

**NATIONAL REGISTER OF HISTORIC PLACES
DETERMINATIONS OF ELIGIBILITY
FOR MISSION 66 RESOURCES**

Dinosaur National Monument

Phase 1: Historic Context and Quarry Area Resources

Uintah County, Utah

Phase 2: Canyon Area Resources

Moffat County, Colorado, and Uintah County, Utah



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COVER PHOTOGRAPH

Dinosaur National Monument, Mission 66 resources in the Quarry Area, along Cub Creek (former Blue Mountain) Road in foreground, facing northwest toward the Quarry Museum (former Quarry Visitor Center) V-roof at right-center, and the Maintenance and Housing Zones at lower left. The scale of the area's scenic relief easily dwarfs these 1950s Mission 66 buildings and also hides them from each other.

See also satellite image of this area on page 24. James Steely, 2017.

DETERMINATIONS OF ELIGIBILITY FOR MISSION 66 RESOURCES

Dinosaur National Monument

INTRODUCTION

Project Description

This two-phase project from 2017 through 2020 produced two National Register of Historic Places (NRHP) historic district Determinations of Eligibility (DOE) with an accompanying Historic Context, evaluating Mission 66 developments within Dinosaur National Monument (aka DINO for its Mission 66 acronym). Phase 1 focused on the Quarry Area (on the “Utah side” of the monument) historic resources—site, buildings, structures, roads, trails, small-scale features—as a contiguous historic district, and developed the entire monument’s Mission 66 Historic Context as an Associated Historic Context to the nationwide Mission 66 Multiple Property Documentation Form (MPDF, Carr et al. 2015). The project’s Phase 2 focused on similar property types as a contiguous Mission 66 historic district in the Canyon Area (on the “Colorado side” of the monument with some Utah resources). The historic district DOEs on NRHP forms, from the monument’s Quarry Area and Canyon Area, are intended ultimately to dovetail with the National Park Service (NPS) regional cultural landscapes program (not part of this project), matching boundaries, resource inventories, and significance to inform comprehensive Mission 66 resources management at the monument. One DINO Mission 66 resource, the 1958 Quarry Visitor Center, now Quarry Exhibit Hall, is an individual 2001 National Historic Landmark and 1986 NRHP listing; that resource is not within the Quarry Area district documented in this project. This project’s work was conducted primarily by James Steely, meeting the Secretary of the Interior’s Professional Qualifications Standards for History and Architectural History, as Principal Investigator for the Organization of American Historians.

Methodology

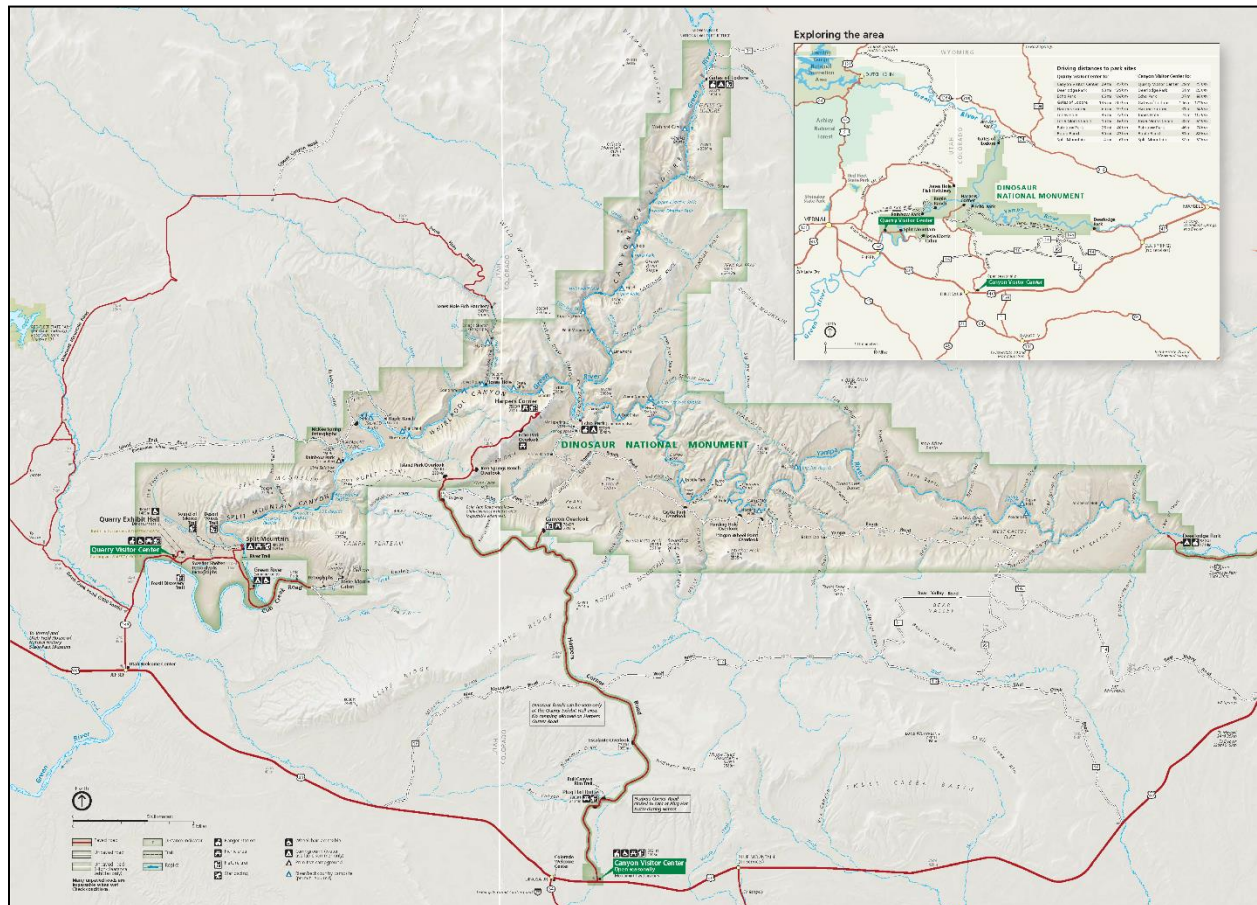
The Principal Investigator conducted background research, traveled to DINO for two field and research visits in 2017 and 2019, and developed the two district DOE documents and archival-quality photography. Strong support was provided by the DINO staff, led by then-Chief of Resource Stewardship and Science, Lisa Baldwin, and DINO Archeologists Mary Jane Naone and Megan Willison. The DINO staff and NPS regional office assisted through 2020 with mapping and geo-location information, led by GIS Specialist Zara Hickman, confirming resource counts and identification of small-scale elements within sites as designed landscapes.

The “Quarry Area and Blue Mountain Road” and “Canyon Area and Harpers Corner Road” Mission 66 resources were evaluated in conformance with the Mission 66 “park-wide historic district” property type, with sub-types for specific buildings, structures, and sites in the district, based on guidance from the MPDF “National Park Service Mission 66 Era Resources.” The Phase 1 approach and outline herein follows NPS Historian Barbara Wyatt’s (2009) guidance, “The Components of a Historic Context.”

Final drafts incorporated comments from park and regional offices along with the Utah and Colorado SHPOs, to complete the final DOE package for submission to the NPS Federal Preservation Officer and Keeper of the NRHP. Current standards of the NPS NRHP program have been followed for photographs, mapping, and final Registration Forms, but final completion of NRHP submissions was not in the project scope.

Period and Level of Significance

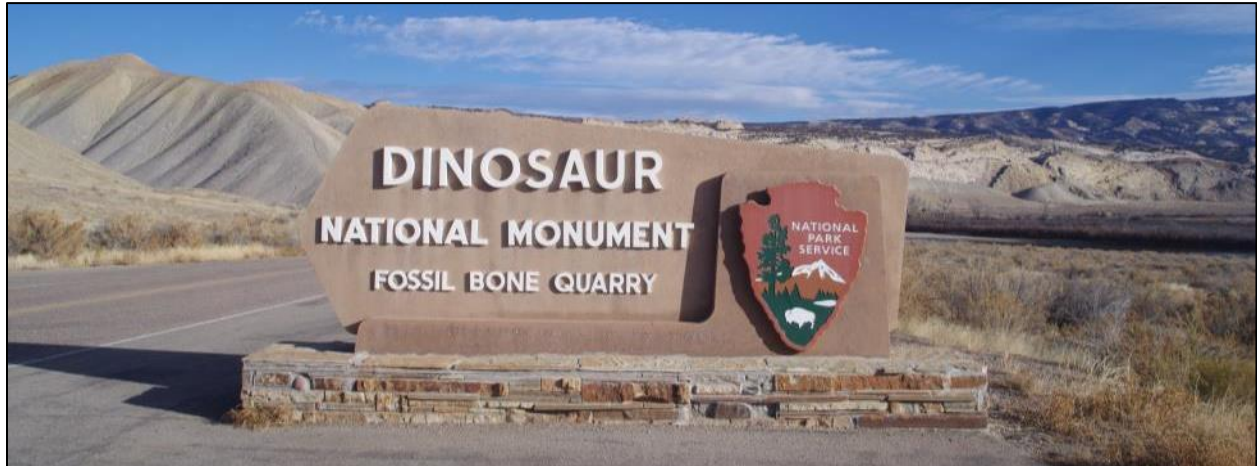
The period of significance is 1956–1967, spanning the beginning and end of Mission 66 work at DINO, and the level of significance is statewide. The statewide level is selected because the Mission 66 work in both Utah and Colorado is unmatched in either state for adaption by top designers of NPS visitor and staff services to this particular Colorado Plateau/Uintah Basin landscape. Further, the monument features two highway-class park roads—sinews of the two historic districts—connecting each state’s services off of US 40 to singular attractions of the nationally renowned Quarry Area on the Green River in Utah and Echo Park on the Yampa River below Harpers Corner where the two rivers converge in Colorado.



Dinosaur National Monument (green outline) showing its 54,819 acres in Utah, west of the vertical white line across the map, and 156,024 acres in Colorado, east of that line. The boundaries primarily encompass the Green River canyons from the north to the southwest, and Yampa River canyon from the east to their confluence at Echo Park inside Colorado. US Highway 40 is the east-to-west red line, and Harpers Corner Road is the heavy line running from US 40 north to Echo Park. National Park Service.

Recommended Boundaries

Boundaries for the two identified districts—the “Quarry Area and Blue Mountain Road Historic District” in Utah, and the “Canyon Area and Harpers Corner Road Historic District” primarily in Colorado—follow the limits of ground disturbance to construct their Mission 66 resources, along roads and within zones of development along those roads.



Dinosaur National Monument Quarry Area entry sign, facing north. The sign stands just inside (north) of the monument boundary on Utah State Road 149, 4.2 miles north of the intersection of US Highway 40 in Jensen, Utah, but not within the Quarry Area NRHP historic district boundary. The cast-concrete sign's stone base and configuration appear in 1964 photographs (DINO archives). Quarry Area and Blue Mountain Road Historic District. James Steely, 2017.



Dinosaur National Monument Canyon Area entry sign, facing northeast. The sign stands south across US Highway 40 from the monument entrance and within the Canyon Area NRHP historic district boundary, about 2 miles east of Dinosaur, Colorado. The cast-concrete sign's stone base and configuration appear in 1964 photographs (DINO archives). Canyon Area and Harpers Corner Road Historic District. James Steely, 2017.

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DETERMINATIONS OF ELIGIBILITY FOR MISSION 66 RESOURCES

Dinosaur National Monument

Phase 1: Historic Context



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HISTORIC CONTEXT COVER PHOTOGRAPHS

President Dwight D. Eisenhower's cabinet in 1957 in the White House Cabinet Room. The President's second (1956–1961) Interior Secretary Frederick A. Seaton, third from left, guided the National Park Service and the Mission 66 program after its initiation under Interior Secretary (1953–1956) Douglas McKay. Eisenhower Library, 1957, via White House Museum 2020.

INSET

US Representative Wayne N. Aspinall and President Lyndon B. Johnson in 1967 in the Oval Office. Aspinall, originally in favor of the USBR dams in Dinosaur National Monument, compromised on cancelling the dams in 1955 and became a champion instead of public access to DINO through Mission 66. Aspinall also played a major though complicated role in passage of the Wilderness Act of 1964, resulting in DINO's current 205,672 acres of Recommended Wilderness, more than 91% of the monument (NPS 2017). Johnson became the third and last President to oversee Mission 66, and left an enormous legacy for the NPS. LBJ Library, 1967, reproduced in Schulte 2002.

DINOSAUR NATIONAL MONUMENT:
Mission 66 in Dinosaur National Monument, 1956–1967

AN ASSOCIATED HISTORIC CONTEXT
AS AN ADDENDUM TO THE MULTIPLE PROPERTY DOCUMENTATION FORM:
National Park Service Mission 66 Era Resources

I. Statement of Context

Mission 66 in Dinosaur National Monument, 1956–1967

Dinosaur National Monument began as an 80-acre proclamation in northeastern Utah by US President Woodrow Wilson in 1915. President Franklin Roosevelt vastly expanded the monument to 203,885 acres (more than 318 square miles) in Utah and along the Green River and Yampa River canyons of Colorado in 1938. Little-known and seldom-visited through the 1940s—although highly valued by a knowledgeable few for its paleontological and river-canyon resources—the monument found itself at the center of an impassioned national environmental debate by 1950. The US Bureau of Reclamation (USBR) planned to build two hydroelectric dams that would flood all the signature canyons that define most of the monument.

