Schueller. Ms. Schueller then sold the land to Kevin L. Schieterlein in 1992. The property was then deeded to Stephen V. Williams the following year, who sold it to the current owners in 1999. It is unclear from the historical record how the cabin came to be called the "The Depot Cabin" as it is not related to any of the railroad activities that occurred at Pinecliffe. It appears that this is a recent name attributed to the property by the current owners.

Statement of Significance:

3178 Coal Creek Canyon Drive is similar to many of the nearby residences found along Main Street in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions and an offset placement in relation to the right-of-way. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 3178 Coal Creek Canyon Drive does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 3178 Coal Creek Canyon Drive has been affected over the years by modifications made to the building after its 1920 date of construction. Although the current location, association, and setting of the building are consistent with its historic location, 3178 Coal Creek Canyon Drive has undergone significant changes that have impacted the original design, feeling, workmanship, and materials. These modifications include prominent additions to the south elevations, replacement of historic windows, and the addition of modern siding. The modifications have altered the original appearance and architectural character of the building. In summary, because this building does not meet four of the seven aspects of historic integrity, it has a poor level of historic integrity.

5BL476

The Winiger House

Eligibility Recommendation: Official: Eligible

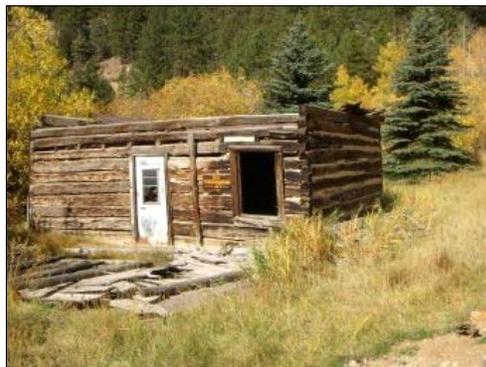
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 4393 Coal Creek Canyon Dr.
(3949 Coal Creek Canyon Dr.),
Pinecliffe. CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1861

Architectural Style: Mid-19th Century: Pioneer Log Cabin



Historical Background:

The hewn-log house and log barn at 4393 Highway 72, near Pinecliffe, were constructed in or around 1861 by Joseph Winiger, a 35-year-old Swiss immigrant who came to the Pinecliffe area with his young wife, Elizabeth, an immigrant from Baden. It is not known whether Joseph and Elizabeth Winiger met and married in Europe or the United States, but archival accounts relate that they were "59-ers" and traveled to this area from the east in a covered wagon. One account notes that the Winigers originally lived in a different house at the other end of the meadow, and one of their children still lies buried at that site. In 1861, Joseph Winiger constructed this house and the nearby barn, and in the course of the next decade he and his wife had five children. Although mining was the predominate economic pursuit in the area at the time, Winiger was a farmer, raising primarily potatoes along with other vegetables, and also raising horses, cattle, and hay. Archival accounts note that Native Americans would stop at the house in their travels through the area, and Elizabeth Winiger would give them supplies, such as flour, sugar, and salt. The barn associated with this house was the site of local dances, and Henry Winiger, Joseph and Elizabeth's son born in 1867, was a locally noted fiddler and would play at these dances.

It is not known at what point Joseph Winiger filed a claim to his land, as the Homestead Act was not enacted until after he settled on the property. Records show that he was granted a patent to the property in 1878. In 1892, Joseph Winger died, and soon after Elizabeth Winiger deeded the property to her children. All but Henry left the homestead. Henry Winiger stayed at the house, farming the land, until his death in 1940. In the course of the Winiger period of ownership, the family was forced to sell much of the land for right-of-way for the railroad, highway, or other county infrastructure, but Henry Winiger managed to hold onto the site of the house and barn.

At some point following Henry Winiger's death, neighbors George and Blanch Giggey purchased the property from the Winiger estate. They and their five children occupied the house from 1955 to 1961, when they moved into the residence on the opposite, east end of the property (Giggey Residence). During their residence in the Winiger house, the Giggey children slept in the upper level of the house, which Christine Giggey notes "had enough space for a man to stand in the center of the room." Since that time, the Giggey family has maintained the house and barn to the best of their abilities.

The Giggey residence was moved to this site from an unknown location near Tolland in 1959 by a man named Gerry Juarez, and was occupied by him until the Giggey family moved in in 1961, when George and Blanche Giggey purchased the house. Blanche's daughter, Christine, recalls that her mother said they moved into the Juarez house because she would "rather have a bath than a path," referring to her preference for indoor plumbing as opposed to the privy the family had used prior to moving. In 1966, Blanche Giggey designed an addition and remodel, providing the bulk of the construction labor herself. The house has undergone little significant remodeling since 1966. Blanche Giggey passed away in 2002, and George and Christine Giggey still occupy the home.

Statement of Significance:

The Winiger cabin is one of the oldest buildings in the Pinecliffe area and likely represents one of the earliest permanent occupations in the area. This site is recommended as eligible under Criterion C, as both the house and barn represent specific construction methods and building type, examples of which are increasingly rare in the area.

Historical Physical Integrity:

Although the appearance of the Winiger House has been greatly compromised by the collapse of the roof and the upper level, the house still has sufficient physical integrity to convey its historic significance, and the current owners have conserved the pieces and materials that have fallen from the upper story, with hopes of restoring it. The location of the house has not changed since its construction. Although the setting has undergone numerous changes that have affected the house, it still sits in an identifiably rural mountain setting, as it always has. While Highway 97 comes very close to the west side of the house, and the grade has had an adverse impact on the ground drainage at the house's immediate site, the road is not heavily traveled, and trees and brush have been encouraged along the road to mask the house from passing motorists, which has greatly protected the building. Many elements of the house's design are in evidence. Perhaps most

importantly, the materials and the workmanship of the house remain. The Winiger house, through the hewn log and dovetail notching that is still firmly in place on the lower level, communicates the high level of workmanship that early settlers used when building the homes they felt would be permanent. The Winiger house also still conveys the feeling of being a pioneer cabin dating to a very early phase of settlement. In summary, because the building meets six of the seven aspects of integrity, it has a good level of historic integrity. The barn can also be said to exhibit sufficient integrity to convey its significance, and argueably meets all seven of the aspects of integrity related to significance. A comparison of the barn as it stands today to photographs of it when it was recorded in 1981 show little change.

5GL1430

Unknown

Eligibility Recommendation: Official: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1922-1923

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

Although not the first to conceive of a tunnel under the Continental Divide, David H. Moffat's determination to unite Denver with the West Coast by railroad was the guiding impulse that eventually led to the building of the Moffat Tunnel. Moffat's Denver Northwestern and Pacific Railroad began its push toward the western slope in 1903, running through more than thirty tunnels before it reached the east side of Rollins Pass. The railroad tracks wound over Rollins Pass, and while the spectacular views on the route led to the DNW&P's popularity as a tourist train, the cost of clearing snow off the tracks was prohibitive. Moffat died, nearly broke, in 1911 while attempting to raise money to bore a tunnel. His railroad emerged from receivership in 1913 as the Denver and Salt Lake, but it was not until 1921 that the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District and begin construction on the Moffat Tunnel. Once completed, the Moffat Tunnel eliminated 150 miles off of the transcontinental routes, allowing the trains to pass through the divide with ease, and would be one of the most significant events in the history of Gilpin County, Colorado, and of civil engineering. The tunnel was hailed worldwide as a wonder and remains as one of the most important achievements in American engineering history. The realization of this great effort would, at its height, employ approximately 1,600 men divided two construction camps, the East Portal and the West Portal.

The construction camps at the East and West Portals were built in 1922-23, prior to the commencement of work on the tunnel itself. During the late 1920s most large scale engineering projects were plagued with a high labor turnover rate, resulting from low morale, dangerous working conditions, and a general unwillingness to stay. Recognizing this trend the contractors hired by the tunnel's financiers, Hitchcock and Tinkler, were determined to keep morale high while enforcing a good work ethic. Hitchcock and Tinkler determined the best way to achieve this was through a well designed built environment which would include comfortable accommodations, efficient workspaces, social activities, and a readily available food supply (Alford 2006; Albi and Forrest 1978). To realize their plan the firm hired Colorado engineer Clifford A. Betts, who would be more recognized for his achievements in hydraulic engineering later in life. The East Portal camp was one of Betts' earliest projects. The camp that resulted from Betts' efforts was entirely planned environment adapted from the "factory system" of company town planning familiar on the Eastern Seaboard and in the midwest, but uncommon in the Rocky Mountain west. As employed by Betts, the factory system organized the camp town on either side of an east to west bearing main street protruding from the tunnel outlet. Along the main street, the utilitarian shops were located closest to the tunnel, the bunkhouses and recreation facilities were located just west of the shops and the entire entity was enclosed with a fence. East of the bunkhouse and shop complex was the so called "Cottage Village", including 5GL1430. The Cottage Village was originally a complex of eleven single family cottages arranged north of a street, designed to house administrative and supervisory personnel along with their families. According to 1923 as-built drawings by Betts, 5GL1430 was located to the south and west of the superintendents cottages, and is labelled simply as "cottage" without an indication as to their inhabitants. The cottages were purposefully planned to contrast the bunkhouses, which housed single male workers and employed features evocative of fashionable early twentieth century residences, such as wide eaves, low gabled roofs, and exposed rafters. The land that the cottages occupied was the most desirable land within the camp, being the most level and open and the residences included kitchens and private space not afforded by the camp bunkhouses. According to US Forest Service archaeologist Paul Alford (personal communication 2008), the intent behind this design was to enforce an understanding of social roles within the camp among the laborers and supervisors, thus limiting internal conflict by segregating the different "classes" of workers. It appears that Betts' approach was successful, as the turnover rate and incident rate reported during the three years of tunnel construction was one of the lowest recorded for any project at the time (Albi and Forrest 1962:6,15; Alford 2006; Bollinger and Bauer, 1962:184). The east and west tunnel approaches were connected on July 7, 1927, signaling the end of the East Portal construction camp.

After 1927, the bulk of the buildings of East Portal were razed in calculated succession by first, the Denver and Salt Lake railroad, and then by the US Forest Service. The buildings were removed in phases, with the most specialized utilitarian buildings removed first and the most adaptable removed last (Alford 2006). The five cottages (5GL1430, 5GL1796, 5GL1797, 5GL1798, 5GL1799) were determined to be the most adaptable, and were allowed to survive the various demolition phases that occurred between 1927 and 1981. After the completion of the tunnel, the cottages were reused as housing for workers maintaining the tunnel, and were not decommissioned until around 2003. Currently, 5GL1430 is owned by the United States Forest Service and is vacant.

Statement of Significance:

This building is recommended as eligible for nomination under Criterion A for its connection to the construction of the East Portal of the Moffat Tunnel, an important transportation route in Colorado history. At their peak the Moffat Tunnel camps boasted post offices, schools, and were the most populated places in the area. When the work was completed the majority of the camps were razed, leaving only the most flexible use buildings in place, the cottage village. These buildings embody the type of cottages that made up the single family homes of the camp and provide the only remaining built connection with the individuals that built the tunnel and the effort behind its completion.

Historical Physical Integrity:

The historic integrity of this building has been maintained over the years. There are no visible alterations to the building, and the design, materials and workmanship are all indicative of the Clifford A. Betts construction, completed in 1923. Furthermore, the building sits at its original location within the East Portal Construction Camp in an area that remains relatively undeveloped, therefore the building retains the location setting and feel of the properties of the period of significance. The building still retains its historic association to the period associated with the construction of the East Portal and this building's function to house the more prominent administrative workers associated with this construction. Overall this building maintains a high level of historic integrity.

5GL1728

The Guertner Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 81 Woodbine Pl., Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1914

Architectural Style: Late 19th/Early 20th Century American
Movements: Craftsman



Historical Background:

81 Woodbine Place is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background section of the accompanying report.

The land within lot 2, block 18 of the South Pine Cliff subdivision was initially included within a bulk sale of the Oasis Crisis Placer from the Western Land Company to Guy C. Knox in 1913. Guy Knox then subdivided the undeveloped mining property into the South Pine Cliff subdivision.

There are several gaps in the ownership record of this property. The earliest land transfer is in 1914, when Guy Knox sold the property to Mary B. Smith. In 1922, Mary Smith, now referred to as Mary Smith Hall, sold the property to Rosalie Guertner. Rosalie and her husband Frank moved to the Denver area from Iowa some time between 1900 and 1910. Frank worked as a carpenter, and continued to live in Denver through at least 1920. In 1939, Frank J. Guertner and Helen Long, transferred the property to Frank's son, Frank Myron Guertner, who went by his middle name Myron. Myron Guertner started the first fire station in Pinecliffe along with his wife Ethel in 1952 after a fire burned down the general store and post office. At the time, the year-round population of Pinecliffe was only 28 residents, but the small vacation town saw a large number of seasonal residents during the summer months. Myron Guertner died in 1973, but the property remained in the Guertner family until 1974, when Myron Guertner's widow Ethel, sold the property to Neil Kayser. In 1978, Neil Kayser sold the property to David Dewiel and Pamela Schmidt. Schmidt and Dewiel sold the property to the current owner William Lordan in 1998.

Statement of Significance:

81 Woodbine Place is similar to many of the nearby vacation residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 81 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

Only a limited number of alterations have been made to 81 Woodbine Place outside of its historic period. In addition, those that were completed do not negatively impact the feeling, design, workmanship and materials of the original cabin. The modifications include the replacement of most of the original windows. However, the windows retain their original openings and functional settings typical of buildings of this time and the non-historic components do not detract from the historic appearance of the cabin. In addition to the windows, door leaves have been replaced, a roof has been added to the front porch, and a small addition has been added to the rear. Again, these alterations have occurred as a natural part of the evolution of the type and do not detract from its historic character (Abele, 1987). Although modifications have nominally altered the historic appearance and architectural character of this building, the surrounding area remains relatively unchanged from its historic form and as a result, the small cabin retains its setting, feeling and association to the recreational development of the area. In summary, because this building meets four of the seven aspects of integrity, it retains a good level of historic integrity.

5GL1729

The Koch Cabin

Eligibility Recommendation: Field: Eligible

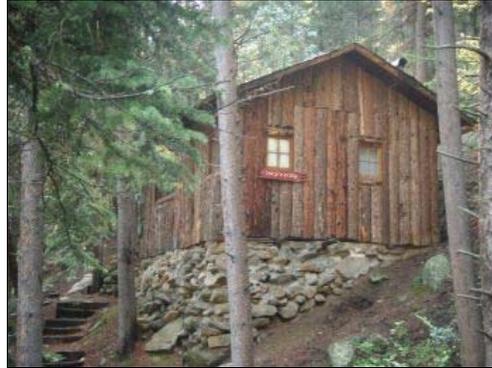
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 86 Woodbine Pl., Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1930

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

86 Woodbine Place is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff township was developed from the Oasis Crisis placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. For further discussion regarding the general development of Pinecliffe please reference the historic background portion of the accompanying report.

The land within lot 1, block 3 of the South Pine Cliff subdivision was initially included within a bulk sale of the Oasis Crisis Placer from the Western Land Company to Guy C. Knox in 1913. Guy Knox then subdivided the undeveloped mining property into the South Pine Cliff subdivision.

86 Woodbine Place was constructed in 1930 by an unknown contractor (Gilpin County Tax Assessor, 2007). This building was constructed during the growth of Pinecliffe as a vacation resort community, and was likely built as a rental cabin. (Knox, 1912, Colorado State Business Directories, 1922 - 1930).

The earliest historic records for this building are for a warranty deed from John M. and Wanda Easton to Jake and Ruth DeGarmo in 1952. The Garmo family retained ownership of this property until 1976 when they sold it to Glenn and J. Gayl Koch, who in turn transferred the cabin to Paul and Jane Koch the same year. Following this, The Kochs sold the cabin to the current owners, Doris and Natalie Smith in 2001 (Gilpin County Tax Assessor Property Evaluation Card, 2002, 158127400135). Although there is a sign reading "Lucy's Folly" currently attached to the outside of the building, there is no historical record of this name in association with the building.

Statement of Significance:

The cabin at 86 Woodbine Place is recommended as eligible for nomination to the NRHP under Criterion C. The cabin represents a type of building particular to tourist era development in the region during the early part of the twentieth century. This type adapted building techniques learned in the metal mining communities of the nineteenth century and, with the arrival of the Moffat railroad, elaborated and diversified these to create a building that distinguishes the architectural landscape of the early mountain tourist communities from other regions (Abele, 1987). The adapted techniques include a mixed rusticated décor, a massing adapted to the steep hillside, and low sloping gabled roof. Although, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past, this building type contributes to the general evolution of Colorado high country tourist enclaves, and as a result 86 Woodbine Place possesses sufficient architectural significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 86 Woodbine Place has seen little alteration since its original construction. The current location of the building is consistent with its historic location, and minimal development of this part of Pinecliffe has resulted in an almost entirely unaltered setting, and the continued use of this property as a seasonal residence has helped it maintain its association with the recreational development of the area. 86 Woodbine place retains the characteristics of the original design, the cabin has undergone little change since its original construction and there are no visible impacts to the original design, feeling, workmanship, and materials of the building. In summary, because this building meets all seven aspects of integrity, it has an excellent level of integrity.

5GL1730

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 88 Woodbine Pl., Pinecliffe, CO 80471

Date of Construction (estimate): 1903-1910

Date of Construction (actual): N/A



Architectural Style: Late 19th/Early 20th Century American Movements: Rustic

Historical Background:

120 Woodbine Place is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. In Gilpin County, along the Moffat Road, the proximity to such scenic wonders as Coal Creek Canyon was not as close as satellite communities like Riverside and Raymond in Boulder County. Nevertheless, a great many early twentieth century Denverites chose to spend the pleasant summer months in the resort communities of north Gilpin County, and accessibility to the area provided by the rail line was no doubt an important encouraging factor. Seasonal recreational occupation of Pinecliffe probably began almost as soon as the Moffat railroad began to serve the area in 1904. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff township was originally developed from the Oasis Crisis placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. The placer was sold in its entirety to land speculator and developer Guy C. Knox in 1913. Knox subdivided the placer into residential and commercial lots, and many of the lots they sold were for seasonal-use cabins and houses. Beginning about 1905, the Denver Northwestern and Pacific ran a passenger train through the area, and the seasonal residents of Pinecliffe often would take the morning train to Denver and return on it in the evening. For further discussion regarding the general development of Pinecliffe please reference the historic background section of the accompanying report.

The first record of a land transfer for this property after the Knox subdivision was the sale of the property from Lyle J. Pinkelman to Joseph and Florence Popish in 1962. The Popish family held sold the property to Diane Dell Hogoboom in 1975. That same year, Dianna Dell and David Thornton transferred the property by statutory deed to Carrol Conner. The filing of a statutory deed in this case, is likely an indication that the title history for this property was unclear. In 1986, ownership of the property passed to the Centennial Reserve Fund under a public Trustee Deed. The Centennial Reserve Fund sold the property to Mastery Inc. in 1988 (later Mastery Associated), who sold the property to the current owner Gregory Holt in 1992.

No specific information on the origins of the name "Celot" could be located.

Statement of Significance:

According to the Gilpin County Tax Assessor, significant alterations have recently been made to the building that have impacted its architectural significance. Since the initial recommendation for eligibility was based on the architectural character of the building during the 2007 survey, the building no longer retains sufficient architectural significance to be individually eligible to the National Register.

Historical Physical Integrity:

: At the time of the 2007 Survey, 88 Woodbine place, had seen little alteration since its initial construction; however, significant changes made since 2007 have significantly impacted its historic physical integrity. The current location of the building is consistent with its historic location, and the building retains its rural mountain setting and its association with the recreational development of Pinecliffe. Nevertheless, the modifications made within the last year have altered the intended appearance and architectural character of the building. Although a full survey of these changes have not take place, the Gilpin County Tax Assessor website shows several additions to the building, the removal of the front door, the replacement of several windows and window openings, the replacement of the front porch and the re-siding of the entire building. These modifications have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys historic significance as a building of the rustic style. In summary, although this building meets three of the seven aspects of integrity, the impacts to the other four aspects are so significant that the building has a poor level of integrity.

5GL1731

The Hale Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 90 Woodbine Pl. (92 Woodbine Pl.), Pinecliffe, CO 80471

Date of Construction (estimate): 1945

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The cabin at 90 Woodbine Place is located in Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort (Knox, 1912, Ballenger & Richards, 1910, Faulkner, 2005). Divided by South Boulder Creek, Pinecliffe is situated at the western mouth of Coal Creek Canyon in both Gilpin and Boulder counties.

90 Woodbine Place was constructed around 1945 by an unknown contractor. The earliest record of ownership is attributed to Robert W. Hale. Mr. Hale owned the cabin until it was purchased by Graziana Lazzarino in 1973. Ms. Lazzarino then sold the building to its current owner, Richard Smouse, in 1996 (Property Evaluation Card, 1979, 158127401064).

Statement of Significance:

90 Woodbine Place is similar to many of the nearby residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 90 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 90 Woodbine Place has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the setting remains relatively unaltered, and the building retains its association as a rural mountain cabin. While 90 Woodbine Place retains some of the characteristics of the original design, it has undergone numerous changes that has altered the intended appearance and architectural character of the building. Modifications including additional massing added to the south side of the building, the replacement of several windows, the installation of a sky light, and the addition or replacement of a front entry porch has impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys a the style of the original building. In summary, because this building meets only three of the seven aspects of integrity it has a fair level of integrity.

5GL1733

The Kelley Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 94 Woodbine Pl. (100 Woodbine Pl.), Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1958

Architectural Style: No Style:



Historical Background:

94 Woodbine Place is located along Woodbine Place within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. It is unclear what impact mining operations had on the area as there are few records regarding this company and their operations. What is apparent is that the placer was sold in its entirety to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, filing an official patent for South Pine Cliff in 1913. Almost immediately the resort was popular with a variety of Coloradoans and the location went through several growth periods. The properties developed along Woodbine Place were, in general, constructed in a growth period between 1920 and 1955. The seasonal residences along Woodbine affected a far more rustic look quite distinct from those built along Main Street along South Boulder Creek. In addition, the buildings constructed along Woodbine had to contend with limited building space caused by steep, unforgiving terrain and shallow soils. They achieved this by adopting a style and technique similar to that employed across South Boulder Creek in the Pinecliffe Resort in Boulder County. This technique involved raising the single story cabin upon piers, and banking the rear into the slope. The resulting lower half level was often enclosed and used for storage. For further discussion regarding the general development of Pinecliffe, please reference the historic background section of the accompanying report.

Interest in the property associated with 94 Woodbine Place began in 1921 when the east half was sold by the original landowner, Maurice B. Hardesty to George Barstadt Jr. The west half was purchased sometime later in 1923 by David S. Wilson. It appears, however, that neither George nor David ever developed the property. In fact the property remains a rugged and rocky slope until 1958 when the cabin was constructed. At this time the property was owned and maintained by T.A. Kelley. By the time the property was purchased it was combined to include all of lots 3 and 4 under a single owner. Little is known about T.A. Kelley beyond this purchase, as the late date of construction restricts the publicly available documents. Ten years later T.A. Kelley sold the property to the current landowners, Thomas and Betty Brunt.

Statement of Significance:

94 Woodbine Place is similar to many of the nearby residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 94 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 94 Woodbine Place has been affected over the years by modifications made to the building after its historical period. This building has undergone significant changes to the original footprint, including additional massing that has affected the design, feeling, workmanship, and material. The original rectangular design has been altered to form an irregular building plan and a front entrance porch has been added, which has affected the overall feeling of the original building. Workmanship has been altered with many of the decorative features that would have been associated with a building of this time period. The surrounding area remains relatively unaltered from its historic form and as a result, the small cabin retains its setting and association to the recreational development of the area during the period of significance. Overall this building retains a poor level of historic integrity.

5GL1734

The Cole Cabin

Eligibility Recommendation: Field: Ineligible

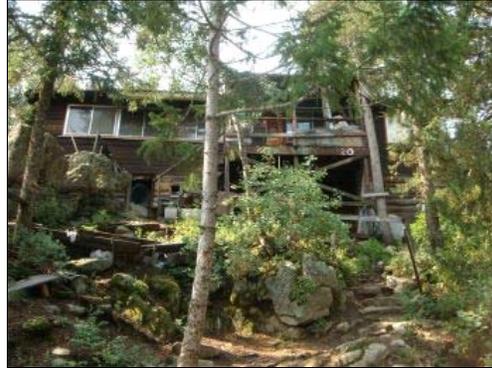
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 120 Woodbine Pl., Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1924

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

120 Woodbine Place is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. In Gilpin County, along the Moffat Road, the proximity to such scenic wonders as Coal Creek Canyon was not as close as satellite communities like Riverside and Raymond in Boulder County. Nevertheless, a great many early twentieth century Denverites chose to spend the pleasant summer months in the resort communities of north Gilpin County, and accessibility to the area provided by the rail line was no doubt an important encouraging factor. Seasonal recreational occupation of Pinecliffe probably began almost as soon as the Moffat railroad began to serve the area in 1904. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. The placer in its entirety was sold to land speculator and developer Guy C. Knox in 1913. Knox subdivided the placer into residential and commercial lots, and many of the lots they sold were for seasonal-use cabins and houses. Beginning about 1905, the Denver Northwestern and Pacific ran a passenger train through the area, and the seasonal residents of Pinecliffe often would take the morning train to Denver and return on it in the evening. For further discussion regarding the general development of Pinecliffe, please reference the historic background section of the accompanying report.

Guy C Knox sold lots 11 and 12 of Block 4, among others, to a partnership including B.F. Bachman, B. Barnholt and J. Hay in 1914. The same year the land was transferred to the sole ownership B.F. Bachman. B.F. Bachman then immediately sold the land to Mrs. W. Jack Cole on June 7, 1914. It is apparent from the historical record that Mrs. Cole owned the property when the cabin was constructed. However, beyond this the documentary evidence is very vague in regards to the life of Mrs. Cole and her involvement in the community, if any at all. What is clear is that the cabin was constructed as a seasonal vacation home as were most on Woodbine Place.

Following the ownership of the cabin by Mrs. Cole, the record for 120 Woodbine Place does not relate an ownership history again until 1958. The earliest photograph of the cabin, dated to this period, depicts a building quite similar to the one today. The cabin was a single story, wood framed building covered variously in dropped joint horizontal wood siding and mill waste siding. The historical cabin also featured a prominent two story wood framed porch and ribbon windows. At this time the cabin, along with property on lots 9 and 10, was owned by Hazel A. Connors. The same year Hazel sells the property to Irving Hale. Irving Hale holds deed on the property until his death in 1991, when 120 Woodbine place passes to the current owners, Joan, Pamela and Beth Hale.

Statement of Significance:

120 Woodbine Place is similar to many of the nearby vacation residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 120 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

Only a limited number of alterations have been made to 120 Woodbine Place outside of its historic period. In addition, those that were completed do not negatively impact the feeling, design, or workmanship of the original cabin. The modifications include the replacement of most of the original windows, affecting the historic materials. However, the windows retain their original openings and functional settings typical of buildings of this time and the non-historic components do not detract from the historic appearance of the cabin. In addition to the windows, door leaves have been replaced, a roof has been added to the front porch, and a small addition has been added to the rear. Although modifications have nominally altered the historic appearance and architectural character of this building, the surrounding area remains relatively unchanged from its historic form and as a result, the small cabin retains its setting, feeling and

association to the recreational development of the area. In summary, because this building meets four of the seven aspects of integrity, it retains a good level of historic integrity.

5GL1735

Hosman Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 141 Woodbine Pl., Pinecliffe, CO 80471

Date of Construction (estimate): 1912

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

41 Woodbine Place was constructed in 1912 by an unknown contractor (Gilpin County Tax Assessor, 2007). The building is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad founded in 1904. For further discussion regarding the general development of Pinecliffe, please reference the historic background section of the accompanying report.

The first land transfer recorded for this property was from Roxane F. Prather to Garland Lucille Prather in 1932. Roxanne and her husband Charles were living in a rental property in Denver in 1910, where Charles was a Clergyman. The family continued to live in denver in 1920, when Charles, 51 at the time, worked as the editor of a publishing company. Garland Prather, Charles and Roxane's daughter, took control of the property in 1932. The property remained in Garland Prather's possession until 1965, when she sold it to Ova L. Coleman. Ralph and Ova Coleman sold the property to Mark Davis in 1971. There is a gap in the ownership record, and in 1988, the property is sold by William Harman to the present owners James and Joanne Flynn.

Statement of Significance:

141 Woodbine Place is similar to many of the nearby residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 141 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 141 Woodbine Place has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the building retains its rural mountain setting and association with seasonal occupation of the area. Nevertheless, while 141 Woodbine Place retains some of the characteristics of the original design, the cabin has undergone a significant changes that have altered the intended appearance and architectural character of the building. Modifications including several additions to the original massing, the replacement of several windows, and the re-siding of the building with modern materials has impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building only meets three of the seven aspects of integrity, it has a fair level of integrity.

5GL1736

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 174 Woodbine Pl., Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1912

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

This building is located in Pinecliffe, Colorado, an example of an early twentieth century railroad-related vacation resort. Pinecliffe was developed in 1903 – 1905 as a vacation resort along the newly completed Moffat Road of the Denver and Salt Lake Railway.

With the presence of business, a railroad siding, and a post office, Guy Knox platted a prefabricated town that, when combined with the natural allure of the location, would boom in the 1913 to 1941 period (Gazetteer Company, 1910 – 1930; Faulkner, 2003). During this period numerous cabins were constructed at the location, the more elaborate positioned in the level areas adjacent to the creek, while more rustic examples were perched in an uneasy balance up the slopes, projecting from steep prominences along Woodbine Place.

Although the building was constructed in 1912, the earliest ownership record is when Irene Havens sold the property in 1966. In 1920 Irene Havens and her Husband Charles lived in Denver, where Charles worked as an Electrical Engineer. Historical records are unclear if they owned the property as early as 1920, or whether the property was used as a full year residence, a seasonal vacation home, or a rental property. In 1966, Irene Havens sold the property to Virginia Korn and Martha Hosman. Korn and Hosman retained ownership of the property until 1983, when she sold it to the current owners, Joanne and Hames Flynn.

Statement of Significance:

174 Woodbine Place is similar to many of the nearby residences found along Woodbine Place in the Pinecliffe Township, characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 174 Woodbine Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 174 Woodbine Place has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the building retains its rural mountain setting. Nevertheless, while 174 Woodbine Place retains some of characteristics of the original design, the cabin has undergone a significant changes that have altered the intended appearance and architectural character of the building. The addition of a north facing wing, and several additions to the east west and south sides of the building have resulted not only in a change of the overall plan of the building, but also in significant changes to the roofline of the building. In addition, the siding of the additions does not match the peeled log siding of the original building. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original design. Furthermore these alterations have resulted in a building that no longer retains its association with the types of homes constructed during the recreational development of Pinecliffe. In summary, because this building meets only two of the seven seven aspects of integrity, and has failed to meet four others in part, it has a fair level of integrity.

