AN ARCHAEOLOGICAL ASSESSMENT OF TENMILE CANYON - D&RG RAILROAD WORK CAMP (5ST.23) AND ASSOCIATED SITES IN SUMMIT COUNTY, COLORADO

SHF Project No. 2022-AS-008

15 April 2024

Prepared by

Nicole Inman, Project Director
Carl E. Conner, Principal Investigator

✣ **DOMINQUEZ ARCHAEOLOGICAL RESEARCH GROUP** ✣
P.O. Box 3543
Grand Junction, Colorado 81502
BLM Antiquities Permit No. C-67009

Submitted to

HISTORY COLORADO
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
1200 Broadway
Denver, Colorado 80203

Abstract

Dominquez Archaeological Research Group (DARG), by means of a grant from the Colorado State Historical Fund (22-AS-008), conducted a site assessment of a stone masonry feature in a Denver & Rio Grande Railroad work camp (5ST.23), located in Tenmile Canyon. Fieldwork was conducted for the USDA Forest Service and the Colorado Department of Transportation on June 21, 2022, July 28, 2022, August 2022, and May 20, 2023, under USDA Forest Service Permit No. CAN780HR. Nicole Inman served as Project Director and Field Supervisor and Carl Conner served as Principal Investigator.

The site was originally documented in 1974 by John D. Gooding with Colorado Department of Highways as part of the *Archaeological Surveys in Ten Mile Canyon - I70, Colorado Department of Highways Project Number I-70-2-24 Highway Salvage Report No. 1* (OAHP No. ST.CH.R11). At that time, it was documented as site 5ST.23. The site was further investigated in 1975 by William G. Buckles with the University of Southern Colorado for the Colorado Department of Highways as an extension of the same work under a report titled, *Preliminary Report Concerning Archaeological Investigations for Interstate Project No. I 70-2(24), Wheeler Junction to Frisco, Colorado in Ten Mile Canyon* (OAHP No. ST.CH.R11). The site was documented again in 1976 by William G. Buckles with the University of Southern Colorado as part of *Investigations of Historic Communities in Tenmile Canyon* (OAHP No. ST.CH.R13).

In 2000, Christian Zier with Centennial Archaeology, Inc. conducted an archaeological investigation titled *A Cultural Resource Survey of Interstates 25, 70, 225, and 270, US Highways 34 and 160, and State Highways 13 and 470 for the Proposed Adesta Communications Fiber Optic System, Colorado* (OAHP No. MC.CH.R96) which indicated that all of the previously reported features had been destroyed by the construction of Interstate 70. During a discussion with Greg Wolff, archaeologist for Colorado Department of Transportation, it came to light that features may still be present.

The project relocated and reevaluated the masonry structure at site 5ST.23. In the process, to meet the objectives of the grant, the area in the vicinity of the structure was searched for additional features. One previously undocumented site was discovered, the Denver & Rio Grande Railroad grade, 5ST.1206.5. Additional features were discovered in the area and an exhaustive attempt was made to correlate them with previous site/feature numbers; however, due to less sophisticated recording technology in the 1970s, no definitive match could be made to the previous sites. Because these features were in close proximity to the stone oven feature, and likely represent the same, extensive camp, they have all be incorporated under site 5ST.23. Both sites are field evaluated as eligible under Criteria A for listing on the National Register of Historic Places. Protection and preservation are recommended, as is continued investigation of the Lower Tenmile area.

TABLE OF CONTENTS

LIST OF FIGURES and PLATES

Page Redacted

Page Redacted

INTRODUCTION

Dominquez Archaeological Research Group (DARG), by means of a grant from the Colorado State Historical Fund (22-AS-008), conducted a site assessment of a stone masonry feature in a Tenmile Canyon D & RG Railroad work camp (5ST.23), located in Tenmile Canyon for the USDA Forest Service and the Colorado Department of Transportation. Fieldwork was conducted on June 21, 2022, July 28, 2022, August 2022, and May 20, 2023, under USDA Forest Service Permit No. CAN780HR. Nicole Inman served as Project Director and Field Supervisor and Carl Conner served as Principal Investigator.

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 History Colorado.

LOCATION

ENVIRONMENT

According to Colorado Encyclopedia, Summit County:

> The county is named for the many tall peaks within its borders, which encompass large sections of the Front, Tenmile, and Gore Ranges of the Rocky Mountains. At 14,271 feet, Quandary Peak is the highest point in the county and the thirteenth-highest mountain in Colorado. The Blue River begins at the confluence of Monte Cristo and Bemrose Creeks in southern Summit County, near the Quandary Peak trailhead. The river is dammed twice before it leaves Summit County and meets the Colorado in Grand County, first at Dillon Reservoir, created in 1963 to divert more water to the Platte River basin, and then farther downstream at Green Mountain Reservoir, which was finished in 1942 as the first part of the Colorado-Big Thompson Project. The White River National Forest covers nearly the entire county (Encyclopedia Staff 2015).

The mountains in this area were formed mainly by crustal uplifts during the late Cretaceous and early Tertiary periods. Many of the highest mountain ranges were reshaped by glaciation during the Pleistocene. Alluvial fans at the base of the mountains are recharge zones for local basin and valley fill aquifers. They are also important sources of sand and gravel (Mayne-Kinney 2024).

South of Tenmile Creek the Park-Gore Range trend continues as the Tenmile Range. This thirteen mile-long and six mile-wide group is an asymmetric anticline with a gentle east flank and a steep, faulted west flank. Paleozoic sediments cover most of the Range, but granite is exposed at Quandary Peak (14,252-feet) near the south end and highest in the Range. Minerals can be found primarily on the east side of the Range in the Breckenridge district where base metal deposits (copper, lead, zinc, silver, and gold) have been explored (Young and Young 1984:73). Sedimentary formations appear on the east flank of the Tenmile Range, where they lie unconformably with the Precambrian rocks and with one another. Included among these formations are the Sawatch Quartzite of Cambrian age, the lower part (Pennsylvanian) of the Minturn Formation, the Maroon Formation of Pennsylvanian and Permian age, the Morrison Formation of Jurassic age, and the Dakota Sandstone of Cretaceous age (Bergendahl 1963:D1).

Soils in the vicinity of the site are Haplocryolls-Cryaquolls complex and rock outcrop-Leighcan, till substratum-Hechtman families complex. Haplocryolls are found within stream terraces on mountain valleys. Cryaquolls are located within flood plains on mountain valleys. Both are formed from alluvium derived from igneous and sedimentary rock. Leighcan family, till substratum are found in troughs and are formed from glacial till derived from igneous and sedimentary rock. Hechtman family are also located in troughs and are formed from a parent material of till over residuum weathered from igneous and metamorphic rock (Web Soil Survey 2024).

The elevation averages 9600-feet, which occurs within the margins of Montane and Subalpine zones. Vegetation at this elevation is primarily subalpine fir and Engleman spruce trees and stands of aspen trees found along the south-facing slopes. Ground cover is mountain juniper, holly, and kinnikinnick. North facing slopes are more sparse, with mosses, woody shrubs, and forbs. Ground visibility is 5-10% due to ground cover and duff. Mountain fauna includes elk, mountain goat, bighorn sheep, deer, bear, weasel, fox, raccoon, squirrel, chipmunk, bobcat, porcupine, bat, skunk, mountain lion, marmot, hare, pica, and others. Avian species include rosy finch and junco, raptors, ravens, and grouse.

PALEOENVIRONMENT

Paleo-environmental data for the area has been increased significantly with the 2010 discovery and subsequent excavations at the high-elevation Pleistocene fossil deposit at

Ziegler Reservoir near Snowmass Village. The Snowmastadon site is one of the few localities in North America from the Sangamonian Stage (75,000 to 125,000 BP) and the only one found at high elevation. The site preserves multiple alpine ecosystems stacked on top of each other within sediments of ancient alpine lake. Among the vertebrate fauna, the site represents the highest known elevations of several species. Additionally, the site holds the records for the most mastodons preserved in a single location, including the largest mastodon ever found. The fossil flora offers unprecedented insights into plant biogeography of the Rocky Mountains during the last interglacial period (Johnson and Miller 2012).

Based on an analysis of the area's late Quaternary stratigraphy, the geologic history of the last 18,000 calendar years in the region follows something like the following scenario (Conner et al. 2011). [Dates (*) are calibrated.]

Late Pleistocene dissection scoured channels during the Late Glacial and deposited thick sequences of large, e.g., boulder-sized, gravel in most drainages. About 13,400 BC* the glaciers are retreating and capacity and competence decreases; the time between then and about 11,000 BC* is identified by Haynes (1991) as the Clovis drought. In areas dominated by aeolian processes, deflation occurs.

The Younger Dryas, from around 10,600 to 9000 BC*, the last gasp of the glacial period, took place around Folsom times. During the period, drainages are rejuvenated, surfaces stabilize, soil formation accelerates, and the late Pleistocene-early Holocene loess is slowly accumulated.

Between 9500 and 5500 BC*, the long drought hits (interrupted once around 7000 BC*, coincident with Pryor Stemmed occupations). Aeolian sand seas form in Colorado, Wyoming and Nebraska, and drainages throughout the mountain west are choked with sediment and become braided; these are Kaycee equivalent deposits. The Pleistocene extinctions were completed early in this interval and Paleoindian big game hunters were subsequently replaced by Archaic hunter-gatherers. While extinction of most of the Pleistocene megafauna took place in Clovis times, mammoth (e.g., Agenbroad 1978), camel and horse persisted in some areas to around 9000 BC* (e.g., Miller and James 1986).

Cooling temperatures between 5500 and about 3100 BC* sustained the middle Holocene incision. Capacity and competence increased, but not to the levels achieved during the Late Glacial. Consequently, when incision exposed Late Glacial gravel, stream power was insufficient to erode the gravel and most drainages initiated a cycle of channel widening. Away from drainages, the middle Holocene loess accumulated. Pithouses were in wide use in the Rocky Mountains, Wyoming Basin, and Colorado Plateau in the interval, suggesting more sedentary populations; Yarmony Site in Eagle County and site 5ME.16789 near Battlement Mesa are local examples. McKean Complex is well represented in western Colorado during the latter part of the interval and the period of transition to warmer climates that followed. After about 3100 BC*, warming temperatures led to erosion of the loess by 2500 to 1850 BC* and the deposition of the middle Holocene alluvium.