While the Echo Park Dam controversy swelled to its peak in the mid-1950s, the National Park Service (NPS) plotted its nationwide “Mission 66” program to modernize all its park units, including national monuments, to meet ever-increasing visitor numbers and demands. Just after the environmental movement won the Echo Park struggle and USBR cancelled both Dinosaur dams in late 1955, NPS rolled out Mission 66 to President Dwight Eisenhower, Congress, and the public in early 1956. With enthusiastic support for Mission 66 at all levels, and Dinosaur National Monument still center-stage in public awareness as its own visitor figures climbed sharply, NPS leaders decided to make Dinosaur one its first, and signature, Mission 66 projects.

Today, the developed zones of Dinosaur National Monument (DINO) are less than nine per cent of its total area of 210,844 acres and are largely a result of the Mission 66 campaign here between 1955 and 1967. These visitor and management resources are historically significant in the National Register of Historic Places (NRHP) areas of Architecture and Politics/Government, evaluated together because of the facility design effort through its federal government sponsor. The DINO Mission 66 resources are also significant under the NRHP areas of Engineering and Transportation, inseparable since most engineering feats of the program at Dinosaur enhanced motor vehicle-access for visitors and staff. Finally, these resources are significant in the areas of Landscape Architecture and Community Planning and Development, also evaluated together because of the characteristic village- and zone-planning process under Mission 66 by NPS landscape architects.

The DINO Mission 66 resources are evaluated in conformance with the historic district property type, with sub-types for specific buildings, structures, and sites in the districts, based on the Multiple Property Documentation Form (MPDF) “National Park Service Mission 66 Era Resources” (Carr et al. 2015). Boundaries for the two identified districts—within the Quarry

Area in Utah and the Canyon Area in Colorado and Utah—generally follow the limits of ground disturbance to construct Mission 66 resources, along roads and within zones of development along the roads. As noted above and in detail below, improvements at Dinosaur National Monument began in 1956 as Mission 66 began, and ended in 1967, a few months following the national program’s formal close during the NPS 50th anniversary year in 1966. While some NPS park units received “pre-Mission 66” Modern Movement (per the Mission 66 MPDF) visitor centers in the early 1950s, and most national park units enjoyed Mission 66 improvements during the 10-year program and typically beyond into the successor Parkscape USA program, 1967–1972, DINO’s improvements span the beginning through conclusion of the Mission 66 program and only a few months more to complete Harpers Corner Road in June 1967.

The level of significance for DINO’s evaluated resources is statewide because the Mission 66 work in both Utah and Colorado is unmatched in either state for adaption by top designers to this particular Colorado Plateau/Uintah Basin landscape. The monument features two highway-class park roads connecting each state’s services off of US 40 to singular attractions of the nationally renowned Quarry Area on the Green River in Utah and Echo Park on the Yampa River below the Harpers Corner peninsula where the two rivers converge in Colorado.

This fully developed Historic Context “Mission 66 in Dinosaur National Monument, 1956–1967” is an Associated Historic Context addendum to two existing Multiple Property Documentation Forms. The “Dinosaur National Monument Multiple Resources” MPDF (Mehls 1986) included the Mission 66-built Quarry Visitor Center, and “National Park Service Mission 66 Era Resources” MPDF (Carr et al. 2015) established the nationwide Historic Context for Mission 66 as well as its Property Types and Registration Requirements.

The 1958 Quarry Visitor Center, outside the boundary of this project’s Quarry Area historic district, was identified in the 1986 “Architecture in the Parks, National Historic Landmark Theme Study” (Harrison 1986). NPS architectural historian Laura Soullière Harrison recommended that year that the Quarry Visitor Center be evaluated for Landmark status when it approached 50 years of age in 2008. Instead, the Quarry Visitor Center became an individual National Historic Landmark (NHL) in 2000, based on the NHL theme study “Mission 66 Visitor Centers: The History of a Building Type” (Allaback 2000). Soon after its 2000 NHL designation, the building attracted considerable attention and debate—if only within the NPS design and history communities, and from historians of Modernist architecture—leading up to its rebuilding in 2011 as the “Quarry Exhibit Hall” due to persistent foundation problems (NPS 2011).

II. Background History

Quarry Discovery, and National Monument Designation

The Colorado Plateau’s billion-year geologic story behind today’s northeast-Utah/northwest-Colorado’s Uintah Basin landscape is complicated. But an automobile drive along US Highway 40 across the southern boundary of Dinosaur National Monument puts much of the complicated geology directly in view. Muted yet sometimes colorful lines of some eight rock strata from more than 150 million years of geologic time are visible from the highway and connecting

national monument roads. And deeper in the monument's Green River and Yampa River canyons, some 23 exposed geologic strata reveal sedimentation, erosion, faulting, uplifts, volcanism, and deposition from the Paleogene Period at the top, down past the Jurassic Period of dinosaurs, to Cambrian and Precambrian rocks laid down more than one billion years ago (Blakey and Ranney 2008).

Upon the emergent Morrison Formation of the late Jurassic Period some 149 million years ago, when this part of the earth spun closer to the equator, dinosaurs roamed a wet and tropical surface. An ancient river flowing north through here to a Jurassic sea attracted dinosaurs who wandered too far into the river's muddy channel. Trapped, killed, and dismembered in the river current, these poor creatures wound up in "one of the planet's greatest dinosaur graveyards," according to geologists Ron Blakey and Wayne Raney (2008:82) in their Ancient Landscapes of the Colorado Plateau.

At the close of the 19th century, paleontologists from the Carnegie Museum of Natural History in Pittsburgh, Pennsylvania, discovered the full fossilized skeleton of a huge *Diplodocus* dinosaur while investigating an outcrop of the Morrison Formation near Medicine Bow, Wyoming. The museum placed the 152-million-year-old, 82-foot-long *Diplodocus carnegii* on display in Pittsburgh to the acclaim of visitors and widened its search for more Jurassic creatures to study and display. In 1908 Carnegie Museum director William J. Holland and geologist/paleontologist Earl Douglass investigated fractured, warped, and tilted Morrison Formation strata along the Green River east of Vernal, Utah, some 215 miles southwest of Medicine Bow, and found a *Diplodocus* femur (NPS 2015).

Douglass returned to the Vernal area in 1909 and with local guidance found a nearly complete *Apatosaurus* (then called *Brontosaurus*) skeleton and eventually the fossilized bones of nine other dinosaur genera in the former riverbed around it, within what he named the Carnegie Quarry. Here the Morrison Formation's sandstone is tilted up from its original horizontal into a steeply slanted stratum that resembles a wall—after Douglass and successors removed its later overburden—festooned with fossils. With the Carnegie Museum's support, Douglass settled at a nearby ranch with his family and continued investigating the "Quarry" for the next 15 years from a small stone Workshop/Laboratory building nearby (extant and NRHP-listed, see Mehls 1986). In 1915 the Pittsburgh museum assembled the 69-foot-long Green River *Apatosaurus louisae*, named for benefactor Andrew Carnegie's wife Louise, for another popular display (but with the wrong head attached, corrected in 1979 with a casting from a rare Carnegie Quarry discovery) (Beidleman 1966:19–20, NPS 2015).

In October 1915, President Woodrow Wilson proclaimed an 80-acre federal parcel around the Carnegie Quarry as Dinosaur National Monument, under management of the Interior Department's General Land Office. This was Wilson's third national monument creation (of what would be 13 such proclamations during his 1913–1921 administration) based on his authority under the Antiquities Act of 1906. Wilson was most strongly influenced by the Carnegie Museum with its popular *Apatosaurus* display and the giant fossil's compelling Utah discovery. Behind the scenes, the President's "First Assistant Secretary of the Interior," Stephen Tyng Mather, arranged the Dinosaur proclamation document (Beidleman 1966:30–33,41–43). Mather had moved to Washington, DC, in 1914 to help Interior Secretary Franklin K. Lane

prepare for creation of the National Park Service. When Wilson signed the bill creating NPS in August 1916, Dinosaur National Monument moved under jurisdiction of the new agency, and under Mather as the first NPS director (Rothman 1989:85–86).

The New Deal and Monument Expansion

The Carnegie Museum and several academic partners quietly worked the Quarry through the 1920s, and in 1930 the American Museum of Natural History in Washington, DC, moved to develop public interpretation at the site. Collaborating with new (and second) NPS director Horace Albright—along with his new “education” (interpretation) office, NPS chief landscape architect Thomas Vint (a native of Utah), and others—the natural history museum proposed to “develop the dinosaur quarry for the enjoyment and enlightenment of the people.”

Unfortunately, the projected museum building at the quarry, plus roads, custodian houses, and other improvements could not be funded in 1931–1932 during the worsening national economic decline, soon to be called the Great Depression (Beidleman 1966:77–80).

In 1933 President Franklin D. Roosevelt quickly followed his March inauguration with the creation of several unemployment relief agencies, among them the Civilian Conservation Corps (CCC) with plans to assist the National Park Service and other federal land bureaus. Dinosaur National Monument supporters immediately envisioned a CCC camp to fulfil earlier plans at the quarry. Receiving no CCC assignment, they settled on a series of small New Deal-agencies’ relief projects, by late 1935 under direction of the new federal Works Progress Administration (WPA). With NPS agreement in early 1936 to appoint PhD geologist and engineer Albert C. Boyle as permanent monument custodian, several construction projects in addition to continued paleontological work in the Quarry’s Morrison Formation developed a substantial workers village nearby. The WPA tasks in 1936 also included a public road into the Quarry area and an impressive stone-lined drainage channel (extant but not included in the 1986 NRHP listings), critical to moving flash floods away from the quarry, the new road, and the workers village. Boyle established a highly positive reputation at the camp, in the Vernal community, and within NPS for educating his workers, arranging favorable publicity for the monument, and hosting a steadily growing number of visitors to the Quarry (Beidleman 1966:85–89,133–140).

Based on early Green River explorations, including John Wesley Powell’s famous expedition of 1869 that passed through today’s monument, river runners knew that awesome scenery spread across the Uintah Basin. Earl Douglass wrote of the vastness beyond his Carnegie Quarry labors about 1915:

From the quarry and higher peaks and ridges near it, the view is of much interest, to the lover of the picturesque as well as to the geologist.... Here one sees mountain gorges, high rugged hills, immense rocky folds, varied rock sculpture, sharp ridges, rugged ravines, a picturesque river valley, terraces, branches, rolling plains, bad lands and more than a hundred physical features (quoted in Beidleman 1966:147).

With interest in Dinosaur National Monument by the American Museum of Natural History in the 1930s came encouragement for the National Park Service to seek expansion of the 80-acre quarry monument to include much more of this fascinating country. The Great Depression, the

presence of several private inholdings, and federal lands already assigned to future dams on the Green River delayed this initiative as well. But in July 1938, the President proclaimed 203,885 additional acres of land as the vastly expanded Dinosaur National Monument. The deal came with typical Franklin Roosevelt compromise, retaining for example the federal power and water-storage rights within the monument's new boundary. The somewhat symmetrical, inverted 'T' boundary extended about 46 miles north and up the Green River canyons, and about 45 miles east and up the Yampa River canyon. The expanded monument now reached deep into the State of Colorado and included the confluence of the two rivers near Colorado's remote Echo Park, named by John Wesley Powell in 1869. This area grazed by the Chew Ranch was also called "Pat's Hole" for its reclusive resident Patrick Lynch in the early 20th century. The Green and Yampa Rivers' boundary extensions of the monument came very much in response to enthusiasm from Colorado's towns, Moffat County, and state officials to join the promotion of Dinosaur as much more than the old Carnegie Quarry (Beidleman 1966:162–188).

Echo Park Controversy

Roosevelt's 1938 compromise of allowing the possibility of future federal dams on the Green River within Dinosaur National Monument seemed benign until World War II began in Europe the next year, and Roosevelt in 1940 called the US the "Arsenal of Democracy." Actual arsenals consume large amounts of power and water, thus intense national interest in both resources penetrated every corner of the country, including northeast Utah and northwest Colorado leading up to and during US participation in the war. In the summer of 1940, the Interior Department's Bureau of Reclamation (USBR) built a truck road across Dinosaur National Monument in Colorado (possibly today's east-west Yampa Bench Road from Bear Valley) to Pat's Hole—the alternate name for Echo Park—on the Yampa River. USBR drilled test holes in the river beds and their framing rock formations around Echo Park for what would be "the main dam of the Colorado River-Great Basin project" (Steamboat Pilot 1940).

In early 1945, anticipating wartime needs and post-war economic resurgence, USBR proposed another Green River dam at Split Mountain not far from the Quarry, in addition to the large "main" hydroelectric dam below the confluence of the Green and Yampa Rivers not far from the expanse of Echo Park. Both dams would be within the boundaries of Dinosaur National Monument but upon lands still reserved for USBR (Beidleman 1966:209). Wartime NPS director Newton Drury had, by some accounts, agreed as early as 1941 with USBR to allow dam building within the monument, although Drury later denied the agreement. He also fervently and publicly had presumed that USBR would not propose such dams deep in the heart of the monument at Split Mountain and Echo Park. Drury knew that USBR had identified other Green River dam sites elsewhere, such as Flaming Gorge, that could avoid thorough inundation of the monument's signature canyons (Chapman 1980:457–464, Harvey 1994:69–71).

