Project No. 2016-AS-003
Archaeological Assessment of Tunnel, Colorado
Dominquez Archaeological Research Group
Deliverable No. 5

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AN ARCHAEOLOGICAL ASSESSMENT OF TUNNEL SIDING AND STATION, 5ME21489 IN MESA COUNTY, COLORADO

BLM Reference No. 15816-02
OAHP Reference No. ME.LM.R934
SHF Project No. 2016-AS-003

DARG Project No. D2016-06
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Submitted to

COLORADO HISTORICAL SOCIETY
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
1200 Broadway
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Abstract

Dominquez Archaeological Research Group (DARG), by means of a grant from the Colorado State Historical Fund (2016-AS-003), conducted a site assessment of the Tunnel Siding and Station (5ME21489) and an associated historic dugout (5ME4349) located in De Beque Canyon for the Bureau of Land Management Grand Junction Field Office (BLM GJFO). Fieldwork was conducted from May 5 to July 20, 2016 under BLM Antiquities Permit No. C-67009. Carl Conner served as Principal Investigator and Nicole (Darnell) Inman served as Project Director.

The project recorded Tunnel Siding and Station, which was first mentioned as a part of the Roan Creek Toll Road, 5ME924. During the course of the investigations, it was found that historic dugout, 5ME4349, was located along a trail loop that is associated with the Tunnel Siding and Station. As a result, a reevaluation was made of this site and it was included as part of this report. Because no definitive proof could determine a clear association between the toll road and the extant structures located at Tunnel Siding and Station, a unique site number was assigned and it was included as part of the railroad siding.

Recommendations for the historic dugout site (5ME4349) include additional research that might take the form of metal detecting within and surrounding the feature to determine if any cultural remains are present that could provide a context of association. The site was field evaluated as need data before a determination of eligibility can be made under Criterion D. Protection and preservation are recommended. The Tunnel Siding and Station, 5ME21489, was in operation from sometime between 1890 and 1895 to around 1927. Additional research might include metal detecting within and surrounding the features to determine if any cultural remains are present that could provide a context of association. Continued archival research should be conducted to find reference to the construction details of the extant structures. The site is field evaluated as eligible for listing on the National Register of Historical Places (NRHP) under Criteria A, B and D. Protection and preservation are recommended.

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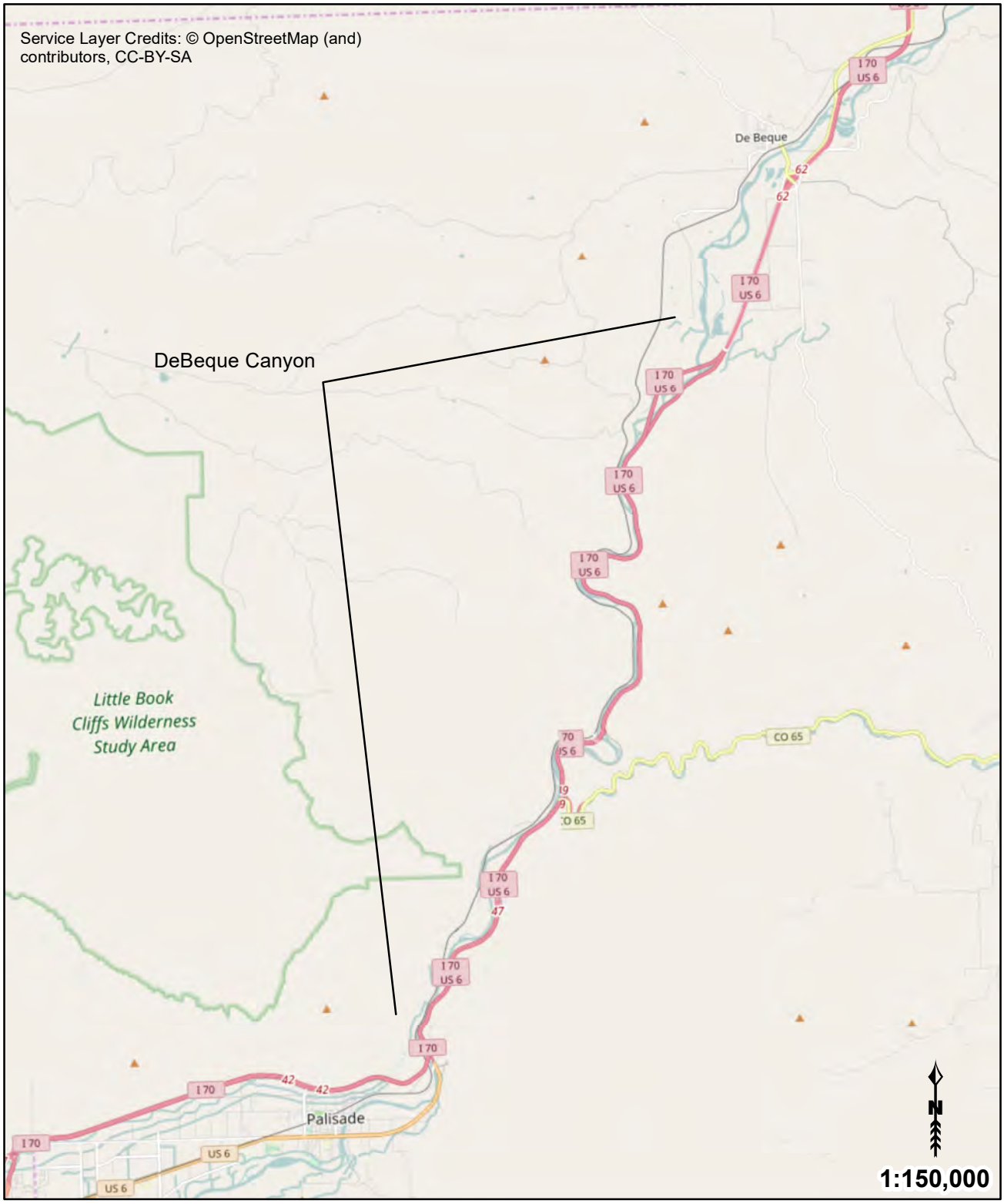

Figure 1. Project location map for the Archaeological Assessment of Tunnel Siding and Station, 5ME21489, in Mesa County, Colorado (OAHP No. ME.LM.R934, BLM CRIR No. 15816-02, DARG No. D2016-6).

INTRODUCTION

Dominquez Archaeological Research Group (DARG), by means of a grant from the Colorado State Historical Fund (16-AS-003), conducted a site assessment of the Tunnel Siding and Station (5ME21489) and an associated historic dugout (5ME4349) located in De Beque Canyon for the Bureau of Land Management Grand Junction Field Office (BLM GJFO). Fieldwork was conducted from May 5 to July 20, 2016 under BLM Antiquities Permit No. C-67009. Carl Conner served as Principal Investigator and Nicole (Darnell) Inman served as Project Director. Courtney Groff, Lucas Piontkowski, Inman and Conner carried out the field work. All work was performed under BLM Cultural Resource Use Permit C-67009. Funding was provided through a Colorado Historical Society, State Historical Fund Archaeological Assessment Grant (2016-AS-003).

The project was undertaken as part of DARG's ongoing research into the identification and protection of fragile, non-renewable evidences of human activity, occupation and endeavor as reflected in districts, sites, structures, artifacts, objects, ruins, works of art, architecture, and natural features that were of importance to human events. The site documentation and basic data retrieval for this project were performed according to guidelines set forth by the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 CFR 44734-37), and by the Office of Archaeology and Historic Preservation (OAHP) of the Colorado Historical Society.

LOCATION

The project area is located within De Beque Canyon in Mesa County, Colorado on the west side of the Colorado River. [redacted]

ENVIRONMENT

The project area is within the Piceance Creek Basin, one of the major geologic subdivisions of Colorado, and one of six major physiographic divisions of the Colorado Plateau Province (Hunt 1974: 429). The Piceance Creek Basin is an elongate structural downwarp of the Colorado Plateau province that apparently began its subsidence approximately 70 million years ago during the Laramide Orogeny. Sediments from surrounding highlands were deposited in the Basin, accumulating to a thickness of as much as 9000 feet by the lower Eocene epoch, when subsidence ceased. Regional uplift occurred in the Late Tertiary, and erosion of the area has continued since (Young and Young 1977:43-46).

During the Paleozoic Era, the Basin was located on a stable basaltic block and no major orogenic events occurred during that time (Adams and Kirr 1980: 3.4). The Paleozoic

formations are covered by two miles of Mesozoic and Tertiary formations that result in the north sloping Roan Cliffs. The Cretaceous formations rising from under the Tertiary formations form the Book Cliffs (Hunt 1974: 439). Structural deformation within the Basin consists of northwest trending faulting and folding. Sedimentary deposition rests upon schist and gneiss Precambrian rock and occurred from Late Precambrian time to the present. Those of shales, sandstones and conglomerates occurred during the Tertiary Age and are apparent in the canyons. Sedimentary rocks in the canyons are composed primarily of sandstone and shale from the Hunter Canyon Formation (Cretaceous). Erosion of these deposits has resulted in a rugged topography cut by deep canyon systems that drain into the Colorado River.