Droughts in the late Holocene are best dated by periods of erosion, i.e., lacunas, identified by unconformities in loess deposits. Erosion in loess took place between 1850 and 950 BC*, 275 BC* and 165 AD*, and 1050 and 1350 AD*, and again in the last 150 years or so. The first interval coincides with the Middle to Late Archaic transition and the third interval coincides with the Medieval Warming Period in Europe. In the alluvial system, deposition of the middle alluvium ended after the first arid interval, by 650 BC*. The first of Lightning equivalent alluvium is deposited during the second arid interval, at some time after 650 BC*. As the suggested dates imply, the two deposits are nearly continuous and appear this way in sediment choked drainages, but on other ephemeral and small perennial streams, the deposits are more easily separated.

CULTURAL CONTEXT

Cultural resources investigations in the region have yielded surface diagnostic artifacts and excavated cultural materials consistent with the regional cultural history. Evidence provided by chronometric diagnostic artifacts and radiocarbon analyses indicate regional occupation during the Paleoindian, Archaic, Formative, and Protohistoric Eras. Historic records indicate occupation or use of the region by EuroAmerican trappers, settlers, miners, and ranchers as well. Overviews of the prehistory and history of the region are provided in the Colorado Council of Professional Archaeologists' publications entitled *Colorado Prehistory: A Context for the Northern Colorado River Basin* (Reed and Metcalf 1999) and *Colorado Mountains Prehistoric Context* (Guthrie et al. 1984). Overviews of the history of the region are provided in the Colorado Historical Society's publications entitled *Colorado Mountains Historic Context* (Mehls 1984). Additional data can be found in the historical context published by the Colorado Council of Professional Archaeologists entitled *Colorado History: A Context for Historical Archaeology* (Church et al. 2007). The following provides a brief discussion of each of the major prehistoric and historic cultural/temporal eras.

PREHISTORIC OVERVIEW

Cultural resource investigations in the region have yielded surface diagnostic artifacts and excavated cultural materials consistent with the regional cultural history. In general, local and regional archaeological studies suggest there was nearly continuous human occupation of northwest Colorado for the past 13,000 years. Evidence provided by chronometric diagnostic artifacts and radiocarbon analyses indicate regional occupation during the following Eras: Paleoindian (big-game hunting peoples, ca. 13,000 - 6500 BC), Archaic (hunter/ gatherer groups, ca. 6500 BC - AD 300), Formative (horticulturalists/ foragers, ca. AD 300 - AD 1250), Pre-horse hunter/gatherers (Early Numic, ca. AD 1250 - AD 1550), and Historic (the early historic horse-riding nomads and historic tribes, Late Numic, ca. AD 1550 - AD 1920).

Paleoindian Era

The oldest evidence of human occupation in the region is provided by both surface finds of diagnostic artifacts of the Paleoindian Era and radiocarbon dates ranging from ca. 10250 to 6000 BC (Schroedl 1991:7). Surface finds of Clovis, Folsom, Hell Gap/Agate Basin and Cody complex points indicate that the entire Era is represented in the region (Pitblado 1993). The Vail Pass site and the Warren Lakes Lithic Scatter are some of the rare examples of Paleo-Indian occupation within the White River National Forest (Hunt 2020:5). The Mountaineer Site in Gunnison County documented Folsom period habitations at 8600 feet elevation (Stiger 2006). This period is characterized by the hunting of now-extinct megafauna.

Archaic Era

This study recognizes that there are two different temporal classifications relied on for assignment of diagnostics and explanations of cultural/environmental changes for this Era: Early, Middle, and Late as presented by Pierson (1980), and Reed and Metcalf's (1999:6) division of the Archaic Era into four periods as follows:

Pioneer period:	6400-4500 BC
Settlement period	4500-2500 BC
Transitional period	2500-1000 BC
Terminal period	1000-400 BC

The appearance of the Archaic Era reflects a shift in the availability of food resources caused by climatic changes at the end of the Pleistocene epoch. This shift is apparently responsible for a transition from a hunting/mobile subsistence pattern to a hunting-gathering/ semi-sedentary one, based upon the more current species of flora and fauna. In Colorado's central mountains, the disappearance of the Cody Complex (Middle PaleoIndian Period) is followed by a distinct Archaic Lifeway that may have developed in situ, as small-scale immigration from adjacent areas, or as long-distance immigration (Black 1986:201). Black refers to this as the [Archaic] Mountain Tradition. Diagnostic artifacts from the earliest Archaic Era sites to those dating near the middle of that Era (dating roughly between 6500 to 3500 BC) include Pinto Series points, Gatecliff Split-stem points, and Mount Albion Complex points. From that time until about 1000 BC, a variety of large side- and corner-notched points, and the lanceolate-style McKean Complex and Humbolt Concave types (many of these exhibits grinding along the stem) are often found on local sites. The most recent period of the Archaic Era dates from about 1000 BC to possibly about 400 BC and could extend as late as AD 200 in west central Colorado. Deeply corner-notched points like the Pelican Lake type from the Northern Plains are characteristic of this period, as are San Rafael Stemmed points, and the large contracting stem points that are collectively called Gatecliff Contracting Stem types.

Site 5PT.1271, also known as the Sopris Archaic Archaeological Preserve, is a large prehistoric site south of the town of Basalt with a high density of flaked stone artifacts, including arrow and spear points, scrapers, knives, flake tools, and a drill. Ground stone was also present. The projectile points compared to Elko corner and side-notched varieties (Elkins 2011).

Formative Era

The Formative Era from 400 BC - AD 1300 (Reed and Metcalf 1999:6; Reed and Gebauer 2004:83) is represented by the Fremont, Anasazi/Ancestral Puebloan, Gateway, and Aspen Traditions. The latter two are best characterized as Formative groups that exhibit traits from both the Fremont and Anasazi Cultures. During this era the bow and arrow becomes the dominant hunting technology, and projectile points are smaller and more finely made. Projectile points used with the atlatl become less frequently found.

Late Prehistoric and Historic Native American Periods

The apparent end of the Formative Era (although the Fremont Tradition may have extended until ca. AD 1500) in the region is roughly coincident with the drought of AD 1275-1300 and the ensuing influx of people from the Southwest into the Great Basin and Colorado Plateau. The end of the Formative Era heralded the end of horticulture-based subsistence and the revival of hunter-gather practices. The newcomers, now assumed to be the Utes, were--and are--part of a larger group of Numic speakers (Shoshonean) of the Uto-Aztecan language phylum (Smith 1974:10). Linguists are certain that the Numic speakers were in southwestern Colorado by AD 1300. Their appearance in the Fremont territory ca. AD 1200 is based on finds of Shoshone pottery (slightly different from Uncompahgre Brown Ware) mixed with the upper strata of Fremont artifacts in many cave sites in Utah (Jennings 1978:235). Unfortunately, evidence of their early cultural material is scant, which precludes a precise description of their lifeway.

Given the present state of the archaeological database, the Late Prehistoric record is best divided into pre- and post-contact phases or periods. Reed and Metcalf (1999:148-151) propose that this time be named the Protohistoric Era and divided into the Canalla and Antero phases. Canalla phase begins at about AD 1100 when Uncompahgre Brown Ware appears along with arrow points of the Desert Side-notched and Cottonwood Triangular types, and Shoshonean knives. Wickiups and other brush structures were often utilized. Toward the end of the Canalla Phase, European trade goods appear in limited quantities. The Antero phase dates from about AD 1650 to 1881 and represents the shift to a fully equestrian lifestyle and the addition of Euro-American trade goods such as glass beads, metal cone tinklers, gun cartridges, tin cans, and horse bits. Desert Side-notched and Cottonwood Triangular projectile points continue in use but were increasingly replaced by metal projectile points and firearms. Uncompahgre Brown Ware continued to be manufactured.

Ute occupied sites have been identified throughout the Roaring Fork Valley; Ute Springs, near present day Glory Hole Park near the Gondola at Ute and Original Streets was mentioned as a possible campsite by the Aspen Historical Society. COMPASS database only identifies two resources in Pitkin County attributed to Ute culture, an isolated find, and a ceremonial site, 5PT.1277, located in a remote location atop Daly Pass.

HISTORIC OVERVIEW

Historic records also indicate a permanent Euro-American presence in the region began as early as the late 1880's. Notably, the prehistoric sites in the river corridor have been impacted by the 130-year occupation and use of the area by EuroAmericans. Many of the newly and previously recorded resources in the general area indicate it was intensively occupied during the Protohistoric Era. Unfortunately, at many of the sites where wickiups were present, post-cutting and wood collection by the historic EuroAmerican settlers and ranchers over the past 125 years has nearly wiped-out evidence of their presence. Also, surface collection of diagnostic artifacts has impacted the sites and affected the assignment of cultural/temporal associations.

The Utes were the dominant indigenous population in western Colorado from the beginning of the region's earliest recorded history; and they are the "only indigenous people to reside within the state from prehistory into their Late Contact phase" (Baker et al. 2007:31). Certain historical accounts and rock art evidence, however, suggest that other Numic-speaking aboriginal groups - Eastern Shoshones from Wyoming and Comanches from the southeastern plains - periodically visited the northwestern region of the state for hunting, trading, and raiding (Chavez and Warner 1976; Baker et al. 2007:46-49; Hämäläinen 2008; Cole 1990; Keyser 1977; Keyser and Klassen 2001). The Utes persisted as the dominant indigenous inhabitants of the western slope until late in the nineteenth century when their ultimate removal to reservations in eastern Utah and southern Colorado cleared the way for American settlers.

Tenmile Canyon

Historical Development of the Tenmile Canyon Area, after William Buckles:

> Summit County was explored initially by miners in the late summer of 1859 who found placer gold near present day Breckenridge (Henderson 1926:9). In 1860 exploration further to the west was carried out and Tenmile Creek was explored. Hollister (1867:336-7) describes an exploring party of July, 1860 of one hundred miners who left the Breckenridge area, ascended Tenmile Creek ten miles, crossed over Vail Pass probably, traveled west to the Colorado River and then south to the San Juan mountains. The name Tenmile is believed to have been bestowed upon the drainage by these explorers who are identified by

Jack Foster as the Sopris Party. The mouth of the stream is approximately ten miles below Breckenridge. Fossett (1879:494) says the name is derived from the presumed Ten Mile length of the stream but notes that he estimates it to be seventeen miles long. There are versions of the name as Tenmile or Ten Mile and as a creek or a river (Rogers n.d.). The Sopris party spent no time in Tenmile Canyon apparently but other miners in 1860 discovered McNulty Gulch, near the present day mines of the Climax Molybdenum Co., and "—-realized modest fortunes—" (Hall 1890:332), Hollister (1867:327) says that wagon access into the upper Tenmile drainage area in 1861 was from the Arkansas River Drainage and across what is present day Fremont Pass (Plate 1).