In 1950, President Harry Truman's Interior Secretary Oscar Chapman endorsed the two USBR dams within Dinosaur National Monument, while attempting to manage the related squabble between Drury and his USBR-director counterpart Michael Straus. Chapman was proud of his New Deal leanings, but the 1933–1943 New Deal had supported USBR dam and irrigation projects somewhat equally beside NPS expansions and improvements. Now Chapman revealed that the Truman Administration's "Fair Deal" leaned toward the former (USBR) with less depth

of interest in the latter (NPS). At the same time, Drury, who had never visited Dinosaur, revealed himself to be perplexed by “national monuments” within the NPS, and to be opposed to “national recreation areas” in cooperation with USBR. The recreation-area concept had proven successful at Lake Mead behind USBR’s Hoover Dam, but would, in Drury’s view of a similar proposal for the new USBR reservoirs within Dinosaur National Monument, drain NPS resources needed to support “national parks.” By expressing such views, Drury also displayed less interest in securing equal support for national *monuments* in the growing frustration of his post-war struggle to support national *parks* (Harvey 1994:89,100–101; Sellars 1997:177–179).



US Bureau of Reclamation’s proposed dams in Dinosaur National Monument. “Shannon,” Wikipedia, 2018.

In a January 1951 showdown with Chapman, Drury declined the secretary’s offer of a “promotion” away from NPS, and soon resigned to return home to California as head of its state parks system. Chapman moved Arthur Demaray, the last of “Mather’s men”—those NPS

veterans from the first director's first staff at NPS—into the NPS director position shortly before Demaray's planned retirement a few months later (Cosco 1995:47, Shankland 1970:312). During Demaray's brief but eventful direction in 1951, NPS built a large barn-like metal-clad building (not extant) designed by NPS architect John B. Cabot over the Dinosaur Quarry. The temporary shelter protected working paleontologists and the exposed Morrison Formation, and tested Earl Douglass' early idea of allowing visitors to watch the process *in situ* in a controlled setting (Allaback 2000:44).

Conrad Wirth, Director Amidst Controversy

In December 1951, Chapman appointed Conrad Wirth as the next NPS director. An NPS administrator since 1931 who had overseen the NPS New Deal role with the CCC, Wirth understood the workings of Congress and had many friends there. Wirth also supported an expanding NPS system, confident that national parks, monuments, recreation areas, and other specialized park units could and should co-exist. One of Wirth's first actions directed that the new "arrowhead" NPS logo, perfected in 1951 by veteran NPS architect Herbert Maier, be used henceforth on all bureau stationary, signs, and staff-uniform shoulder patches (Harvey 1994:100–101, Shankland 1970:316).



Four NPS directors at the National Historic Landmark plaque dedication of the Stephen T. Mather [family] Home in Connecticut, a noteworthy Mission 66 event. Left to right: Newton B. Drury, Horace M. Albright, George B. Hartzog, Jr., and Conrad L. Wirth. Jack E. Boucher, NPS 17 July 1964.

As the Truman Administration drew to a close in 1952, the Split Mountain and Echo Park dams approval by Secretary Chapman fueled a momentous national debate over North America's grand western scenery, national parks, and in particular Dinosaur National Monument. Chapman delayed requests to Congress for final approval of the dams, and passed the controversy to his successor in 1953, Douglas McKay, new President Dwight D. Eisenhower's Interior secretary. McKay initially endorsed the Echo Park and Spit Mountain dams within the monument, while

the opposition grew stronger. As summarized by the foremost historian of the Echo Park dams controversy, Mark W.T. Harvey:

By this point, a national coalition of conservation organizations had joined forces to oppose the Echo Park dam [and Split Mountain dam]. The Wilderness Society, National Parks Association, Sierra Club, Audubon Society, and Izaak Walton League stood at the forefront of the opposition, with dozens of small groups joining them. Conservationists claimed that construction of the dam[s] would violate the National Park Service [Organic] Act of 1916, which mandated that the parks and monuments be kept unimpaired for future generations. They argued that approval of the dam[s] would make it easier to propose dams within other national parks and monuments (Harvey 2018).

The argument drew unprecedented attention to the national monument, along with rising visitor numbers each succeeding year. Attendance recorded at 7,911 for 1946 grew to 18,009 in 1950 and 22,332 in 1953 (DINO c. 1956:2). Dinosaur’s interpretive ranger Harry Robinson, while entertaining ceaseless visitor questions at the Quarry and in letters on his desk about the why, when, and where of the dams, confided in 1954 that the controversy “has given us a million dollars worth of free publicity” (quoted in Harvey 1994:253).

Conrad Wirth and Mission 66

During 1952, his first full year as director, NPS Director Wirth embarked on an 8,000-mile nationwide tour of national park units (Wirth 1980:237), including Dinosaur National Monument with a river trip past remote Echo Park. Dinosaur “is far more worth-while saving than I had anticipated,” Wirth wrote in 1952, before his return river boat and airplane evaluation the next year. “If it is possible, I am more determined than ever that we win this particular scrap,” he added (quoted in Harvey 1994:173,183).

Wirth also in 1952 orchestrated a survey of park-staff housing from the standpoint of women—mostly NPS staff wives but also female park employees—and their views for modernizing park residences. Wirth volunteered his Utah-native NPS chief architect, Tom Vint, “to work with the [‘National Park Service Women’s Organization’] in drawing up standard floor plans for the new housing.” A series of the organization’s reports starting in 1953 defined problems and their solutions, and initially settled on standardized floor plans for 2- and 3-bedroom houses in Ranch Style linear-plan layouts (Wirth 1980:244,247–248) that could have appeared in the pages of then-popular Mid-Century-Modern house and garden magazines (Carr et al. 20015:21).

With his institutional mobility and intimate knowledge of NPS, Wirth proved infinitely more diplomatic than his predecessor Drury on NPS issues, including the Dinosaur dams, around his bosses spanning from Secretary Chapman to Secretary McKay. While Wirth assured new Secretary McKay in early 1953 of his opposition to the Dinosaur dams, the NPS director also dutifully planned for future management of the anticipated \$21-million national recreation area that would surround the Echo Park dam’s reservoir. The development plan included a projected public road from US Highway 40 in either Utah or Colorado north toward Echo Park itself, and as late as 1954 McKay personally proposed a 400-room “lodge at Yampa Beach” (Cosco 1995:48; Vernal Express 29 December 1955).

At the same time, and probably not missing irony in the NPS struggle for equal standing within his own Interior Department, Wirth focused increasingly on the much larger dilemma for NPS: stagnant post-war annual budgets against ever-increasing public visits to his national park units. He queried his Washington and field staffs about their situations, and established committees of high-ranking NPS personnel to recommend a sweeping nationwide plan for meeting the visitation challenge, modernizing the parks' and monuments' services overall, and conquering the annual Congressional budget cycle so unfriendly to NPS. Observing that his Interior rivals at USBR and their own competitors at the US Army Corps of Engineers regularly convinced Congress to fund multi-year projects—including massive dam-construction such as proposed at Dinosaur National Monument, and long-term military housing modernization—Wirth and his colleagues explored a similar tactic. He settled on a 10-year plan, with a military-like “mission” of completion in 1966, the 50th anniversary of NPS.

The name *Mission 66* (all capital letters in early correspondence and publicity) emerged in the summer of 1955 amid exhaustive preparations to sell the compiled statistics along with the scenic images to (retired General of the Army) Eisenhower's administration and then to Congress the next year (Wirth 1980:239–241).

Mission 66 Visitor Centers and Modernism

In addition to the housing-improvement initiative, a more visible public component envisioned for Mission 66 would be new “visitor centers” at most major parks, and in many smaller park units without adequate visitor-greeting and administrative facilities. Housing and visitor centers also shared with all Mission 66 architectural plans a pledge to tap nearby contractors for 1) advanced post-war technology, 2) efficient materials, and 3) labor-saving construction practices (Allaback and Carr 2000:42). Wirth and Secretary McKay could also point to Defense Department housing modernization with similar goals and resulting Modern Movement styles, implemented through the successful Wherry (1949-1955) and Capehart (1955-1964) Congressional armed-services housing programs (Wilson 2012).

As a “new building type” for NPS, visitor centers would centralize services at visible locations, acknowledging that the vast majority of NPS visitors now arrived by automobile along an entrance road, and needed parking and restrooms in addition to guidance for enjoying the park unit they just entered. The NPS had for decades generally followed a low-scale policy for any buildings introduced within the signature scenery of national parks, with exceptions of a few grand lodges, and the Mission 66 visitor center was presented as a dramatic change in course (Allaback and Carr 2000:17). However, Wirth knew from his 1930s and 1940s guidance of CCC work through NPS cooperation in state and local parks nationwide that the “refectory” or “combination” or “multi-purpose” signature buildings, a common feature in those small recreation areas, already proved the worth of a can't-miss central-services building at the beginning of any park visit (Good 1939:II-73).

The pursuit of an architectural “style,” for a federal bureau that had firmly established “Rustic” as its signature style during the 1920s and 1930s, had just as firmly arrived at “Modernism” during the 1950s park-housing studies and on recommendations of most Mission 66 committee members. (Hereinafter, architectural Rustic along with Modern Movement, Modernist, and

Modernism are capitalized as in the Mission 66 MPDF. Mission 66 historian Sarah Allaback's variant [2000:22-24] on the latter is Park Service Modern, abbreviated here as NPS Modern.) While Mission 66 is today credited with bringing architectural Modernism to the formerly Rustic-favoring NPS (Allaback and Carr 2000:12,23–24; Carr 2007:127–174), in fact prior to World War II some progressive NPS designers hailed an overdue evolution of Rustic into Modernism—through the common theme of blending with the landscape—during their state-park CCC-labor guidance. Former NPS landscape architect George Nason, tutored in the 1930s by NPS-Rustic master Herbert Maier and deeply involved in CCC state-park development during the New Deal, articulated his own epiphany in a 1940 Park and Recreation Progress article:

Park buildings should be as permanent as the progress of the arts and funds available can make them. Well conceived, well built, modern buildings are milestones in the progress of architecture (Nason 1940:57).

This NPS-sponsored Modernism in pre-World War II state and local parks, and those parks' central refectory buildings as prototypes of the Mission 66 visitor center, would have been known to Wirth through his responsibility for the CCC camps who built both (Allaback 2000: 214,218,221).

As early as May 1955, invigorated by increasing and positive national attention to Dinosaur National Monument, NPS planners led by Robert Hall, supervising landscape architect at the new Western Office of Design and Construction (WODC) in San Francisco, agreed to design a new *in situ* "Quarry Museum." The monument had recorded 22,332 visitors in 1953, more than tripling to 68,735 in 1955 (DINO c. 1956:2). What quickly evolved into the "Quarry Visitor Center" would replace the 1951 protective metal barn at Dinosaur, "as soon as funds were available" (Allaback 2000:45). Meanwhile, during Mission 66 planning sessions, Director Wirth proposed to his staff that such visitor centers would be most economically designed and built through "larger contracts to do all the [Mission 66] work necessary in an area and finishing the job instead of doing a little bit at a time" (Wirth 1980:239).

No Dams in Dinosaur National Monument

In late 1955, despite political and grassroots support in Utah and Colorado for the Echo Park Dam in Dinosaur National Monument, the Bureau of Reclamation and its water partners figuratively sank under the intense national environmental campaign against them. Earlier shelving the Split Mountain dam, Secretary McKay and his USBR planners in November removed the Echo Park Dam from their Colorado Basin Storage Project, in favor of Flaming Gorge Dam on the Green River, about 30 miles northwest of the monument's boundary. Glen Canyon Dam in Arizona, inundating the Colorado River canyon for Lake Powell into southern Utah, shared the new plan's compromise for massive water storage and power generation. Congress funded the new plan and Eisenhower signed the legislation, including prohibition of future dams or reservoirs in any national park or monument, the following April (Harvey 2018).

USBR's backup plan for northeastern Utah—as Newton Drury had assumed in the 1940s—became the Flaming Gorge Dam farther upstream on the Green River at a colorful canyon also named by John Wesley Powell in 1869. Utah politicians, and particularly their constituents in

Vernal and Uintah County, witnessed their dreams for water and power from Dinosaur dams quickly shift to other substantial federal construction projects that compensated the area. First came the ambitious improvement of Utah State Route 44 (after 1981, US Highway 191) north from Vernal more than 30 miles to the dam site near the Wyoming state line (Salt Lake Tribune 1 June 1958). Flaming Gorge Dam construction lasted from 1958 through 1962, a testament to Wirth's previous assessment of how Congress routinely funded USBR for multi-year projects. And after briefly planning an associated national recreation area managed by NPS, USBR shifted that considerable expense and responsibility for 360 miles of Flaming Gorge Reservoir shoreline to the US Forest Service through its Ashley National Forest (USBR 2018).

Mission 66 Ahead of Schedule

Wirth pressed on with preparations for the rollout of Mission 66 throughout the fall and winter of 1955 (yet not once did he mention Dinosaur National Monument, Echo Park, or the USBR dams in his otherwise detailed and frank memoir of 1980). In January 1956 he found himself with Secretary McKay in President Eisenhower's regular cabinet meeting in the White House's West Wing. Following Wirth's carefully prepared talk, charts, slide show, and short film, Eisenhower asked, "Why was this request not made back in 1953," when his administration began? Following McKay's apologies for previous budget cautions, Eisenhower concluded with, "This is a good project; let's get on with it" (quoted in Wirth 1980:255–256).

Now free to discuss Mission 66 with Congress, Wirth next attended a US House subcommittee meeting later in January and explained the program. He graciously accepted an offer from chairman Mike Kirwan, Democrat of Ohio, of \$5 million in immediate supplemental funding to jumpstart Mission 66. After some confusion between Kirwan and the Bureau of the Budget, the figure rose to \$17 million beyond the current NPS 1956 fiscal year (FY) funding, months before the official planned kickoff of Mission 66 with FY 1957 beginning on 1 July 1956 (when fiscal years then began, mid-calendar-year of the preceding year) (Wirth 1980:262).

