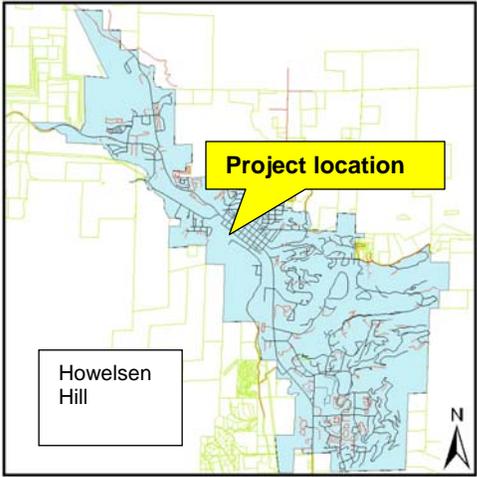


**DEPARTMENT OF PLANNING & COMMUNITY  
 DEVELOPMENT STAFF REPORT**

<b>HISTORIC PRESERVATION COMMISSION ITEM # 5A:</b>	
<b>Project Name:</b>	Howelsen Hill
<b>Prepared By:</b>	Lauren Schaffer, Historic Preservation Coordinator (Ext 278)
<b>Through:</b>	Tom Leeson, AICP Director of Community Development (Ext. 244)
<b>HPAC</b>	May 7, 2009
<b>Planning Commission (PC):</b>	N/A
<b>City Council (CC):</b>	N/A
<b>Zoning:</b>	Open Space and Recreation (OR)
<b>Applicant:</b>	<b>City of Steamboat Springs</b>
<b>Request:</b>	City of Steamboat Springs Historic Register Application



<b>DEVELOPMENT STATISTICS - OVERVIEW</b>	
<b>Lot Area:</b>	
<b>Gross Floor Area:</b>	
<b>Lot Coverage:</b>	
<b>Floor Area Ratio:</b>	
<b>Residential Units:</b>	
<b>Parking Spaces:</b>	
<b>Building Height</b>	
Average Plate Height (APH):	
Overall Height (OH):	

**I. CITY OF STEAMBOAT SPRINGS HISTORIC REGISTER – STAFF ANALYSIS SUMMARY**

Staff finds that Howelsen Hill is eligible to the City’s Historic Register as an Historic Landmark. Howelsen Hill is listed in the Routt County Register of Historic Places and the State Register of Historic Properties. Staff recommends that the Historic Preservation Commission approve listing of Howelsen Hill as an Historic Landmark.

Howelsen Hill parcel



## II. BACKGROUND

The City of Steamboat Springs Historic Register was created in 2009. The Historic Preservation Policy Review Committee reviewed historic preservation policies in 2007 and 2008 and recommended the creation of the City's historic register. The Committee also recommended that all properties within the City of Steamboat Springs already listed on the Routt County Register of Historic Places be automatically listed on the newly created City Register. Additionally, the Committee recommended that the City of Steamboat Springs designate the City-owned historic properties on the City of Steamboat Springs Historic Register.

## III. PRINCIPAL DISCUSSION ITEMS

Since Howelsen Hill is already listed on the State Register of Historic Properties and the Routt County Register of Historic Places, Howelsen Hill is eligible to the City of Steamboat Springs Historic Register.

## IV. NOMINATION DESCRIPTION

See attached Routt County and State Register nominations for information regarding the nominated property.

## V. HISTORIC PRESERVATION COMMISSION (HPC)

The Historic Preservation Commission will review the nomination for Howelsen Hill to the City of Steamboat Springs Historic Register on May 7.

## VI. PROJECT ANALYSIS

The following section provides staff analysis of the application as it relates to nomination criteria as outlined in Ordinance 2230. It is intended to highlight those areas that may be of interest or concern to HPC, staff, or the public. For a comprehensive list of designation criteria, standards and requirements applicable to this proposal please refer to Ordinance 2230 or contact the staff planner.

### A) KEY ISSUES

#### Ordinance 2230, Sec. 26-84(f)

- 1) *Staff Analysis:* **Eligible;** the attached historic register nomination suggests that Howelsen Hill qualifies for listing on the City of Steamboat Springs Historic Register as an Historic Landmark.

## **VII. STAFF FINDING & RECOMMENDATIONS**

### **Recommended Resolution**

The City of Steamboat Springs's Historic Preservation Commission hereby resolves that Howelsen Hill at 845 Howelsen Parkway, which is more particularly described as the SW ¼ SW ¼ SW ¼ of Section 8, southwesterly of Railroad less tracts (16a) and part of the NW ¼ of Section 17, southwesterly of Railroad less tracts (127a) of Township 6N, 84W, Steamboat Springs, CO, is eligible for listing on the Steamboat Springs Register of Historic Places as a Local Landmark under Criterion 1 in the area of History and Criterion 3 in the area of Geographic Importance as set forth in the Routt County Register of Historic Places and State Register of Historic Properties designations and approves inclusion of Howelsen Hill in the Steamboat Springs Register of Historic Places.

## **VIII. ATTACHMENTS**

Attachment 1 – City of Steamboat Springs Historic Landmark Application

Attachment 2- Routt County Register of Historic Places nomination

Attachment 3- Colorado State Register of Historic Properties nomination

**STEAMBOAT SPRINGS HISTORIC PRESERVATION COMMISSION  
APPLICATION FOR HISTORIC LANDMARK DESIGNATION**

Property Identification

1. Address of Resource: 845 Howelsen Parkway
  
2. Legal Description of Property: Howelsen Hill is located in part of the SW  $\frac{1}{4}$  SW  $\frac{1}{4}$  SW  $\frac{1}{4}$  of Section 8, southwesterly of Railroad less tracts (16a) and part of the NW  $\frac{1}{4}$  of Section 17, southwesterly of Railroad less tracts (127a) of Township 6N, 84W, Steamboat Springs, CO. Total acres 150 +/- . The property is bounded by Wren's Run and Mile Run. See attached map.
  
3. Historic Name: Howelsen Hill  
Current Name: Howelsen Hill
  
4. Historic Use: Recreation and Culture/outdoor recreation  
Present Use: Recreation and Culture/outdoor recreation

Historical Data Summary

5. Year of Construction: see attached Routt County and State Register nominations  
Source of Information:
  
6. Architect or Builder: see attached Routt County and State Register nominations  
Source of Information:
  
7. Original Owner: see attached Routt County and State Register nominations  
Source of Information:

Photographs

8. Attach at least two (2) current 5x7 or larger photographs (black and white or color) showing the views of the property from the public right-of-way(s) and any important features or details. Polaroid photographs are not adequate. If available, attach copies of historic photographs of the structure.
  
9. Sketch Map.

### Statement of Significance

10. Explain how the resource meets the criteria established in Sec.26-84(g) for Local Landmark Designation. Please cite specific criteria in the summary. A Local Landmark must meet at least one of the criteria for Historic Resource designation and at least two of the additional Historic Landmark criteria.

see attached Routt County and State Register nominations

### Architectural Description

11. Concisely describe the resource and its surrounds.

see attached Routt County and State Register nominations

### Bibliography

12. Provide a list of research sources used in compiling this application.

see attached Routt County and State Register nominations

### Application Information

13. Owner: City of Steamboat Springs

Mailing Address: PO Box 775088, Steamboat Springs, CO 80477

Telephone: (970) 879-2060

14. Owner Consent to Designation:

I / We, the undersigned, acting as owner(s) of, the property described in this application for Local Landmark designation do, hereby, give my consent to the designation of this structure as a Local Landmark .

Signature: \_\_\_\_\_

Printed name: \_\_\_\_\_

Date: \_\_\_\_\_

15. Applicant/Preparer Name: Laureen Schaffer

Affiliation/ Interest in Property: City of Steamboat Springs

Address: PO Box 775088, Steamboat Springs, CO 80477

Telephone: (970) 879-2060

# HOWELSEN HILL PHOTOS

Historic Photo – Tow House



Current Photo – Tow House



## Views of Howelsen Hill



## Howelsen Hill Ski Jumps





Mile Run

Wren's Run

Front Face

Top

Front of main  
Land Use

5A-10

COUNTY OF ROUTT )  
 )ss  
STATE OF COLORADO )

RESOLUTION NO. 97-071

**RESOLUTION DESIGNATING HOWELSEN HILL AS A HISTORIC DISTRICT**

Recitals:

A. The Board of County Commissioners of Routt County, Colorado (the "Board:") has heretofore adopted Routt County Resolution 93-006 (the "Historic Designation Resolution") establishing the Routt County Historic Preservation Board (the "Preservation Board") and providing for the designation of historic landmarks, buildings, sites and districts.

B. The owners of Howelsen Hill whose legal description is attached hereto as Exhibit A, have made proper application (the "Application") to the Preservation Board for designation as a Routt County Historic District.

C. Following review of the Application by its staff, the Preservation Board approved the Application and forwarded its written recommendation that the Application be approved to the Board.

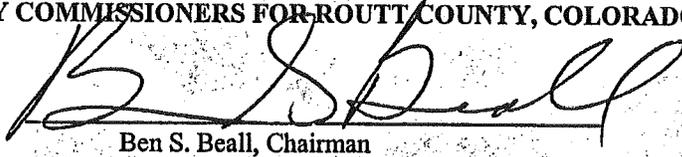
D. In the written recommendation of the Historic Preservation Board to the Board, the Historic Preservation Board has described the characteristics of Howelsen Hill which justify its designation as a Historic District.

E. A public hearing concerning the Application was held by the Board on September 8, 1997, and, based on the written recommendation of the Historic Preservation Board and other testimony and evidence received by the Board at said hearing, the Board finds that the criteria for designation of Howelsen Hill as a Routt County Historic District have been satisfied and that Howelsen Hill should be designated as a Routt County Historic District.

**NOW, THEREFORE IT IS HEREBY RESOLVED** by the Board of County Commissioners of Routt County, Colorado, that Howelsen Hill, whose legal description is attached hereto as Exhibit A, is designated a Routt County Historic District.

ADOPTED THIS 8TH day of SEPTEMBER, A.D., 1997.

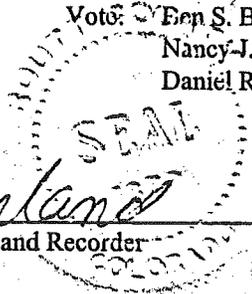
BY THE BOARD OF COUNTY COMMISSIONERS FOR ROUTT COUNTY, COLORADO.

  
Ben S. Beall, Chairman

Vote:	<input checked="" type="radio"/> Ben S. Beall	<input checked="" type="radio"/> Aye	<input type="radio"/> Nay	<input type="radio"/> Absent
	<input type="radio"/> Nancy-J. Stahoviak	<input type="radio"/> Aye	<input type="radio"/> Nay	<input checked="" type="radio"/> Absent
	<input type="radio"/> Daniel R. Ellison	<input checked="" type="radio"/> Aye	<input type="radio"/> Nay	<input type="radio"/> Absent

ATTEST:

  
\_\_\_\_\_  
Kay Wejnara, County Clerk and Recorder



5A  
Attachment 5A-11

**Routt County Historic Preservation Board  
Application Form for Local Historic Designation**

Name of Site or Property: Howelsen Hill District  
Physical Address: 845 Howelsen Parkway  
Name of Owner: City of Steamboat Springs  
Mailing Address: Box 775088, Steamboat Springs, CO 80477  
Contact Name Winnie DelliQuadri Contact Phone: 879-2060 x257  
Contact Address: (if different from above) \_\_\_\_\_

There are three parts to this application process. Each part must be completed in full, and submitted with eight (8) copies, for the application to be reviewed by the Historic Preservation Board. Completed applications should be submitted to the Routt County Historic Preservation Board, c/o the Tread of Pioneers Museum, Box 772372, Steamboat Springs, CO 80477, one month before the meeting of the Board for consideration.

**Part 1: Legal Description**

Submit and attach a legal description of the property.

**Part 2: Statement of Significance**

Submit and attach a statement of significance for the property; please do not exceed three typewritten pages in length. Include maps (8 1/2" X 11") as appropriate. Submit at least one historic and one current photo of each structure, if available. The statement of significance must possess significance when evaluated in relationship to other properties locally, statewide, or nationally within a specific historic theme, period, and geographical area. Relate the specific facts about the property to the themes or patterns of historical development that make up the history or prehistory of the geographical area where the property or site is located.

The statement of significance must address one or more of the criteria as stated in Routt County Resolution No. 93-006, Section 3. Criteria for Designation of Historic Sites, which follows. Please mark an X in the boxes for all criteria categories under which you would like the property to be considered. The resolution states "in order to qualify for designation as an historic site pursuant to this resolution, the site must be determined to have historic significance due to one or more of the following factors:

- A. Its character, interest, or value as part of the development, heritage, or cultural characteristics of Routt County, State of Colorado, or the United States.
- B. Its location as a site of a significant historic event.
- C. Its identification with a person or persons who significantly contributed to the culture and development of Routt County.
- D. Its exemplification of the cultural, economic, social, or historic heritage of Routt County.
- E. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.
- F. Its embodiment of distinguishing characteristics of an architectural type or specimen.
- G. Its identification as the work of an architect or master builder whose individual work has influenced the development of Routt County.
- H. Its embodiment of elements of architectural design, detail, materials, or craftsmanship that represent a significant architectural innovation.

**(continued on next page)**

- I. Its relationship to other distinctive areas that are eligible for preservation according to a plan based on an historic, cultural, or architectural motif.
- J. Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood, community, or Routt County.

Part 3: Statement of Owner Support

I Kevin Bennett, City Council President declare that the City of Steamboat Springs is 10  
owner of the Howelsen Hill  
property and am requesting that this property be designated as historic in Routt  
County at this time, on behalf of the City of Steamboat Springs.

Kevin Bennett July 25, 97  
Name Date

NOTE: Please note Section 7: Notification, in *Routt County Resolution No. 93-006*, which states:

Any owner filing an application for designation of property under this resolution shall, as a part of the application, agree to notify the Board of the owner's intention to alter, demolish, move or remove the site subject to the application at least fifteen (15) days prior to undertaking any such work. Any such owner shall be responsible for notifying any subsequent purchaser of the property of this notification requirement and the Board may revoke the designation of the site hereunder unless the subsequent purchaser agrees in writing to the provisions of this Section 7.

Routt County Historic Preservation Board  
c/o Tread of Pioneers Museum  
P.O. Box 772372  
Steamboat Springs, CO 80477  
970-879-2214

**Routt County Historic Preservation Board  
Application Form for Local Historic Designation**

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Mailing Address: Box 775088, Steamboat Springs, CO 80477  
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- D. Its exemplification of the cultural, economic, social, or historic heritage of Routt County.
- E. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.
- F. Its embodiment of distinguishing characteristics of an architectural type or specimen.
- G. Its identification as the work of an architect or master builder whose individual work has influenced the development of Routt County.
- H. Its embodiment of elements of architectural design, detail, materials, or craftsmanship that represent a significant architectural innovation.

**(continued on next page)**

**Part 1:**

**LEGAL DESCRIPTION**

Howelsen Hill is located in part of the SW ¼ SW ¼ SW ¼ of section 8, south westerly of Railroad (7A); part of the SW ¼ NE ¼ of section 17, south westerly of Railroad less tracts (16A); and part of NW ¼ of section 17, south westerly of railroad less tracts (127A) of T6N, R84W, Steamboat Springs, Colorado. Total Acres = 150 +/- . See Boundary Survey.

**Part 2:**

**STATEMENT OF SIGNIFICANCE**

Howelsen Hill meets criteria A, B, C, D and J for designation as an historic district:

Howelsen Hill is an established and familiar visual feature in downtown Steamboat Springs. The Hill, with its ski runs and jump complex, can be seen from most N-S streets in town. Howelsen Hill is specifically mentioned in the Historic Context of Routt County as an important element of Routt County's skiing heritage. As a prominent feature in the community, the Hill serves as a constant reminder of Steamboat's Skiing heritage.

Howelsen Hill is the core of Howelsen Hill Park. Initiated in 1914, it is the oldest ski area in continuing use in Colorado. Many organizations formed around the traditions of skiing, the S.K.I club in 1919, a ladies ski group in 1920, and the Ladies Recreation Club in 1931. In 1916 the Steamboat Springs Ski club became the first club in the Rocky Mountains to affiliate with the National Ski Association. Steamboat Springs was the first school system in the country to make skiing an accredited part of the curriculum in 1944. The Hill is home to the Steamboat Springs Winter Sports Club, formed in 1914, and the oldest winter sports club in the west and the only club to provide facilities and training in every ski discipline. Started as a social club, the Winter Sports Club has become famous by providing training for thousands of young people in skiing and ski jumping. The Winter Sports Club contributes to the area's national and Olympic successes.

Howelsen Hill is also home to the Steamboat Springs Winter Carnival, the oldest Winter Carnival west of the Mississippi. The Winter Carnival started in 1914 on Woodchuck Hill with the first carnival featuring various skiing competitions. The following year, 1915, the competitions were moved to Lincoln Avenue (Highway 40) and Howelsen Hill, and the carnival became a nationally-known celebration awarding prizes for racing, jumping, skijoring, with a parade and night show. Beginning in 1938, Howelsen became home to the Winter Carnival Night show's Lighted Man (Claudius Banks).

Howelsen Hill has been an integral component of the development and heritage of skiing in Steamboat Springs, Routt County, and the United States from its inception in 1914 to the present day through its role in developing skiing and ski racing in Routt County, the State of Colorado, and in the United States, and in training and hosting athletes who have performed successfully on local, state, national and international levels. It has been the site of numerous national and world record breaking ski jumps, the first of which occurred in 1916. See attached sheet on Howelsen Hill Jumping Distance Records.

**Prominent Individuals Associated with Howelsen Hill**

Howelsen Hill is identified with the Steamboat Springs skiers who have been inducted into the Colorado Ski Hall of Fame, the National Ski Hall of Fame, the Colorado Sports Hall of Fame, and who

have competed in the Olympics. A listing of prominent individuals associated with Howelsen Hill follows.

Carl Howelsen (1877): A Norwegian who introduced skiing to Steamboat Springs in 1913 when he built the town's first jump in Strawberry Park. Carl Howelsen built the first jumps on Howelsen Hill, organized the first winter carnival, set jumping records, and began the skiing tradition in the County. He introduced recreational skiing to Colorado, organized the state's first ski clubs, carnivals and skijoring contests, and promoted the use of grooved skis, boot bindings and ski poles with rings. Howelsen is a member of the National Ski Hall of Fame and the Colorado Ski Hall of Fame and is the subject of a biography *The Flying Norseman*.

Marvin Crawford (1932): Won more national championships than any collegiate skier in the history of the sport and hailed as the best four way skier in the United States in the 1950's. Member Colorado Ski Hall of Fame.

Louis Dalpes (1904): Colorado's first State Champion and All-American Ski Team member who captured 16 class A Championships. Coached by Carl Howelsen and a member of the Colorado Ski Hall of Fame..

Marcellus Merrill (1900): A Carl Howelsen student who invented ski racks, metal bindings and timing devices and established the Merrill Trophy, presented annually since 1932 for the long standing jump at Howelsen Hill during Winter Carnival. Member Colorado Ski Hall of Fame.

Katy Rodolph (1930): The first Women's National Giant Slalom Champion, who took nine national championships in six years and became one of three women to serve as an FIS Technical Delegate during her skiing career. Member Colorado Ski Hall of Fame.

Rudi Schnackenberg (1921): Founded the Rocky Mountain Ski Instructors Association, coached junior four-way competitors at Howelsen Hill from 1955-65 and supervised Steamboat Ski School instructors from 1967-85. Member Colorado Ski Hall of Fame.

John Steele (1909): Steamboat's first Olympian (1932) and three-time All-American Ski Team member, who organized and won the first intercollegiate ski tournament in 1929. Member Colorado Ski Hall of Fame.

Al Wegeman (1900): The first ski coach in Colorado hired by a public school system or salaried, who introduced preseason dryland training, designed the first accredited ski curriculum and prepared local youngsters for Olympic competition. Member Colorado Ski Hall of Fame.

Bud Werner (1935): One of the nation's best known, most popular and first world-class racer, who led America's challenge to European skiers during the 1950's and 1960's when he took the Holmenkollen Championship three times and was the first American to win a major European downhill. Storm Mountain was renamed Mt. Werner when he died at age 28. Member Colorado Ski Hall of Fame.

Skeeter Werner (1933): Founded the Steamboat Ski School subsequent to earning recognition as the youngest member of the FIS Alpine Team in 1954 and posting the best time for an American in the Olympic downhill in 1956. Member Colorado Ski Hall of Fame.

Gordon Wren (1919): The only American ever qualified in all four Olympic ski events, he achieved the highest standing attained by an American competitor at that time, and was the first American to crack the 300 foot barrier, a record he broke seven times. Wren coached at the Winter Sports club from 1950-55. Member Colorado Ski Hall of Fame.

**BUILDING INVENTORY**

*2 contributing buildings*

**Main Lodge (A)**

*Contributing*

The Lodge is Rustic Style/Vernacular Wood Frame building. It is an assemblage of the main building and additions all constructed in a chinked D-type logvernacular style. The original structure was a single pitched shed roof with glass windows oriented toward the ski hill and town. Subsequent additions are gable roofed, with the exception of the kitchen and second floor terrace which mimic the original roof line. The building's dormers, cross gable and tower roof mimic the steep (approximately 12:14) pitch of the Tow House. All roofs are sheathed in asphalt shingles with average overhangs of three feet. Windows are large framed and the entire structure is painted brown with white trim paint and chinking and green soffits.

The original 2 story main lodge was built in 1945 from logs cut on Gore Pass. Rest rooms were added in 1959 when water and sewer reached Howelsen. Additions, of a similar building construction and style, were made in 1981, (parks and recreation addition), 1990 (the kitchen addition) and in 1992/93 (the Olympian Hall addition).

**Tow House (B)**

*Contributing*

The Tow House was built in 1945 from logs cut on Gore Pass. It is a Rustic Style/Vernacular Wood Frame building in a neo-scandinavian cross gabled wood vernacular design. The Tow house is constructed of chinked D-type logs. The main gable is crossed by an A-B-A pattern of cross gables. The larger central bay projects beyond the others on the North side of the building (town side), but is flush across the facade on the South (ski hill) side of the building. All gables exhibit steep pitches (approximately 12:14) in a Scandinavian style. The roof is sheathed in corrugated metal with soffits trimmed in dark green. The roof has an average three foot overhand.

**STRUCTURES INVENTORY**

*7 contributing structures, 5 non-contributing structures*

**Howelsen Hill Ski Area (C)**

*Contributing*

Howelsen Hill is the oldest ski area in continuing use in Colorado. Originally owned by the Steamboat Springs Company which town-founder James Crawford formed, the Hill was sold to the Town and Quarry Company in 1909, then deeded back to the Steamboat Springs Company which then conveyed the deed to the University of Colorado in 1929. Eventually, the University deeded the ski hill to the City of Steamboat Springs, which maintains ownership. Howelsen Hill dominates an area originally

called Crawford Mountain or Quarry Mountain. In 1917 the front slope of the hill was formally named Howelsen Hill. In the 1930's the upper slopes of the Hill were named Emerald Mountain.

- 1931: A downhill course was cut into the face of the hill.
- 1937: Night skiing was introduced.
- 1938: The first lift, a boat tow, opened in January. (Boat Tow Lift Line is site of 70 meter jump)
- 1939: The boat tow was replaced by a double-boat, a toboggan course was added, and a Skyline Trail (now Ridge Run) was built.
- 1944: Trails were widened and two new runs were cut.
- 1945: Ski trails were cut and widened.
- 1949: The slalom course was widened and all runs were cleared.
- 1979: Snowmaking was added to Howelsen Hill.
- 1992: A Freestyle Jumping Hill was built.

### **T-Bar / Poma Lift Line (D)**

#### *Contributing*

- 1948: The ski lift which combined chairs and T-bars opened to the top of Emerald Mountain.
- 1954: The upper span of the chair/T-bar lift was dismantled and the lift was converted to a T-bar only lift.
- 1971: The T-bar lift was replaced with a poma lift.
- 1984: Poma tower #3 was replaced.

### **Sulphur Cave Hill (E)**

#### *Contributing*

Howelsen Hill was designed in 1914 to be a wild game park, a venture which lasted until 1920. Within the game park, elk herds grazed and wintered on Sulphur Cave Hill.

- 1945: A rope tow was added to Sulphur Cave Hill and ski trails were cut and widened.
- 1953: The rope tow was replaced, as was the original rope tow house.
- 1989: The rope tow was replaced by a Pony Lift.
- 1993: A Snowboard Halfpipe was added to Sulphur Cave Hill.

### **90 Meter Jump (F)**

#### *Contributing*

- 1914: At Carl Howelsen's instigation, the Winter Carnival Committee began clearing underbrush and timber on the hill and built the first ski jump. This jump was first used by Carl Howelsen prior to the Winter Carnival of 1915 and was featured prominently in that year's Winter Carnival.
- 1927: Downed timber was used to build the Jump landing.
- 1931: Additional improvements were made to the jumping hill when the transition, landing and takeoff were modified.
- 1935/36: Continued improvement and removal of brush, stumps and timber.
- 1940: The jumps were reconstructed.
- 1949: The jumping hill underwent major remodeling and the Graham Jump was constructed.
- 1956/58: Landing platforms were built to offset soil slippage.
- 1959: Remodeling made the big jump into an official FIS approved 90 meter jump.
- 1957: The jumping hill was recontoured.

- 1972: The 90 meter jump burned.  
1975: The 90 meter jump was replaced with the remodeling of the jumping hill into a 70 - 90 - 50 - 30 - 20 meter jump complex with stables slopes and new takeoff platforms.  
1984: The jump hill was stabilized.  
1985-87: Continued stabilization work occurred on the jump hill.  
1983: The jump was recontoured.

**70 Meter Jump (G)***Contributing*

- 1944: A small class "E" jump was cut and built.  
1956/58: Landing platforms were built to offset soil slippage.  
1975: The jump was replaced with the remodeling of the jumping hill into a 70 - 90 - 50 - 30 - 20 meter jump complex with stables slopes and new takeoff platforms.  
1982: The 70 meter hill was rebuilt.  
1984: The jump hill was stabilized.  
1985-87: Continued stabilization work occurred on the jump hill.  
1983: The jump was recontoured.

**50 Meter Jump (H)***Contributing*

- 1935/36 Removal of brush, stumps and timber.  
1949: The jumping hill underwent major remodeling.  
1956/58: Landing platforms were built to offset soil slippage.  
1959: A 45 meter hill was dug and built.  
1975: The jump was replaced with the remodeling of the jumping hill into a 70 - 90 - 50 - 30 - 20 meter jump complex with stables slopes and new takeoff platforms.  
1983: The jump was recontoured.

**30 Meter Jump (I)***Contributing*

- 1944: A small class "D" jump was cut.  
1956/58: Landing platforms were built to offset soil slippage.  
1957: The jumping hills were recontoured.  
1975: The jump was replaced with the remodeling of the jumping hill into a 70 - 90 - 50 - 30 - 20 meter jump complex with stables slopes and new takeoff platforms.  
1983: The jumps were recontoured.

**20 Meter Jump (J)***Non-contributing*

- 1975: The 90 meter jump was replaced with the remodeling of the jumping hill into a 70 - 90 - 50 - 30 - 20 meter jump complex with stables slopes and new takeoff platforms.  
1983: The jumps were recontoured.

**Chair Lift (K)***Non-contributing*

- 1989: A chair lift was added with top and bottom lift shacks.

**Fetcher Tower (L )**

*Non-contributing*

Fetcher Tower was built in 1975. It is a six story steel judges tower.

**Small Jumps Judges Tower (M)**

*Non-contributing*

A Vernacular Wood Frame structure that was built in the 1970's (most likely in 1975).

**Upper Ski Lift Shack (N)**

*Non-contributing*

A Rustic Style/Vernacular Wood Frame structure that was built in 1989.