Plate 1. USGS Photo of Tenmile Canyon showing 5ST.1, 5ST.2, 5ST.5, railroads, and other roads and features, ca. 9/28/1938. Courtesy Pueblo City-County Library District, William Buckles Papers [MSS017_B2_F18_004].

Mining History

The following mining history is taken from South Summit County Phase I report (Hunt 2020):

Mining Boom 1859-1860s

There followed the first mining boom of placer mining the valley floors of Gold Run, Blue River and every other gulch with gravel, with the formation of primitive mining camps at Breckenridge, Parkville, and others. This short-lived placer mining boom tapered off by 1862. Exploration and development continued and spread to neighboring rocks in search of lode mines. The Town of Montezuma on Peru Creek grew up in 1868 (Gilleland 1980:64). Placer mining also continued at a steady pace, so that by 1870 Summit County had an estimated 100 miles of ditches and flumes. Hydraulic mining in the early 1870s, "booming" (washing with a blast of high-pressure water from a storage reservoir) and even underground drifting were used in French Gulch, Gold Run, Georgia Gulch and others in the 1870, though this leveled off in the next two decades, until the advent of self-floating gold dredges around 1900 (Godfrey and Twitty 2009: 6).

Meanwhile, to deal with the Utes, the Treaty of 1868 was negotiated by Kit Carson and others. It moved the Utes out of eastern Colorado and gave them a reservation bounded on the east by the 107° W. meridian and on the north by the 40th parallel, which was north of the White River in Colorado (Simmons 2000 :132). The Arapaho likewise were removed to present-day Oklahoma via the Medicine Lodge Treaty of 1867.

Hard Rock & Hydraulic Boom 1870s-1893

The second mining boom took off in 1878. The population of Breckenridge went from 250 to 2000 in 1878, and reportedly up to 8000 by 1880. The railroad arrived over Boreas Pass from South Park in 1882. (Gilleland 1980:44). Much of this was gold mining, but silver-lead strikes were also made in the 1870s and became more significant through the 1880s, as smelters capable of processing the ores were built near most of the large mines in the many different mining districts of the County (ibid: 7-9). The center of mining production shifted from the Breckenridge area to the Tenmile Mining District near Frisco, which produced an estimated $2 million in silver in 1881." (Encyclopedia Staff 2015).

Gold and Metals Mining-Turn of the Century 1893-1915

The 1893 Silver Panic and economic crash occurred causing nearly all of the silver mines to close, the mine towns and camps withered, and only a few gold mines and those containing usable zinc and lead deposits continued development (Gilleland 1980:9-10). They creaked along until 1907 when another "national financial panic wrecked the markets for industrial metals…" (ibid:11). There was a long, slow decline in mining across the county, but

with certain companies continuing to try to develop or continue mining, especially in peripheral areas such as McCullough Gulch that had not attracted attention before. "Mining operations struggled but there was continued interest in driving deep tunnels under older workings in hope of finding payable ore" (ibid: 9).

Gold and Silver Lode-Mining, 1914-1945

World War I brought a temporary halt to decline of mines with increased demand for metals, especially of the non-precious type, an occurrence repeated in the early 1940s during World War II. But during the Great Depression, mining would have ceased except for the passage of the Gold Standard Act in 1935, which propped up gold prices. "Most productive gold and silver properties in the past were intensely reexamined, if not brought back into some level of production. Lessees, partnerships, and companies began to reopen some of the known producers (Godfrey and Twitty 2009:10). Much of the rework seen in the Depression involved small or family partnerships, low capital investment, and very small production, but this was a significant source of employment and income for many residents in the hard times of the 1930s. Still, the Colorado and Southern railroad discontinued service to Summit County in 1937 (Gilleland 1980:216).

World War II had effects on the mining country other than closing gold mines as inessential to the war effort, while encouraging strategic metals mines to continue operating. World War II permanently altered Breckenridge's mining landscape in three different ways: first, World War II prompted strong efforts to recycle abandoned mine equipment as people scoured old mining areas to scavenge for these items. Second, World War II also urged efforts to rework older mines and dumps, which was aided by new highways that had replaced dependence on railroads. And third, trucks came into general use in the industry as well.

Currently, the county is home to many popular ski resorts, including Arapahoe Basin, Breckenridge, Keystone, and Copper Mountain. This industry developed following the Second World War.

> The development of ski resorts was a major factor beginning with simple rope tows near towns in the late 1930s and then taking off after 1940s. Skiers, ski jumps, and use of skis for general travel in snow had always been in existence in the mining camps, but the idea of recreational resorts took shape as the professional skiers trained by the Tenth Mountain Division spread across the mountains looking for ideal terrain, and US Forest Service personnel began permitting the activities in National Forests (Gilleland 1980:309). Chair lifts built from recycled mining equipment were being used by the late 1940s. In the project area, a small tow was at Hoosier Pass in the late 1940s, Arapaho Basin opened in 1945, Breckenridge opened in 1961, and Keystone opened in 1970 (ibid:316). Towns hear these resorts underwent rapid, well financed expansion for the next several decades (Hunt 2020).

Hunt (2020) also touches on other trends in recreational pursuits that have impacted historic sites in the region, specifically the "counterculture" of the 1960s and 70s. Large numbers of young people and "hippies" migrated to mountain communities in the 1960s.

> The counterculture was widely supposed to involve people seeking "freedom or personal expression, freedom from scheduling, freedom from rigidly defined roles", and to have involved "love of nature, passion for music, desire for reflection, strongly marked independence," and "the rejection of the synthetic for the organic, the industrial for the agrarian" among others. Use of "mind-expanding" drugs and a patriarchal, privileged white male cultural emphasis in the hippy culture have also been noted as hallmarks of the movement's values.
>
> The interest in residing in the National Forest was perhaps due to a tenet of this group that was said to be "dropping out" of the greater society. "On the whole, the counterculture proposed not so much a confrontation with mainstream culture as a simple withdrawal from it…It is not so much that [hippies] are living on the leftovers, on the waste of American society, as that they just don't give a damn", Lawrence Lupton said in 1968, as quoted in *The Hippies and American Values* by Timothy Miller (1991: 8). It is also likely that, when psychoactive drugs were criminalized, people using them generally attempted to hide out in unoccupied areas, where they would not attract the attention of law enforcement.
>
> Counter-culture adherents moved into buildings, camped, and built various abodes on both public and private land, with and without permission, particularly for the next 10-15 years. These occupations are almost completely undocumented and took place largely off the government agencies' radar, except when the agencies utilized the threat of unauthorized squatting as a reason to remove or destroy standing structures, which was a commonplace action in the early 1970s.
>
> Colorado attracted a large number of such occupants throughout the 1970s and '80s. Since about 1965, people have re-occupied most standing abandoned buildings on both public and private lands, and remodeled them with very low budgets, often to bare livability level and with unusual methods. This resulted in constructions with non-patterned and unpredictable results. It destroyed archaeological and structural context, changed building appearances, impacted and corrupted the archaeological record at many habitation sites, and brought a wide variety of newer materials and construction techniques to the fabric of the structures. It added a new layer to the archaeological horizon.

> The importance of this "back to the land" movement for our understanding the post-depositional conditions of historical mining sites should not be overlooked. Furthermore, in the decades since, additional social pressures, such as homelessness and low-income workers attracted by the ski industry, have caused additional illegal occupations of public lands and standing buildings (Hunt 2020:8).

Regional Townsites

Breckenridge

> From the Colorado Encyclopedia Summit County:
>
> In 1860 George Spencer of the prospecting firm Spencer & Company founded the town of Breckenridge. Historians still debate the origins of the town's name. The most recent argument, put forth by local historians Bill Fountain and Robin Theobald, is that the settlement was likely named for an early resident, Thomas Breckenridge, and the spelling was later changed to "Breckinridge" when Spencer tried to flatter US Vice President John C. Breckinridge into awarding the town a post office. The current spelling reflects the former resident Breckenridge and may have been changed in an attempt to disassociate the town from the vice president after he pledged support to the Confederacy. In any case, the diggings around the new town proved rich: by the end of the decade, some $5.5 million worth of gold had been extracted from the Breckenridge area (Encyclopedia Staff 2015).

Frisco

Frisco was founded in 1873 by Henry Recen, which developed as a result of the local mining industry. According to the Town of Frisco history, by 1882 the permanent population reached 250 people with two railroads, many businesses, hotels and saloons. The mining boom lasted until 1918. The town was named after a scout, Captain Henry Learned, had attached a sign to a cabin declaring this area “Frisco City”. He was a railroad agent representing the State of Colorado and was hired by rail companies and stakeholders who had interests in expanding railroad lines to the West. One such stakeholder was the St. Louis-San Francisco Railroad, also known as the Frisco Line. This name developed from the “FR” from Francisco, the “IS” from St. Louis, and “CO” for Company.

Wheeler Junction

Buckles states that logging was one of the more important industries in the area and mentions that Wheeler, which is today the location of Wheeler Junction and Copper Mountain Ski Area, as having been composed of ‘— half a dozen sawmills making lumber, which

together with some mining, milling, a post office, hotel and shops, occupy the attention of a population of about 200' (Buckles 1976:36). He goes on to state that 50,000 spruce ties were contracted for the Denver South Park and Pacific Railroad construction between Dillon and Leadville (ibid:37).

Tenmile Toll Road

The late 1870's rush to the Tenmile Mining District was primarily from the Leadville area in the early stages but new routes to the area were established which connected the District with Breckenridge, Georgetown and other points to the east. If there were no roads up the canyon in the mid 1870's, as indicated by maps made by the survey of Hayden in 1877, there were at least three such roads in 1881 (Crofutt 1885). The First Annual City Directory of Leadville (Clark, Root and Co. 1879) described Carbonateville in Upper Tenmile Creek as being a headquarters of the Bakerville and Leadville Toll Road Co. in 1879, and perhaps earlier. Fossett (1879:492) describes a "—new Georgetown and Leadville Stage Road" in the summer of 1879 and it is possible this was a toll road described by Brown (1973:202). Brown says that Leadville was the chief source of supply for Kokomo and the Tenmile Canyon until 1879 when the Tenmile Toll Road Co. built a road from Georgetown. Stages operated on the road until 1886. Interestingly, Emmens (1898) does not show a road in Tenmile "River" below "Wheeler Station" on a map based upon surveys of 1880 to 1882, although he shows a wagon road which connects the upper Tenmile Creek and Red Cliff and he shows the Denver and Rio Grande Railroad grade. Newton's map of 1880, however, shows a, wagon road from Wheelers, or Wheeler Junction, to Frisco and a proposed road to Red Cliff from Wheelers (Chain and Hardy 1880).