The resulting initial Mission 66 budget for Dinosaur was an immediate and whopping \$615,899 for the balance of FY 1956, an 18-fold increase over its regular budget that fiscal year of \$33,995 (Vernal Express 1 March 1956).

Wirth's Washington-insider strategy and timing proved even more astute in light of another enormous initiative under way in Eisenhower's cabinet, preparation of the Federal-Aid Highway Act of 1956. That bill in Congress also proposed a 10-year program, but the price tag for its Interstate Highway System would require \$25 billion, 25 times Wirth's 10-year Mission 66 program. Yet, the mid-1950s in the United States were prosperous years, and Eisenhower strongly promoted national public works, including national parks and interstate roads, signing the highway bill on 29 June 1956 (Carr 2007:53–54).

Wirth and his Mission 66 energized the NPS organization and its personnel; the program became synonymous with his career as director, and with NPS culture from the 1950s forward. In addition to the new NPS arrowhead logo mentioned above, the universal adoption of a four-letter "alpha code" for each park area or unit, while in limited use from earlier years, approached

standard practice with Mission 66. Dinosaur National Monument became “DINO” in many internal NPS/Mission 66 communications. Ironically, the public had known the name “Dino the Dinosaur” as the Brontosaurus/Apatosaurus cartoon trademark of the Sinclair Oil Company for decades (Sinclair Oil 2018). References to Dinosaur National Monument as DINO appear sparingly in this narrative following inception of Mission 66 in 1956.

Dollar figures herein (sometimes inflated to 2020 value for comparison) are from the times of NPS appropriations and NPS-unit assignments. The inflation factor from mid-1956 to mid-2020 is approximately 9.5, so \$17 million for Mission 66 in early 1956 equals about \$162 million in 2018, and \$25 billion for the Interstate Highway System would be \$238 billion. By 1960 the factor deflated to approximately 8.7 adjusted to 2020. In 1966 the factor became approximately 8.0 times that year’s dollars in terms of 2020 costs (US Department of Labor 2020).

**DETERMINATIONS OF ELIGIBILITY
FOR MISSION 66 RESOURCES**
Dinosaur National Monument

Phase 1: Quarry Area Resources
Uintah County, Utah



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QUARRY AREA COVER PHOTOGRAPH

Dinosaur National Monument Quarry Area, Green River Campground, facing north toward Split Mountain at left. The second campground finished in 1964 along Blue Mountain Road follows the “Meinecke plan” (Carr et al. 2015:E-38) in its layout of 1-way loops and preserved natural vegetation for conservation and screening. The Mission 66 “Camptenders Residence” is at middle left. James Steely, 2017.

I. Statement of Context: *Mission 66 in Dinosaur National Monument, 1956–1967*

II. A. Utah Development: Green River District / Quarry Area

Dinosaur National Monument and Mission 66: Quarry Visitor Center

Flush with unanticipated “pre-Mission 66” funding, NPS planners during the spring of 1956 pulled several pending plans off the shelf, including the proposed Quarry Museum at Dinosaur, now to be the “Quarry Visitor Center,” budgeted at \$275,000 (\$2.6 million in 2020 dollars). Additional motivation for immediate Dinosaur improvements came from Utah and Colorado officials and monument neighbors who, with USBR’s cancellation of the long-pledged Echo Park and Split Mountain dams, now called for NPS improvements to the public-access fraction of the sprawling national monument (DINO Archives 1955).

Dinosaur superintendent since 1944, Jess H. Lombard, probably in the spring of 1956 produced the monument’s required prospectus, “Mission 66 For Dinosaur National Monument” (DINO c. 1956, Danz 1991). The document identified key areas for improvement—including all of the Quarry Area for the public and staff—and developments addressing the vast balance of the monument’s scenic and geologic areas along the Green River and Yampa River canyons. The total projected 10-year budget for Mission 66 work at DINO added up to \$5.3 million (almost \$50 million in 2020 dollars). Aware that Quarry Visitor Center planning was under way that spring, Lombard listed visitor-management and interpretation work that would enhance the new *in situ* experience, including sustained Mission 66 annual funding for “relieving”—exposing—fossils in the Morrison Formation display to highlight the dinosaur remains while visitors watched. For the “Canyon Section” primarily in Colorado, Lombard projected a 75-mile east-west road leaving US Highway 40 east of the monument, following the Yampa River Canyon within the monument, and re-entering US 40 somewhere in Utah near the Quarry Area.

The completed [road] system will provide for an easy, uncongested flow of traffic through the Canyon Section from either the west or the east, and make it possible for the visitor, if he wishes, to obtain a good impression of the area and to see most of the major points of interest along the Yampa River in one day.

No new roads are planned for extension into the Lodore and Island Park portions of the Canyon Section. Every effort will be made to retain wilderness beauty of these portions intact.

The semi-desert climate and rough terrain are not particularly conducive to hiking; only short trails are proposed. Several of these will connect parking areas with scenic overlooks (DINO c. 1956:4,6).

NPS designers at WODC in San Francisco, already involved in forthcoming system-wide park-housing plans and following Wirth’s “larger contract” decree, commissioned the private San Francisco architecture firm of Anshen & Allen for Mission 66 designs at DINO. WODC instructed the private architects to bring the unusual *in situ*-interpretation Dinosaur building plans into focus along with a complement of other developments for the monument. Testing the

new Mission 66 collaborative model through the summer of 1956, Anshen & Allen and its lead architect Richard C. Hein consulted with monument staff along with NPS architects including Cecil Doty at WODC (see below and Phase 2 Canyon Area Resources), landscape architects, engineers, museum designers, and interpreters on their visions to improve Dinosaur for visitors and staff (Allaback 2000:45, Allaback and Carr 2000:17, Carr 2007:142).



Quarry Area Mission 66 resources designed by architect Anshen & Allen, facing northwest: the 1958 Quarry Visitor Center is the white-roofed building at upper-center-right; tree-shaded 1957–1964 Maintenance and Housing Zones are at center-left with their sewage lagoons at center. Blue Mountain Road originally ran straight along the Dakota Sandstone base (diagonal in this view), realigned in 1964 with the curve around the Housing Zone and later renamed Cub Creek Road. Google Earth, 2015.

Anshen & Allen Architects

S. Robert “Bob” Anshen (1910–1964) and William Stephen “Steve” Allen (1912–1992) met in the 1930s in architecture school at the University of Pennsylvania, studying under early Modernist architect and professor Paul Phillippe Cret. French-born and -trained, Cret was a master architect whose works spanned from Beaux-Arts Classicism in the 1910s and 1920s to acclaimed Art Deco/Modernist designs in the 1930s and 1940s. Anshen and Allen set up practice in San Francisco in 1939, soon winning positive publicity for a residence designed for a Standard Oil of California executive. During World War II Allen served in the US Navy, while Anshen worked for a Bay Area housing authority producing efficient residences for wartime laborers. After the war the two promoted housing production on an industrial scale, while designing individual Modernist homes for wealthy clients, and gasoline service stations for Standard Oil. The partners approached Bay Area housing merchant-builder Joseph Eichler and began designing his signature Mid-Century-Modern tract homes in 1949, with complimenting site plans. Anshen & Allen eventually designed some 3,000 houses for Eichler’s many California subdivisions (Weinstein 2018).

The architects' influential connections led to a commission about 1955 to design what became the Chapel of the Holy Cross near Sedona, Arizona. They chose a young staff designer, Richard Carl Hein (1925–2010), to join their team that produced the stunning Modernist concrete building, soaring when finished in 1957 out of a rugged red sandstone formation overlooking a broad desert valley. Born in the Bay Area, Hein also served in the Navy during World War II, and ship-interior designs became one of his post-war specialties. He studied architecture at the University of Oregon and joined Anshen & Allen in 1955, fewer than two years after graduation (*San Francisco Chronicle* 23 January 2010). These architects responded to a query in 1956, issued by NPS designers at WODC—also based in San Francisco—seeking a firm that could fulfill a Mission 66 “greater contract,” including a signature museum building for Dinosaur National Monument. The firm won the American Institute of Architects' Honor Award for the Sedona chapel the next year, while conducting design sessions for the Quarry Visitor Center (Allaback and Carr 2000:31–34, Allaback 2000:47,65).

Cecil Doty and Richard Hein

WODC architect Doty, tutored by Herb Maier for CCC-built designs in the 1930s and now guiding Anshen & Allen's designer Hein through Mission 66 expectations, spanned both eras, excelling at whatever NPS policy and budget dictated for the occasion. Doty credited his own early exposure to architectural Modernism in the 1930s to his first job and instruction under another of Paul Cret's students (although Doty didn't name the tutor in later interviews). Doty's own NPS designs ranged from the 1938 Pueblo Revival/NPS-Rustic Regional Office Building for Maier in Santa Fe, to early 1950s pre-Mission 66 Modernist visitor centers at Everglades and Grand Canyon National Parks (Allaback 2000:47,213–250).

This timely collaborative and philosophical convergence with the Quarry Visitor Center resulted in a large ultra-Modernist building—a trend-setting landmark of emerging NPS Modern style—of concrete accents, steel frame, and glass walls. Doty claimed credit for the gallery's V-profile roof, evoking the V-shaped Quarry-wall profile here of the Morrison Formation. Hein finalized the geometric framing pattern on the glass gallery walls, bringing the outdoors inside along with natural light on the *in situ* dinosaur fossils. Hein's heavy anchoring components of the cylindrical concrete-block lobby and restrooms, and connecting cast-concrete spiral ramp, completed the ensemble. Despite his knowledge of and support for NPS Modernism emerging with Mission 66, Director Wirth initially hesitated to support the then-unconventional design, but his WODC designers convinced him to approve it. Ultimately, Wirth not only approved the Quarry Visitor Center, he traveled in May 1958 to Vernal, Utah—just prior to the building's dedication ceremony—to defend it and the entire Mission 66 program while facing a sometimes hostile all-day Saturday community hearing (DINO 1958).

When the Quarry Visitor Center opened a few days later on 1 June 1958 after a final cost of \$309,000, some 1,600 visitors attended the ceremony. These included the Utah governor, assistant secretary of the Interior Department, and Carnegie Museum veterans, along with Wirth and his WODC director Sanford “Red” Hill. National publicity and universal praise came later that year from publications ranging from *Architectural Record* to *Geotimes* (Allaback and Carr 2000:34,36,37,56).

Landscape and architectural historians Sarah Allaback and Ethan Carr’s summary (2000:41–42) for the building’s significance as a National Historic Landmark (NHL) declared the Quarry Visitor Center “a very high profile project (in part because of the Echo Park dam controversy).” This new building, they continued, “was bound to be scrutinized and take on great significance as a symbol of Park Service stewardship in the postwar era.”

The critical and popular acclaim granted the building—despite and because of its extraordinary futuristic design—became an affirmation of the entire modern design direction of the Mission 66 program....

Wirth realized he was going out on a limb with the Quarry Visitor Center, but felt that the “bold move” would result in a building of “world-renown” and “attract thousands of people.” In retrospect, this calculated decision not only helped protect Dinosaur [in the future] from the threat of a dammed Echo Park, but also launched the development effort that Wirth believed the salvation of the National Park Service.

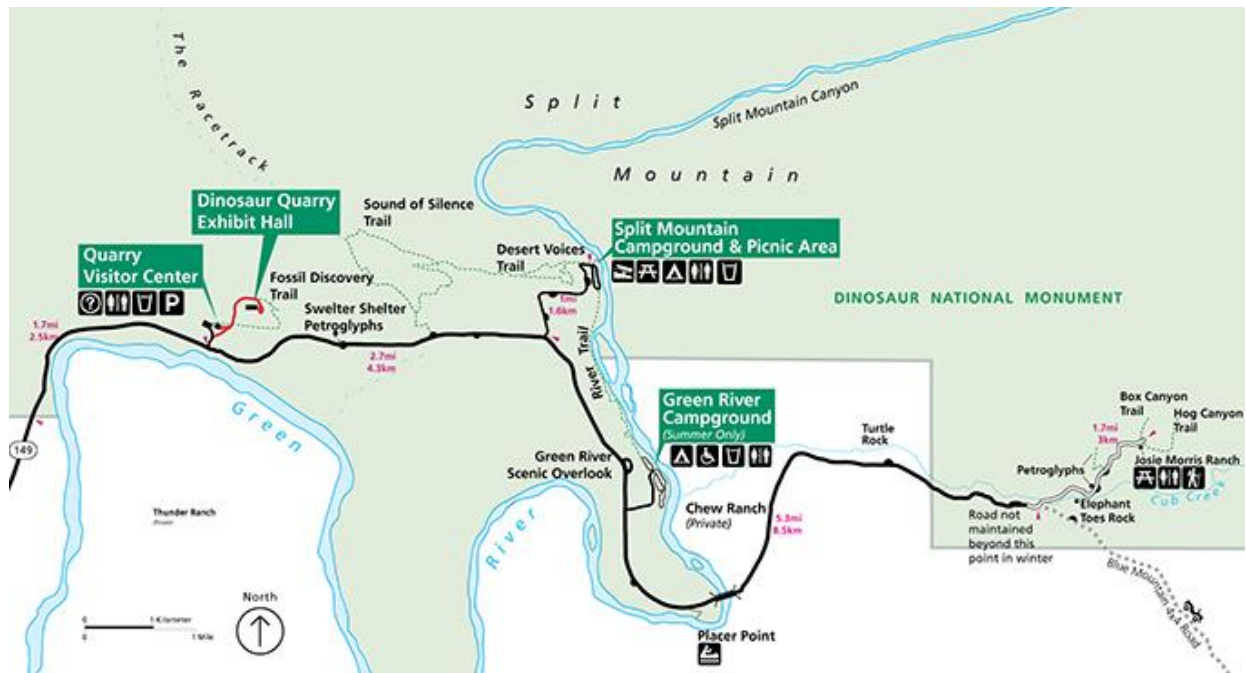


Quarry Visitor Center upon completion. NPS Historic Photograph Collection, Harpers Ferry Center 1958.