5GL1737

The Pennington Cabin

Eligibility Recommendation: Field: Ineligible

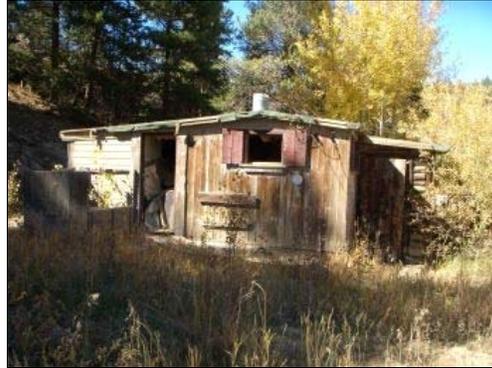
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 106 Emory Rd., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1928

Architectural Style: No Style:



Historical Background:

106 Emory Road, located in the Lincoln Hills subdivision, was one of several cabins built in the only exclusively African American vacation resort established west of the Mississippi River. The 1920s was a time when small mountain cabins were being built with frequency by members of the American middle class, as many city dwellers chose to escape urban problems by "roughing it" in nature. However, the codified segregation of the United States meant there was not any place for African Americans to enjoy the same luxury. Feeling African Americans deserved the same indulgences as white Americans, several leaders of Denver's black community established the Lincoln Hills Development Company in 1922 and Lincoln Hills was officially platted in 1928. Developed from land purchased from Hal and Elizabeth Sayre, the resort originally catered to wage-earning African Americans living throughout Colorado but soon gained national renown as a mountain resort far removed from the difficulties inherent in the daily life of all the nation's black Americans. For a more detailed discussion of the the development of the Lincoln Hills Country Club, please refer to the historic background section of the accompanying report.

Constructed between 1928 and 1930, the 106 Emory Road property is one of the first properties acquired in the Lincoln Hills subdivision. As related in the 1928 Lincoln Hills deed manifest, 106 Emory Road was first purchased by Sarah Pennington of Colorado Springs, a typical seasonal resident of early Lincoln Hills. Born in Kentucky at the start of the U.S. Civil War, Sarah Pennington was an African American woman who was born to parents who were also born in Kentucky. Although the historic record is not explicit in this matter, it is likely that Sarah was born into slavery to parents who were also slaves. It is unclear when she came to Colorado, but by 1930 she permanently resided at 408 South Wasatch Street in Colorado Springs with her husband, Wash Pennington, and numerous boarders. In her life outside of Lincoln Hills Sarah was employed as a servant to a Colorado Springs dentist, Edwin Rodger Neeper. The seasonal cabin constructed by Sarah Pennington in 1928 was a single story framed bungalow with a prominent partial front porch.

In 1958, the property was ceded from Sarah Pennington by the Gilpin County government and held for public auction. 106 Emory Road was not sold, and the county retained the property until it was eventually auctioned to local land owner James O. Steele in 1966. Between 1966 and 1997 the property passed between James and a relative, Phil S. Steele, several times until it legally settled on Phil Steele in 2000. It appears from the Gilpin County Tax Assessor Cards for this property that most of the alterations to the original building were completed while the Steeles held deed. Shortly after this decision, Phil Steele sold the cabin to William E. Schwartz Jr. and his partner, Cindy L. Grossenbacher. Grossenbacher and Scwhartz then deeded the property Gilpin county in 2003, who still retain the deed.

Statement of Significance:

106 Emory Road is similar to many buildings in the Lincoln Hills area characterized by an early twentieth century construction modified in the middle to late twentieth century. The building does not possess sufficient architectural significance to be individually eligible to the National Register. While this building is part of the original fabric of Lincoln Hills, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 106 Emory Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic integrity of 106 Emory Road has been impacted over the years by alterations made to the building after its historical period and degradation due to neglect. There have been modifications made to the building that have impacted the original design, changing the historic appearance and architectural character. The modifications include the enclosing of the front porch, the replacement of the wall material, and the replacement of the roof. In addition, deterioration due to neglect has impacted the fabric of the historic building. This deterioration has resulted in the attrition of most of the window components, the degradation of the wall materials, and the undermining of the base structure of the building. As a result, this building can no longer fully convey the workmanship, materials, association, or feeling of its historic condition. Although the architectural integrity of the building is diminished, the building retains its original location and setting. In summary, this

building does not meet five of the seven aspects of integrity and, as a result, has poor historic integrity.

5GL1738

The Rendezvous Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 29 Pitts Pl., Lincoln Hills, CO
80471

Date of Construction (estimate): 1925 - 1935

Date of Construction (actual): N/A

Architectural Style: No Style:



Historical Background:

Although the Rendezvous cabin is located in the vicinity of the buildings owned by William H. Pitts within the Lincoln Hills subdivision, its later build date makes it unlikely that it is one of the three Pitts buildings that are supposedly still standing in Lincoln Hills. It is likely the Rendezvous is a later addition to the cabins in this area associated with the continued development of the area as a summer recreation location.

According to the current tenants of the cabin (who did not provide their names) the cabin at 29 Pitts Place is in fact a composition of two cabins that were moved here in 1951 and installed as a single unit. The original residences were originally constructed sometime in the nineteen twenties in Denver, then in 1951 were transported, intact, to Lincoln Hills via the rail. The original date of construction for the two buildings is unknown, as the available historic records do not provide that information nor do they discuss the original addresses of the buildings. However, the original cabin was clad with horizontal simulated log siding which was first produced by McPhee and McGinnity in 1925. McPhee and McGinnity would retain exclusive patent on this type until 1935 suggesting a date of construction of 1925 to 1935.

After being installed, the property was acquired in 1962 by Norman and Genevieve Ford. In 1998 the property was transferred into a trust under the name of Norman Ford, which maintains ownership of the property. Further information about the Fords was unavailable. At the time of the survey, the property was being rented as a non-seasonal residence.

Statement of Significance:

29 Pitts Place is similar in appearance to many of the middle twentieth century seasonal cabins in the north Gilpin County Area, characterized by multiple additions and an idyllic setting. However, this building does not have sufficient architectural significance to be individually eligible for the NRHP. Although this building has become an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 29 Pitts Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has been impacted because of modifications made to the building following its historic period, and the relocation of the original buildings to the current location. The current building is the result of relocating two separate 1925 – 1935 buildings from Denver and installing them here in 1951. As a result this building has not retained the integrity of the setting, location, or association of its original construction. In addition, the two original buildings have undergone significant changes to their original appearances and architectural characters that have impacted the design, workmanship, and materials associated with their historic period. These modifications include adjoining the two buildings to form a single building, the replacement of the historic windows, the covering up of the original siding and signage with new synthetic siding, and the replacement of the roof to accommodate the new footprint. The original rectangular design of the individual buildings has been altered to form an L-shape building plan which in turn has affected the feeling of the original building. In summary, because this building does not any of the seven aspects of integrity it has poor historic integrity.

5GL1739

The Zephyr View

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 26 - 31 Pitts Pl., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1928

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The "Zephyr View" is one of the extant buildings constructed by William H. Pitts within the Lincoln Hills subdivision, the only exclusively African American vacation resort established west of the Mississippi River. The 1920s was a time when small mountain cabins were being built with frequency by most segments of American culture, as many of the city dwellers chose to escape urban problems by "roughing it" in nature. However, the codified segregation of the United States meant there was not any place for African Americans to enjoy the same luxury. Feeling African Americans deserved the same indulgences as white America, several leaders of Denver's black community established the Lincoln Hills Development Company in 1922 and Lincoln Hills was officially platted in 1928. Developed from land purchased from Hal and Elizabeth Sayre, the resort originally catered to wage-earning African Americans living throughout Colorado but soon gained national recognition as a mountain recluse far removed from the difficulties inherent in the daily life of all the nation's black Americans. As a result the resort drew such luminaries as Duke Ellington and Count Basie throughout its 25 year heyday, and holds a significant place in Black American history. For a more detailed discussion of the the development of the Lincoln Hills Country Club please refer to the historic background section fo the accompanying report.

As lots began to sell in the new development a carpenter from the Five Points district of Denver offered his services as chief contractor to the development. In a written request to the Lincoln Hills Company, Pitts relates that he had for most of his life been employed as a carpenter, and namely in the construction of cabins at white resorts throughout the region. The life of William H. Pitts is similar to most of Denver's African Americans at the time. William H. Pitts was born in McBain, Missouri in 1870. Following the death of his first wife he relocated to St. Louis in 1910. After marrying again to his second wife, Mary he bought a house at 2717 Lafayette Street in the Five Points District of Denver. As was typical in Five Points at the time, the Pitts accomodated numerous out of town boarders in their home. William Pitts maintained a careprenty company with its offices at 360 Garfield Street in Denver.

Constructed in 1928, his cabin at lots 29 and 30, block G was the first constructed by Pitts, and as "the original contractor for Lincoln Hills", this cabin is potentially the first built under the Lincoln Hills ideology. The original cabin was constructed with materials donated by the prolific McPhee and McGinnity building supply company who operated a yard outside of Rollinsville. In addition to producing the materials, McPhee and McGinnity were great producers of pattern books (utilizing their materials of course). The cabin that resulted from the relationship was modest but well built, It consisted of a single story, rectangular plan cabin raised into the slope atop wood stanchions. The building was wood-framed and clad in narrow horizontal wood siding. The builidng was identified by a moderately sloping front gabled roof and a broad raised deck along the front. The cabin was constructed as a vacation residence, as were most in Lincoln Hills. It, like a lot of resort cabins embodied the ideal of getting away from the city to take in Colorado's natural beauty.

As the Lincoln Hills development grew in popularity Pitts constructed a number of other cabins in the area including the Shangri-La directly to the southeast of 26 – 31 Pitts Place. The Shangri-La was a far more elaborate affair than the cabin that would become the Zephyr View, employing complex roof lines and unique design that is a testament to Pitts' skill.

Following the death of William H. Pitts the cabin exchanged hands several times, however, always within the Pitts family. The cabin was transferred to the current owner, John H. Scott. John H. Scott can be cited as the individual who gave the cabin its current name. One of the numerous additions to the original building that Scott made was the construction of a large viewing porch which allowed him to see the "California Zephyr" passenger train pass on the rails to the west. From this he gave it the name "Zephyr View."

Statement of Significance:

Although 26 – 31 Pitts Place was constructed by one of the founding members and chief contractor for thr Lincoln Hills development, William Pitts, the original design realized by Pitts has been altered and the building no longer fully represents the Pitts cabin. In addition, this cabin does not an exhibit the same high level of skill Pitts employed on other cabins in the area. Consequently, this building does not possess sufficient architectural significance to be individually eligible for inclusion in the NRHP. Although constructed by Pitts as one of the earliest cabins in the Lincoln Hills development, and for use by

one of its founding members, this building no longer resembles the vacation home used by Pitts, and no longer has sufficient historical significance to be individually eligible for inclusion in the NRHP.

Historical Physical Integrity:

Although there have been alterations to the building, the historic integrity of the "Zephyr View" has remained generally intact over the years. A number of alterations have been completed to this building that impact the historic design, materials, and workmanship of the historic period. These include an addition to the south elevation and the subsequent alteration of the roofline, the replacement of the doors and windows, the relocating of the primary entry to the west elevation, and the installation of a large wooden deck. Although these alterations have impacted the original architectural character of the Zephyr View, the original portion of the building is clearly visible, preserving the original intent of the design. Furthermore, the original materials and workmanship are still clearly visible in the original portion of the building. The surrounding area remains relatively undeveloped and the overall location, setting, feel, and association of the building as a component of the development of the Lincoln Hills resort remains intact. In summary, because this building does not meet three of the seven aspects of integrity it has fair historic integrity.

5GL1740

The Shangri-La Cabin

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3882 Miner's Wy. (3884 Pitts Pl.,
3884 S. Beaver Creek Rd.),
Lincoln Hills. CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1929

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

At the time it was established and for many years after, the Lincoln Hills subdivision was the only exclusively African-American vacation resort west of the Mississippi River. Although two other resorts for African-Americans—Idlewild, Michigan, and Oaks Bluff, on Martha's Vineyard Massachusetts,—existed at that time, Lincoln Hills was unique in that it was platted by an African-American group with the intent to establish a vacation resort serving (primarily Denver's) middle-class African Americans. By contrast, Idlewild was first platted in 1912 by white developers who were targeting middle and upper class African Americans, and Oak Bluffs evolved into an African-American-owned resort from its beginnings as a Methodist revival ground in the late nineteenth century (Garfinkel 2003; Karr 2004). Established in 1922 by the Lincoln Hills Development Company (LHDC), Lincoln Hills gained national importance as a refuge from the racism that burdened the daily lives of middle-class African Americans. Formed by influential Denver African Americans E.C. Regnier and Roger Ewalt, the LHDC sought to build a mountain resort for middle class African Americans comparable to, if not better than, the numerous vacation resorts of the white population. The seasonal cabins that remain from the Lincoln Hills era, such as the Shangri-La, were built by and for members of Denver's African American community as an escape not only from the summer heat of the city, but also from the race-based discrimination that excluded them from other resorts. Winks Lodge, the first building constructed in Lincoln Hills, holds a significant place in African-American history. Not only was it a popular getaway for Colorado's African-American middle and upper middle class citizens, it drew noted African-American figures in the history of American music, such as Duke Ellington, Count Basie, and Lena Horne, and also significant African-American literary figures like Langston Hughes, Zora Neale Hurston, and Countee Cullen, who gave readings there.

The Shangri - La is one of the cabins constructed by an African-American carpenter and builder from Denver, William H. Pitts, within the Lincoln Hills subdivision. Prior to his involvement with the Lincoln Hills project, William H. Pitts employed his carpentry skills in the construction of a number of white resorts throughout the state where he was familiarized with cabin construction. In a letter drafted to the Lincoln Hills Development Company by William H. Pitts in 1927, he stated he wanted to use his carpentry to build cabins of an exceptional quality for the incoming Lincoln Hills residents, in order to exemplify the capabilities of Black craftsman. Fulfilling his promise William Pitts constructed two cabins during the 1920s at the north end of the Lincoln Hills Resort. These cabins include the Shangri-La at 3882 Miner's Way and his own residence at 26-31 Pitts Place known as the "Zephyr View", for its view of the rail line to the west, the historic route of the "California Zephyr" passenger train (Scott, 2007).

The Pitts family maintains the cabins, in general historical condition to this day, and they are currently owned by the great-grandchildren of Pitts himself (Scott, 2007).

Statement of Significance:

This building is recommended as eligible under Criterion A for its connection to the development of Lincoln Hills as a recreation destination for African American families in the early 20th century. This building is also recommended under Criterion C as an excellent example of a Rustic style building with unique elements in form and style that tie it to its builder, and as such reflects elements that are unique to Lincoln Hills and its ethnic history. The building has been well maintained over the years and has seen little alteration from its original form, maintaining a high level of historic integrity.

Historical Physical Integrity:

This building has retained excellent historic integrity, and has been altered only minimally from its original form and style. The addition of the deck on the south elevation represents the only significant alteration, but this does not directly impact the visible workmanship, design, or materials evident in the original building. The building has been well maintained over the years and shows little deterioration. The surrounding area remains relatively undeveloped and the overall location setting and feel of this building as a seasonally occupied cabin and the building retains the overall association with the recreational settlement of the area. Overall this building retains excellent historical integrity.

5GL1741

Williams Property

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 58 Pitts Pl., Lincoln Hills, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1930

Architectural Style: No Style:



Historical Background:

58 Pitts Place, located in the Lincoln Hills subdivision, was one of several cabins built in the only exclusively African American vacation resort established west of the Mississippi River during the 1930s. The 1920s was a time when small mountain cabins were being built with frequency by members of the American middle class, as many city dwellers chose to escape urban problems by "roughing it" in nature. However, the codified segregation of the United States meant there was not any place for African Americans to enjoy the same luxury. Feeling African Americans deserved the same indulgences as white Americans, several leaders of Denver's black community established the Lincoln Hills Development Company in 1922 and Lincoln Hills was officially platted in 1928. Developed from land purchased from Hal and Elizabeth Sayre, the resort originally catered to wage-earning African Americans living throughout Colorado but soon gained national renown as a mountain resort far removed from the difficulties inherent in the daily life of all the nation's black Americans. For a more detailed discussion of the development of the Lincoln Hills Country Club, please refer to the historic background section of the accompanying report.

58 Pitts Place was constructed by Charles L. Bradshaw in 1930 as one of the first vacation cabins built as part of the Lincoln Hills resort. Charles L. Bradshaw, an African American man residing in the Five Points District of Denver, was the type of individual that Lincoln Hills was designed to accommodate. Charles was born in rural Kansas in 1885 to former slaves that came from Kentucky. Upon moving to Colorado he took up residence in Five Points, a traditionally African American district just north of the Denver city center. At the time he built 58 Pitts Place, Charles was employed as a cook by a railroad, and rented an apartment with his wife Jennie. Jennie was 32 years old at the time and had come to Colorado from Missouri. She was employed as a hairdresser at a small shop in the Five Points district.

At some point after this purchase Charles sells the cabin to his sister, Mattie who still resided in Kansas. Mattie moved to Colorado in 1956 and married Ernest Williams and the two filed for joint ownership of the cabin in the same year. The Williams held deed on 58 Pitts Place until 1969, when they sold to Mary H. Douglas. Mary then sold the property to the current owners Dolores and Michael Grebenc in 1973.

Statement of Significance:

The cabin at 58 Pitts Place is similar to many of the historic vacation cabins found along Pactolus Lake Road in Lincoln Hills, characterized by a modern appearance resulting from substantial renovations completed within the last ten years. This cabin does not possess sufficient architectural significance to be individually eligible to the National Register. Although this cabin was part of the architectural fabric of the original Lincoln Hills resort and is a long standing component of the community, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 58 Pitts Place also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 58 Pitts Place has been affected over the years by modifications made to the building after its historical period. Although the building retains the location and setting of its original construction, the cabin has undergone fundamental modifications after its historical period that have impacted the historical design, workmanship, and materials of the cabin. These modifications include the addition of a large scale deck, the removal and replacement of the historic siding and windows, and additions to the building. The modifications have resulted in a building that no longer conveys its historic appearance and thus has not retained its association or feeling. In summary, because the cabin at 58 Pitts Place does not satisfy five of the seven aspects of integrity, it has a low level of historic integrity.

5GL1742

Camp Nizhoni Hotel

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 103 Phillis Wheatley Way, Lincoln Hills, CO 80471

Date of Construction (estimate): 1900 - 1910

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

103 Phillis Wheatley Way is one of only two remaining buildings from the YWCA Camp Nizhoni headquarters within the Lincoln Hills subdivision. Established in 1924 by the Phillis Wheatley branch of the Young Women's Christian Association, the camp is significant as the only all African American female summer camp ever developed in the West. Although the buildings gained significance as the Camp Headquarters there are two additional historical periods which are associated with the property. Beginning in the late 19th century development at the site includes three stages of occupation, the early mining/Pactolus period (1873 – 1922), the Camp Nizhoni/Lincoln Hills period (1924 – 1946), and the vacation home period (1946 – present).

Known as the Pactolus Placer at the time, the property and buildings absorbed by Camp Nizhoni, including 103 Phillis Wheatley Way, were initially developed by John Quincy Adams Rollins of the Rollins Gold and Silver Mining Company as a result of intensive hydraulic mining activities along South Boulder Creek. The works and buildings transferred hands to a number of outfits which disappeared as quickly as they would arrive. Colorado State Directories dating from 1898 to 1920 provide an extensive list of these ambitious if unprepared many, including the Pactolus Gold Dredging Company, the Pactolus Mining and Milling Company (1899) and several others. This is significant as the architecture and design of the Camp Nizhoni Hotel is consistent with mining architecture common in Colorado between 1900 and 1910. Specifically, the Camp Nizhoni Boarding House is evocative of the engineered buildings often found at larger, more profitable locations, and likely originally served as a boarding house for the Pactolus Gold Dredging Company. As opposed to the panning and sluicing associated with placer mining in the early days of the Gold Rush, dredging was a far more extensive operation requiring the constant monitoring of the dredge, e.g. a nearby boarding house.

In 1924, 103 Phillis Wheatley Way became the staff lodging and visitor's hotel. The camp operated successfully until 1946 when successful integration at YWCA camps eliminated the need for separate camps and the overall cost of maintaining two camps became prohibitive.

After the dissolution of the camp the buildings were sold to private owners a trend which continues to this day. Currently 103 Phillis Wheatley Way is owned and maintained by Jennie Mae Rucker, former Nizhoni camper and the first female African American teacher in Library Sciences.

Statement of Significance:

103 Phillis Wheatley Way is similar to many of the buildings within the historic boundaries of Camp Nizhoni, characterized as a modest original mining building adapted for use by the camp and with significant recent renovations. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although, this building was one of the original buildings donated to the camp by Obrey Wendell "Winks" Hamlet and is essential in understanding the history of the Lincoln Hills district overall, the building itself has been altered and no longer represents its historical association with Hamlet. As a result, 103 Phillis Wheatley Way also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has remained intact over the years. Although the building is currently being modified from its original design, the building retains original materials, association, feeling, setting, location, and workmanship. The only components which appear to have been altered from the original form are several windows that have been added to the second floor of the front façade, presumably to accommodate a balcony of some type that is no longer present. Historic photographs of the area dating from 1925 to 1930 show a building at this location with a similar appearance, with the exception that the building lacks any second floor entrances and there is a full façade front porch. Although the evidence clearly points to some post construction modification of this building, the overall setting, feeling, location, workmanship and materials are all similar to the original form of the building and its historical integrity remains generally intact.

5GL1743

The Mallie Huffman Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 194 Phillis Wheatley Way, Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1925 (1988 - 1995: Additions)

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

194 Phillis Wheatley Way is located within the Lincoln Hills subdivision, and is one of the earlier cabins constructed as part of the resort. Lincoln Hills was established in 1922 as the only all African-American resort west of the Mississippi, and is the only of its kind ever developed in the West. Known officially as the Lincoln Hills Country Club, the resort was created through a partnership between the Lincoln Hills Development Company (LHDC) based out of Denver, Colorado, and Hal and Elizabeth Sayre. The LHDC was created in the Five Points neighborhood of Denver during a period defined by racial segregation. With an all African-American board administered by E.C. Regnier and Roger Ewalt, the company and its plans of an all-black resort were revolutionary. To satisfy their ambitions, the development company launched a partnership with Hal Sayre along with his wife Elizabeth. In addition to being arguably the most influential mining and banking powerhouse in Gilpin County, he was the owner of the Pactolus Placer adjacent to Lincoln Hills. The partners worked out an agreement and the location was platted in 1923. Almost immediately, lots within the resort sold vigorously, and by 1928 the company listed well over forty property owners in their ledgers. For a more detailed history of the Lincoln Hills Country Club, please refer to the Historical Background section of the accompanying report.

The current parcel associated with 194 Phillis Wheatley Way is a tract created in ca. 2003 from two separate historic parcels. Currently the building is located on lot 3A of Block 2 in Lincoln Hills, but historically this tract was known as lots 3 through 6 and lot 4A of Block 2 in the Lincoln Hills subdivision. This is significant, as the property was originally occupied by two separate parties as indicated by the Lincoln Hills warrant deed papers. Printed in 1928, the papers list all of the parties that first purchased lots in the socially innovative resort. According to the papers lots 4 and 5, where the building is located, were first purchased by Mrs. Mallie Lee Huffman, while the additional lots 6 and 7 were purchased by U.H. Baker. It appears that U.H. Baker never constructed anything on his portion of the property.

1930 U. S. Census records indicate that Mrs. Mallie Huffman was typical of the first landowners in Lincoln Hills, a wage-earning African-American person who resided in Denver, Colorado, and constructed the cabin as a vacation residence. Mallie Huffman was born in 1896 in Texas to parents also from Texas. In 1930, Mallie was employed as a servant to the caucasian Oliver Gushee family at 1315 East 8th Avenue in Denver. The Gushee family included Oliver Gushee, the head of the household and a dentist by trade, his wife Ruth who worked as a church organist, and their infant son Oliver Jr. Mrs. Mallie Huffman constructed her cabin at what is now 194 Phillis Wheatley Way in 1925, placing it as one of the first seasonal residences built in Lincoln Hills.

The original building constructed by Mrs. Huffman was a small, rectangular plan single story wood framed cabin covered in dropped joint horizontal siding and with a side gabled roof. The Huffman cabin currently occupies the rear half of the present building and is distinct from the remainder of the building as it is only one story in height and the wall covering changes abruptly where the two masses join on the side elevations. Following the initial purchase of the lots by Mrs. Huffman, the property changed hands a number of times.

Following Mrs. Huffman, the property was purchased by Alice E. Allen sometime in the late 1930s. The property, along with adjacent lots, were then acquired by Obrey Wendell Hamlet in 1940 in a tax lien auction. One of the most significant individuals in the history of Lincoln Hills and the associated Camp Nizhoni, O.W. "Winks" Hamlet is best known as the owner of "Winks Lodge" (5GL6) located at 213 Winks Way in Lincoln Hills. It appears, however, that Winks Hamlet had little influence on the building at 194 Phillis Wheatley Way and functioned only as a landowner. Winks Hamlet held on to the property until 1955 when it was transferred to Kay Hill and Hattie Miller. The pair maintained ownership of the cabin until 1958 when the portion owned by Kay Hill was ceded to the Gilpin County government under a tax lien, while Hattie Miller maintained control over the residence and lots 4 and 5 until 1976. At this time Hattie Miller sold the building and land to Helen Bradley. Helen Bradley retained 194 Phillis Wheatley Way until 1986 when it was sold to Venice Jean Kelley and Gary Robert Cooper. During this time, Gary Cooper completed a significant remodeling of the Huffman cabin, resulting in its current appearance. Gary Cooper sold his interest in the property to Venice in 1995. Following this, Venice Kelley began sharing ownership with Kyle MacLachlan in 2003 and the pair sold the cabin to the current owner, Willow Johnson, in 2008.

Statement of Significance:

194 Phillis Wheatley Way is similar to most seasonal residences found in the Lincoln Hills subdivision, characterized by complex roof forms resulting from multiple additions and an offset placement in relation to the roadway. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is one of the first cabins constructed as part of the Lincoln Hills resort, historical research did not reveal a direct association between this building and historical figures or specific events significant to our understanding of our collective past. As a result, 197 Phillis Wheatley Way also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has been impacted over the years because of modifications made to the building outside of its historic period. The historic integrity of the design, workmanship, and materials have been affected by substantial non-historic renovations completed since its construction in 1925. The original mass has been substantially expanded by the construction of a large additions onto the front of the original cabin. Several other alterations have been completed. These include the installation of a stone masonry foundation, the replacement of all the windows and doors, the installation of new windows and doors, and the installation of a large wraparound deck. As a result, the building no longer resembles its historic visage and presents an architectural character appropriate to the late twentieth century. In addition, the footprint of the building has been substantially expanded and the front entry relocated as a result of renovations completed in 1988. As a result, the integrity of the cabin's setting, feeling, location, and association have been affected. In summary, because 194 Phillis Wheatley Way does not meet any of the seven aspects of integrity, it has a poor level of historic integrity.

5GL1744

The Winks Tavern

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 53 Winks Way, Golden, CO 80403

Date of Construction (estimate): N/A

Date of Construction (actual): 1923

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

53 Wink's Way was a tavern and dance club constructed and operated by Obrey "Winks" Hamlet within the Lincoln Hills resort. The Lincoln Hills subdivision was the only exclusively African American vacation resort established west of the Mississippi River. The 1920s was a time when small mountain cabins were being built with frequency by members of the American middle class, as many city dwellers chose to escape urban problems by "roughing it" in nature. However, the codified segregation of the United States meant there was not any place for African Americans to enjoy the same luxury. Feeling African Americans deserved the same indulgences as white Americans, several leaders of Denver's black community established the Lincoln Hills Development Company in 1922 and Lincoln Hills was officially platted in 1928. Developed from land purchased from Hal and Elizabeth Sayre, the resort originally catered to wage-earning African Americans living throughout Colorado but soon gained national renown as a mountain resort far removed from the difficulties inherent in the daily life of all the nation's black Americans. For a more detailed discussion of the the development of the Lincoln Hills Country Club, please refer to the historic background section of the accompanying report.

Obrey "Winks" Hamlet was born in 1893 in Tennessee. He and his two siblings were taken care of by their widowed mother, Rosa Patton, also born in Tennessee during the reconstruction of the south following the U.S. Civil War. It is unknown when the Hamlet/Patton family migrated to Colorado, but when they arrived they settled in the Five Points neighborhood of north Denver. By age 30, the entrepreneurial Winks had established himself in Five Points by operating both a coal business and a moving company, the "Winks Moving Service". The success of these businesses made Winks well known and respected in the Five Points black community, however, it was his activities in Gilpin County that would make him significant. Beginning in 1923, Winks Hamlet was one of the first to buy property in Lincoln Hills. Known as "all around handy" by those who remember him, Winks Hamlet began to build entertainment venues at the resort for African Americans. Of these original buildings only three are known to survive: the NRHP listed Lodge at 213 Winks Way (5GL6), the Orange Cabin at 143 Winks Way (5GL1746), and the Winks Tavern. The efforts of Winks helped put the resort on the national map. After advertising in Ebony Magazine in the 1930s, the allure of Winks' lodge drew black vacationers from as far as the eastern seaboard, leading to an average annual visitation of 5,000 people. In addition to operating a tavern and lodge, Winks became the unofficial transport for young girls travelling to Camp Nizhoni, game warden, and a general steward of the land. Later in life he helped with the construction of the first Pinecliffe fire station at 4393 Coal Creek Canyon Road. By his death in 1965, Obrey Wendell Hamlet was one of the most accomplished and respected characters in Denver's African American past and is largely remembered for the contributions he made to the Lincoln Hills community.

Completed between 1923 and 1928, the resulting complex of buildings included Winks Panorama Lodge, the "Tin House," a three-plex cabin, the "Winks Tavern" and 53 Wink's Way, known as the "Winks Tavern" [sic]. The Winks Tavern was a dance hall and night club within the Lincoln Hills resort. As related in local histories, the Tavern continued to serve alcohol during prohibition making this a uniquely integrated spot in Lincoln Hills. Men of every ethnic extraction would come here from the nearby dry towns of Pinecliffe and Rollinsville, and as far as Denver, to drink, making it one of the best known and least discussed places in north Gilpin County.

The original tavern constructed by the industrious Winks Hamlet was of a substantially different character than the "Winks Tavern" of today. The 1923 tavern was a one story corrugated steel building with a simple rectangular plan and a gabled roof. The tavern had a full front loggia style porch and a Coors ® sign extending from the gable.

Winks Hamlet and his wife operated the Winks Tavern until his death in 1965. During this time the Civil Rights Act had been passed and codified segregation of places like mountain resorts was no longer legal. As a result interest in the resort and Winks' creations declined. The bulk of his properties were then sold to individual buyers by his wife, Melba Hamlet. Melba sold the Winks Tavern in 1970 to Isaac Samora. Isaac Samora along with a relative Effie retained the property until it was purchased by the current landowner Raymond Steele in 2003.

Statement of Significance:

53 Winks Way is similar to many of the buildings within Lincoln Hills, characterized as a modest original building with multiple additions and significant recent renovations. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although, this building was the vacation cabin of Obrey Wendell "Winks" Hamlet and is essential in understanding the history of the Lincoln Hills district overall, the building itself has been altered and no longer represents its historical association with Hamlet. As a result, 53 Winks Way also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 53 Winks Way has been significantly affected by modifications made to the original cabin after its historic period. The appearance and architectural character of the cabin during its historic period has been modified by a number of additions, the replacement of doors and windows, the replacement of the front porch, the residing of the building, the raising of the foundation, the construction of an attached garage, and the alteration of the roof form to accommodate the additions. These have impacted the historical design, workmanship, materials, feeling, and association of the cabin associated with the Winks Hamlet occupation. However, the building does maintain its historic setting and location. In summary, because this building does not satisfy five of the seven aspects of integrity, the cabin has low historic integrity.

5GL1745

The Camp Nizhoni Boarding House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 288 Pactolus Lake Road, Lincoln Hills, CO 80471

Date of Construction (estimate): 1902 - 1915

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

288 Pactolus Lake Road is one of only two extant buildings remaining from the YWCA Camp Nizhoni headquarters within the Lincoln Hills subdivision. Lincoln Hills and Camp Nizhoni alike are significant as the only exclusively African American vacation resorts established west of the Mississippi River and hold a substantial place in Black American history. Camp Nizhoni in particular, established in 1924 by the Phillis Wheatley branch of the Young Women's Christian Association, is significant as the only all African American female summer camp ever developed in the west. Although the buildings gained significance as the Camp Headquarters there are two additional historical periods which are associated with the property. Beginning in the late 19th century development at the site includes three stages of occupation, the early mining/Pactolus period (1873 – 1922), the Camp Nizhoni/Lincoln Hills period (1924 – 1946), and the vacation home period (1946 – present).