According to newspaper accounts, “The new Ten-Mile wagon road is open for pack trains to within nine miles of Kokomo, and by the middle of next week it will probably be open to that place. — Georgetown Courier” (*The Larimer County Independent* 1879:1). According to Buckles, this wagon road was likely located between the Denver & Rio Grande railroad grade and Tenmile Creek, as little room would have been available on the east side of the creek after the construction of the Denver South Park and Pacific Railroad (Buckles 1976:261).

Railroad Development

John Evans and Gen. William Jackson Palmer, pioneer capitalists, constructed two competing railroad tracks through Tenmile Canyon. Palmer came to Colorado after having served in the Civil War as a Union Army cavalry colonel and brevet brigadier general. He constructed the Kansas Pacific, which reached Denver from the east in 1870. John Evans, who worked on the first train into Denver, the Denver Pacific, was an Illinois physician who served as Colorado’s second territorial governor.

Palmer and Evans both sought to expand their railroad interests into mining camps. Palmer incorporated the Denver & Rio Grande Railroad in 1870. It started as a narrow-gauge line from south from Denver through Pueblo, Colorado to El Paso, Texas. Subsequent ownership of the original lines (built from 1871 to 1886) and development of numerous additional lines was accomplished by the Denver and Rio Grande Railroad Company, incorporated in 1886, and the Rio Grande Western Railway Company, incorporated in 1889. These two lines merged in 1920 to become the D&RGW system. The line from Kokomo to Wheeler was completed in 1881 and ran continuous service from the time of its completion until 1911.

The Denver, South Park, and Pacific line was founded in 1872 by Evans and purchased by the Union Pacific Railway in 1880 but continued to operate independently, leading to its bankruptcy in 1889. At that time, it was reorganized under the name Denver, Leadville, and Gunnison Railway. Following Union Pacific's bankruptcy in 1893, these lines went into receivership and were sold to the Colorado and Southern Railway. The first train traversed the section, the High Line route, in February 1884; however, the route immediately closed due to severe weather and the track didn't open again until September 1884 (Buckles 1976:17). The last train to run on the Colorado and Southern Railway was from Como in 1937. Presently, a recreational bike path follows the historic route of the Highline Extension of the Denver, South Park and Pacific Railroad, located on the east side of Tenmile Creek.

According to Buckles:

> The silver and lead rich carbonate ores of the Leadville mining district were recognized to be present in the upper Tenmile Valley and miners spread into the area from the Leadville area prospecting for mines in the winter of 1877 and 1878. Kokomo was located February 8, 1878 and the Robinson mines, named after a grubstaker, were discovered in the fall of 1878 (Hall 1890:325-33). A rush began to the area in the winter of 1878-1879 which, according to Fossett (1879:495), resulted in "—the embryo cities of Kokomo, Summit, or Ten Mile, and Carbonateville [which] presented a strange medley of log cabins, tents, and primitive habitations, and the prices of town lots compared in altitude with the places in which they were located." He noted that town sites were staked for six miles in the vicinity of the Robinson mines and that by the spring of 1879, 30 to 50 persons a day arrived in the district "—when the melting snows made the imperfect roads almost impassable." He estimated the population at 3000 persons in the summer of 1879.
>
> Railroads were considered vital to the development of mining areas, exploitation of other resources and trade and proposals began as early as 1878 for railroads under various names to be built in the canyon. These paper companies included the Leadville and Tenmile Railway Co. of 1878, The Leadville and Georgetown Railroad Company of 1879, the Leadville,

Breckenridge and Denver Railway Company of 1880, and others (Ormes 1963:282-284). Actual railroad construction followed on the heels of speculation as the Blue River extension of the Denver and Rio Grande extended that railroad, which had reached Leadville in August of 1880, to Kokomo by December of 1880 and to Wheeler by September of 1881 (Wilkins 1974:33). Ingersoll (1885:231-32) reported that a railroad was being partially graded between Georgetown and Leadville in the summer of 1880 in the Tenmile area which was absorbed by the Denver and Rio Grande later in the year. By November of 1882 service on the Blue River Extension had been extended by the Denver and Rio Grande between Wheeler Junction and Dillon (Wilkins 1974:43). The Denver South Park and Pacific Railroad attempted to build a competing track into Tenmile Creek from two directions, Leadville and Como in South Park, but had many problems and the construction which began in April of 1882 at Como was not completed and a train run to Leadville until February 6, 1884 (Poor 1949:248-257). The Denver South Park and Pacific route was part of the "High Line" route which also included the crossing of the Sawatch Range through Alpine Tunnel (Helmers 1963).

The railroads were responsible probably for bringing the largest populations which ever existed in the Tenmile Canyon area. The Denver Republican of August 5, 1883, according to Poor (1949:249) estimated that between 9,000 and 12,000 men would be needed to build the Denver South Park and Pacific grade between Kokomo and Dillon, if the goal of completion in 60 to 90 days was to be achieved, which wasn't. These figures were based upon comparisons with the Denver and Rio Grande Railroad construction crew size of 3000 men employed for four months in the construction to Kokomo. The Leadville Chronicle in the fall of 1883 reported that the Denver South Park and Pacific were employing 1200 to 1500 men in railway construction spread in parties at approximately one-quarter mile or more intervals (Griswold and Griswold, The Herald Democrat, August 11, 1967). No definite figures have been discovered as yet which indicate the actual number of persons employed in the specific area of concern to this paper (Buckles 1976:34-35).

PROJECT BACKGROUND

Site 5ST.2 is an early Denver and Rio Grande railroad work camp, possibly associated with either the Uneva Lake Spur or Officers Spur. The camp was initially recorded in August of 1974 under the supervision of John Gooding for the I-70 Colorado Department of Highways Project No. I-70-2(24). At that time, Gooding assigned features associated with the railroad camp individual site numbers (5ST.5 and 5ST.8 - 5ST.41). A second stage of evaluation occurred in the summer of 1975 by William Buckles with the University of Southern Colorado. At this point, the feature site numbers were eliminated and feature

numbers were assigned under site number 5ST.2. Of those features, seven stone domes were identified, 5ST.12 (Feature 6), 5ST.14 (Feature 8) (Plate 2), 5ST.16 (Feature 10), 5ST.23 (Feature 17), 5ST.25 (Feature 19), 5ST.29 (Feature 23), and 5ST.30 (Feature 24). Based on its location, the feature of interest to this study is presumed to be site 5ST.23, Feature 17. The site form described the feature as follows: "Conical stone structure, door facing SW. Structure has been remodeled. Rock laid in keystone formation. Foundation 15cm high. Stone dome laid on and inside foundation - 3.7m diam., 1.1m circum. Roof caved in" (Site form, 1974).

Plate 2. View of Feature 8, an oven located on a steep hillside area of 5ST.2 where a large number of associated features occur, probably a part of a food preparation area. Courtesy Pueblo City-County Library District [MSS017_B2_F18_008].

A survey for a proposed fiber optic line conducted in 2000 by Christian J. Zier with Centennial Archaeology, Inc. reported that none of the features could be located and were presumed destroyed. Archaeologist Greg Wolff, with the Colorado Department of Transportation, confirmed the location of the feature in 2012. Pursuant to a conversation with

Wolff and a subsequent field visit conducted in 2018 by DARG personnel, the feature was located and photographed. It consists of an extant late-1800s dry-laid stone masonry bread oven likely associated with the railroad construction camp.

Site 5ST.2 is found approximately five miles south-southwest of Frisco, Colorado at an elevation of 9360 feet above sea level. Buckles identifies the location of the sites 5ST.1 and 5ST.5 at Officer's Gulch Pond and 5ST.2 south of Officer's Gulch Pond and north of Curtain Ponds (Buckles 1976).

The archaeological record often neglects to mention the myriad of ethnic and cultural variations that were involved in major building projects in our state. Of great interest are those bread ovens in Colorado built by people of Asian, Italian, Greek, and other backgrounds who were engaged in railroad construction and mining. Though rare, remnants of the bread ovens they constructed are still present on some sites. Varying in architectural style, specific construction features often aid in determining cultural affiliation, as the type of oven construction reflected their preferred design. A careful assessment of structural details can often enable the archaeologist to identify not only cultural affiliation but evidence of the specific region of origin of the builders and their degree of assimilation into American culture (Culpepper 1998).

History Colorado State Historical Fund grant (16-AS-004) for the Roan Creek Toll Road (5ME.924) included the identification of culturally affiliated bread ovens at site 5ME.21641. The historic sheltered camp was determined to be a grading/blasting camp occupied by Italian railroad workers. The site is remarkable due to the numerous ethnically defined cultural features, including the bread ovens. During this site's period of significance, 1890-1915, very few cultural groups were clearly associated with the construction of bread ovens in Colorado. Of these few sites, Greeks, Italians, and Italian- Americans were known to be present at railroad construction camps in the Lake Fork Valley, (5GN.1664); the Cherry Creek Construction Camp, (5LP.1915), and The Hook, (5LP.1921), Marion Site (5GN.1664), and Carbonera Camp (5GF.1562).

1974 Summary

According to a letter written by John D. Gooding to Dr. Hester in 1974:

> At the request of David Royster of the Environmental Division of the Colorado Department of Highways, I executed an archaeological survey of lower Ten Mile Canyon between Wheeler Junction and Frisco. The purpose of the survey was to assess the impact of the proposed alignment on known structures in the vicinity. In field survey conducted between August 2, and August 16, the survey team located fifty-seven (57) sites on the canyon floor, fifty-five (55) of the sites are within acquisition limited of the proposed alignment. Of the fifty-

five sites in acquisition forty-three (43) are in immediate danger by the proposed construction.

The sites discussed begin at the south end of the project at station 131 and extend north to station 178. The sites cluster into two localities with four individual sites scattered between the localities and to the north near station 178.

The locality in the vicinity of 131 is composed of 33 sites that can be found on both the left and right of the station markers. Of these 33, eight (8) are on National Forest land that will be acquired by the Department of Highways but will not fall within the right-of-way. This locality is immediately under the topographical feature known as the Curtain. A great deal of blasting will be necessary to follow alignment. Consequently, these sites are in danger from both landslide and internal collapse from blasting vibration.

These sites in the vicinity of 131 are those that are in the vicinity of our area of interest. Gooding goes on to state:

The locality in the vicinity of station 165 extends to station 169 and is composed of 16 sites. All are located to the left of the station markers and are within one-hundred and seventy feet of the markers. This locality is immediately opposite Officers Gulch. The four individual sites are located either right on center line or within 50 feet to the left or right of the center line.

The sites are of Historic nature. Based on surface collections the localities appear to be railroad or mining camps dating between 1860 and 1890. The two localities were not occupied at the same period in time. There appears to be some cultural or ethnic differences between the two localities. These sites represent a unique period in Colorado history and there appears to be no historical records that refer to them [following page missing].