The project area lies south of the town of De Beque, Colorado, on the west slopes of De Beque Canyon. Geology is Hunter Canyon Formation and consists of massive brown-buff and gray sandstone and soft gray shale beds. The overlying unit is a chert pebble conglomerate or conglomeratic sandstone. Sandstone makes up about 60 percent of the formation, the remainder being gray shale with some thin sandstone layers. Carbonaceous shale layers constitute only about 1 percent. The sandstone beds are medium to coarse grained and in beds 10-40 feet thick but locally aggregating as much as 300 feet. The bedding is generally regular, but even thick beds may finger into shale abruptly. Crossbedding is common, and channeling fairly common. The basalt parts of many beds are characterized by accumulations of mud pellets and lumps ranging in longest dimension from 1/4 to 4 inches. Gray and greenish-gray shale and sandy shale are abundant. They contain thin calcareous sandy layers and some concretions. Fossils are rare (Fisher, Erdmann, and Reeside, Jr. 1960:20).

Soils are Torriorthents, warm-Rock outcrop complex. The unit is about 50 percent Torriorthents and 40 percent Rock outcrop. Included are areas of Badlands, which make up about 10 percent of the total unit. Torriorthents are generally very shallow to deep over hard or soft bedrock. These soils are well drained to somewhat excessively drained. They formed in residuum and colluvium derived from sandstone, shale, limestone, or siltstone. A common profile in the survey area has a surface layer of pale brown channery loam about 2 inches thick. The underlying material is very channery loam about 11 inches thick. Sandstone is at a depth of about 13 inches. In some areas the surface layer is stony or flaggy. Depth to shale or sandstone is 4 to 60 inches. The soils are calcareous throughout. Rock outcrop consists of barren escarpments, ridge caps, and rocky points of sandstone, shale, limestone, or siltstone. The escarpments commonly are 3 to 50 feet high and 25 to 2,500 feet long (Alstatt 2000:72-73).

Elevations range from 4800 to 5000 feet, which occur within the Upper Sonoran vegetation zone. Two vegetation communities are present within the project area: sagebrush/ grasslands and saltbrush shrublands habitat; and riparian habitat. The sagebrush/grassland community covers large portions of the project area and merges with greasewood and saltbush toward the river. Sagebrush can support a variety of grasses and herbaceous species, but here the community has been reduced to sagebrush, prickly pear cactus, and cheatgrass. Other

species present are galleta, Indian ricegrass, needleandthread, gilia, larkspur, and wild four o'clock.

The riparian habitat occurs as a well developed community along the Colorado River and in small, localized pockets in spring fed drainages. Cottonwood, box elder, tamarisk, willow, skunkbush, rabbitbrush, and greasewood are present, as well as reed grass, sedges, rushes, and cattail. Besides offering a plethora of floral resources, the riparian habitat attracts animals seeking food, water, and cover.

Ground visibility was 75-100% within the sagebrush/grassland and 20-50% in riparian areas. These communities support a variety of wildlife species although the present day land use of the project area (including energy development, grazing, ranching and farming) has pushed most large mammals into the surrounding mountains. There, mule deer, elk, coyote, and black bear are common, as are cottontail rabbits, beavers, and various rodents. Mountain lion, bobcat, fox, skunk, badger, and weasel are also likely inhabitants. Bird species observed in the area include the jay, raven, red-shafted flicker, long-eared owl, and various raptors.

These relatively low elevations are host to a cool semiarid climate where temperatures can drop to -10 degrees F during the winters and summer temperatures may reach 100 degrees F; there is a maximum of 140 frost free days and the annual precipitation is about 10 inches. The surrounding higher elevations are characterized as cooler and moister. Annually, the high mountain temperatures could average 5 degrees cooler and the precipitation as much as 14 inches greater that the surrounding low elevations (USDA SCS 1978:244).

CULTURAL HISTORY

Cultural resource investigations in the vicinity of the project area have yielded surface diagnostic artifacts and excavated cultural materials consistent with Paleoindian, Archaic, Formative, and Protohistoric occupations. The material culture for these time periods has been extensively documented in *Colorado Prehistory: A Context for the Northern Colorado River Basin* (Reed and Metcalf 1999) and in Class I Cultural Resource Inventory for Grand Junction Field Office of the Bureau of Land Management (Conner et al. 2011). Since this report is historic in nature, these cultural eras will be excluded from this discussion. The reader is encouraged to explore the referenced documents for more information. Historic overviews and records indicate occupation by various bands of the Ute Tribe and by EuroAmerican settlers, miners, railway workers, and ranchers. A history of this region is provided in *The Valley of Opportunity: A History of West-Central Colorado* (Mehls 1988), *Colorado History: A Context for Historical Archaeology* (Church et al. 2007) and in the aforementioned Class I (Conner et al. 2011). The following provides relevant historical background pertaining to the area considered by this project.

Settlement

It has been well documented that the Ute people occupied large areas of western Colorado until they were officially removed on 1 September 1881 as the result of the Treaty of 1880. The treaty stipulated that the White River bands were to go to the Uintah Reservation in northeastern Utah and the Uncompahgre band was to be given a small reservation in the vicinity of the confluence of the Colorado and Gunnison Rivers. Aware of the value of these agricultural lands; however, the commission charged with enforcing the terms of the treaty, under the direction of Otto Mears, manipulated the location process using a loophole in the treaty language, and the Uncompahgre bands were give lands in Utah near the Uintah Reservation. The Southern Ute bands remained on their small reservation in southwestern Colorado as a result of the Treaty of 1873. Unofficially, many Utes remained in hiding in their homeland and many others returned each year to hunt; however, with the dissolution of the treaties that previously set up reservation lands for the White River and Uncompahgre bands in western Colorado, most of the Western Slope was opened for EuroAmerican settlement.

Interest in the potential agricultural lands along the Uncompahgre, Gunnison, Colorado, Dolores, San Miguel, White, and La Plata River valleys of western Colorado had been growing for some time prior to the Utes' banishment. By the spring of 1881 the frontier towns closest to the Ute lands were "crowded with people, anxious to enter the Reservation and take possession of the most desirable locations" (Haskell 1886:2). Only days after the Utes had been expelled, settlers began rushing onto the old reservation lands. During the autumn months of 1881, settlement activity spread quickly - land claims were staked, townsites were chosen, and railroad routes were surveyed (Haskell 1886, Borland 1952, and Rait 1932). The first year of settlement activity was marked by a degree of uncertainty regarding the legality of land claims because former reservation lands were not officially declared public lands until August 1882. When finally announced, the 1882 declaration did not allow homestead entries but only preemptions, or cash entries, at the rate of $1.25 per acre for agricultural land and $5.00 per acre for mineral land (Borland 1952:75). By 1895, the majority of the former Ute lands had been claimed, mostly under Cash Entry patents.

The settlers raised their own food and availed themselves to the plentiful game in the area. Gardens, hay fields, and orchards were planted, and irrigation ditches were dug to divert creek water to cultivated fields. Large herds of cattle and sheep were accumulating, grazing the valley floor and the vast open ranges of the Roan Plateau, Grand Mesa, and Uncompahgre Plateau, and driven to the uplands via trails up the various gulches and canyons.

Several town sites were established in the Grand Valley shortly after the area was opened for settlement. In 1881, three parties of men led by O.D. Russell, J. Clayton Nichols, and William McGinley followed the Gunnison River north to the Colorado River (known then as the Grand) staking claims at the junction. At the same time, J.S. Gordon, William Green, and Mr. Forbush made their way east into the Grand Valley. Additionally, George A.

Crawford, R.D. Mobley, M. Rush Warner, Colonel Morris, and S.W. Harper also made their way north from the Gunnison area as soon as the Ute were removed. In the fall of 1881, Crawford filed paperwork to incorporate the town of Grand Junction. His town plan included parks, schools, churches, and government buildings. Half of the funding for his town plan came from selling stock to the Denver and Rio Grande Junction Railway (McCreanor 1986:1).

Palisade, Colorado was founded by farmers and orchardists, such as John P. Harlow, Colonel Christopher Columbus Bower, and William and S.E. Oldham. Harlow, ranching on Rapid Creek, first tested the soil capabilities of the upper valley in 1882 with garden vegetables. The town was founded in 1895 and incorporated in 1904 (ibid:8). It is best known for its fruit production, particularly peaches. The cliffs surrounding the area conserve heat and funnel air, creating temperatures that are 3-5 degrees warmer than the surrounding area. This microenvironment is ideal for fruit trees and other produce.