Known as the Pactolus Placer at the time, the property and buildings absorbed by Camp Nizhoni, including 288 Pactolus Lake Road, were initially developed by John Quincy Adams Rollins of the Rollins Gold and Silver Mining Company as a result of intensive hydraulic mining activities along South Boulder Creek. The works and buildings transferred hands to a number of outfits which disappeared as quickly as they would arrive. Colorado State Directories dating from 1898 to 1920 provide an extensive list of these ambitious if unprepared many, including the Pactolus Gold Dredging Company, the Pactolus Mining and Milling Company (1899) and several others.

In 1924, 288 Pactolus Lake Road, became the girl's bunkhouse/dormitory and was one five mining buildings which were adapted by the YWCA. The camp operated successfully until 1946 when successful integration at YWCA camps eliminated the need for separate camps and the overall cost of maintaining two camps became prohibitive.

After the dissolution of the camp the buildings were sold to private owners a trend which continues to this day. Currently 288 Pactolus Lake Road is owned and maintained by Jennie Mae Rucker, former Nizhoni camper and the first female African American teacher in Library Sciences.

Statement of Significance:

288 Pactolus Lake Road Winks Way is similar to many of the buildings within Lincoln Hills, characterized as an older mining building adapted to camp use and with significant recent renovations. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although, this building was the one of the camp Nizhoni cabins donated to the YWCA by Obrey Wendell "Winks" Hamlet and is essential in understanding the history of the Lincoln Hills district overall, the building itself has been altered and no longer represents its historical association with Hamlet. As a result, 288 Pactolus Lake Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has remained intact over the years. Although the building is currently being modified from its original design, the building retains original materials, design, association, feeling, setting, location, and workmanship.

5GL1746

The Orange Cabin

Eligibility Recommendation: Field: Ineligible

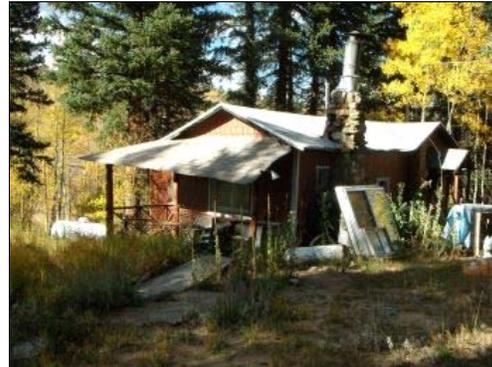
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 143 Winks Way, Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1925 (1965 -1985: Alterations)

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

143 Wink's Way was one of several buildings constructed and operated by Obrey "Winks" Hamlet within the Lincoln Hills resort. The 1920s was a time when small mountain cabins were being built with frequency by members of the American middle class, as many city dwellers chose to escape urban problems by "roughing it" in nature. However, the codified segregation of the United States meant there was not any place for African Americans to enjoy the same luxury. Feeling African Americans deserved the same indulgences as white Americans, several leaders of Denver's black community established the Lincoln Hills Development Company in 1922 and Lincoln Hills was officially platted in 1928. Developed from land purchased from Hal and Elizabeth Sayre, the resort originally catered to wage-earning African Americans living throughout Colorado but soon gained national reknown as a mountain resort far removed from the difficulties inherent in the daily life of all the nation's black Americans. For a more detailed discussion of the the development of the Lincoln Hills Country Club, please refer to the historic background section of the accompanying report.

Completed between 1923 and 1928, the resulting complex of buildings included Winks Panorama Lodge (5GL6), the "Tin House", a three-plex cabin, the "Tavern", and 143 Wink's Way, known as the "Orange Cabin." The Orange Cabin was Winks' home during the construction of the Lodge. Of these original buildings only three are known to survive: the NRHP listed Lodge at 213 Winks Way, the Tavern at 53 Winks Way (5GL1744), and the Orange Cabin near Wink's Lodge. The efforts of Winks helped put the resort on the national map. After advertising in Ebony Magazine in the 1930s, the allure of Winks' lodge drew black vacationers from as far flung as the eastern seaboard leading to an average annual visitation of 5,000 people calling from as far as New York. Included amongst these individuals are such luminaries as Count Basie, Duke Ellington, and Langston Hughes. In addition to operating a tavern and lodge, Winks became the unofficial transport for young girls traveling to Camp Nizhoni, game warden, and a general steward of the land. Later in life he helped with the construction of the first Pinecliffe fire station at 4393 Coal Creek Canyon Road. By his death in 1965 Obrey Wendell Hamlet is one of the most accomplished and respected characters in Denver's African American past, and largely for the contributions he made to the Lincoln Hills community.

The original cabin constructed by the industrious Winks Hamlet was of a substantially different character than the "Orange Cabin" of today. The 1928 cabin was a modest single story residence with a rectangular plan. The cabin had a front gabled roof and a small pent roofed entry porch sheltering the primary entry facing Winks Way.

Winks, along with his wife, spent their summers at the Orange Cabin until his death in 1965. During this time the Civil Rights Act had been passed and codified segregation of places like mountain resorts was no longer legal. As a result interest in the resort and Winks' creations declined. The bulk of his properties were then sold to individual buyers by his wife, Melba Hamlet. Melba sold the Orange Cabin in 1970 to Isaac Samora. Isaac Samora along with a relative Effie retained the property until it was purchased by the current landowner Raymond Steele in 2003.

Statement of Significance:

143 Winks Way is similar to many of the buildings within Lincoln Hills, characterized as a modest original building with multiple additions and significant recent renovations. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although, this building was the vacation cabin of Obrey Wendell "Winks" Hamlet and is essential in understanding the history of the Lincoln Hills district overall, the building itself has been altered and no longer represents its historical association with Hamlet. As a result, 143 Winks Way also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 143 Winks Way has been significantly affected by modifications made to the original cabin after its historic period. The appearance and architectural character of the cabin during its historic period has been modified by a number of additions, the replacement of doors and windows, the replacement of the front porch, the residing of the building, the addition of a foundation, the construction of a substantial chimney, and the alteration of the roof form to accommodate the additions. These have impacted the historical design, workmanship, materials, feeling, and association of the cabin associated with the Winks Hamlet occupation. However, the building does maintain its historic setting and location. In summary, because this building does not satisfy five of the seven aspects of integrity, the cabin has low historic integrity.

5GL1747

The Farrel Ice Company Warming House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 655 Pactolus Lake Rd., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1943 (1954: Additions)

Architectural Style: Other Style: Novelty



Historical Background:

655 Pactolus Lake Road is a large property located east and adjacent to the Lincoln Hills subdivision along South Boulder Creek. Within the property there are a number of different buildings and structures that overall, represent the various industries that have used this property over time. The industries represented in the built environment at 655 Pactolus Lake Road include Gilded Age hydraulic mining, the ice industry in the depression era, and mountain recreation from the middle of the twentieth century to the present.

Prior to any industrial activity at the location was included in land purchased in 1875 by James Cummings that was procured in two subsequent patents. Combined the two patents entailed an area of 160 acres and were the result of two direct sales to James from the federal government. The first patent was for 120 acres and was acquired by James and partner Mary Blawvelt. The remaining 40 acres were secured by James himself some months later. It does not appear as if though Mary Blawvelt or James Cummings made any significant improvements to the property.

Known as the Pactolus Placer at the time, the first substantial improvements to the property occurred in the 1880s, when the Rollins Gold and Silver Mining Company began large scale mining in the area. Named for the Asiatic river which bore gold to the sixth century Hellenistic King Croesus, the Pactolus area was a center of mining from as early as 1863, continuing until 1922. In 1881, John Quincy Adams Rollins of the Rollins Gold and Silver Mining Company provided the initial capital to begin large scale extraction at Pactolus. By 1922 any large scale extraction ceased. Through this period a partner in Rollins' company, Hal Sayre, retained the mineral rights to the land and deeded them to numerous prospective mining companies for a sum. Nevertheless, latent impressions of this period are expressed in the not only the large ponds, gravel stream, and tailings piles populating the property, but also the remains of a whim/pumphouse and the hoist frame adjacent to the warming house building.

After 1922 mining disappeared from the Pactolus Placer and the location lay dormant until 1939. In 1939 the property was purchased by Lawrence C. Farrell of nearby Caribou from Benjamin Carleno, a representative of Hal Sayre who retained the mineral rights as well as the right to fish on the property. On the property Farrell constructed the Farrell Company ice house and the Farrell Ice Company went into operation. The Farrell Ice Company came as the third ice company to take advantage of the constant freezing winds of South Boulder Park. As late comers, the company did not have the access to the large Denver markets controlled by their competitors, the Espy Ice Company of Rollinsville and the Tolland Ice Company. The Farrell Ice company found their niche in providing ice for the rural communities outside Denver that needed to transport their harvests in refrigerated train cars. Farrell began improving the property by clearing away most remnants of the mining operations, followed by the construction of the ice house in 1943. To serve the ice house the Denver and Salt Lake (formerly Denver Northwestern and Pacific) constructed a ten car siding on the property. In the beginning Farrell managed 30 employees who would cut 600 pound blocks from the lake, averaging 14,000 tons by the end of the season. To accommodate the workers a bunkhouse was constructed on the ice house, this would become the Warming House. With the florescence of chemical refrigeration added to a severe hailstorm in 1949 that destroyed crops in the east half of the state, effectively eliminating the company's customer base, the Ice Company began to flounder.

By then the son of Lawrence C. Farrell, Richard Leroy Farrell had inherited the beleaguered company. To save the Farrell Ice Company Richard L. devised an innovative plan to turn the ice house into an ice skating rink. In 1954 the transformation went under way. The worker's bunkhouse was completely renovated to become the Warming House. A tower structure was installed on the north half of the building that carried a small wooden shed for the monitoring of the skaters, the channels of the former whim were used to fill the interior of the old icehouse with pond water to make an indoor skating rink, and a large pier was built into the lake with benches. The Farrell Ice Skating Rink got off to a slow, but respectable start, and at the end of the 1954 season had 3,000 visitors. Richard began providing refreshments and skating rentals, and as word of mouth got around the skating began to accommodate upwards of 20,000 people a season. A portion of this success must be attributed to the direct involvement of the Farrell ice rink with the growing ski industry after World War II. As attested by signage affixed to the warming house, this location was listed as an official "Colorado Ski Information and Hospitality Center" and a member of the Colorado HOST program, placing this as an optional destination for anyone bound to Winter Park on the Rio Grande Ski Train.

□ In the 1960s Richard Farrell went back to his earlier job of mining at the Caribou mines outside of Nederland and the rink went out of business. Richard had hoped to reinvigorate the rink in the 1980s, however, the National Park Service would not grant him the permits to flood for ice production. In addition, the Denver and Rio Grande removed their 10 car siding, and like other periods in the buildings life it went dormant. The second dormancy lasted until 2007 when it was purchased by the current owners, Van Horn Burkett and Associates. At the time it was surveyed, the ice house had been removed leaving only the Warming House and the tower. As a result of many years of neglect after Farrell lost his flooding rights, the buildings were in a deteriorated condition and as a result were demolished in January of 2009.

Statement of Significance:

According to the Gilpin County Tax Assessor, this building was demolished by the current landowners in January of 2009. Since the initial recommendation for eligibility was based on the architectural character of the building while standing during the 2008 survey, the building no longer retains sufficient architectural significance to be individually eligible to the National Register.

Historical Physical Integrity:

At the time of recording this building was standing and retained a sufficient level of integrity to convey its architectural significance as a mid twentieth century warming house. However, following the documentation and recording of the standing building it has been demolished and as a result, does not possess any historic integrity.

5GL1749

The Gutierrez Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 728 Pactolus Lake Rd., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1953

Architectural Style: Modern Movements:



Historical Background:

Constructed in 1953, 728 Pactolus Lake Road is within the Pactolus Acres subdivision located south and adjacent to the Lincoln Hills Country Club. The development of Pactolus Acres is associated with a rise in tourism in the area during the 1930s and 1950s. The increase in revenue and leisure time that occurred in the post World War II led to a second wave of tourist interest in the north Gilpin County area and many lots were sold for recreational and seasonal occupation. Similar to a tourist boom that occurred in the early twentieth century, many vacation cabins were constructed by citizens of Denver and now, from more far flung locations. The force that typified this later growth was the creation of the Winter Park Ski Area at the West Portal of the Moffat Tunnel in 1937. Following the creation of the ski resort, the Rio Grande railroad saw an opportunity and began operating the now famous Ski Train in 1938. The Ski Train used the Moffat Road to ferry skiers from Denver to the Winter Park, taking them past the sidings at Pactolus. The completion of the Farrell Ice Skating Rink in 1954 coupled with the meteoric rise of the Ski industry during the 1950s Pactolus became a desirable day trip for many urbanites, allowing for the development of Pactolus Acres in 1953. Pactolus Acres was subdivided from the Pactolus Placer owned by Lawrence C. Farrell, the operator of the Farrell ice rink and all of the lots sold were developed into vacation properties.

The property was purchased initially by Sam Gutierrez at the time the building was constructed. Unfortunately, due to the late date of this transaction records regarding the life of Sam Gutierrez was not publicly available. After the death of Sam Gutierrez in 1962, the property went through a period typified by short term ownership and numerous transfers of the deed. The cabin was inherited by a relative, Laura Gutierrez, in 1962 who sold the property 6 years later to a Samuel Guitierrez in 1968. The property was then transferred to Delores M. & Ronald J. Bundy also in 1968, and in 1980 to Delores Bundy alone. Mrs. Bundy sold the property to Audrey L. & Ronn A. McConnell. In the next transaction, Audrey L. & Ronn A. McConnell ceded the property to Paul David Holzhauser in 1987. From 1994 to 1999 the property was owned by both Mike D. & Tammy D. Gentry at various times, who would then sell it to the current owner Albert McKenney.

Statement of Significance:

728 Pactolus Lake Road is similar to many of the nearby residences found along Pactolus Lake Road in the Pactolus Acres subdivision, characterized by heavily altered seasonal cabins with, rusticated décor, and a massing adapted to the steep hillsides. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result 728 Pactolus Lake Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 728 Pactolus Lake Road has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the setting in a rural mountain setting has remained relatively unaltered. The building also still retains its association with the recreational development of the area as a mountain vacation home. While 728 Pactolus Lake Road retains some characteristics of the original design, the cabin has undergone significant changes that have altered the intended appearance and architectural character of the building. The modifications include the enclosure of the front porch, the re-siding of the building and the replacement of windows and doors on every visible elevation. These modifications have impacted the original design, feeling, workmanship, and materials of the original building. In summary, because this building meets only three of the seven aspects of integrity, it has a fair level of integrity.

5GL1750

The Kolar Cabin

Eligibility Recommendation: Field: Ineligible

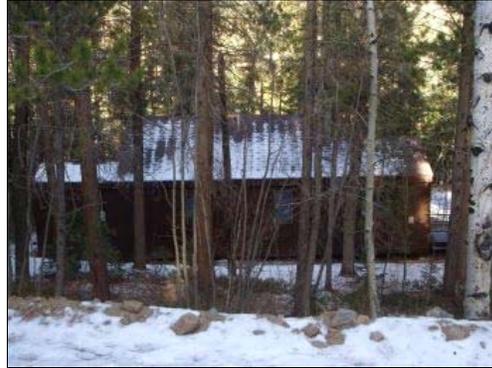
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 901 Pactolus Lake Rd., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1954

Architectural Style: No Style:



Historical Background:

901 Pactolus Lake Road is located within the Pactolus Acres subdivision. Located south and adjacent to the Lincoln Hills Country Club, the development of Pactolus Acres is associated with a rise in tourism in the area during the 1930s and 1950s, interrupted only by World War II. The increase in revenue and leisure time that occurred in the post-World War II led to a second wave of tourist interest in the north Gilpin County area and many lots were sold for recreational and seasonal occupation. Similar to a tourist boom that occurred in the early twentieth century, many vacation cabins were constructed by citizens of Denver and now, from more far flung locations. The force that typified this later growth was the creation of the Winter Park Ski Area at the West Portal of the Moffat Tunnel in 1937. Following the creation of the ski resort, the Rio Grande railroad saw an opportunity and began operating the now famous Ski Train in 1938. The Ski Train used the Moffat Road to ferry skiers from Denver to the Winter Park, taking them past the sidings at Pactolus. The completion of the Farrell Ice Skating Rink in 1954 coupled with the meteoric rise of the Ski industry during the 1950s Pactolus became a desirable day trip for many urbanites, allowing for the development of Pactolus Acres in 1953. Pactolus Acres was subdivided from the Pactolus Placer owned by Lawrence C. Farrell, the operator of the Farrell ice rink and all of the lots sold were developed into vacation properties.

Lawrence C. Farrell sold the property to Edwin and Vlasta Kolar in 1954. Edwin died in 1999 and in 2001, the property was transferred into Vlasta's name. One year later the property was placed into a living trust in Vlasta Kolar's name in 2002.

Statement of Significance:

901 Pactolus Lake Road is similar to many of the nearby residences found along Pactolus Lake Road in Lincoln Hills. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 901 Pactolus Lake Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 901 Pactolus Lake Road has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location and the limited development in the area has resulted in minimal change to its rural mountain setting. Furthermore, the continued use of this building as a seasonal residence has helped the building maintain its association with the recreational development of the area. Nevertheless, while 901 Pactolus Lake Road retains a number of characteristics of the original design, the cabin has undergone numerous changes that have altered the intended appearance and architectural character of the building. The modifications include the addition to the north elevation, the reconstruction of the roof, the residing of the building and the replacement of the primary entrance. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys the building's original construction. In summary, because this building meets only three of the seven aspects of integrity, it has a low level of integrity.

5GL1751

The Sunnybank "Main" House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 609 Tolland Road (A), Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1925

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The construction of the Sunnybank House was undertaken by J. Reimer Espy in 1925, as a personal residence to oversee harvesting operations during the ice season. The buildings located within the Espy property including the Sunnybank House share a similar history centered on the origins of the historic Espy Ice Company and the interrelationship between the railroad and the ice industry in the early part of the twentieth century. In many cases, the ice produced by this company and others like it were the only means of transporting the perishable foods grown on Colorado's western slope to the markets in Denver which made it imperative to many industries. Additionally, as the earliest and largest ice producer along the Moffat Road, this company inspired the growth of the ice industry in North Gilpin, which came to be a powerful force in the local economy.

The Espy Ice Company was founded by in 1913 by entrepreneur James W. Espy originally from Ohio and was the first natural ice operation in the area. James W. Espy, a well known illuminary in the Colorado coal industry, purchased approximately 200 to 300 acres south and west of Rollinsville, Colorado where he would build the operational heart of his natural ice company including all of what is now 609 Tolland Road. After acquiring the land, he left the actual management of the company to his eldest son, James Reimer who resided in Denver. Within the property James Reimer Espy constructed buildings typical of early twentieth century ice producers, an icehouse, which is no longer standing, and a warming/machine house (5FGL1752). The nature of the ice harvest, as well as the extreme weather of the South Boulder Park valley insisted that Espy build additional buildings to help accommodate the numerous men needed to harvest the ice for an extended period of time. These buildings include a bunkhouse (5GL1753), a Mess hall (5GL1754), and a house for himself to monitor the work (5GL1751). In addition to the buildings, Espy engineered the landscape surrounding the buildings to better support ice production. On November 10, 1916 the Fairplay Flume noted that "The Espy Ice Company is building a New Dam above Rollinsville, 25-ft high and 200-ft wide.", which would allow him to flood the valley. According to an as-built map dated 1935, a large pond was constructed at an earlier point in the South Boulder Creek Valley for the Espy Ice Company, along with three ditches to provide water flow when the dam was closed on South Boulder Creek. Once in operation, the Rollinsville ice operation supplied ice directly to the Denver Northwestern and Pacific for their refrigeration cars and for many homes and businesses in Denver, making the Espy Ice Company the largest and most prolific ice producer in the county. Business continued to expand, to where the Rollinsville facility was no longer sufficient and additional facilities were built outside of Steamboat Springs, and in Denver proper. The icehouse at Rollinsville was closed in 1949, supplanted by the Denver icehouses, however, the ice fields and harvesting buildings continued to be in use until the 1970s, when mechanical and artificial refrigeration replaced natural ice in refrigerated rail cars.

Statement of Significance:

Although this building is a distinct landmark within the Espy property and possesses features typical of early twentieth century homes, the building has undergone a number of changes to its architectural appearance and no longer resembles the residence constructed by J. Reimer Espy. As a result, this building does not have sufficient architectural significance to be considered individually eligible for the NRHP. Also, because this building has undergone these changes, it no longer accurately describes its appearance while it was used as part of the Espy operation, and does not possess sufficient historical significance to be individually eligible for the NRHP. Even so, this building is an essential component in understanding the overall operation of the Espy Ice Company during the early twentieth century, and therefore, would be contributing to any future historic district.

Historical Physical Integrity:

The historic physical integrity of this building has been impacted over the years because of basic maintenance. Even though the building has been modified with the construction of a 3 car garage the building retains the qualities of workmanship, design, material, location, setting and feeling of the original property. The most obvious change to the building is seen in the addition of a three car attached garage. It appears if though a portion of the grounds were excavated to accommodate the garage, creating the concrete drive/courtyard area. Another apparent change observed on the building is a recent replacement of all the windows to metal framed components, however, none of the settings appears to have been affected. In contrast, the building retains its location and setting overlooking the operational space of the Espy Ice Company property, and as a result retains its association and feeling. Consequently, this building retains a good level of historic integrity.

5GL1752

The Red Building

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 609 Tolland Road (B), Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1909

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The buildings located within the Espy property including the Red Building share a similar history centered on the origins of the historic Espy Ice Company and the interrelationship between the railroad and the ice industry in the early part of the twentieth century. In many cases, the ice produced by this company and others like it were the only means of transporting the perishable foods grown on Colorado's western slope to the markets in Denver which made it imperative to many industries. Additionally, as the earliest and largest ice producer along the Moffat Road, this company inspired the growth of the ice industry in North Gilpin, which came to be a powerful force in the local economy.

The Espy Ice Company was founded by in 1913 by entrepreneur James W. Espy originally from Ohio and was the first natural ice operation in the area. James W. Espy, a well known illuminary in the Colorado coal industry, purchased approximately 200 to 300 acres south and west of Rollinsville, Colorado where he would build the operational heart of his natural ice company including all of what is now 609 Tolland Road. After acquiring the land, he left the actual management of the company to his eldest son, James Reimer who resided in Denver. Within the property James Reimer Espy constructed buildings typical of early twentieth century ice producers, an icehouse, which is no longer standing, and a warming/machine house (5FGL1752). The nature of the ice harvest, as well as the extreme weather of the South Boulder Park valley insisted that Espy build additional buildings to help accommodate the numerous men needed to harvest the ice for an extended period of time. These buildings include a bunkhouse (5GL1753), a Mess hall (5GL1754), and a house for himself to monitor the work (5GL1751). In addition to the buildings, Espy engineered the landscape surrounding the buildings to better support ice production. On November 10, 1916 the Fairplay Flume noted that "The Espy Ice Company is building a New Dam above Rollinsville, 25-ft high and 200-ft wide.", which would allow him to flood the valley. According to an as-built map dated 1935, a large pond was constructed at an earlier point in the South Boulder Creek Valley for the Espy Ice Company, along with three ditches to provide water flow when the dam was closed on South Boulder Creek. Once in operation, the Rollinsville ice operation supplied ice directly to the Denver Northwestern and Pacific for their refrigeration cars and for many homes and businesses in Denver, making the Espy Ice Company the largest and most prolific ice producer in the county. Business continued to expand, to where the Rollinsville facility was no longer sufficient and additional facilities were built outside of Steamboat Springs, and in Denver proper. The icehouse at Rollinsville was closed in 1949, supplanted by the Denver icehouses, however, the ice fields and harvesting buildings continued to be in use until the 1970s, when mechanical and artificial refrigeration replaced natural ice in refrigerated rail cars.

Research yielded little documentation regarding the building known as the Red Building specifically. According to the Gilpin county Assessor office this building was constructed in 1909. According to the oral testimony of the current property owner, Bruce J. Espy, ice harvesting tools were stored in the Red Building. In addition this building was used as a warming house and a maintenance facility during the harvest. The construction of this building is consistent with similar buildings in the early twentieth century that were used in a large scale commercial operation. The building is still owned by the Espy family.

Statement of Significance:

Although this building is a distinct landmark within the Espy property and possesses features typical of ice harvesting buildings, the building has undergone a number of changes to its architectural appearance and resembles a residence more so than its historic function as a tool and warming house. As a result, this building does not have sufficient architectural significance to be considered individually eligible for the NRHP. Also, because this building has undergone these changes, it no longer accurately describes its appearance while it was used as part of the Espy operation, and does not possess sufficient historical significance to be individually eligible for the NRHP. Even so, this building is an essential component in understanding the overall operation of the Espy Ice Company during the early twentieth century, and therefore, would be contributing to any future historic district.

Historical Physical Integrity:

Modern alterations to this building including the removal of at least one window and door, the re-siding of the building, and the addition of a greenhouse have impacted historic physical integrity of this building, including the design, workmanship, feeling, and materials. However, the building maintains its historic location and setting, and association. As a result, this building possesses a moderate level of historic integrity.

5GL1753

The Bunkhouse

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 609 Tolland Road (C), Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1909

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The buildings located within the Espy property including the Bunkhouse share a similar history centered on the origins of the historic Espy Ice Company and the interrelationship between the railroad and the ice industry in the early part of the twentieth century. In many cases, the ice produced by this company and others like it were the only means of transporting the perishable foods grown on Colorado's western slope to the markets in Denver which made it imperative to many industries. Additionally, as the earliest and largest ice producer along the Moffat Road, this company inspired the growth of the ice industry in North Gilpin, which came to be a powerful force in the local economy.

The Espy Ice Company was founded by in 1913 by entrepreneur James W. Espy originally from Ohio and was the first natural ice operation in the area. James W. Espy, a well known illuminary in the Colorado coal industry, purchased approximately 200 to 300 acres south and west of Rollinsville, Colorado where he would build the operational heart of his natural ice company including all of what is now 609 Tolland Road. After acquiring the land, he left the actual management of the company to his eldest son, James Reimer who resided in Denver. Within the property James Reimer Espy constructed buildings typical of early twentieth century ice producers, an icehouse, which is no longer standing, and a warming/machine house (5FGL1752). The nature of the ice harvest, as well as the extreme weather of the South Boulder Park valley insisted that Espy build additional buildings to help accommodate the numerous men needed to harvest the ice for an extended period of time. These buildings include a bunkhouse (5GL1753), a Mess hall (5GL1754), and a house for himself to monitor the work (5GL1751). In addition to the buildings, Espy engineered the landscape surrounding the buildings to better support ice production. On November 10, 1916 the Fairplay Flume noted that "The Espy Ice Company is building a New Dam above Rollinsville, 25-ft high and 200-ft wide.", which would allow him to flood the valley. According to an as-built map dated 1935, a large pond was constructed at an earlier point in the South Boulder Creek Valley for the Espy Ice Company, along with three ditches to provide water flow when the dam was closed on South Boulder Creek. Once in operation, the Rollinsville ice operation supplied ice directly to the Denver Northwestern and Pacific for their refrigeration cars and for many homes and businesses in Denver, making the Espy Ice Company the largest and most prolific ice producer in the county. Business continued to expand, to where the Rollinsville facility was no longer sufficient and additional facilities were built outside of Steamboat Springs, and in Denver proper. The icehouse at Rollinsville was closed in 1949, supplanted by the Denver icehouses, however, the ice fields and harvesting buildings continued to be in use until the 1970s, when mechanical and artificial refrigeration replaced natural ice in refrigerated rail cars.

Research yielded little documentation regarding the building known as the Bunkhouse specifically. According to the Gilpin county Assessor office this building was constructed in 1909. According to the oral testimony of the current property owner, Bruce J. Espy, this building was used to house workers during the winter harvest season, when the harsh climate would have prohibited their return home. The construction of this building is consistent with similar institutional residential buildings in the early twentieth century that were used in a large scale commercial operations. The building is still owned by the Espy family.

Statement of Significance:

Although this building has remained unaltered, the building has become severely deteriorated and no longer retains sufficient architectural significance to eligible for the NRHP. Additionally, in its deteriorated state, the Bunkhouse can no longer fully relate its association with the Espy Ice Company and does not possess sufficient historical significance to eligible for the NRHP. Nevertheless, this building is essential to the understanding of the particular operation of the Espy ice Company during the early twentieth century, and would be contributing to a possible historic district.

Historical Physical Integrity:

The historic physical integrity of this building has been impacted over the years because of a lack of maintenance. Even though the building retains the qualities of workmanship, design, material, location, setting and feeling of the original property, the collapsed roof beam and missing windows put this building in a ruined state, and the historical architectural fabric is no longer intact.

5GL1754

The Mess Hall

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 609 Tolland Road (D), Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1925

Architectural Style: Late 19th/Early 20th Century American Movements: Craftsman



Historical Background:

The buildings located within the Espy property including the Mess share a similar history centered on the origins of the historic Espy Ice Company and the interrelationship between the railroad and the ice industry in the early part of the twentieth century. In many cases, the ice produced by this company and others like it were the only means of transporting the perishable foods grown on Colorado's western slope to the markets in Denver which made it imperative to many industries. Additionally, as the earliest and largest ice producer along the Moffat Road, this company inspired the growth of the ice industry in North Gilpin, which came to be a powerful force in the local economy.

The Espy Ice Company was founded by in 1913 by entrepreneur James W. Espy originally from Ohio and was the first natural ice operation in the area. James W. Espy, a well known illuminary in the Colorado coal industry, purchased approximately 200 to 300 acres south and west of Rollinsville, Colorado where he would build the operational heart of his natural ice company including all of what is now 609 Tolland Road. After acquiring the land, he left the actual management of the company to his eldest son, James Reimer who resided in Denver. Within the property James Reimer Espy constructed buildings typical of early twentieth century ice producers, an icehouse, which is no longer standing, and a warming/machine house (5FGL1752). The nature of the ice harvest, as well as the extreme weather of the South Boulder Park valley insisted that Espy build additional buildings to help accommodate the numerous men needed to harvest the ice for an extended period of time. These buildings include a bunkhouse (5GL1753), a Mess hall (5GL1754), and a house for himself to monitor the work (5GL1751). The Mess, also known as the "dining hall", was constructed by Espy at the height of operations to provide an institutional eating area for the numerous men employed in the bi-annual ice harvest. In addition to the buildings, Espy engineered the landscape surrounding the buildings to better support ice production. On November 10, 1916 the Fairplay Flume noted that "The Espy Ice Company is building a New Dam above Rollinsville, 25-ft high and 200-ft wide.", which would allow him to flood the valley. According to an as-built map dated 1935, a large pond was constructed at an earlier point in the South Boulder Creek Valley for the Espy Ice Company, along with three ditches to provide water flow when the dam was closed on South Boulder Creek. Once in operation, the Rollinsville ice operation supplied ice directly to the Denver Northwestern and Pacific for their refrigeration cars and for many homes and businesses in Denver, making the Espy Ice Company the largest and most prolific ice producer in the county. Business continued to expand, to where the Rollinsville facility was no longer sufficient and additional facilities were built outside of Steamboat Springs, and in Denver proper. The icehouse at Rollinsville was closed in 1949, supplanted by the Denver icehouses, however, the ice fields and harvesting buildings continued to be in use until the 1970s, when mechanical and artificial refrigeration replaced natural ice in refrigerated rail cars.