1976 Summary

5ST.2

1. The original occupancy was a possible toll station at a stream crossing on the toll road built prior to the railroads but maintained during and after their constructions.
2. The dominant occupations were railroad construction camps.
    a. Selections of the site were related to natural barriers for construction and to maintenance problems resultant from the natural environment.
    b. Sequence of railroad related occupations.

i. Chronological bases are dates of bottles, cans, nails, coins, patents, presences of cola and railroad related artifacts, electrical materials, and historic research.

ii. Three-part occupational sequence.

(1) The original construction camp, probably of rock workers and grading crews, in the summer of 1881 and associated with the Denver and Rio Grande construction.

(2) A probable construction camp of rock workers and graders between 1883 and 1884, including the winters, associated with the Denver South Park and Pacific construction.

(3) Probable maintenance and repair crew camp until approximately 1900 and associated with snow shoveling, repairing, and other activities perhaps related to both railroads.

iii. The construction camp period is recognizable by a segmented community pattern related to spatial and social relationship of occupants.

(1) The areas related to laborers and their needs are dominant.

(a) Recognizable as architecturally distinctive styles of construction using many resources and potentialities of natural environment.

(b) Creative adaptations were made in uses of technology, such as improvised hardware, indicative of socio-economic statuses of laborers.

(c) The food preparation areas have distinctive baking ovens believed to be related to labor crews of male Italian emigrants.

(2) Separated areas included structures architecturally, functionally and spatially distinct from areas presumably related to laborers.

(a) The architectural styles are of rectangular structures made in a proposed Anglo-American tradition of wooden frontier buildings.

(i) A central area, greatly disturbed, had a possible commissary, saloon, entertainment area and other functions.

(ii) An area on the eastern side of Tenmile Creek has features which were probably functionally related to teamsters and other service occupations.

3. A 20th century mining activity occupation is substantiated by documentary evidence for the presences of remnants of a mill, flume, tunnel, and other related features and artifacts.

Original Evaluation and Management Recommendation

The 1974 Gooding recording indicated that the feature should be excavated. Regarding 5ST.2 Buckles wrote:

> Sites 5ST.1 and 5ST.2 are recommended for nomination to the National Registry of Historic Places.... The sites possess integrity of location, design, and other related attributes. They are communities which are equivalent to fossils bypassed by progress and left intact with relative little changes to their conditions, other than deterioration, compared with similar communities. Similar communities are no longer extant because they have been destroyed by other agencies, or have been lost and may never be found prior to destruction.
>
> The Tenmile sites are among the earliest communities to develop in the area and are related to railroad construction, mining, post roads, and other developments which were among the major bases for settlement and development of the west. They are directly related to these developments unlike almost all of the present day communities of the area which are related to much more diverse, more recent, and less specific patterns and thus are not as representative as are the Tenmile Canyon sites of events in our past. The communities represent the earliest stages of at least two types of community development which are of vital concern to historians, anthropologists and others seeking to understand the evolution of communities and our society. These are railroad construction camps and early service related communities.
>
> Historic archaeology has been defined by Ascher (1974), in part, as the archaeology of the inarticulate and in this sense the sub-discipline provides illumination of the powerless and inarticulate who have been disregarded because most historical scholarship is preoccupied with written records and the elite. The biases of historical scholar ship have resulted, according to White (1966:39-41), Fife (1957), and others, in inaccurate explanations and representations of history be cause historians have traditionally emphasized events and not processes and emphasized the elite and not the folk. The colonization of the west is an excellent example of the biases of historical scholarship and the biases are relevant to the criteria for nominations of 5ST.1 and 5ST.2 to the National Registry. The west was colonized by the folk seeking better conditions, freedoms, and other changes. These colonizers were, in the main, the inarticulate described by Ascher. The Tenmile sites were settled by such persons who left almost no written records of their presences but whose presences resulted in great changes reflected in our modern world. The occupants of the Tenmile Canyon sites are hypothesized to have included emigrant members of ethnic groups whose descendants have little or no knowledge of their ancestors or their relationships to the evolution of our

society. The losses of the two communities would result in possible losses of the sole remaining communities of what was once an important mechanism for the acculturation of ethnic groups into American life. The occupants, structures, and functions of these simple communities are significant in our past.

The communities are unique examples of architectural styles which represent significant and distinguishable entities "—whose components may lack individual distinction—" and thus are consistent with criteria for inclusion in the National Registry. A current survey of railroad related buildings and communities being conducted under the auspices of the State Historical Society of Colorado has not resulted in the recordation, according to one of the surveyors, of communities similar to the Tenmile Canyon sites.

A summary of the evaluation of the sites for the National Registry is that they are likely to yield information important in history. The preceding presentation of the investigations of the sites is not a conclusive investigation but was designed to assess their significance. The investigation resulted in a great many hypotheses, most of which must be tested, from the very limited amount of investigation conducted. This has been a humanistically related scientific report because scientific methods and theories are appropriate for acquiring information relative to the sites. History is concerned with the known and science is concerned with the discovery of truths about the unknown. The sites are significant because they are sources of information about unknown persons, places, events and processes of significance to our society.

STATEMENT OF OBJECTIVES

The purpose of this project is to research and document site 5ST.23, a masonry oven located within the boundary of 5ST.2, an extensive railroad work camp in Tenmile Canyon, Summit County, Colorado. The scope of work entails background research, records retrieval, and compilation of source materials. Fieldwork is to include comprehensive site records and mapping, as well as scouting the immediate area for additional historic properties. Report production is to consist of data processing, image processing, and mapping, documenting the findings on site forms, and within the report and conducting digital public outreach.

METHODS

An intensive site recording of the stone oven at 5ST.23 on USDA Forest Services 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 7.5 minute, 1:24,000-scale quadrangle map as well as a detailed site map. It was determined that aerial photography would not be fruitful due to the dense tree cover. Photographs were taken that include overviews and views of specific artifacts and features. Descriptions of cultural manifestations, soils and vegetation were also generated. Field notes and digital photos are on file at DARG. Photographs have been included with the site forms.

The project relocated and reevaluated the masonry structure at 5ST.23. In the process, to meet the objectives of the grant, the area in the vicinity of the structure was searched for additional features. On previously undocumented site was discovered, the Denver & Rio Grande Railroad grade, 5ST.1206.5.

SITE DESCRIPTIONS

Site **5ST.23**, was originally recorded as a historic masonry structure located at an elevation of 9600-feet. The site is located east of Interstate 70 and is bounded by the mountain slope to the west. North of the site the interstate and forest become heavily overgrown. To the south, the ground surface rises up steeply to meet the mountainside. The setting has undergone significant alteration from construction of the railroads, early road systems, and finally, the interstate corridor. Vegetation is spruce forest with woody shrubs and wildflowers. Soils are composed of rock outcrop and Leighcan, till substratum-Hechtman families complex, 40 to 75 percent slopes. These are composed of igneous and sedimentary glacial till and till over residuum weathered from igneous and metamorphic rock.

The site boundary is 122m north-south by 32m east-west. The primary feature (F1) of the site is a drylaid stone masonry structure, likely utilized for food preparation/baking. The dome measures 3.5m in diameter and is about 1 meter high. It was constructed on a prepared foundation, which measure 10-15cm in high. Buckles reported that the dome had already partially collapsed prior to the discovery. After the photograph (below) was taken the side of the dome collapsed further (Buckles 1976: Fig 42) (Plate 3).

Buckles determined that the dome functioned as a relatively low temperature oven. “They were made with small side openings only, it appears, too small for entrance by humans. The covered roofs would have prohibited fires in the structures, uses as storage areas, and most other functions except as ovens heated by coals produced in outside fires, a pattern of many cultural systems.” He also notes that a coin dating to 1880 was found within 5ST.2 (Buckles 1975:9).

Plate 3. View of 5ST.23, a partially collapsed dome. Courtesy Pueblo City-County Library District, William Buckles Papers [MSS017_B2_F18_006].

Additional features were located. North of the stone dome is a cut-stone culvert (F2). It measures 2.5m in width and 0.5m in height. Much has been buried by duff. It is unclear what it was utilized for and likely dates to a later period based on the construction method and materials. Near the forest service stairs a depression or dugout (F3) is present and measures about 1m in diameter. It is of unknown function. An apparent dugout (F4) is located at the south end of the site. It measures 3.5 meters by 2.5 meters. A depression (F5) measuring 1.5m diameter is located adjacent to the dugout. Finally, a probable habitation foundation was located measuring 2.6m in diameter (F6). It is of wood and stone construction with a 20in

base. Rough-hewn railroad ties were placed to serve as steps. Decomposing wood that may have served as a collapsed roof was noted as well.

These features may coincide with previously documented sites, specifically sites 5ST.8, 5ST.9, 5ST.10 and/or 5ST.11. Every effort was made to match these to the sites; however, a lack of clear location maps, site descriptions, and feature descriptions hindered those efforts. None, other than the stone oven, could be identified definitively. Because these were likely occupied contemporaneously and are within general proximity to one another, they were lumped together and documented under site 5ST.23.

The area is heavily utilized by rock climbers. A clearing allows unofficial access from the west bound lane of I-70. There are trail markers for Forest Service Trail No. 740, which generally follows the abandoned Denver and Rio Grande Railroad grade (5ST.1206). A modern primitive stairway has been installed by the Forest Service to provide access to a popular rock climbing location. During the survey, rock climbers were encountered. Trash littered the general area.

Evaluation and Management Recommendation

The site lacks many elements of integrity due to numerous surface disturbing activities including recreational activities and the construction of Highway 6 and Interstate 70. This has negatively impacted location and design. Setting and feeling compromise the viewshed and noise from traffic is fairly substantial given the proximity of the interstate. Integrity of workmanship and materials has been impacted by deterioration and neglect. The stone feature has collapsed at least twice and the wood elements of the foundations and dugouts are deteriorating into the forest floor.

These features represent a significant period in history and there are few extant sites of similar nature in the historic record. The period of significance runs from the early construction of the railroads in 1881 to approximately 1900, based on the likelihood that crews would have been needed for repair and maintenance of the line, especially during winter months. The site is field evaluated as eligible for listing on the NRHP under Criterion A, for its contribution to the broad pattern of history. Protection and preservation are recommended.