**TEMPORARY STRUCTURES**

*These 10 non-contributing structures are listed for informational purposes only and do not count as structures under National Park Service National Register Guidelines due to their small size, scale and overall insignificance to the site.*

**Starting Booth (O)**

*Non-contributing*

A Vernacular Wood Frame structure that was built in the late 1970's.

**Upper Poma Lift Shack (P)**

*Non-contributing*

A Vernacular Wood Frame structure that was built in 1988. The upper Poma house replaced an older temporary structure that had been put in place when the Poma was installed in 1971.

**Upper Poma Storage Hut (Q)**

*Temporary Non-contributing*

A Vernacular Wood Frame structure.

**First Aid Building (R)**

*Temporary Non-contributing*

A Rustic Style/Vernacular Wood Frame structure that was temporarily installed in 1990 at the top of the Chair lift.

**Wren's Run Storage Hut (S)**

*Temporary Non-contributing*

A Vernacular Wood Frame structure.

**Pony Lift Tow House (T)**

*Non-contributing*

The Pony Lift Tow House is a Vernacular Wood Frame structure that was built in 1990. The Tow House replaced the Rope Tow House which was built in 1953.

**Gate Storage Hut (U)**

*Temporary Non-contributing*

The Gate House is a Rustic Style/Vernacular Wood Frame structure that was temporarily installed between the parking area and the 70 and 90 meter jump outruns in 1990

**Tow House Storage Hut (V)**

*Temporary Non-contributing*

A Rustic Style/Vernacular Wood Frame structure.

**Lower Poma Lift Shack and Landing (W)**

*Temporary Non-contributing*

A Rustic Style/Vernacular Wood Frame structure.

**Information Kiosk (X)**

*Non-contributing*

A Rustic Style/Vernacular Wood Frame Sign board.

**ASSOCIATED BUILDINGS AND STRUCTURES OUTSIDE OF DISTRICT AREA**

*These 2 non-contributing structures lie outside the district boundary and are included for informational purposes only.*

**Lower Ski Lift Shack (Y)**

*Non-contributing*

A Rustic Style/Vernacular Wood Frame structure that was built in 1989.

**Parks & Recreation Modular (Z)**

*Temporary Non-contributing*

The Parks & Recreation Modular is a modular building that was temporarily installed in the Howelsen Hill parking area in 1995.

**BIBLIOGRAPHY**

City of Steamboat Springs, Tread of Pioneers Museum, and Steamboat Springs Winter Sports Club,  
Historic Howelsen Hill brochure, 1985

*The brochure provided the 1985 map of Howelsen - all other maps are from the History of Skiing.*

City of Steamboat Springs, Howelsen Hill Photographs, 1997

*The current photographs are from the City's files and were taken in the summer of 1997.*

Emerald Mountain Surveys, Boundary Survey of the Howelsen Hill Ski Area, 1993.

*This is the survey map included in the application packet.*

Pearce, Sarah J; A Guide to Colorado Architecture, State Historical Society of Colorado, 1983.

*The Guide was used to determine architectural styles for Howelsen's buildings.*

Routt County Extension Office, Routt County Plat Book,

*The locator map is from the Plat Book.*

Towler, Sureva; The History of Skiing in Steamboat Springs; 1987.

*Sureva's book was used to obtain all information on the history of Howelsen Hill.*

Tread of Pioneers Museum, Routt County Collection photographs, 1915 thru 1970's.

*The historic photographs in the application are from the Routt County Collection*

Tread of Pioneers Museum, Downtown Historic Survey of Steamboat Springs, Howelsen Hill file,  
1996.

*The historic survey file on Howelsen Hill supplied the Building Condition Form and the Colorado Historical Society Historic building Inventory form.*

US Department of the Interior, National Register Bulletin 16a, Guidelines for Completing National Register of Historic Places Forms, 1991

Winter & Company, Historic Context of Routt County, January 1994



COMMERCIAL PROPERTY APPRAISAL RECORD

Blount Springs, City of

AA) CITY OR TOWN SS (ABA) SCHEDULE NO. E 145 (DAI) MAP NO. (DAF) TAX AREA

(VAB) SUBDIVISION	(VAC) BLOCK	(VAD) LOT(S)	(DAB) SEC 1/4 SEC	TWP	RANGE	(DAA) TWP. NO.
			17	6	84	

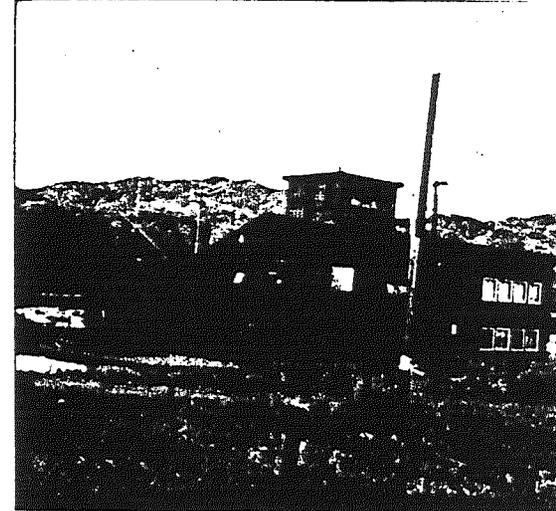
(AC) CITY NO.	(DAD) SUB. NO.	(DAJ) NEIGHBORHOOD	(DAK) SCHOOL DIST.	(EAA) DESIRABILITY

(AF) PROPERTY ADDRESS

(BAA) OWNERS NAME	(CAC) MAILING ADDRESS	(CAD) CITY/STATE	(CAE) ZIP	(HAC) SALES DATE	(HAE) & (HAF) BOOK OR PAGE	(HAI) TYPE DEED	(HAB) DOC. FEE

HOWELSIAN HILL PARK LOCATED IN PT. OF  
 SW 1/4 SIM 4 SIM 4 SIM 4 OF R R  
 SEC 18-16-84 7A  
 PT. SIM 4 ME 4 SIM 4 OF R R LESIS TRS  
 SEC 117-6-84 16A  
 PT. OF NW 4 SIM 4 OF R R LESIS TRS  
 SEC 117-6-84 137A  
 TOTAL 150A

(HBB) VERIFIED SALES PRICE	(HBF) VER. CODE
\$	
\$	
\$	



3A PAVED ST.	Percent Built Up %	LOCATION IN BLOCK	Combination	Hotel	(IAA) OCCUPANCY OWNER/TENANT	(IAC) FURNISHED UNFURNISHED
3B GRAV. ST.	TREND		Apartment	Auto Agency		
3C UNIMPROVED	Improving		Offices	Medical Clinic		
3D SIDEWALK	Static		Store	Nursing Home		
3E CURB & GUT	Declining		Rstrnt-Tavern	Warehouse		
3F ST. LIGHTS	Blighted		Motel			
3G ALLEY		Motor Motel				

EARNING OR PRODUCTIVE CAPACITY-INCOME APP			
DATE	SALES/RENTAL REFERENCE FILE	(IAD) SUBJECT ECONOMIC RENT	GROSS RENT MULTIPLIER

LAND VALUE CALCULATIONS									
CA PUBLIC WAT.	DATE	(GBE) SIZE	COMPARABLE SALES REFERENCE	BASE UNIT VALUE	SIZE	SALES ADJUSTMENT TIME	FACTORS LOCATION OTHER COMPOSITE	ADJ. BASE UNIT VALUE	TOTAL LAND VALUE
CB WELL WAT.	1985	150A	(9.41)	7000 + 800A	= 127,000			29%	
CC PUB. SEWER									
CD SEPSYSTEM									
CE NAT. GAS	Consideration of the amount of time required to recognize Potential Value _____ Yrs.				Est. Potential Value \$ _____				

APPLICATION OF FACTORS POSITIVELY OR NEGATIVELY AND CORRELATION	
LOCATION & DESIRABILITY	
FUNCTIONAL USE	
RCNLD	\$
COMPARISON	
MARKET APPROACH	\$
INCOME APPROACH	\$
APPR. VALUE FOR LOAN	\$
FINAL ESTIMATE	\$
OF VALUE	

COST APPROACH										
DA LEVEL	DATE	REPLACEMENT COST NEW	AREA FACTOR	(HAM) ADJ. RCN	PHYSICAL	DEPRECIATION ECONOMIC	FUNCTIONAL	(HAN) RCNLD	LAND VALUE	TOTAL VALUE
DB HIGH	1985	10000	(9241)					283910	29%	
DC STEEP										
DD LOW										

MARKET VALUE IN THE ORDINARY COURSE OF TRADE (TOTAL PROPERTY)											
DE SLOPING	SALES REFERENCE NAME / NO.					ADJUSTMENTS					
DF HILLY	IND. VALUE PER SQ. FT.		ADJUSTMENTS			ADJ. VALUE PER SQ. FT.		SUBJECT SQ. FT. AREA		SUBJECT INDIC. VALUE	
DH RET. WALL											
DI REPRESENTATIVE SHAPE											
DJ IRREGULAR SHAPE											
DK CUL-DE-SAC											
DL CORNER LOT											
DM VIEW											

ACTUAL VALUE				ASSESSED VALUE	
YEAR	(GBD) LAND	(FBC) IMPS.	TOTAL	LAND	IMPS
1985	127,000	283,910	410,910	56,930	82,330
ABST. NO. (GBA)	(FBA)				
ABST. NO. (GBA)	(FBA)				
ABST. NO. (GBA)	(FBA)				



## HOWELSEN HILL JUMPING DISTANCE RECORDS

The Howelsen Hill jumping distance record has been broken 27 times: six times by local skiers, two times during competition for the Merrill Trophy, eight times during Rocky Mountain Division Class A Championship meets, and four times during the 1978 North American Jumping Championship competition. The National Jumping Distance Record has been set on Howelsen Hill nine times as denoted by asterisks.

	Feet	
1915	145	Ragnar Omrveit, Chicago (Professional)
1916	192	* Ragnar Omrveit, Chicago (Professional) <b>NATIONAL RECORD</b>
1917	203	* Henry Hall, Steamboat Springs (Professional) <b>NATIONAL RECORD</b>
1923	210	Hans Hansen, Steamboat Springs (RMD Champion)
1930	212	Guttorm Paulsen, Norge Ski Club (Longest standing jumper)
1935	220	Einar Fredbo, Salt Lake City (Trying course)
	222	Einar Fredbo, Salt Lake City (Trying course)
	224	Einar Fredbo, Salt Lake City (RMD Champion)
	227	Einar Fredbo, Salt Lake City (RMD Champion)
	229	Einar Fredbo, Salt Lake City (Longest standing jumper)
1942	230	Art Devlin, Lake Placid (Special Spring Meet)
	230	Gordon Wren, Steamboat Springs (Special Spring Meet)
	233	Torger Tokle, Camp Hale (Special Spring Meet)
	248	Torger Tokle, Camp Hale (Special Spring Meet)
1946	259	Alf Engen, Sun Valley (National Champion)
1950	297	Gordon Wren, Steamboat Springs (RMD Champion) <b>NATIONAL RECORD</b>
	301	* Gordon Wren, Steamboat Springs (RMD Champion) <b>NATIONAL RECORD</b>
	305	* Merrill Barber, Brattleboro (RMD Champion) <b>NATIONAL RECORD</b>
	307	* Art Devlin, Lake Placid (RMD Champion) <b>NATIONAL RECORD</b>
1951	316	* Ansten Samuelstuen, Steamboat Springs (RMD Champion) <b>NATIONAL RECORD</b>
1963	318	* Gene Kotlarek, Duluth (National Champion) <b>NATIONAL RECORD</b>
	322	* Gene Kotlarek, Duluth (National Champion) <b>NATIONAL RECORD</b>
1978	331	Chris McNeil, Steamboat Springs (North American Champion)
	334	Tauno Kayhko, Japan (North American Champion)
	344	Jim Denney, Duluth (North American Champion)
	354	* Jim Denney, Duluth (North American Champion) <b>NATIONAL RECORD</b>
	367	Harkin Hartveit, Wyoming University (Merrill)
1980	374	Olav Hanssen, Utah University (Merrill)



The view from 5th Street shows the Crosswhite Livery which served as the firehouse until 1941 when it was moved to Howelsen Hill for use as a viewing stand. Photo: Routt National Forest



Original Winter Sports Club Logo, 1920's

Howeisen Hill has sent 13 skiers to the Colorado Ski Hall of Fame, five to the National Ski Hall of Fame, three to the Colorado Sports Hall of Fame and two to the World Pro Circuit.

**Jim "Moose" Barrows** (1944- ): Olympic and FIS downhill racer whose third place in the 1967 World Cup remained an American downhill record for 17 years; 1969 North American Downhill Champion; turned pro in 1970 entering the "top ten" in 1971 and placing third in 1972; 1980 Olympic men's downhill coach.

**Marvin Crawford** (1932- ): Compiled the highest combined point total ever achieved by an American at the 1956 Olympics and was never defeated in four-way competition; held National Junior Jumping and Alpine Combined Championships after an unprecedented double victory in 1947; Steamboat Ski Area General Manager 1964-67.

**James Dalpes** (1904- ): Colorado's first All-American Ski Team member in 1931; trained to jump by Howeisen.

**John Fetcher** (1912- ): Spearheaded fundraising and construction of the 1973-78 rebuilding of Howeisen Hill Jumping Complex; original planner and engineer of Steamboat Ski Area; Olympic jumping judge; 1981 Winter Carnival Grand Marshal.

**Marceilus Merrill** (1900- ): A Howeisen student who founded the Merrill Trophy presented annually since 1940 for the longest standing jump at Howeisen Hill during Winter Carnival; invented car-top ski racks, metal skis, an early electronic race-timing device, and the rollers that enable the Steamboat Springs High School Marching Band to "ski" in off-season exhibitions.

**Katy Rodolph** (1930- ): Won the first National Women's Giant Slalom Championship four years after beginning to ski; competed on two Olympic and two FIS teams and won the National Ski Association Slalom, Downhill and Combined Titles in both 1951 and 1953.

**Rudi Schnackenberg** (1921- ): Pioneered mountain rescue and winter warfare techniques as Tenth Mountain Division instructor; founder Rocky Mountain Ski Instructors Association; Howeisen Hill Area Manager and Coach 1955-65.

**John Steele** (1909- ): Steamboat Springs' first Olympian; first president Denver University Ski Club; All-American Skier 1930; received 27 silver cups and gold medals during 22 years of jumping competition.

**Lonny Vanatta** (1957- ): Slalom skier who graduated from Howeisen Hill's Little Toots program to the US Ski Team at 19 and the World Pro Circuit; recognized the top American pro when he finished first in his second season in 1979 and third in 1980; took more prizes than any other American pro prior to retiring in 1984.

**Al Wegeman** (1900-1950): Steamboat Springs School System Ski Coach (1943-49) who introduced pre-season dryland training; the first ski coach hired by a public school system in Colorado and the first paid full-time ski coach in the state.

**Skeeter Werner** (1933- ): Queen of the Junior Nation Circuit prior to coaching the Colorado Junior Nation Team (1965-66) and the Steamboat Springs Winter Sports Club (1966-68); Steamboat Ski School Director (1962-64); placed 10th in downhill at the 1956 Olympics and 1954 FIS Championships; sister of Olympians Bud and Loris.

**Wallace "Buddy" Werner** (1935-1964): Led America's challenge to European skiers during the 1950's and 1960's as three-time Olympian and Holmenkollen Champion; first American to win a major European downhill at two-time Roche Cup winner. Although he never won an Olympic or FIS medal, Werner became a living legend referred to as the best known and most popular American skier of all time, the first American ski racer of world class, the most exciting skier ever to represent the US in international competition, among the finest four-event skiers the US has ever produced. After he was killed in an avalanche in Switzerland while filming a ski movie at age 28, the town renamed Storm Mountain as Mt. Werner and built the Bud Werner Memorial Library in his honor.

**Sven Wilk** (1921- ): Founded the Steamboat Springs Winter Sports Club junior cross-country program and first international Special Olympics; Western State College's coach for 19 years, inspiring 11 students to become Nordic coaches and 12 to qualify for US Olympic or FIS teams; FIS and Olympic Team coach and founder Mt. Werner Training Center.

**Gordon Wren** (1919- ): The only American to qualify in all four Olympic ski events; achieved the highest standing ever attained by an American competitor when he placed fifth in special jumping at the 1948 Olympics; the first American to jump over 300-feet, a record established with a 301-foot jump at Howeisen Hill in 1950; recorded several jumps of over 400 feet, more than any other US jumper; Steamboat Springs Winter Sports Club Coach (1950-55) initiating training programs which prepared numerous future Olympians; grandson of a local freighter and nephew of a skiing mailman.

Howelsen Hill hosted only cross-country and jumping events until 1931 when slalom and downhill courses were added and a small rope tow began serving a beginners slope. The first lift to the top of the hill was a "boat tow," constructed in 1937 from two sleds each carrying as many as 12 people, and pulled to the top by a cable powered by the transmission and motor from a Model T. In 1938 Howelsen Hill became one of the first ski areas to introduce night skiing when a spotlight, mounted on the roof of the county shop at 8th & Lincoln Avenue was turned on the hill; lights were not installed on the mountain until the early 1940's.

The log warming hut and lift shack were built at the base in 1946 and construction of a new 8,850 foot

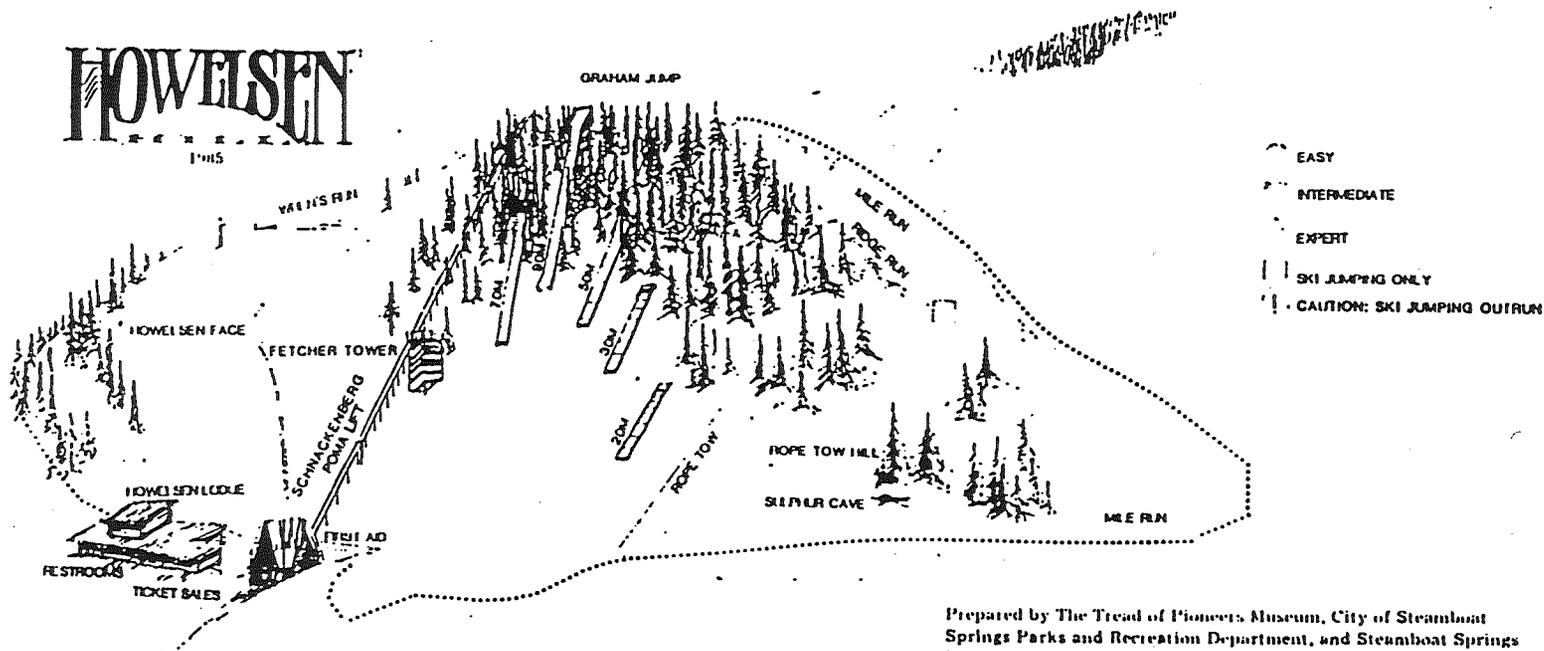
combination chair and T-bar lift — the longest single span ski lift in America — was completed in 1948. It was removed in the early 1950's when capacity outstripped the ski industry and it became a financial loss. During 1948 and 1949 the jumping hill was recontoured and a new judges tower and 90-meter jump, built to FIS specifications, were added and dedicated to local businessman Douglas Graham who spearheaded the improvements. In 1959 Howelsen Hill was again recontoured to provide six jumps ranging in size from the 90-meter Graham Jump to a small beginners jump.

The Graham Jump burned to the ground in a 1972 fire of unknown origin, dashing hopes that state funds would be used to rebuild the hill for

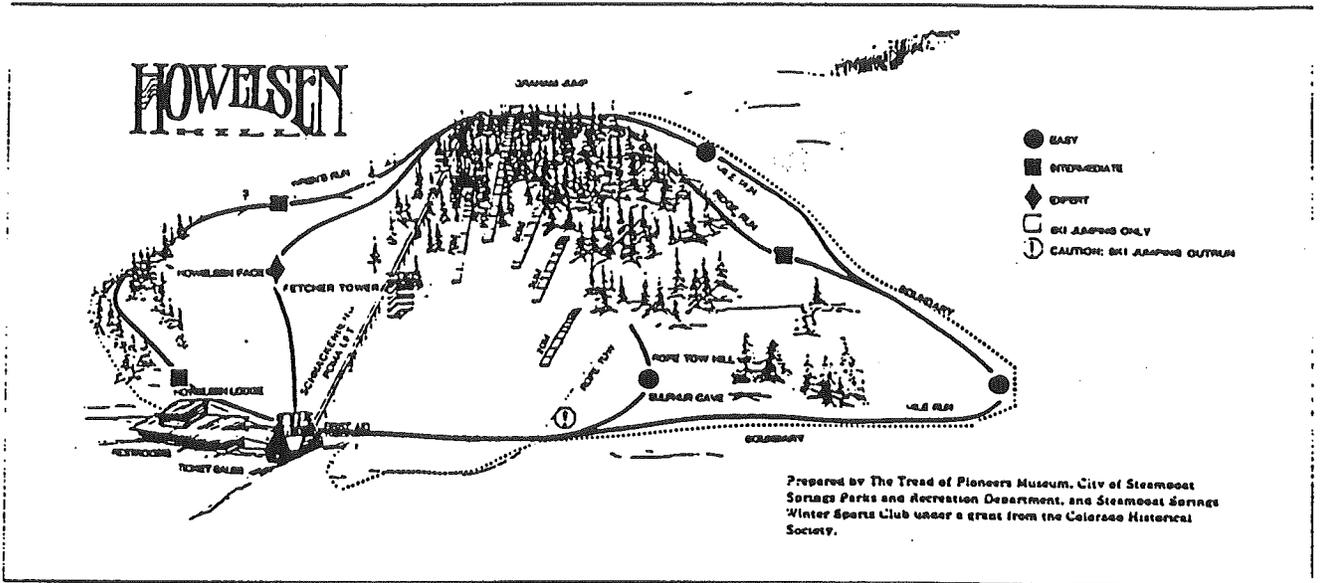
the 1976 Olympic jumping events, and prompting speculation that the fire was set in protest to local participation in staging the Winter Olympics in Colorado.

After a 5-year \$1.1 million dollar fundraising effort organized by local rancher John Fetcher, the hill was recontoured and 90 and 70-meter jumps and a six-story judges tower constructed. The "new hill" was dedicated in 1978 during the North American Ski Jumping and Nordic Combined Championships. Since then snowmaking equipment has been installed (1979), the lodge remodeled to house the offices of the city Parks & Recreation Department and Winter Sports Club (1981), and the runout area stabilized (1984).

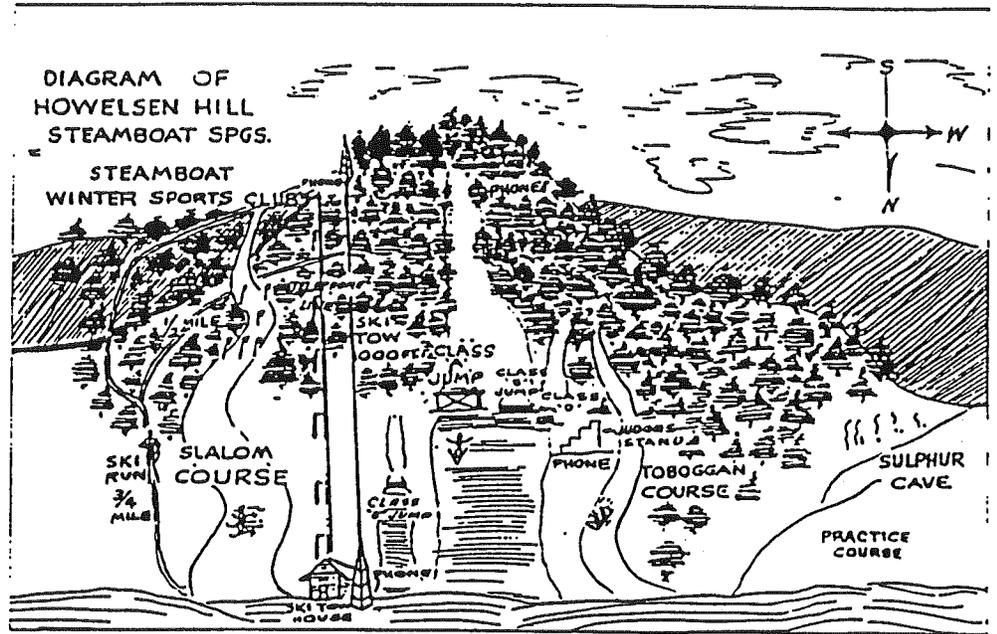
A-55



Prepared by The Tread of Pioneers Museum, City of Steamboat Springs Parks and Recreation Department, and Steamboat Springs Winter Sports Club under a grant from the Colorado Historical Society.