The 1958 Quarry building was listed in the NRHP in 1986, designated an NHL in 2001, and rebuilt between 2010 and 2011 because of persistent foundation problems. It reopened in 2011 as the “Quarry Exhibit Hall” (NPS 2011). A new “Quarry Visitor Center” opened closer to the Quarry Area entrance road also in 2011. Despite removal of the 1958 cylindrical lobby/restroom pod and other updating alterations, the *in situ* gallery pavilion remains intact, and retains the NHL designation.

Dinosaur National Monument and Mission 66: Associated Quarry Area Resources

NPS in April 1957 awarded a contract to R.K. McCullough Construction Company of Salt Lake City to build the Quarry Visitor Center and related Dinosaur improvements, all designed by the firm of Anshen & Allen. The \$615,899 total Quarry Area budget included preparation and plumbing of a maintenance “zone” and an employee housing “zone” south of the visitor center. These services were grouped per Mission 66 zone-segregation policies, on a spur road off the monument entry road (then called Blue Mountain Road) from Jensen, Utah, and near the Quarry’s entry spur north to that visitor services “zone” dominated by the 1958 Quarry Visitor Center (Allaback and Carr 2000:18,37,45).



Quarry Area and Blue Mountain Road (now Cub Creek Road), black line from west winding to east. The west segment of “Sound of Silence Trail” at center-left began as the Mission 66 “Red Rock Trail.” Note also today’s “Blue Mountain 4x4 Road” at lower right. NPS, Dinosaur National Monument, c. 2015.

Mission 66 work at Dinosaur kicked off to an early start with designs in 1955 and first construction in 1956 through the Quarry Visitor Center’s celebrated completion in 1958. But continued efforts in backrooms of Congress to revive the controversial USBR dams, countered by a move to create *Dinosaur National Park*, resulted in a slow-down of DINO development in the late 1950s (*Salt Lake Tribune* 19 April 1956, *Denver Post* 24 May 1958) through the early 1960s. In addition, local Utah ranchers and water users organized in the late 1950s to oppose several monument-road proposals, most projected to link Dinosaur’s Colorado and Utah areas with each other and with Harpers Corner Road deep into the monument’s canyons.

When NPS planned major roads in park areas, its own landscape architects and engineers turned to the transportation engineers of the US Bureau of Public Roads (BPR) for survey, design, and contract-construction management. Each bureau was created in 1916, having evolved from predecessor federal programs that needed the national focus of one responsible agency—national parks for NPS and a national road system for BPR—and both blossomed under inspired leaders,

Stephen Mather for NPS and Thomas MacDonald for BPR. Mather and MacDonald forged a partnership in 1926 to ensure that roads built in national parks would be carefully planned, built to high standards, and respectful of the park's scenery. While the last commitment brought frequent anxiety between the two bureaus, by the advent of Mission 66 their engineers worked well together and had created spectacular transportation opportunities within the scenery of national parks, monuments, and parkways (Davis 2016:96–101).

NPS and BPR proceeded in 1958 with modernizing Harpers Corner Road, but only along six miles within the monument boundary—3.7 miles in Utah and 2.3 miles in Colorado—through a separate \$325,480 contract to Morrison-Knudsen Construction Company of Salt Lake City. Also, by 1959 NPS had spent more Mission 66 dollars at Dinosaur—the vast majority in the Quarry Area—than any other park unit in Utah, eclipsing Bryce Canyon and Zion National Parks, as well as Cedar Breaks and Arches National Monuments (Vernal Express 26 February 1959, Stack 1958). The Utah delegation in Washington, DC, began to look for the state's Mission 66 benefits elsewhere at their more popular national park and monument units.

A positive outcome of keeping Dinosaur at the forefront of local, national, and Congressional debates led to its steadfast support throughout Mission 66 by key members of Congress. One of the US Senators from Utah (1951–1974), Wallace F. Bennett, while not sponsoring helpful legislation for Dinosaur, issued many of the press releases announcing Mission 66 budget items for the monument's projects in his state (DINO Archives). In contrast, US Representative from Colorado (1949–1973) Wayne N. Aspinall (see Phase 2, Section II. B.) became the monument's greatest champion in Congress, particularly as chair of the US House Committee on Public Lands, the NPS oversight body, from 1959 to 1973 (Harvey 1994).

Maintenance Zone and Housing Zone

Anshen & Allen's Richard Hein designed the Quarry Area's maintenance area's 5-garage-bay flat-roof Utility Building and drafted the approved plans for three nearby low-gabled 3-bedroom Mission 66-standard single-family Residences and a similar-scale four-unit Apartments building. The 1956 annotated architectural drawings indicated that Hein worked closely with WODC architects on the siting and building details, confirming that Anshen & Allen and Hein did not independently conceive this first postwar Dinosaur National Monument—and possibly first Mission 66-standard—housing, but rather followed the new NPS guidelines for standardized Mission 66 residences (DINO archives). Yet, Hein's principals were 1940s pioneers in efficient government housing, and led their field in California's post-war housing boom through designs of Mid-Century-Modern ranch-style houses in the thousands (Weinstein 2018). With these architects' stamps on the earliest NPS Mission 66-standard housing plans, Wirth's and Vint's housing-reform efforts received compounded endorsement for efficiency and thoroughly Modernist designs.

Wirth's "larger contract" experiment with these first Mission 66 designs brought Anshen & Allen into the whole Quarry Area, but his early decree inexplicably did not apply to all construction in these zones. Ground leveling and foundation excavations for the Dinosaur maintenance and housing zones coincided with similar preparations for the Quarry Visitor Center site work, as contractor Intermountain Concrete Company of nearby Vernal, Utah, completed vehicle circulation construction for new roads connecting all these zones (Allaback and Carr

2000:36–37). Other infrastructure installed by contractors Ashton Brothers and Pease Brothers included the water and wastewater systems, charged by a new 50,000-gallon concrete water reservoir (about 2,200 direct feet north-northwest of the Utility Building’s pump room, and not in the historic district) and sewage lagoons (about 600 feet east of the Utility Building, and within the historic district). Paved lanes within the maintenance and housing zones were then completed by Murray Trucking and Excavation (Vernal Express 26 July 1956).

Probably to divide the budget between two fiscal years, the housing and Utility Building construction in 1957 went to two contractors, as Gunter Construction Company of Grand Junction, Colorado, won a FY 57 bid for \$74,014 to build two of the 3-bedroom houses and the four-plex Apartments (Salt Lake Tribune 18 April 1957). American Construction Company of Colorado Springs won the FY 58 bid at \$53,400 to build the third 3-bedroom house—presumably the south-most house #4-7, with “superintendent” interior embellishments including finer cabinetry and trim—and the Anshen & Allen-designed 30-by-91-foot Utility Building (Salt Lake Tribune 1 August 1957). In 1964 a second four-unit Apartments building was built in the housing zone east of the 1957 Apartments, for \$16,900 (Vernal Express 29 October 1964).



Quarry Area Maintenance Zone 1958 Utility Building, facing north. James Steely, 2017.

Throughout early Mission 66 program planning, NPS carefully adapted, according to Allaback and Carr (2000:12), “the design methodology [previously] behind the use of rustic architecture...to explain contemporary design decisions.” Even the new Quarry Visitor Center “‘harmonized’ with the forbidding landscape of northeastern Utah,” added Mission 66 biographer and landscape historian Carr (2007:154). The new Dinosaur housing and maintenance zones, while following standardized Mission 66 designs—and the maturing trinity of contemporary technology, materials, and workmanship—also blended into their landscape “through their plainness rather than by identification with natural features” (Wirth paraphrased in Allaback and Carr 2000:12). *Architectural Record*, in a 1956 article announcing Mission 66 generally, could have been specifically describing Dinosaur’s new support facilities as—per the NPS methodology—“simple contemporary buildings that perform their assigned functions and respect their environment” (quoted in Allaback and Carr 2000:12).

Incongruously, the 1950s NPS landscape architects at WODC abruptly departed from “blending” and “harmony” by designing an irrigated landscape around the Dinosaur housing and maintenance zones, complete with grass lawns, ornamental shrubs, and shade trees. Certainly, irrigation farming was the pioneer-settler essence of nearby Green River and tributary floodplains. And the WODC landscapers likely intended to block public views of these staff-only zones with bushes and trees, while making NPS residents feel “at home” with all-American front and back yards. But introducing non-native species into the largely preserved high-desert Dinosaur landscape, and requiring large applications of scarce water allotments, thereafter presented ongoing dilemmas for monument managers (Maple 2017).



Quarry Area Residential Zone Four-Plex Apartments, 1957 building at left and 1964 building at right, facing northwest. James Steely, 2017.

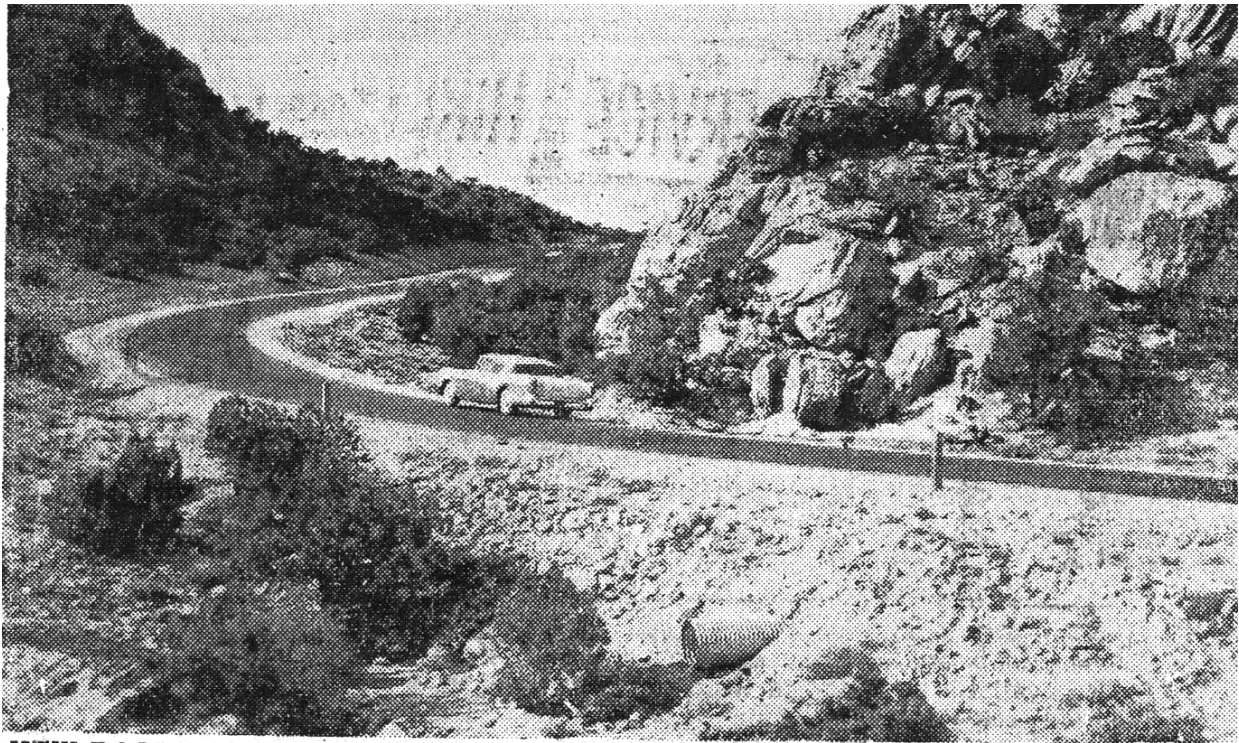
Blue Mountain Road to the Green River

Motor vehicle access to anywhere inside Dinosaur National Monument dominated management planning from the monument’s earliest days. Even the 6-mile Utah State Route 149, last improved in 1933 for better access from US 40 in Jensen to the original 80-acre monument’s Carnegie-managed Quarry, by the early 1950s needed widening and paving as monument visitation grew rapidly. (The monument’s boundary increase of 1938 reduced the state’s SR-149 responsibility to 4.2 miles, but the narrow road remained a bottleneck to ever-increasing automobile traffic.) Further, only a few early and rough ranch-access roads— including the Pat’s Hole road in Colorado built in 1940 by USBR to Echo Park, and the backcountry Blue Mountain Road built by rancher Douglas Chew from the Quarry area in Utah northeasterly to Harpers Corner in Colorado—provided very limited access beyond the Quarry to near and far reaches of the monument (Vernal Express 5 April 1956). Lack of good roads within the monument became a paradox frequently mentioned by both sides of the Echo Dam controversy through 1955. During the spring of 1956, preparations for Mission 66, assisted by BPR, began at Dinosaur with the need to improve visitor access that summer, and to accommodate heavy equipment access the next winter and spring for construction of the Quarry Visitor Center.