Site **5ST.1206.5**, Denver & Rio Grande Railroad, Blue River Branch, was originally recorded in 2007 by Kae McDonald with Metcalf Archaeological Consultants, Inc. The segment overlooks Tenmile Creek on the west side. Elevation is 9600-feet. Vegetation is spruce forest with woody shrubs and wildflowers. Soils are composed of rock outcrop and Leighcan, till substratum-Hechtman families complex, 40 to 75 percent slopes. These are composed of igneous and sedimentary glacial till and till over residuum weathered from igneous and metamorphic rock.

The current project recorded 127-meters (418-feet) of former railroad grade. It is currently being used as part of USFS Trail No 740. Occasional railroad ties and hardware were observed eroding from the trail area. The site exhibits few characteristics of the former grade.

The following is adapted from the *Historic Context Interstate -70 Mountain Corridor* by Eric Twitty with Mountain States Historical:

> Constructed in 1882, the Denver & Rio Grande branch was the first railroad in Summit County.... Concerned over competition from other railroads, the Denver & Rio Grande hastened to secure Summit County and position itself to push into northern Colorado ahead of Union Pacific. The branch went no further, however, because Denver & Rio Grande ran out of funds. The Denver, South Park & Pacific Railroad arrived in Dillon in 1883. That railroad's route, known as the High Line, curved from its South Park yards through the Blue River valley to Dillon, from there paralleling the Denver & Rio Grande to Leadville....
>
> Ten Mile Creek and the Blue River valley were served by two mountain railroads that graded competing routes into Summit County. The Denver & Rio Grande Railroad arrived first in 1881 when it completed a line known as the Dillon Branch from Leadville to the hamlet of Dillon. The Denver & Rio Grande (D&RG) strategically planned the dead-end branch to capture the mining and logging traffic in Summit County, if not as a platform for expansion into northwestern Colorado. While D&RG reaped plenty of business in Summit County, it never pursued the latter goal. The Dillon Branch began in Leadville, ascended the Arkansas River headwaters, crossed north over Fremont Pass, and dropped into the Robinson Mining District and towns of Kokomo, Recen, and Robinson. From there, the branch descended Ten Mile Creek to Frisco, primarily on the valley's west side, although the bed crossed to the east for several short segments. The branch passed easterly through Frisco and followed the northwest side of Ten Mile Creek to Dillon on the Blue River (Twitty 2014:201).

Evaluation and Management Recommendation

The site lacks many elements of integrity due to numerous surface disturbing activities including recreational activities and the construction of Highway 6 and Interstate 70. This has negatively impacted location and design. Setting and feeling compromise the viewshed and noise from traffic is fairly substantial given the proximity of the interstate. Workmanship and materials are absent. All of the rail has been removed. Only a few ties remain.

Due to the association with the work camp and its importance to the region, the site is field evaluated as eligible under Criterion A for listing on the NRHP. The segment recorded here is does not support the eligibility of the resource. No further work is recommended.

DISCUSSION

Within site 5ST.2, Buckles writes:

> Eight features are defined as domes, or baking ovens, at 5ST.2. Six of these are varieties of dugout structures which utilize dugout banks for part of their rock walls and as rock terraced areas for their bases. These are Features 6 , 8 , 19, 23 , 24 and 56. The latter feature is very incomplete and hypothesized to have been a former dome. The other dugout features are sufficiently complete to be defined with a degree of confidence as domes. Two domes. Features 17 and 64, are built on flat ground surfaces and not according to dugout construction principles, yet they resemble the other domes in attributes. Feature 17 is illustrated in Figure 42 (Plate 2).
>
> The domes are among the most distinctive structures at 5ST.2 and have been the subject of great amounts of speculation by most persons who know of them or have seen them. Some of the local populace refer to the domes as "coolie huts," believing apparently that they were occupied by Chinese railroad laborers which would almost be physically impossible. Theoretical models and tests were developed in the course of fieldwork to attempt to define the functions of the domes and a tentative conclusion was reached that they were baking ovens. These conclusions are bolstered by the discovery that architecturally similar structures are baking ovens associated with railroad construction camps in Canada (Lavallee 1974:180-181) and Washington (Wood 1968:89) and that Italians in southeastern Colorado made similar structures as recently as the First World War for baking purposes, as reported earlier in this paper.
>
> The field tests to determine the functions of the domes were conducted through excavations to determine their attributes and related artifactual materials. They were determined to have probable vents in their tops, to be usually empty of artifacts other than debris probably more recent than their usages, to have finely divided charcoal between the rocks of their interiors but to have no evidences of extremely hot fires and to have moderate amounts of burned wood and charcoal adjacent to the doors which probably were cleaned from the domes. The charcoal found in these excavations in front of the domes was of small diameter wood fragments which are similar to the wood reportedly used for

baking, according to Sturt (1974:25) who supplied wood in the late 19th century for baking as well as other commercial usages (Buckles 1976:237-239).

The baking ovens may be part of an ethnic group attribute which can be used in identifications of some of the populations of some of the camps. With the exception of the camp where the laborers were said to include emigrants, with no specific identification, there were mentions of Italian emigrant laborers in the Canadian Pacific construction in British Columbia (Berton 1971:441) and at Tenmile Canyon as described by newspaper accounts cited by Poor (1949:252) and Feister (1973:103) where domes also occur. Mrs. Tillie Johnson (nee Trabucco) of Pueblo, Colorado is a daughter of an Italian emigrant of approximately 1910 to Colorado. She saw one of our photographs of a dome by accident and volunteered the information that it looked like the baking oven her father and many Italian neighbors construction in a small truck farming area near Canon City. These persons were mostly miners who came as emigrants to the mines of southeastern Colorado (Personal communication, June 28, 1976).

The presence of stone domes at sites can be predicted to be indicative of centralized food processing areas of relatively long duration camps. Photographs of railroad construction camps show other probable cooking and eating areas but these are not identified specifically.
Such buildings vary greatly from tents, log cabins and frame buildings.

The structures present at railroad construction camps were of great varieties and are difficult to describe as specific attributes of such camps which may distinguish them from camps of other functions. A description of a fairly permanent camp in the Kicking Horse Valley of British Columbia, where a dome was previously discussed, was described in an original source cited by Berton (1971:288). The workers "—lived in every kind of accommodation along the line - in tents of all shapes and sizes, in box cars rolled on sidings, in log huts and in mud huts, in shanties fashioned out of rough planks, and in vast marquees with handhewn log floors , log walls, and a box stove in the centre—." (ibid:64-65).

Other Bread Oven Sites in the Literature

The following information is excerpted from the article: *Who's Been Workin' on the Railroad?: An Examination of the Construction, Distribution, and Ethnic Origins of Domed Rock Ovens on Railroad-Related Sites* (Wegars 1991).

Small domed rock structures are found throughout western North America and are frequently found on railroad construction camp sites and in mining regions. Typically, ovens are 1-2m in height and 1-3m in diameter. They are domed

> shaped, built of local stone, and originally mortared with mud, although usually now appear unmortared. Most ovens in good condition have a complete dome, with no top opening. Others have a top or side opening and all have a doorway in the front, often with a large stone lintel. Because charcoal was generally raked out and to one side, interiors rarely contain any charcoal or other signs of burning (Wegars 1991).

Domed structures were found in Mesa County, Colorado, along the D&RG Western Railroad (site 5ME.21641). These are nearly identical to those described by Wegars. They are roughly 1m tall and 1-2m in diameter. Most have a top opening and doorway with a large lintel. All of the rock is locally acquired sandstone and showed evidence of fire reddening. Small amounts of charcoal is present within several of the structures. The site was likely occupied by railroad workers during the 1890 grading and rock blasting phases of construction given the presence of gunpowder containers. "...it has been assumed here that no major differences existed between camps of the two types (Buckles 1976:79-80), and, in fact, graders and blasters may have lived in the same camps. Any differences between the two groups of workers were probably more apparent at the work sites than at the habitation sites" (Rossillon 1984:50). Although documents regarding Italian railroad workers are seemingly non-existent, similar sites have been found in Colorado, adding evidence to support the likelihood that the camp was occupied during the construction of the railroad. The following information is taken from a report on the findings of *The Curecanti Archaeological Project: The Archeology of Marion, an Historic Railroad Camp in Curecanti National Recreation Area, Colorado*.

> ...Italians are believed to have composed a large part of the labor force on the Lake City Branch grading operations in 1889. Although local newspapers made no mention of the workers' ethnic affiliation in their accounts of the branch's construction in that year, one secondary source (Vandenbusche and Borneman 1979:55) indicates that a large group of Italian railroad construction laborers existed at Grabiola, about six miles downstream from Marion in the Lake Fork Canyon. As will be discussed, the stone ovens standing at most of the railroad construction camps in the canyon are of the type usually built by Italians in the United States during the mid- to late nineteenth and early twentieth centuries (Rossillon 1984:54).

The report details the padrone system, which often kept Italian workers in a state of poverty, by exploiting the newly immigrated labor force. "Padrones" were Italian labor agents who accompanied the labor force to the work site, where he provided housing and food for his crews and translated the contractor's work orders from English to Italian. The padroni frequently retained portions of the Italian workman's pay for themselves and provided crude living arrangements and low quality food. "Bread was one of the foods that the Italians usually cooked for themselves. This they baked in stone ovens especially built for that purpose" (Iorizzo 1970:50). Even though the men occupied a work site for only a short time, the ovens were typically constructed at each new campsite (U.S. Immigration Commission 1911:427). Remains, or the lack thereof at this site, point to a diet of fruits, vegetables, and

bread, fitting with other sites populated by Italian immigrants. No potted meat cans, bones, or kitchen sauce bottles were identified during the initial investigations.

At the Marion site, the majority of habitations were wall tents. One rock walled structure was present, consisting of dry laid stone walls. Four bread ovens were located at the Marion site.

> The remains of four ovens...serve as the only evidence of the Italian ethnicity of the Marion inhabitants. The ovens, which were used primarily for baking bread, are a standard feature in all but one railroad construction camp (5GN.1725) identified in the Lake Fork Canyon....The four stone ovens had walls 1 ½ - 2ft thick, while their inside diameters were 4 ½ -5 ½ft. The stone in the features was dry-laid, and residual earth and gravel between the rocks and around the bases of the features suggest that they were capped with such material in a manner similar to that indicated by a local informant (Pete Venturo personal communication 6/83). Single large blocks of stone formed the lintels over the doorways of Features 25, 26, and 27. No vent was observed in any of the four ovens at Marion, but as at other more complete features in the Lake Fork Canyon, each must have had a small hole near the top of the back to regulate draft (Rossillon 1984:73).

The report goes on to make the point that if individuals cooked for themselves, it would be reasonable to find a stove or hearth associated with each habitation structure. Furthermore, these would possibly be absent if a cookhouse or dining hall were present. It was noted at the site recorded during the current project, that eight of the 14 structures had some sort of means for heating or cooking. Four ovens, three habitations with formal stoves/hearths, one isolated stove/hearth, and one habitation with evidence of fire were present.