Research yielded little documentation regarding the building known as the Mess specifically. According to the Gilpin county Assessor office this building was constructed in 1909. According to the oral testimony of the current property owner, Bruce J. Espy, this building was used as an institutional mess, to feed workers living on the property during the ice harvest season.. The construction of this building is consistent with similar buildings in the early twentieth century. The building is still owned by the Espy family.

Statement of Significance:

Although the ice industry was one of the most significant industries to form in Gilpin County after the stabilization of the mining markets and the Espy Ice Company property represents not only the first ice company to set up in Gilpin, but also the only remaining body of resources that are connected with this now vanished and important industry. The primary building that would have associated this property with the ice industry, the ice house, is no longer present and all that remain are ancillaries such as the mess facility. As a result this building does not possess sufficient historical significance for nomination into the NRHP. In addition, this building does not represent a distinctive style or type that is significant to the broad patterns of architectural history. Consequently, this building does not possess sufficient architectural significance to be eligible to the NRHP.

Historical Physical Integrity:

There have been no visible alterations to this building since its original date of construction, and it accurately embodies an institutional building of the early twentieth century. As a result, this building has an excellent level of historic integrity.

5GL1755

The Rollinsville Garage

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 72 Main St., Rollinsville, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1930

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

72 Main Street is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

The ownership history of this building is unclear, however, historic photographs provide information on the function and architectural changes to the building over time. According to the Gilpin County Tax Assessor property evaluation card for 72 Main Street, this building was constructed in 1930. A historic photograph of the building, dated to 1932 (Figure 1), described a front gabled automotive garage, similar in appearance to the current building. The building in the photograph boasts a large sign on the west elevation reading "Conoco", suggesting this company operated the garage.

Since the initial function of this building as a garage, it has been a curio shop, and most recently, a residence. As a repair shop the building operated in conjunction with a smaller, more decorative building adjacent to the east. This smaller building appears to function as the office of the garage, displaying signage reading "repair" and "gasoline" (Figure 2: Unknown, 1932).

The most recent commercial use for the property was by the Indian Peaks Trading company, a retailer of jewelry and curios. This company has moved to Nederland, and no longer operates out of this building.

Historic photographs show that at one time the smaller building to the west was attached to the west elevation of the main building known as the Rollinsville Garage. A "Conoco" sign was attached to the smaller building. This suggests some affiliation between the garage and Conoco Inc., but no additional historical information could be found to support this connection.

Statement of Significance:

Historical research into the history of 72 Main Street yielded little information that could be used to support or justify the requirements for inclusion on the NRHP. Additionally, while this building represents a mid 20th Century style building, the style is not distinct and therefore it lacks the historic significance necessary to meet NRHP eligibility requirements.

Historical Physical Integrity:

The historic physical integrity of this building has deteriorated over the years because of modifications made to the building outside the period of significance. This building has undergone significant changes to the original footprint that has affected the design, feeling, workmanship, and material. The replacement of a large single bay door with two smaller bay doors, the replacement of several windows and the re-siding of the building have resulted in a building with poor historic integrity.

5GL1756

The James L. Pinkus Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 99 Tolland Rd., Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1905 (1977: Additions)

Architectural Style: Mid-19th Century: Pioneer Log Cabin



Historical Background:

99 Tolland Road is located in the township of Rollinsville, an historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area between 1865 and 1868. By 1873, Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. With this he developed a consolidated gold and silver mining operation on an incredible scale, and constructed the town of Rollinsville as a center of operations. The mines began to falter in the late 1890s and following an 1899 judgment his properties, including 99 Tolland Road, were absorbed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company).

Named in honor of one of the most productive mines in Gilpin County history, the Perigo Company began to redevelop mining operations in the area, including the 44 claims and 2.5 miles of placer deposits along South Boulder Creek. The property was then transferred to the Belleview Consolidated Mines and Power Company in 1912. When the property was returned to the Perigo Company in 1916, the attempted mining operations had failed, and the shafts and placers had laid dormant for nearly 40 years. Regardless, the Perigo Company retained control until at least 1930 when it was parceled for individual real property sale.

In 1930 the cabin at 99 Tolland Road was one of many individual Rollinsville properties purchased separately between 1928 and 1930 by various members of the Pinkus family. Specifically, 99 Tolland Road was acquired from the Perigo Company by James L. Pinkus. Although the cabin was constructed long before James Pinkus arrived in Rollinsville, his arrival marks the first identifiable occupation of the building by an individual in the historical record. Born in North Carolina to first generation German immigrants, James Pinkus was 42 years old when he purchased the property. Mr. Pinkus, along with his Norwegian wife Betty L., arrived in Rollinsville sometime in early 1930 and began operating a general store in town. The Pinkuses began their stay in Rollinsville by renting a property on Main Street east of 99 Tolland Road. Within seven months they would complete the purchase of 99 Tolland Road. The specific property on Main Street rented by the couple is unknown.

Following the occupation of the cabin by James and Betty Pinkus, the cabin was exchanged a number of times through a period typified by brief episodes of ownership by a number of different individuals. The next documented owners of this property after James Pinkus were James and Harrett Davenport who acquired the property in 1968. Just five years later the Davenports transferred the property to James and Mary K. Steele, who would operate the smokehouse at the Stage Stop. The Steeles eventually sold the property to June and C. O. Beagle in 1985. In 1986, the Beagles sold the property to Ronna and Leonard Eugene Sneddon. Ronna died on February 22, 2001, and the property was secured into Leonard's name alone. Leonard sold the property to the current occupant Mark A. Slinger in August of the same year. In 2004 Mark Slinger transferred title of the property to his business, the Rollinsville West Center LLC, which currently holds the deed to 99 Tolland Road.

Statement of Significance:

99 Tolland Road is similar to many of the nearby buildings found within Rollinsville proper, characterized by complex roof forms resulting from multiple additions, and built upon a leveled terrace excavated from the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 99 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 99 Tolland Road has been affected over the years by modifications made to the building outside of its historical period. Although the original structure of the building remains visible through the primary elevation and some of the character of the original building has been maintained, 99 Tolland Road has been substantially modified from its original form and can no longer fully convey the use of materials, craftsmanship, design, or feeling of the original buildings. These modifications include additional spaces added to the east and west elevations, the modifications to the roofline to accommodate the additions, and the replacement or removal of the historic windows. The modifications have altered the original appearance and architectural character of the building, resulting in a low level of historical integrity.

5GL1757

The Silver Lode Surface Works

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): N/A

Date of Construction (actual): 1900

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The buildings within the Yocam-Degeraty property were constructed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company) in 1900, as components of the surface plants for their Silver Lode mining operations in the vicinity of Rollinsville. Rollinsville is an historic mining camp initially developed amidst the Gold Rush of the mid-19th century which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area between 1865 and 1868. By 1873 Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. With this he developed a consolidated gold and silver mining and milling operation on an incredible scale, and constructed the town of Rollinsville as the center of operations. The mines began to falter in the late 1890s and following an 1899 judgment, his property including the current Yocam-Degeraty holdings was absorbed by the Perigo Company.

Upon acquiring the Rollins tract, the Perigo Company began to redevelop his mining operations in the area, opening the Silver Lode at the approximate location of the Yocam-Degeraty property. Although the specific original function of the Yocam-Degeraty building is not explicitly stated in the historic record, the physical characteristics of these buildings tell us that they were likely the boiler house, shop building, and privy associated with the drilling of the Silver Lode during this early period. According to mining historian Eric Twitty, buildings of this size and type were common to subsurface mines of the "Gilded Age", and were often associated with moderate production mines. The Boiler House was likely constructed to house a steam boiler for the operation of a steam powered hoist. Indicating this is the small size and simple construction of the building, with a distinctly large round opening in the roof slope. The large openings, according to Twitty, were to accommodate the large stack of an industrial boiler. In addition, the size of the opening compared to the size of the space is considered a tell-tale sign of a boiler stack as opposed to a domestic stove pipe opening. At most surface operations of the Gilded Age mining period a boiler would be employed to provide power to a steam powered hoist mounted above the shaft itself. The hoist was utilized to lift men, equipment, and ore out of the mine to be processed at the surface and was an essential component of the mines success. In earlier operations the boilers were situated within the shaft houses above the shaft for convenience but this proved problematic. The tendency of a boiler to scatter sparks and smoldering pieces of coal led to a great many fires in the shaft houses. The response was to build a separate shack to house the boiler. These buildings, as stated, were small generally only nominally larger than the boiler with gabled or shed roofs, a wood platform floor, and a wood framed construction. In addition to a boiler house hard rock mining operations required a 'shop' building that housed the blacksmith, animals (i.e. mules), and any other variety of additional activities at the mine. Generally, the shops included one or more separate spaces with each representing a separate activity. The most common activity to be housed in a shop building was blacksmithing. An on site blacksmith was required at hard rock mines in order to re-sharpen the steel bits used in first, the hand jack-hammers then later pneumatic drills. These buildings were often shed roofed single story wood framed buildings that were a single bay deep. The blacksmith shop would often have a bare earth floor for the very same reason the boiler was segregated from the rest of the buildings.

The presence of these buildings at the Silver Lode site indicates that the Silver Lode was not only reopened by the Perigo Company, but was likely worked however briefly. Currently the adit for the mine is not visible and its relationship to the buildings is unclear. Following the re-opening of this mine by the Perigo Company it was sold to the Belleview Consolidated Mines and Power Company in 1912 along with several other properties. The Belleview Company was unsuccessful in at least the mining of this shaft and the property was soon returned to the Perigo Company who retained control until at least 1916. The Perigo Company sold again, briefly, to Howard E. Jones, who then sold the mine and works to the Gilpin County Land and Mines Company in 1917. The Company retained control over this mine until 1948; however, it does not seem the mine was ever worked during this period. In fact a 1918 Mining Registry states that this mine had been dormant since the purchase of it by the Belleview Company in 1903. In 1948 the Gilpin Company sold the Silver Lode surface works to Annie E. Graham who retained the land until her death in 1983. After the death of Annie Graham the property was ceded to Mildred Hawn, Dorothy Brown, Mabel Cope, and Hazel Roger who held deed until 1988. At this time the group sold to Patricia Allie Oberbroeckling, Beverly L Hamdorf, and Jacquelin A Jones. Following this the current owners acquire the property through a series of transactions between 1995 and 2004.

Statement of Significance:

The Yocam-Degeraty properties are some of the few buildings remaining in Rollinsville associated with the mining industry in the late 19th and early twentieth centuries. They are associated with broad patterns of history in that it was built in a thriving mining community during the early years of Colorado history and are recommended as eligible for the National Register under Criterion A. The buildings remain relatively unaltered from their original form and possess sufficient architectural significance as examples of early twentieth century buildings associated with the mining industry to be individually eligible to the National Register under Criterion C.

Historical Physical Integrity:

The historic physical integrity of the Yocam-Degeraty properties remain relatively unaltered from their original construction. The current location of the building is consistent with its historic location the abandonment of mining operations and the development of Rollinsville have impacted the historical association and setting of the cabin. Although the buildings have deteriorated over time due to lack of upkeep. The Yocam-Degeraty properties retain the characteristics of the original design, the three buildings have undergone no significant changes and as a result there is little impact to the original design, feeling, workmanship, and materials of the buildings. In summary, because this building meets five of the seven aspects of integrity it has a fair level of integrity.

5GL1760

The Romans Residence

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 57 Tolland Rd., Rollinsville, CO 80474

Date of Construction (estimate): 1900-1903

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

57 Tolland Road is located in the township of Rollinsville, an historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area between 1865 and 1868. By 1873, Rollins had acquired a homestead patent encompassing the Rollinsville area, as well as all of South Boulder Park. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. With this, he developed a consolidated gold and silver mining operation on an incredible scale, and constructed the town of Rollinsville as a center of operations. The mines began to falter in the late 1890s and following an 1899 judgment, his properties, including 57 Tolland Road, were absorbed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company).

Named in honor of one of the most productive mines in Gilpin County history, the Perigo Company began to redevelop mining operations in the area, including the 44 claims and 2.5 miles of placer deposits along South Boulder Creek. The property was then transferred to the Belleview Consolidated Mines and Power Company in 1912. When the property was returned to the Perigo Company in 1916, the attempted mining operations had failed, and the shafts and placers had laid dormant for nearly 40 years. Regardless, the Perigo Company retained control until at least 1930, when it was parceled for individual real property sale.

The Gilpin County Tax Assessor property evaluation card for 57 Tolland Road relates that the building was originally constructed between 1900 and 1903 (158336403051). At this time the property was under the waning control of John Q. A. Rollins and was in the process of being transferred to the Perigo Land Company. The building appears in one historical photograph dating from 1915 to 1930, attributed to Harry Lake. The photograph shows the building at its present location, as a front gabled rectangular building without a porch. The building stands alone, and is within the location of the Perigo mining works on the western half of the town. This suggests that the building was originally constructed by the Perigo Company as part of their mining operations within Rollinsville; however, this is not directly related in the historical record.

Although it is apparent that the building was present in the early twentieth century, the first occupant of this property is not listed until 1957. In 1957, the Gilpin County Clerk and Recorders office documented a sale of lot 3 (and later lots 1 and 2) of Block C from Robert C. Crow to John Romans, who owned the building until 1973. At that time 57 Tolland Road was a single family residence with a simple L-plan resting on the natural hillside. No further information is available about John Romans in the public record due to the later dates of when he occupied the residence. The period between 1957 and 1988 for 57 Tolland Road is one typified by brief episodes of ownership and the frequent sale of the property. John Romans retained 57 Tolland Road until 1973 when it was sold to the owner and builder of 31 Tolland Road to the east, Francis John Cieloha. Only seven years after acquiring 57 Tolland Road, Francis Cieloha died on October 16, 1981, transferring ownership to his wife, Zella. Soon after inheriting the cabin, Zella Cieloha died two years later, in October 1983. The property was inherited by Dolores and Melvin Phillips Cieloha as a result. The following year, in 1984, Dolores and Melvin sold 57 Tolland Road to Jack A. Brown and Vadonna McNulty. In 1988 Vadonna relinquished her share of ownership to Jack Brown and with the full acquisition of 57 Tolland Road, Jack Brown had the property repurposed to allow for commercial enterprise.

In 1994, 57 Tolland Road was sold by Jack Brown to John and James Mills, who would open the Indian Peaks Stove Company Store. Known officially as the Indian Peaks Stove and Chimney Service Company, the company specializes in the repair of solid fuel heat stoves as well as the sale of wood pellet fuel for the stoves. Currently, the building is owned by the John P. Mills Trust but is still operated by the Indian Peaks Company.

Statement of Significance:

: 57 Tolland Road is similar to many historic buildings within Rollinsville that are characterized by complex rooflines created by additions to the original simple form and modern exterior materials. The building does not possess sufficient architectural significance to be individually eligible to the National Register. In addition, although 57 Tolland Road was constructed in the first decade of the twentieth century and was present during the period of development of Rollinsville by

the Perigo Mining and Milling Company, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 57 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 57 Tolland Road has been affected over the years by modifications made to the building outside of its historical period. Although the current location, association, and setting of the building are consistent with its historic location, 57 Tolland Road has undergone significant changes that have impacted the original design, feeling, workmanship, and materials. These modifications include a prominent addition to the south elevation, replacement of historic windows, the addition of modern siding, the addition of a porch, and the construction of a modern wood deck. The modifications have altered the original appearance and architectural character of the building. In summary. Because 57 Tolland Road does not meet four of the seven aspects of historic integrity, it has a poor level of historic integrity.

5GL1761

Rees Building

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 51 Tolland Rd., Rollinsville, CO 80474

Date of Construction (estimate): 1958-1960

Date of Construction (actual): N/A

Architectural Style: No Style:



Historical Background:

51 Tolland Road is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

The earliest record of ownership for this property is the deeding of this property to Francis Cieloha. Although no date was attributed to this acquisition, Francis, who was born in 1941, was not likely to have purchased the property prior to 1958. Francis died in 1978, and the building passed to his mother, Zella Cieloha. Zella passed away in 1981, and in 1983 the property passed to Melvin and Dolores Cieloha. Maelvin and Dolores Cieloha sold the property to the present owners Mark and Lynne Slinger in 1997. The building was held in private hands during the length of the ownership history, and no information on the specific commercial activities that took place within the building could be located. Currently the building is owned by John Campagnoli and Paemla North.

Statement of Significance:

51 Tolland Road is one of several commercial buildings located in the vicinity of Main Street in Rollinsville. The building has seen a substantial addition to the west elevation. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Furthermore, although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 51 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 51 Tolland road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location. Furthermore, although Rollinsville has seen significant alterations to its setting from its days as a mining town, the town has seen little change since the time that the warehouse was constructed in the middle of the twentieth century. Furthermore, although the specific function of the building could not be determined, its assumed function as a warehouse remains similar enough that it maintains its association with the commercial development of Rollinsville in the 1950s. Nevertheless, while 51 Tolland Road is still architecturally distinct from the later concrete addition, the addition on the west side of the building has altered the intended appearance and architectural character of the building. This addition has impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only three of the seven aspects of integrity it has a fair level of integrity.

5GL1762

The Marvin Residence

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 31 Tolland Rd., Rollinsville, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1920

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

31 Tolland Road is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

Rollins' mining operations were incredibly successful throughout the late 19th and early 20th centuries, until 1902 when the Rollins Gold and Silver Company was liquidated under a tax lien. The extensive operations were purchased by Thomas Potter, Hal Sayre, and James Lightbourne of the Perigo Mining and Milling Company (Gilpin County Clerk and Recorder, Book 84/218:November 23rd, 1899 Judgment Filing). The Perigo Mining Company formed the subsidiary, Perigo Land Company who entered the first official plat of the Rollinsville township in 1903 (Gilpin County Engineers, Plat R1). With this the town east of what is presently Highway 119 was subdivided into residential and commercial lots for sale.

Following the restoration of control to the Perigo group, the three lots absorbed in the Cieloha land begins its official life as a residential property. From 1916 to 1941 each of the four lots would be transferred through a series of owners. Information regarding the ownership history for this property after 1916 was limited.

The earliest Abstract of Title for this property was under the name George E. Marvin Sr., although no date was attributed to this document. The building was constructed sometime around 1920. At some point the property was transferred to Frances Cieloha. Frances, born in 1941, was not likely to have purchased the property earlier than 1959. The property was kept within the Cieloha family, being transferred from Frances Cieloha, to Zella Cieloha after Frances' death in 1978, and eventually to the current owners, Dolores and Michael Cieloha. No additional historical information was found for this property. According to Dolores Cieloha, who grew up in the house, her father, Frances Cieloha built the building at 31 Tolland road around 1920.

Statement of Significance:

31 Tolland Road, stands apart from many of the other buildings in Rollinsville with elements typical to the bungalow type of construction, with a one story construction with a low sloping side gabled roof and a large pent roof attached bay. Although the building displays some of the characteristics of the Bungalow type, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 31 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 31 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location the development of Rollinsville has impacted the historical association and setting of the cabin. Although no documentation exists for any changes made to this building within the first 30 years of its construction, the only visible alteration to the architecture of this building that is outside of its historical context is the replacement of the windows with more modern examples. This alteration has not dramatically impacted the original design, feeling, workmanship, or materials of the original construction, and while it does not exhibit every characteristic of the Bungalow type, it still conveys the buildings original construction. In summary, because this building meets five of the seven aspects of integrity it has a good level of integrity.

5GL1763

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 30 Tolland Rd., Rollinsville, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1892

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

30 Tolland Road is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

The historical documentation regarding this property was limited. The current Gilpin County Tax Assessor property appraisal card describes a building constructed in 1892, at the height of the Rollins Gold and Silver Mining Company's success. Although it is not known who constructed this building, it was likely an asset of the company within the Rollins property. This property, like the entirety of Rollinsville east of Highway 119, was included in the initial land patent awarded to John Quincy Adams Rollins in 1873 (Rollins, 1879). This building was located within the Rollins Farm, and would have been a component of the early development of this location. A number of businesses are listed for Rollinsville in the 1905 Colorado State Business Directory, however, none are attributed to an address and the specific location of each is undetermined. Ownership histories for this property, derived from the grantee/grantor records, lacked specific dates, however at some point after the dissolution of Rollins' holdings, the property was deeded to Raymond and Elizabeth J. Bradley. On February 27, 1991, Raymond and Elizabeth J. Bradley transferred the property title to Martin L. Kammerer, Jr. The property was again transferred on August 22, 1995, from Martin L. Kammerer, Jr., to Jacquelyn S. Edmonds. Very little information could be found regarding the businesses that occupied this building over the years. The most recent commercial use of the property was by the Rollins Pass Mercantile company, who sponsored a music festival in the summer of 1997 and 1998.

Statement of Significance:

30 Tolland Road is one of only a few buildings remaining in Rollinsville associated with the Rollins Gold & Silver Mining Company. The building no longer retains the characteristics of its original construction and the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 30 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 30 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location the development of Rollinsville has impacted the historical association and setting of the cabin. Also, while 30 Tolland Road retains some of characteristics of the original design, the commercial building has undergone significant changes that has altered the intended appearance and architectural character of the building. The addition to the rear of the building, the replacement of the picture window, the addition of a decorative chimney, and the residing of the building, including the addition of two storefronts have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only one of the seven aspects of integrity, it has a poor level of integrity.

5GL1764

The Brown Grocery Store

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 12 Main St., Rollinsville, CO
80474

Date of Construction (estimate): 1950

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

12 Main Street is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945). According to Robert Cooper, a local resident, the building at 12 Main Street was constructed in 1920 and was the birthplace and residence of Margaret Logan, a local historian (Cooper, 2007). However, historic photographs of Rollinsville dating from around 1920-1932 show a large stamp mill located on the property, and the building is absent from a 1961 fire insurance map of the area (Harman, 1961). The Gilpin County Assessor provides a construction date of 1950, which appears to be consistent with the buildings architectural characteristics. In 1950 the property was owned by Mary and John Cotter. The Cotter family owned the property until 1973, when it was sold to Margaret Logan. No record could be found for the function of this building between 1950 and 1967, but in 1967, it operated under the name "Rollinsville Liquor and Grocery." In 1972, still under the ownership of Margaret Logan the building was operated as a grocery store owned by Jack and Yadonna Brown. Margaret Logan sold the property to Mary Pfeiffer and William Ritchie in 1977. The property changed hands several times in the 1980's. Duncan and Stewar Ritchie purchased the property in 1981. John Beach purchased the property in 1987, and Gary Gilbert purchased it in 1989. The present owner, Stephanie Kuhne purchased the property in 2004. Over the years, the store has operated almost exclusively as a grocery and liquor store, under various names such as "Rollinsville Liquor and Grocery," "The Rollinsville Trading Post," and "Stage Stop Liquor and Groceries."

Statement of Significance:

12 Main St. does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 12 Main St. does not possess sufficient historical significance or a distinct architectural style to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 12 Main St. has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the building maintains a similar setting along Main street as it did when it was built in 1950. Furthermore, the building still operates a grocery and liquor store similar to its intended purpose and therefore retains its association as a local business established to service the small mountain town of Rollinsville. While 80 Main St. retains a number of characteristics of the original design, the cabin has undergone significant changes that have altered the intended appearance and architectural character of the building. The modifications include additional massing added to the southeast and southwest elevation, the replacement of the siding, and the replacement of doors and windows around the building. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys a building of the late 19th to early 20th century style. In summary, because this building only meets one of the seven aspects of integrity, it has a poor level of integrity.

5GL1765

Toll Gate Barn

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 60 Main St., Rollinsville, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1868

Architectural Style: Mid-19th Century:



Historical Background:

60 Main Street is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

The "Stage Stop" was originally built in the 1860s as the Toll Gate Barn by John Q.A Rollins and was one of the first permanent buildings on what was to become Main St. Rollinsville along with the hotel. The barn served to bed down horses for travelers heading down the toll road, and (Cotter 1962, Prospector, 1972). May have also been used as a stopover for cattle being transported over Rollins pass to be slaughtered in Black Hawk and Central City. Mary Cotter's 1962 article in the Central City Register indicated that the "Stage Stop" was built with hand hewn 12-in ponderosa timbers connected by wooden pegs and mortise and tenon rather than nails. The early ownership of this building begins with John Rollins, who transferred this along with all of his other holdings to Arthur Potter and Hal Sayre around 1903. The building came under the sole ownership of Sayre who then sold it to Ted Williams on an unknown date (Cotter, 1962). During the early twentieth century, the character of Rollinsville changed from, the dry mining camp that JQA Rollins once owned. In 1928, Rollinsville boasted three saloons, a pool hall, a blacksmiths shop, grocery store, an ice-house and a dance hall. A fire in the 1950s wiped out many of the original buildings in Rollinsville. The Stage stop was one of the few buildings to survive the fire.

In 1962, the "Stage Stop Tavern" also acted as a dance hall. The building was converted to the present Stage Stop Inn in 1972 by then owners "Bill and Cookie." In the interim, the building served various functions to the community including the R.C. Murdock barber shop in 1925 (Gazetteer, 1925), a grocery store, and a boarding house (Prospector, 1972). The building currently operates as a restaurant, bar, and nationally known bluegrass music venue (Cotter, 1962, Cooper, 2007).

Statement of Significance:

Although this building is a distinct landmark in the landscape of Rollinsville and its historical association with the earliest development of the township of Rollinsville, Rollins Pass, and the North Gilpin County region by John Quincy Adams Rollins the architectural character of this building has changed significantly over time and the current appearance of the building does not embody or convey the building's appearance during the 1860s. Therefore the Stage Stop is recommended as not eligible for nomination to the NRHP under Criterion A, B, or C. However, this building was not only one of the earliest building constructed in the area, but was also a focal point for the development what became downtown Rollinsville and an essential hub for communication networks in the area, and despite its alterations from its original form, the building retains sufficient historic integrity to meet Gilpin County Local Landmark eligibility requirements.

Historical Physical Integrity:

The historic physical integrity of 60 Main St. has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location and although some development has take place in Rollinsville, including the improvement of highway 119, the overall setting of the building along the commercial main street of Rollinsville, and its association as a stopping point along a transportation corridor remains basically unaltered. Also, while 60 Main St. has undergone significant changes that have altered the architectural character of the building, including additional massing added to the east and west sides of the building, the addition of a deck and fire escape on the north elevation, and the replacement of doors and windows around the building, the basic structure of the building still retains the character of a banked barn. These alterations have impacted the original workmanship, materials, and feeling of the original building, but it still retains some of the design elements of the original building. In summary, because this building meets four of the seven aspects of integrity, it has a fair level of integrity.

5GL1767

The Rollinsville Post Office

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 87 Main St. (137 Main St.),
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1931

Architectural Style: Ranch Type:



Historical Background:

87 Main Street is located along Main Street in Rollinsville. Historically Rollinsville is identified as a mining camp which developed into the center of commercial operations in the north Gilpin County area. During the middle to late nineteenth century, Rollinsville was the administrative center for both the Rollins Gold and Silver Mining Company and the Rollins Pass Toll Road and Main Street was the center of activity. Within the context of this period, in 1871 town founder John Quincy Adams Rollins constructed the first post office to serve the area. The 1871 post office is no longer standing, however, it appears from an historic photograph dated from 1915 to 1930 that 87 Main Street is the site of the original post office. As the prices of commodities such as lumber and minerals stabilized in the late 1920s, resource bonanzas became less frequent and Rollinsville too stabilized. Nevertheless one more boom was to hit Rollinsville, that of tourism. Beginning in the 1930s and intensifying in the 1950s, the simple natural beauty and solitude of the Boulder Park area began to appeal to the cramped citizens of Denver and towns like Rollinsville would benefit from the more stable income offered by the day-trippers. It was within this tourist period that 87 Main Street was constructed.

According to the Gilpin County Tax Assessor, 87 Main Street was constructed as a mixed use post office and grocery store servicing the town of Rollinsville. The first tax assessment of this building occurred in 1940, and it was stated by the assessor "actual date of construction unknown, 1940 estimate." A more specific date of construction is provided by the archives of the United States Postal Service. The Postal Service states that the first postmaster at this location was assigned in 1931, strongly indicating that the post office was constructed in 1931 as well. Margaret LeFevre was appointed as the first postmaster to reside at 87 Main Street on February 21, 1931. Margaret LeFevre was a Colorado native born to French immigrants in 1892. In 1920 the young Margaret is listed as a dry goods salesperson that boarded a room at 154 West Irvington Street, Denver, CO. It is unclear when Margaret first relocated to Rollinsville; what is apparent is when she was appointed to the post of postmaster she would serve that position for 31 years, longer than any of the subsequent postmasters in Rollinsville. In addition to running the post office, Margaret LeFevre also managed a grocery store attached to the northwest side of 87 Main Street and resided in one of the two buildings. Margaret LeFevre served until June 30, 1962, when Mrs. Roberta F. McCollum was appointed as acting postmaster. There were a number of postmasters following Mrs. McCollum leading to the current officer, Cindy I. Thompson, appointed November 22, 1997. These are Andrea Hancock (January 3, 1992), Debra A. Lopez (March 21, 1992), Pauline B. Gross (May 16, 1992), and Ronelle D. Reynolds (August 28, 1997).

In addition to officiating the mail in Rollinsville, Margaret LeFevre was the last postmaster to own the property as well as work there. Following her death in 1972, the property exchanged hands a number of times beginning with the administrator of Margaret's estate, Roy Slaughenhaupt. Roy released the property to Kenneth D. Meinke in 1978, who sold the building and land to Robert S. Kaiser in the same year. Five years later, Robert Kaiser sold 87 Main Street to Robert and Carole A. Carnevale. Following this, in 1996, the Carnevales sold the property to Gold Dirt Inc. as an investment. The same year the original boundaries were adjusted and Gold Dirt Inc. sold the parcel to the current owner, Kenneth Bartlo.

Statement of Significance:

87 Main Street is similar to many of the nearby buildings found along Main Street in Rollinsville, characterized by adapting an historic building to modern stylistic standards through additions, roof changes, and exterior materials. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric as one of its longest standing post offices, the current appearance of the residence does not reflect the historical appearance of the historical post office. As a result, 87 Main Street has not retained sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 87 Main Street has been impacted over the years by modifications made to the building outside of its historical period. Although the current location is consistent with its historic location, there have been modifications to the ancillary buildings and the removal of an historic grocery store which impacts the association and setting of the building. In addition, 87 Main Street has undergone significant changes that have completely obscured the original design, feeling, workmanship, and materials of the 1931 building. These modifications include wood framed additions to the southeast, northeast, and northwest elevations of the original building that effectively enshroud the original brick structure. In addition, the building has undergone the replacement of historic windows, the addition of modern siding, the replacement of the original hipped roof with a gabled one, and the enclosure of a greenhouse into living space. The modifications have altered the original appearance and architectural character of the building. In summary, because 87 Main Street does not meet six of the seven aspects of historic integrity, it has a poor level of historic integrity.

5GL1768

The Pirate's Den

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 143-45 Main St., Rollinsville, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1928

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

143 - 145 Main Street is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

Historical documentation regarding the history and ownership of this building was limited. Oral and local history provides the greatest understanding. This building was initially constructed in 1928 as a Dance Hall/Saloon as the prohibition imposed by J.Q.A. Rollins subsided (Cooper, 2007). Known as the "Pirate's Den," the location featured a tropical themed dance hall on the upper floor, with a gift shop and pool hall available in the bottom floor (Cooper, 2007, Reed, 2007). The Pirate's Den did swift business at the location as one of the few saloons in the area (Reed, 2007). Shortly after its construction (1933 - 1935), the dance hall located on lots 19 and 20 was deeded to by F.M. Pinkus and J.L. Pinkus in 1930, who also acquired the neighboring lots 17 and 18. The Pinkus brothers operated the dance hall, while E.L. St. Clair operated the gift shop (Reed, 2007, The Gazetteer Company, 1935). Mrs. St. Clair had gained fame elsewhere in the valley as the reputedly cantankerous operator of the Tolland Hotel (Reed, 2007). No records were found regarding the Pirate's Den until 1972, when the building is converted into a ten unit hotel, known as the Alpine Hotel (Reed, 2007, Harman, 1961). The hotel was owned and operated by Bob & Vera Crow (Prospector, 1972). At some time between 1972 and the last assessor recording in 1991, the hotel was changed over to apartments under the name "Alpine Apartments". The name "Alpine" no longer appears on the exterior of the building, but the building is still under the ownership of the Crow Family.