At the north end of De Beque Canyon is the town of De Beque. The town, incorporated in 1890, is located at the mouth of Roan Creek. Robert Eaton, L.T. Stewart, and George Gibson filed homesteads and water rights claims on Roan Creek in 1882. J.C. Crotty and John Larkin established claims in the Bluestone area on the south side of the Colorado River, which was later developed by Judge Joseph E. Ong. In 1884, Dr. Wallace A.E. de Beque and companions Fred Webster, John Bouldin, and Dick Smith, traveled over the Bookcliffs to the head of present-day De Beque Canyon. There Dr. de Beque staked a homestead and named it Ravensbeque. The doctor brought his wife, Marie Bonholzer, to his log cabin and in 1885 the area's first post office opened in his home (ibid:9).

The Denver and Rio Grande railroad from Gunnison to Grand Junction was completed in 1882. This left the residents north of Grand Junction isolated. Early attempts to construct a road along the Grand River were unsuccessful. Alternate routes were found. Settlers north of the river traveled from Roan Creek, along the back side of the Bookcliff Mountains to the head of Salt Wash near present-day Fruita (Figure 2) (MacKendrick 1987, Silbernagel 2015). Those on the south side accessed the Grand Valley using Rapid Creek.

Roan Creek Toll Road

Henry Rhone, a lawyer from Illinois, came to Grand Junction in 1882. In the spring of 1884, Mr. Rhone was appointed City Attorney. He resigned the position soon afterward to devote his time to the construction of the Roan Creek Toll Road. It was viewed as one of the greatest and most beneficial projects carried out in the county. Mr. Rhone is credited with seeing the project through, being backed up only by his persistent energy and shrewd business ability (Haskell 1886:56).

The Trust Deed reads as follows: The Roan Creek Toll Road, a wagon road, situate, lying and being in the said county and state which commences at a point on the County road

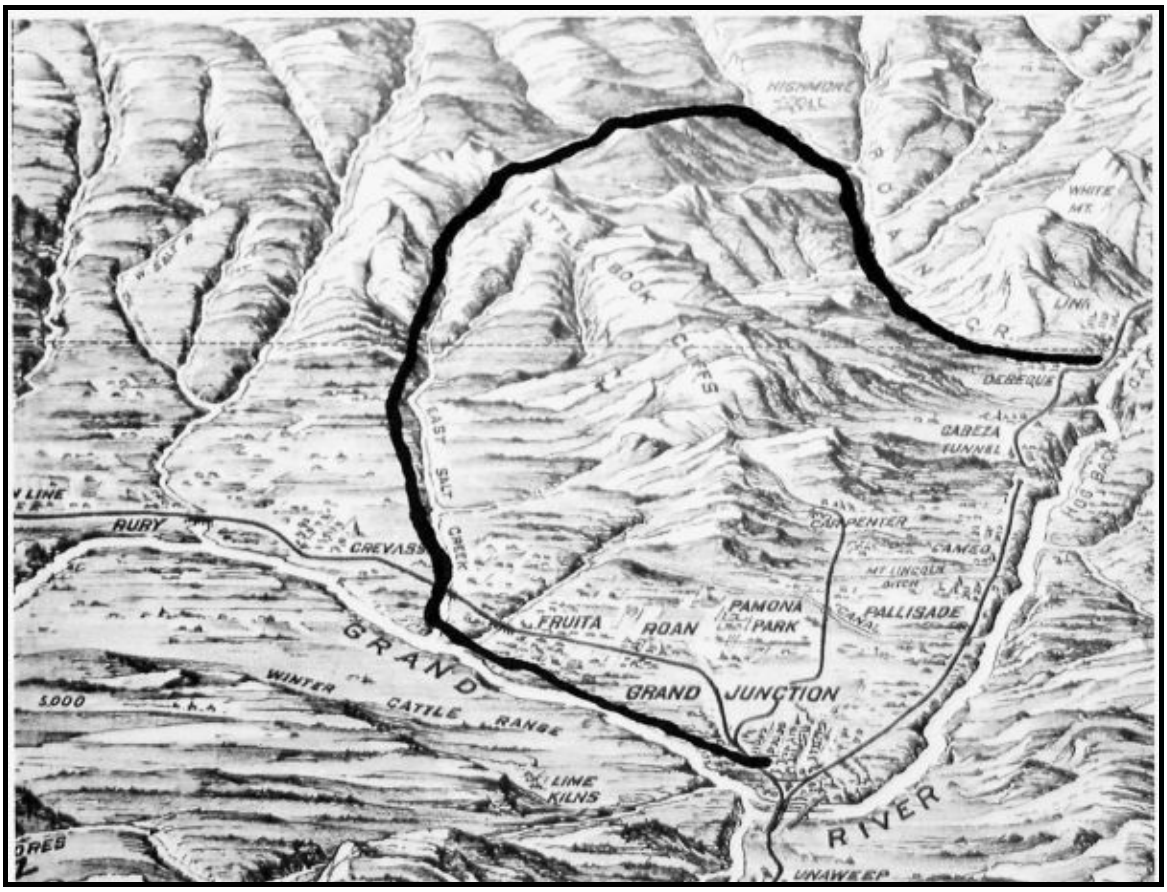

Figure 2 Approximated wagon route illustrated on an 1894 school map. This route was used before Roan Creek Toll Road was constructed (Silbernagel 2015; Pezolt 1894).

near the Grand River, about ten and one half miles east of the Town of Grand Junction, and runs thence in a northeasterly direction on the north side of the Grand river, through the "Hogback Canyon" along the north bank of the said Grand river to the Garfield County line; the said road as thus described being about thirty (30) miles in length. Another route traveled from De Beque, over the De Beque cutoff road to Plateau Canyon and the home of the J. Elvin Harris Ranch, where room and board could be found along with Susan Harris' famous chicken dinners, up the hill to the town of Mesa and then southwest over the Hogback, following Rapid Creek into Palisade (Mangnall 2015).

The Roan Creek Toll Road took about a year to build and cost between $12,000 and $18,000 to build (Mehls 1988:84). Attempts were made to sell shares of stock, but it did not sell well. The road was eventually financed with loans and a subscription drive that consisted of trading stock and script for cash and supplies. Workers were paid in script during early phases of construction, but a lawsuit put an end to that form of payment. Rhone continued to use script, trading one dollar of script for $0.80 in cash or goods, to acquire funds and supplies. Despite financial constraints, the road was completed in December, 1885 (MacKendrick 1987:8).

At the time, Colorado State law required that roads be at least 10 feet wide with vehicle passing turnouts, in sight of each other, every one-quarter mile. These turnouts had to be 16 feet wide and at least 50 feet long. The road grade could not exceed 15 percent. Toll road rates were as follows: a single team and wagon or stagecoach, $3.00; each saddle animal, $0.75; loose cattle, horses, and mules, $0.22½ each; and loose hogs and sheep, $0.75 each (MacKendrick 1987:8). The first road to traverse De Beque Canyon on the southeasterly bank of the Colorado was completed in 1932 (Talbott 1969).

U.S. Federal Census

The U.S. Federal Census records were reviewed for this project. No records remain from 1890. The 1900s census was searched, but it was not possible to discern any information relating directly to the toll stop by this point in time. The 1910 census was more informative. Listed in the following order are Thomas Leary, a coal miner; Sam Corisis, Gus Callis, Michael J. Sullivan, Guy Thompson, and Senovio Trujillo, railroad section laborers; Fred Mitchell and family; and Wallace Murray (and wife Annie), section agent for the railroad. Anecdotal evidence indicated that Fred Mitchell and his family resided in the vicinity of the Tunnel station, although it is unclear if he lived at the Tunnel station or slightly downstream where Cottonwood Creek drains to the river. He is listed, along with railroad employees in the Palisade precinct of the census. Following the Mitchell family and railroad employees is Henry Plumb. Plumb is known to have lived in the vicinity of Tunnel, likely to the east or south, which would indicate the census was moving in a southerly direction. Following Plumb are 81 ditch workers. The majority are laborers, but there was also a civil engineer, a blacksmith, a dish washer, two cooks, and two foremen. Of those, all but six were recent immigrants. Listed next are groups of farmers, merchants, machinists, drivers, and miners, which are attributed to the Cameo settlement.

General Land Office Records

Relevant General Land Office (GLO) survey maps were reviewed to identify any additional man made cultural features. A trail is present on the 1884 GLO map for Township 10 South, Range 97 West (Figure 3). This particular trail loops around Beavertail Mountain and above the location of Tunnel station. This trail then crosses to the east side of the river and continues northeast. An interview with Julia Harris conducted by David Sundal indicated that Plateau Canyon people who wanted to board the train would be driven to the riverbank opposite the station and would ford the river in a rowboat (Jordan 2009).