Because unskilled Italian immigrant laborers were fairly independent in their living arrangements, both the types and internal features of structures found at Italian laborer camps should also reflect considerable variation. If each man was responsible for his own cooking, the camps would have neither a cookhouse or dining hall. Instead, individual habitation features would have contained hearths or stoves for cooking. Each archaeological habitation that had a hearth or stove should therefore contain evidence either as flecks of charcoal or tin stove fragments inside the feature or ash pile outside the entrance where contents of the stove would have been periodically dumped (Rossillon 1984:110).

Several ethnic groups have been mentioned in connection with rock ovens on railroad construction camp sites, including Chinese, Scandinavians, Greeks, and Italians (Wegars 1991:42). Wegars does go on to discredit both the Chinese and Scandinavian associations based on lack of evidence. Substantial evidence (photographs and interviews) exists for both the Greek and Italian use of bread ovens (ibid:44-45).

In Colorado, during the site's period of significance (1890-1915) very few cultural groups were known to be associated with the construction of bread ovens: Italians and Italian-Americans (railroad construction sites in the Lake Fork Valley, including 5GN.1664; Cherry Creek Construction Camp, 5LP.1915, and The Hook, 5LP.1921), Greeks (Carbonera 5GF.1562), and German and German-Americans (The Stitz Place 5ME.6826).

Census and newspaper accounts indicate immigrants were relied upon for labor on the railroad and ditch projects. Most railroad construction crews were either locals who took advantage of the temporary work or single men, often immigrants, who followed the large construction projects. According to Ann E. Vileisis,

> It is very likely that Chinese and Italian laborers built track west of Grand Junction because they constructed other proximal segments of the line and eventually worked as section laborers along the tracks of the Utah Extension. In addition, the letter list in the Grand Junction News posted a special listing for Italians and occasionally posted a letter for a Chinese person during the construction phase (Vileisis 1992:30).

It is also known that Italians worked on an 1889 railroad camp in what is now the Curecanti National Recreation Area during construction of the Lake City branch of the D&RG railroad.

> A company might build a line itself, or have one of its subsidiaries handle the construction. It might contract the job to a grading firm, which in turn could build the line itself or further subcontract the construction. Finally, the railroad company, contractor, or subcontractor might hire a labor agent to supply workers (Buckles 1983:218-219). The Denver and Rio Grande Railway Company apparently used all of the above methods at different times and on different lines....During the 1881 construction phase of the Lake City Branch, the D&RG used some of its own employees to construct a short section between Gateview and Lake City, while at the same time contracting out other sections to several other groups (Lake City Silver World 7/30/81, 8/20/81). In turn, one of those firms subcontracted some of their grading and rock work along the line (Lake City Silver World 8/20/81), while at about the same time, the Denver and Rio Grande was searching for laborers through an agent in Italy (Athearn 1977:102) (Rossillon 1984:51).

Newspaper References

Newspapers frequently reported on ethnic minorities and immigrant work forces employed for railroad construction:

> LEADVILLE, November 14. – Trouble has existed for the past week between the Irish and Italian railroad hands at Fitzpatrick's camp, about three miles this side of Frisco. Several fights have occurred, and finally the ill feeling culminated early this morning in a general fight, in which seven of the former and about thirty of the latter were engaged. Knives and pickhandles were freely used, and in the melee an Irishman, name unknown, beat an Italian so badly with a pickhandle that when he was taken to Frisco, he was expected to die at any moment. His assailant took to the mountains, pursued by the Italians, but he escaped. Several other Italians, who were in the row, were taken to Frisco, and are regarded as in precarious condition (*The Labor Enquirer* 1883:3).

Another article, recounting the fight reports, "...Some among them are more thoroughly acclimated than others and better able to endure severe weather, and this fact appears to have created jealousy and ill-feeling in some camps, notably Fitzpatrick's No. 3, on the Ten Mile" (*Leadville Daily Herald* 1883:4). The article goes into depth regarding the death of the Italian man and the escape of the Irishman and mentioned that 120 Italian men left the camp for Leadville as a result of the melee.

Buckles writes:

> The medium to large size grading and rock cut camps were probably each autonomous entities governed by the contractors. As Kyner (1960:114) notes "pick handle justice reigned." The contractor had to make his laborers work, enforce discipline, drive off gamblers, thieves, saloon keepers and others who threatened his camp, protect his pay rolls, and in other ways assume authoritarian roles. The crews were tough and paydays were "—literally filled with drunken men full of fight (ibid:117)." Kyner notes that many workers were fugitives from the law, changing their names every payday. Many other workers left every payday and had to be replaced. The contractors controlled their workers with force if necessary. The relationship of Fitzpatrick of the firm of Fitzpatrick and Collins were so bad with their men that Fitzpatrick, the foreman, was protected by an everpresent professional gunman hired as a bodyguard (ibid:147-151) (Buckles 1976:70).

Elsewhere, editorial commentary was made regarding foreign immigration by the Aspen Evening Chronicle:

> Something should be done to check our foreign immigration and some kinds should be entirely prohibited. The Chinese who come here expecting to return to China, and under contracts which provide that in case of their death in this country, their bones shall be returned to the celestial kingdom, should be totally excluded. The “dago” - Italian or Bohemian laborers, who come over on contracts for the purpose of competing with our home labor, in constructing

> lines of railroad, mining, etc., and driving out the native workmen, the pauper element, and criminal class, frequently sent here by the connivance of their own government to save the expense of their support or imprisonment, should no longer be allowed entrance into our ports, and either temporary or permanent residence. Our naturalization laws are also defective and should be amended so as to keep from the polls such ignorant, debased, and corrupt classes as now make up the bulk of the foreign element, that every year obtain a foothold upon our shores. The bold, open stand taken by some Catholics and Lutherans against our common schools, and against education in the English language, shows that the old fight of church and state, against civil and religious liberty, is coming up again for a new settlement. Truly, "eternal vigilance is the price of liberty" (*Aspen Evening Chronicle*, May 14, 1890).

In Mesa County, newspaper accounts used derogatory terms when discussing the immigrant workforce:

> The Rio Grande Western now has a force of 175 dagoes and Japs employed in ballasting with rock and track between this city and Cravasse, a distance of 18 miles. The track is being raised 18 inches the entire distance mentioned, and assistant roadmaster John Fogarty is in charge of the work. More men are needed and many are being shipped in from the west, as they can be secured. The laborers now employed get $1.65 a day and board themselves. The Japs live chiefly on tea and rice, having their own cooking outfits along with them. The Italians do the same, macaroni being their leading article of diet. A traveler just in from the west says 'The macaroni boxes along the line of the western are thicker than the leaves in the valley of Vallambrosa' *(Grand Junction Evening Sun*, August 17, 1901).

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 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 (*The Daily Sentinel,* May 22, 1897).

The *Palisade Tribune* also reported that many immigrants sent money home to their families:

On Tuesday money orders to the amount of $1,233 were sent through the Palisade postoffice to points in Greece by natives of that country who are employed in this section of the Grand valley as railroad section hands, on the ditches and other places. All of them work for small wages. Ten of the men sent $100 each, two men sent $80 each and one sent $73. It frequently happens that a bunch of Italian laborers will come to the postoffice and send $100 each, but Tuesday was the heaviest day known here for money orders among the Greek laborers, all of whom are a thrifty lot (*The Palisade Tribune*, September 24, 1910:5).

On the same topic, there were also reports of thefts of funds not yet sent:

An Italian section hand named Peter Rafaello complained to Sheriff Schrader that he had been robbed of certificates of deposit amounting to $700, one night recently, by one of his fellow workmen while asleep in the bunk house near the tunnel. Some of the men were arrested but the sheriff was unable to find anything of an incriminating nature. Peter did not state just how he came to hold out that much in making his remittances to Italy. He had evidently "fudged" on the people at home (*The Palisade Tribune*, July 3, 1909:3).

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 (*The Palisade Tribune,* August 7, 1909:3).

MANAGEMENT RECOMMENDATIONS

The project relocated and reevaluated the masonry structure at site 5ST.23. In the process, to meet the objectives of the grant, the area in the vicinity of the structure was searched for additional features. One previously undocumented site was discovered, the Denver & Rio Grande Railroad grade, 5ST.1206.5. Additional features were discovered in the area and an exhaustive attempt was made to correlate them with previous site/feature numbers; however, due to less sophisticated recording technology in the 1970s, no definitive match could be made to the previous sites. Because these features were in close proximity to the stone oven feature, and likely represent the same, extensive camp, they have all be incorporated under site 5ST.23. Both sites are field evaluated as eligible under Criteria A for listing on the National Register of Historic Places. Protection and preservation are recommended, as is continued investigation of the Lower Tenmile area.

REFERENCES

Agenbroad, Larry D.
1978 The Hudson-Meng Site: An Alberta bison kill in the Nebraska high plains. University Press of America, Washington, D.C.

Aspen Evening Chronicle
1890 Something should be done to check our foreign immigration. 14 May 1890. Aspen, Colorado.

Baker, Steven G., Richard F. Carrillo, and Carl D. Spath
2007 Protohistoric and Historic Native Americans. In *Colorado History: A Context for Historical Archaeology*, Church, Minette C., Steven G. Baker, Bonnie J. Clark, Richard F. Carrillo, Jonathon C. Horn, Carl D. Späth, David R. Guilfoyle, and E. Steve Cassells, Colorado Council of Professional Archaeologists, Denver.

Bergendahl, Max H.
1963 Geology of the Northern Part of the Tenmile Range, Summit County Colorado. Geological Survey Bulletin 1162-D, States Government Printing Office, Washington DC.

Berton, Pierre
1971 *The Last Spike.* The Canadian Publishers, Toronto.

Black, Kevin
1986 Mitigative archaeological excavations at two sites for the Cottonwood Pass Project, Chaffee and Gunnison Counties, Colorado. Ms on file, Metcalf Archaeological Consultants, Inc., Eagle.

Brown, Robert L.
1973 *Ghost Towns of the Colorado Rockies.* The Caxton Printers, Ltd., Caldwell, Idaho.

Buckles, William G.
1975 Preliminary Report Concerning Archaeological Investigations for Interstate Project No. I70-2(24), Wheeler Junction to Frisco, Colorado in Ten Mile Canyon. University of Southern Colorado, Pueblo, Colorado. Ms on files at Colorado OAHP, Denver.

1976 Investigations of Historic Communities in Tenmile Canyon Summit County, Colorado. University of Southern Colorado, Pueblo, Colorado. Ms on file at Colorado OAHP, Denver.