1986

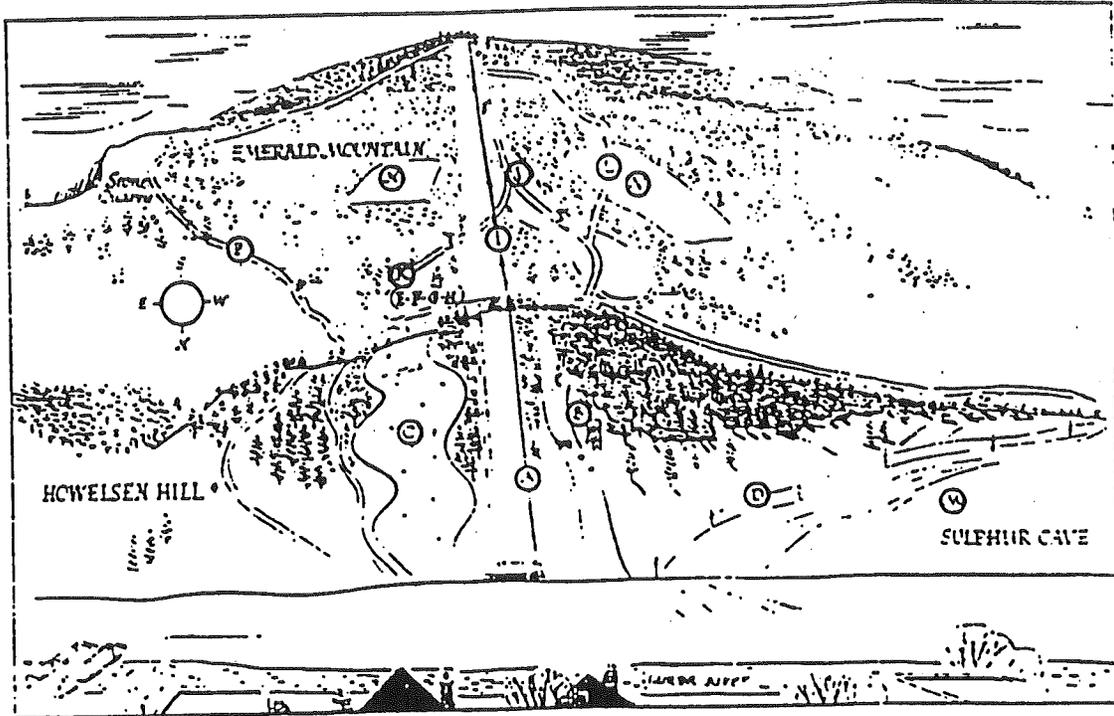


1949



Winter Sports Club logos from the 1920s, 1970s and 1980s

# New Lift Opens Many Thrilling Ski Trails



- A—Boat tow to the top of Howelsen Hill, 1,000 feet in length, rising 500 feet.
- B—Jumping course. Jumps for all sizes and ability. Course record is 259 feet, made by Alf Engen, at national jumping tournament in 1944.
- C—Slalom course on Howelsen Hill.
- D—Rope tow on Sulphur Cave, it is 1,200 feet in length and rises 300 feet, giving access to gun-
- ner slopes.
- E, F, G, H—Start of runs leading from top of Howelsen Hill and end of boat tow. Runs from three-eighths of a mile to a mile in length.
- I—New 4,850 chair and T-bar lift from base of Howelsen Hill to top of Emerald Mountain—some of the finest ski terrain in America.
- J—Mile and a half Memorial Run, starting at the top of Emerald Mountain.
- K—Alternate course on run starting at top of Emerald Mountain. Nearly two miles in length.
- L—Run on Emerald Mountain.
- N—Open fields for skiing on Emerald Mountain.
- P—Road and trail leading to the Stone Quarry, and then along the ridge of Emerald Mountain to the terminus of the new ski lift.
- The club house can be seen at the foot of Howelsen Hill where the runs start and all runs end.
- The town of Steamboat Springs is in the foreground as the great ski country is only two blocks from town and can be reached by trail or automobile thruout the winter.
- The outdoor skating rink lies just north of the fine log house.

1939



Photo: Tim Temple

BUILDING CONDITION FORM

WINTER & COMPANY

Project Area: Downtown Historic Survey of Steamboat Springs

State ID #: 5RT 1048

ADDRESS: \_\_\_\_\_

*Lawrence Hill site District?*

CONDITION:

\_\_\_\_\_ INTACT:

property retains its historic configuration without noticeable alterations

X ALTERED, COMPATIBLE:

changes have occurred but they do not compromise the integrity of the property

X ALTERED, INCOMPATIBLE BUT RETRIEVABLE:

changes have occurred that do weaken the integrity of the property, but these changes can be reversed

\_\_\_\_\_ ALTERED, NOT RETRIEVABLE:

changes have occurred that do weaken the integrity of the property, and the loss of integrity cannot be reversed

RATING:

C\* - SOME ORIGINAL DETAIL

NC\*- NO DETAILS

X CONTRIBUTING - C

This structure dates from the historic period of significance for the area and retains a high degree of integrity of historic features. As such, it helps convey the character of the street during its historic period of significance.

\_\_\_\_\_ CONTRIBUTING WITH QUALIFICATIONS - C\*

This structure dates from the historic period of significance for the area. Although it has experienced alterations that affect its character, it still retains the basic form and structural system of its historic period. Non-contributing alterations may be removable and more of the historic character may be retrieved. The property helps convey the character and scale of the street during its historic period of significance.

**COLORADO HISTORICAL SOCIETY**  
**Office of Archaeology and Historic Preservation**  
**1300 Broadway Denver, CO 80203**

SITE NO.: 5RT1048

**HISTORIC BUILDING INVENTORY**

Eligible for National Register  yes  no  
 date \_\_\_\_\_ initials \_\_\_\_\_ Cri-  
 teria  A  B  C  D  
 Contributes to a potential National Reg-  
 ister district  
 yes  no district name: \_\_\_\_\_

Eligible for State Register   
 yes  no  
 date \_\_\_\_\_ initials \_\_\_\_\_ Cri-  
 teria  a  b  c  d  e  
 Areas of significance: \_\_\_\_\_

Period of significance \_\_\_\_\_  
 Needs data  date \_\_\_\_\_ initials \_\_\_\_\_

LOCAL LANDMARK DESIGNATION:  yes  
 no

Date of designation:  
 Designating authority:

P.M.: 6th township: 6N range: 84W  
 SE¼ of SW¼ and SW¼ of SE¼ of  
 Section 17

UTM REFERENCE- Zone: 13  
 Easting:  
 Northing:

USGS QUAD NAME: Steamboat Springs  
 Year: 1969  7.5'  15'

Block: na  
 Lot(s): na  
 Addition: Original Town  
 Year of addition: 1884

original location  moved  
 Date of moves(s):

HISTORIC USE: recreational  
 PRESENT USE: recreational

COUNTY: Routt

CITY: Steamboat Springs

HISTORIC BUILDING NAME: Elk Park/Crawford Mountain/Quarry  
 Mountain/Howelsen Hill

CURRENT BUILDING NAME: Howelsen Hill

ADDRESS: Howelsen Hill Park  
 Steamboat Springs, CO 80487

OWNER NAME & ADDRESS:  
 City of Steamboat Springs  
 P. O. Box 775088  
 Steamboat Springs, CO 80477

STYLE: Rustic Style/Vernacular Wood Frame

BUILDING TYPE:

MATERIALS: log

**HISTORICAL BACKGROUND** (discuss important persons and events associated with this building): Originally the Park was used as a wild game park for elk and referred to as Elk Park in 1914. Wood scaffolding was erected at Carl Howelsen's instigation for a 70 meter ski jump in 1914. It was called the Big Jump and the hill called Crawford or Quarry Mountain..  
 The hill was renamed Howelsen Hill in 1917. Improvements were made continuously during the years. A boat tow lift was added in 1938, skiing at night added in 1939, reconstruction of the jump in 1940, 1941 the old fire house moved onto the site to serve as a viewing stand, 1945 two-story log clubhouse and tow house built, 1946 continued improvements to the jump. Carl Howelsen introduced skiing and ski jumping to Steamboat Springs in 1913. Rodeo grounds were established on the site before the turn of the century. The park has also been in continuous use a baseball field.

**INFORMATION SOURCES** (be specific): Winter & Company, "Historic Context of Routt County," January, 1994; Sureva Towler, The History of Skiing at Steamboat Springs, Denver: Frederic Printing Company, 1987.

**SIGNIFICANCE** (check appropriate categories)

Architectural significance: <input type="checkbox"/>	Historical significance:
represents the work of a master	<input checked="" type="checkbox"/> associated with significant person(s)
<input type="checkbox"/> possess high artistic value	<input checked="" type="checkbox"/> associated with significant event
<input type="checkbox"/> represents a type, period, or method of construction	<input checked="" type="checkbox"/> associated with a pattern of events
National Register eligibility:	<input type="checkbox"/> contributes to an historic district
Individual <input checked="" type="checkbox"/> yes <input type="checkbox"/> no	
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	
<input type="checkbox"/> D	
Area(s) of significance: Community planning & development	Contributes to a potential district:
Recreation	<input type="checkbox"/> yes <input type="checkbox"/> no
	District name:
Period of significance: 1875-1946	

**THEME(S):**

**STATEMENT OF SIGNIFICANCE** (briefly justify the significance checked above):

Howelsen Hill/Howelsen Hill Park are significant as a historic site for its association with Carl Howelsen and as possibly being the oldest ski hill in the nation. It is also significant for the rodeo grounds and early baseball fields.

**INVENTORY COMPLETED BY:** Marty Alexandroff/Sheila Smyth

**DATE:** February 28, 1996

**AFFILIATION:** Survey completed for Tread of Pioneers Museum

**PHONE:** 303-572-0676

**ADDRESS:** 1551 Larimer #406  
 Denver, CO 80202

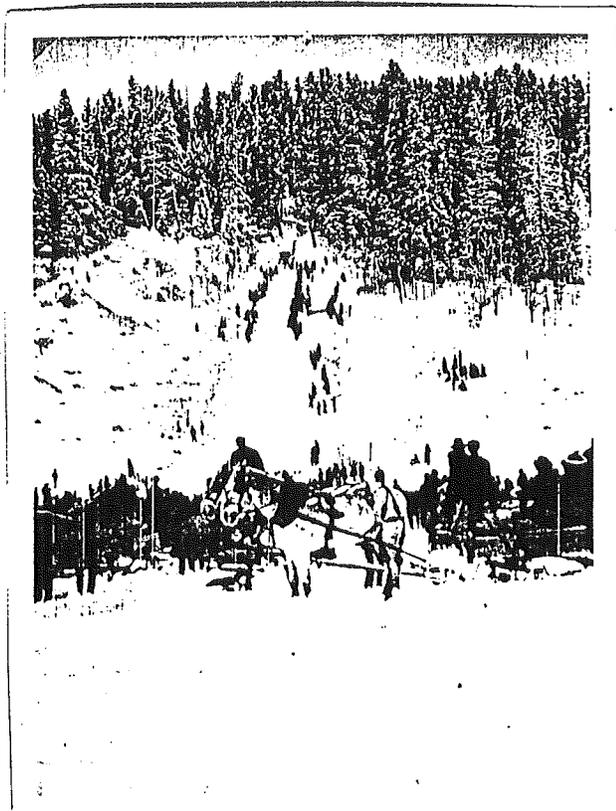
**PROJECT NAME:** Historic Properties Survey of Downtown Steamboat Springs

STORIES: 1 & 2	SQUARE FOOTAGE: unknown	DATE OF CONSTRUCTION- estimate:      actual: 1914 Source of information: Winter & Com- pany, "Historic Context of Routt County," January 1994.
PLAN SHAPE: north arrow		ARCHITECT: unknown  Source of information: na
		BUILDER/CONTRACTOR: unknown  Source of information: na
		ORIGINAL OWNER:  Source of information: Local historians; Routt County Assessor's Office Sched- ule
		ASSOCIATED BUILDINGS- [ ] yes [X] no Type:

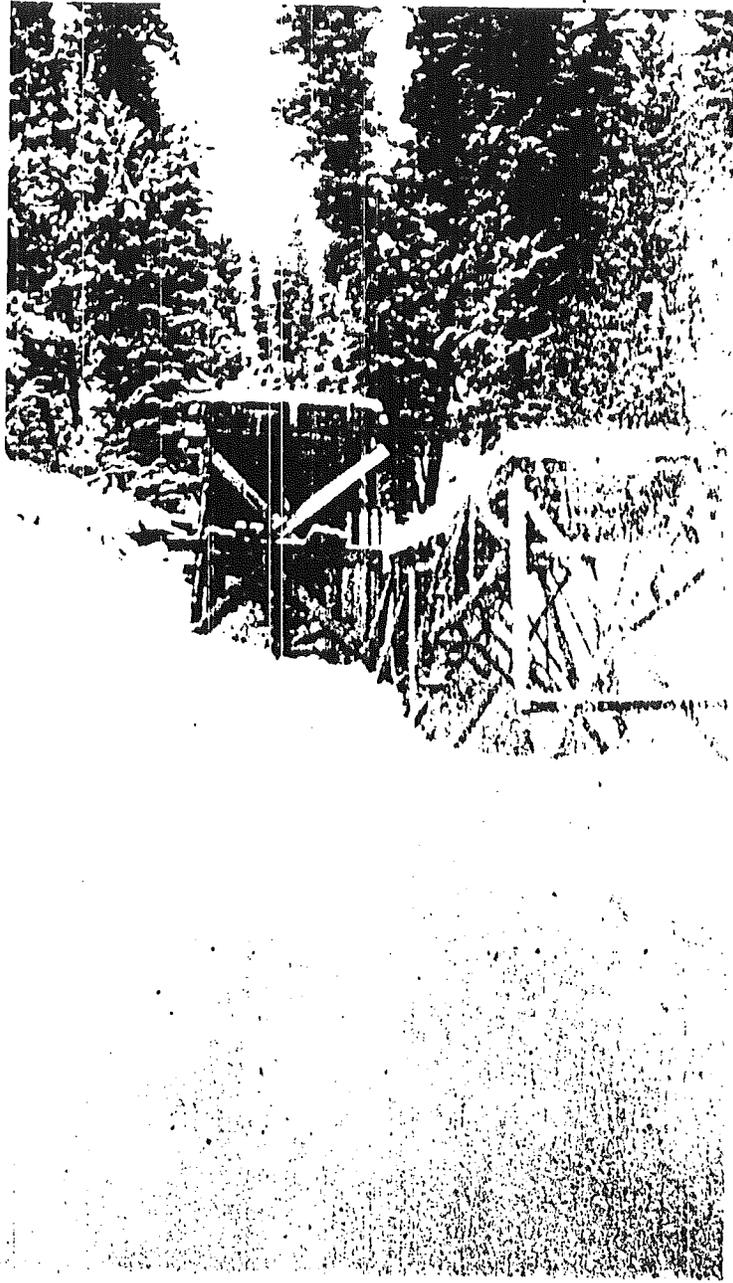
ARCHITECTURAL DESCRIPTION: This site is a park covering the SW/4 of the NE/4 and all of the SW/4 of Section 17. Several buildings are on the site, including the large, Rustic Style log lodge, reconstructed in 1994, an A-frame lift shack, grandstand seating, small lift shack, restrooms, and refreshment stand. The site contains baseball fields and a rodeo grounds, plus a ski hill and 70 and 90-meter ski jumps.	
PHOTOGRAPHS (include photographs showing each side of building and any associated buildings)  Film roll no.: 13 Negative no.: 13-24; 13-24A	
Photographer: Marty Alexandroff Location of negatives: Tread of Pioneers Museum	
CONSTRUCTION HISTORY (include description and dates of major additions, alterations, or demolitions): The ski jump was first constructed in 1914.	



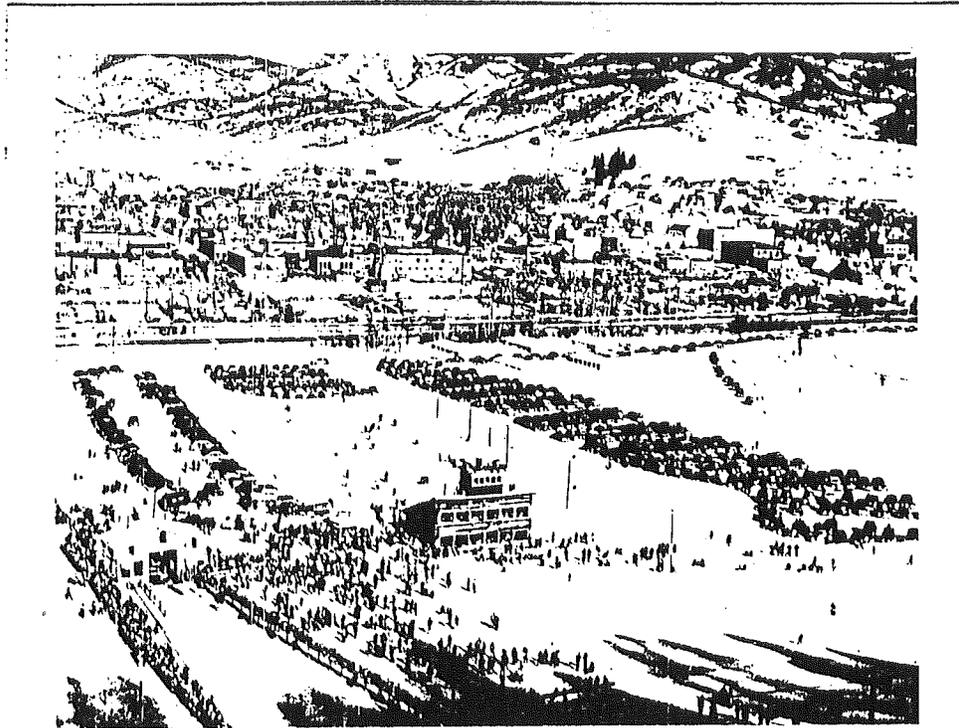
Howelsen Hill 1915-1920 period



about 1915



Howelsen Hill Jumps  
about 1916



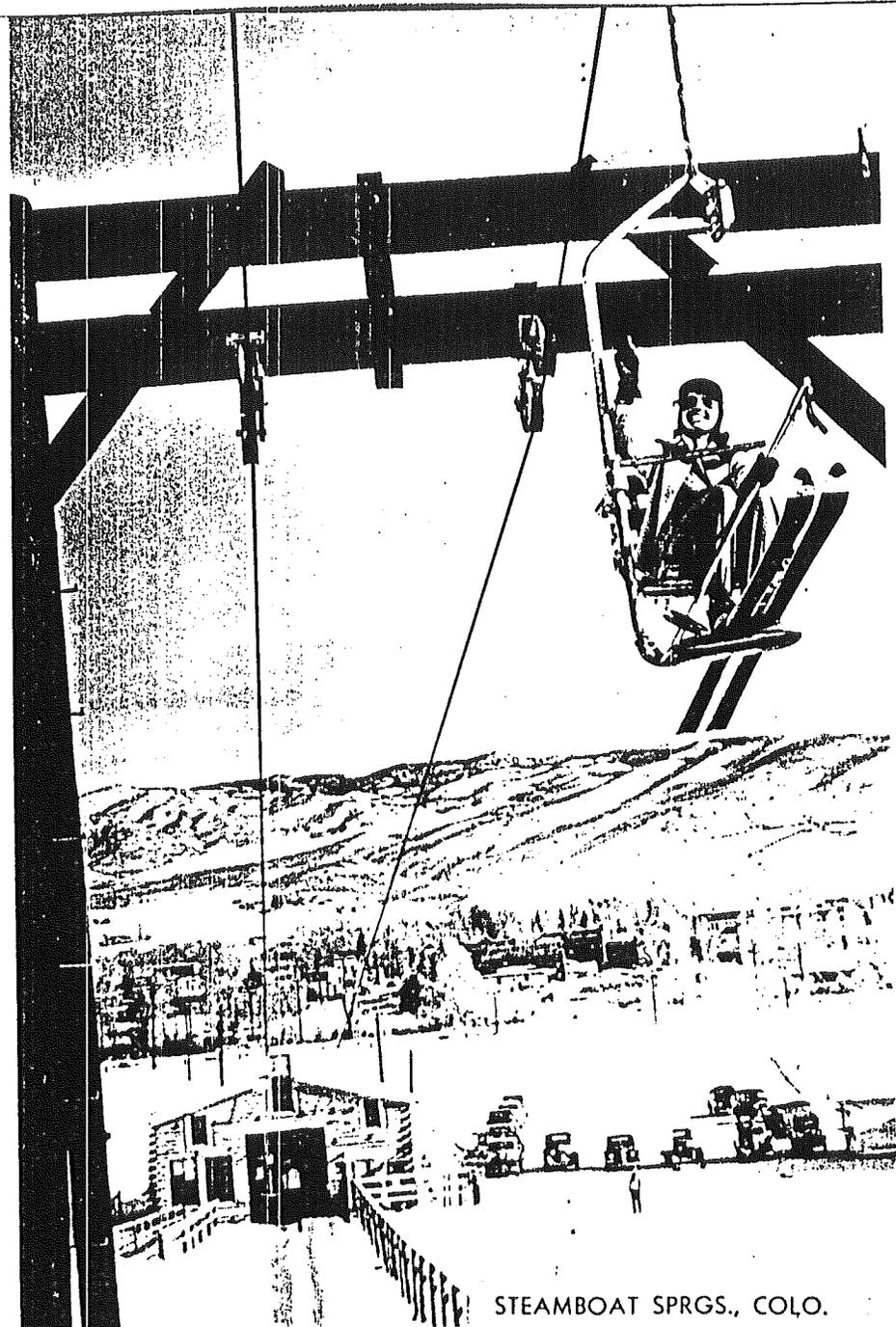
Feb. 1948

MAIN LODGE (B)



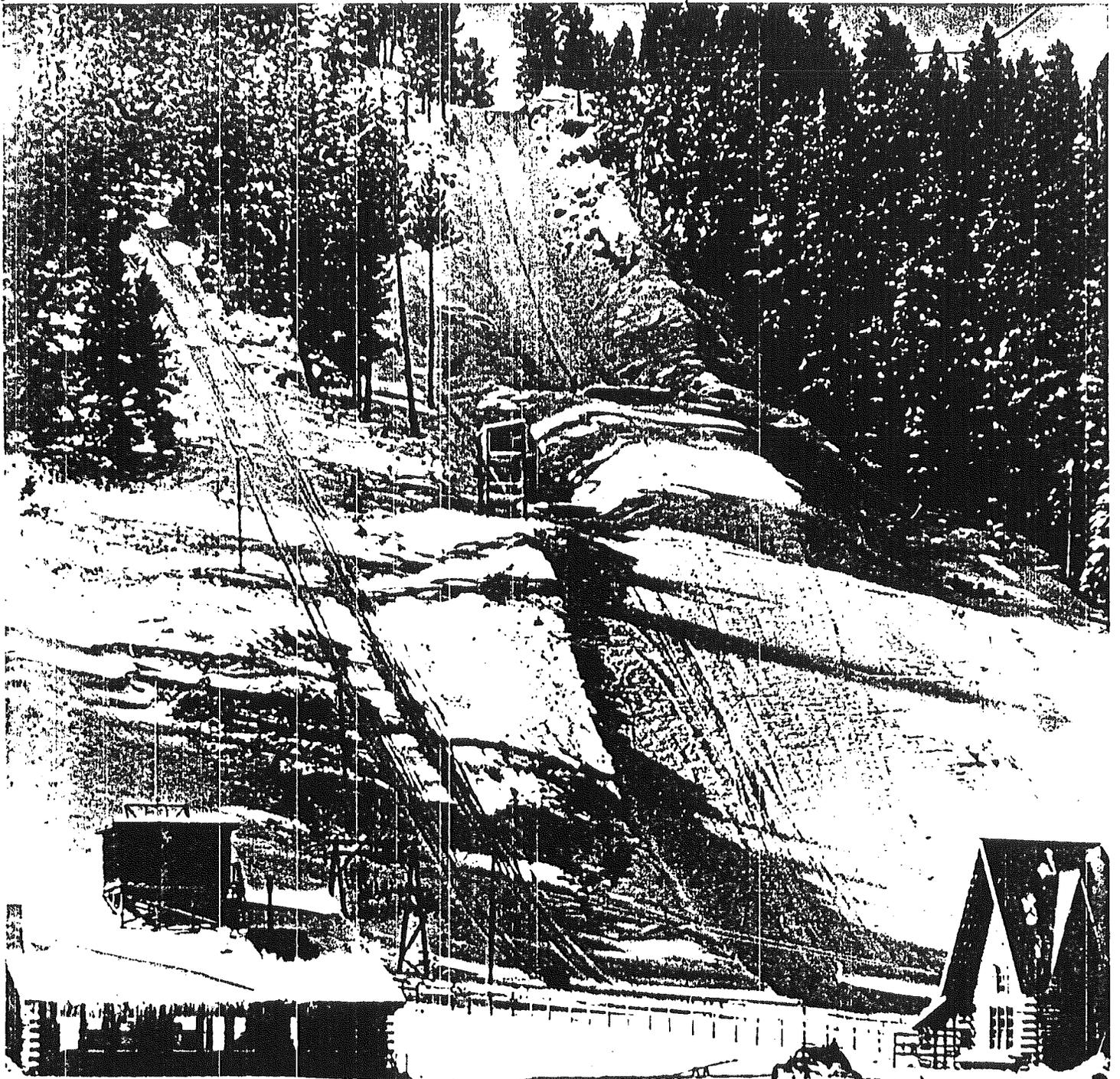
L.A.P. - 1940's

5A-39



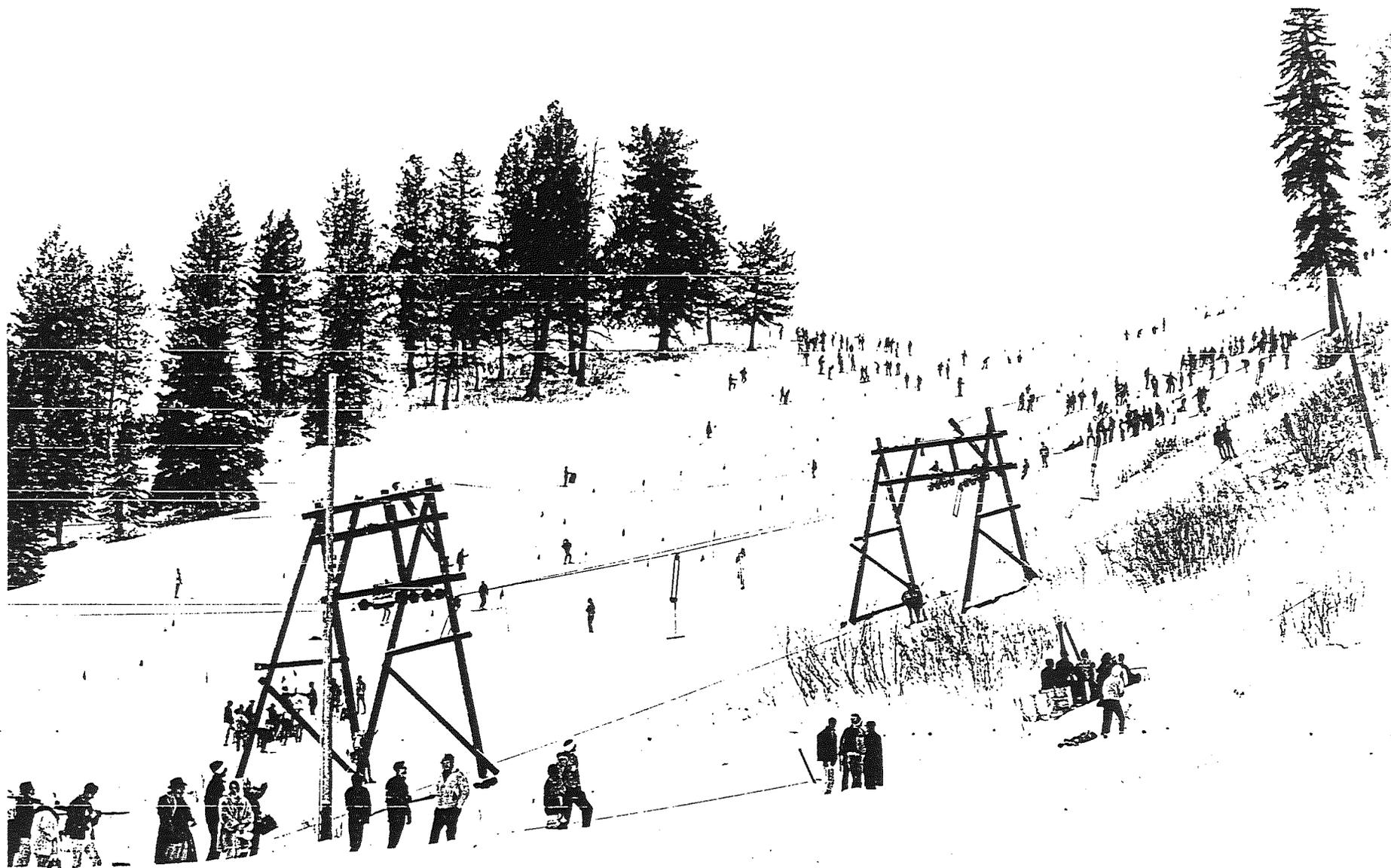
STEAMBOAT SPRGS., COLO.