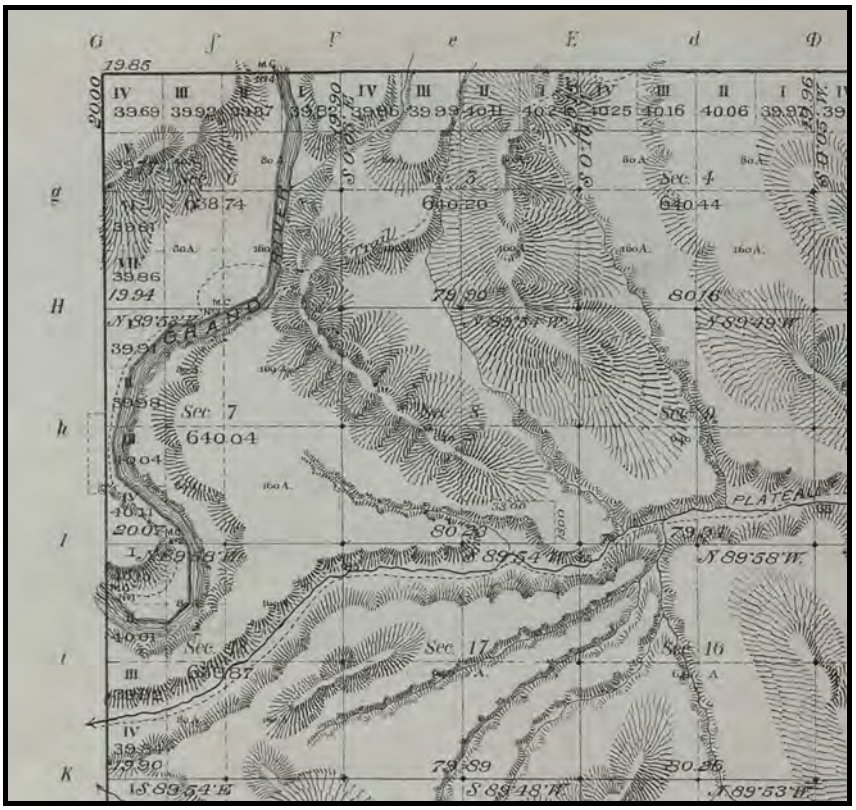

Figure 3. General Land Office map of Township 10 South, Range 97 West (ca. 1884).

PROJECT BACKGROUND

The Tunnel Siding and Station was first mentioned as a feature of a local toll road. The Roan Creek Toll Road (5ME924) was originally documented by Maria Baldi in 1976. Its eligibility was not assessed. The resource was documented again in 1979, but no field assessment was indicated in the site record. The site was originally described as follows:

> *The Roan Creek toll road began use in 1885. Two stage lines, Hynes & Waller line and Hammons & Kennedy line, began using it between Grand Junction and Glenwood Springs. The toll road company was organized in 1882 promoted by Henry R. Rhone, Grand Junction financier. The right of way was sold to the Denver and Rio Grande Railroad and use of the road ceased in 1890 when the standard gauge railroad connected with Grand Junction.*
>
> *About 4 miles south of De Beque was a toll road stop called Ravensbeque (1885). Dr. W.A.E. De Beque was a partner in the Roan Creek*

Toll Road Co. and Ravensbeque was his ranch settled in 1884. The only remains of this ranch is the tombstone of a sister-in-law on a hillside above the ranch.

The coming of the standard gauge railroad prompted De Beque and others to organize a town at the mouth of Roan Creek. Dr. De Beque moved his toll stop, medical office and post office. The original structures were log buildings. In 1900, a frame home was built. This is still standing with modern remodelings (Baldi 1976).

In 1979, the road was reevaluated by the Colorado Department of Highways as part of Interstate 70 construction work. At that time, the chimney structure at Tunnel Siding and Station was associated with the toll road. This appears to have been the beginning of a long standing belief that the chimney and foundation were associated with the toll road:

Today, parts of the 30-mile route are still visible. In most places, however, the railroad followed the toll road route, widening the existing roadbed. The toll road route is therefore marked by the path of the railroad. The Toll House, a sandstone structure now in ruins, is located on a hill east of Beavertail Mountain. It was situated so that those who used the toll road would wind up the hill to a gate where toll could easily be collected. Pieces of broken dishes and bottles fill the trash dump to the northwest of the sandstone foundation. The foundation and a chimney, complete with mantle, remind present passersby that this toll road was a vital part of the first constructed roadway in this region. The toll keepers home was well built, reflecting the pride and determination that was part of Henry R. Rhone's "idle dream" (Gambrill and Casey 1979).

STATEMENT OF OBJECTIVES

The focus of this grant is the research and documentation of the Tunnel Siding and Station. The field recording portion of the grant was to address the need to record the site in greater depth and to assess potential threats to the site. Additionally, a search of historical records such as land title documents, road company records, railroad company records, oral histories, and gray literature was to be made for information relating to the toll road. Finally, a complete site report was to be prepared.

METHODS

An intensive site recording of the Tunnel Siding and Station located on public lands was conducted. Data collection entailed the mapping of observed artifacts, artifact concentrations, features, and structures using a BLM certified Trimble Geo XT. Trimble data

were downloaded and applied to the 7.5 minute, 1:24,000-scale quadrangle map as well as detailed site maps. Photographs were taken at each site and include overviews and views of specific artifacts and features. Descriptions of cultural manifestations, soils and vegetation were also taken. Field notes and digital photos are on file at DARG. Photographs have been included with the site forms submitted to the Office of Archaeology and Historic Preservation as well as the local Bureau of Land Management Grand Junction Field Office.

Two sites were recorded as part of this project: the Tunnel Siding and Station, 5ME21489, and a dugout, 5ME4349. Because the dugout is located within the site boundary of the railway siding, it was decided that it should be included with this project, as it may be associated with the railway siding settlement.

SITE DESCRIPTIONS

Site **5ME4349**, a historic dugout, is located on a slope above the Colorado River. Elevation is 4880 feet. The soils are rocky and eroded, formed from residuum and colluvium derived from sandstone, shale, limestone, or siltstone. Vegetation is sparse, consisting of grasses like Indian ricegrass, wheatgrass, and cheatgrass. Shadscale, cactus, sagebrush, rabbitbrush, serviceberry, squaw bush, and occasional juniper trees are also present.

It was originally recorded in 1982 by J. Kvamme with the BLM. It was described as follows: "Vernacular dug-out construction. One hut is in fair to good condition. To the south is a pile of rocks, a pit, and another pile of rocks. The depression is either 1. The remains of a dismantled dug out or 2. The preparation excavation for the construction of another dug out, or 3. A borrow pit for the roof construction of the first hut. The timbers are probably ax cut. Two roof beams fell in on the north side. The structure is circular and cut into the earth. The walls are smoothed earth. The wall tops were leveled with large rocks (approximately 20cm) to form a level surface for the roof beams." Dimensions are 3.3m N-S by 3.2m E-W. The height of the doorway is 1.1m and it is 0.5m wide. The roofing consists of visible timbers that run east-west with a second row of timbers that run north-south on top of the lower timbers. Both rows are covered with packed earth.

In 2011, K. Croll with ERO Resources Corporation. stated that they looked for but did not locate the site, and documented that the OAHP shapefile was incorrect. The current project relocated the site at the originally documented position. The features are as previously described with little to no change. In addition to the previously recorded features, a possible privy feature was discovered north of the dugout. It consists of a rock filled depression and measures approximately 1m in diameter. Another depression is cut into the hillslope southeast of the features. It measures 3m E-S by 2.5m N-S. Four cans were found among some large boulders at the far east side of the site. One of these is a hole-in-cap can, while the remaining are solder-seal.

It is not known who occupied the site, nor is it known if it is associated with the toll road or railroad. No artifacts were encountered that could clarify our understanding. According to U.S. Census reports from 1910, based on the location and proximity of the site to the Tunnel station, the dugout may have been constructed or used by Thomas Leary, if it was occupied at that time. He is listed as a head of household, single, and 51 years of age. He was from England and was working as a coal miner. The census record states that he rented, which makes the connection between Leary and the dugout less likely. No title records were available.

The site retains the following aspects of integrity: Location (it is in the same location as when it was constructed), Design (elements are present that create the form, plan, space, structure, and style of the property), Materials (the choice and combination of materials indicate the availability of particular types of materials and technologies), and Workmanship (evidence is present of the artisans' labor and skill in constructing the feature). Setting and Feeling are lacking based on the presence of Interstate 70. The site also lacks clear association, which is the direct link between the historic property and important events in history.