Confident that Mission 66 work at Dinosaur National Monument would begin soon, the Utah State Road Commission in May 1956, with Uintah County government help in acquiring right of way, widened and paved its part of SR-149 south of the Quarry Area. This short but critical segment brought traffic from east-west US 40 in Jensen, north to the monument boundary near the last 90-degree bend of the Green River within the monument (Vernal Express 8 March 1956).

With the spring 1956 Congressional infusion of “pre-Mission 66” funding, Dinosaur’s assigned funding increase included a substantial item of \$106,600 just for monument roads (Vernal Express 1 March 1956). That summer, NPS began the first improvements on the rough backcountry Harpers Corner Road—probably the first Mission 66 project at Dinosaur brought to construction—reached by extension of Blue Mountain Road meandering northeasterly from the Quarry in Utah into Colorado across the Yampa Plateau. Contractors Woodey Searle and Max Rasmussen installed concrete low-water crossings in several washes traversed by that road. They also graded a 30-car parking lot at the Harpers Corner peninsula’s overlook, and installed guardrails, picnic tables, fireplaces, and restrooms (Vernal Express 8 March 1956), all accessible at that time from Utah and primitive Blue Mountain Road connections.

Beginning in late 1956, NPS widened and paved the Quarry Entrance Road from its handoff at State Road 149 north of Jensen across the monument boundary, and east to a spur along the wash rising from the Green River plain north to the Quarry itself. Aided by these improvements, Quarry Visitor Center construction began the next year in late spring (Allaback and Carr 2000:37).



NEW ROAD—This approach road is near the mouth of Split Mountain Gorge and leads to the picnic area shown in another picture. The road winds through rugged foothills with picturesque rocks. (Staff photo)

Vernal Express 1958.

Continuing east past the Quarry-entry spur, the Entrance Road reverted in name to Blue Mountain Road for its original destination to the south-southeast to Blue Mountain Plateau (sometimes called Blue Mesa), overseen by the Interior Department's Bureau of Land Management (BLM). The monument's new maintenance and housing zones took advantage of this intersection of Blue Mountain Road and the Quarry-entry spur for convenience and screening provided by natural elevation differences (see Associated Projects above). This improvement phase of Blue Mountain Road—later changed in name to “Road to Split Mountain” and finally to today's Cub Creek Road running east 10 miles from the Quarry entry—continued through 1958 when it reached the bluffs above Green River just downstream of Split Mountain (see Campgrounds below) (Vernal Express 8 March 1956). From that temporary halt of Blue Mountain Road improvements, a 1-mile access road (1958 photograph on page 31) angled down to a natural Green River beach overshadowed by Split Mountain, where a popular boat-launching and picnic area soon attracted large numbers of the monument's outdoor-recreation visitors (DINO Archives, Press Release 6 September 1960).

Campgrounds and Changes in Leadership

NPS and Superintendent Lombard followed an interesting mid-stream Mission 66 strategy of spreading individual projects far across Dinosaur National Monument, such as the earliest Harpers Corner Road improvements without connections to US 40 or other good roads within the monument. In the spring of 1960, campground construction at Jones Hole on the Green River, in an extreme northwestern reach of the monument accessible only after 40 miles of backcountry road from Vernal, offered camp sites “with tables, fireplaces, garbage cans, and restrooms” for hearty visitors (DINO Archives, Press Release 21 March 1960).

Lombard's long tenure with NPS and Dinosaur, including probable authoring of the monument's Mission 66 Prospectus and revisions, ended with his retirement in January 1960, succeeded by Earl M. Semingsen, another veteran NPS employee. Initially under Semingsen, Mission 66 work at Dinosaur slowed down, partly because the Quarry Area's *in situ* and administrative programs were largely complete, and partly because of local, state, and national politics (noted above), now including transition in late 1960 from the Mission 66-initiating Eisenhower Administration to untested NPS support in early 1961 from President John F. Kennedy and his new Interior Secretary Stewart Udall. In January 1961 Eisenhower's Interior Secretary Frederick Seaton (Douglas McKay's replacement in 1956) passed the NPS and his other bureaus to Udall, a former Congressman from Arizona with family roots in Utah. Udall noted during a Washington, DC, speech in the summer of 1961 that “during the administrations of former President[s] Harry Truman and Dwight D. Eisenhower, less than 100,000 acres were added to the national parks system” (Vernal Express 11 April 1961).

Between late 1960 and the fall of 1964, most Mission 66 work at DINO shifted to the Canyon Area in Colorado, as plans and money focused there for the monument's new “Headquarters Area” on US 40 near Artesia (see Canyon Area Resources below). Coincidentally, NPS Director Conrad Wirth, father of Mission 66 and the driving force behind it, retired in January 1964, just as the new Lyndon Johnson Administration occupied the White House after Kennedy's assassination the previous November. Johnson retained Udall as Interior secretary, who endorsed the new NPS director, George Hartzog, an NPS veteran since 1945 and most recently

Wirth's assistant director. The next month, Hartzog spoke at the Travel Institute of Utah's annual meeting in Salt Lake City, promoting the remaining three years of Mission 66 and ensuring attendees that Utah park units and their resources were essential to the national park system. News reports of Hartzog's speech did not mention Dinosaur National Monument (Salt Lake Tribune 20 February 1964).

But in July 1964, NPS awarded a single contract for \$59,404 in the Utah area of the monument, to conduct major development of both "Split Mountain Gorge Campground" (later shortened in name to Split Mountain Campground) and the nearby Green River Campground. Extension of Blue Mountain Road for another mile south along the Green River, designed by BPR, opened access to the latter campground. Both of the Green River campgrounds were designed by landscape architects at WODC, with P.A. Kay's name on the Split Mountain drawings (DINO archives). Nelson Brothers Construction Company of Salt Lake City began construction that fall of the large new concrete-apron boat-launching ramp and associated parking lot directly at the south-flowing passage of the Green River through Split Mountain (near the dam site planned until 1955). Other contracts awarded that summer covered extensive livestock fencing around the entire monument in Utah and Colorado (DINO Press Release 11 August 1964).



Quarry Area 1964 Split Mountain Campground and Boat Ramp, facing north-northeast. Campground one-way loop and through-turnouts are at lower right. See Quarry Area cover photograph for Green River Campground, 1.6 mile to the south. James Steely, 2017.

The large Split Mountain Campground, extending from the new boat ramp south along the natural beach of the river's west bank, incorporated a long 1-way loop with 18 through-turnouts alternating along its course. Farther south, a connecting, single 2-way road, with some 12 through-turnouts and a loop at the end with four back-in spurs, added seasonal capacity to the campground. The overall landscape design took inspiration from the "Meinecke plan" (see

below) for campground designs that included protection of natural vegetation through 1-way loop roads with flanking boulders to keep cars from wandering, and in this case long through-turnouts for travel and boat trailers favored by visitors to this campground. Three of the turnouts on the upper loop are equipped as group campsites, and others are limited to daytime picnic use.

All these campsites and picnic turnouts were served by three original Mission 66-standard Comfort Stations, of masonry walls and delta-wing gabled roofs, built to a highly successful design by John B. “Bill” Cabot, chief architect at the Eastern Office of Design and Construction (Vernal Express 8 June 1961, Carr et al. 2015:E-22). (Cabot knew Dinosaur well, as he had designed the 1951 temporary metal-clad shelter over the Quarry [DINO archives].) The Split Mountain Campground’s Mission 66 water and sewer system, installed by Nelson Brothers, served all these facilities beginning at the small pumphouse #4-19 near the south turnaround loop. Another recent comfort station serves the Boat Ramp area, and a recent open shelter occupies one of the back-in spurs at the south end of the campground near the pumphouse.



Quarry Area 1964 Green River Campground, Loop B #4-24 Comfort Station, facing north. Steely, 2017.

At the Green River Campground, reached by a paved spur off Blue Mountain Road down to a wooded riverbank plain, a Mission 66 1-bedroom “Camptenders Residence” with incorporated office and public entry—costing \$16,900—greeted all visitors entering the facility (Vernal Express 29 October 1964). Nelson Brothers and Max B. Rasmussen of Vernal built all the Mission 66 facilities at the Green River Campground.

Here, WODC landscape architects followed the Meinecke method more closely in 1964. “Plant pathologist” Emilio P. Meinecke, commissioned by founding NPS director Stephen Mather in the 1920s to investigate visitor damage to the big trees in Sequoia National Park, formulated his campground-design approach that became a recreation-parks and National Forests standard by the 1930s. Meinecke’s comprehensive formula included multiple 1-way loop roads, individual pull-in or back-in parking spurs in a herringbone pattern along each loop road, and features at each spur that invited a tent, outdoor cooking, and picnicking (Carr et al. 2015:E-38). Built with 100 campsites, today the Green River Campground offers 82 pullouts. “A Loop” at the north end segregates 20 campsites around a single Mission 66 Comfort Station. “B Loops” farther

south incorporate two adjacent loops with a total of 34 campsites, all centered around a second and third Mission 66 Comfort Station. And “C Loop” at the south end served 28 campsite clusters around a fourth Mission 66 Comfort Station (DINO Press Release 5 December 1963).

Blue Mountain Road East of the Green River

Motor vehicle traffic into the Quarry Area, increasing each summer to the Quarry itself and to the new Green River boat ramp and campgrounds, motivated a new 1-mile-long bypass in 1964 for Blue Mountain Road around the Quarry entry spur and the housing/maintenance zones. The curving right of way created a new Quarry entry intersection that carried “Quarry Entry Road” on a new alignment to a new “Contact Station” parking area for eventual shuttle of visitors on buses to the *in situ* Quarry Visitor Center (the shuttle service began in 1967). The main entrance realignment continued east through its curve as Blue Mountain Road, past another new intersection for access from the south to the housing/ maintenance zones. Except where needed for parking lot and maintenance access, the formerly straight old Blue Mountain Road segment was obliterated at its west and east ends upon replacement by the 1964 bypass. This project and associated trail and fencing construction fell under a \$54,000 budget item that autumn in FY 1965 (DINO archives, Vernal Express 29 October 1964). The existing entry kiosk on the bypass was designed in 1987 by the NPS Denver Service Center.



Quarry Area Blue Mountain Road 1965 Green River Bridge, facing northeast. James Steely, 2017.

Right-of-way donation from Douglas and Eleanor Chew in June 1961 answered the question of where an improved Blue Mountain Road could extend farther from the two Green River campgrounds (Vernal Express 8 June 1961). The Chews provided a 200-foot-wide strip, with additional 400-foot scenic easements on both sides, northeasterly across their Chew Ranch headquarters on the east side of Green River just south of its confluence with Cub Creek (DINO archives). The donated strip continued east along Cub Creek back into the monument near a fork in the road, with the north fork continuing along Cub Creek as the historic Josie Bassett Morris Ranch Road (the Morris Ranch Complex is extant and NRHP-listed; see Mehls 1986). The road’s right-fork route to the southeast was the original backcountry Blue Mountain Road on BLM land, following the South Fork of Cub Creek toward Blue Mountain Plateau.

Extension of Blue Mountain Road disappeared from the monument's Congressional budget through FY 1964, the target of inside dealing and squabbles in Washington, DC (Salt Lake Tribune 24 August 1962). But in the next budget year, NPS revived extension of the Road at least across the Chew family donation, requiring a substantial Green River bridge, designed by BPR and detailed by WODC landscape architect J.T. Clark (DINO archives). The Quarry Area's road budget for 1965 included \$573,258 for the 400-foot-long, 33-foot-wide "Bridge at Green River" and five miles of road construction, awarded to the Tiago Construction Company of Salt Lake City (Vernal Express 22 April 1965). That summer Tiago built a three-pier continuous steel-girder span with 2-lane concrete deck and flanking walkways protected by tubular-steel balustrades. The two concrete abutments, three concrete piers and caps, 5.5-foot-tall steel girders, concrete deck, and balustrade all were finished in light tan coloring to blend into the Green River banks and scenic backdrops (DINO archives, Vernal Express 29 October 1964).

DINO celebrated its 50th anniversary in 1965, as its Green River bridge construction allowed Blue Mountain Road-work to push easterly into the next segment of the long-planned US 40-alternate highway along the southern boundaries of the monument (Vernal Express 29 October 1964). This projected but politically and financially troubled "loop highway" with Colorado and Utah entries would create optimum public access to most of the southern expanses of the monument and had remained a signature project in Dinosaur's Mission 66 Prospectus. But various planned routes for the road also developed into a sustained political controversy for private and public land management across the associated Yampa River and Green River basins, particularly amongst land owners in Utah. Perhaps that tension affected Superintendent Semingsen, who spent much of his time negotiating the right-of-way for this road. Semingsen departed that June, months before the monument's anniversary celebration he had planned for October, to head the NPS Catoctin Mountain Park in Maryland. He was replaced in July 1965 by D.J. "Jim" Tobin from the NPS Omaha office (Tobin in the 1980s advanced to deputy director of NPS, then superintendent of Sequoia and Kings Canyon National Parks) (Danz 1991).

An additional \$700,000 in 1966 paid for 2.5 miles of highway-standard Blue Mountain Road construction from the Green River bridge northeast and east across the Chew Ranch donation to the Morris Ranch fork (Vernal Express 29 October 1964). The latest milestone for the monument's "loop highway" coincided with the year-long celebration of the 50th anniversary of the National Park Service, and the 10-year culmination of Mission 66.