Chairlift 1948-1954

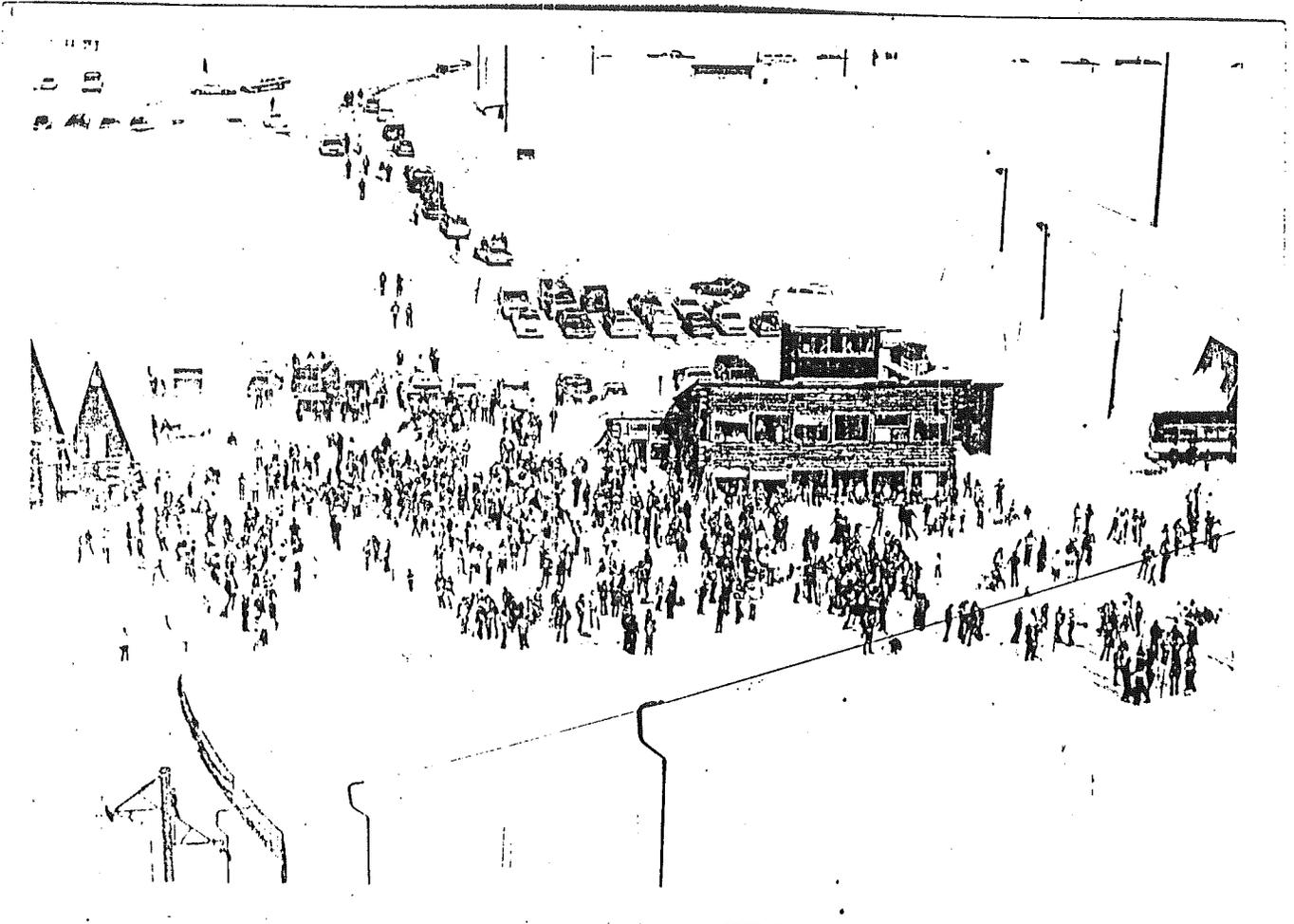


Howelsen Hill, - late 50's

5A-41



Boat Tow & T-BAR  
Between 1958-62



Howelsen Hill  
1970's

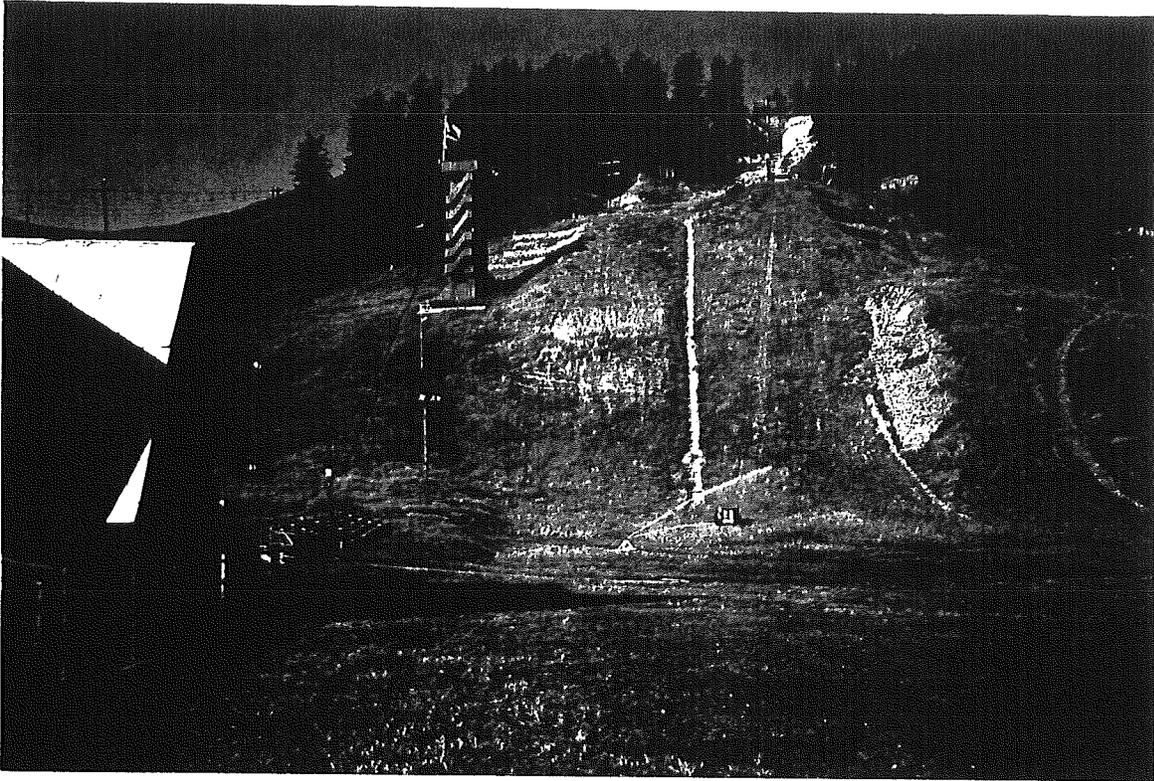


Howelsen Hill Face / Solum Hill

SKI AREA AND JUMP COMPLEX (A)



Chair Lift



50, 70 AND 40 meter jumps

Ski Area AND Jump Complex (A)



30 AND 20 meter jumps



Pony hill / Salpituz  
Cave Hill



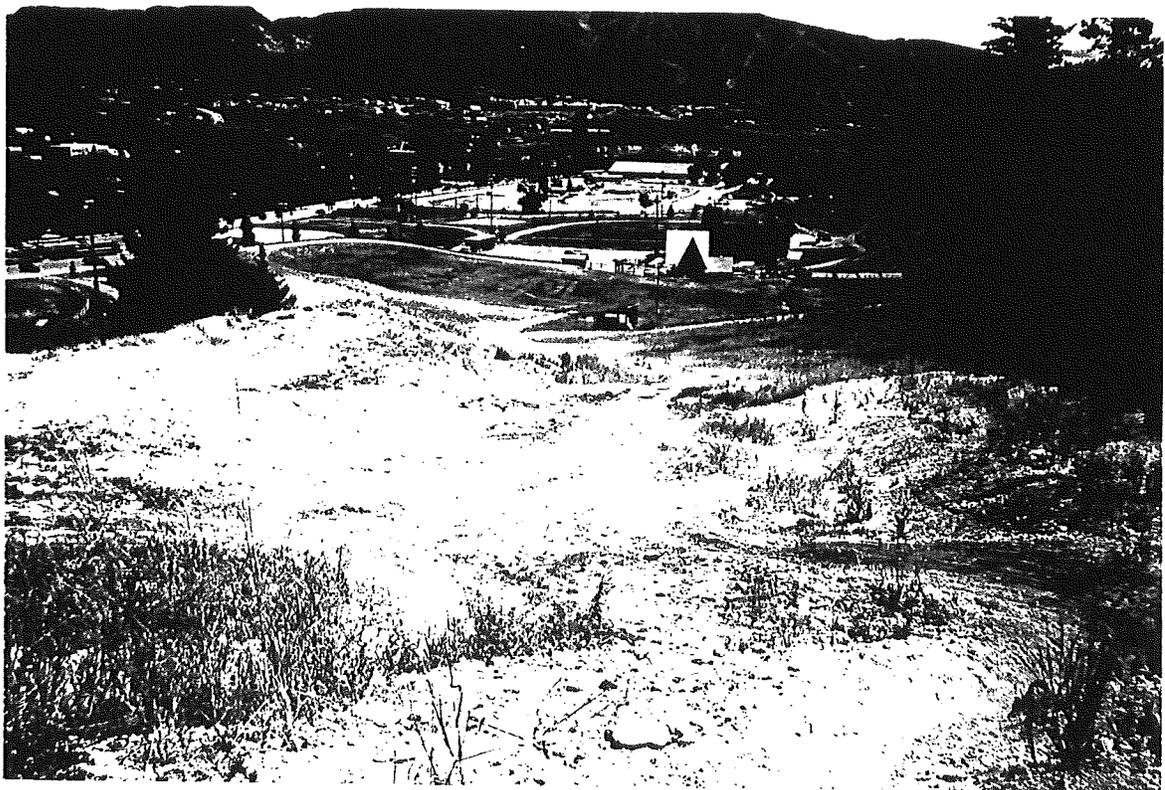
Ski Area AND  
Jump Complex (A)

Poma 1.5t

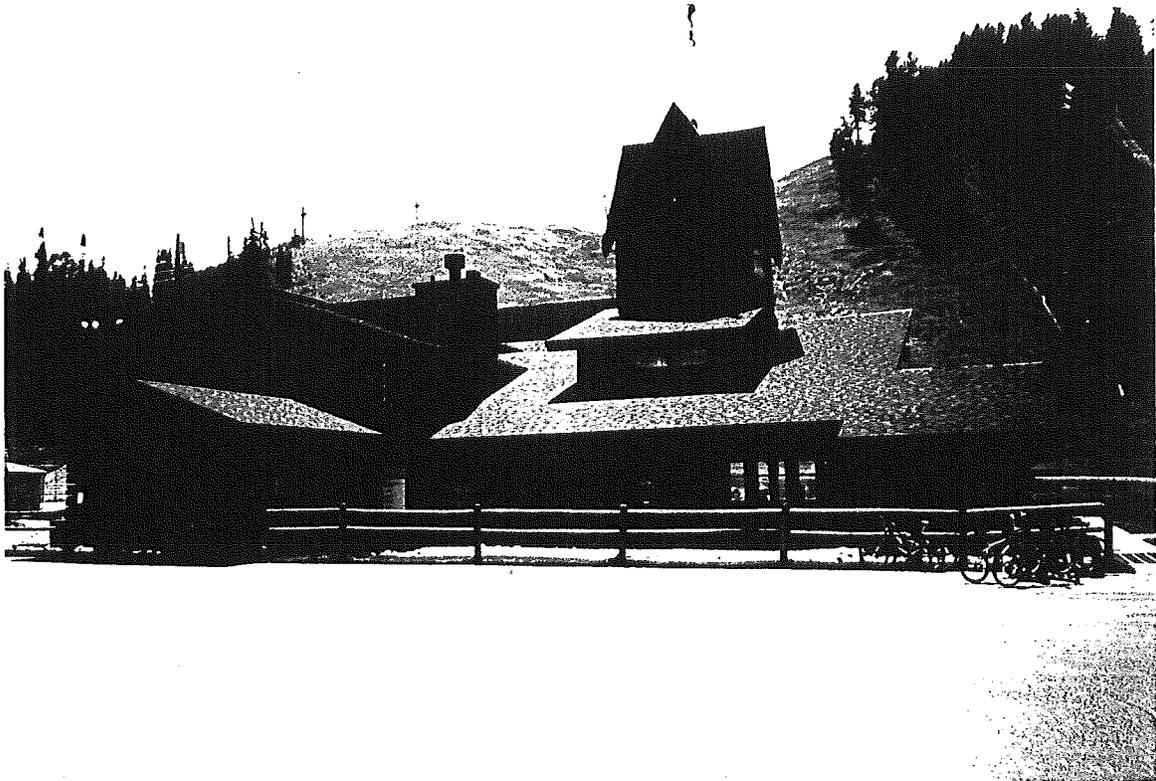
SKI AREA AND Jump Complex (A)



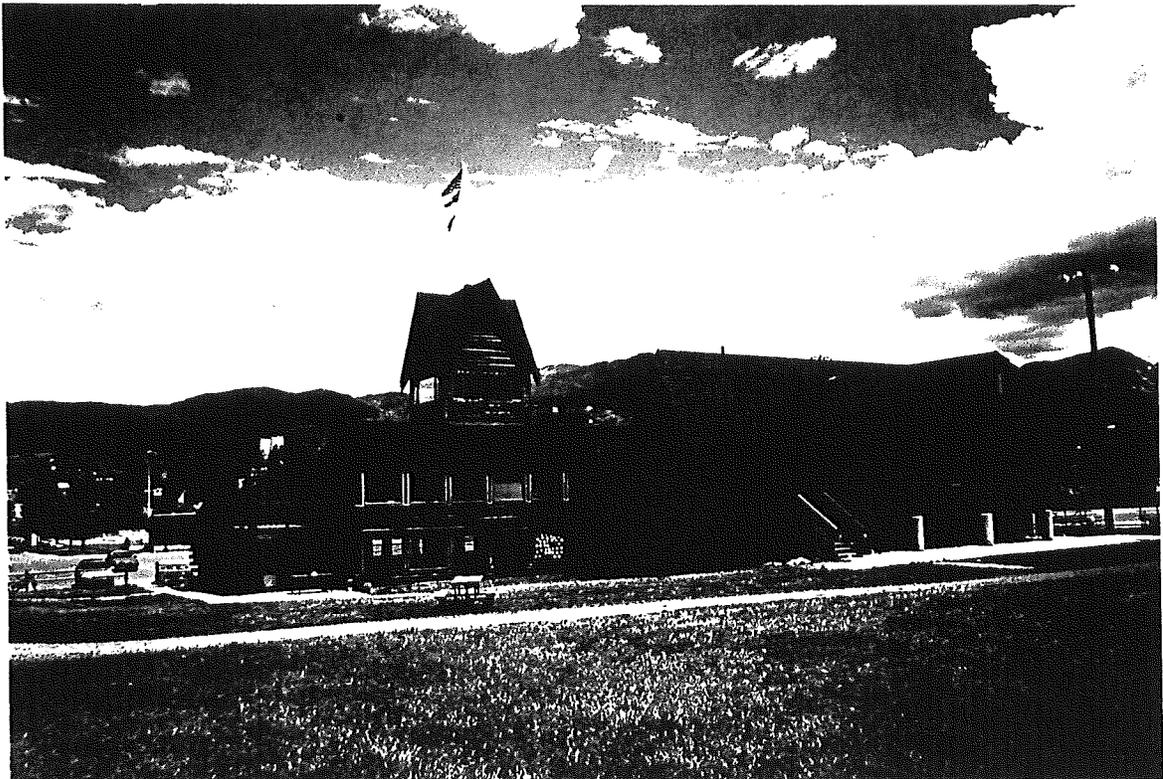
Freestyle jumps



Snowboard Halfpipe

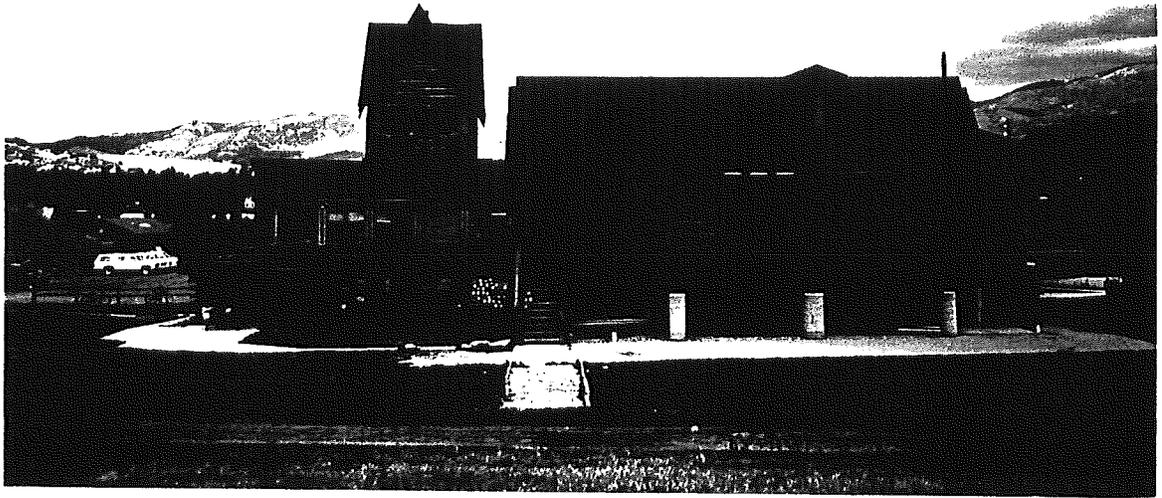


VIEW  
FROM  
NORTH



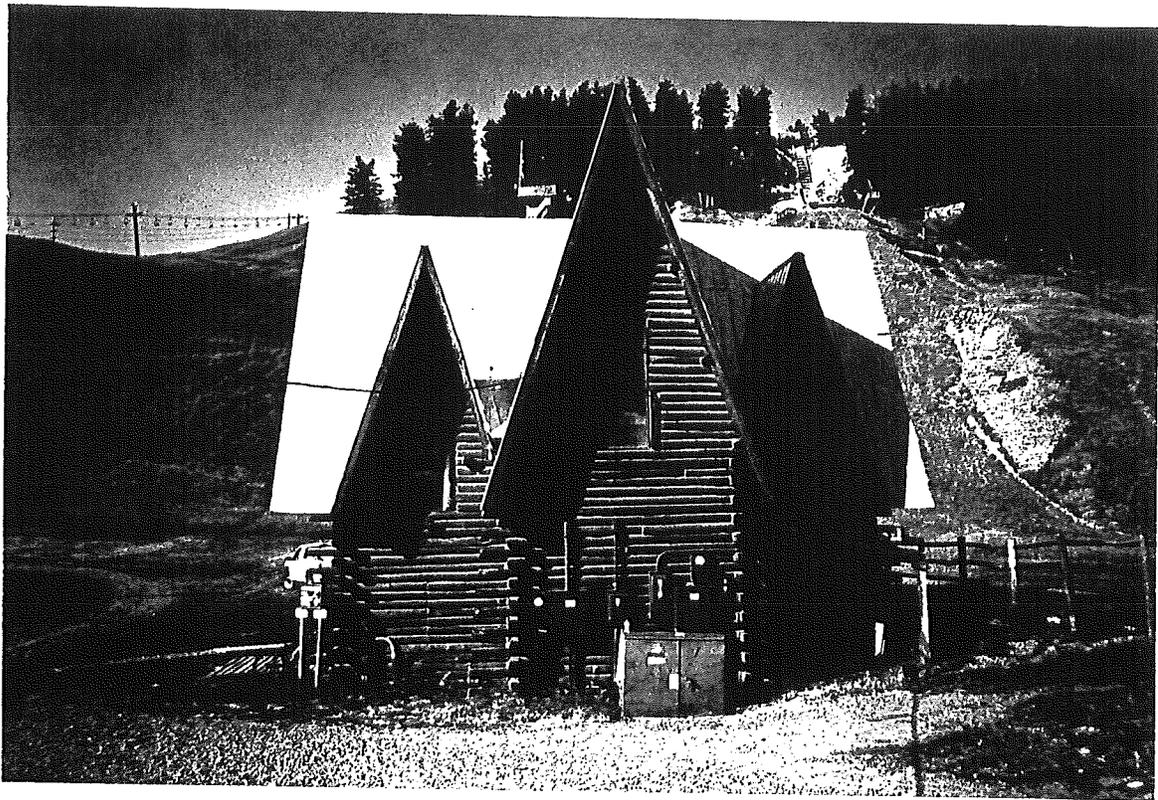
VIEW FROM SOUTH

MAIN LODGE (B)



MAIN LODGE (B) VIEWS FROM SOUTH

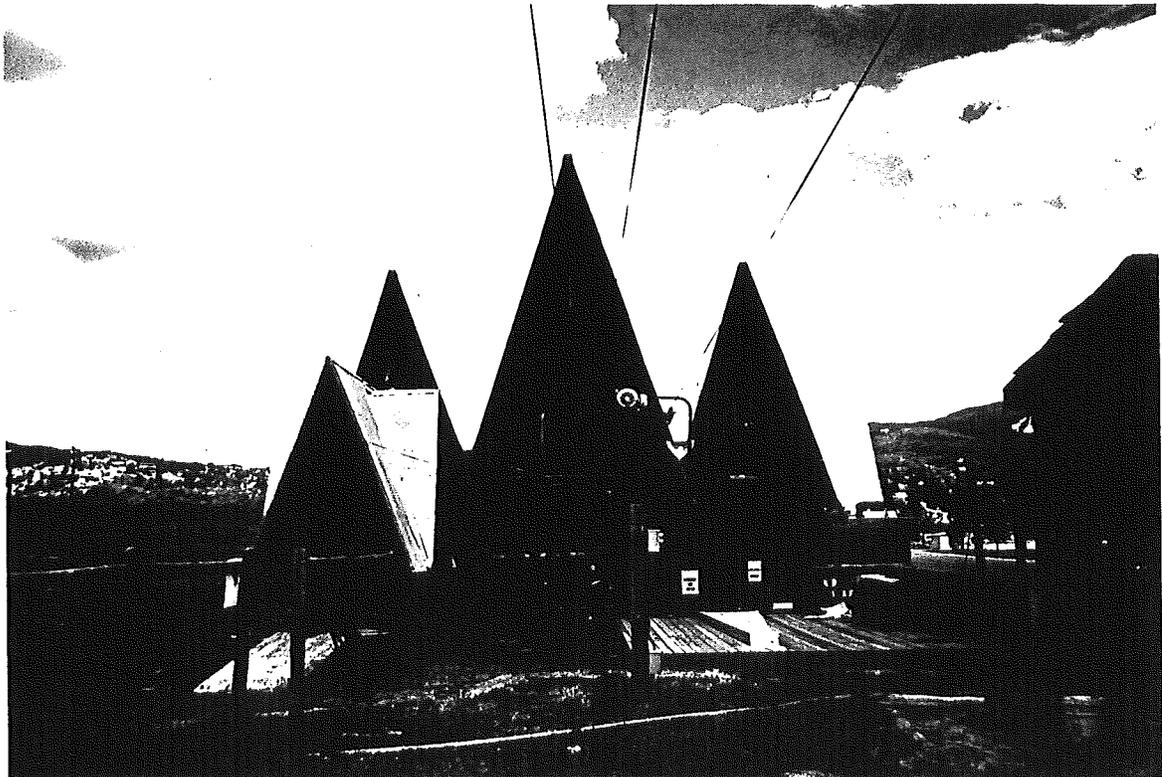




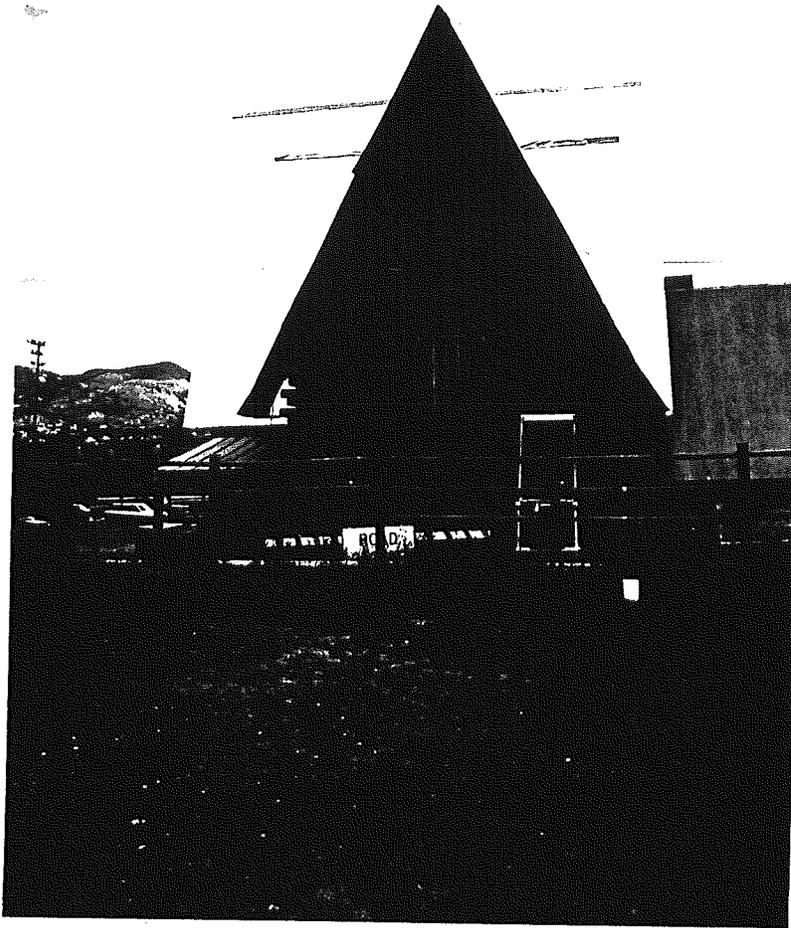
VIEW FROM NORTH  
NORTH  
~~WEST~~

Tow House (C)