Evaluation and Management Recommendation

The site was field evaluated as need data in 1982. The dugout is not associated with any person or event significant in history. The style is vernacular, and does not demonstrate significance with regard to the feature's type, period, or method of construction. There is potential for subsurface depth of cultural fill within and surrounding the structure (Criterion D). Based on this potential, the site is again field evaluated as need data. Additional research might include metal detecting within and surrounding the feature to determine if any cultural remains are present that could provide a context of association. Protection and preservation are recommended.

Site **5ME21489**, Tunnel Siding and Station, an historic railway siding and railway stop, is located on a slope above the Colorado River. Elevation is 4880 feet. The soils are rocky and eroded, formed from residuum and colluvium derived from sandstone, shale, limestone, or siltstone. Vegetation is sparse, consisting of grasses like Indian ricegrass, wheatgrass, and cheatgrass. Shadscale, cactus, sagebrush, rabbitbrush, serviceberry, squaw bush, and occasional juniper trees are also present.

This site was first mentioned by Maria Baldi in 1976 during the original site documentation. It was described as a feature of the Roan Creek Toll Road:

> *Today, parts of the 30-mile route are still visible. In most places, however, the railroad followed the toll road route, widening the existing roadbed. The toll road route is therefore marked by the path of the railroad. The Toll House, a sandstone structure now in ruins, is located on a hill east of*

Beavertail Mountain. It was situated so that those who used the toll road would wind up the hill to a gate where the toll could be easily collected. Pieces of broken dishes and bottles fill the trash dump to the northwest of the sandstone foundation. The foundation chimney, complete with mantle, remind present passersby that the toll road was a vital part of the first constructed roadway in this region. The toll keepers home was well built, reflecting the pride and determination that was part of Henry R. Rhone's "idle dream."

The site consists of a railroad siding and a domestic occupation area. A wagon road winds up to the occupation area, with intact retaining walls. Cut and fill techniques are also evident. Nearer to the present day railroad is an area that has been flattened and contains possible foundations, coal clinker dumps, a farm implement, the remains of a cast iron stove, and a possible privy. Abandoned sections of rail bed are present, as are remnants of the original toll road.

Foundations and other building elements were searched for, in the open space between the river and the railroad tracks, as well as between the railroad tracks and the hill slope to the west. Near the river, very little is present in the way of cultural remains. A cable shown on the 1955 7.5 minute quadrangle map of Cameo, Colorado still remains at that approximate location. Its purpose is unclear, but it may have been used to aid ferries crossing the river. Growing near the river is a large patch of wild asparagus and an unknown type of fruit tree. That was the extent of the cultural remains east of the railway tracks.

Modern railroad tracks are present. Paralleling the track on the west side is the abandoned segment of the railroad siding. West of the siding are occasional remnants of the toll road. Between the railroad tracks and the hill slope leading up to the fireplace and building foundations, is a large area that has likely been intentionally leveled. There is more in the way of cultural remains here. Coal clinker piles, depressions, an agricultural implement, and cast iron stove parts were located here (Figure 4). No definitive foundations were identified, although investigators identified one depression that may have been a privy. According to an oral history account given by Julia Harris, it is likely that any building foundations associated with the railroad were washed away during several floods caused by local landslide events that occurred on the east bank of the Colorado River.

Leading up to the fireplace and building foundations is a wagon road with several rock retaining walls that evidence cut and fill techniques. This is a trail loop that travels beyond the foundations, and continues to the northeast, over to the dugout site (5ME4349), and back down to the toll road (5ME924.8) to the point of beginning.

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The extant occupation area consists of a structure foundation that once housed the fireplace (F1), a second, smaller building off the northeast corner of the main structure foundation (F2), a cold storage pit (F3), a rock filled depression that may have been a privy location (F4), a smaller foundation of unknown purpose (F5), and a pile of rock aggregate surrounding a large boulder that may have provided the raw materials for the construction of the structural elements (F6).

The main structure (F1) measures 30ft long by 18ft wide. The footprint of the fireplace measures 5ft square. The chimney, constructed of local sandstone, is still intact, and the fireplace is complete with concrete hearth and mantel (Plate 1). The foundation footprint is obvious and consists of one to two courses of local sandstone rocks that form the outline of the building. It appears that someone has turned rocks over, especially where they were laid two courses high. The building was likely constructed of milled lumber, but no evidence remains.

Plate 1. Fireplace at Feature 1.

The walled room (F2) measures 12ft by 9ft. It is 70in tall at the highest point. It is constructed from local sandstone rocks with mortar chinking. One window sill is present, formed from concrete. Two milled lumber boards were incorporated into the construction of the wall near the window. An area that has been dug out of the hillslope may have served as cold storage for these buildings (F3). It measures 10ft in diameter. A possible privy was identified (F4). It is composed of a rock filled depression measuring 8.5ft in diameter. Rocks were piled around the depression and may have served as a foundation for the structure. Another foundation was identified northwest of the privy (F5). It is characterized by an alignment of sandstone rocks that form a rectangle measuring 15ft by 12ft.

Archival research was conducted for this property. No indication could be found that this location was used as a toll stop. While it is possible this building was utilized as a toll stop for those residents coming from Plateau Creek, no references could be found to substantiate this bit of local folklore. It was not shown on a railroad valuation track map, which indicates it was either not occupied when the map was created or was not property of the railroad. The following information presents archival research of the railroad history, social history, and geologic occurrences that have affected Tunnel Siding and Station.

Railroad History

By the late 1880s, it became clear that a railroad would be constructed through the canyon. The Denver & Rio Grande and Colorado Midland railroads struck a deal in late 1889. Both railways were trying to reach Grand Junction and the Rio Grande Western's standard gauge connection to Salt Lake. Rather than building two parallel routes, the decision was made to build one, jointly. The Rio Grande Junction Railway was constructed along the toll road right-of-way between New Castle and Grand Junction, Colorado. Construction was complete by November, 1890. Grand Junction became the regional headquarters for the D&RGW Railroad lines that extended east, south, and west into central Utah. The line's machine shops were completed in 1883 and additional facilities were completed by the late 1880s including a large roundhouse used for locomotive repair, additional repair facilities, switchyards, a station, and a water tank (Beebe and Clegg 1962). Although the last Colorado Midland train ran in 1919 (Figure 5), the Rio Grande Junction was not merged into the D&RG until 1947.

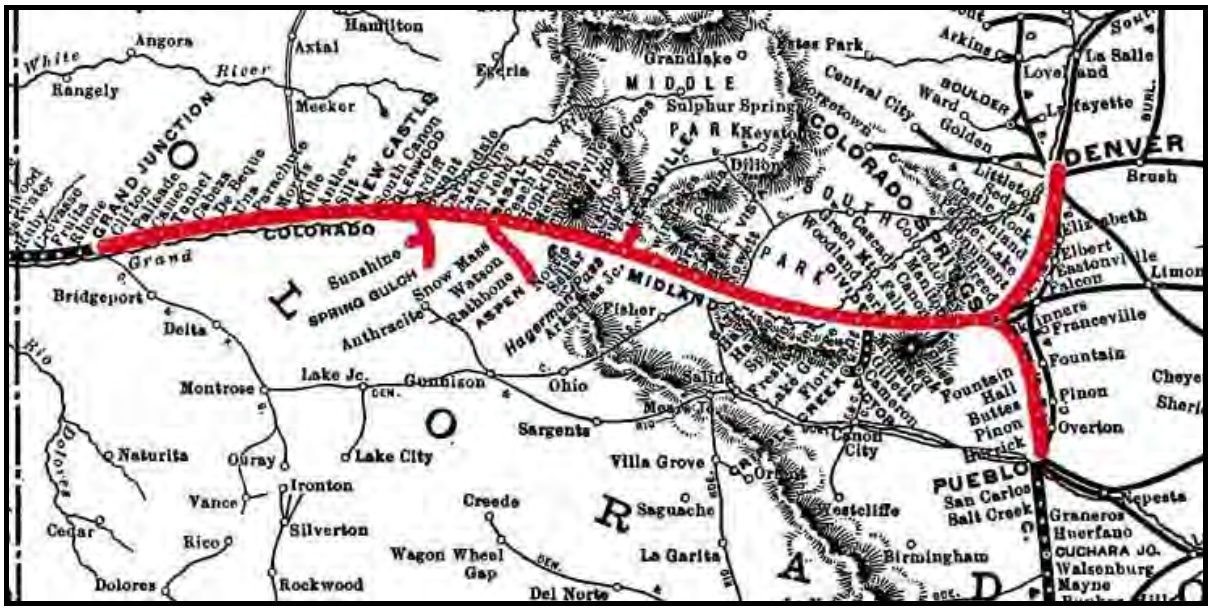

Figure 5. Colorado Midland Railway map, ca. 1900. Midland Railway shown in red.