However, Blue Mountain Road never resumed widening and paving beyond that point, needing another 15 miles of construction up to and across Blue Mountain Plateau just to reach the monument's new Harpers Corner Road near the Colorado state line. The Harpers Corner Road and other major projects at DINO (see Phase 2, Canyon Area Resources) also wrapped up during the NPS semi-centennial year, and the original Mission 66 Prospectus plan for a 45-mile east-west highway skirting the monument's south boundary never advanced beyond a string of backcountry alignments that would have contributed to its completion. At some point, DINO changed the name of Blue Mountain Road within the monument to Cub Creek Road to confirm its apparently final destination at the entry on Cub Creek into the Morris Ranch. "Blue Mountain Road" survives on Dinosaur National Monument maps today, marking a segment of the original alignment now connecting the Quarry entry spur with the housing/maintenance zones nearby, and as the still-primitive "4x4/High Clearance Road" across Blue Mountain Plateau.

**DETERMINATIONS OF ELIGIBILITY
FOR MISSION 66 RESOURCES**

Dinosaur National Monument

Phase 2: Canyon Area Resources

Moffat County, Colorado, and Uintah County, Utah



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CANYON AREA COVER PHOTOGRAPH

Plug Hat Butte from Plug Hat Trail on Blue Mountain, facing southwest along Harpers Corner Road's climb up to Blue Mountain's sage-covered steppes. James Steely, 2019.

I. Statement of Context: *Mission 66 in Dinosaur National Monument, 1956–1967*

II. B. Colorado Development: Artesia Area / Yampa District / Canyon Area

Dinosaur National Monument and Mission 66: Access to Echo Park

As noted in Phase 1, Section II. A. above, by the late 1950s, US Representative (from 1949–1973) from Colorado Wayne N. Aspinall (1896–1983) became the monument’s greatest champion in Washington, DC. Aspinall probably supported the first Mission 66 roadwork in 1956 on the Utah and Colorado drive within the monument to Harpers Corner peninsula overlooking Echo Park. He championed the monument particularly as chair of the US House Committee on Interior and Insular Affairs from 1959 through 1973. Aspinall, who grew up on an irrigated farm in western Colorado, occupied the northwest Colorado seat once held by Edward T. Taylor (from 1909–1941), author of the New Deal’s 1934 Taylor Grazing Act. Aspinall inherited Taylor’s appreciation for the Intermountain West with its traditions of ranching, farming, irrigation, and parklands (Mehls 1985:196–197, Harvey 1994:294–297, Schulte 2002).



View of Echo Park—lower center—from the Echo Park Overlook on Harpers Corner Road, facing northeast across the Yampa River canyons, three years after cancellation of the Echo Park Dam. Bureau of Public Roads engineer R.A. Stack 1958.

By 1959 when most of DINO’s Utah-side improvements were completed, with the notable exception of the planned 75-mile cross-monument highway-class Blue Mountain Road, Utah’s federal representatives appeared to lose interest in Dinosaur. Indeed, their state’s more prominent national parks and monuments—Zion, Bryce Canyon, and Arches farther south and west—slowly but increasingly participated in Mission 66 for their own much-desired

improvements. Aspinall sensed the shift away from, or lack of, attention to Dinosaur from Utah’s Congressional delegation in Washington, and methodically nudged more NPS Mission 66 resources toward the Colorado expanse of Dinosaur National Monument. Coinciding from the beginning of Aspinall’s chairmanship of the NPS oversight committee, the Colorado-side of the monument prepared to host DINO’s overall headquarters and a highway-class scenic road entrance near the Colorado town of Artesia on US Highway 40. The motoring public—not just local ranchers or a few hearty river runners and off-road vehicle owners—could then easily access views of the well-publicized and romanticized Echo Park. Aspinall also crafted a bill that would change Dinosaur to a national park (Salt Lake Tribune 9 September 1960).

In September 1960, President Eisenhower signed the bill sponsored by Aspinall that expanded the monument by 1,485 acres to 205,370 acres—but without changing its name to national park—and provided \$1.6 million to build the connecting road from US 40 in Colorado to Harpers Corner. The significant Mission 66-enabling bill also authorized “road development by the Federal Government on non-Federal land,” applicable to the Harpers Corner Road and other road improvements near the monument (Vernal Express 22 April 1965).



Canyon Area concrete and stone directional sign on US Highway 40, facing east. Note the absence of trees on this south side of the highway or the north side near the “Administration and Public Contact Building.” DINO Archives 1964.

Aspinall’s 1960 bill didn’t result in “national park” status for DINO, but other name changes emerged during the Mission 66 development that unfolded in Colorado. During Mission 66, NPS adopted its Alpha Codes for all park areas, and Dinosaur became DINO in official documents. Perhaps sensitive to rivalries between its two host states, NPS variously called the Colorado-side development ‘Artesia’ for the nearby community, ‘Yampa District’ for its home-state river (with the Utah-side called ‘Green River District’), and settled on ‘Canyon Area’ for its destination geography. Echo Park itself, named in 1869 by explorer John Wesley Powell but perhaps by the 1960s a sensitive term in some political circles, was referred to by its settlement-era name of Pat’s Hole, for homesteader Pat Lynch, on many NPS planning and funding documents. Finally, the hamlet of Artesia, Colorado, excited by all the federal attention that promised tourists and their dollars, changed its name in 1965 to Dinosaur (although its

population remains, as then, in the 300s) (Daily Northwest Colorado Press 8 April 1965, Colorado.gov 2019).

Dinosaur National Monument and Mission 66: Associated Canyon Area Projects

Harpers Corner Road Scenic Drive

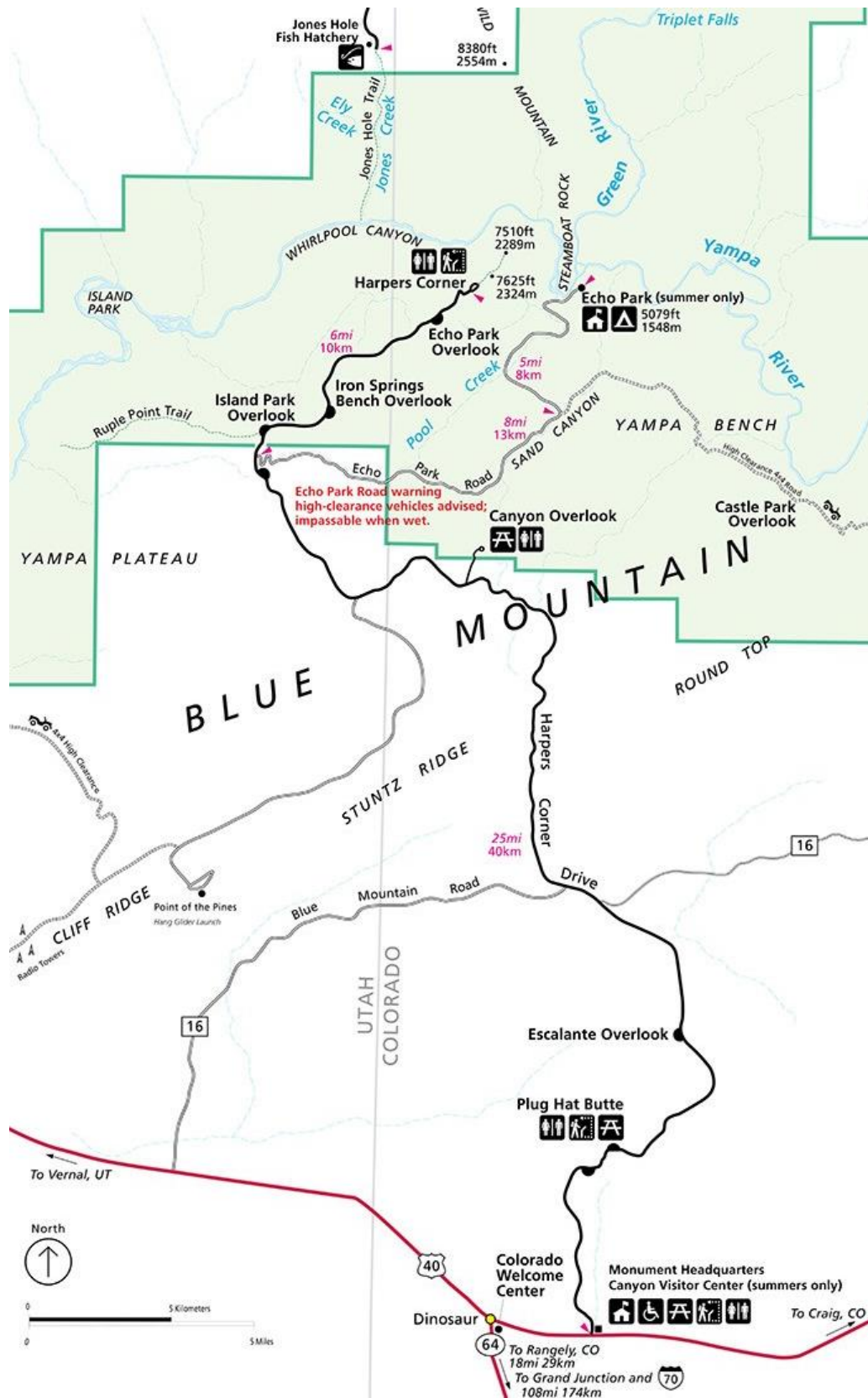
In the spring of 1956, Congress assigned \$17 million in unallocated funds to start Mission 66 immediately (the next fiscal year, and Mission 66 officially, began in July 1956). Wirth channeled \$106,600 of that “pre-Mission 66” funding toward road improvements at Dinosaur (Wirth 1980:262, Vernal Express 1 March 1956). That summer NPS began the first improvements on the rough backcountry ranch road to Harpers Corner overlooking Echo Park—probably the first Mission 66 project at Dinosaur brought to construction—reached by extension of (old) Blue Mountain Road meandering east-northeasterly from the Quarry in Utah into Colorado, across the Yampa Plateau and onto the broad rolling back of Blue Mountain. NPS awarded a contract to Woodey Searle and Max Rasmussen of Vernal to pour concrete low-water crossings on the connecting Blue Mountain Road within the monument. The contractors also graded a 30-car parking lot near the Harpers Corner overlook, and installed guardrails, picnic tables, firepits, and temporary restrooms (Vernal Express 8 March 1956).



Harpers Corner Road highway-class grading inside Dinosaur National Monument’s boundary, facing north near the turnout to Iron Springs Bench Overlook. These most extreme fills on the entire Road were covered with topsoil and successfully hydro-seeded with grass in 1962 (Gallagher 1964).
BPR Engineer R.A. Stack 1958.

In November that year, while architects continued to work on the design of what would become DINO’s Quarry Visitor Center, BPR surveyors assembled aerial photographs and maps for their own extensive improvements to Harpers Corner Road. Their assignment focused on the last 6.2

miles of the planned Road, because no land had been acquired outside the main monument boundary for its estimated 25 additional miles of connection south to US 40.



Previous page: Mission 66 resources in the Canyon Area and Harpers Corner Road. Harpers Corner Road is the black line winding from US Highway 40 north 31.5 miles to the Harpers Corner parking lot. The road's 200-foot right-of-way, a contributing site hosting the road structure both outside and inside the monument's core boundary (green outline and background), is the connecting component and extent of the historic district between other Canyon-Area resources. NPS, Dinosaur National Monument, 2015.

In fact, the exact location of that connecting 25 miles had not yet been determined (see Entrance Road below). In May 1957, just as NPS awarded the Quarry Visitor Center construction contract, the Harpers Corner Road surveyors located its centerline in the field. BPR engineer R.A. Stack assumed management of the project that fall and remained through its completion (Stack 1958). In November 1957, BPR awarded the contract for this next phase of Harpers Corner Road to the Morrison-Knudsen Company of Salt Lake City, for a final cost of \$280,162. The contractor faced the unusual challenge of building a federal highway more than 25 miles from the nearest paved road (US 40), and 60 miles from the nearest town with fuel and machinery parts (Vernal, Utah). So, Morrison-Knudsen blazed a 33-mile construction road from US 40 in Utah across private, state, and BLM parcels to surmount Blue Mountain, then circled through Colorado and back into Utah to reach the project (Stack 1958). Part of that access road is now Blue Mountain Road in Utah, and County Road 16 in adjoining Moffat County, Colorado.

Between May and November 1958, the Harpers Corner Road contractor completed the project's "Class 1" highway grading and compacted-gravel sub-base, including the turnouts, spurs, and parking areas for Island Park, Iron Springs Bench, and Echo Park Overlooks, and the return loop at Harpers Corner. "Engineering costs were relatively high," reported Stack, "due primarily to the remoteness of the project." When the contractor departed, Stack added, "This road will be relatively inactive until improvements are made on the access highway [Entrance Road] from US 40" (Stack 1958:8-9, photograph on page 41).

Entrance Road

Longtime DINO superintendent (from 1944–1960) Jess Lombard spent much of the winters of 1958–1959 and 1959–1960 planning the next phases of roadwork. Harpers Corner Road's northmost 6.2 miles within the monument, including destination facilities at Harpers Corner itself, had been completed except for paving by 1958, so Lombard met with various NPS and BPR officials to settle exactly where the "Entrance Road" connection would be built. He also held meetings in neighbor communities—Vernal, Jensen, Artesia, Craig—and with ranchers to reveal general plans for a 75-mile cross-monument highway, which would connect to the planned Entrance Road and thence to Harpers Corner Road. Another planned road to Echo Park/Pat's Hole itself was made possible by acquisitions from the Rial Chew family in 1966.