VIEW FROM SOUTH  
SOUTH  
~~WEST~~  
↓

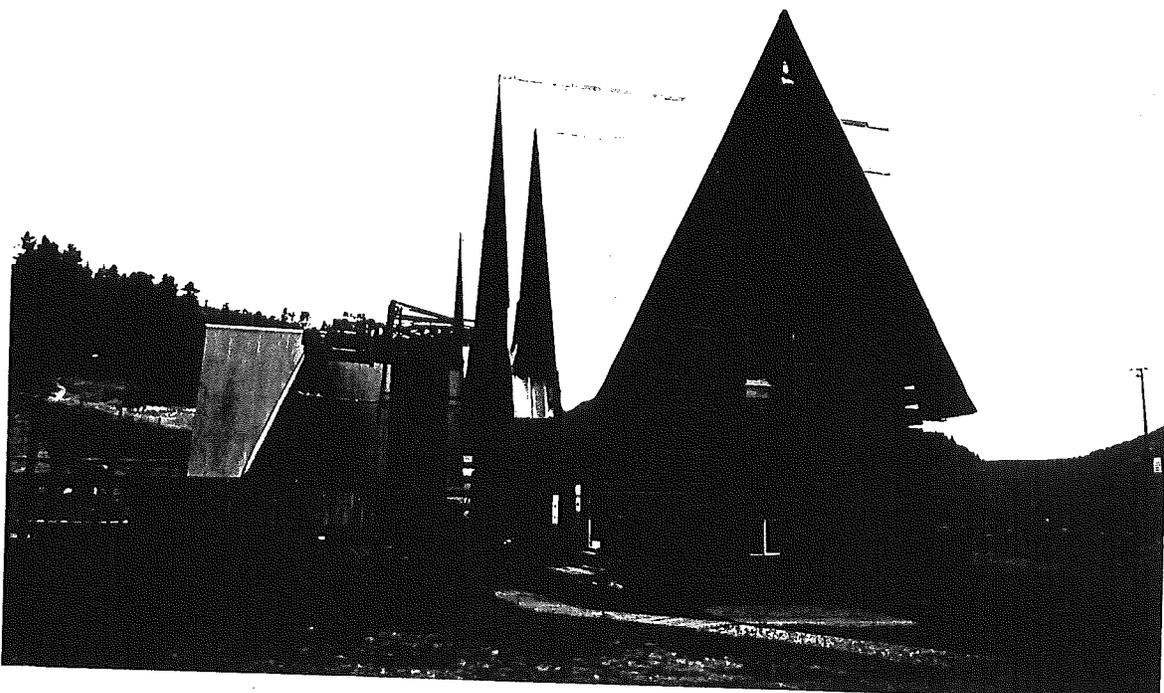


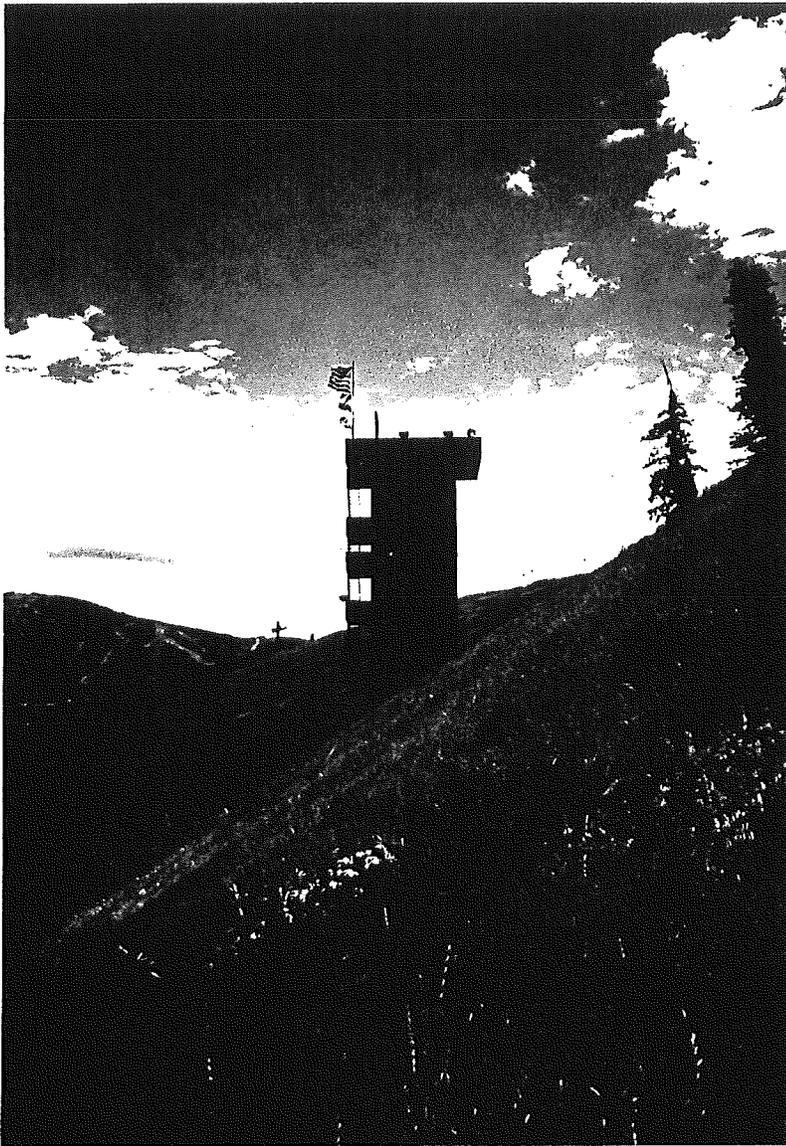
VIEW FROM WEST



Tow House (C)

VIEW FROM EAST

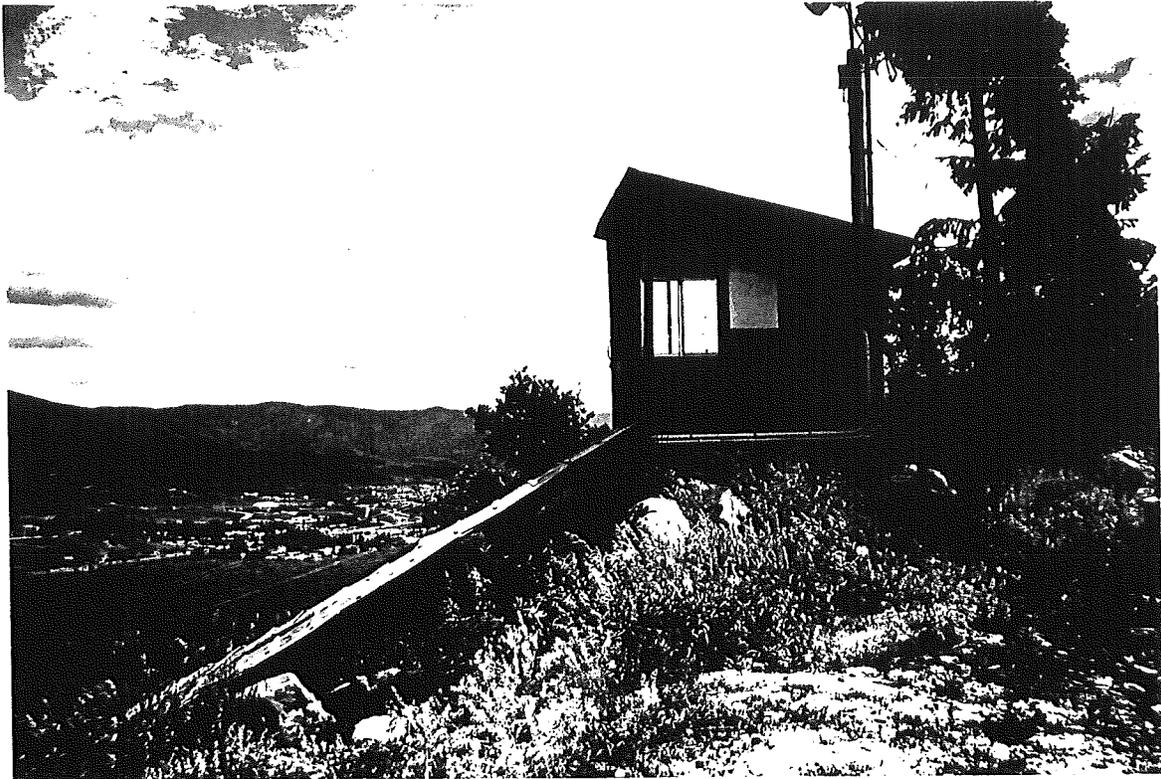




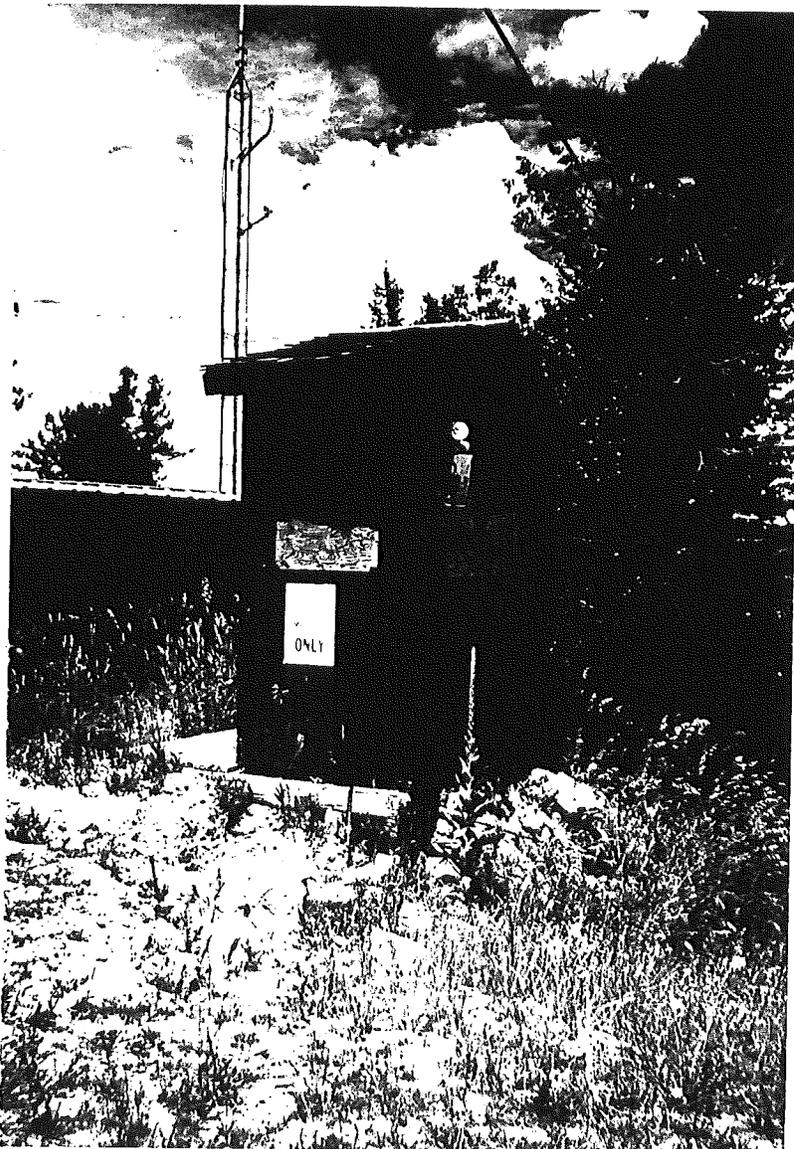
FETCHER Tower (D)

Small Jumps  
Judges Tower (E)





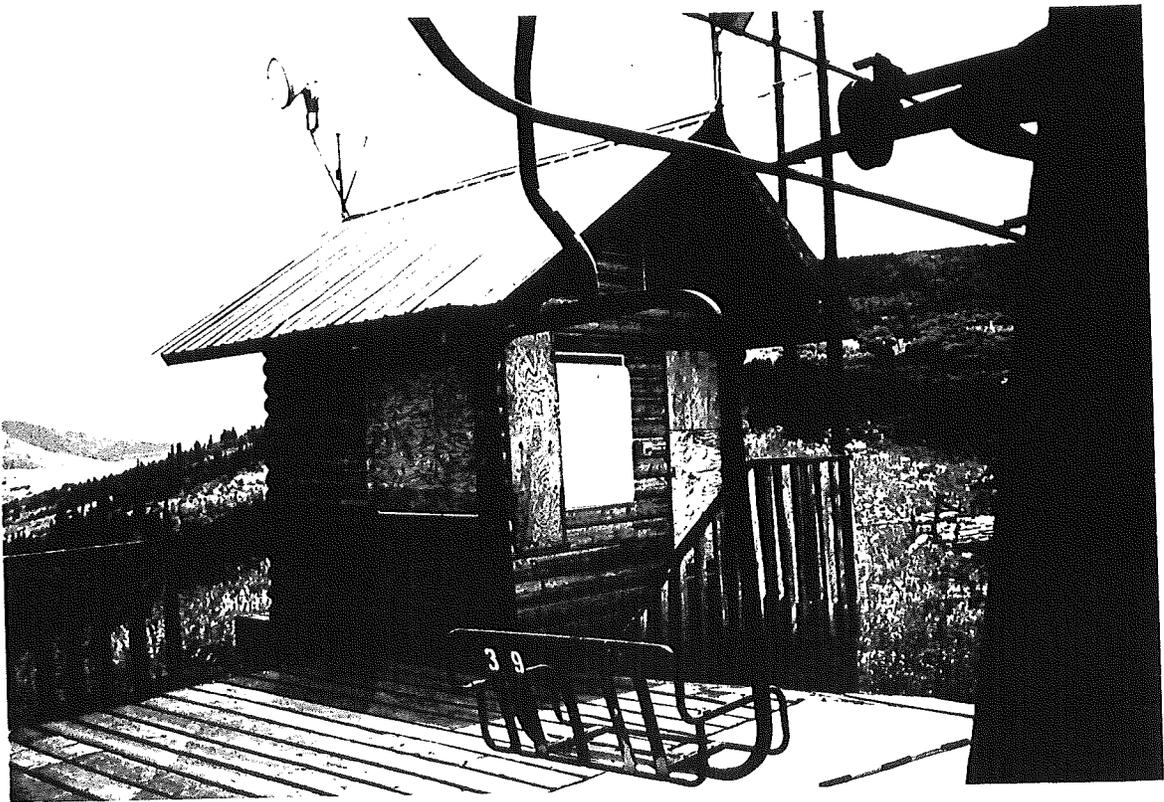
STARTING BOOTH (F)



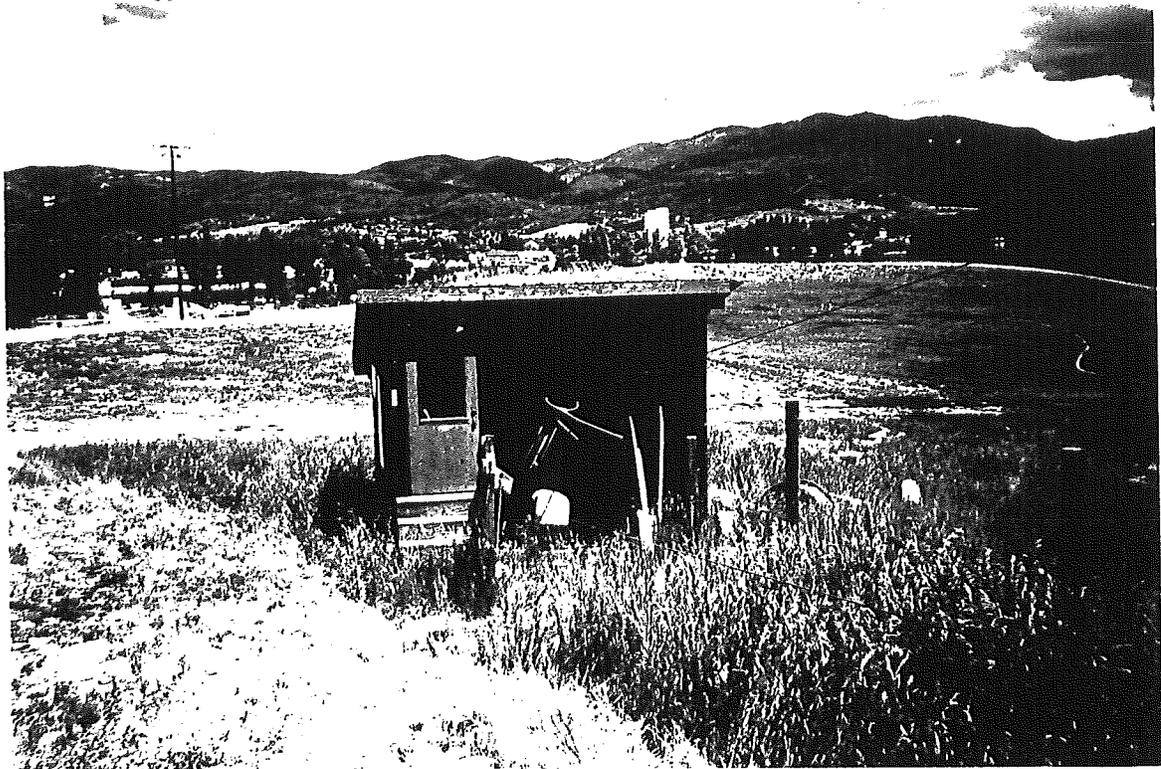
Upper Room  
Lift Shack (G)



Lower Ski Lift Shack (H)



Upper Ski Lift Shack (I)



Pony Hill Lift Tow House (J)

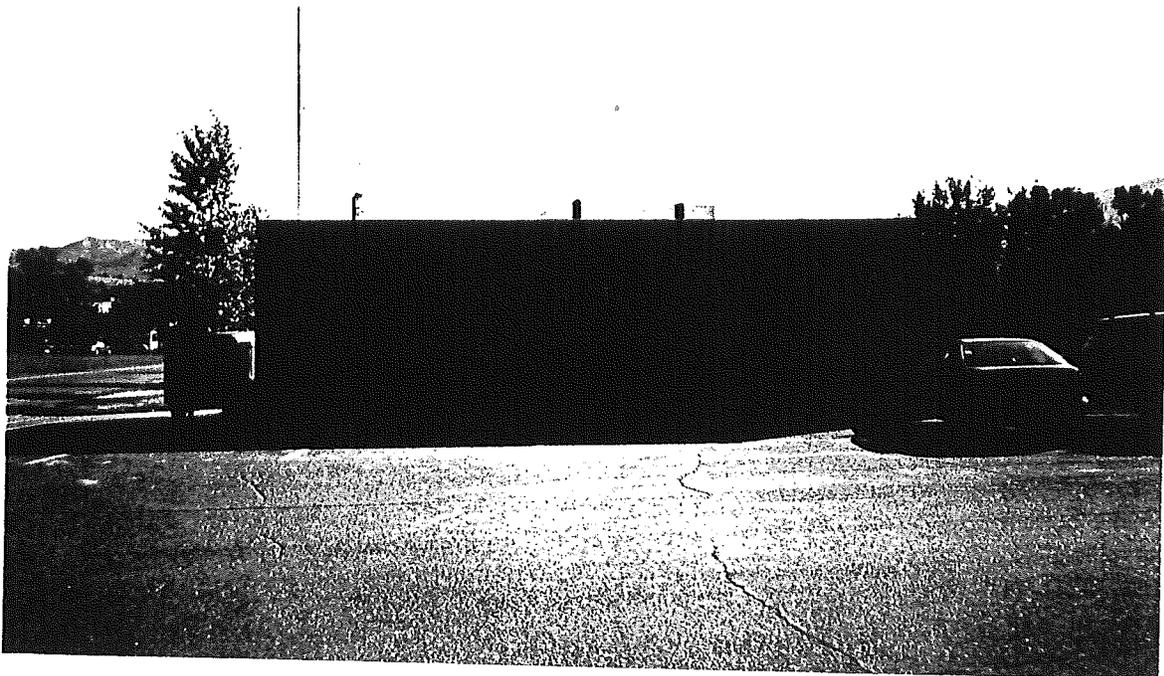


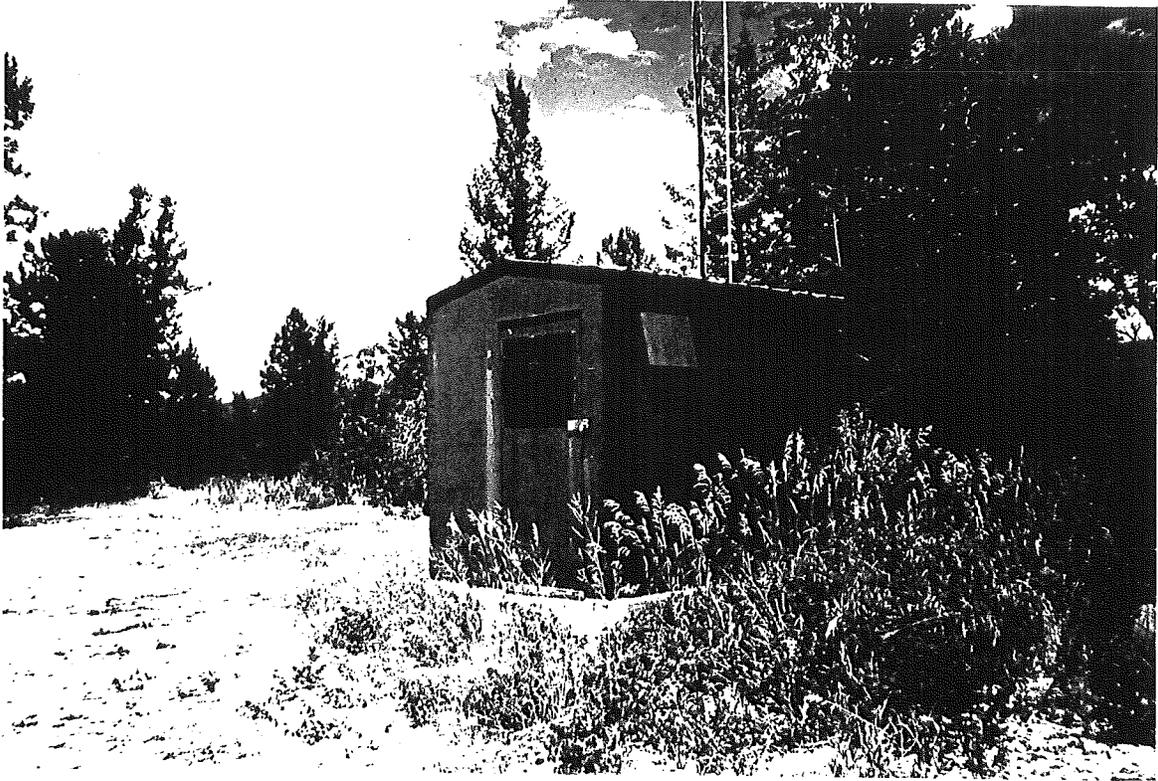
First Aid Building (K)



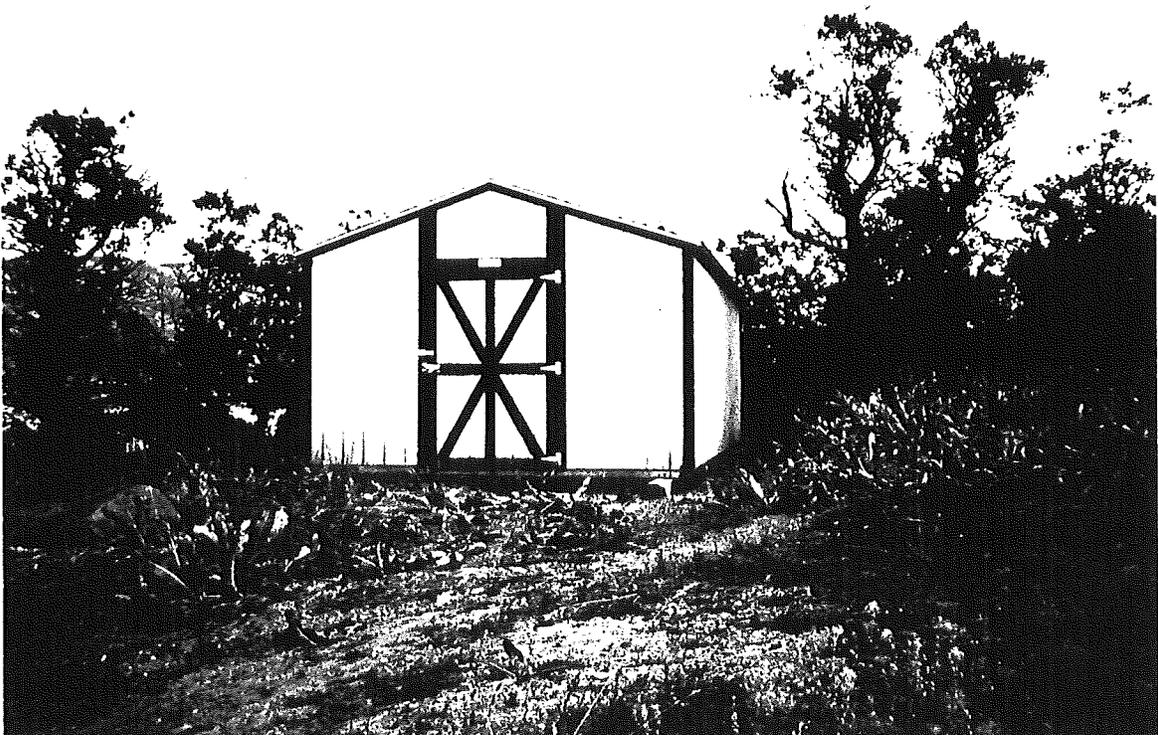
GATE Storage Hut  
(L)

Parks & Recreation  
Department modular  
(m)

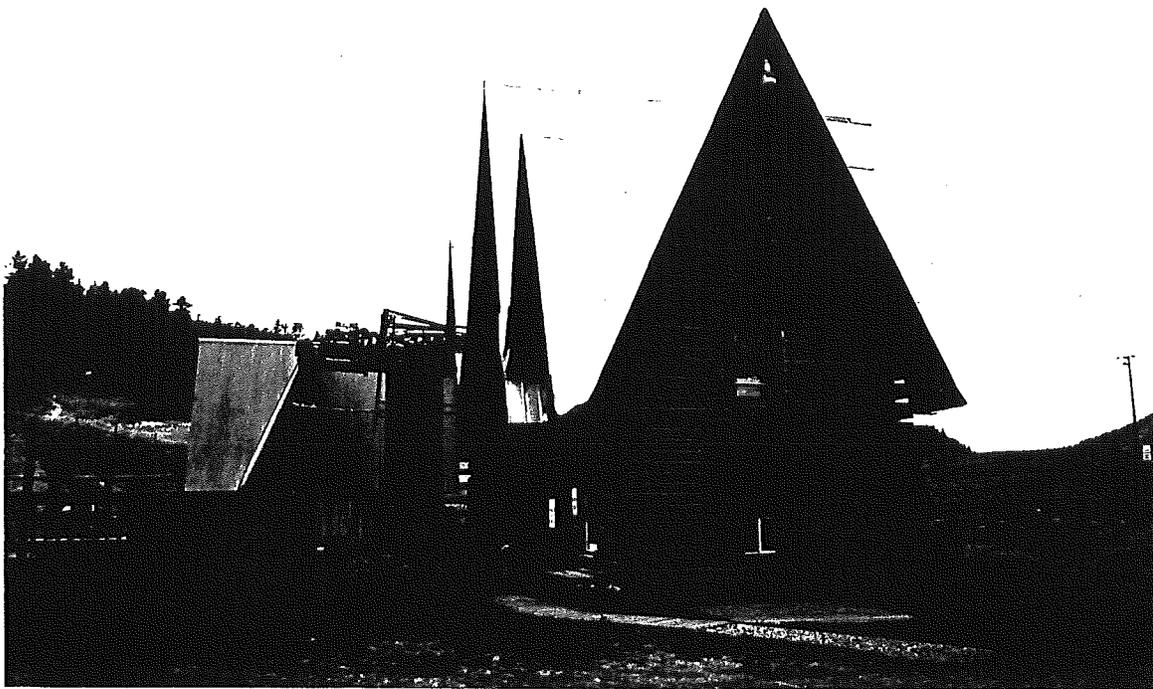




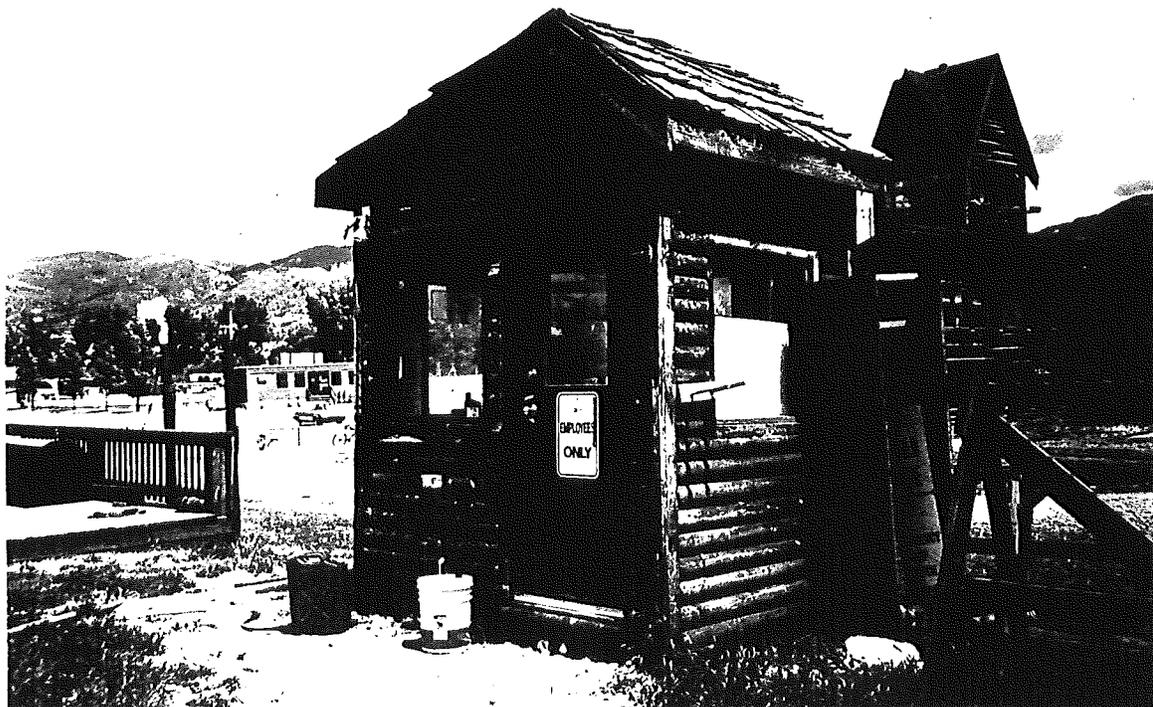
Upper Poma Storage Hut (N)