The Beavertail tunnel was constructed sometime after 1890 but before 1895. A cultural resources report from this area discusses records on file at the Colorado Railroad Museum in Golden that date from March, 1901, "This siding at Mile Post 3785, was a spur off the main line that could accommodate 61 cars. There was a section house, bunkhouse, car house, ice house, chicken house, and a coal house at this siding" (Engles and Casey 1979). The report goes on to mention other features of the railroad, including a telegraph station at Signal. It is believed that Signal was located near the east portal of the present day Beavertail Tunnel (now located on private property). Train orders were passed along to stations up and down the line. Railroad workers were needed in 1914 to lift the rail bed to compensate for the rise in the river water level when the Bureau of Reclamation constructed the roller dam south of the tunnel. It is believed that Greeks were used for much of the construction along this portion of railroad. Rio Grande Junction Railway Right-of-Way Track maps (ca. 1919) show the Depot with a mail crane and six structures, three larger buildings on the east side of the railroad and three small buildings on the west side (Figure 6). Revisions to the map from 1927 show structures (a tool house, ice house, telephone booth, and car-body bungalow) confined to the west side of the railway (Figure 7).

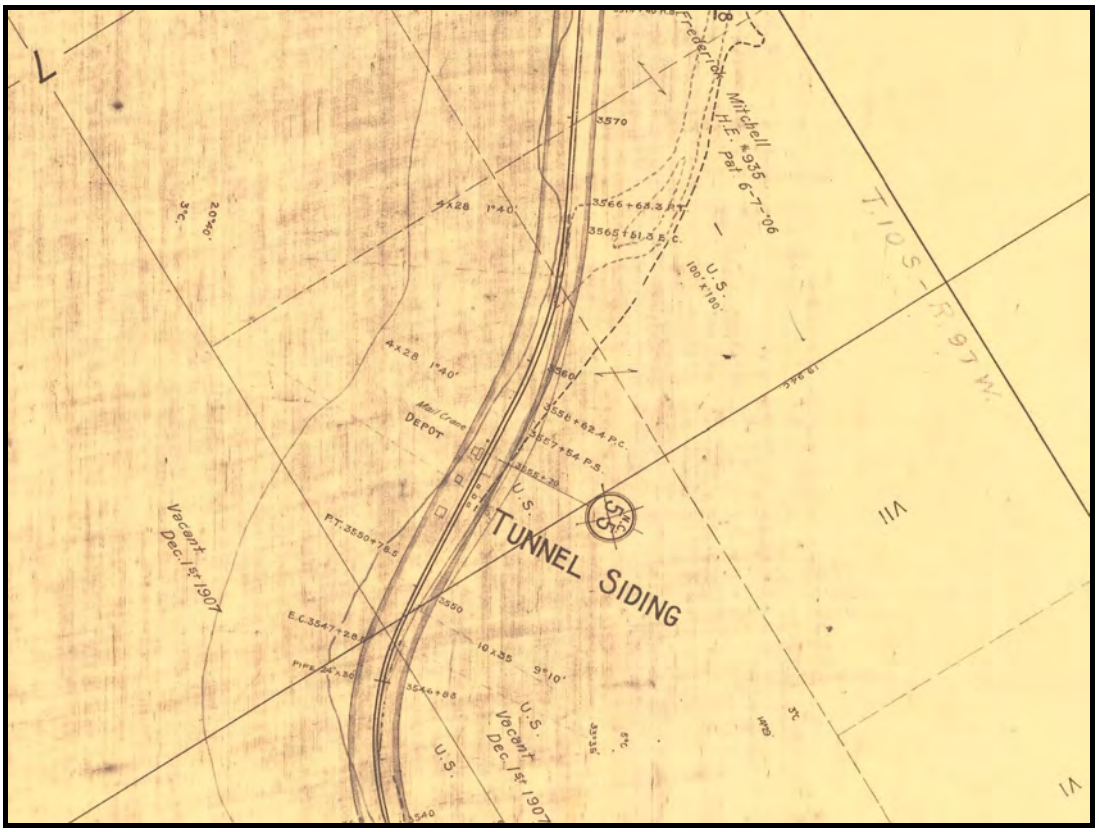

Figure 6. Rio Grande Junction Railway Right-of-Way Track Map, ca. 1919.

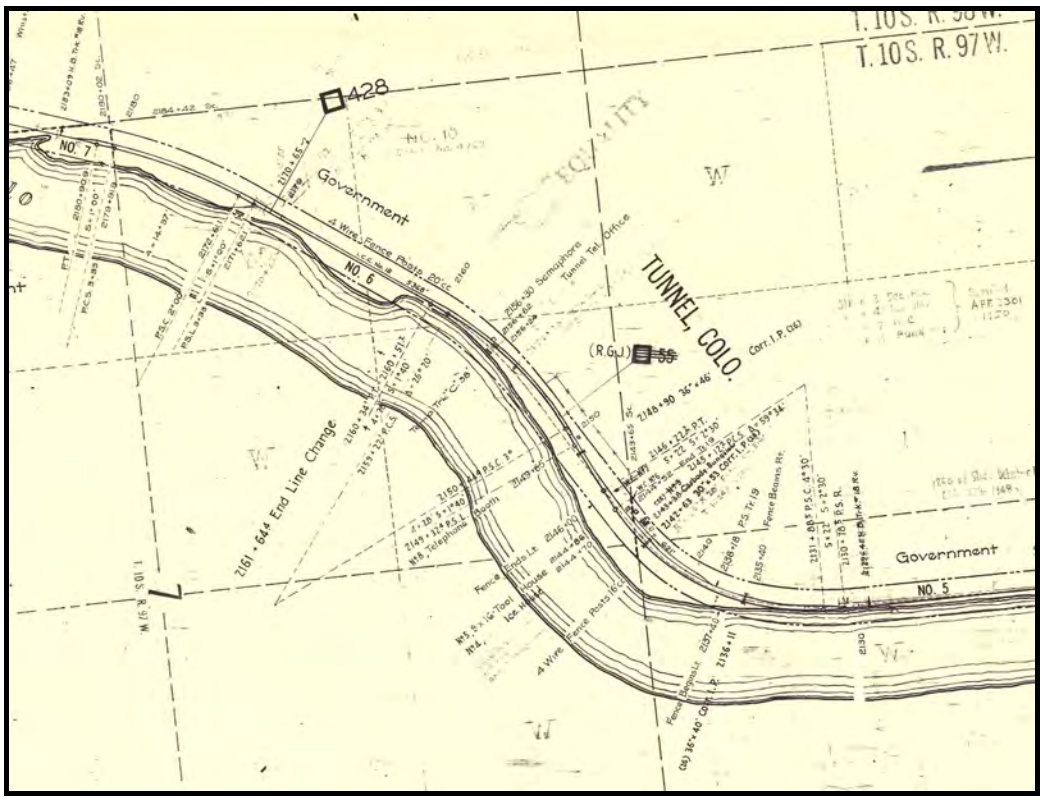

Figure 7. Denver and Rio Grande Railroad Right-of-Way Track Map, ca. 1927.

The following photographs were obtained from the Denver Public Library Digital Collections. It shows the fireplace house, along with at least two additional structures along the siding. Below, the series begins with the original photograph, an overview of the area (Plate 2). Following are close-up images of the residence with the fireplace (Plate 3) and a close-up of the railroad structures (Plate 4).

Plate 2. Overview of Tunnel Siding and Station from Denver Public Library Digital Collections: "E. @ tunnel Colo siding," date unknown but prior to 1935 (Denver Public Library, Western History Collection [Call number GB-6485]).

Plate 3. Close-up view of fireplace structure above Tunnel Siding and Station (Denver Public Library Western History Collection [Call number GB-6485]).