Statement of Significance:

Although this building was an important institution in the period of development in Rollinsville following the dissolution of JQA Rollins' operations and the establishment of the community under the Perigo Mines modern alterations to the building means it no longer physically conveys this significance. As a result this building does not satisfy the eligibility requirements for nomination to the NRHP.

Historical Physical Integrity:

This building has been substantially altered from its original form, and as a result its historic integrity has been compromised. The conversion of this building from a dance hall to multiple unit apartments, including the addition of several doors and windows, and the addition or modification of the wrap-around porch have changed the appearance and function of this building since its period of significance in the early 20th century. Although some of the original design elements of the building are still visible, these significant alterations outside of the period of significance have greatly impacted the historic integrity of this building.

5GL1769

The Blanka Pinkus Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 19 Old Stagecoach Trail,
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1920 (1985: Additions and alte

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

19 Old Stagecoach Trail is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an eastern entrepreneur who began prospecting in the area between 1865 and 1868. By 1873 Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park,. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. With this, he developed a consolidated gold and silver mining operation on an incredible scale and constructed the town of Rollinsville as a center of operations. The mines began to falter in the late 1890s and following an 1899 judgment his properties, including 99 Tolland Road, were absorbed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company) . Named in honor of one of the most productive mines in Gilpin County history, the Perigo Company began to redevelop mining operations in the area, along South Boulder Creek.. Operated by a partnership including James Lightbourne and Thomas Potter, the Perigo Company platted the township in 1903 and subdivided the Rollins acquisitions for sale as individual real estate lots. Between 1915 and 1920, after the cooling of the gold and silver markets, the mineral tungsten came into high demand and a new bonanza was initiated. In addition to gold and silver, the natural ore forming the Rollinsville slopes also bears tungsten and a new wave of development commenced in the town. For further detail regarding the development of Rollinsville, please reference the historical context section of the accompanying report.

The original portion of Old Stagecoach Trail was constructed amidst the tungsten boom in 1920, however, the historical record is unclear on its affiliation. In 1929 the residence at 19 Old Stagecoach Trail was one of many individual Rollinsville properties purchased separately between 1928 and 1930 by various members of the Pinkus family. Specifically, 19 Old Stagecoach Trail was acquired by Blanca Pinkus from an unknown party. The available historic record regarding Blanca Pinkus is very limited., and is restricted to her social security death index As told by the index, Blanca Pinkus was born on October 2, 1890 at an unknown location and resided in Colorado from at least 1929 to 1951. She left Colorado at an unknown date and died in Northampton, Massachussets in 1973. Blanca owned the property until 1953, when it was sold to Robert G. Crow. At this point the residence was consolidated into a property including an automotive garage and office located at the corner of Main Street and Highway 119. This building currently houses TESCO, a plastics injection moulding business operated by local entrepreneur Mark. A. Slinger. After the lengthy period of ownership by Blanca, the residence apparently became a rental home and was transferred through numerous landholders, beginning with the 1960 transfer of sole ownership from Robert G. Crow to a partnership including Arthur J. and Gertrude M. Crow as well. Following a brief period under the name of Jamison Properties, the property was sold again to Robert Crow in 1969 and would shift between members of the Crow family until in 1990 the current owner, Mark A. Slinger, acquired the cabin.

Statement of Significance:

19 Old Stagecoach Trail is similar to many of the nearby buildings found along Main Street in Rollinsville, characterized by adapting a historic building to modern stylistic standards through additions, roof changes, and exterior materials . The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is a part of the construction boom of the 1920s and is a long standing component of the community fabric, the residence cannot be directly associated with individual or events important for our understanding of our collective history. As a result, 19 Old Stagecoach Trail also does not have sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 19 Old Stagecoach Trail has been affected over the years by modifications made to the building outside of its historical period. Although the current location association and setting of the building are consistent with its historic location, 19 Old Stagecoach Trail has undergone significant changes that have impacted the original design, feeling, workmanship, and materials. These modifications include prominent additions to the southeast, southwest, and northeast elevations that effectively enshroud the building, the replacement of historic windows, and the addition of modern siding. The modifications have altered the original appearance and architectural character of the building. In summary, this building does not meet four of the seven aspects of historic integrity, resulting in a poor level of historic integrity.

5GL1770

The McPhee & McGinnity Company Clubhouse

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 86 Old Stagecoach Trail,
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1918

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

86 Old Stagecoach Trail is located in the township of Rollinsville, an historic mining camp which became the center of commercial operations in the north Gilpin County area. The construction of this cabin was the result of the intensification of the forest products industry in the vicinity of Rollinsville during the early twentieth century. The town of Rollinsville was founded by John Quincy Adams Rollins, an eastern entrepreneur who began prospecting in the area between 1865 and 1868. By 1873 Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park. With this, he developed a large-scale consolidated gold and silver mining operation and constructed the town of Rollinsville as the administrative center for his various operations. The mines began to falter in the late 1890s, and following an 1899 judgment his properties and holdings, including the land at 86 Old Stagecoach Trail, were absorbed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company). Operated by a partnership including James Lightbourne and Thomas Potter, the Perigo Company platted the township in 1903 and subdivided the Rollins acquisitions for sale as individual real estate lots. Between 1915 and 1920, the stabilization of the gold and silver markets allowed other industries to take hold in the area. One of the largest industries to intensify during the early twentieth century was the forest products (or lumber) industry. Rollinsville was well placed to exploit the surrounding old growth ponderosa pine forests, and the town boasted a rail depot along the Moffat Route of the Denver and Salt Lake Railway. Further information regarding the development of Rollinsville is contained in the historical background section of the accompanying report.

Historically listed as Lot 38 of Block M in Rollinsville, the land associated with 86 Old Stagecoach Trail was first owned by John H. Mauk, who purchased the lot from the Perigo Company in 1916. The rail access and significant amounts of available timber offered by the town of Rollinsville drew the McPhee and McGinnity Company to the area and, through representatives Thomas and Luella Orr, they purchased the property from John H. Mauk. The lot was purchased through two separate sales, the first portion going to Luella Orr in 1917, followed by Thomas J. Orr in 1918. Arriving in Colorado some time between 1910 and 1917, Thomas Orr and his family gave up operating a fruit farm in Campbell County, Kentucky, for Thomas to take up work as a lumberyard manager for the McPhee and McGinnity Company. Shortly after their arrival, the Zip Cabin was constructed by the McPhee and McGinnity Company to serve as a clubhouse/bunkhouse for their employees in the Rollinsville area and the Orrs would reside there.

Based out of a manufacturing plant in Denver, Colorado, the McPhee and McGinnity Company would become the second largest supplier of building materials and pattern books in five western states during the late nineteenth and early twentieth centuries. The company was founded in 1869 by John D. McPhee in Denver, who was joined by John J. McGinnity in 1880. Initially a manufacturer of household paints, by 1900 the company had expanded to include pattern books and wood millwork. In addition, the company began acquiring its own raw material and preferred ponderosa pine as the base stock. The pine would be harvested in areas like Rollinsville and shipped via rail to the company millshop on 23rd Avenue and Blake Street in Denver to be worked into various patterns then distributed throughout the Rocky Mountain west for sale. The company's operations at Rollinsville were a satellite to their main harvesting location at El Vado, New Mexico. El Vado was a company town constructed by the New Mexico Lumber Company, a subsidiary of McPhee and McGinnity, that would become the largest lumber harvesting operation in the west between 1914 and 1923. Although a periphery to the major operations farther south, the Rollinsville center serviced five lumberyards along the Denver and Salt Lake Moffat Route to Rollins Pass. The most notable project to have been controlled by the Rollinsville office was the provision of all the timber used in the construction of the Moffat Tunnel and their construction camps between 1923 and 1927.

While living in the company house in Rollinsville the Orrs gave birth to their second son, Robert G., in 1919. Shortly thereafter they relocated to the company town in El Vado and sold the full deed to the bunkhouse to McPhee and McGinnity in 1921. The company operated the clubhouse for 8 years, and it was used as a communal gathering place for the loggers employed by the company throughout the area. The McPhee and McGinnity Company, like many industries, filed for bankruptcy in 1929 with the start of the Great Depression. The Zip Cabin was then sold to an unnamed friend of the grandfather of the current occupants, Susan Fackler and Patricia Etter. The property was sold to Robert G. Crow sometime in the 1950s and was then transferred in 1963 to Eleanor and Griffin A. Wright. Following the death of Griffin, Eleanor Wright sold the cabin to her daughters Susan Fackler and Patricia Etter in 1985. The Wright sisters are the current owners of the property.

The Zip Cabin was constructed in what architectural history has termed the industrial vernacular style. This style is typified by a simple form that uses prefabricated and prefinished components. Importantly, the components are finished into the regionally specific stylistic preferences. These are then shipped to the construction site and assembled there as part of a standardized or company pattern book design. These are usually designed as institutional housing or are the components of a company town and employ an economic design reflective of their period of construction (Stein 1997). According to historic Gilpin County Tax Assessor records, the cabin and the privy were the only buildings constructed on the property.

Beyond the style, the early days of 86 Old Stagecoach Trail are visible in the "ZIP" attached to the front porch. According to the current owner, Patricia Fackler, the ZIP identifies the building with the McPhee and McGinnity company because between 1917 and 1920 the company ran an advertising campaign that guaranteed "Zip" service. This slogan is visible in an historic photograph of McPhee and McGinnity delivery trucks dated 1917 to 1920.

Statement of Significance:

This building is recommended as eligible for nomination to the NRHP under criterion A for its association with the lumber industry in Gilpin County and its association with the development of the small mountain communities in Colorado. The logging and lumber industry helped stabilize the area after mining no longer dominated the area's commerce. In addition, very few historic administration buildings that were associated with the early twentieth century forest products industry remain standing, and even fewer accurately convey this association as the Zip cabin does.

Historical Physical Integrity:

This building has deteriorated somewhat over time due to lack of upkeep, but overall the building has retained the original design, materials, and workmanship associated with its period of significance. In addition, the building remains at its original site and there have not been any additional ancillary buildings added to the site nor any removed. As a result, the feeling, setting and association of the building during the period of significance have been retained. Overall, this building has retained a good level of historic integrity.

5GL1771

The Lightbourne House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 510 Old Stagecoach Trail,
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1902

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

510 Old Stagecoach Trail is located in the township of Rollinsville, an historic mining camp initially developed amidst the Gold Rush of the mid-19th century and which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area between 1865 and 1868. By 1873 Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. With this he developed a consolidated gold and silver mining and milling operation on an incredible scale, and constructed the town of Rollinsville as the center of operations. The mines began to falter in the late 1890s and following an 1899 judgment, his property including the current Yocam Degeraty holdings was absorbed by the Perigo Company.

Historical records regarding this specific property are limited, however, the location of the building is within the vicinity of two historic reservoirs, now Manchester Lake, constructed by Hal Sayre, Thomas Potter, and James Lightbourne of the Perigo Land Company in 1902 - 1907. The current Gilpin County Tax Assessor appraisal card attributes a 1902 date of construction for 510 Old Stagecoach Trail, making this building contemporaneous to the reservoirs. This suggests that this building was constructed by Perigo to accommodate the operations of the reservoir, of conducting water via a wooden "raceway" to the hydraulic mines at Pactolus and Rollinsville Suggested in an article by Mary Cotter this building was constructed as a residence for James Lightbourne shortly after the construction of the reservoir. James Lightbourne was born in Bermuda in 1853 to a wealthy English family. He migrated to the continental United States in 1871, settling in Colorado amidst the height of the Gold and Silver Rush. When he arrived in Colorado he married Lucy, a young woman from Maine and the two maintained a residence in Central City with two daughters and a servant, Edith Anderson. Two years after his arrival in Central City James went into business with John Rollins, Hal Sayre, and Fred Gooch in the development of Rollinsville and the soon to be powerful Rollins Gold and Silver Mining Company. Disputes between Rollins and his partners lead to the severing of the relationship sometime in the 1880s, and eventually, the takeover of the Rollins land by Lightbourne along with Sayre and a third partner, Thomas Potter. In addition to the Rollins land, the land administered by his partner Fred T. Gooch to the north was also acquired, including the current 510 Old Stagecoach Trail property.

Although currently associated with the main cottage, the ancillary garage pre-dates the residence. Originally located within the Gooch Farm, which absorbed 500 acres north and adjacent to the Rollins Farm, later Rollinsville, the hewn log building is described in an 1879 document drafted by John Quincy Adams Rollins himself regarding available amenities within the property. Rollins relates "500 acres of timber and agricultural land adjoining Rollinsville...upon which are a good frame barn and three log houses of little value." This land was patented and developed by Fred T. Gooch, partner in the Rollins Gold and Silver Mining Company as well as co-founder of the town of Rollinsville. Mr. Gooch would remain in Rollinsville long after the decline of the company, acting as a town officer and post master into the nineteen teens.

Statement of Significance:

Although this building has been identified with James Lightbourne, a significant individual in the development of the mining industry of Gilpin County, and with the growth of the Perigo mines which dominated early twentieth mining in the area; alterations to this building over time have limited its ability to convey this association. Consequently, this building does not have sufficient historical significance to be eligible for nomination to the NRHP for its association to the 1902-1920 development of the mining community of Rollinsville. Additionally, although this building has distinct appearance representing an architectural style quite distinct from those embodied in the surrounding built landscape, alterations have disrupted this architectural character, and the building as a result, also no longer has sufficient architectural significance to be considered eligible for the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has been affected over the years because of modifications made to the building outside the period of significance. These modifications include an addition to the north elevation and the relocation of the original entry. Although these changes have affected the original design, workmanship, feeling, and materials of the house, the historic character of the original building is clearly visible and the later addition is quite distinct from the original portion. As a result, the alterations have only affected the historic architectural character of the house in a limited way. In addition, the house retains its original setting and location. Consequently, this building retains its association with its historic significance and is able to convey that significance. In summary because this building does not meet three of the seven aspects of integrity it has retained a moderate level of historic integrity.

5GL1772

Robert McCollum Residence

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 518 Old Stagecoach Trail,
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1961

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

518 Old Stagecoach Trail is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

At some time prior to 1957, the property at 518 Old Stagecoach Trail was acquired by The McCollum-Law Corporation and has remained in the ownership of either Robert S. McCollum or Anne Law for the entire length of its ownership. In 1957, the McCollum-Law Corporation transferred the property to Anne M. Law and her husband Wilbur. In 1962, additional lots were acquired separately by Robert S. McCollum and Anne M. Law. In 1994, Anne M. Law transferred her property into the Anne M. Law Revocable Living Trust. It remained in this trust until 2003, when the property was transferred again to the Singing Winds Ranch, LLC, a Limited Liability Company started by Anne M. Law. This building was constructed in 1961, while the property was under the ownership of Robert McCollum (Gilpin County Clerk and Recorder, Document Book 243/407). There is no information regarding the actual business operations of either the McCollum-Law Corporation or the Singing Winds Ranch, LLC.

Statement of Significance:

518 Old Stagecoach Trail is similar to other rustic style residences found in rural mountain settings in Gilpin County, characterized by its log construction and design to blend into the natural setting. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 518 Old Stagecoach Trail also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 518 Old Stagecoach Trail has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the building retains its rural mountain setting. Furthermore, the building retains its original owner, and maintains its association with the recreational development of the area. Nevertheless, while 518 Old Stagecoach Trail retains a number of characteristics of the original design, the cabin has undergone a single change that has altered some of the architectural character of the building. The large addition to the north end of the building has impacted the original design of the building. This modification was made using similar materials to the original construction of the building and as a result, the building maintains the workmanship, materials and feeling of the original Rustic style construction. In summary, because this building meets six of the seven aspects of integrity, it has a good level of integrity.

5GL1774

Rollinsville Assay Office

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 41 Main St. (29 Assay Office Rd.), Rollinsville, CO 80474

Date of Construction (estimate): 1878 - 1906

Date of Construction (actual): N/A

Architectural Style: Mid-19th Century: Commercial Style



Historical Background:

41 Main Street is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945).

Rollins' mining operations were incredibly successful throughout the late 19th and early 20th centuries, until 1902 when the Rollins Gold and Silver Company was liquidated under a tax lien. The extensive operations were purchased by Thomas Potter, Hal Sayre, and James Lightbourne of the Perigo Mining and Milling Company (Gilpin County Clerk and Recorder, Book 84/218:November 23rd, 1899 Judgment Filing). The Perigo Mining Company formed the subsidiary Perigo Land Company who entered the first official plat of the Rollinsville township in 1903 (Gilpin County Engineers, Plat R1). With this the town east of what is presently Highway 119 was subdivided into residential and commercial lots for sale. The west portion of Rollinsville remained industrial in character, and would sustain businesses as diverse as the Espy Ice Company and the McPhee & McGinnity Lumber Company, while remaining dominated by the Perigo and Champion Mines (Etter, 2007, Reed, 2007, Gilpin County Clerk & Recorder, 1899).

One of the few remaining resources from the mining camp days of Rollinsville, the Assay Office was constructed between 1878 and 1906 for use by the Rollins Gold and Silver Mining Company (Slinger, 2008). Historical documentation regarding the history of this building is limited, however, the building with its unique footprint is depicted in a fire insurance map of the town of Rollinsville dated to 1961, within the same property. The building is positioned with the front elevation parallel to First Avenue (presently Old Stagecoach Trail) facing west, providing an explanation for its distinctive plan. Additionally, the map describes this as a single story frame building, being used as a dwelling at the time (Harman, 1961, Cotter, 1962).

Assayers were chemists or geologists who would test minerals for their ore content and quality. Assayers were sometimes under the direct employ of larger mines, but other Assayers would set up shop in mining districts to make a profit off of prospectors who would rely on them to determine the quality of as strike (Fell and Twitty 2006).

With the limited documentation available for this building a specific abstract of ownership could not be established, however, the 1901 "Transactions of the Mining Institute" directory lists Samuel B. Elbert, who graduated from MIT in 1900, as the assayer in Rollinsville.

Statement of Significance:

41 Main St. is one of the few buildings remaining in Rollinsville associated with the mining operations in the town from the late 19th and early 20th centuries, and is typical of late 19th century false front commercial buildings, characterized by a false front roof, wood frame construction, and an elaborate cornice. Although 41 Main St. is no longer in its original location, the building retains sufficient architectural significance to be individually eligible to the National Register under Criterion C. Although this building was not associated with any historical figures significant to our understanding of our collective past, this building played a central role in the early history of the town. As a result, 41 Main St. possesses sufficient historical significance to be individually eligible to the National Register under Criterion A.

Historical Physical Integrity:

The historic physical integrity of 41 Main Street has remained relatively unaltered from its original construction. Although the building has been moved from its original location, and no longer maintains the the original setting and association with the mining activities in Rollinsville, the building retains a number of characteristics of the original design. The only visible alteration to the building is the removal of the rear portion of the building. Otherwise the building retains the intended appearance and architectural character of the building. The limited number of alterations to the building have resulted in little impact to the original design, feeling, workmanship, and materials of the building and it still conveys its original construction as a false front commercial building. In summary, because this building meets four of the seven aspects of integrity, it has a good level of integrity.

5GL1775

Rollins Mining Company Cabin 2

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 67 Assay Office Rd. (67 Pine St.),
Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1873 (1935 - 1997: Additions)

Architectural Style: No Style:



Historical Background:

67 Assay Office Road is one of the original buildings constructed in the township of Rollinsville, an historic mining camp which became the center of commercial operations in the north Gilpin County area. Although not explicitly stated in the historic record, the building identified with 5GL1775 is likely one of the five cabins constructed by Rollins at the beginning of development of the area. Supporting this determination is the 1873 date of construction provided by the Gilpin County Tax Assessor, compiled with historical accounts by Rollins himself regarding the extent and contents of his property at the time. As a point of clarification, the designation of "Cabin Number 2" is a purely arbitrary one, and was assigned for the sake of historical documentation during the 2007 project as a means of differentiating one in discussion. It is known that this is one of the Rollins cabins, it is not understood which at this point in time.

Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area between 1865 and 1868. By 1873 Rollins had acquired a homestead patent encompassing the Rollinsville area as well as all of South Boulder Park. He followed this by purchasing numerous tax defaulted mining claims adjacent to his land. Within two years after his initial purchase, he consolidated the claims into the Rollins Gold and Silver Mining Company (Rollins Mining Company) in 1875. The company began extracting on an incredible scale, and constructed the town of Rollinsville as a center of operations. 67 Assay Office Road and four additional cabins are described in an 1879 document drafted by Rollins himself as one of the first buildings comprising Rollinsville: Rollins relates; "One hundred and sixty acres - the Rollins Farm - at Rollinsville... Upon which is built a large barn and five log houses." In addition to the above described buildings, the Rollins Company constructed a large-scale quartz stamp mill at the current location of 12 Main Street and the right-of-way of Highway 119. The cabins are reputed to have been used as bunkhouses for the workers needed to operate the 50 stamp mill.

As the price of gold and silver dropped in the late 1890s the Rollins Company began to falter and, following an 1899 judgment, Rollins' holdings were absorbed by the Perigo Mines, Land, and Townsite Corporation (Perigo Company). Named in honor of one of the most productive mines in Gilpin County history, the Perigo Company began to redevelop mining operations along South Boulder Creek as well as parcel out Rollins' property for individual sale. The town of Rollinsville was platted by the Perigo Company in 1903.

Due to both the early date of construction attributed to 67 Assay Office Road and the long period before it was platted with the county, any documentary sources discussing the chain of occupancy for this building between 1873 and 1903 were not available. In addition, land exchange records for the period between 1904 and 1930 did not feature any entries for this specific property. As a result, the chain of title for 67 Assay Office Road as reflected in the record does not begin until 1967 when the property was purchased by James Lee Musser and Margaret E. Huber. The partners separated in 1972 and James Lee Musser took sole ownership of the cabin. Ten years later, James Musser once again acquired joint tenancy and began sharing ownership with Linda L. Caulder. Linda and James sold the cabin and land to Ann Mlodozeniec three months later. Ann held on to 67 Assay Office Road until 1996 when she ceded the land to Stephanie Cann-Slinger and Benjamin R. Slinger. The Slingers substantially updated the cabin in 1997 and then sold the property to the current owner, Naomi K. Fisher, in 2002.

Statement of Significance:

67 Assay Office Road is similar to most residences in Rollinsville, characterized by a simple plan, small historic building augmented by multiple additions and the use of updated wall materials and windows. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building was constructed by John Quincy Adams Rollins and is one of the first homes in Rollinsville, the current appearance of the building no longer resembles the log cabin constructed by Rollins in 1873, so there is not a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 67 Assay Office Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 67 Assay Office Road has been affected over the years by modifications made to the building outside of its historical period. Although the current location of the building is consistent with its historic location, its setting and association with the surrounding cultural landscape has been affected by the construction of Assay Office Road, the construction of a non-historic auxiliary playhouse, and the relocation of the primary entrance. In addition, 67 Assay Office Road has undergone significant changes that have impacted the original design, feeling, workmanship, and materials of the cabin. These modifications include additions to the east and west elevations, the addition of a porch and a non-historic deck, the replacement of the roof, the replacement or removal of all the historic windows, and the construction of two oriels. The modifications have drastically altered this building from its original appearance and it no longer conveys its historical associations. In summary, 67 Assay Office Road does not meet six of the seven aspects of historical integrity, and as result does not contain sufficient historic integrity to convey significance.

5GL1776

J.D. McCollum Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 45 Assay Office Rd., Rollinsville,
CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1905

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

45 Assay Office Road is located in the township of Rollinsville, a historic mining camp which became the center of commercial operations in the north Gilpin County area. Rollinsville was founded by John Quincy Adams Rollins, an entrepreneur from New Hampshire and Illinois who began prospecting in the area around 1860 (Brayer 1945). The Gilpin county assessor lists a construction date for this building as 1905, associating it with the early twentieth century period in Rollinsville's development. During this period precious metal mining began to wane as the dominant industry, to be replaced by lumber, tourism, and industrial the extraction of industrial metals (i.e. tungsten).

No additional historic information was found for this property until its acquisition by J.D. McCollum. The property was later sold to James Hughes at an unspecified date under a quit claim deed. The title of the property was later transferred to Juanita Kaye Erskine on June 23, 1994. The property was finally transferred to Mary H. Barch on August 18, 1994.

Statement of Significance:

This building is similar to a number of the residences found within Rollinsville, characterized by an Early 20th Century residential construction with elements such as wide eaves with exposed rafters, and a wood shake shingle cladding. There have been few alterations to the original form of the building since its construction, however, the building is not of a type that was either constructed by a master, or is an example of a building type or design important to the development of architecture overall. Therefore, this building does not possess sufficient architectural significance to be individually eligible for inclusion in the NRHP. Also, although this building remains as a long standing part of the community fabric, it cannot be associated with individuals or events significant to understanding our collective past, and as a result, does not possess sufficient historical significance to be eligible for the National Register of Historic Places either.

Historical Physical Integrity:

The historic physical integrity of 45 Assay Office Road has seen little alteration since its original construction. Although the current location of the building is consistent with its historic location, the evolution of Rollinsville from a mining community to a tourist destination has impacted the historical association and setting of the cabin, and its association with the mining settlement of the area. 45 Assay Office Road retains a number of characteristics of the original design, including wide eaves with exposed rafters, shake shingle skirting, and original windows. The only visible alteration to the building consists of a front entry porch added some time in the last 35 years. The limited alterations have resulted in a building that maintains the original design, feeling, workmanship, and materials of its original construction. In summary, because this building does meet five of the seven aspects of integrity, it has a good level of integrity.

5GL1777

The Cooper Residence

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 169 Assay Office Rd. (169 Pine St.), Rollinsville, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1954

Architectural Style: No Style:



Historical Background:

169 Assay Office Road is located in the township of Rollinsville, an historic mining camp which became the center of commercial operations in the north Gilpin County area.

169 Assay Office Road was constructed in 1954 by the current occupant, Robert Cooper. Robert Cooper, known locally as "Mountain Bob," is still employed as a trapper and is also an unofficial source for local history. Although Robert Cooper has resided at 169 Assay Office Road since its initial date of construction, he is not recorded as ever owning the property in the records of the Gilpin County Clerk and Recorder. The first individual to have the distinction of ownership is Roy E. Culler. Roy Culler retained this, as well as a number of additional adjacent lots, until 1961 when the property was split and lot 64 was sold to Gary B. Rose. Gary Rose then sold 169 Assay Office Road to a partnership including Sheri S. and Eugene Levine along with David R. Heller in 1975. Following this, the Heller and Levine group transferred ownership to the current landowner, William J. Aaron, in 1988.

Statement of Significance:

Although in terms of style, design, and architectural character, 169 Assay Office Road differs from many of the residential buildings in Rollinsville, the building does not embody a type that has made a significant impact to the architectural history of the Rollinsville area. Therefore, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 169 Assay Office Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The physical integrity of 169 Assay Office Road has remained primarily intact since its construction. The building remains at its original location and has retained its setting and association with the surrounding cultural landscape. In addition, the architectural fabric of 169 Assay Office Road has undergone only limited alterations since its construction in 1954. The apparent alterations include the installation of non-historic sliding glass doors and the enclosing of a separate entrance with plywood. These alterations have impacted the integrity of the original materials. Overall, the residence has retained its original appearance and thus the integrity of its historic design, workmanship, and feeling. In summary, because 169 Assay Office Road meets six of the seven aspects of integrity, it maintains a good level of historic integrity.

5GL1778

Kit Carson Cabin

Eligibility Recommendation: Field: Ineligible

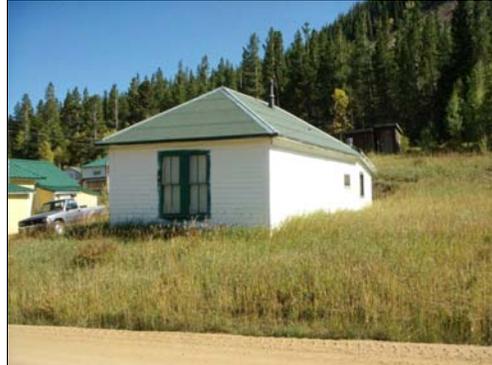
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 5006 Tolland Rd., Tolland, CO
80474

Date of Construction (estimate): 1907 - 1908

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

5006 Tolland Road is located along Main Street in the remnants of the once bustling resort village of Tolland, a historical example of transit oriented development instigated by both the Moffat Railroad and Rollins Pass in the early twentieth century. Tolland was originally established as a mining settlement by the name of Mammoth, but with the establishment of Moffat Road that crossed the continental divide, the town gained popularity as a stage coach stop (Colorado Transcript, 1910) and later as a rail stop (Colorado Transcript, 1910, Fort Collins Weekly, 1905, Reed, 2007).

The property located at 5006 Tolland Road was originally purchased by Eugene Wells of Denver in 1907 (Reed, 2007). Employed by the Denver & Salt Lake Railway, Mr. Wells operated the steam driven snow-plow which maintained the right of way of Rollins Pass during the arduous winter months. (Reed, 2007) Arriving in Tolland in 1907, Eugene Wells purchased lot 15 in block 1 of the recently established Tolland Township from the Charles H. Toll Company, managed by Katherine Toll. On this property he constructed a modest seasonal residence similar in style to the adjacent Jeffords properties (5GL1782, 5GL1779). Following Mr. Wells, the property transferred to Henry W. Toll. The Toll family maintains the property to this day through the James Peak Company, a company registered under Henry Toll.

Statement of Significance:

Although significant to the fabric of the city of Tolland and a component of its early development, historical research into the history of the 5006 Tolland Road yielded insufficient information that could be used to support or justify the requirements for inclusion on the NRHP. Additionally, while this building represents a residential building of the early 20th century found in Tolland, it lacks the historic integrity necessary to satisfy eligibility requirements for nomination to the NRHP.

Historical Physical Integrity:

The historic physical integrity of 5006 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location, the attrition of Main Street buildings once fronting the cabins has impacted the historical association and setting of the cabin. Also, while 5006 Tolland Road retains a number of characteristics of the original design, the cabin has undergone changes that have altered the intended appearance and architectural character of the building. The addition to the southeast corner of the building has impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only one of the seven aspects of integrity, it has a poor level of integrity.

5GL1779

The Columbine Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 4998 Tolland Rd., Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1905

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

This building is located in the remnants of the once bustling resort village of Tolland, a historical example of transit oriented development instigated by both the Moffat Railroad and Rollins Pass in the early twentieth century. Tolland was originally established as a mining settlement by the name of Mammoth, but with the establishment of Moffat Road that crossed the continental divide, the town gained popularity as a stage coach stop (Colorado Transcript, 1910) and later as a rail stop (Colorado Transcript, 1910, Fort Collins Weekly, 1905, Reed, 2007).

The cabin located at 4998 Tolland Road (also listed under 4984 Tolland Road by the United Power Company) was originally purchased by Samuel Jeffords along with a number of adjacent lots in 1907. He constructed a 24-ft by 24-ft rental cabin here in 1908 (Reed, 2007), which in altered form remains today under the ownership of Constance Strombeck, Dana Behr, and Ellen Gregory.

One of the more successful inhabitants of Tolland, Samuel Jeffords arrived along with his wife, Luna, in 1907. They began their residence here as the new proprietors of the eating house previously operated by Van Noys and Company. Following this, the Jeffords acquired control of the Ohio House Hotel at Tolland, operating for a number of years. The Jeffords began acquiring land on which they constructed a number of rental cabins to accommodate both rail tourists and workers. The Jeffords continued to operate the hotel and cabins until the death of Luna Jeffords in 1941 (Reed, 2007).