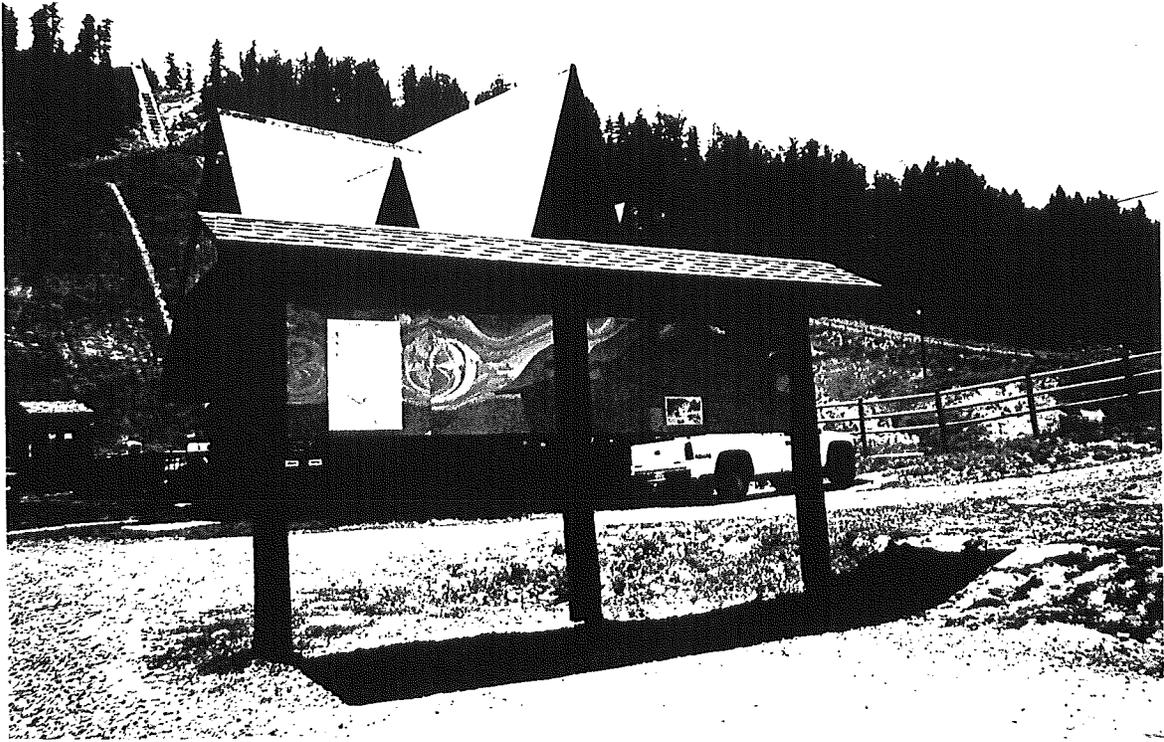
Wren's Run Storage Hut (S)



Tow House Storage Hut (P)



Lower Poma Lift Shack  
AND Landing (Q)



INFORMATION KIOSK (R)

COLORADO  
HISTORICAL  
SOCIETY

**MAPPED**

FOR OFFICIAL USE:		OAHP1414 (Rev. 12/97)
Site Number		5RT1048
Nomination Received		
Determined	Eligible	Not Eligible
(1-17-2000)	Review Board Recommendation	
	<input checked="" type="checkbox"/> Approval	<input type="checkbox"/> Denial
(2-13-2000)	CHS Board State Register Listing	
	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied

COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
NOMINATION FORM

SECTION I

Name of Property

Historic Name Howelsen Hill

Other Names Howelsen Hill Ski Area

Address of Property

address not for publication

Street Address 845 Howelsen Parkway

City Steamboat Springs

County Routt

Zip 80477

Property Owner and Nominator

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name City of Steamboat Springs (Contact: Laureen Schaffer)

Address P.O. Box 775088

Phone 970-879-2060

City Steamboat Springs

State CO

Zip 80477

Owner Consent for Nomination

(attach signed consent from each owner of property - see attached form)

Preparer of Nomination

Name Laureen Schaffer (primarily based on draft National Register Nomination prepared by Diane Wray

& Rodd L. Wheaton)

(Edited by S. Doggett)

Date 08/30/2000

Organization City of Steamboat Springs

Address P.O. Box 775088

Phone 970-871-6305

E-mail lschaffer@steamboat-springs.net

City Steamboat Springs

State Co

Zip 80477-5088

Legislative Information

Colorado House District # 56 or Name of Representative Jack Taylor

Colorado Senate District # 8 or Name of Senator Dave Wattenberg

5A  
Attachment 3

## COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Howelsen Hill

## SECTION II

## Classification of Property

Type  building(s)  district  site  structure  object  area

## Local Historic Designation

Has the property received local historic designation?

 no  yes ---  individual  in districtdate designated 08/19/97designated by Routt County (Name of municipality or county)

## Locational Status

 original location  moved (date of move \_\_\_\_\_)

## Use of Property

Historic Recreation and Culture/outdoor recreationCurrent Recreation and Culture/outdoor recreationOriginal Owner Not specified, Owned by City of Steamboat Springs since 1935Source of Information City recordsYear of Construction 1914 first used for skiingSource of Information Newspaper articles; Routt County Register nomination

## Architect, Builder, Engineer, Artist or Designer

Carl HowelsenSource of Information Newspaper articles; Routt County Register nomination

## Architectural style/Engineering type

no style

COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Howelsen Hill

SECTION III

Description and Alterations

(describe the current and original appearance of the property and any alterations on one or more continuation sheets)

SECTION IV

Significance of Property

Nomination Criteria

- A - property is associated with events that have made a significant contribution to history
- B - property is connected with persons significant in history
- C - property has distinctive characteristics of a type, period, method of construction or artisan
- D - property is of geographic importance
- E - property contains the possibility of important discoveries related to prehistory or history

Areas of Significance

- Social History
- Entertainment/Recreation
- Community Planning and Development
- Geography/Community Identity
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Significance Statement

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

Bibliography

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

## COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Howelsen Hill

## SECTION V

## GEOGRAPHICAL DATA

Locational Information P.M. 6 Township 6N Range 84W Section 17Quad Map Steamboat SpringsLot(s) n/a Block \_\_\_\_\_ Addition \_\_\_\_\_

- |                                  |                       |                         |
|----------------------------------|-----------------------|-------------------------|
| 1. UTM Reference: Zone <u>13</u> | Easting <u>343790</u> | Northing <u>4483150</u> |
| 2. UTM Reference: Zone <u>13</u> | Easting <u>344300</u> | Northing <u>4482930</u> |
| 3. UTM Reference: Zone <u>13</u> | Easting <u>344140</u> | Northing <u>4482000</u> |
| 4. UTM Reference: Zone <u>13</u> | Easting <u>343700</u> | Northing <u>4482110</u> |

## Verbal Boundary Description of Nominated Property

(describe the boundaries of the nominated property on a continuation sheet)

## SECTION VI

## Photograph Log for Black and White Photographs

(prepare a photograph log on one or more continuation sheets)

## SECTION VII

## ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION

Owner Consent Form

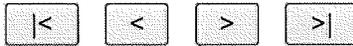
Black and White Photographs

Color Slides

Sketch Map(s)

Photocopy of USGS Map Section

Optional Materials



COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
OWNER CONSENT FORM

Each partial owner must sign a separate form. Reproduce form as needed.

Property Name Howelsen Hill

I, Kevin Bennett  
(type or print name)  
City Council President, City of Steamboat Springs  
title

certify or affirm that I am the sole owner ; partial owner ;

or legally designated representative of the owners

of the land  and property  located at

845 Howelsen Parkway  
street number and name

Steamboat Springs Routt  
city county

and that I hereby give my written consent and approval for this property's nomination to and inclusion in the Colorado State Register of Historic Properties.



signature

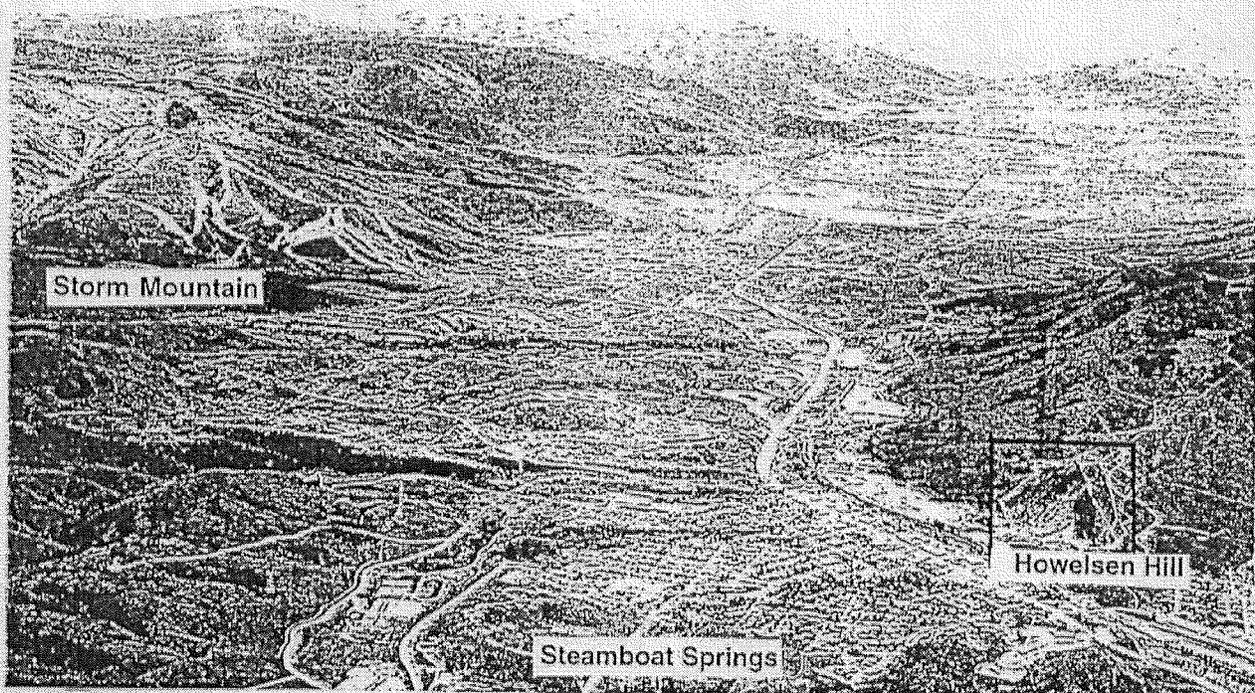
date September 5, 2000

COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
CONTINUATION SHEETPage 1  
Section IIIProperty Name Howelsen Hill

## DESCRIPTION and ALTERATIONS

Located in Steamboat Springs, in northwestern Colorado, Howelsen Hill is a highly visible geographic feature and an important cultural landscape. Although well known as a site for international ski jumping competitions, Howelsen Hill's primary significance lies in its long term interrelationship with the residents of the surrounding area. Howelsen Hill is a foothill of Emerald Mountain (also known as Quarry Mountain), the 8,239 foot summit of which lies to the southwest. Toward the south, behind Howelsen Hill is a swale, or lower tract of land.

The approximately 40-acre Howelsen Hill site is situated along the steep slope, that descends from the hill's 7,164 foot summit. The generally north facing slope extends from the east face of a north-projecting ridge, in a curved southeast by east direction to an eastern intermediate knoll, at approximately 6,920 feet. The slope descends to the Yampa River flood plain at a base elevation of approximately 6,700 feet, where the river generally parallels the hill. Howelsen Hill's vertical rise of only 450 feet, as well as the scope of ski related activities conducted there, stands in sharp contrast to the modern day 2,939-acre commercial ski resort at Storm Mountain located several miles to the southeast, where the rise ascends 3,668 feet to a summit of 10,568 feet.



Aerial Photo (c. 1997)

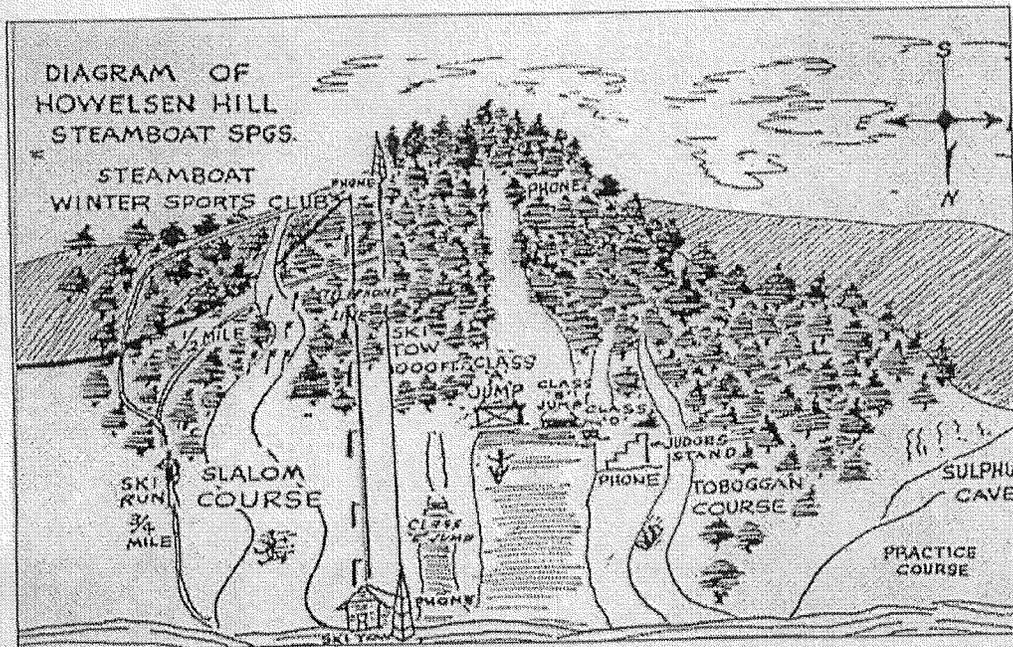
COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Page 2  
Section III

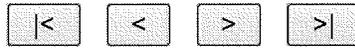
Property Name Howelsen Hill

Rising above the Yampa River valley, Howelsen Hill provides the southwest backdrop for the city of Steamboat Springs, which is laid out in a grid pattern on the northeast bank of the river. The main streets parallel the river, including Lincoln Avenue, (U.S. Highway 40). The Denver and Rio Grand Western Railroad bed parallels the southwest riverbank. From downtown Steamboat Springs, a bridge at 5th Street provides access to the city-owned Howelsen Hill and Howelsen Hill Park. Recreational facilities occupy most of the park. Features within the park that are located outside of the district's northern and eastern boundaries include: a rodeo arena, athletic fields, a skating rink, an asphalt paved parking area, and the park's headquarters building. The log headquarters building, which was constructed in phases between 1945 and 1993, has essentially absorbed a small two-story ski lodge that was constructed in 1945. Near the southern and southeastern boundary there is an Alpine Slide that was completed in 2000. The overhead electric line of the Yampa Valley Electric Company runs behind an eastern knoll and over the ridge.

The southern and eastern boundaries of the district generally parallel the circa 1989 Barrows Chair Lift which extends from near the summit, down the slope toward the base area where a tow house is located outside the boundary. In general, Sulphur Cave Roadway and Mile Run Roadway delineate the remaining boundaries. For the most part, roadways and trails are dirt surfaced. Much of Howelsen Hill and its north-extending ridge is covered with a mature stand of Douglas Fir, one of the few known to exist in northwestern Colorado. The primary cuts in this coniferous forest appear much as they have since the beginning of the hill's active use for ski related activities in 1914. The lower slopes are generally open and free of large vegetation but have herbaceous ground cover.



Howelsen Hill circa 1939

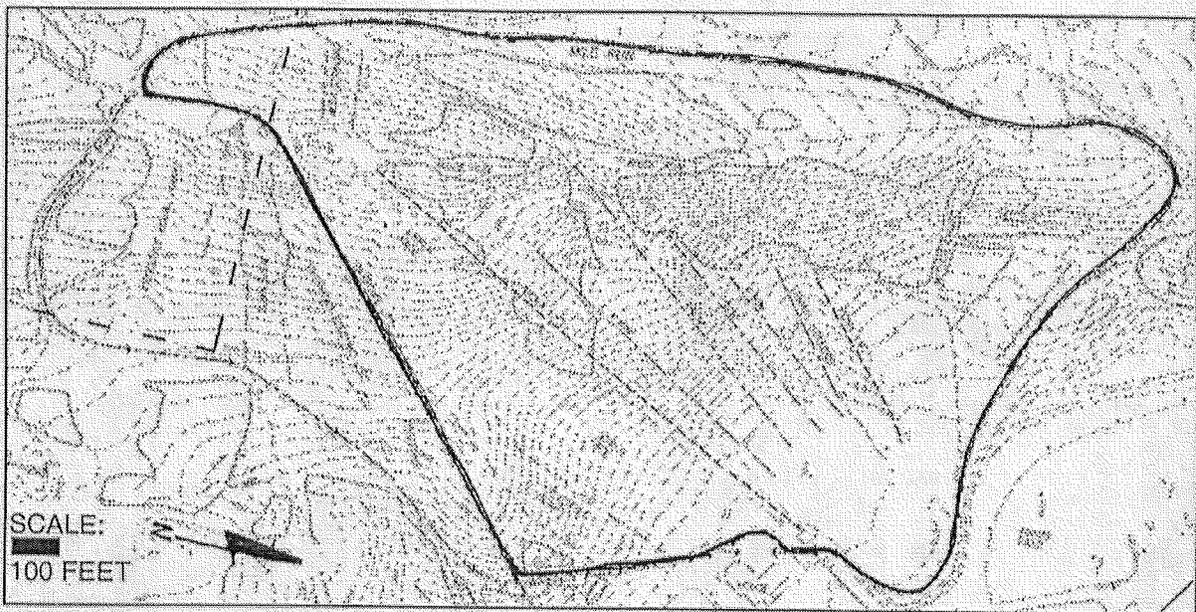


COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
CONTINUATION SHEET

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Section III

Property Name Howelsen Hill

The cutting of swaths through the forest vegetation near the ridge and the stabilization of the slopes below ski jump takeoff platforms continue to define the primary traditional use areas of the Howelsen Hill cultural landscape. Although the historic site is utilized for year-round recreational activities, it is when covered with its annual blanket of snow that Howelsen Hill evokes its strongest visual and cultural links with the community.



HOWELSEN HILL

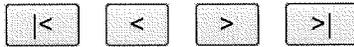
#### Description of Resources

The following are brief descriptions of the structures located on the historic Howelsen Hill site. When analyzing historic runs and jumps, integrity was considered to lie primarily in the historic location of the cuts on the hill slope, as traditionally viewed from downtown Steamboat Springs, rather than in any ongoing modifications required for stabilization and the meeting of evolving safety standards. The resource numbers in parentheses are shown on the map on Page 10.

#### Historic Structures

##### Outrun Landing Area (#1)

Located toward the western base of the hill and extending northeast, it is a rectangular, bowl-like landform, with some contouring, that serves as the landing area for the ski jumps, the primary focus of ski related activities associated with Howelsen Hill.



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Section III

Property Name Howelsen Hill

**Sulphur Cave Roadway (#2)**

Beginning on the raised contours of the east and north rims of the outrun landing area, the Sulphur Cave Roadway rises up to the east slope of the north ridge. It is one of the earliest roadways on Howelsen Hill. Between 1914 and 1920, it provided access to the Sulphur Cave Spring which was a destination within what was a game park. The spring is one of several known to exist in the immediate area. The road also provides access to a hiking/horse trail located above the bowl of the Sulphur Cave beginners slope and to the terminus of the Pony Lift Tow.

**Sulphur Cave Run (#3)**

The run is a beginners slope which descends from the Sulphur Cave Roadway. It was established in 1945, with the construction of a rope tow. It parallels the current Pony Lift Tow and terminates in the outrun landing area. The portion of the hill first used for skiing is located in this area.

**Pony Lift Tow (#4)**

The 1954 wire rope Pony Lift Tow is constructed on the altered contours of Sulphur Cave Hill. The tow rises from a point near the northwest side of the outrun landing area at an approximate elevation of 6,700 feet and extends southwest to an elevation of 6,800 feet. The contours have been altered throughout the entire length of this towline, which was originally built as a rope tow in 1945. The 1990 tow house, located at the foot of the Pony Lift Tow, is a small wood frame structure that replaced a similar one dating from 1953.

**Wither Chute Toboggan Run (#5)**

The toboggan run was first laid out in 1944. The only physical evidence beyond the removal of vegetative cover is the regrading of the contours to create a smoother slope for the run. Wither Chute connects Sulphur Cave Run to Ridge Run.

**Ridge Run (#6)**

The 1939 Skyline Trail, now known as Ridge Run, was widened in 1944-1945. It serves as a link between the Poma Lift, Barrows Lift, and the jump-start platform tower of the 90-Meter Jump. It then extends out the north ridge and over to the western segment of Mile Run. Toward the east, it continues easterly down to an east facing ridge and a cleared roadway that skirts around the intermediate knoll on its east face to the base level.

**Mile Run Roadway/Ski Run (#7)**

The roadway dates from the 1930s. The main function of the roadway is its use as a service road to the ridge and summit. It extends from Sulfur Cave Roadway around the north point of the ridge and follows along the west slope of the ridge to a southern switchback where it turns north toward the summit. In general, the roadway, which has a spur to the summit, defines the northern and western boundaries of the district. It is also known as Mile Run Ski Run. The earliest recognized ski run at Howelsen Hill, it begins at the summit and terminates at the outrun landing area. On the south, the district boundary follows the switchback to the summit of the hill.

**Alpine Slope (including Upper/Lower Face, and Freestyle Bumps) (#8)**

This slalom course runs from the ridge, down the swale formed by the intermediate eastern knoll to the base. The Alpine Slope forms the original downhill ski area of Howelsen Hill and is the most visible

COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
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Section III

Property Name Howelsen Hill

from the city of Steamboat Springs. Its slope was originally cut into the face of the hill in 1931. It was further cleared and smoothed in 1944. The freestyle bumps are a mogul course.

**20-Meter Nordic Jump (#9)**

East of the Pony Lift Tow, is a 20-Meter Jump known as "Small Rollers" that extends down a wash into the outrun landing area. Originally laid out in 1948 as a small jump for children, a new takeoff platform was constructed in 1975, and some recontouring occurred in 1983.

**30-Meter Nordic Jump (#10)**

To the southeast, the 30-Meter Jump run descends from just above the Pony Lift Tow line at 6,810 feet, down the slope into the outrun landing area. The 30-Meter Jump was established as a small Class "ID" jump in 1944. Recontouring occurred in the late 1950s. The jump's present configuration dates from 1975 when a new takeoff platform was constructed.

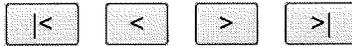
**50-Meter Nordic Jump (#11)**

Further southeast is the 50-Meter Jump, which like the 30-Meter Jump, takes advantage of the natural contours with minimal cuts to the slope. The 50-Meter Jump was begun in 1935-36, altered in 1949 and 1959, and rebuilt into its present configuration in 1975 when it received a new takeoff platform. Some additional recontouring occurred in 1983.

**90-Meter Nordic Jump (#12)**

The 90-Meter Nordic Jump, which descends northeast and centers on the outrun landing area, includes a jump-start platform tower near the summit of Howelsen Hill and a lower takeoff platform. The upper swale, cutting through the ridge bedrock topography, interrupts the coniferous tree line, which along with the cut, provides wind screening for the jump. This combination of location and environmental factors provides Howelsen Hill with its international reputation as one of the world's best ski jump sites. The excavated swale cut in the ridge extends to the 7,020 foot contour and flattens somewhat to the 6,980 foot contour where the takeoff platform is located. From there the slope is somewhat uniformly sloped, with gabions set into the hillside for stabilization, to the outrun landing area. Although the run has been modified several times to stabilize slipping soils, maintain the slope, and accommodate lengthening the jump to a full 90 meters, its appearance remains essentially the same, particularly as it relates to the historic view from Steamboat Springs

The location of the 90-Meter Nordic Jump, the primary jump on Howelsen Hill, continues to reflect the initial implementation of ski jumping on the hill. The 90-Meter jump is located on the run initially cut and cleared by Carl Howelsen for the construction of "The Big Jump" beginning in 1914. In 1927, downed timber was used to build the original jump landing, a wood scaffold, and takeoff that was 200 yards long on a 60-degree pitch. Between 1931 and 1940, the jump was improved, modified, and reconstructed. In 1948, the jump underwent major remodeling to meet international competition standards and was dedicated in 1950 as the 80-Meter Graham Jump. In 1956-58 it was altered because of soil slippage, and a new landing platform was constructed. The 90-Meter Nordic Jump was established in 1959. Since then, the run has required modifications in order to stabilize slipping soils and maintain the slope. For example, a landslide in 1976 necessitated rebuilding the slope below the takeoff platform.

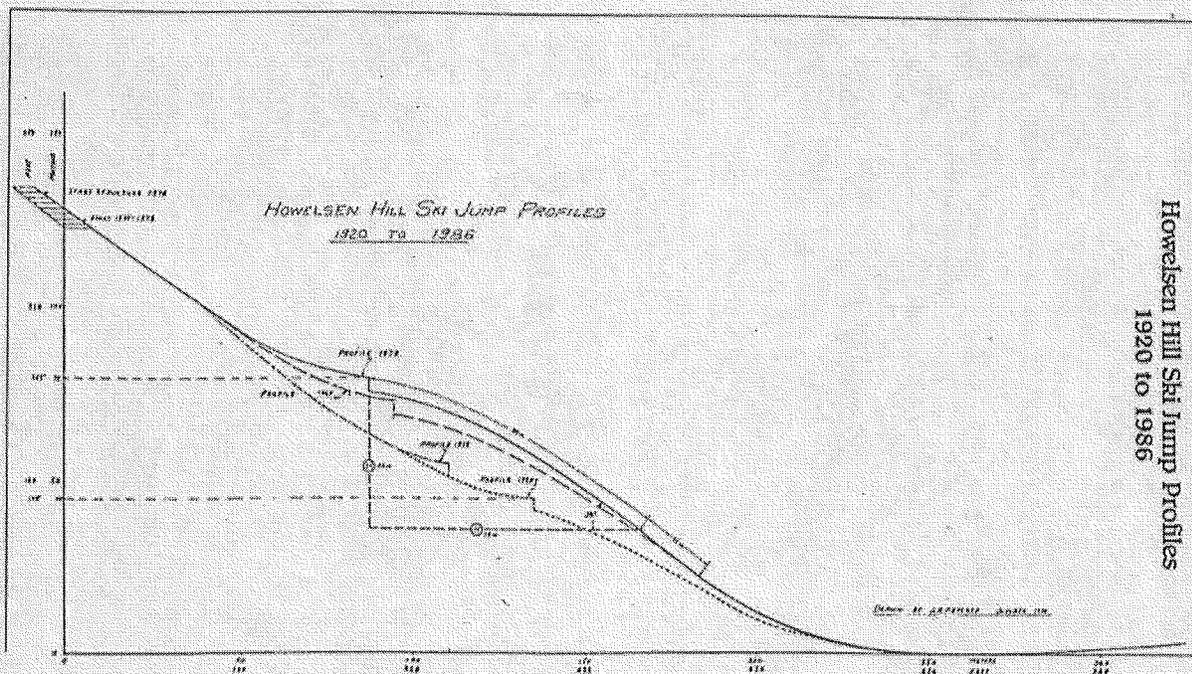


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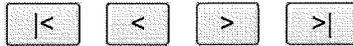
Property Name Howelsen Hill

In 1972, the jump-start platform tower burned. It was replaced with a new tower that can accommodate several different metered jumps. The tower is constructed of vertical logs with timber cross bracing. The platform has a flat deck at the top, approximately 40 feet above the 7,100 foot ridge contour. The platform is accessed by a wooden stairway on the southeast side that extends up the jump start ramp from grade to the top of platform, which has railings of sawn lumber. From the top platform, the ramp down to grade is covered with boarding. The ramp is flanked by stepped, open riser seating on the southeast and on the northwest by chutes at various metered levels along the center ramp for different jump start heights. The central ramp extends down through the swale cut in the slope and trees to a stepped ramp at grade, which in turn extends down to the takeoff platform. The stepping stabilizes the natural slope as it descends to the takeoff platform, which is built onto the top of a contoured knoll.