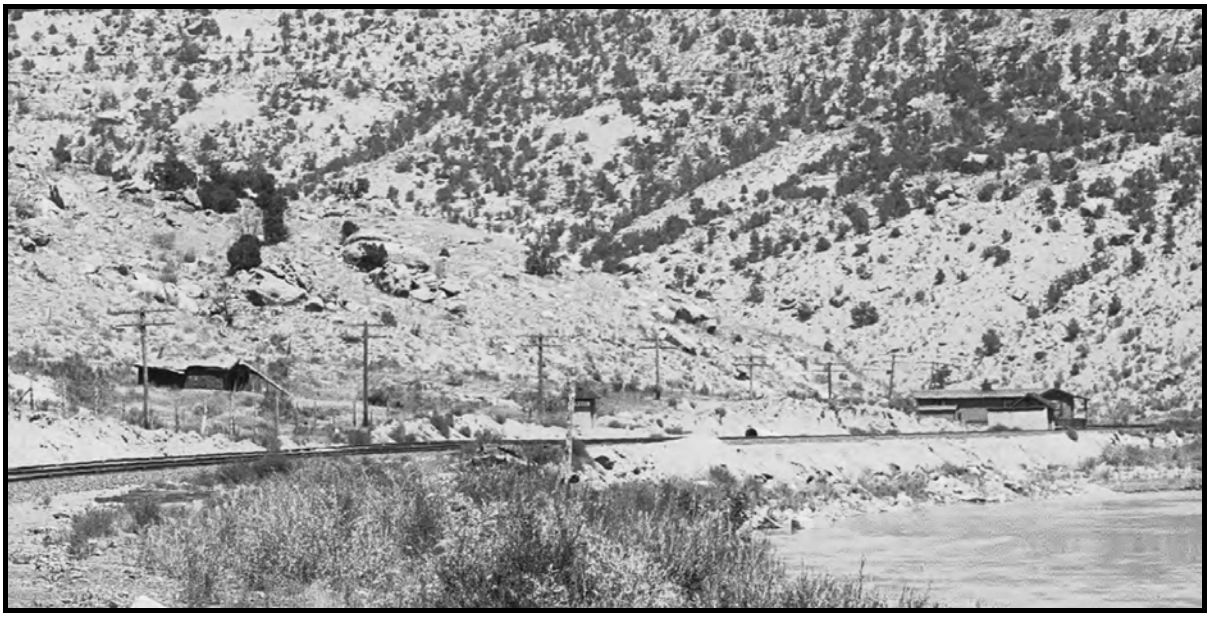

Plate 4. Close-up view of structures associated with Tunnel Siding and Station (Denver Public Library, Western History Collection [Call number GB-6485]).

Social History

A number of individuals were identified who lived either in the structures or at the railway siding. At the railway siding, one of the structures was utilized as a post office. According to US Post Office Department Records, George P. Rudd was appointed postmaster at Tunnel, Colorado on October 10, 1902 through December 31, 1903. The following is paraphrased from the US Post Office Department records (27 August 1902):

> It will be situated in the SW quarter of Section 6, Township 10 South Range 97 West, in the County of Mesa, State of Colorado. It will be on or near the route from Denver, Colorado to Odgen, Utah, on which the mail is now carried daily. The name of the nearest office to the proposed one, on one side is De Beque, Colorado, its distance is eleven miles in a east direction from the proposed office. The name of the nearest office on the other side, is Palisade, Colorado, its distance is twelve miles in a west direction from the proposed office.... The proposed office will be 100 feet from said river, on the north side of it and will be about 2 ½ miles from the nearest creek on the east side of it. The name of the nearest railroad is Rio Grande Junction Ry (Colorado Midland and D&RG). The office will be located on the south side of the track; 15ft from the track; at Tunnel Station. The population to be supplied by the post office is about 70 at present.

Rudd was recorded in the US Federal Census for 1900, during which time he was a resident of Fruita, Colorado with his wife Mary and children, William, Agnes, George and Mable. He was 37 years old at the time of the census. His occupation at the time was listed as "telegraph operator."

Fred Mitchell and family may have lived in these structures. The Mitchell family (Fred, 52; wife Georgianna, 40; children Gertrude, 18; Fredrick, 17; Henry, 14; William, 12; Ralph, 9; Sophia, 6; and Mary, 4) was identified in the US Federal Census for 1910. At his time of death, Fred Mitchell resided in Grand Junction. His obituary indicated he was born in Devonshire, England in 1857 and became a naturalized citizen in 1875. He had resided in or near Grand Junction since 1907. "According to note from the Julia Harris archives at the Lloyd Files Research Library at the Museum of Western Colorado, the home on the hill belonged to a Mr. Mitchell, a newspaper man from Denver" (Mangnall 2015). A building, identified as his home, is pictured with Charles Jackson, ca. 1907 (Plate 5). Jackson had a homestead in Plateau Creek, near the Harris Homestead, located on Plateau Creek.

Several individuals recorded their names as rock art elements on the north side of Beavertail Mountain (private property). These include Jo. Grenzer; A. S. Holmes 3/12/86; Jas. Gaddis and Ed Huffer 1914. These panels have apparently never been recorded and were beyond the scope of work for this project. Census records from 1910 for Grand Junction document an Eddie Huffer, who was born in Kansas in 1895. No historic records could be found for the remaining individuals.

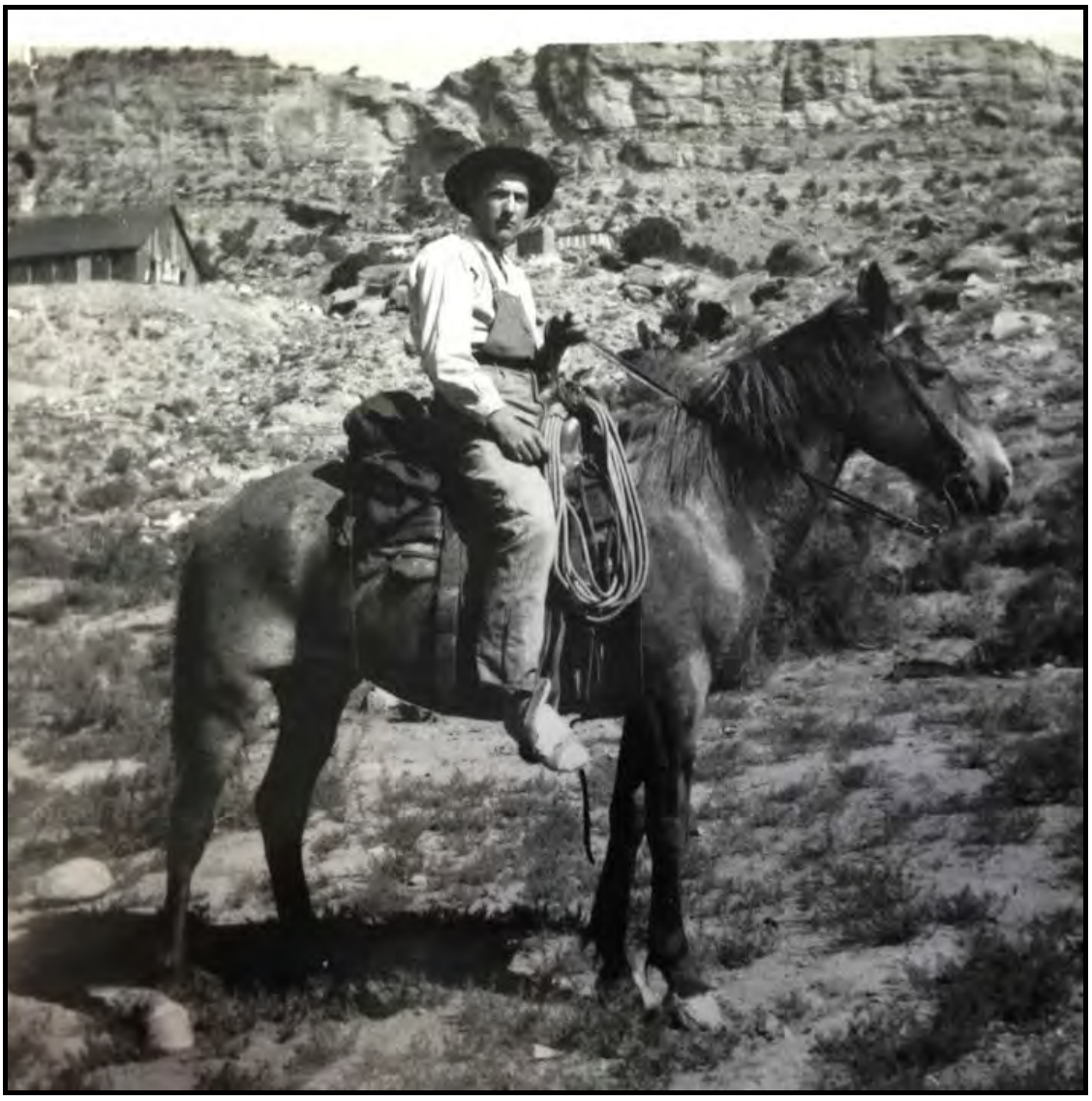

Plate 5. "Home of Mr. Mitchell" (F1) in the background. Other buildings (possibly the privy, F4, and another outbuilding, F5) are visible just to the right of the figure's head. "Charles Jackson on horseback. In the background you can see the home of Mr. Mitchell. Taken in 1907, the house is still standing around the stone fireplace" (Mangnall 2015).

The Harris family, local residents from the Plateau Creek area, lived and worked at the railway siding (Plate 6). According to an interview with Julia Harris by local historian, David Sundal, Plateau Canyon people who wanted to board the train would be driven to the riverbank opposite the station and would ford the river in a rowboat. No indication of the trail from Plateau Creek remains, due to massive landslides on the east side of the river that have occurred several times over a period of at least 120 years. These slides have caused flooding that has obscured any sign of the siding (Plate 7).