Statement of Significance:

4998 Tolland Road is similar to many of the nearby residences found along Tolland road in the Tolland Township, characterized by complex forms resulting from multiple additions, a rusticated décor, and guest houses located on the rear of the property. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 4998 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 4998 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location, the attrition of Main Street buildings once fronting the cabins has impacted the historical association and setting of the cabin. Also, while 4998 Tolland Road retains a number of characteristics of the original design, the cabin has undergone a numerous changes that have altered the intended appearance and architectural character of the building. Modifications including additions to the south and east elevations, the replacement of the front porch, the re-siding of the building and the replacement of several windows. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only one of the seven aspects of integrity, it has a poor level of integrity.

5GL1780

The Virginian

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 4972 Tolland Rd. (4992 Tolland Rd.), Tolland, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1908

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

4972 Tolland Road is located in the remnants of the Tolland Township, an historical example of early twentieth century transit oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland please refer to the historical background section of the accompanying report.

4972 Tolland Road, located at the eastern end of Tolland, was first purchased by Samuel Jeffords in 1907. Mr. Jeffords constructed a residence here in 1908 named "The Virginian". The small cottage continues to be used by the current owners as a summer residence (Reed, 2007). Mr. Jeffords also constructed a three room cottage at the rear of the property. This secondary cottage was demolished in 1947 to allow for the current secondary residence at the location.

One of the more successful inhabitants of Tolland, Samuel Jeffords arrived along with his wife, Luna, in 1907. They began their residence here as the new proprietors of the eating house previously operated by Van Noys and Company. Following this, the Jeffords acquired control of the Ohio House Hotel at Tolland, operating for a number of years. The Jeffords began acquiring land on which they constructed a number of rental cabins to accommodate both rail tourists and workers. The Jeffords continued to operate the hotel and cabins until the death of Luna Jeffords in 1941. Additional ownership records could not be located until the acquisition of this property by C.M. Lord and Dorothea Lord. No date was filed for this acquisition. C.M. and Dorothea Lord transferred the property to the current owners Charles B. Lord and Noel Dickson in 1998.

Statement of Significance:

4972 Tolland Road is similar to many of the nearby residences found along Tolland road in the Tolland Township, characterized by complex forms resulting from multiple additions and guest houses located on the rear of the property. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 4992 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

: The historic physical integrity of 4972 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location, the attrition of Main Street buildings once fronting the cabins has impacted the historical association and setting of the cabin. Also, while 4972 Tolland Road retains a number of characteristics of the original design, the cabin has undergone a numerous changes that have altered the intended appearance and architectural character of the building. Modifications including the enclosure of the front porch and the replacement of the roof. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only one of the seven aspects of integrity, it has a poor level of integrity.

5GL1782

Tranquility

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 5000 Tolland Rd. (4992 Tolland Rd), Tolland, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1905

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

5000 Tolland Road is located along the Main Street in the remnants of the once bustling resort village of Tolland, a historical example of early twentieth century transit oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels, including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area, it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland please refer to the historical background section of the accompanying report.

The cabin at 5000 Tolland Road was listed as simply a "frame residence" in original construction records. Local histories relate that the property was first purchased by Benjamin Spitler in 1907. The cabin located in lots 17 and the east half of 16, block 1, in the Tolland Township were constructed in 1907 by Benjamin Spitler. Arriving in 1904 into what was then Mammoth Park, Mr. Spitler came with the Moffat Road, operating the water tower and hoses at the wye, refilling the steam engines to prepare them for the ascent over Rollins Pass. In the following year, Spitler added to the property, constructing a second cabin at the rear of the property, now 4994 Tolland Road. Mr. Spitler continued to reside in the cabin until 1914 when it was purchased by Samuel Jeffords. Samuel and Luna Jeffords moved to Tolland in 1907, where they ran the eating house. Samuel later acquired the Ohio House hotel and ran it for several years. Samuel Jeffords acquired several properties in Tolland, converting the residences into rental properties. The couple spent a year in California, but then moved back to Colorado, where Samuel ran the Burte Hotel in Denver. Samuel died in 1921, but Luna Jeffords and her family continued to use the properties in Tolland until the death of Luna Jeffords in 1941. The Jeffords ceded the cabins to their niece, Leda Reed, who spent her summers in Tolland with her family. Leda Reed continues to maintain them to this day (Reed, 2007).

Statement of Significance:

5000 Tolland Road is similar to many of the nearby residences found along Tolland road in the Tolland Township, characterized by complex forms resulting from multiple additions, a rusticated décor, and guest houses located on the rear of the property. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 5000 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 5000 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location, the attrition of Main Street buildings once fronting the cabins has impacted the historical association and setting of the cabin. Also, while 5000 Tolland Road retains a number of characteristics of the original design, the cabin has undergone a numerous changes that have altered the intended appearance and architectural character of the building. Modifications include the addition of a large bay window, the replacement of the roof, additional massing on the north and west elevation. These alterations have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only one of the seven aspects of integrity, it has a poor level of integrity.

5GL1784

The Moore Property

Eligibility Recommendation: Field: Ineligible

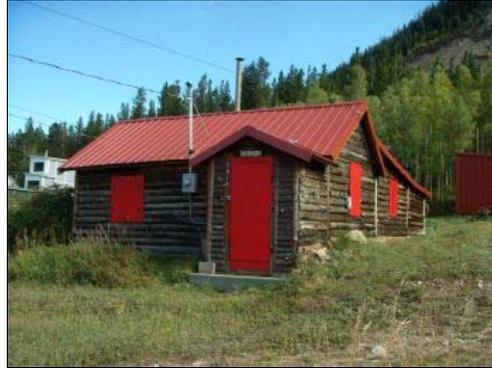
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 5014 Tolland Rd., Tolland, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1951

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

5014 Tolland Road is located along the Main Street in the remnants of the once bustling resort village of Tolland, an historical example of early twentieth century transit-oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels, including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area, it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland please refer to the historical background section of the accompanying report.

The cabin at 5014 Tolland Road was the third of three residences constructed on the property, following the shack and the guest cabin. Prior to the 1951 construction of the Far Enough Cabin, the property was first purchased by Jesse Sherman from the Charles H. Toll Investment Company in 1911. Shortly after acquiring the property, Jesse Sherman constructed the guest cabin at the rear of the property. It is unclear from the documentary record whether the original Sherman Cabin is represented by the shack or the guest cabin currently on the property. Jesse Sherman sold the land to James and Louise Sherman in 1928. James and Louise Sherman used the guest cabin until 1951, when they completed construction of the Far Enough residence. James and Louise Sherman held on to 5014 Tolland Road until James' death in 1956. At this point the property was willed to a relative, Clara Sherman. The Sherman family continued to vacation at Tolland until 1983. In 1983 the land and two cabins were sold to Dorothy Turkowski. Dorothy owned the cabin for a comparably brief period until selling it to the current owners, Nancy and Stephen Brooks, in 1996.

Statement of Significance:

Although distinct amongst the residences of Tolland, 5014 Tolland Road is similar in appearance to a number of mid-twentieth century rustic influenced vacation homes in the North Gilpin County area characterized by elements such as split log siding, manufactured window frames, and a low sloping gabled roof. However, this building does not exemplify a style that influenced local architectural trends and as a result, does not have sufficient architectural significance to be individually eligible for the National Register of Historic Places. Also, although this building is an important component of the surviving fabric of the small Tolland hamlet, this building is not associated with persons or events important in understanding our collective past and, consequently, does not possess sufficient historical significance to be individually eligible for the National Register of Historic Places.

Historical Physical Integrity:

Only minor modifications have been made to the cabin at 5014 Tolland Road after its historical period. The current location, association, and setting of the building are consistent with its historic location. In addition the cabin at 5014 Tolland Road has retained its historic appearance and association. In spite of the recent replacement of the roof covering material the cabin accurately conveys the historical design, feeling, workmanship, and materials of the date of construction. In summary, because this building meets all seven of the aspects of integrity, it has an excellent level of historic integrity.

5GL1786

The Atteberry Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 42 Pinecliffe Rd., Pinecliffe, CO
80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1926

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

42 Pinecliffe Road is located within the Gilpin County portion of the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, founded in 1904. It is unclear what impact mining operations had on the area, as there are few records regarding this company and their operations. What is apparent is that the placer in its entirety was sold to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, filing an official patent for South Pine Cliff in 1913. Almost immediately the resort was popular with a variety of Coloradoans and the location went through several growth periods. During the initial 1913 to 1941 period of growth in Pinecliffe, numerous seasonal cabins were constructed there. The cabins were typically owned and built by wage earning and professional class citizens of Denver who built the cabins as vacation homes. Pinecliffe was particularly appealing to Denverites because of the ease of access from Denver afforded by the adjacent Denver Northwestern and Pacific railroad siding. Typically, the more elaborate cabins were positioned in level areas adjacent to the creek, while more rustic examples were perched in an uneasy balance up the slopes projecting from the steep prominences along Woodbine Place. In addition to seasonal residences, the small hamlet offered two grocery stores and a post office. For further discussion on the development of Pinecliffe please refer to the historical background section of the accompanying report.

The cabin at 42 Pinecliffe Road was constructed in 1926 at its current location. Unfortunately the available historical record does not relate who owned the property at the time of its construction. The first listing for this cabin in property exchange documents available through the Gilpin County Clerk and Recorder is in 1959, when the land is purchased by Gladys and Walter Blair from Helen Larson Carter. At this time the property was expanded to include lots 1-3. The Blairs held title on 42 Pinecliffe Road until 1974 when they sold to Larry J. and Sandra H. Atteberry, who lent their name to the cabin. Following the death of Larry Atteberry in 2005, the Atteberry Cabin was released to his personal representative, Suzanne Hillas, who currently owns the property.

Statement of Significance:

42 Pinecliffe Road is similar in appearance to a number of early twentieth century rustic influenced vacation homes in the North Gilpin County area characterized by elements such as split log siding, manufactured window frames, and a low sloping gabled roof. However, this building does not exemplify a style that influenced local architectural trends and as a result, does not have sufficient architectural significance to be individually eligible for the National Register of Historic Places. Also, although this building is an important component of the surviving fabric of the small Tolland hamlet, this building is not associated with persons or events important in understanding our collective past and, consequently, does not possess sufficient historical significance to be individually eligible for the National Register of Historic Places.

Historical Physical Integrity:

The historic physical integrity of 42 Pinecliffe Rd. appears to be largely unchanged since its original construction. The current location of the building is consistent with its historic location, and it retains the rural mountain setting and its association with the recreational settlement of Pinecliffe. Although intact, the cabin has undergone some alterations to its original design. These alterations include an addition to the rear elevation and the replacing of the roof material. Although these alterations were likely completed after the building's initial construction, they are appropriate to the style design and period, and thus do not adversely affect the architectural integrity. Many elements of the cabin's original design are visible and it maintains its original design, feeling, workmanship and materials, and conveys a building of the rustic style. In summary, because this building meets all seven aspects of integrity, it has an excellent level of historic integrity.

5GL1787

The Reddin Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 5016 Tolland Rd. (5040 Tolland Rd.), Tolland, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1907

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

5016 Tolland Road is located along Main Street in the remnants of the once bustling resort village of Tolland, an historical example of early twentieth century transit-oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905, the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses, including a lunch counter, the Ohio House and Tolland Hotels, and a general store served a burgeoning tourist industry. Although the historic Tolland was one of the smaller hamlets in the area, it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland, please refer to the historical background section of the accompanying report.

The property located at 5016 Tolland Road was constructed by William G. Reddin of Denver in 1907. Arriving in Tolland at the age of 41, William Reddin was born in 1865 in New York to Irish immigrant parents and traveled to Colorado to work on the newly constructed Moffat Route. Employed as a conductor for the Denver & Salt Lake Railway, Mr. Reddin operated the steam driven snow-plow which maintained the right-of-way of Rollins Pass during the arduous winter months. After arriving in Tolland, William Reddin purchased lots 9 through 11 and a portion of lot 8, in block 1 of the recently established Tolland Township from the Charles H. Toll Company, managed by Katherine Toll. On this property he constructed a four-room residence. Prior to his move to Tolland, William maintained an address at 2809 29th Avenue in Denver and the cabin served as a summer and work residence for Mr. Reddin and his family. However, by 1910, William, his wife Anna, and their three children Mary, John, and Agne, had permanently relocated here. Following the construction of the main cabin, Mr. Reddin also constructed a small cottage at the rear of his property now listed as a separate address (5040 Tolland Road) by the United Power Company.

Following the Reddins, the property transferred to Richard Chatham. 5016 Tolland Road was then acquired from Chatham by the First Colorado Underwriters in a Gilpin County Sheriff's auction. Shortly thereafter, the First Colorado Underwriters sold the property to Mary Whittington. Mary Whittington then sold the cabin to Goldie Moore, who, in 1994, sold the property to the current owners Charles J. and Nancy A. Young.

Statement of Significance:

While in terms of style, design, and scale, 5016 Tolland Road differs from many of the residential buildings in Tolland, the building does not embody a type that has made a significant impact to the architectural history of the Tolland township. Therefore, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric and a component of its early development, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 5016 Tolland Road does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 5016 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location, association, and setting of the building are consistent with its historic location, 5016 Tolland Road has undergone significant changes that have altered the original appearance and architectural character of the building impacting the original design, feeling, workmanship, and materials. These modifications include prominent additions to the south elevation, replacement of historic windows, the addition of modern siding, the construction of an enclosed porch, and the reconstruction of the roof. In summary, because this building does not meet four of the seven aspects of integrity, it has a poor level of historic integrity.

5GL1789

The "Eastward Ho" Cabin

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 31 Maalwyck Ln., Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1915

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

31 Maalwyck Lane is located at the eastern margin of the once bustling resort village of Tolland, an historical example of early twentieth century transit-oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. Shortly after her husband's death, Mrs. Toll saw the potential of her land in South Boulder Park as a point for day excursions by Denver's luminaries, and incorporated the Charles H. Toll Investment Company in 1904. The first, and apparently only, product of the new land company was to plat a small village along the newly completed Moffat Road in 1906 to be named Tolland. Lots began to fill quickly, and by 1910 all were occupied by both summer residences and a diversity of amenities, including retail stores and a lunchroom. For further discussion regarding the development of Tolland, please refer to the historical background section of the accompanying report.

The parcel containing lots 22 through 24 of Block 2 within Tolland was one of several parcels maintained by the Toll family following the development of the township. In August 1915, Katharine Toll constructed the "Eastward Ho" Cabin and its adjacent double at 41 Maalwyck Lane (5GL1791) on these lots. The two cabins were built as rental cabins for summer vacationers, and were not used by the Tolls. The cabins remain relatively unchanged since their initial construction in 1915.

Currently the cabins stand conspicuously atop a gradual rise from Tolland Road, but in the heyday of Tolland the buildings were discretely nestled behind a number of Main Street businesses across what is now the private drive. This is evident in a photograph dated from 1910 to 1920, in which the cabin can just be seen along the right margin. With the completion of the Moffat Tunnel in 1927, it was no longer necessary for passenger trains to stop in Tolland before attempting the Rollins Pass grade, and the town's livelihood as a tourist destination dwindled. The permanent residents and businesses alike that once crowded the two small cabins were abandoned and following a number of fires over the years were destroyed leaving just a few summer residences behind.

Statement of Significance:

This building is recommended as eligible for nomination to the NRHP under Criterion A for its connection to the early development of Tolland as a recreational location. The "Westward Ho" Cabin is representative of the summer resort cabins built in the area as the town of Tolland transitioned from a mining settlement, to a stage stop and rail stop to a bustling resort community. This building is also recommended as eligible under Criterion C as an excellent example of rustic style construction in the early twentieth century.

Historical Physical Integrity:

The historic physical integrity of 31 Maalwyck Lane has been affected over the years by modifications made to the building after its historical period. Although the current location of the building is consistent with its historic location the attrition of Main Street buildings once fronting the cabins has impacted the historical association and setting of the cabin. Also, while 31 Maalwyck Lane retains a number of characteristics of the original design, the cabin has undergone a single change that has altered the intended appearance and architectural character of the building. The modification is the removal of the rustic style porch and replacing it with a non-historic milled wood porch which has impacted the original design, feeling, workmanship, and materials of the building. Nevertheless, the removal of the porch has not substantially altered the overall appearance of the building, and it retains its ability to convey an historic building of the rustic style. In summary, because this building does not meet two of the seven aspects of integrity it retains a good level of integrity and is capable of conveying its historic significance.

5GL1790

The Cottrell Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 5046 Tolland Rd. (5042 Tolland Rd.), Tolland, CO 80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1915 (1966 - 1971: Additions)

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

5046 Tolland Road is located along the Main Street in the remnants of the once bustling resort village of Tolland, an historical example of early twentieth century transit oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels, including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area, it could certainly boast a greater diversity in amenities than most of the mountain villages at the time.

The lots located at 5046 Tolland Road were purchased from the Charles H. Toll Company in 1915 by a Mary C. Cottrell. After arriving in Tolland, Mary coaxed her husband, a man referred to simply as "Mr. Cottrell" in local histories, to begin building a vacation home. On this property he constructed a comparably elaborate log homes with an attached full width front sun porch, also of logs. Employed as a shopkeeper and merchant, Mr. Cottrell opened a store within the Tolland Hotel which he operated until at least 1920.

Sometime between 1920 and 1927 the Cottrell Cabin was transferred into the ownership of Joseph Crow of Rollinsville. Joseph Crow returned the property to the now former wife of the unspecified Mr. Cottrell, now Mary Charlotte Bullock in 1927. One of the longest term occupants of 5046 Tolland Road, Mary Bullock was born in 1878 in Pennsylvania. She married James E. Bullock of New York and the couple maintained a permanent home in Denver, Colorado. Accompanying them in their Denver home were Mary's stepson, Charles D. Cottrell, and his wife, Christine. The cabin in Tolland was transferred between various members of the Cottrell/Bullock family until 1961, when Christine Cottrell sold 5046 Tolland Road to Valdon D. and Lillian L. Greene on an unknown date. After purchasing the summer home, Valdon and Lillian built a large stone addition to the rear doubling the size of the cabin. The joint ownership was separated and the property was transferred in full to Lillian, who changed her name to DeBuse. The property was finally sold in 1969 to the current owners Arthur C. Hassan and Betty G. Fry.

Statement of Significance:

While in terms of style, design, and architectural character 5046 Tolland Road differs from other residential buildings in Tolland, the building does not embody a type that has made a significant impact to the architectural history of the Tolland area. Therefore, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although significant to the fabric of the city of Tolland, and a component of its early development, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 5046 Tolland Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 5046 Tolland Road has been affected over the years by modifications made to the building after its historical period. Although the current location and association of the building is consistent with its historic location, there has been the recent addition of multiple non-historic ancillary buildings that impact the historical setting. In addition, the architectural character of 5046 Tolland Road has undergone significant changes that have altered the original appearance impacting the historic design, feeling, workmanship, and materials. These modifications include a substantial stone addition to the rear elevation, the replacement of historic windows, the replacement of historic dormers, and the reconstruction of the roof to accommodate the new form. In summary, modifications made to this building have impacted its historic physical integrity such that it no longer conveys significance to the extent that it could be considered eligible for recommendation to the NRHP.

5GL1791

The "Westward Ho" Cabin

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 41 Maalwyck Ln., Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1915

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

41 Maalwyck Lane is located at the eastern margin of the once bustling resort village of Tolland, an historical example of early twentieth century transit-oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. Shortly after her husband's death, Mrs. Toll saw the potential of her land in South Boulder Park as a point for day excursions by Denver's luminaries, and incorporated the Charles H. Toll Investment Company in 1904. The first, and apparently only, product of the new land company was to plat a small village along the newly completed Moffat Road in 1906 to be named Tolland. Lots began to fill quickly, and by 1910 all were occupied by both summer residences and a diversity of amenities, including retail stores and a lunchroom. For further discussion regarding the development of Tolland, please refer to the historical background section of the accompanying report.

The parcel containing Lots 22 through 24 of Block 2 within Tolland was one of several parcels maintained by the Toll family following the development of the township. In August 1915, Katharine Toll constructed the "Westward Ho" Cabin and its adjacent double at 31 Maalwyck Lane (5GL1789) on these lots. The two cabins were never meant to be used by the Tolls and were always intended as rental cabins for summer vacationers. The cabins remain relatively unchanged since their initial construction in 1915.

Currently the cabins stand conspicuously atop a gradual rise from Tolland Road, but in the heyday of Tolland the buildings were discretely nestled behind a number of Main Street businesses across what is now the private drive. This is evident in a photograph dated from 1910 to 1920, in which the adjacent cabin can just be seen along the right margin. With the completion of the Moffat Tunnel in 1927, it was no longer necessary for passenger trains to stop in Tolland before attempting the Rollins Pass grade, and the town's livelihood as a tourist destination dwindled. The permanent residents and businesses alike that once crowded the two small cabins were abandoned and following a number of fires over the years were destroyed leaving just a few summer residences behind.

Statement of Significance:

This building is recommended as eligible for nomination to the NRHP under Criterion A for its connection to the early development of Tolland as a recreational location. The "Westward Ho" Cabin is representative of the summer resort cabins built in the area as the town of Tolland transitioned from a mining settlement, to a stage stop and rail stop to a bustling resort community. This building is also recommended as eligible under Criterion C as an excellent example of rustic style construction in the early twentieth century.

Historical Physical Integrity:

This building has been well maintained over the years. Although the porch railing has been replaced within the past 20 years, it has been replaced with materials and a design appropriate to the original building. As a result, the building has retained the location, design, materials, and workmanship of its period(s) of significance. However, the attrition of the Main Street buildings that once crowded the cabin has impacted the feeling, setting, and association of this building. In summary, because this building satisfies four of the seven aspects of integrity, it has a good level of historic integrity.

5GL1792

The Toll Schoolhouse

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 80 Maalwyck Lane, Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1921

Architectural Style: Schoolhouse: One Room School



Historical Background:

The building located at 80 Maalwyck Lane is a schoolhouse that serviced both the towns of Tolland and Baltimore in north Gilpin County. The land associated with the Toll Schoolhouse was first purchased by Gilpin County School District 13 in 1921 for the expressed purpose of building a school. Not officially consolidated until 1924, Gilpin County School District 13 was the last community school district organized in the county. This district was responsible for the education of students in the South Boulder Park area west of Rollinsville and east of the Continental Divide. This included children of all ages and grade levels within Tolland, Baltimore and later, East Portal, as well as the more dispersed rural areas between the townships. To accomplish this task, the district first built a school significantly west of Tolland along Tolland Road (5GL47) in 1906, but by the 1920s, legislation made this insufficient to handle the communities along South Boulder Creek. Constructed in 1921 by School District 13, this school represents the second school to serve District 13.

The construction of the Toll Schoolhouse as all but a completely private venture is one endemic to rural public education in the United States prior to 1949. The building of rural community schools prior to 1959 was almost always a local community endeavor, and was not administered by either large municipalities or even county governments. To be sure, the resulting schools would become loosely affiliated with the overarching county system, but were in intent and practice built to serve only their local communities. This system of autonomous rural schools resulted in two things unique to this period, schools constructed and managed by private entities, and a great number of small school districts within any one county. At the time the Toll Schoolhouse was created there were thirteen total districts within Gilpin County with all but District 13 organized between 1860 and 1900.

Also exemplified in the construction of the Toll Schoolhouse is the process of building rural schools at this time. Following the Compulsory Education Act of 1889 it was required that all children of school age in Colorado within 2 miles of a school must go to school, or their parents were subject to a fine or other legal ramifications. This resulted in a development pattern of schools being built approximately every 2 miles along the least dangerous route. In this case, the Toll Schoolhouse was the second school, built 2 miles west of the existing Tolland Schoolhouse built in 1906. In addition, these schools were built on land donated by ranchers or farmers with school age children. In this case it was the Tolls, who upon the closing of the school would receive the land back from the district. The school built on the 1 acre of land provided in 1921 was an example of early twentieth century one-room school architecture. The building had a rectangular plan with a single story and gabled massing. The walls were framed and covered with narrow faced horizontal clapboard wood siding trimmed with milled wood. There were numerous windows of the same over-scaled, divided wood sash type that were concentrated in the north side elevation. This was done to allow natural light to always pass over the left shoulder of the student. Identifying this as one of the more elaborate examples, the school was constructed with an open wood belfry displayed prominently at the front. In addition, this building had a partial width front porch and a hitching post.

Following the construction of the school, the Gilpin County Assessor states that the New Deal Program, the Work Progress Administration, constructed two single stall privies at the rear of the school. However, the details behind this are unclear and it is unknown whether or not the privies are standing.

A loss in the volume of rural students following an urban migration caused by the Depression, and the improvement of transportation networks throughout the late 1940s and the 1950s led to a desire by the Colorado state legislature to reign in the rural schools and consolidate the districts. With the passage of the School District Reorganization Act of 1949, the process began, and by 1959 Gilpin County School District 13 was absorbed into the current Gilpin County School District RE-1. The amalgamation of the various districts led to the closing of most of the rural schools, including both of the Tolland Schoolhouses, and the relocation of the pupils to larger schools in Central City and Blackhawk. After 1959 the Toll Schoolhouse was returned to the Toll family and was used primarily as storage. The Toll family retains ownership to this day.

Statement of Significance:

The Toll Schoolhouse at 80 Maalwyck Lane is recommended as eligible for nomination to the NRHP under Criteria A and C. The schoolhouse is recommended as eligible under Criterion A for education because this building provides a physical form of the community school district approach that defined the approach to education in Colorado, and nationwide, between the mid nineteenth century and the 1960s. In addition, the location and construction of this building also describes the compulsory education act of 1889, which required all school age children to be educated in the state. The schoolhouse is also recommended as eligible under Criterion C because it is an intact example of rural, one-room schoolhouses active during the period. Features such as a prominent front porch, a scale similar to other buildings in the neighborhood, a belfry, and a glazed north elevation are characteristic of this form and unique to this period of construction.

Historical Physical Integrity:

The historic physical integrity of this building has stayed intact over the years. The historic appearance of this building as a schoolhouse built between 1921 and 1959 has been unaltered and this building is a fully intact example of this type. Although the roof of the porch has been widened and a small addition has been constructed on the rear, these alterations are part of the natural evolution of the building, and do not detract from the original design, materials, or workmanship. In addition, the building retains the setting, location, feeling, and association of an early twentieth century rural schoolhouse. In summary, because this building satisfies all seven of the aspects of integrity, it has excellent historic integrity.

5GL1793

The Black Hills and Denver Mining Company House

Eligibility Recommendation: Needs Data

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1906

Date of Construction (actual): N/A

Architectural Style: Other Style:



Historical Background:

The "Who Cares" Cabin is located within Karel Park, outside the remnants of the once bustling resort village of Tolland. No historical data specifically related to the Who Cares Cabin was available. Nevertheless, a general history can be associated to the building through its architectural characteristics, location, and general affiliations.

This building is currently located within the Zarlengo ranch property, north of Tolland in a geographic area known locally as Karel Park. Karel Park served Tolland during its 1904–1935 heyday as a source for industrial raw materials, one of which involved the final attempts at mining the location (Reed 2007). In 1909 the Black Hills and Denver Gold Mining Company sank a shaft approximately 1,000 feet to the northeast of the Who Cares Cabin (USGS Nederland Plat 1972). This is significant as the architecture and design of the "Who Cares" Cabin is consistent with mining architecture common in Colorado between 1900 and 1910. Specifically, the "Who Cares" Cabin is evocative of the engineered buildings often found at larger, more profitable locations, and likely originally served as a boarding house, equipment house, or offices for the Black Hills and Denver Company (Twitty 2002).

The Black Hills and Denver Gold Mining Company was the result of a 1902 reorganization of the Highland Chief Mining Company located in Ashtabula of what is now South Dakota. This company, as the name implies, was a consolidation of the Black Hills mining operations in South Dakota as well as the opening of new works in Colorado. Four years later the company established itself in South Boulder Park by purchasing the land within the north quarter of Section 5 of Township 2 south, Range 73 west, and successfully locating the Black Hills Tunnel. Anticipating a substantial return from the shaft they began constructing the surface buildings immediately followed by large ore sorting bins above the shaft in 1907. At the time this cabin was constructed the company was capitalized at \$2,000,000.00 and was managed by John M. Blakeslee of South Dakota and from 1910 to 1920 the Karel Park operations of The Black Hills Company were managed by L. A. White. The greater proportion of this capital did not seem to come from the Karel Park tunnel, rather, the company had a large cyanide plant, several gold mines, and a stamp mill in the Black Hills of South Dakota. Regardless, the tunnel was in fact profitable and the company continued extraction here until at least 1920. The specific date is unclear as to when the company no longer operated the mine or the building as the historic record is quite vague in this regard. What is clear is the Black Hills Company is no longer listed in any local directories in 1923.

No significant alterations are apparent on this building, nor are any indicated in any historical documents. However, the cabin possesses a distinct feature of note, a carved wooden sign embellishing the architrave of the front entry. The sign reads "Ου Φροντιζ̣" which translates as "Who Cares" from the original Greek. This phrase appears in Herodotus' histories and was a favorite quote by T.E. Lawrence, more commonly known as Lawrence of Arabia. The phrase appears, once again in the architrave of the front entry, upon Lawrence's retirement villa in Dorchester, England and was placed there in 1935.

Statement of Significance:

Although the historical record places the "Who Care's" cabin within the functional proximity of the Black Hills Tunnel, and the building features architectural characteristics typically identified with large scale commercial mining operations of the early twentieth century, a direct association between this building and the operations of the Black Hills and Denver Mining Company is not explicitly stated in the documentary record. As a result, this building remains unevaluated until more extensive historic research can be completed.

Historical Physical Integrity:

A limited number of alterations to the "Who Cares" Cabin have been completed since its original construction. Furthermore, the alterations completed on this building appear to be have been completed shortly after its construction, and can be considered part of its historical character. As a result the building has retained the design, materials, workmanship of its historic appearance and accurately represents a building of this type. The building is at its original location within close proximity to the Black Hills tunnel. Also, the surrounding landscape has remained unaltered and there has not been any new construction in the immediate area. As a result the historic feeling, setting, and association to the building's historic period have also been retained. In summary, because this building satisfies all seven of the aspects of integrity it has good integrity.

5GL1794

The Katharine W. Toll House

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 111 Tomonel Ln., Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1904 (1945: Addition)

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

111 Tomonel Lane was the vacation cottage constructed by Katharine Wolcott Toll, the founder of Tolland. The large house is located in Karel Park outside of the remnants of the once bustling Tolland, a historical example of early twentieth century transit oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels, including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area, it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland please refer to the historical background section of the accompanying report.

The primary human force behind the development of Tolland from the small Mammoth Gulch mining camp was the widowed wife of Charles Hansen Toll, Katharine Wolcott Toll. Born Katharine Wolcott in 1854, Katharine Toll was born in Providence, Rhode Island, into the prominent Wolcott family of Windsor, Connecticut. Typical of the landed gentry of America's northeast, the Wolcotts originated from England, immigrating to the infantile United States in the mid-17th century. After their arrival, the Wolcotts established themselves in Windsor, CT, and in the centuries that followed would develop into a wealthy, influential family that boasted a number of senators and high level lawyers amongst their descendants. Sometime between 1870 and 1900 Katharine married Charles Hansen Toll, the influential Denver lawyer, and relocated to Denver, Colorado. The Tolls maintained a permanent household of four sons in the fashionable Colfax district in Denver, Colorado, when Charles acquired the 956+ acres in South Boulder Park. Following the platting of Tolland after the death of Charles, Katharine Toll began building the large vacation cottage in 1904. The site she chose was in Karel Park, a gently sloping plane off of the north wall of the valley above Tolland that was named for the paternal ancestor of Charles Toll. The location in the park afforded Katharine an unencumbered view towards the growing hamlet of Tolland and her beloved park. The cottage built by Katharine Toll is described in local histories as a "very impressive two story home with hardwood floors, paneled and wallpaped walls. A beautiful porch spanned the front of the house and a magnificent view of the valley and James Peak was visible." Katharine was so impressed with the resulting home that she invited numerous family and friends to the house upon its completion where they stayed for weeks.