The current 90-Meter jump was constructed in 1975 on the site of the original 1914 jump of Carl Howelsen. This diagram shows the profile of what is now the 90-Meter Jump as it was recontoured between 1920 and 1986. This recontouring was undertaken to repair damage done by landslides, stabilize slipping soils and maintain the slope in concert with evolving international jump competition standards.

*From The History of Skiing in Steamboat Springs by Sureva Towler*



COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
CONTINUATION SHEET

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Section III

Property Name Howelsen Hill

**Jump Access Trail (#13)**

The trail parallels the 90-Meter Jump on the southeast side, making a straight path from the base to the takeoff platform and continuing up to the start platform stairway. Most likely dating from early jumping activities on the hill, this trail now provides access to the Fetcher Tower and the Small Jumps Tower.

**70-Meter Nordic Jump (#14)**

To the southeast of the 90-Meter Jump is the recontoured area of the 70-Meter Jump, which extends from the 6,890 foot contour to the outrun landing area. This jump was the location of the hill's 1938 Boat Tow which was converted to a small class "E" jump in 1944. A few remnants of concrete piers remain at the top of the ridge identifying the line of the former Boat Tow. In 1956-58, landing platforms were built to offset soil slippage. In 1975, the "E" jump was converted into a 70-Meter Jump, and a new takeoff platform was constructed. Some additional stabilization and recontouring occurred during the 1980s.

**Howelsen Hill Tow House (#15)**

The 1945 Howelsen Hill Tow House contributes to the cultural landscape by visually defining the base level. It represents the beginning of the skiing experience. Conversely, when viewed from the hill it clearly delineates the end of the jumps and the runs. A grassy area surrounds the structure which is situated to the southeast of and below the rim of the outrun landing area. It is a rustic log and frame one-and-a-half-story building with a steeply pitched cross gabled roof that suggest something of the Scandinavian vernacular visually associated with skiing.

The northeast elevation is characterized by a projecting central gabled pavilion, the ridge of which passes over the side gable ridge and forms a southwest pavilion that fronts Howelsen Hill. The northeast and southwest gabled pavilions are flanked by lower gabled sections. The main gabled roofs of the pavilions receive the roofs of the flanking gables. Typically the roofs are carried on log purlins. The log gable ends contain second floor window openings. The central front gable, like the rear, side, and flanking gables, has a vertical detail in the apex which consists of an infill of two vertical logs set above the second floor windows. The walls are "butt and ruff" log construction, with extended and buttressed crowns.

At the north corner, a shed roofed lean-to provides an entrance into the machine room and storage. Window jambs are vertical logs which extend only half way up the jambs of the northeast second floor window. In general, window openings are filled with single light glazing; one window at the northwest contains remnants of a nine-light sash. A ticket window is located on the southeast elevation; a similar opening on the northwest elevation is covered over. At the southwest elevation, facing the hill, are low doors and windows providing access to the start area of the Poma Lift.

**Gabled Roof Storage Shed (#16)**

Currently located to the southwest of the Tow House, this small gabled roof storage shed exemplifies the temporary nature of the numerous storage facilities that have served the hill. Believed to date from 1945, the structure is built on skids and has been spotted at various locations within the boundaries of the district. Constructed of logs, the shed is similar in detailing to the Tow House but built at a much more diminutive scale. There are a pair of double doors opening on the southwest, and the southeast elevation has a central gable with a window opening.

COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
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**Non-Historic Structures**

**Sulphur Cave Roadway Extension Horse and Hiking Trail (#17)**

This hiking trail rises from the Sulfur Cave Roadway, linking the terminus of the Pony Lift Tow with the starting points of the 20-meter and 30-meter jumps, then switches back up the slope and connects to Ridge Run.

**Mile Run Hiking Trail (#18)**

This hiking trail originates at the Sulfur Cave Roadway and proceeds through the Wither Chute. From there it follows up the east slope of the north ridge, loops back and parallels the north ridge and west section of the Mile Run Roadway/Ski Run and then switches back to the summit.

**Emerald View Run (#19)**

The run is a recent re-clearing of vegetation from a surviving remnant of one of the ski runs that, for a time during the late 1940s and early 1950s, connected Howelsen Hill to the peak of Emerald Mountain.

**Small Jumps Judges' Tower (#20)**

Constructed after the Period of Significance, the shed roof tower, of wood frame construction, is located adjacent the 30-Meter Jump at the 6,780 foot contour. It was built in 1975 and replaced a previous jump tower.

**Fetcher Tower (#21)**

Constructed after the Period of Significance, the approximately six-story steel judges' tower for the 90-Meter Jump was built in 1975. It is located between the 90-Meter Jump and 70-Meter Jump and the Poma Lift at approximately 6,810 feet. The tower is clad and roofed in corrugated metal along the five runs of its exterior stairways. The cantilevered roof overhangs the four levels of enclosed spaces for viewing the jumping courses. It replaced a previous jump tower.

**Poma Lift/Lower Shack & Landing/Upper Shack/Upper Storage Hut (#22)**

The Poma Lift replaced a T-Bar Lift, constructed in 1948 that had 40 chairs and 20 T-bars and extended to the top of Emerald Mountain along a 1,400-foot vertical rise. In 1954, the extension to the top of Emerald Mountain was abandoned, and the remaining lift was converted to T-bars only. The Poma Lift was constructed in 1971, after the T-Bar lift was condemned by state safety authorities. The Poma Lift, a platter pull, originates at the base of Howelsen Hill and rises in a straight run to the summit of the ridge. Tower Number 3 of the Poma Lift was replaced in 1984. Also dating from the 1980s, is the small wood frame lower lift shack and landing located at the base near the Howelsen Hill Tow House. Located near the summit there are two small wood frame structures, the circa 1980s upper lift shack and the 1988 storage hut, both of which are barely visible from the base of the hill.

**Temporary Structures (#23 & #24)**

These relatively small wood frame structures at the summit are the current incarnation of the somewhat temporary and often portable seasonal-use structures which have appeared on the Howelsen Hill site throughout the district's 85-year history. As in the past, they have little visual impact on the cultural landscape. The Alpine Downhill Slalom Run Starting Booth (#23) was built in the late 1970s. The Wren's Run Storage Hut (#24) is a circa 1980s construction.

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**RESOURCE COUNT**

**Historic Resources**

**Sites (1)**

Howelsen Hill

**Structures (16)**

Outrun Landing Area (#1)

Sulphur Cave Roadway (#2)

Sulphur Cave Run (#3)

Pony Lift Tow (#4)

Wither Chute Toboggan Run (#5)

Ridge Run (#6)

Mile Run Roadway/Ski Run (#7)

Alpine Slope (including Upper/Lower Face, and Freestyle Bumps #8)

20-Meter Nordic Jump (#9)

30-Meter Nordic Jump (#10)

50-Meter Nordic Jump (#11)

90-Meter Nordic Jump (#12)

Jump Access Trail (#13)

70-Meter Nordic Jump (#14)

Howelsen Hill Tow House (#15)

Gabled Roof Storage Shed (#16)

**17 Total Historic Resources**

**Non-Historic Resources**

**Structures (8)**

Sulphur Cave Roadway Extension Horse and Hiking Trail (#17)

Mile Run Hiking Trail (#18)

Emerald View Run (#19)

Small Jumps Judges' Tower (#20)

Fetcher Tower (#21)

Poma Lift/Lower Shack and Landing/Upper Shack/Upper Storage Hut (#22)

Alpine Downhill Slalom Run Starting Booth (#23)

Wren's Run Storage Hut (#24)

**8 Total Non-Historic Resources**

**25 TOTAL RESOURCE COUNT**

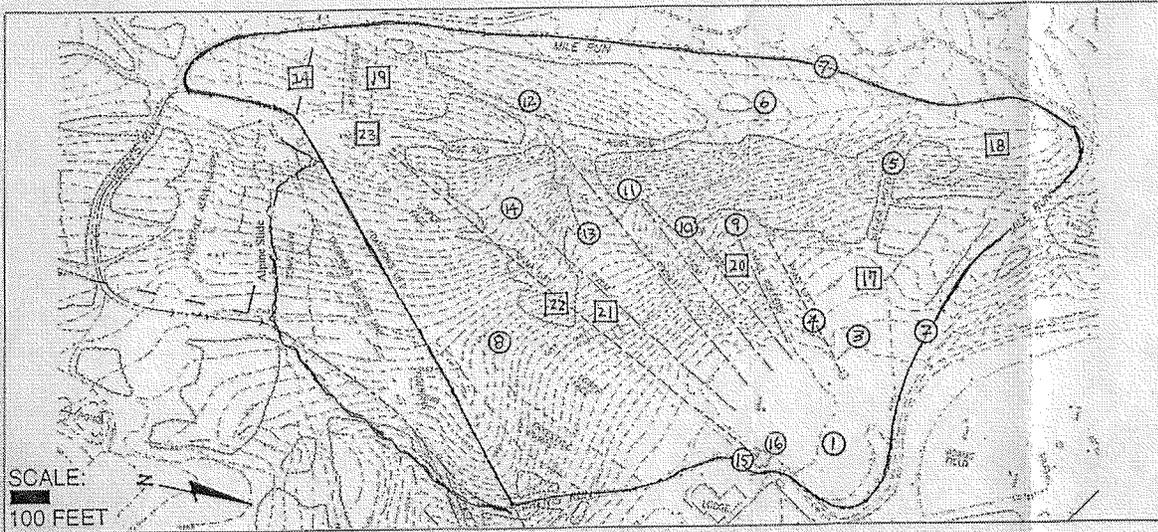


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RESOURCE MAP



○ Historic Resources

- 1 Outrun Landing Area
- 2 Sulphur Cave Roadway
- 3 Sulphur Cave Run
- 4 Pony Lift Tow
- 5 Wither Chute Toboggan Run
- 6 Ridge Run
- 7 Mile Run Roadway/Ski Run
- 8 Alpine Slope (including Upper/Lower Face, and Freestyle Bumps #8)

- 9 20-Meter Nordic Jump (#9)
- 10 30-Meter Nordic Jump (#10)
- 11 50-Meter Nordic Jump (#11)
- 12 90-Meter Nordic Jump (#12)
- 13 Jump Access Trail (#13)
- 14 70-Meter Nordic Jump (#14)
- 15 Howelsen Hill Tow House (#15)
- 16 Gabled Roof Storage Shed (#16)

□ Non-Historic Resources

- 17 Sulphur Cave Roadway Extension Horse and Hiking Trail
- 18 Mile Run Hiking Trail
- 19 Emerald View Run
- 20 Small Jumps Judges' Tower
- 21 Fetcher Tower
- 22 Poma Lift/Lower Shack & Landing/Upper Shack/Upper Storage Hut
- 23 Alpine Downhill Slalom Run Starting Booth
- 24 Wren's Run Storage Hut

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**SIGNIFICANCE STATEMENT**

Howelsen Hill is a locally significant historic cultural landscape. The approximately 40 acre district is eligible for listing in the Colorado State Register of Historic Properties under Criterion A in the areas of Social History, Entertainment/Recreation, and Community Planning and Development. The district is also eligible under Criterion D in the area of Geography/Community Identity. The primary period of historic significance spans the years from the 1914 inception of recreational and competition ski jumping on the site through the 1935 purchase of the hill by the city and the community's subsequent efforts to expand and enhance the downhill skiing experience, continuing to the 1963 opening of the modern day 2,939 acre commercial ski resort at Storm Mountain, located several miles to the southeast. The visual importance and historic uses of the Howelsen Hill site are deeply imbedded within the cultural fabric of the Steamboat Springs community.

In 1913, the population of Steamboat Springs was 1,500, and by 1947 it had grown to only 1,700 residents. By 1960, the population was a modest 2,000; by 1997 it was estimated at 8,513. However, the greatest amount of real estate expansion has occurred to the south of the original town site, near Storm Mountain. The character of the town itself and the area surrounding Howelsen Hill has remained at virtually the same level of development since the 1940s. The city's recent purchase of undeveloped land immediately south of Howelsen Hill should help to insure the future preservation of the hill's setting and overall feeling and association.

Howelsen Hill is important for its continuous, central role in the social, recreational, and community planning and development history of Steamboat Springs. Beginning in 1914, the historic significance of Howelsen Hill to the local community's identity encompasses the inception of recreational skiing in Steamboat Springs; the development of social and community ski activities, including the annual Winter Carnival; ski education programs; and ski tourism. Howelsen Hill also played an important role in international regulation ski jumping, including the development of competition judging technology. At this time, the hill remains one of only four international ski jump competition sites in the United States. Howelsen Hill continues to symbolize the history of community planning and development in Steamboat Springs, including the community-based financing of related engineering and construction activities.

As Rothman noted in his book, skiing often began as a necessity, providing a means of transportation and socialization during harsh mountain winters in communities such as Steamboat Springs. He characterizes the winter carnivals and ski competitions that followed as rituals that "ranked people within the hierarchy of the community and formalized bonds among its members." (Rothman, p. 71). Steamboat Springs or, "Ski Town USA," as it became known, is a town whose community identity is dominated by skiing. The history of the town, and its myths and legends, focus on skiing. The social, recreational, educational, and commercial activities that have grown up around skiing define the town to the present day.

**Historic Integrity of Howelsen Hill**

Since 1914, the overall setting has changed very little. The same view of the hill continues to be maintained from virtually all vantage points within the city limits of Steamboat Springs. Howelsen Hill's potential growth as a general recreational ski area, always restricted by the small scale of the site and its close proximity to the Yampa River and downtown Steamboat Springs, was effectively ended by

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the development of the large commercial ski resort that opened to the southeast in 1963. While Howelsen Hill continues to play an important role in competitive ski jumping, that 1963 opening essentially ended any further tourism related commercialization of Howelsen Hill and served to preserve and reinforce its traditional role in the community. Although there have been ongoing modifications to control erosion and meet evolving safety requirements, the cultural landscape of Howelsen Hill remains well able to convey its historic associations with the community. The cuts and runs continue to define the location of the main features. An unpaved roadway continues to provide access to the summit and ridge and continues to be used as a ski run. Within the proposed boundaries, necessary recontouring and regrading of the slopes has maintained the traditional use of natural materials in cuts and fills.

According to Steven F. Mehls in his evaluation of Hidden Valley Ski Area at Rocky Mountain National Park, Colorado's recreational ski areas can be seen as having three distinct levels of development. These levels reflect the type and degree of improvements made to facilitate or encourage skiing. Not all locales experienced all three levels; some never progressed past the first level while others, such as Vail, skipped Levels One and Two, going directly to Level Three.

Level One is characterized by the opportunistic use of mountainsides for skiing or precipitous drops for ski-jumping. Cleared areas, either natural (above timberline or rock slide, blow-down areas) or man-made routes were used. The man-made routes were not designed or built for skiing. Rather, they were areas cleared for other purposes, such as logging roads or paths and trails, that people made use of during winters. Generally, the improvements made consisted of rock moving, brush clearing, and in logging areas, removal of slash material left by the loggers. In those areas, trails tended to be as wide as the existing clearings, often ten feet or less. Early ski jumps utilized downed timber to modify take-off and landing areas. At the more popular locales, small signs and temporary shelters appeared, either built by the skiers or the land managers such as the U.S. Forest Service or National Park Service.

Level Two, or ski area level, is characterized by two significant indicators: (1) installation of mechanical ski lifts or tows; and (2) the design and construction of permanent trails and runs specifically for use by skiers. The trails, during this stage, tended to be 50 or more feet wide and groomed during the winter. The wider trails allowed new, snowplow, and slalom turns rather than the grab-a-tree type often associated with earlier runs. In other words, skiers caused permanent, discernable changes to the landscape. Facilities, such as lodges, often were included in the ski area developments.

Level Three is the ski resort, marked by large scale ski infrastructure development that revolved around provisions to house, feed, and supply skiers for overnight and long term stays. These facilities were designed specifically for the ski trade, with summer uses being secondary (i.e., golf courses, resort get-away packages). Also, the runs and trails had extensive, permanent improvements such as widening, landform recontouring for skiing, and elaborate lift and transportation systems. In Colorado, the earliest of these was Aspen (1938), with further developments there and elsewhere temporarily halted by World War II. After World War II, as skiing boomed, resorts developed in many places within the state, but the larger, more successful resorts were and are concentrated west of the Continental Divide.

Examination of the historic record, including photos and maps, indicates that Howelsen Hill began and essentially remained at a simplified Level Two level of recreational skiing development. Unlike other ski areas, due to its early initial development in 1914 for specific use as a ski jump by Carl Howelsen,

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there was virtually no period of Level One opportunistic use of Howelsen Hill. In addition, Howelsen Hill never made the transition to Level Three. Originally a small facility largely utilized by local townspeople for recreation, ski jump professionals and ski and ski jumping educational purposes, Howelsen Hill did gain a larger, more general use between 1935 to 1954. However, since 1963, general recreational skiers have utilized the more extensive runs and facilities at Storm Mountain, thereby, enabling the preservation of Howelsen Hill's historic connection with the local community.

To envision what form Level Three development at Howelsen Hill might have taken, we can review a proposal by architect Eugene Sternberg, announced on the front page of *The Denver Post* in 1959 when Sternberg, in Steamboat Springs to design the Yampa Valley Electric building, unveiled a master plan for Howelsen Hill suggesting seating for 4,000 spectators, a golf course with a clubhouse and cottages, a luxury hotel, and a junior college. All were to be funded by a financial angel like Walter Paepcke, who had played such a role in Aspen, or William Zeckendorf, a national, New York based real estate developer who was involved in large Denver projects at the time. The plan was never seriously pursued or realized, largely because of the small scale of Howelsen Hill and the development restrictions placed on it by the proximity of the Yampa River and downtown Steamboat Springs. Howelsen Hill's evolution to Level Three was also cut short by the removal of a T-Bar Ski Lift, running from the top of Howelsen Hill to the peak of Emerald Mountain. This lift, which was in place during the late 1940s and early 1950s, was never replaced due to the planned development of the Storm Mountain resort which officially opened as a full-blown Level Three facility on January 12, 1963.

### Historical Background

#### Early Skiing in Steamboat Springs

*The History of Skiing at Steamboat Springs*, by Sureva Towler, a Steamboat Springs resident since 1972, is a remarkable expression of the relationship between the town and skiing. This exhaustive wealth of town history, skiing minutia, oral histories, biographies, organizational histories, and ski competition results highlights the deeply ingrained social and cultural significance of skiing in Steamboat Springs. Unless otherwise credited, this volume is the bibliographic source for the narrative which follows.

Like many other Colorado mountain communities, skiing in Steamboat Springs began as a necessity. Early pioneers, trappers, midwives, ranchers, and townspeople relied upon skiing to carry on the most basic activities during the winter months. The epic story of mail delivery by skis is a prominent part of town legends. Interviews with townspeople, available on the video, *"The Treacherous and Speedy Skiel; a Visual History of Skiing in Steamboat Springs, Colorado,"* amply illustrate that skiing was a primary method of transportation, even through the 1920s, when townspeople stored their cars on blocks and took to skis for the winter. Children learned to ski at the same time that they learned to walk.

#### The Development of Recreational Skiing at Howelsen Hill

In 1914, skiing ceased to be simply a form of transportation and became recreation. In that year, Norwegian-born Carl Howelsen came to Steamboat Springs. Already a championship skier in Norway, Howelsen had immigrated to the United States to seek employment as a mason. Initially settling in Chicago, he became an active and influential member of the Chicago Norge Ski Club. After a 146-city, 16-state tour with the Barnum and Bailey Circus in 1907, performing *"Ski Sailing: The Perilous*

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*Scandinavian Winter Sport in All Its Wild and Wonderful Daring,* Howelsen moved west and began to pursue activities as a ski promoter. After successful Colorado promotional activities in Hot Sulphur Springs, Denver, and Winter Park, forming clubs and competitions and providing demonstrations and instruction, Howelsen moved to Steamboat Springs. Although Howelsen Hill was formally named after Howelsen in 1917, it was also known by a number of names including "Big Hill," "A Hill," or "Big H."

The recreational skiing, ski jumping, ski training, and Winter Carnival activities which Howelsen introduced on Howelsen Hill galvanized the citizens of Steamboat Springs and, in the words of Steamboat author Towler, "...stimulated the contagious and enduring enthusiasm for recreational and competitive skiing which has become the hallmark of Ski Town USA." "Ski Town" was a name given Steamboat Springs in a January 1947 Associated Press article on the town, reporting that "The population of Steamboat Springs, Colorado is 1,700. The number of persons who ski is reported to be 1,685." In 1950, the name was expanded to "Ski Town USA" by Mayor Bob Smith and became the unofficial nickname of the town.

As the fascination with skiing grew in Steamboat Springs, the evolution of skis themselves played a mythic role in the history of the town. Lively community debate surrounded each new refinement in ski design, secret formulas for ski wax, and the use of new paraphernalia like ski poles. Two Swiss brothers, Henry and Camillo Giamboni, came to town as shoemakers, building their log home, which still survives at 646 Oak Street, in 1889. They were the first to make skis commercially in Steamboat Springs. The Steamboat location of the northern Colorado chain store J.W. Hugus & Company at 912 Lincoln Street was managed by local ski enthusiasts. They offered skis acquired from traveling salesmen that were manufactured in other ski states. Every enthusiast had their own nostalgic tale of the skis of their youth. "Carl Combs is still remembered for jumping on barrel staves, which sufficed for most youngsters until the memorable birthday or Christmas when they received their first 'real skis,' generally made by a father or uncle, or 'store-bought skis' from a mail-order catalog." (Towler, p. 48). A popular event from 1951 to the present day is the Winter Sports Club Ski Swap, created to offer low cost ski equipment to the youth of the town.

**The Development of Social and Community Ski Activities at Howelsen Hill**

The history of Steamboat Springs after Howelsen's arrival is the story of an entire town consumed by skiing, and, until the 1963 opening of the ski resort at Storm Mountain, Howelsen Hill was the focus of all these activities. Howelsen Hill provides a prominent and familiar backdrop when viewed from downtown Steamboat Springs, and the town continues to dominate the view from Howelsen Hill as skiers descend from the jumps and slopes. Many buildings in Steamboat Springs are related to the history of skiing in town, including the circa 1920s Furlong Building at 810 Lincoln Avenue. The building, originally a store which included skis among its merchandise, features the brick and masonry work of Carl Howelsen.

The main social organizations of Steamboat Springs grew up around recreational activities at the hill. In 1914, it became home to the Steamboat Springs Winter Sports Club, the oldest winter sports club in the West and the first club in the Rocky Mountains to affiliate with the National Ski Association, founded in 1904 in Ishpeming, Michigan. The group was initially formed to plan and promote the first Steamboat Springs Winter Carnival, the oldest Winter Carnival west of the Mississippi. As noted by Rothman, "The winter carnival was an extension of the county fairs and other forms of social get-togethers typical

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in rural parts of the nation. What set them apart was the time of year they took place--winter--and the activities featured in them." (Rothman, p.175).

Within the Winter Sports Club, the 1917 men's Steamboat Springs Ski Club and the 1919 ladies auxiliary SKI Club formed, then merged in 1927. Other clubs included the 1920 Ladies Recreation Club, formed three years before such a women's' club was formed in Switzerland, the 1941 Ski Patrol, and the 1969 Routt County Search & Rescue. These groups promoted skiing in the community through organized outings and instruction and played a key role in the development of skiing in Steamboat Springs. They were avid participants in organizing the Winter Carnival and actively competed to create the newest novelties for the parade and events. Snow sculpture appeared in 1929. The Lighted Man (local resident, Claudius Banks, in an electrified ski suit) first appeared at Howelsen Hill during night skiing at the 1936 Carnival, a tradition still carried on by his son. A floodlight lit the slopes and night skiing began in earnest in 1937. In 1938, residents skied to waltz music provided by Wait Webber's sound truck. The Carnival Queen, originally elected through an aggressive campaign of wits and hustling, is now appointed by the Winter Sports Club Board of Directors.

These same clubs undertook summer activities such as swimming, hiking, riding, camping, and fishing; other winter events such as cross-country skiing, sledding, and skijoring (in which skiers were pulled by horses); and social and fundraising events such as dances and bake sales. The clubs raised funds to sponsor competitions, provide prizes and prize money, finance the town's Olympic hopefuls, and develop and maintain Howelsen Hill.

In addition to skiing, the residents of Steamboat Springs became actively involved in an amazingly diverse group of ski-related pursuits in Steamboat Springs and around the world, including ski instruction; ski area and ski competition development, management, and promotion; and ski equipment, ski clothing, and ski paraphernalia design, manufacturing, marketing and retailing. They have also provided extensive volunteer services for the myriad of Steamboat Springs' ski organizations.

Of special note are the residents of Steamboat Springs who served with the 10th Mountain Division at Camp Hale located in Eagle County. To quote Towler, "The 10th Mountain Division was a unique group of skiers, mountain climbers, forest rangers, mule skimmers and outdoorsmen organized in 1943 and disbanded in 1945 after two years of training and 114 days of battle in which 992 died and 4,154 were wounded ... the 10th Mountain Division was a military experiment which produced the men who dominated ski schools, ski patrols, collegiate skiing and the management of most North American ski areas." Steamboat Springs was a favorite weekend retreat from Camp Hale for such Steamboat Springs residents and instructors as Gordon Wren and Rudi Schnackenberg, as well as trainees Marvin Crawford, Steve Elkins, Corkey Heid, Jerry Nay, Jim Severson, Bud Werner and Keith Wegeman.

**The Development of Ski Education Programs at Howelsen Hill**

A number of concerned parents forbade their sons to participate in the 1914 Winter Carnival jump competition. After twelve boys jumped and survived, many parents decided that jumping was a healthful and appropriate activity for children as well as adults. The 1918 Secretary of the Steamboat Springs Ski Club, Samuel Coleman, was quoted as saying, "Success in skiing and similar sports depends upon a clean brain, trained eyes and muscles as firm as whipcords. No one may succeed who does not live a clean life, for every manly faculty must be at its best." Or, to quote ski coach and instructor Al



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Wegeman, "There's nothing like a pair of hickories to eliminate juvenile delinquency—especially when applied to the feet."

A whole set of organizations were formed for youth, including the boys' High School Ski Club (1917), the elementary school Girl's Ski Club (1931), the S and S (Scoot and Ski) Club for high school girls (circa 1935), the High School Ski Team (1945), the Little Toot Program (1957) for pre-schoolers, and the Steamboat Springs High School Marching Band (performing on skis since 1935). The Winter Sports Club provided training for hundreds of young people in skiing and ski jumping, contributing to the area's national and Olympic successes.