Plate 6. "Susan Harris, grandmother of Julia Harris, is seen with a group of section men at the Tunnel Station, ca. 1907" (Mangnall 2015). This photograph appears to be facing the northwest.

The Daily Sentinel and Palisade Tribune reported several deaths in the vicinity of Tunnel. The following describes a murder caused by a quarrel:

> *Andrew W. Stetson Shoots and Kills David Gillespie, A Track-Walker. The Former Landed in Jail and Latter Lies at the Morgue - Self Defense is Claimed for the Killing. At about 8 o'clock this morning a telegram was received at the union depot saying that a murder had been committed at the section house on the line of the Rio Grande Junction railway, which is situated just a short*

Plate 7. "Unknown section men clown around outside Tunnel section house in 1907" (Mangnall 2015). Note the formed blocks used in the foundation. None were found on the site.

> *distance beyond the tunnel, about seventeen miles from this city....At the jail Sheriff Reeder searched him to see if he had upon his person any concealed weapons, but none were found. He was asked his name and he gave it as Andrew W. Stetson and that he was a Swede....[T]he man gave the following version of the killing. He said that they were both track walkers, walking in opposite direction on the line of the road. He had been having some difficulty with Gillespie for some time past, the dead man at various times threatening to kill him or do him bodily injury. Last night they had some words and the quarrel was continued this morning. At about a quarter past seven o'clock words were passed between them and he started out of the door. Gillespie followed him and threatened to kill him. He thought he was about to shoot him and pulling his revolver he fired. He at once started for this city to give himself up to the officers of the law. The deceased is an old timer in this section and is well known to a great many people. He was not of a quarrelsome disposition and had many friends* (Daily Sentinel, May 22, 1897).

Another murder at Tunnel was reported; however, this one had the appearance of friends who had gotten into a quarrel:

> *Peter Andreusi, the Italian section hand who was shot by his partner, Baldo Pandarino last Sunday afternoon, died at St. Matthews' hospital in Grand Junction on Monday night. After the shooting the murderer disappeared and no clue was found whereby he might be located. Andreusi made an ante-mortem statement declaring he was as much to blame as the other Italian and asked that the man who did the shooting be allowed to escape. The sheriff is still trying to locate him. The men were both section hands employed on the railroad and lived in the bunk house near the east end of the tunnel, several miles above Cameo. They had been working there for some time and were "baching" it together, buyng their groceries jointly. The men had been quarreling for two or three days about their accounts. Andreusi maintaining that the other had been unfair in the charges. The men had been drinking on Sunday and Andreusi persisted in his demands that Pandarino make good some imagined differences in money matters. The latter is said to have been the more reasonable of the two, and tried to argue with his partner. Andreusi finally struck Pandarino a violent blow and drew back to strike him again when Pandarino drew a revolver and shot twice. The first shot went wild but the other passed clean through his body and he fell to the floor, while Pandarino disappeared and has not been seen since* (Palisade Tribune, April 2, 1910).

Worker safety was also an issue for track walkers and section hands:

> *An Italian section hand named John Aleno was drowned in the river near the tunnel Saturday. He stepped from the track down a steep embankment to avoid a D. & R. G. train and when he placed his foot upon a loose boulder he rolled with it into the river. It is supposed he was stunned. The accident occurred in full sight of the passengers on the train. The body was recovered and taken to Grand Junction, where he lived. He was 27 years old and leaves a wife and children* (Palisade Tribune, August 7, 1909:3).

Landslide Events

A number of landslides have occurred on the east bank of the Colorado River in the vicinity of Tunnel Siding. A photograph published in a newspaper article about a landslide which occurred in 1958 shows that the slope instability was present prior to 1916 (Plate 8).

Plate 8. Image of Tunnel Siding and Station published in The Daily Sentinel, March 12, 1958 (Grand Junction, Colorado). Credit is attributed to the Julia Harris collection and shows the slide area. Date of the photograph is prior to 1916.

The Colorado Geological Survey states: "Three significant reactivations or ground movements have occurred during the past century. The precise date of the first major movement is unknown but occurred in the late 1890's or early 1900s." A photograph showing the toe slope of the slide was likely taken prior to 1911 (Plate 9). Additional slope instability was documented in 1917. According to the Haswell Herald (Kiowa County, Colorado), "Undermined by the Grand river running thirteen feet above normal state, a large section of the mountain at Tunnel station on the Denver & Rio Grande seven miles east of Palisade, slipped into the river (June 28, 1917). The Herald Democrat (Leadville, Colorado) stated:

> *The Grand river was forced to change its course near Palisade early today when a quantity of earth and rock from a mountain which the stream had undermined fell into it, damming it up and forcing it thru a tunnel. The river flowed thru the tunnel washing out several railroad building. So far as learned there was no loss of life. The river has been at flood stage for several days, reaching a 13-foot stage Monday, the highest it ever has been. Palisade, near*

Plate 9. Photo taken of De Beque Canyon landslide. Note toe of landslide is extending into the Colorado River. Railroad and former toll road are visible on the opposite bank. Photo is from the Julia Harris Collection.

which place the river's channel was blocked, is about twenty miles from here. The Denver and Rio Grande on which the tunnel is, is blocked by the action of the stream. It is not known yet whether the change of course will be permanent (June 28, 1917).

Another landslide occurred in June, 1924.

According to a Master's thesis written for the Colorado State University Geology Department in 1969 by Lyle W. Talbott of Palisade, entitled De Beque Canyon Slide, a massive cliff failure occurred at this location in June 1924. The Colorado River's channel had been located against

the east cliff of the canyon previous to this failure. As the debris accumulated at the foot of the cliff, the river was dammed. This event occurred during the peak spring runoff period.

A Rio Grande Railroad siding known as Tunnel, established in 1904, was located on the opposite (west) side of the river from the slide, consisting of a section house, bunkhouse, depot, mail crane and three smaller buildings. As the diverted river cut a new channel around the slide material all of the facilities at Tunnel, 1,000 feet of track, and a 12-acre peach orchard owned by Mr. Fredrick Mitchell were washed away. Water flowed through the railroad tunnel a short distance downstream" (Moston 1998).

The first road located on the east side of the river through De Beque Canyon was completed in 1932 (Talbott 1969). This early road crossed the toe of the 1924 landslide without cutting deeply into it; therefore, no instability resulted from this work. Additional rock slides occurred in 1958 and 1998.

The site retains several aspects of historical integrity: Location (the site is located where originally constructed); Design (form, plan, space, structure and style are evident); Wokmanship (physical evidence of craftsmen's labor is evidenced through the presence of the fireplace structure); and Association (there is clear association of the site to the early days of railroad history in the area). Setting has been impacted by the presence of the interstate system, which is within the viewshed of the site. Materials and Feeling have been impacted by the lack of structures that were present during the time of significance. Additional research could provide association with the toll road, but at this time, association with this period of significance is missing (1885-1890).

Evaluation and Management Recommendation

The site is associated with events that have made a significant contribution to the broad pattern of history (Criterion A). If definitive evidence can be provided that it was a toll stop, it would also be eligible under Criterion B for its association with Henry Rhone, a historically significant person. The site does not embody the distinctive characteristics of type, period, or method of construction (Criterion C). The site may yield or may be likely to yield information important in history (Criterion D). Accordingly, the site is field evaluated as eligible for listing on the NRHP. Protection and preservation are recommended. Additional research might include metal detecting within and surrounding the features to determine if any cultural remains are present that could provide a context of association. Continuing archival research should be conducted to find reference to the construction details of the extant structures.

DISCUSSION

The aforementioned site description provides details regarding the area and period of significance of the Tunnel Siding and Station. As the first railroad connecting Glenwood Springs to Grand Junction, it provided a more direct route for transportation and shipping between Salt Lake City and Denver. As a feature of the railroad, it has contributed to events which have made a contribution to the broad pattern of history. Presented above in the site description is a functional history of the siding, a social history of what we know of the people who lived and worked there and a brief history of how geologic forces have impacted the site.

MANAGEMENT RECOMMENDATIONS

Recommendations for the historic dugout site, 5ME4349, include additional research that might take the form of metal detecting within and surrounding the feature to determine if any cultural remains are present that could provide a context of association. The site was field evaluated as needs data before a determination of eligibility can be made under Criterion D. Protection and preservation are recommended. The Tunnel Siding and Station, 5ME21489, was in operation from sometime between 1890 and 1895 to around 1927. Additional research might include metal detecting within and surrounding the features to determine if any cultural remains are present that could provide a context of association. Continued archival research should be conducted to find reference to the construction details of the extant structures. The site is field evaluated as eligible for listing on the NRHP under Criteria A, B and D. Protection and preservation are recommended.

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Appendix A:
Site Location Maps
OAHP Site Forms