Katharine would use the house as a vacation home during the formative years of Tolland (1904 – 1907) while maintaining her permanent home in Denver. In 1907, for reasons unknown to history, Katharine sold the comparably expansive home to Tolland local, John Iverson, in 1907. One of the few permanent residents of Tolland, John Iverson was a local celebrity in and of himself. John Iverson was born in Norway in 1863, migrating to the United States with his wife Anna in 1881. He arrived in Tolland between 1900 and 1907 and began working as a locksmith. He was best known to the people of Tolland for donating a flagpole to the first school constructed in 1906.

Following 1906, the ownership history of this property becomes unclear as it is in a large tract of agricultural land and the particular buildings within that tract are not specified in the record. The ownership history resumes in 1961, when the property is sold to John and Marion Haas by F.H. and Murl Ropinske. The Haases maintained private ownership of the Toll House until 1992, when the property was made an asset of the Marion Haas Revocable Trust. In 2003 Paula E. Benjamin of Denver incorporated the Tomonel House LLC. The Tomonel House LLC purchased the property from the Haas Trust in the same year and retain it to this day.

An ownership history was established using grantee/grantor records, but as most of these records lacked specific dates, only a general chronology of ownership could be produced. The earliest record for this property is a deed under the names

of John and Marion Haas. The property was at some point transferred into Marion's name alone, and in 1992, the property is transferred to the Marion K. Hass Trust. In 2003 the property was deeded to its current owners, The Tomonel House LLC.

Statement of Significance:

This building is recommended as eligible under Criterion C as a good example of the bungalow form associated with the early 20th century. Represented in the form of the Toll House is the distinctive low broad form dominated by an expansive full width front porch identified with fashionable early twentieth century residences. In addition, the form visualized that is present in 111 Tomonel Lane is one that is unique in the area and is the only example of such. Therefore, this building has sufficient architectural significance to be individually eligible for nomination under Criterion C.

Historical Physical Integrity:

Although substantial alterations have taken place in the form of a large addition to the rear of the building, the addition is rendered in the same style and design as the original portion of the house and was likely constructed within the building's historic period. As a result the addition does not detract from the historic character of the building. In addition, the majority of this building including the primary elevation and all clearly visible elevations have not been impacted by any significant alterations and have retained the design, materials, and workmanship of the period of significance. The Toll House has also retained its historic setting and location atop Karel Park overlooking Tolland and retains the historic feeling and association as a result. In summary, because this building meets all seven aspects of integrity, it has a high level of integrity.

5GL1795

The Bromstead House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 151 Tomonel Ln., Tolland, CO
80474

Date of Construction (estimate): N/A

Date of Construction (actual): 1911

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

151 Tomonel Lane is located in Karel Park outside of the remnants of the once bustling township of Tolland, a historical example of early twentieth century transit oriented development along the Moffat Railroad of the Denver Northwestern and Pacific line. Originally called Mammoth Gulch in its time as a mining community and stage station on the Rollins Pass line, the land currently occupied by Tolland was purchased by John C. Osgood and Paul Blount between 1884 and 1887. In 1893, mining attorney Charles Hansen Toll purchased the land from Osgood and Blount with the intent of creating a reservoir in the valley. Toll was never to see this come to be, however; he died suddenly in 1901, at the age of 51. In 1904, Toll's estate left his widow, Katherine Wolcott Toll, in charge of the land. She moved quickly to make the best of what was certainly a much more valuable parcel than it had been when Toll planned to submerge it. The DNW&P Railroad, with David H. Moffat as its driving force, was on its way to what was then still called Mammoth, and the first train pulled into the stop on June 23, 1904. By 1905 the Toll family had created the Charles H. Toll Investment Company, and soon after filed a plat with the county and began selling lots for seasonal mountain cabins. In addition to seasonal cabins, numerous businesses would develop a burgeoning tourist industry including a lunch counter, two hotels including the Ohio House and Tolland Hotel, and a general store. Although the historic Tolland was one of the smaller hamlets in the area it could certainly boast a greater diversity in amenities than most of the mountain villages at the time. For further general information about Tolland please refer to the historical background section of the accompanying report.

The house at 151 Tomonel Lane was constructed in 1911 by the Bromstead family, friends of the Iversons at the adjacent residence at 111 Tomonel Lane. The Bromstead Family, including Ole C. his wife Inga H., and their three children came to South Boulder Park on a visit from Denver to the Iverson home. Both the Iversons and the Bromsteads had immigrated to the United States from Norway. Almost immediately Ole Bromstead was taken by the scenery and he purchased land across the creek from Iverson. In 1911 he began building the house a pen at a time, completing all four of the existing pens by 1913. Employed as a painter in Denver, Ole was not seen much in the valley, however, Inga and the children vacationed here often, and according to Leda Reed, she became well known in the area for serving fine Scandinavian food cooked at the house. In addition to the house, Ole Bromstead also constructed the small footbridge and the privy woodshed in 1913.

Ole Bromstead owned the property for many years until he transferred ownership to his wife, Inga in 1933. The historical record does not resume until 1961, when the building and land is owned by Albert and Martha Ropinske who sell it to John and Marion Haas. The Haases retain 151 Tomonel Lane until 1992 when it becomes an asset of the Marion Haas Revocable Trust. The trust then sells the land, along with the adjacent Toll House, to the current owner Paula Benjamin in 2003.

Statement of Significance:

151 Tomonel Lane is similar to many of the early twentieth century seasonal residences found within North Gilpin County characterized by a low horizontal massing, and an aggregated construction completed over a number of years and phases. This building does not have sufficient architectural significance to be eligible for the National Register of Historic Places. Although this building is an important part of the cultural fabric of the Tolland community, historical research did not provide a direct connection between this building and any individuals or events important to understanding our collective past. This building does not possess sufficient historical significance to be eligible for inclusion in the NRHP.

Historical Physical Integrity:

Although there has been a small addition to the rear of the building, the addition was completed within one year of the building's original construction, and thus is a part of its historic form. Overall the integrity of this building has been well maintained over the years and has retained the design, materials, workmanship, feeling, setting and association to its historic period. In summary, because this building satisfies all seven of the aspects of integrity, it has a high level of historic integrity and accurately represents its historic form.

5GL1796

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1922 - 1923

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

Although not the first to conceive of a tunnel under the Continental Divide, David H. Moffat's determination to unite Denver with the West Coast by railroad was the guiding impulse that eventually led to the building of the Moffat Tunnel. Moffat's Denver Northwestern and Pacific Railroad began its push toward the western slope in 1903, running through more than thirty tunnels before it reached the east side of Rollins Pass. The railroad tracks wound over Rollins Pass, and while the spectacular views on the route led to the DNW&P's popularity as a tourist train, the cost of clearing snow off the tracks was prohibitive. Moffat died, nearly broke, in 1911 while attempting to raise money to bore a tunnel. His railroad emerged from receivership in 1913 as the Denver and Salt Lake, but it was not until 1921 that the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District and begin construction on the Moffat Tunnel. Once completed, the Moffat Tunnel eliminated 150 miles off of the transcontinental routes, allowing the trains to pass through the divide with ease, and would be one of the most significant events in the history of Gilpin County, Colorado, and of civil engineering. The tunnel was hailed worldwide as a wonder and remains as one of the most important achievements in American engineering history. The realization of this great effort would, at its height, employ approximately 1,600 men divided two construction camps, the East Portal and the West Portal.

The construction camps at the East and West Portals were built in 1922-23, prior to the commencement of work on the tunnel itself. During the late 1920s most large scale engineering projects were plagued with a high labor turnover rate, resulting from low morale, dangerous working conditions, and a general unwillingness to stay. Recognizing this trend the contractors hired by the tunnel's financiers, Hitchcock and Tinkler, were determined to keep morale high while enforcing a good work ethic. Hitchcock and Tinkler determined the best way to achieve this was through a well designed built environment which would include comfortable accommodations, efficient workspaces, social activities, and a readily available food supply (Alford 2006; Albi and Forrest 1978). To realize their plan the firm hired Colorado engineer Clifford A. Betts, who would be more recognized for his achievements in hydraulic engineering later in life. The East Portal camp was one of Betts' earliest projects. The camp that resulted from Betts' efforts was entirely planned environment adapted from the "factory system" of company town planning familiar on the Eastern Seaboard and in the midwest, but uncommon in the Rocky Mountain west. As employed by Betts, the factory system organized the camp town on either side of an east to west bearing main street protruding from the tunnel outlet. Along the main street, the utilitarian shops were located closest to the tunnel, the bunkhouses and recreation facilities were located just west of the shops and the entire entity was enclosed with a fence. East of the bunkhouse and shop complex was the so called "Cottage Village", including 5GL1796. The Cottage Village was originally a complex of eleven single family cottages arranged north of a street, designed to house administrative and supervisory personnel along with their families. According to 1923 as built drawings by Betts, 5GL1796 originally housed the Assistant Superintendent, while 5GL1798 immediately to the east housed the Superintendent. The three additional cottages located to the south and west are labelled simply as "cottage" without an indication as to their inhabitants. The cottages were purposefully planned to contrast the bunkhouses, which housed single male workers and employed features evocative of fashionable early twentieth century residences, such as wide eaves, low gabled roofs, and exposed rafters. The land that the cottages occupied was the most desirable land within the camp, being the most level and open and the residences included kitchens and private space not afforded by the camp bunkhouses. According to US Forest Service archaeologist Paul Alford (personal communication 2008), the intent behind this design was to enforce an understanding of social roles within the camp among the laborers and supervisors, thus limiting internal conflict by segregating the different "classes" of workers. It appears that Betts' approach was successful, as the turnover rate and incident rate reported during the three years of tunnel construction was one of the lowest recorded for any project at the time (Albi and Forrest 1962:6,15; Alford 2006; Bollinger and Bauer, 1962:184). The east and west tunnel approaches were connected on July 7, 1927, signaling the end of the East Portal construction camp.

After 1927, the bulk of the buildings of East Portal were razed in calculated succession by first, the Denver and Salt Lake railroad, and then by the US Forest Service. The buildings were removed in phases, with the most specialized utilitarian buildings removed first and the most adaptable removed last (Alford 2006). The five cottages (5GL1430, 5GL1796, 5GL1797, 5GL1798, 5GL1799) were determined to be the most adaptable, and were allowed to survive the various demolition phases that occurred between 1927 and 1981. After the completion of the tunnel, the cottages were reused as housing for workers maintaining the tunnel, and were not decommissioned until around 2003. Currently, 5GL1796 is owned by the United States Forest Service and is vacant.

Statement of Significance:

This building is recommended as not eligible for nomination under Criterion A even though it has a connection to the construction of the East Portal of the Moffat Tunnel, an important transportation route in Colorado history. Historical research did not reveal that the resource was associated with a significant person of the camp and housed only regular, albeit upper level, employees. Although this building remains as one of the few surviving examples of Betts' original designs for Moffat Tunnel camp housing, this design has not made a significant impact on the broader scope of architectural history, nor is it a representation of one of Betts' greatest achievements. As a result, this building does not possess sufficient architectural significance for inclusion in the NRHP.

Historical Physical Integrity:

The historic integrity of this building has been maintained over the years. There are no visible alterations to the building, and the design, materials and workmanship are all indicative of the Clifford A. Betts construction, completed in 1923. Furthermore, the building sits at its original location within the East Portal Construction Camp in an area that remains relatively undeveloped, therefore the building retains the location setting and feel of the properties of the period of significance. The building still retains its historic association to the period associated with the construction of the East Portal and this building's function to house the more prominent administrative workers associated with this construction. Overall this building maintains a high level of historic integrity.

5GL1797

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1922-23

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

Although not the first to conceive of a tunnel under the Continental Divide, David H. Moffat's determination to unite Denver with the West Coast by railroad was the guiding impulse that eventually led to the building of the Moffat Tunnel. Moffat's Denver Northwestern and Pacific Railroad began its push toward the western slope in 1903, running through more than thirty tunnels before it reached the east side of Rollins Pass. The railroad tracks wound over Rollins Pass, and while the spectacular views on the route led to the DNW&P's popularity as a tourist train, the cost of clearing snow off the tracks was prohibitive. Moffat died, nearly broke, in 1911 while attempting to raise money to bore a tunnel. His railroad emerged from receivership in 1913 as the Denver and Salt Lake, but it was not until 1921 that the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District and begin construction on the Moffat Tunnel. Once completed, the Moffat Tunnel eliminated 150 miles off of the transcontinental routes, allowing the trains to pass through the divide with ease, and would be one of the most significant events in the history of Gilpin County, Colorado, and of civil engineering. The tunnel was hailed worldwide as a wonder and remains as one of the most important achievements in American engineering history. The realization of this great effort would, at its height, employ approximately 1,600 men divided two construction camps, the East Portal and the West Portal.

The construction camps at the East and West Portals were built in 1922-23, prior to the commencement of work on the tunnel itself. During the late 1920s most large scale engineering projects were plagued with a high labor turnover rate, resulting from low morale, dangerous working conditions, and a general unwillingness to stay. Recognizing this trend the contractors hired by the tunnel's financiers, Hitchcock and Tinkler, were determined to keep morale high while enforcing a good work ethic. Hitchcock and Tinkler determined the best way to achieve this was through a well designed built environment which would include comfortable accommodations, efficient workspaces, social activities, and a readily available food supply (Alford 2006; Albi and Forrest 1978). To realize their plan the firm hired Colorado engineer Clifford A. Betts, who would be more recognized for his achievements in hydraulic engineering later in life. The East Portal camp was one of Betts' earliest projects. The camp that resulted from Betts' efforts was entirely planned environment adapted from the "factory system" of company town planning familiar on the Eastern Seaboard and in the midwest, but uncommon in the Rocky Mountain west. As employed by Betts, the factory system organized the camp town on either side of an east to west bearing main street protruding from the tunnel outlet. Along the main street, the utilitarian shops were located closest to the tunnel, the bunkhouses and recreation facilities were located just west of the shops and the entire entity was enclosed with a fence. East of the bunkhouse and shop complex was the so called "Cottage Village", including 5GL1797. The Cottage Village was originally a complex of eleven single family cottages arranged north of a street, designed to house administrative and supervisory personnel along with their families. According to 1923 as built drawings by Betts, 5GL1797 was located to the south and west of the superintendents cottages, and is labelled simply as "cottage" without an indication as to their inhabitants. The cottages were purposefully planned to contrast the bunkhouses, which housed single male workers and employed features evocative of fashionable early twentieth century residences, such as wide eaves, low gabled roofs, and exposed rafters. The land that the cottages occupied was the most desirable land within the camp, being the most level and open and the residences included kitchens and private space not afforded by the camp bunkhouses. According to US Forest Service archaeologist Paul Alford (personal communication 2008), the intent behind this design was to enforce an understanding of social roles within the camp among the laborers and supervisors, thus limiting internal conflict by segregating the different "classes" of workers. It appears that Betts' approach was successful, as the turnover rate and incident rate reported during the three years of tunnel construction was one of the lowest recorded for any project at the time (Albi and Forrest 1962:6,15; Alford 2006; Bollinger and Bauer, 1962:184). The east and west tunnel approaches were connected on July 7, 1927, signaling the end of the East Portal construction camp.

After 1927, the bulk of the buildings of East Portal were razed in calculated succession by first, the Denver and Salt Lake railroad, and then by the US Forest Service. The buildings were removed in phases, with the most specialized utilitarian buildings removed first and the most adaptable removed last (Alford 2006). The five cottages (5GL1430, 5GL1796, 5GL1797, 5GL1798, 5GL1799) were determined to be the most adaptable, and were allowed to survive the various demolition phases that occurred between 1927 and 1981. After the completion of the tunnel, the cottages were reused as housing for workers maintaining the tunnel, and were not decommissioned until around 2003. Currently, 5GL1797 is owned by the United States Forest Service and is vacant.

Statement of Significance:

This building is recommended as not eligible for nomination under Criterion A even though it has a connection to the construction of the East Portal of the Moffat Tunnel, an important transportation route in Colorado history. Historical research did not reveal that the resource was associated with a significant person of the camp and housed only regular, albeit upper level, employees. Although this building remains as one of the few surviving examples of Betts' original designs for Moffat Tunnel camp housing, this design has not made a significant impact on the broader scope of architectural history, nor is it a representation of one of Betts' greatest achievements. As a result, this building does not possess sufficient architectural significance for inclusion in the NRHP.

Historical Physical Integrity:

The historic integrity of this building has been maintained over the years. There are no visible alterations to the building, and the design, materials and workmanship are all indicative of the Clifford A. Betts construction, completed in 1923. Furthermore, the building sits at its original location within the East Portal Construction Camp in an area that remains relatively undeveloped, therefore the building retains the location setting and feel of the properties of the period of significance. The building still retains its historic association to the period associated with the construction of the East Portal and this building's function to house the more prominent administrative workers associated with this construction. Overall this building maintains a high level of historic integrity.

5GL1798

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1922-1923

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

Although not the first to conceive of a tunnel under the Continental Divide, David H. Moffat's determination to unite Denver with the West Coast by railroad was the guiding impulse that eventually led to the building of the Moffat Tunnel. Moffat's Denver Northwestern and Pacific Railroad began its push toward the western slope in 1903, running through more than thirty tunnels before it reached the east side of Rollins Pass. The railroad tracks wound over Rollins Pass, and while the spectacular views on the route led to the DNW&P's popularity as a tourist train, the cost of clearing snow off the tracks was prohibitive. Moffat died, nearly broke, in 1911 while attempting to raise money to bore a tunnel. His railroad emerged from receivership in 1913 as the Denver and Salt Lake, but it was not until 1921 that the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District and begin construction on the Moffat Tunnel. Once completed, the Moffat Tunnel eliminated 150 miles off of the transcontinental routes, allowing the trains to pass through the divide with ease, and would be one of the most significant events in the history of Gilpin County, Colorado, and of civil engineering. The tunnel was hailed worldwide as a wonder and remains as one of the most important achievements in American engineering history. The realization of this great effort would, at its height, employ approximately 1,600 men divided two construction camps, the East Portal and the West Portal.

The construction camps at the East and West Portals were built in 1922-23, prior to the commencement of work on the tunnel itself. During the late 1920s most large scale engineering projects were plagued with a high labor turnover rate, resulting from low morale, dangerous working conditions, and a general unwillingness to stay. Recognizing this trend the contractors hired by the tunnel's financiers, Hitchcock and Tinkler, were determined to keep morale high while enforcing a good work ethic. Hitchcock and Tinkler determined the best way to achieve this was through a well designed built environment which would include comfortable accommodations, efficient workspaces, social activities, and a readily available food supply (Alford 2006; Albi and Forrest 1978). To realize their plan the firm hired Colorado engineer Clifford A. Betts, who would be more recognized for his achievements in hydraulic engineering later in life. The East Portal camp was one of Betts' earliest projects. The camp that resulted from Betts' efforts was entirely planned environment adapted from the "factory system" of company town planning familiar on the Eastern Seaboard and in the midwest, but uncommon in the Rocky Mountain west. As employed by Betts, the factory system organized the camp town on either side of an east to west bearing main street protruding from the tunnel outlet. Along the main street, the utilitarian shops were located closest to the tunnel, the bunkhouses and recreation facilities were located just west of the shops and the entire entity was enclosed with a fence. East of the bunkhouse and shop complex was the so called "Cottage Village", including 5GL1798. The Cottage Village was originally a complex of eleven single family cottages arranged north of a street, designed to house administrative and supervisory personnel along with their families. According to 1923 as-built drawings by Betts, 5GL1798 originally housed the Superintendent, while 5GL1796, immediately to the west, housed the Assistant Superintendent. The three additional cottages located to the south and west are labelled simply as "cottage" without an indication as to their inhabitants. The cottages were purposefully planned to contrast the bunkhouses, which housed single male workers and employed features evocative of fashionable early twentieth century residences, such as wide eaves, low gabled roofs, and exposed rafters. The land that the cottages occupied was the most desirable land within the camp, being the most level and open and the residences included kitchens and private space not afforded by the camp bunkhouses. According to US Forest Service archaeologist Paul Alford (personal communication 2008), the intent behind this design was to enforce an understanding of social roles within the camp among the laborers and supervisors, thus limiting internal conflict by segregating the different "classes" of workers. It appears that Betts' approach was successful, as the turnover rate and incident rate reported during the three years of tunnel construction was one of the lowest recorded for any project at the time (Albi and Forrest 1962:6,15; Alford 2006; Bollinger and Bauer, 1962:184). The east and west tunnel approaches were connected on July 7, 1927, signaling the end of the East Portal construction camp.

After 1927, the bulk of the buildings of East Portal were razed in calculated succession by first, the Denver and Salt Lake railroad, and then by the US Forest Service. The buildings were removed in phases, with the most specialized utilitarian buildings removed first and the most adaptable removed last (Alford 2006). The five cottages (5GL1430, 5GL1796, 5GL1797, 5GL1798, 5GL1799) were determined to be the most adaptable, and were allowed to survive the various demolition phases that occurred between 1927 and 1981. After the completion of the tunnel, the cottages were reused as housing for workers maintaining the tunnel, and were not decommissioned until around 2003. Currently, 5GL1798 is owned by the United States Forest Service and is vacant.

Statement of Significance:

This building is recommended as not eligible for nomination under Criterion A even though it has a connection to the construction of the East Portal of the Moffat Tunnel, an important transportation route in Colorado history. Historical research did not reveal that the resource was associated with a significant person of the camp and housed only regular, albeit upper level, employees. Although this building remains as one of the few surviving examples of Betts' original designs for Moffat Tunnel camp housing, this design has not made a significant impact on the broader scope of architectural history, nor is it a representation of one of Betts' greatest achievements. As a result, this building does not possess sufficient architectural significance for inclusion in the NRHP.

Historical Physical Integrity:

The historic integrity of this building has been maintained over the years. There are no visible alterations to the building, and the design, materials and workmanship are all indicative of the Clifford A. Betts construction, completed in 1923. Furthermore, the building sits at its original location within the East Portal Construction Camp in an area that remains relatively undeveloped, therefore the building retains the location setting and feel of the properties of the period of significance. The building still retains its historic association to the period associated with the construction of the East Portal and this building's function to house the more prominent administrative workers associated with this construction. Overall this building maintains a high level of historic integrity.

5GL1799

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1922-1923

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

Although not the first to conceive of a tunnel under the Continental Divide, David H. Moffat's determination to unite Denver with the West Coast by railroad was the guiding impulse that eventually led to the building of the Moffat Tunnel. Moffat's Denver Northwestern and Pacific Railroad began its push toward the western slope in 1903, running through more than thirty tunnels before it reached the east side of Rollins Pass. The railroad tracks wound over Rollins Pass, and while the spectacular views on the route led to the DNW&P's popularity as a tourist train, the cost of clearing snow off the tracks was prohibitive. Moffat died, nearly broke, in 1911 while attempting to raise money to bore a tunnel. His railroad emerged from receivership in 1913 as the Denver and Salt Lake, but it was not until 1921 that the Colorado State Legislature passed the legislation needed to establish the Moffat Tunnel Improvement District and begin construction on the Moffat Tunnel. Once completed, the Moffat Tunnel eliminated 150 miles off of the transcontinental routes, allowing the trains to pass through the divide with ease, and would be one of the most significant events in the history of Gilpin County, Colorado, and of civil engineering. The tunnel was hailed worldwide as a wonder and remains as one of the most important achievements in American engineering history. The realization of this great effort would, at its height, employ approximately 1,600 men divided two construction camps, the East Portal and the West Portal.

The construction camps at the East and West Portals were built in 1922-23, prior to the commencement of work on the tunnel itself. During the late 1920s most large scale engineering projects were plagued with a high labor turnover rate, resulting from low morale, dangerous working conditions, and a general unwillingness to stay. Recognizing this trend the contractors hired by the tunnel's financiers, Hitchcock and Tinkler, were determined to keep morale high while enforcing a good work ethic. Hitchcock and Tinkler determined the best way to achieve this was through a well designed built environment which would included comfortable accomodations, efficient workspaces, social activities, and a readily available food supply (Alford 2006; Albi and Forrest 1978). To realize their plan the firm hired Colorado engineer Clifford A. Betts, who would be more recognized for his achievements in hydraulic engineering later in life. The East Portal camp was one of Betts' earliest projects. The camp that resulted from Betts' efforts was entirely planned environment adapted from the "factory system" of company town planning familiar on the Eastern Seaboard and in the midwest, but uncommon in the Rocky Mountain west. As employed by Betts, the factory system organized the camp town on either side of an east to west bearing main street protracting from the tunnel outlet. Along the main street, the utilitarian shops were located closest to the tunnel, the bunkhouses and recreation facilities were located just west of the shops and the entire entity was enclosed with a fence. East of the bunkhouse and shop complex was the so called "Cottage Village", including 5GL1799. The Cottage Village was originally a complex of eleven single family cottages arranged north of a street, designed to house administrative and supervisory personnel along with their families. According to 1923 as built drawings by Betts, 5GL1799 was located to the south of the superintendents cottages, and is labelled simply as "cottage" without an indication as to their inhabitants. The cottages were purposefully planned to contrast the bunkhouses, which housed single male workers and employed features evocative of fashionable early twentieth century residences, such as wide eaves, low gabled roofs, and exposed rafters. The land that the cottages occupied was the most desirable land within the camp, being the most level and open and the residences included kitchens and private space not afforded by the camp bunkhouses. . According to US Forest Service archaeologist Paul Alford (personal communication 2008), the intent behind this design was to enforce an understanding of social roles within the camp among the laborers and supervisors, thus limiting internal conflict by segregating the different "classes" of workers. It appears that Betts' approach was successful, as the turnover rate and incident rate reported during the three years of tunnel construction was one of the lowest recorded for any project at the time (Albi and Forrest 1962:6,15; Alford 2006; Bollinger and Bauer, 1962:184). The east and west tunnel approaches were connected on July 7, 1927, signaling the end of the East Portal construction camp.

After 1927, the bulk of the buildings of East Portal were razed in calculated succession by first, the Denver and Salt Lake railroad, and the by the US Forest Service. The buildings were removed in phases, with the most specialized utilitarian buildings removed first and the most adaptable removed last (Alford 2006). The five cottages (5GL1430, 5GL1796, 5GL1797, 5GL1798, 5GL1799) were determined to be the most adaptable, and were allowed to survive the various demolition phases that occurred between 1927 and 1981. After the completion of the tunnel, the cottages were reused as housing for workers maintaining the tunnel, and were not decommissioned until around 2003. Currently, 5GL1799 is owned by the United States Forest Service and is vacant.

Statement of Significance:

This building is recommended as not eligible for nomination under Criterion A even though it has a connection to the construction of the East Portal of the Moffat Tunnel, an important transportation route in Colorado history. Historical research did not reveal that the resource was associated with a significant person of the camp and housed only regular, albeit upper level, employees. Although this building remains as one of the few surviving examples of Betts' original designs for Moffat Tunnel camp housing, this design has not made a significant impact on the broader scope of architectural history, nor is it a representation of one of Betts' greatest achievements. As a result, this building does not possess sufficient architectural significance for inclusion in the NRHP.

Historical Physical Integrity:

The historic integrity of this building has been maintained over the years. There are no visible alterations to the building, and the design, materials and workmanship are all indicative of the Clifford A. Betts construction, completed in 1923. Furthermore, the building sits at its original location within the East Portal Construction Camp in an area that remains relatively undeveloped, therefore the building retains the location setting and feel of the properties of the period of significance. The building still retains its historic association to the period associated with the construction of the East Portal and this building's function to house the more prominent administrative workers associated with this construction. Overall this building maintains a high level of historic integrity.

5GL1801

The Bunkhouse

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 20 Pinecliffe Rd. (A), Pinecliffe,
CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1904

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

20 Pinecliffe Road (A) is located west of the Main Street district of the South Pine Cliff subdivision of Pinecliffe, Colorado. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, also in 1904. It is unclear what impact mining operations had on the area as there are little records regarding this company and their operations. What is apparent is that the development of the rail siding in 1904 was arguably the most significant factor in the success of Pinecliffe. Direct access to the siding afforded the community such important amenities as a post office and several grocery stores as well as a steady stream of vacationers from Denver.

Constructed at milepost 37 of the Denver Northwestern and Pacific Railroad (DNW&P), the first mention of a "Gato" siding occurs on workers' time tables dated to 1904. Intended as a service point for trains coming out of the arduous curves and grades of the "Tunnel District" the siding originally offered a single "water plug," or water tower, and enough space to accommodate a 44-car train. To manage the siding and the water plug, a complex of buildings would be constructed by the railroad company who would also maintain a 10- to 30-mile-long segment of track. Within a typical siding section complex there would be a small, multiple room cottage for the section foreman or "chief," known as a "Section House, a two to four room bunkhouse for the crew, and a well or cistern for drinking water collection. The two buildings at what is now 20 Pinecliffe Road were constructed in 1904 as variously a section house (B) and a bunkhouse (A). The historic record is non-specific in terms of which building functioned as which, however, the design and scale of Building A suggests it served as the bunkhouse. Crews were rotated on a regular basis and the occupants of the building would have changed frequently. Consequently, only a general description of the type of crews recorded at the siding will be provided here.

The bunkhouse at the Gato siding would have accommodated seven to eight individuals while the section chief, often along with his family, stayed at the adjacent foreman's cabin. The 1910 census for the Pine Cliff siding indicates a six man crew staying at 20 Pinecliffe Road. The all male crew was comprised primarily of men of Irish descent that averaged in age between 36 and 48 years old. In addition to the six man crew, there was a single 23-year-old female, Laura Leyland, who acted as postmaster. The entire crew was managed by Frank Walker as foreman while his wife provided meals for the men. Following this census, the DNW&P is revitalized as the Denver and Salt Lake (DSL) in 1913, and the Pine Cliff siding falls under new ownership. It is unclear how long 20 Pinecliffe Road is retained by the railroad, but it appears the section is no longer active by 1955. The siding, however, not only remained active but was expanded to include two water plugs and encompass an area just over 6,500 feet in length. As the steam era passed the plugs were removed, but the siding is still an essential part of everyday life in Pinecliffe.

Following its use as section crew housing, the building became a seasonal residence for private owners. In 1955 the buildings were owned by Bathsheba Sarah Anderson. The following year Bathsheba filed joint ownership with a partner, Royal Chester Fitzgerald. At some point following this transaction Royal Chester became the sole owner, then filed again for joint ownership with Vivian Fitzgerald. The Fitzgeralds retained the property until 1976 when it was sold to Daniel and Helen Jean Hall. Daniel and Jean filed a quit claim deed on the land in 1991 and ceded it to the current owner, Meredith Ann Hall.

Statement of Significance:

20 Pinecliffe Road (A) is recommended for inclusion in the NRHP under Criterion A, for its association with the early railroad camp, and Criterion C as a well-preserved example of early twentieth century residential architecture in the area. Cabin A at 20 Pinecliffe Road was constructed by the now defunct Denver Northwestern and Pacific Railroad as part of the original Gato siding. The Gato siding developed into Pinecliffe as a direct result of the railroad's arrival. Therefore this building is eligible under Criterion A for the period associated with its steam railroad use, between 1904 and 1955. This building retains its original appearance and embodies an institutional approach to the type of rustic style design fashionable in the early twentieth century. Furthermore, the buildings are typically heavily altered in this area and this building presents a unique intact example. Therefore it is also eligible under Criterion C.