Chain and Hardy Publishers
1880 *Newton's Map of the Gunnison and Eagle Counties of Colorado 1880.* Western Historical Collection of the Denver Public Library, Denver.

Chavez, Fray Angelico (translator), and Ted J. Warner (editor)
1976 The Domínguez Escalante Journal: Their Expedition Through Colorado, Utah, Arizona, and New Mexico in 1776. Brigham Young University Press, Provo, Utah.

Church, Minette C. and Steven G. Baker, Bonnie J. Clark, Richard F. Carrillo, Jonathon C. Horn, Carl D. Spath, David R. Guilfoyle, and E. Steve Cassells
2007 *Colorado History: A Context for Historical Archaeology*. Colorado Council of Professional Archaeologists, Denver.

Clark, Root, and Co.
1879 *First Annual City Directory of Leadville.* Daily Times Steam Printing House and Book Manufactury, Denver.

Cole, Sally J.
1990 *Legacy on Stone, Rock Art of the Colorado Plateau and Four Corners Region.* Johnson Books, Boulder.

Conner, Carl E., Nicole Darnell, Brian O'Neil, Richard Ott, Curtis Martin, Dakota Kramer, James C. Miller, Barbara Davenport, Sally Cole, Jim Keyser, Claudia F. Berry, and Michael S. Berry (ed.)
2011 *Class I Cultural Resource Overview for the Grand Junction Field Office of the Bureau of Land Management.* Grand River Institute, Grand Junction. Ms on file at the Bureau of Land Management Grand Junction Field Office.

Crofutt, George A.
1885 *Crofutt's Grip-Sack Guide of Colorado.* Vol. II. The Overland Publishing Co., Omaha. Reprint 1966, Cubar Associates, Golden, Colorado.

Culpepper, William Stacy
1998 Rock Bake Ovens: Material Culture Used to Preserve Social Heritage. *Graduate Student Thesis, Dissertations, & Professional Papers.* Electronic source, https://scholarworks.umt.edu/etd/5416 accessed Mar 15, 2024

Daily Sentinel
1897 Andrew W. Stetson. 22 May 1897. Grand Junction.

Elkins, Melissa
2011 "Site 5PT1271." Cultural Resource Recordation of a Prehistoric Site near Basalt on Private Property, Pitkin County, Colorado. Metcalf Archaeological Consultants. Ms on file at Colorado OAHP, Denver.

Emmens, Samuel Franklin
1898 Ten Mile District Special Folio, USGS Folio 48, Geologic Atlas of the United States, Washington, DC.

Encyclopedia Staff
2015 Summit County. Colorado Encyclopedia. Electronic source, https://coloradoencyclopedia.org/article/summit-county, accessed Jan 24, 2022.

Fiester, Mark
1973 *Blasted Beloved Breckenridge.* Pruett Publishing Company, Boulder.

Fossett, Frank
1879 Colorado: Its Gold and Silver Mines, Farms and Rangers and Health and Pleasure resorts. C. G. Crawford, Printer and Stationer, New York.

Gilleland, Mary Ellen
1980 Summit: A Gold Rush History of Summit County, Colorado. Silverthorne: Alpenrose Press.

Godfrey, Anthony and Eric Twitty
2009 Class II CRI of the Golden Horseshoe and Upper Blue River Drainage AML, Summit County. U.S. West Research, for the White River National Forest.

Grand Junction Evening Sun
1901 Big Force of Men Engaged in Building Track. 17. Grand Junction.

Griswold, Don L. And Jean Harvey Griswold
1951 *The Carbonate Camp Called Leadville*. University of Denver Press, Denver.

Guthrie, Mark R., Powys Gadd, Renee Johnson, and Joseph J. Lishka
1984 Colorado Mountains Prehistoric Context. Colorado Historical Society, Denver.

Hall, Frank
1890 *History of Colorado*, Vol. 4. Blakely Printing Company, Chicago.

Hämäläinen, Pekka
2008 *The Comanche Empire.* Yale University Press, New Haven.

Henderson, Charles W.
1926 "Mining in Colorado." Professional Paper 138. US Geological Society, Government Printing Office, Washington DC.

Hollister, Ovando J.
1867 The Mines of Colorado. Samuel Bowles and Company, Springfield, Massachusetts.

Hunt, Leigh Ann
2020 South Summit Cabins Safety Removal Cultural Resource Inventory. Prepared by West Slope Environmental LLC., Paonia, CO. Ms on file at Colorado OAHP, Denver.

Iorizzo, Luciano J.
1970 The Padrone and Immigrant Distribution. In *The Italian Experience in the United States*, edited by Silvana M. Tomasi and Madeline H. Engel, pp. 43-75. Center for Immigration Studies, Inc., Staten Island, New York.

Jennings, Jesse D.
1978 *Prehistory of Utah and the Eastern Great Basin*. University of Utah. Anthropological Papers No. 98. Salt Lake City.

Johnson, K.R., and I.M. Miller
2012 Digging Snowmastodon: Discovering an Ice Age World in the Colorado Rockies. Denver Museum of Nature and Science and People's Press, Denver.

Keyser, James D.
1977 *Writing on Stone: Rock Art on the Northwestern Plains.* Canadian Journal of Archaeology No.1, pp.15-80.

Keyser, James D. and Michael Klassen
2001 *Plains Indian Rock Art.* University of Washington Press, Seattle.

The Labor Enquirer
1883 By Telegraph. Nov 17, page 3. Electronic source, www.coloradohistoricnewspapers.org accessed Mar 15, 2024.

The Larimer County Independent
1879 State Items. May 15, page 1. Electronic source, www.newspapers.com accessed Mar 15, 2024.

Lavallee, Omer
1974 *Van Horne's Road.* Railfare Enterprises, Ltd, Montreal.

Leadville Daily Herald
1883 Italian Intolerance. Nov 15, page 3. Electronic source, www.coloradohistoricnewspapers.org accessed Mar 15, 2024.

Mayne-Kinney, Suzanne
2024 Ecological site F048AY918CO Spruce-Fir Woodland. National Resource Conservation Service, Grand Junction SSO.

Mehls, Steven F.
1988 *The Valley of Opportunity.* Cultural Resources Series No. 12. Bureau of Land Management, Denver.

Miller, James C., and Julie James
1986 Salvage excavations on 48LN1678 and 48LN1679, Exxon Road Hollow Unit 12; prepared by Archaeological Services of Western Wyoming College, Rock Springs.

The Palisade Tribune
1909 John Aleno. Aug 7, page 3. Electronic source, www.coloradohistoricnewspapers.org accessed Mar 15, 2024.

1909 Peter Rafaello. July3, page 3. Electronic source, www.coloradohistoricnewspapers.org accessed Mar 15, 2024.

1910 Money orders. September 24, page 5. Electronic source, www.coloradohistoricnewspapers.org accessed Mar 15, 2024.

Pierson, Lloyd M.
1980 A Cultural Resource Summary of the East Central Portion of the Moab District. Cultural Resource Series No. 10. Bureau of Land Management, Salt Lake City.

Pitblado, Bonnie L.
1993 PaleoIndian Occupation of Southwest Colorado. Unpublished MA, Department of Anthropology, University of Arizona.

Reed, Alan D. and Michael D. Metcalf
1999 *Colorado Prehistory: A Context for the Northern Colorado River Basin*. Colorado Council of Professional Archaeologists, Denver.

Reed, Alan P. and Rachel Gebauer
2004 A research design and context for prehistoric cultural resources in the Uncompahgre Plateau Archaeological Projects Study Area, Western Colorado. Ms on file, Bureau of Land Management, Grand Junction Field Office

Rogers, James Grafton
N.D. Colorado Geographic Place Names. File on microfilm, Western Historical Collections, Denver Public Library.

Rossillon, Mary P.
1984 *The Curecanti Archaeological Project: The Archaeology of Marion, An Historic Railroad Camp in Curecanti National Recreation Area, Colorado.* Midwest Archaeological Center Occasional Studies in Anthropology, No. 9, Lincoln, Nebraska.

Schroedl, Alan R.
1991 PaleoIndian Occupation in the Eastern Great basin and Northern Colorado Plateau. Utah Archaeology, Vol. 49(2): 1-16.

Silbernagel, Bob
2015 Prior to road, going to De Beque was a heck of a trek. *Daily Sentinel* 13 September 2015. Grand Junction.

Simmons, Virginia McConnell
2000 The Ute Indians of Utah, Colorado, and New Mexico. University Press of Colorado, Boulder.

Simonds, William Joe
1994 Grand Valley Project. U.S. Department of Interior, Bureau of Reclamation History Program, Denver.

Smith, Anne M.
1974 Ethnography of the Northern Utes. Museum of New Mexico Papers in Anthropology, No. 17. Albuquerque.

Spath, C.D.
2007 Chapter 8: Linear Resources. In *Colorado History: A Context for Historical Archaeology*. Edited by M.C. Church, S.G. Baker, B.J. Clark, R.F. Carillo, J.C. Horn, C.D. Spath, D.R. Guilfoyle, and E.S. Cassells. Colorado Council of Professional Archaeologists, Denver.

Stiger, Mark
2006 A Folsom Structure in the Colorado Mountains. American Antiquity 71(2): 321-351.

Sturt, George
1974 *The Wheelwright' Shop.* Yale University Press, Cambridge.

Twitty, Eric
2014 *Historic Context: Interstate-70 Mountain Corridor*. Mountain State Historical for the Colorado Department of Transportation. Electronic source, https://www.codot.gov/projects/i70mountaincss Accessed March 1, 2024.

U.S. Immigration Commission
1911 Immigrants in Industries. US Immigration Commission Reports (Dillingham Commission). Sen. Docs., 61st Congress, 2nd session, No. 633, Part 22.

Vileisis, Ann E.
1992 Working on Desert Rails: A Social and Environmental History. Unpublished Master's Thesis, Utah State University, Logan.

Web Soil Survey
2024 Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Electronic source http://websoilsurvey.sc.egov.usda.gov/ Accessed [Mar 26, 2024].

Wegars, Priscilla
1991 Who's Been Workin' on the Railroad?: An Examination of the Construction, Distribution, and Ethnic Origins of Domed Rock Ovens on Railroad-Related Sites. *Historical Archaeology* 25(1):37-65.

Wood, Charles R.
1968 *The Northern Pacific Mainstreet of the Northwest.* Bonanza Books, New York.

Young, Robert G. and Joann W. Young
1984 *Colorado West, Land of Geology and Wildflowers*. Artistic Printing Co., Salt Lake City, Utah.

Appendix A:
Overview Maps
OAHP Site Forms