In 1944, Steamboat Springs became the first school system in the country to make skiing an accredited part of the curriculum. Al Wegeman, the first full-time salaried ski coach in Colorado, trained the students. The first year of the program, 150 students, or 75% of all the students in the school system were enrolled. The annual cost to the student was \$3.00 per year, which could also be satisfied by working at various odd jobs at Howelsen Hill. It became an established premise that every child in town should have free access to a ski education. The educational programs formed by the clubs and the enthusiastic attention of the entire town inspired generations of Steamboat youth to ski excellence. In schoolyards, backyards, and any other possible location around town, impromptu ski jumps were fashioned during the winter months. Ski lifts were opened at dawn to allow students to ski before school, and Howelsen Hill was lit at night to allow for after school skiing.

The ski education programs at Howelsen Hill produced a dynasty of Steamboat Springs skiers, often siblings, who distinguished themselves in national and international ski events. Today, Howelsen Hill continues to offer educational programs, particularly for children

#### **The Development of Ski Tourism at Howelsen Hill**

When development of facilities at Howelsen Hill began in 1914, Steamboat Springs already had a history of tourism promotion and a core of tourist services and accommodations. Upon staking his original claim in June of 1874, town founder James Crawford was said to envision "a community that would grow into a splendid city which, because of the great medicinal springs, would be visited by people from every nation of the earth" (Towler, p. 50). Howelsen Hill was originally owned by Crawford and a group of Boulder investors, who founded the Steamboat Springs Company to operate a swimming pool, rodeo grounds, Hot Springs, and golf course at the nearby Lithia Spring. The land was then transferred between a series of owners, one of whom made an unsuccessful attempt to turn the forested hill and saline spring into Elk Park, intended as "the finest and most attractive wild game park in the country."

The natural springs, originally a destination for annual visits by the Ute Indians, were the center of an early tourist trade in town. A Steamboat Springs historic walking tour brochure prepared by the Tread of the Pioneers Museum notes many buildings developed to attract the tourist industry, most prominently hotels including Henry Schaffnit's Sheridan Hotel (1888), the Onyx Hotel (1901) Ernest Campbell's Albany Hotel (1909), the Cabin Hotel (1909) and Joe Critchfield's Pioneer Building hotel, one of the oldest buildings downtown.

Perhaps the greatest challenge in bringing any kind of tourism to Steamboat Springs was providing

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reliable access to a town where snowfall ranges from a record low of 29.8 inches (1897-98) to a record high of 266.8 inches (1973-74), with monthly average snowfalls ranging from 6.7 inches in October to 37.3 inches in January. A regular stage line was first established in 1888, offering coach service in the summer and sled service in winter. Freight trains first reached Steamboat in 1908, the tracks running parallel to the Yampa River at the foot of Howelsen Hill. Passenger trains first reached Steamboat Springs in 1909, arriving at a depot (now listed in the National Register) funded by contributions of the citizens of the town. But snows on Rollins Pass still proved a formidable barrier, with the railroad spending 41% of its operating budget that year to keep the pass clear. It was not until 1928, with the completion of the Moffat Tunnel under the Continental Divide, that year-round access become predictable via the Denver and Rio Grande Railroad.

The railroads, which had played an important role in promoting the west as a tourist destination, now promoted ski events. In 1914, as Carl Howelsen organized the first Winter Carnival in Steamboat Springs, Rocky Mountain Ski Club Director C.E. Andrews promoted the event in Denver. Two hundred people rode special trains to the event, for which the railroad cut the round-trip fare from Denver in half. In 1936, The *Denver Rocky Mountain News* sponsored the first "snow train" to carry Denver travelers to Winter Carnivals and ski competition events in the mountains, including the 23rd Annual Winter Carnival in Steamboat Springs. After a suspension of service during World War II, the railroad promoted itself as "the Skiers' Railroad." Ski experts rode special trains to instruct passengers on ski techniques and tips. In 1950, the Steamboat Springs Chamber of Commerce joined the railroad in sponsoring a series of special trains to promote tourism in the town and Routt County. The railroads also carried Steamboat skiers to competition events, where they began to dominate statewide competitions. Snow train service to Steamboat was discontinued in 1966 and in 1968, all passenger service ended.

An automobile road over Rabbit Ears Pass had opened in 1914, but only for summer traffic. At that time, Steamboat Springs citizens owned 33 cars. In 1936, the town was thwarted in its first attempt to clear the road for Winter Carnival by a blizzard. Not until 1938 was the road paved and regularly plowed. Between 1946 and 1956, Steamboat's Bob Adams Airfield, then just a graded strip, served the town. In 1971, regular air service was initiated. In 1986, jet service into Hayden, 22 miles from Steamboat, made the town's ski areas more accessible to tourists than any other Colorado ski resort.

Over the years, as transportation access to Steamboat Springs improved, the town's promotional campaigns kept pace. Tourism in Steamboat Springs was actively developed, financed, and promoted by the town of Steamboat Springs and the Chamber of Commerce. Media coverage began in 1915, when Carnival events were filmed by New York and Chicago commercial photographers, stimulating predictions that the event "will go a long ways toward making Steamboat Springs the winter sports playground of America, the same as Switzerland in Europe." In 1928, Paramount News and Fox Films recorded street events at the Carnival, and in 1936 Denver's KOA radio provided live coverage of the event. In 1940, Fox Movietown News filmed the crowning of the Carnival Queen and gave away promotional tickets to the San Francisco World's Fair. In 1962, KLZ-TV in Denver sent a fourteen man crew to film a 1½ hour feature for CBS Sports on the FIS Jumping Finals on Howelsen Hill.

Printed promotions began in 1927, the first year that two-color posters and 1,000 printed folders were created to promote Winter Carnival. In 1939, another folder initiated a five year campaign to promote the town as "The Nation's Snow Bowl." Promotional maps were funded by the Chamber of Commerce,

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with the reverse side listing the scenic charms and attractions of the town. Many town businesses participated in raising funds and planning for ski promotions, including retailers and hotel and restaurant owners.

**The Development of Competition Skiing and Ski Jumping at Howelsen Hill**

When Carl Howelsen initiated the Winter Carnival on Howelsen Hill in 1914, its centerpiece was a ski jumping competition. From then on, Steamboat Springs vigorously promoted Nordic ski jump events at Howelsen Hill. The National Jumping Distance record was first broken at Howelsen Hill in 1916 by Ragnar Omtvedt (145 feet); Olav Hanssen set the last record at Howelsen Hill in 1980, jumping 374 feet. Today, Howelsen Hill remains one of only four international ski jumping complexes in the United States. The others are Iron Mountain and Ishpeming, Michigan; Westby, Wisconsin; and Lake Placid, New York.

Major competition events at Howelsen Hill have included Rocky Mountain Class A Jumping Distance Championships (1916-1981); National Ski Jumping Championships (1946, 1953, 1963, 1981, 1986); Rocky Mountain Ski Association junior and senior jumping championships (since 1945); and competition for the Merrill Trophy (since 1932). There have also been an ever-changing host of Winter Carnival ski jump competitions held from 1914 to the present on Howelsen Hill, including events which included resident and non-resident professionals, amateurs, and men, women, and children of all ages.

Winter in Steamboat Springs offered Nordic events (ski jumping, cross-country skiing and Nordic combined), Alpine events (downhill, slalom and giant slalom skiing), Freestyle (Ballet, Aerials, Moguls), Telemarking, and Gelandesprung. Other winter sports activities including tobogganing, sledding, biathlon (skiing and shooting), snowmobiling, and cutter and chariot racing. The Winter Carnival was the most prominent annual event. In the non-winter months, other attractions in Steamboat included the mineral springs, scenic touring, swimming, hunting, camping, fishing, rodeo, square dancing and the Tread of the Pioneers Museum. These Steamboat Springs amenities and events drew skiers, ski enthusiasts, and tourists from around the world.

Steamboat Spring natives began changing the face of skiing as early as 1924, when Lewis Dalpes, born in 1904 in a log cabin on his family's Elk River Ranch, tried out for the Olympics. In 1932, the town fielded its first Olympian in John Dwight Steel. In subsequent years, twenty Steamboat Springs natives or residents appeared in the Olympics (more than any other ski area in North America) and twenty-three were on World Championship FIS teams. FIS, the Federation International de Ski, was founded in Europe in 1910 to supervise international competition. Fourteen were inducted into the Colorado Ski Hall of Fame, six into the National Ski Hall of Fame, and three into the Colorado Sports Hall of Fame

Howelsen Hill is also a key site in the development of the technology of calculating, timing, and monitoring ski competitions. Originally, contests were judged on the basis of distance or form. But in 1924, the Colorado Ski Association created an averaged point system under which competition results took from one day to one week to calculate. In 1945, Steamboat Springs residents Walt Leyboldt and Gate Gooding invented a score calculation device (later approved by the FIS and National Ski Association and manufactured and sold by Groswood Ski Company). For the first time, contest results could be announced while jumpers were still on the outrun. In 1962, resident Marcellus Merris invented the first electronic device to measure speed. In 1977, resident David Delli Quadri wrote the first

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ski-specific computer program to monitor jumping results. As of 1985, the program was still in national use by important ski associations and clubs around the country.

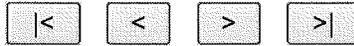
**The Community Planning and Development of Howelsen Hill**

In sharp contrast to later 20th century ski developments funded and controlled largely by privately held corporations, many with national and international capital sources and ski development expertise, the development of Howelsen Hill as a ski recreation and competition center was an organic process which grew from the funds, labor, and enthusiasm of the City of Steamboat Springs, owner of the property since 1935, and its townspeople.

Financing for the development of Howelsen Hill can be roughly divided into three stages. In the first stage, development was largely funded by cash, labor, materials, and expertise donated by private citizens, ski clubs, and civic organizations. The American Legion, Lions Club, Boy Scouts, and volunteers from the ski recreation clubs participated in a number of development projects. In 1935 and 1936, WPA funds were used for a variety of clearing, excavation, and construction tasks. In 1945, a small lodge and the tow house were built by residents who cut logs on Gore Pass and guaranteed a \$10,000 note.

In 1945 and 1950, development costs increased to finance the new chair lift and other improvements for the 1946 National Ski Jumping Championships. At this stage, the Winter Sports Club and the Chamber of Commerce were key partners with the city in planning and financing development and operations. Towler writes of "the enthusiasm of town fathers who represented the Town Council, Winter Sports Club, and Chamber of Commerce simply by changing hats." During these years, the city of Steamboat Springs raised funds through three bond issues and a two-cent cigarette sales tax. Income from lift fees was a small, secondary source of funds. In 1948, Douglas Graham, owner of the Colorado Utilities Company, came into the picture when the Winter Sports Club failed to pay its electric bills. Graham financed exploratory planning to "determine what permanent improvements can be made to attract jumpers from all parts of the world" (Towler, p. 95). In 1950, after a tangled, cloudy arrangement in which Graham, appointed Agent for the town, and contractor Everett Schmelzle were drafted to rebuild three jumps, the new "A" Jump was christened Graham Jump. Even during this period of public fundraising, private fundraising and volunteer community labor continued to play a major role in making development projects possible.

In the 1960s, the town focused on infrastructure unrelated to Howelsen Hill. Then, in the 1970s, fundraising for Howelsen Hill reached new dimensions when the Denver Olympic Committee, including Steamboat Springs residents John Fetcher, Gordon Wren, and Marvin Crawford, unsuccessfully sought to bring the 1976 Winter Olympics to the state, with the Nordic Ski events to be held at Howelsen Hill. After a crushing defeat in which Colorado voters opposed the use of state funds to stage the Olympics, John Fetcher led a effort to raise funds to rebuild the jumps at Howelsen Hill to form a new, International Regulation 90-70-50-30-15- Meter Nordic Jump complex with judges' tower. Donations were received from major statewide corporations and philanthropists including Bob Adams of Energy Fuels; Harrison Eiteljorg, the Farmer's Home administration (\$300,000); and the Bureau of Outdoor Recreation (\$200,000). After the groundbreaking, a massive landslide added \$250,000 to the anticipated project costs. Donations from the Kettering, Gates, Adolph Coors, and Bonnie Belle Foundations, along with money from the sale of a Lincoln Street building donated by Eiteljorg, completed the project.



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**The Engineering and Construction of Howelsen Hill**

The engineering and construction of Howelsen Hill is a continuing story of altering the natural environment to conform to ski and ski jumping use. The Howelsen Hill site was initially selected because its natural topography makes it ideal for ski jumping. Since 1914, the Hill has been continuously modified through the clearing of vegetation for the construction of ski jumps and the development of ski runs; the use of cut timber, naturally felled timber from the site, and eventually the use of steel and concrete for jump construction, soil stabilization, and landslide control; the constant regrading necessary to control soil erosion and meet evolving functional standards for ski-jumping; the development and maintenance of water run-off and drainage systems to control rain, snowmelt, and the natural springs which appear on the site; the construction, and sometimes dismantlement, of an evolving variety of conveyances and lifts to transport skiers and ski jumpers to the ridge of Howelsen Hill to begin their descent; the cutting of roadways and trails to facilitate service access to the summit and circulation throughout the site; and the construction of permanent and temporary, portable buildings to fulfill the changing needs of skiers and management staff.

Clearing of timber began on Howelsen Hill in December of 1914, with the first Winter Carnival Committee laboring under the direction of Carl Howelsen. By 1915, a wood scaffold and takeoff had been constructed and were in use. This use of town volunteers for most of the engineering and construction at Howelsen Hill continued through the 1950s, although commercial contractors began to perform work there as early as 1948.

**The Evolution of Ski Lift Technology at Howelsen Hill**

When ski jumping began in 1914, skiers were required to climb to the top of the ridge carrying their skis. It was not until 1938 that the boat tow, originally used to transport ski jump construction materials to the ridge top during the summer months, was drafted into service as a lift to carry skiers to the top of the jumping hill and the slalom course.

"A Lift That Was a Beacon," an article describing the evolution of ski lift technology at Steamboat Springs which appeared in the January 1997 issue of *SkiArea Management*, (p. 48) described the boat tow experience: "Naturally, jumpers soon discovered that riding the boat tow—described by one veteran as similar to being dragged up a flight of stairs—was infinitely superior to climbing up the hill lugging a long pair of heavy skis on your back." In 1939, the single boat tow was converted to a double boat tow. The single boat tow carried an estimated 100 skiers per hour to the top of the ridge; the double boat tow, twice that number. Parts, gas, and oil to operate the boat tow were donated by every garage in town, and town volunteers rigged the motor and hoist and constructed the tow. In 1945 a second lift, a simple rope tow, began operations on the beginner slopes of Sulphur Cave Hill.

In the early 1940s, it became clear that a new lift system was required to climb Howelsen Hill and continue on to service new downhill runs on nearby Emerald Mountain. According to *SkiArea Management* (p. 47):

In terms of technology, the time was at hand to shift from home-designed transportation systems to commercially manufactured lifts and from surface lift mechanisms to aerial. It was the end of an era when owners assembled their own lifts and the beginning of turn-key installations by manufacturers. Emerald Mountain mirrored a time when

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minimum capacities still satisfied local needs, but before destination resorts...would appear with high-capacity skier demands.

The lift was a design of E.G. Constarn (1888-1965), a mechanical engineer who had created first the J-bar, then the T-bar lift in his native Switzerland. Immigrating to the U.S. in 1940, Constarn designed nearly 100 ski lift installations in North America and several hundred in Europe. In 1948, the Emerald Mountain lift, manufactured by the Mine & Smelter Supply Company of Denver, was dropped off at the foot of Howelsen Hill by the railroad. Though the new lift represented a whole new era for Steamboat ski technology, it was still far from a "turn-key installation" and relied on the town's traditional construction team--its citizens.

A resident construction supervisor directed ranchers, high-school kids, and anyone else who was interested in helping assemble the 'do-it-yourself' lift dropped off at the depot. The volunteers built 22 towers and terminal structures out of creosote treated timber to support the mechanical components ... Rex Gill, a local jack-of-all-trades, designed and built a handsome log tow house to enclose the driver machinery for both the new lift and the boat tow. (*SkiArea Management*, p. 48).

The full Emerald Mountain Lift operated for only six years before mechanical failure necessitated the dismantling of the section from Howelsen Hill to Emerald Mountain, "due to the financial burden of constant rope tow replacement, lack of safety devices, low capacity, poor ski-able terrain on the upper section and lack of property easements." Informal skiing continues on the former lift line, the length of which is visible from the summit of Howelsen Hill. The other runs, Suicide Run, Gooding Run and the Down Hill Race Course, now somewhat overgrown, are used for hiking, snowshoeing, telemarking and cross-country skiing.

The Howelsen Hill portion of the lift continued in operation until 1970, when it was condemned by the Colorado Passenger Tramway Safety Board and replaced by the current Poma Lift. As stories of skiers in *SkiArea Management* attest, however, the Emerald Mountain Lift lives on in Steamboat Springs legend. On Howelsen Hill, the lift's bullwheel survives in the tow house, and a few small remnants of concrete tower footings remain. A chair from this lift is on display as part of the ski history collection of the Colorado Historical Society in Denver. The Poma Lift was constructed with \$26,000 from a community fund raising drive. The Poma Lift has eight towers and can carry 770 skiers per hour. Still, even in 1970, it was scarcely a turn-key operation. According to Towler (p. 97), "With John Fetcher translating the directions from French, the lift was installed by Errol Hitchens and dedicated to Karl Schnackenberg during the 1971 Winter Carnival Night Show."

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Wray, Diane & Rodd L. Wheaton. Draft National Register of Historic Places Nomination Form for Howelsen Hill. March 1, 1999. Copy on file with OAHP, Colorado Historical Society.

**Photo Sources**

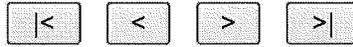
Tread of Pioneers Museum, Routt County Collection photographs, 1915 through 1970s.

**Map Sources**

City of Steamboat Springs, Tread of Pioneers Museum, and Steamboat Springs Winter Sports Club, Historic Howelsen Hill brochure, 1985.

Denver Public Library. Map Collection, Western History Collection.

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**COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
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Section VProperty Name Howelsen Hill**GEOGRAPHICAL DATA****Verbal Boundary Description**

The boundary is as indicated on the following map. In general, it extends approximately 10 feet beyond the centerline of the roadways forming portions of the boundary. At the base of the hill, to the east of the Howelsen Hill Tow House (#15) the boundary follows Sulphur Cave Roadway (#2) around the east and north edges of the Outrun Landing Area (#1), where it becomes known as the Mile Run Roadway/Ski Run (#7), and continues along the north and west where it runs beyond the summit and then switches back north to the summit. From the summit, the southern boundary runs inside the path of the Barrows Lift lines to the base of the hill where it meets the northern end of Wren's Run which then becomes Sulphur Cave Roadway.

**Boundary Justification**

The boundary includes the parcel of land historically associated with the winter ski-related activities on Howelsen Hill.

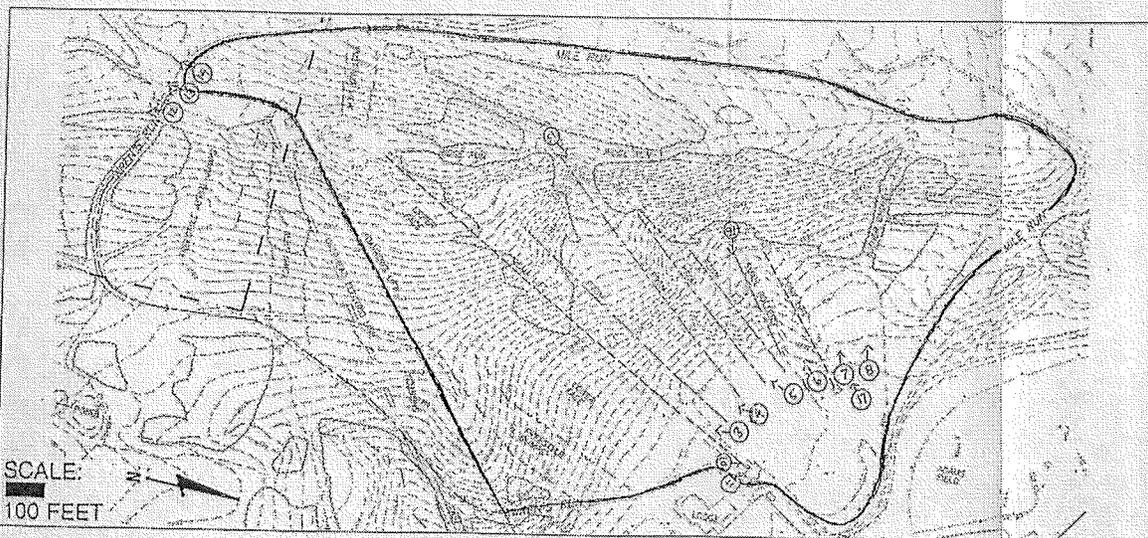


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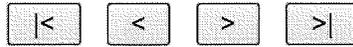
BOUNDARY MAP & PHOTOGRAPH KEY



Howelsen Hill Ski Area & Base  
City of Steamboat,  
1994 Topography

 PHOTOGRAPH





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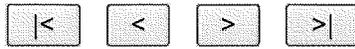
Property Name Howelsen Hill

PHOTOGRAPH LOG

The location and camera direction of photographic views are indicated on the map on Page 28. The following information pertains to photographs 1-21, except as noted.

Property: Howelsen Hill  
Location: Steamboat Springs, Routt County, Colorado  
Photographer: Diane Wray  
Date of Photographs: August 30, 1999  
Negatives: Tread of Pioneers Museum  
800 Oak Street  
Steamboat Springs, Colorado 80477

- 1 From downtown, view south
- 2 From foot bridge across Yampa River, view south
- 3 From base of hill, view southeast
- 4 From base of hill, view southeast
- 5 From base of hill with Fetcher Tower #21, view south
- 6 From base of hill, view south
- 7 From base of hill, view southwest
- 8 From base of hill, view southwest
- 9 From base with Howelsen Hill Tow House #15, view south
- 10 Howelsen Hill Tow House #15, view northwest
- 11 Gabled Roof Storage Shed #16, view northwest
- 12 From summit, view southeast
- 13 From summit, view south
- 14 From summit, view south
- 15 Downtown and Outrun Landing Area #1 from 90-Meter Nordic Jump #12, view north
- 16 Outrun Landing Area #1 and Small Jump Judges Tower #20, view northeast
- 17 Circa 1916, Winter Carnival, view south, photographer unknown
- 18 Circa 1925, from downtown, view south, photographer unknown
- 19 Circa 1945, aerial view, toward south, photographer unknown
- 20 Circa 1948, from base with Howelsen Hill Tow House #15, view south, photographer unknown
- 21 Circa 1948, from Yampa River with Howelsen Hill Tow House #15 and Gabled Roof Storage Shed #16, view southeast, photographer unknown

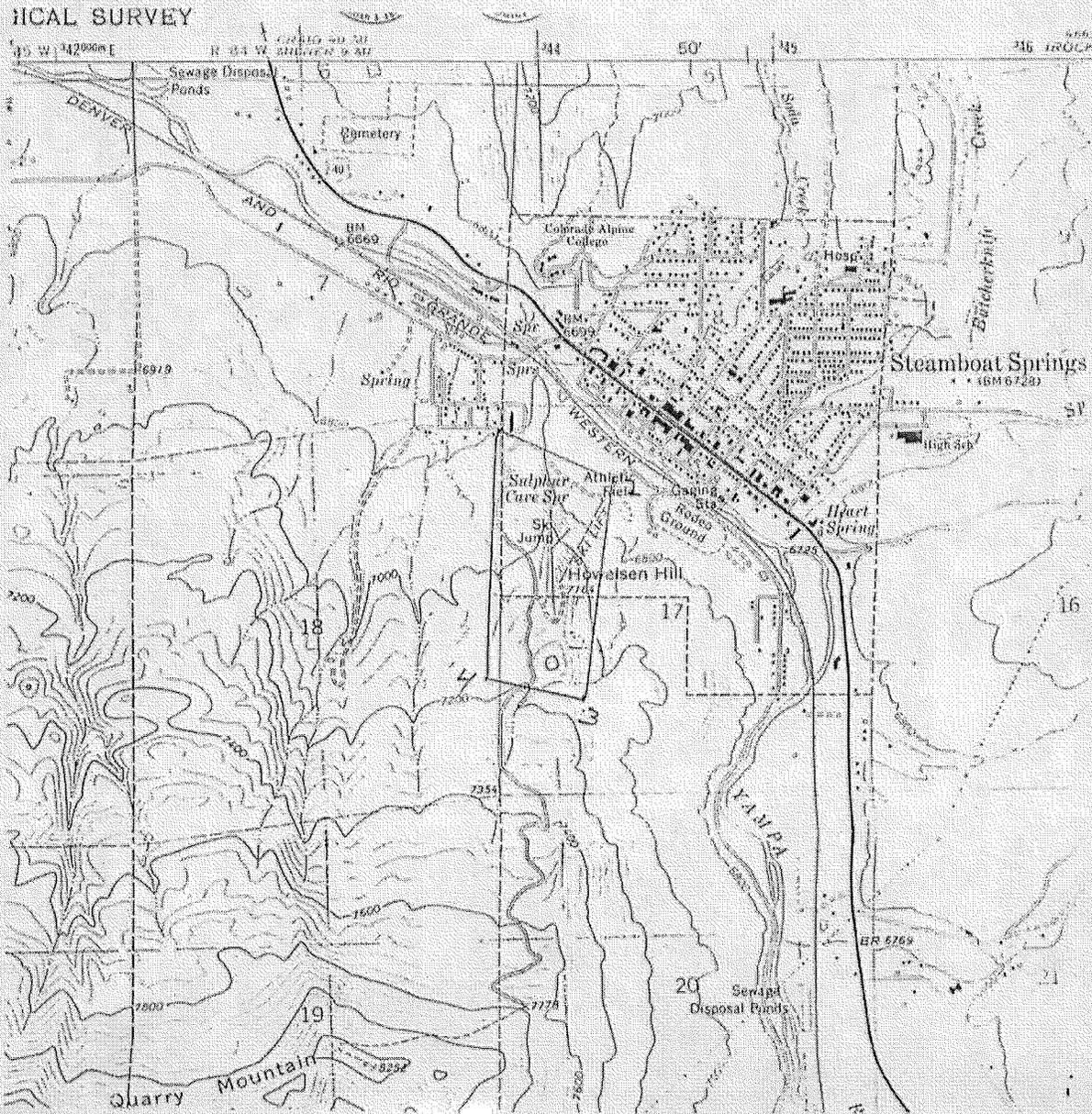


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USGS TOPOGRAPHIC MAP  
Steamboat Springs, Colorado  
7.5 Minute Series



E

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES  
REVIEW BOARD MEETING  
November 17, 2000**

The State Register Review Board met on Friday, November 17, 2000, at the Colorado History Museum in Denver, Colorado. The Board reviewed the following nominations and forwarded them to the Colorado Historical Society Board of Directors with recommendations for listing or denial of listing in the Colorado State Register of Historic Properties.

**PROPERTIES RECOMMENDED FOR LISTING IN THE STATE REGISTER:**

**Colona School**  
County Road #1, Montrose vicinity  
(5OR1173)

**Fansler House**  
603 W. 5<sup>th</sup> St., Loveland (5LR9764)

**Sargent Consolidated School District**  
7090 N. County Rd. 2E, Monte Vista vicinity  
(5RN689)

**Denver & Rio Grande Western Railroad  
Locomotive No. 3006**  
Burnham Shops, Denver (5DV7137)

 **Howelsen Hill**  
845 Howelsen Parkway, Steamboat Springs  
(5RT1048)

**PROPERTIES NOT RECOMMENDED FOR LISTING IN THE STATE REGISTER:**

**Governor John C. Vivian House**  
1497 Orchard Dr., Lakewood vicinity  
(5JF473)

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**MOTION TO ADOPT STATE REGISTER REVIEW BOARD RECOMMENDATIONS**

I move that the Colorado Historical Society Board of Directors approve the recommendations of the State Register Review Board regarding the listing or denial of listing of these properties in the Colorado State Register of Historic Properties.