Historical Physical Integrity:

The historic integrity of this building has been fairly well maintained over the years. An additional massing added to the west side of the building and the removal of a cobble chimney on the south elevation have impacted the original design and workmanship on a limited level. Even so, the addition appears to have been constructed while the bunkhouse was significantly in use and is rendered in a similar style as the original building so it does not adversely affect the integrity. Consequently the character, materials, and the association of this building as the bunkhouse of the Gato siding remain intact. As a result, this building retains its ability to convey its architectural significance. Furthermore, the building maintains its original location and setting with little development in the immediate area, and the overall feeling of the building as part of the development of Gato siding has been well maintained. In summary, this building meets six of the seven aspects of integrity and, as a result, has good historic integrity.

5GL1802

The Section Foreman's Cottage

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 20 Pinecliffe Rd. (B), Pinecliffe,
CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1904

Architectural Style: Late 19th/Early 20th Century American
Movements:



Historical Background:

20 Pinecliffe Road (B) is located west of the Main Street district of the South Pine Cliff subdivision of Pinecliffe, Colorado. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad also in 1904. It is unclear what impact mining operations had on the area as there are little records regarding this company and their operations. What is apparent is that the development of the rail siding in 1904 was arguably the most significant factor in the success of Pinecliffe. Direct access to the siding afforded the community such important amenities as a post office and several grocery stores as well as a steady stream of vacationers from Denver.

Constructed at milepost 37 of the Denver Northwestern and Pacific Railroad (DNW&P), the first mention of a "Gato" siding occurs on workers' time tables dated to 1904. Intended as a service point for trains coming out of the arduous curves and grades of the "Tunnel District," the siding originally offered a single "water plug," or water tower, and enough space to accommodate a 44-car train. To manage the siding, the two buildings at what is now 20 Pinecliffe Road were constructed in 1904 as variously a section house and a bunkhouse. The historic record is non-specific in terms of which building functioned as which. However, the design and scale of building B suggests it served as the Section Foreman's cottage. The siding retained the name of Gato until 1907, when it was officially changed to Pine Cliff.

Section houses were constructed by railroad companies to maintain a 10- to 30-mile-long sections of track. Within a typical siding section complex there would be a small, multiple room cottage for the section foreman or "chief," a two- to four-room bunkhouse for the crew, and a well or cistern for drinking water collection. Crews were rotated on a regular basis, and as a consequence so would have the foreman. The occupant of the building would have changed frequently throughout the use of the building so only a sampling will be provided here.

The 1910 census reports Frank Walker as the section foreman. Born in 1865 in Minnesota, Frank was joined in the Foreman's Cabin along with his wife, Mary, and their 21-year-old son John. In addition to managing an eight-man crew Frank also kept house while his wife, the daughter of Irish immigrants, cooked for the crew. Their son was a member of the section crew. Following this census, the DNW&P is revitalized as the Denver and Salt Lake (DSL) in 1913, and the Pine Cliff siding falls under new ownership. It is unclear how long 20 Pinecliffe Road is retained by the railroad, but it appears the section is no longer active by 1955. The siding, however, not only remained active but was expanded to include two water plugs and encompass an area just over 6,500 feet in length. As the steam era passed the plugs were removed, but the siding is still an essential part of everyday life in Pinecliffe.

Following its use as section crew housing, the building became a seasonal residence for private owners. In 1955 the buildings were owned by Bathsheba Sarah Anderson. The following year Bathsheba filed joint ownership with a partner, Royal Chester Fitzgerald. At some point following this transaction Royal Chester became the sole owner, then filed again for joint ownership with Vivian Fitzgerald. The Fitzgeralds retained the property until 1976 when it was sold to Daniel and Helen Jean Hall. Daniel and Jean filed a quit claim deed on the land in 1991 and ceded it to the current owner, Meredith Ann Hall.

Statement of Significance:

20 Pinecliffe Road (B) is recommended for inclusion in the NRHP under Criterion A for its association with the early railroad camp, and Criterion C as a well-preserved example of early twentieth century residential architecture in the area. Cabin B at 20 Pinecliffe Road was constructed by the now defunct Denver Northwestern and Pacific Railroad as part of the original Gato siding. The Gato siding developed into Pinecliffe as a direct result of the railroad access. Therefore this building is eligible under Criterion A for the period associated with its railroad use, between 1904 and 1955. Although this building is not of a particular style it retains its original appearance and embodies design popular in early twentieth residences. Furthermore, the buildings are typically heavily altered in this area and this building presents a unique intact example. Therefore it is also eligible under Criterion C.

Historical Physical Integrity:

There have not been any apparent alterations to this building since its original construction in 1904. The historic design, materials, and workmanship of this building are clearly represented and unaffected beyond neglect. In addition, there have not been any significant non-historic intrusions into the property; as a result, the building maintains the location, setting, and feel of a building associated with the section houses of the Gato siding. In summary, this building meets all seven of the aspects of integrity and, as a result, has excellent historic integrity.

5GL1803

The Romeo Property

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3048 Highway 72, Pinecliffe, CO 80403

Date of Construction (estimate): N/A

Date of Construction (actual): 1921 (1983-2000; Alteration)

Architectural Style: No Style:



Historical Background:

3048 Highway 72 is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, founded in 1904. Although officially called South Pine Cliff to distinguish it from the Pinecliffe resort to the north, the entire locality became known as Pinecliffe over time. For further discussion regarding the general development of Pinecliffe, please reference the historic background portion of the accompanying report.

Likely constructed as a vacation cabin, 3048 Highway 72 was constructed in 1921 by an unknown individual. It is unclear how the cabin was attributed the name "Juanida", as the historic record does not explicitly describe anything to this effect. Prior to the 1983 purchase of the property by the current landowner, Graziana Lazzarino, the cabin was under the ownership of Luigi Romeo. Luigi Romeo consolidated the land from two purchases: lots 2-6 and 13-15 were acquired from Ruby A. Bell in 1975, and lot 7 from Mandy J. Hel m in 1981 (Gilpin County Tax Assessor, 1999) There was no further historical information available for this cabin.

Statement of Significance:

The vacant "Juanida" cabin at 3048 Highway 72 is similar in character to many of the seasonal homes found throughout the Gilpin County area, characterized by a modest construction modified over time by numerous alterations. This building does not possess sufficient architectural significance to eligible for the NRHP. Although this building is an important part of the Pinecliffe community fabric, historical research into the history of 3048 Hwy 72 did not provide a direct association between this building and persons or events important to the understanding of our collective past. This building does not possess sufficient historical significance to be eligible for the NRHP.

Historical Physical Integrity:

The historic physical integrity of this building has deteriorated over the years because of modifications made to the building outside of its historical period. Although alterations to the windows and original wall material have obscured the original workmanship and materials, the building retains its original footprint, and many of the design elements are still visible. Although the building retains its original location, improvements made to highway 72 have disrupted the setting and feel of the area as a seasonal recreation area within the mountain town of Pinecliffe. Overall the alterations to this building and the surrounding area have resulted in a building with poor historic integrity.

5GL1804

The Cordrey Homestead - Honeymoon Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): N/A

Date of Construction (actual): 1914 (1973: Rebuilding)

Architectural Style: Late 19th/Early 20th Century American Movements:



Historical Background:

The Homestead Cabin, although listed as being constructed in 1973 by the Gilpin County Tax Assessor, was more likely constructed in 1914 as the Cordrey Homestead. The cabin is located within a homestead acquired by Martin F. Cordrey in 1919. At this time, Martin F. Cordrey acquired a patent for 40.5 acres comprising the entirety of lot 4 (southeast quarter of the southeast quarter) of section 27 located just south of the South Pine Cliff subdivision under the 1862 Homestead Act. Under the Homestead Act of 1862 it was necessary to build a structure of some value on your desired property, or “prove up”, and have it remain for a minimum of five years before securing the patent. According to the current landowner, Grace Lazzarino, this cabin was the result of proving up the Cordrey parcel, suggesting a true construction date of 1914 for the cabin.

Martin Cordrey of Denver, Colorado was a coal merchant born in Missouri in the 1860s who arrived in Colorado sometime between 1880 and 1900. A prolific businessman, Martin Cordrey would come to operate multiple diverse businesses in the Pinecliffe area during his life here. Martin F. Cordrey arrived in Pinecliffe in 1914 along with his wife Mary and the couple began the homesteading process for the lot 4 property. The “proving up” cabin constructed by the Cordreys was typical of log cabins of the time, characterized by a simple, one to two pen building, a rectangular plan, and saddle notched construction. During this period Martin also owned a single family residence in Denver, Colorado where he lived with his wife and their then 16 year old son, Edgar. The couple remained in Denver until 1920 when the homestead was secured, and they made a permanent residence in Pinecliffe. They did not live at the homestead, however, they constructed a more elaborate residence at 3 Clematis Lane adjacent to Main Street. Like many of the permanent residents along Main Street at the time the Cordreys opened a small grocery to service the small resort. In addition, Martin was appointed postmaster of the Pinecliffe post office, a position he would hold until 1923 when it is assumed by Kirk J. French. The couple continued to operate the grocery also until 1923, when Martin F. apparently begins a grain elevator business within his homesteaded property. It appears that this venture was short lived, as by 1925 the Cordreys are no longer listed as operating any businesses in the area, although it is apparent they still reside at 3 Clematis Lane.

While the Cordreys lived at 3 Clematis Lane the Homestead Cabin was used as a short term vacation rental, and with that gained its other historic name “The Honeymoon Cabin.” As related by Grace Lazzarino, the cabin was a popular rental for Denver newlyweds who wished to honeymoon in the tranquil woods above Pinecliffe. Attesting to this is a carving on the southeast elevation of the cabin, reputedly placed there by one of the couples. In the exposed wood are the initials “A.M.” along with the date “1929.” Unfortunately the historic record does not bear out who belongs to these initials or the depth of involvement of their stay in the Pinecliffe area.

The record of ownership for this property resumes in 1941, when it is acquired by Ruby Alberta Bell from the wife of Martin Cordrey, Mary. Ruby Bell retains her interest in the deed until her death in 1975 and it is inherited by a man of unknown relation, Luigi Romeo. Simultaneously, adjacent portions of the land within the patent boundaries are transferred a number of times. These transfers begin with the death of a relative of Ruby Bell, Ida Bell in 1959. Following her death the property went unclaimed until 1966 when it was purchased by the Cathryn Ann Brackett, Randall Carr and David Scott Trust Number One. The trust then sells their portion to a partnership including Robert Selman, George Godfrey and Joseph Baker in the same year. In 1972, Robert Selman sells his interest in the land to the current owner Graziana “Grace” Lazzarino. In 1982, Luigi Romeo then sells the land in full to Graziana.

By the time Grace had secured the cabin it was in a ruined state, and in her words, “the logs were collapsed about the building”, the foundation had begun to rot, and there was not a roof in place. After securing the building in the 1972 purchase she began reassembling it to make it habitable. Using the original logs and attempting to match the corner notches, she successfully assembled three of the walls and re-stabilized the foundation sleepers with concrete. She followed this by having the brother of the current tenant install a new roof and frame walls where the logs had gone missing. It is this revitalization from a ruined state that likely lead to the construction date of 1973 being filed with the Tax Assessor.

Statement of Significance:

While in terms of style, design, and character the Homestead Cabin is quite distinct from other early twentieth century cabins in the area, the historical appearance has been affected by modifications so that it no longer demonstrates the architecture of its historical period. Therefore, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this cabin is an important part of the story of Pinecliffe, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, the Homestead Cabin also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of the Homestead Cabin has been affected over the years by modifications made to the building after its historical period. As a result of decades of neglect the cabin collapsed sometime between 1941 and 1973 and was then rebuilt. While this process preserved the historic building for future generations, it also impacted the historic design, workmanship, feeling, materials, and association of the cabin. It is unclear as to whether or not the reconstruction of the cabin was sensitive to the historic appearance overall and how much of the original cabin is truly intact, affecting the association, design, and feeling. In addition, the materials and workmanship were affected by construction of framed additions, the construction of a non-historic gabled roof the addition of concrete daubing, and the replacement of the doors and windows. The current location of the building appears to be consistent with its historic location, however, as is the historic setting. In summary, because this building satisfies two of the seven aspects of integrity it retains poor historic integrity.

5GL1805

The Doyle Cabin

Eligibility Recommendation: Field: Eligible

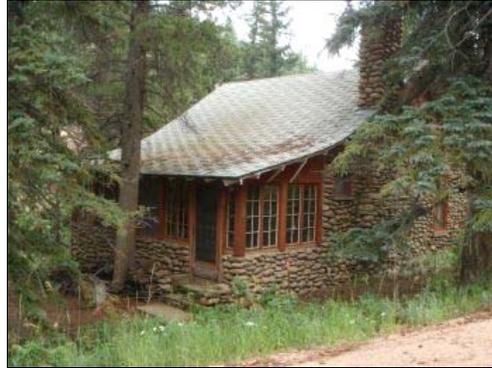
Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3061 Highway 72, Pinecliffe, CO
80403

Date of Construction (estimate): N/A

Date of Construction (actual): 1912

Architectural Style: Late 19th/Early 20th Century American
Movements: Craftsman



Historical Background:

3061 Highway 72 is located at the eastern edge of the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. To Colorado's urban dwellers, the scenic wonders of Gilpin County along the Moffat Road was not as close as communities like Riverside and Raymond in Boulder County. Nevertheless, a great many early twentieth century Denverites chose to spend the pleasant summer months in the resort communities of north Gilpin County, and accessibility to the area provided by the rail line was no doubt an important encouraging factor. Seasonal recreational occupation of Pinecliffe probably began almost as soon as the Moffat railroad began to serve the area in 1904. Beginning about 1905, the Denver Northwestern and Pacific Railroad ran a passenger train through the area, and the seasonal residents of Pinecliffe often would take the morning train to Denver and return on it in the evening. Distinct from another vacation spot, the Pinecliffe Resort, to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the DNW&P railroad founded also in 1904. The placer in its entirety was sold to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, and many of the lots they sold were for seasonal-use cabins and houses. For further discussion regarding the general development of Pinecliffe please reference the historic background portion of the accompanying report.

The Doyle Cabin was constructed in 1912 during the early period of tourism development in Pinecliffe. According to the current property owners, the name of the cabin's builder is unknown, but it was built as a vacation cabin like many at the time. Situated adjacent to South Boulder Creek, the quaint cabin was constructed almost entirely of cobbles retrieved from the creek that were then meticulously laid by hand to form a single coherent stone structure. Around 1929, the cabin was purchased by Frederic J. and Anna May Doyle following the tax default of the original owners. Upon purchasing the cabin, the Doyles enclosed the open front porch and opened the interior into a single continuous room.

Frederic J. Doyle was born in Illinois in 1891 to Irish-Canadian immigrants, and migrated to Colorado sometime before 1919. Shortly after he arrived, he married a Colorado-born daughter of Irish immigrants, Anna May Grace, and the two began living in Denver on the west side of the Platte River. At the time of purchasing the cabin in Pinecliffe, Fred was the proprietor of his own drug store in Denver, where he also functioned as the chief pharmacist. Anna May was employed in the task of keeping a household that included two sons, J. Frederic and William E., and her mother, Mary Grace.

Following the death of J. Fred and Anna May in 1955, the cabin was inherited by William Doyle, who replaced the wood shingle roof with the current asphalt composite covering we see today. With the death of William in 1986, the cabin was acquired by his wife, Edna Doyle, who retains the Doyle family's control over the property to this day.

Statement of Significance:

3061 Highway 72 is recommended for nomination to the NRHP under Criterion C for its architectural significance. The vacation cabin at 3061 Highway 72 is an intact example of a Craftsman influenced cabin of the early 20th century that was executed with skill and with the almost exclusive use of local materials. This cabin provides a tangible connection to an architecture specifically identified with the early twentieth century, and as a result possess sufficient architectural significance to be individually eligible for the NRHP.

Historical Physical Integrity:

There have not been any modifications to the cabin at 3061 Highway 72 that detract from its historical integrity. A few limited modifications have been made to the building, however, these modifications have not impacted the design, materials, association, or workmanship exemplified in the building's historic construction. The modifications include the enclosure of the front porch with windows, the opening of the interior space, and the replacement of the roof cladding material. Most notably, the integrity of the building's river cobble masonry construction has been well maintained and still displays the historic materials and workmanship associated with the period of significance. Although the construction of Highway 72 has contracted the size of the property affecting the historic setting, the feeling and location of the cabin remain intact. In summary, because the Doyle Cabin satisfies six of the seven aspects of integrity, it accurately conveys its historic architectural character and has a high level of integrity.

5GL1806

The Steinshouer Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3071 Highway 72, Pinecliffe, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1945 (1980 and 1991: Additio

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

The "Genevieve" cabin at 3071 Highway 72 is located in Pinecliffe, Colorado, an example of an early twentieth century, railroad related vacation resort. By the time the Genevieve cabin was constructed, Pinecliffe had become a well established vacation destination for the people of Denver's urban corridor. The adjacent rail siding of the Denver Northwestern and Pacific (DNW&P) railroad had been providing direct passenger access from the Moffat station in Denver since 1905, allowing many wage-earning and middle class Denverites access to the natural and scenic wonders of the north Gilpin County area. During the early to mid twentieth century many Denverites built vacation cabins here while maintaining a permanent residence in Denver. By 1945 Pinecliffe offered tourists a small Main Street district with a candy shop, a post office, and two groceries in addition to an idyllic and local place to build vacation homes. For further information regarding the development of the South Pine Cliff subdivision please refer to the historic background section of the accompanying report.

Constructed as a vacation cabin, 3071 Highway 72 was constructed in 1945 under the ownership of Charles and Vera Steinshouer. Born in Kansas in 1904, Charles married Vera in 1925 and the couple permanently resided in Logan, Kansas, where he was employed as a truck driver for a meat packing company. In 1928 - 1929 the couple bore two sons, Charles Jr. and Amos Steinshouer. The couple retained their vacation cabin at Pinecliffe until 1954 when it was sold to Cleo and Helen Hartman. It is unclear how the cabin was attributed the name "Genevieve", as the historic record does not explicitly describe anything to this effect.

The Hartman sisters used the "Genevieve" cabin until 1968, when Helen married Robert Scherck and the newlyweds took ownership. The Schercks retained the property until 1991, when it was purchased by the current owner and summer resident, Professor Graziana Lazzarino. Graziana purchased this cabin along with many others, however, Genevieve is the personal cabin of Pr. Lazzarino. At the time of purchasing the cabin, according to Graziana, very little had changed from its 1945 appearance. However, the cabin would be involved in the dramatic arrest of an escaped convict in 1991. According to Pr. Lazzarino, she was summoned to her cabin in the fall of 1991 by the Boulder County Sheriff. Here she found an escaped convict had used her then-empty cabin to hide from pursuing police and in the act had broken the door and all of the windows on the rear elevation. She had to replace all of the windows and doors on this elevation as a result.

Statement of Significance:

The cabin at 3071 Highway 72 is similar to many of the nearby residences found in the Pinecliffe Township, characterized by a rusticated décor and distinctively modern renovations. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 3071 Highway 72 also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 3071 Highway 72 has been affected over the years by modifications made to the building after its historical period. The cabin has undergone a number of modifications to the that have altered the original appearance and architectural character of the building. The modifications include the replacement of windows and doors, the addition of a large deck, and the introduction of a skylight in the roof surface. As a result the historic design, workmanship, materials, and feeling of the cabin have been affected. The cabin retains its original location, however, the construction of Highway 72 has impacted the historic setting. Also, the combination of the physical alterations and the disturbance of the original setting has impacted the historic association of the cabin. In summary, this cabin does not meet five of seven aspects of integrity, and as result has a low level of historic integrity.

5GL1807

The "Lucille" Cabin

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3074 Highway 72, Pinecliffe, CO 80403

Date of Construction (estimate): N/A

Date of Construction (actual): 1916 (1970; alterations)

Architectural Style: Late 19th/Early 20th Century American
Movements: Rustic



Historical Background:

3074 Highway 72 is located within the South Pine Cliff subdivision of Pinecliffe, Colorado, an example of an early twentieth century railroad related vacation resort. Distinct from the Pinecliffe Resort to the north of Highway 72, the South Pine Cliff subdivision was originally developed from the Oasis Crisis Placer patented in 1904 by the Western Land and Improvement Company and the Gato siding of the Denver Northwestern and Pacific Railroad, founded in 1904. It is unclear what impact mining operations had on the area as there are little records regarding this company and their operations. What is apparent is that the placer in its entirety was sold to land speculator and developer Guy C. Knox in 1912. Knox subdivided the placer into residential and commercial lots, filing an official patent for South Pine Cliff in 1913. Almost immediately the resort was popular with a variety of Coloradoans and the location went through several growth periods. A contributing factor to the success of Pinecliffe was its direct access to the Cliff siding of now the Denver Rio Grande and Northwestern Railroad. This afforded the community such important amenities as a post office and several grocery stores. The post office remains in town; however, the groceries and stores once along Main Street are no longer present. For further discussion regarding the general development of Pinecliffe please reference the historic background portion of the accompanying report.

Likely constructed as a vacation cabin, 3074 Highway 72 was constructed in 1916 by an unknown individual. It is unclear how the cabin was attributed the name "Lucille", as the historic record does not explicitly describe anything to this effect.

The earliest record of ownership for this property that could be located was under the name Bertha Egerer. Bertha was born in 1913, in Colorado. Her mother was Austrian, her father German. There is no record of when she first acquired the property, but it is unlikely she purchased it any earlier than the age of 18 in 1931. Bertha Egerer sold the property to Elsie Hansen in 1967. Elsie then sold the property to Warren and Jeanette Hansen in 1968, who turned around and sold it a year later to James and Elizabeth Strange. There is a gap in the record until 1983 when Luigi Romeo sold the property to Graziana Lazzarino, the present owner. There was no further historical information available for this cabin.

Statement of Significance:

3074 Highway 72 is similar to many of the nearby residences found in South Pine Cliff characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 3074 Highway 72 also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 3074 Highway 72 has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location, and the building retains its rural mountain setting and its association with the recreational development of Pinecliffe. Nevertheless, the cabin has undergone significant changes that have altered the intended appearance and architectural character of the building. Modifications including additional massing added to the east elevation, the replacement of the roof, the replacement of most of the windows, the addition of a large wrap-around deck, and the addition of a skylight, have impacted the original design, feeling, workmanship, and materials of the building and it no longer fully conveys its original construction. In summary, because this building meets only three of the seven aspects of integrity, it has a fair level of integrity.

5GL1808

Unknown

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 3076 Highway 72, Pinecliffe, CO
80403

Date of Construction (estimate): 1940

Date of Construction (actual): N/A

Architectural Style: No Style:



Historical Background:

The cabin at 3076 Highway 72 is located in Pinecliffe, Colorado, an example of an early twentieth century, railroad related vacation resort (Knox, 1912, Ballenger & Richards, 1910, Faulkner, 2005). Divided by South Boulder Creek, Pinecliffe is situated at the western mouth of Coal Creek Canyon in both Gilpin and Boulder counties.

Documentation regarding the specific history of the cabin was limited, however, a general model for the building's development can be understood through its physical character. The original portion of the Cabin was constructed in 1940 by an unknown contractor, and features horizontal dropped joint siding, a simple rectangular plan, divided wood windows, and wide overhanging eaves with exposed rafters, characteristic of the period (Gilpin County Assessor, 2007, Lazzarino, 2007, McAlester & McAlester, 2002). According to the Graziana Lazzarino, the cabin was purchased in its original state around 1970 – 1975 by Pamela K. North. Upon purchasing the cabin, the current owner constructed a large addition to the rear (Lazzarino, 2007). Attached to the rear of the building, the addition is two stories in height and features vertical board and batten siding, steel windows arranged in asymmetrical patterns, and a low sloping minimally adorned roofline, characteristics of a neo-eclectic style from 1970 to present (McAlester & McAlester, 2002) Consistent with the architectural characteristics, the Gilpin County Tax Assessor relate that significant alterations occurred sometime around 1975, without a specific date given (Gilpin County Assessor, 2007).

With the exclusion of the 1970 – 1975 purchase of the property by Pamela K. North, the specific ownership history of the building is unclear from the available historical record. What is known is that this property, lot 16 of block 6 was included in the original 1912 plat of Pinecliffe, entered by Guy C. Knox (Knox, 1912). Additionally, the original construction date of 1940 associates this building with the resort period in Pinecliffe, from 1912 to present, therefore, the cabin was likely constructed as a vacation property.

Statement of Significance:

3076 Highway 72 is similar to many of the nearby residences found in South Pine Cliff characterized by complex roof forms resulting from multiple additions, a rusticated décor, and a massing adapted to the steep hillside. The building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 3076 Highway 72 also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of this building has deteriorated over the years because of modifications made to the building outside the period of significance. This building has undergone significant changes to the original footprint that has affected the design, feeling, workmanship, and material. The addition of a second story massing, and the replacement of the original roof have dramatically altered the original design of the building and obscured the workmanship of its original form. Although there have been significant changes to the structure of the building, the surrounding area remains relatively unaltered and it still retains the location, setting and feel of a seasonal use cabin associated with the recreational development of Pinecliffe. Nevertheless, the alterations to this building have resulted in an overall poor historic integrity.

5GL1809

The Alston House

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 434 Pactolus Lake Rd., Lincoln Hills, CO 80471

Date of Construction (estimate): N/A

Date of Construction (actual): 1965

Architectural Style: Other Style:



Historical Background:

Constructed in 1965, 434 Pactolus Lake Road is associated with a rise in tourism in the Lincoln Hills subdivision and the surrounding area during the 1950s and 1960s. The increase in revenue and leisure time that occurred in the post World War II led to a second wave of tourist interest in the north Gilpin County area and many lots were sold for recreational and seasonal occupation. Similar to a tourist boom that occurred in the early twentieth century, many vacation cabins were constructed by citizens of Denver and now, from more far flung locations. Prior to the 1950s Lincoln Hills was nationally revered as the only tourist resort for African Americans built west of the Mississippi; however, following the passage of the Civil Rights Act in 1946 the location was opened to tourists of all ethnic extractions. The force that typified this later growth was the creation of the Winter Park Ski Area at the West Portal of the Moffat Tunnel in 1937. Following the creation of the ski resort, the Rio Grande railroad saw an opportunity and began operating the now famous Ski Train in 1938. The Ski Train used the Moffat Road to ferry skiers from Denver to the Winter Park, taking them past the sidings at nearby Pactolus. With the completion of the Farrell Ice Skating Rink in 1954 coupled with the meteoric rise of the Ski industry during the 1950s the rustic area along South Boulder Creek became a desirable day trip for many urbanites. For further detail regarding the development of Lincoln Hills please refer to the historical background section of the report.

Since its construction in 1965, the building has had numerous owners. The assessor records track the transfer of properties but do not list specific dates for these exchanges. C.B. Haney sold the property to George M. Davis. The property changed hands numerous times between 1980 and 1999, with no single ownership lasting longer than 5 years. In 1999 Jocelyn A. Brown purchased the property, and remains the current owner.

Statement of Significance:

Although in terms of style, design, and character 434 Pactolus Lake Road is distinct from other cabins in the area with its split level massing and shed style roof, however the building does not embody the split level type or a type that has made a significant contribution to the architectural history of the area. Therefore, the building does not possess sufficient architectural significance to be individually eligible to the National Register. Although this building is an important part of the community fabric, historical research did not reveal a direct association between this building and historical figures or events significant to our understanding of our collective past. As a result, 434 Pactolus Lake Road also does not possess sufficient historical significance to be individually eligible to the National Register.

Historical Physical Integrity:

The historic physical integrity of 434 Pactolus Lake Road has been affected over the years by modifications made to the building after its historical period. The current location of the building is consistent with its historic location. In addition the rural mountain setting remains relatively unaltered, and the building retains its association as a mountain residential property. However, while 434 Pactolus Lake Road retains a number of characteristics of the original design, the cabin has undergone several changes that have altered the intended appearance and architectural character of the building. Modifications to this building include the addition of a wrap around porch around the east, south and west elevations, and the addition of an interior brick masonry chimney. These changes have to a impacted the original design, feeling, workmanship, and materials of the building. In summary, because this building only meets three of the seven aspects of integrity, it has a fair level of integrity.

5GL47

Tolland Schoolhouse

Eligibility Recommendation: Field: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): N/A

Date of Construction (actual): 1906

Architectural Style: Schoolhouse:



Historical Background:

For the historical background of this building please refer to the original recording: Pearce, Sally, 1982, 5GL47: Tolland Schoolhouse, Colorado Cultural Resource Survey Inventory Record.

Statement of Significance:

In addition to the 1982 recommendation that this building be considered eligible for nomination to the NRHP under Criterion C, the 2007 survey recommends that this building also be eligible for under Criterion A. 5GL47 was the first schoolhouse to service the children not only in the township of Tolland, but also those of Baltimore and the intermediate more rural spaces. Therefore this building exemplifies the significant social change in these communities from mining camps to more permanent developments more accommodating to family life. The building is, however, not considered eligible under criterion B because historic research did not yield an association with this building and any individual significant to our past. This building is eligible under criterion C, as in its current appearance it is clear example of the early twentieth century rural schoolhouse as described in Public Education in Rural Colorado, From the Territorial Period to 1949, by Suzanne and Holly Wilson (1999). This building retains characteristics significant to this style such as, a simple, rectangular massing well illuminated by an excess of windows on the side elevations, a front gabled roof finished with an under scaled bell-tower, a very regular, balanced fenestration of standardized windows, a primary gable end entrance forming a balanced façade and an opposite rear entry with a vestibule for inclement weather.

Historical Physical Integrity:

This building has retained its ability to convey its significance as an early rural schoolhouse. The materials and architectural character defined in this style are exemplified in this building and have remained unaffected over time. Additionally, the building's location as a solitary built resource amongst a vast open area adjacent to a road and accessible by several communities is maintained, maintaining the setting and feeling of the original rural schoolhouse and its historical sense to the community. In summary, because this building meets all seven of the aspects of integrity this building retains excellent historic integrity.

5GL6

Winks Panorama/Winks Lodge

Eligibility Recommendation: Official: Eligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: 213 Winks Way, Lincoln Hills, CO
80471

Date of Construction (estimate):

Date of Construction (actual):

Architectural Style: :



Historical Background:

For the historical background of this property please refer to the original recording: Fly, Everett, Fly, LeBarbara. 1979 . NRHP Nomination, 5GL6 "Winks Panorama/Winks Lodge". The Great Plains Black History Museum and Architectural Consultants and Planners (Colorado Historical Society) Omaha Nebraska. 03/28/1980 Listed – National Register.

Statement of Significance:

This building is currently listed with the NRHP (listed National Register 3/28/1980: 80000901) and the Colorado State Register of Historic Properties (listed 1980: 5GL.6)

Historical Physical Integrity:

There were not any significant changes or alterations to this building that would adversely affect its current status of being included in the National Register of Historic Places. Winks Lodge retains the ability to convey its historical significance.

5GL696

Rollinsville Work Center

Eligibility Recommendation: Field: Ineligible

Property is Gilpin County Landmark Eligible: Yes No

Building Address: N/A

Date of Construction (estimate): 1993 - 2007

Date of Construction (actual):

Architectural Style: :



Historical Background:

Please refer to the original survey of this property for the historical background: 07/18/1993 by the National Park Service, Midwest Archaeological Center, Schneck, James & Hartley, Ralph, 1996, Site Summary for 5GL696, Administering the National Forests of Colorado: An Assessment of the Architectural and Cultural Significance of Historical Administrative Properties. Report Prepared for the U.S. Forest Service, Rocky Mountain Region Interagency Agreement No. 1102-0002-93-023, United States Department of the Interior, National Park Service, Midwest Archeological Center, Lincoln, Nebraska.

Statement of Significance:

The existing building is not eligible for nomination into the NRHP because it is not an historic resource. The historic resource once affiliated with this property has been demolished and removed.

Historical Physical Integrity:

The former Civilian Conservation Corps buildings indicated in the original 1993 survey is no longer present at the location, and has likely been demolished or relocated between 1993 and 2007.