WODC landscape architects Jon Larson and Harvey Benson visited Lombard in September 1959 to settle the location of the "new headquarters" in Colorado. That location also dictated the beginning point of what the planners called the "Artesia Entrance Road" for the nearest community (today's Dinosaur, Colorado), to connect with Harpers Corner Road. If their general instructions had been to place those developments in Colorado somewhere along US 40 and to lead motoring visitors efficiently north to Harpers Corner, the geography near Artesia—about 20 miles straight south of Harpers Corner, with both places about 2 miles east of the Utah line—

proved advantageous. NPS Chief Landscape Architect Tom Vint and WODC Supervising Architect Lyle Bennett visited Lombard in October 1959 to inspect the Quarry Area's Mission 66 work underway and to affirm the future headquarters and Entrance Road parcels near Artesia.



Canyon Area Entrance Road (later the south 25 miles of Harpers Corner Road) completely paved, striped, guard-railed, and signed by the spring of 1964, facing east-northeast below Plug Hat Butte. DINO Park Engineer G.H. Gallagher 1964.

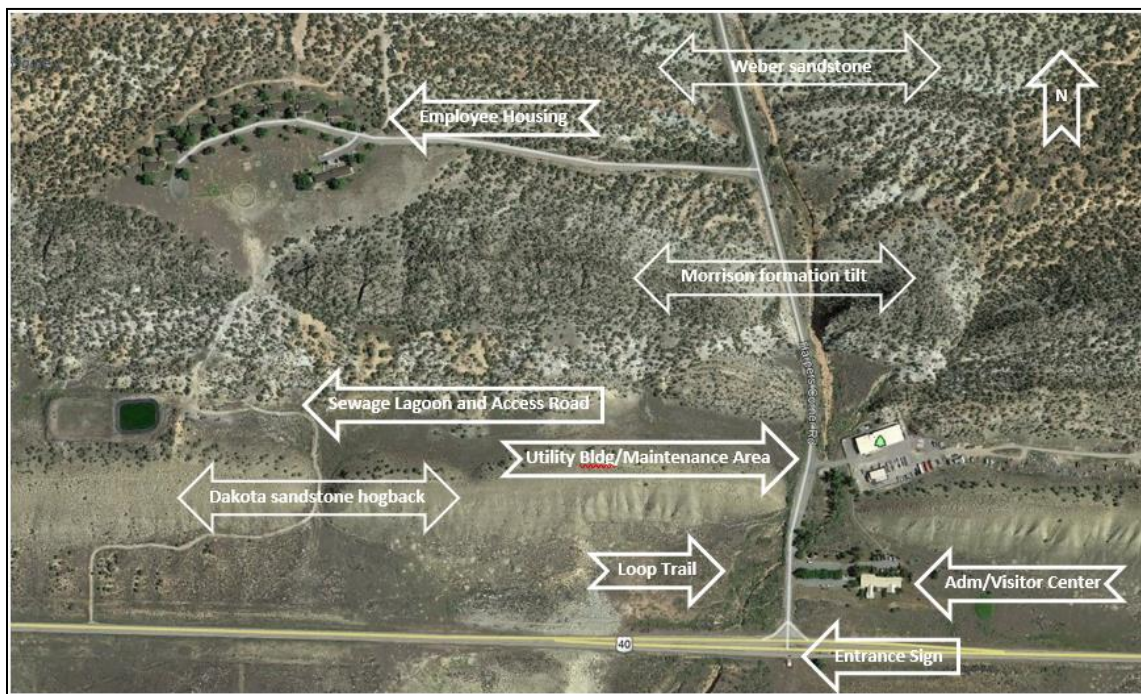
After shepherding DINO into Mission 66 and completing most of the substantial Utah-side development, Superintendent Lombard retired in January 1960 and passed the responsibilities and spotlight to Earl Semingsen, another NPS veteran. Congressman Aspinall's September 1960 monument expansion bill added 1,485 acres to DINO and included allowance for grazing leases and other private ranching access from federal lands outside the main monument boundary—anticipating the Entrance Road—and within. The additional acreage accommodated a 400-acre parcel for the planned DINO Headquarters Area on US 40, and 25 miles of 200-foot right-of-way for the “Artesia Entrance Road” across private, state, and BLM parcels, about 21 miles in Colorado and 4 miles in Utah (Salt Lake Tribune 9 September 1960). The last few miles of the right-of-way would follow parts of rough ranching and construction roads already blazed toward the monument's main south boundary and existing Harpers Corner Road improvements.

In late winter 1961, the Bureau of Public Roads rolled four trailer houses into Artesia and set up camp and work stations to oversee the Entrance Road's surveying and construction, led by BPR project engineer Bud Guy. That summer, NPS drilled an 800-foot well on the headquarters parcel north of the future residential zone, 2 miles east of Artesia and found water at 215 feet, essential for all anticipated road development there, for subsequent building construction, and ultimately to sustain the Headquarters Area. All the while, NPS and BPR officials acquired the various parcels needed for the enterprise, plus scenic easements of 400 additional feet on each

side of the 200-foot Entrance Road right-of-way. BPR exercised its proven tactic of having the host county negotiate and buy the private right-of-way, then Moffat County sold the land at their cost to NPS. Likewise, NPS reimbursed Moffat County \$1,000, from funds in turn provided by the nonprofit Dinosaur Nature Association, for its acquisition of the Headquarters Area parcel of 400 acres. Parcels of state and federal BLM lands came with other negotiations and procedural paperwork. The BPR solicited bids that summer of 1961 for the first 15 miles of work to reach the Blue Mountain Road intersection, and awarded a \$1.2 million Entrance Road contract to the H-E Lowdermilk Company of Englewood, Colorado, and Española, New Mexico, who began construction that fall. Lowdermilk, founded by brothers including Hoyle and Elbert, had built and maintained the road system at Los Alamos, New Mexico, for the US Army's Manhattan (atomic-bomb) Project during World War II (Atomic Heritage Foundation 2019). During the Dinosaur road project, NPS provided an additional \$600,000 to Lowdermilk to finish the Entrance Road's final 10 miles and connect with Harpers Corner Road. With asphalt paving for 25 miles on the "Class 1" highway, Lowdermilk finished the Entrance Road in December 1963 (Gallagher 1964).

Headquarters Area

"Site planning," explained the MPDF "Mission 66 Era Resources" authors, "was an important characteristic of the Mission 66 program and was accomplished by National Park Service landscape architects" (Carr et al. 2015:E20). These WODC designers conducted early field surveys, drew up development layouts, adjusted specific placement of resources on the geography, and monitored construction to preserve any natural vegetation and make further adjustments in the field when necessary.



Canyon Area's Mission 66 Headquarters Area and resource zones in the district. Google Earth, 2015.

In their site-planning role for Dinosaur’s new Headquarters Area, the WODC designers laid out five distinct zones for a widely dispersed village, most connected by paved spurs and lanes but with natural topography and vegetation screening most from each other. The first three zones were built in 1963: Park Employee Housing, Utility/Maintenance Area, and sewage lagoons for the interconnecting infrastructure of the village’s wastewater system. The other two zones, visitor-contact area and Headquarters Area offices in separate parts of the large “Administration and Public Contact Building,” were completed in 1965.

Semingsen’s Monthly Superintendent’s Reports (DINO Archives) recorded that NPS personnel planted 1,000 “trees and shrubs” and seeded 50 acres of grass at the new Headquarters Area parcel in May 1962 and planted another 508 trees there in May 1965. Historic photographs (pages 46, 49, and 50) from the mid-1960s do not clearly show these young forests of transplants, but the dozens of current mature shade trees around the Headquarters Area today are likely the result and survivors of this Mission 66 effort and a half-century of irrigation. Despite their origins from standard Mission 66 plans, the Dinosaur Employee Housing and Utility Building, detailed below, blend into their landscape “through their plainness rather than by identification with natural features” (Wirth paraphrased in Allaback and Carr 2000:12).

Park Employee Housing and Infrastructure

Eight Mission 66-standard 3-bedroom houses, derived from the same 1962 Mission 66 plan—3217-A, three with the garage on the left end of the living area, four “garage right,” and one with the garage rotated 90 degrees—line the northern curve of the residential zone’s access road. The associated 3-bedroom WODC drawings, adapted for Dinosaur’s “Artesia Headquarters” were signed by draftsman S. Quock.



Canyon Area Employee Housing, facing northwest, with Apartments building in foreground.
DINO Archives 1963.

The ninth building in the residential area, a 6-unit Apartment building, plan 3145-B, occupies a short southern spur with integrated parking. The associated “Seasonal Apartment” drawings, also adapted for “Artesia Headquarters,” were signed by draftsman P.A. Kay. All these

understated Ranch-style houses could have appeared in the pages of then-popular Mid-Century-Modern home and garden magazines, and together looked much like a tract-house subdivision, a combined effect not unintended by the Mission 66 program for its NPS employees (Carr et al. 2015:E21).



Dinosaur National Monument, 1963 Canyon Area Housing zone. The access lane was projected in 1963 to complete its loop and add more houses if needed. Google Earth, 2015.

Allred Builders Supply of Pleasant Grove, Utah, received the contract from WODC in 1962 for \$185,806 to build all these DINO employee houses (Craig Empire Courier 13 September 1962). The contractor completed the residential area development in June 1963 followed by immediate occupation of NPS personnel, indicating the water and wastewater system, built by H.E. Britton with Burke Moving and Storage Inc. of Cheyenne, Wyoming, for \$165,120, functioned by that date as well (DINO Archives, NPS Press Release 30 August 1962).

Utility Building

The Colorado-side Utility building's drawings were signed by a WODC draftsman named Cheatham. The Alder-Child Construction Company of Salt Lake City received a contract for \$143,500 in late 1962 to build the Utility Building and completed the accompanying Maintenance Area in June 1963. The MPDF "Mission 66 Era Resources" context (Carr et al. 2015:E19) confirms the standard nature of these facilities. "Mission 66 maintenance buildings were built of concrete block [as at DINO] and other economical construction materials that characterized most new maintenance buildings in the park system during the postwar period. Roofs were gabled [as at DINO] or flat in response to the park's setting, climate, and earlier

architectural precedents.” Typical examples, as at DINO, “included storage...workshops and structures with garage bays for maintenance [and maintaining] vehicles.... Often, new buildings contained some office space and break rooms for maintenance personnel.”



Dinosaur National Monument, Canyon Area Maintenance zone, 1963 Utility Building, facing northwest.
James Steely, 2017.

At DINO’s Canyon Area, its Utility Building indicated a facility large enough to house and maintain equipment for an extensive road system, such as Entrance/Harpers Corner Road and the planned cross-monument Blue Mountain Road, and to provide large heated spaces for winter off-season work on the monument’s machinery.

Administration/Visitor Center

In September 1962, NPS Director Conrad Wirth visited Dinosaur with his wife Helen, and received a thorough front-country and back-country tour of the monument and its multiple Mission 66 projects from Superintendent Semingsen. The superintendent also recorded a visit that month from WODC architect Cecil Doty, but he did not indicate if all these very-important-persons coordinated their reviews. Doty likely inspected the Headquarters Area site and gathered his impressions of the geography, for developing concept drawings of the planned “Administration and Public Contact Building” to greet motoring visitors immediately on their turn from US 40.

This building was not initially titled a “visitor center,” probably a political decision allowing the Utah-side to focus monument tourists on the landmark Quarry Visitor Center there. Yet, in addition to its administrative offices under the same roof, the Colorado-side Canyon Area building clearly served a “visitor center” function with its prominent location, large parking lot, public restrooms, and visitor-orientation opportunities inside.



Canyon Area “Administration and Public Contact Building” under construction in September 1964, facing northeast with the Dakota sandstone hogback looming in the background, restrooms pavilion framing at center, and perhaps the master stonemason beside the ladder at center left.
DINO Archives 1964.

Cecil John Doty

Cecil J. Doty (1907–1990) was born in Oklahoma and studied architectural engineering at Oklahoma A&M College (which later became Oklahoma State University). Hired by NPS District III director Herb Maier in 1933 to design buildings for the Civilian Conservation Corps (CCC) to build under NPS supervision, Doty transferred in 1940 with Maier to NPS Region IV in San Francisco. There, Doty produced plans for some of the agency’s first and very few late-1940s and early 1950s “pre-Mission 66” buildings, and became “principal architectural designer” at the new WODC in 1954, specializing in Mission 66 visitor centers (Carr 2007:147).

Doty’s formula for visitor centers included siting the buildings at a visible location near the park-area entry, “integrated with the park road and trail systems, and planned as part of the overall interpretive strategy for the park” (Carr 2007:145, Carr et al. 2015:E12). Doty then used the visitor center’s designed landscape and building orientation to guide pedestrians along a pre-determined circulation path, starting with the building entrance being clearly visible from the parking lot. The front door was obvious to the newcomer, as were exterior doors to restrooms. For buildings with an attached office as at DINO, the visitor would barely notice the subordinate wing, even if accessed from the same public lobby. Within the building, the visitor enjoyed lobby services including a ranger at the counter, the 3-dimensional relief map (a ubiquitous Mission 66 fixture), and a bookstore. Two more standard interior destinations, the interpretive/museum room and the auditorium, connected directly with the lobby through broad transitions, but with darkened spaces for exhibits and films (Allaback 2000:223–225).

“Doty is the individual responsible,” summarized NPS-Modern historian Sara Allaback, “for the consistency of design that is the Park Service Modern style.”

The hand of Cecil Doty influenced nearly every visitor center built.... The Park Service Modern style, like Park Service Rustic [of the 1920s through 1930s], was the choice of its day and the work of its generation (Allaback 2000:247–248).



Canyon Area “Administration and Public Contact Building” following completion in 1965, facing east-northeast with the Dakota sandstone hogback in the background, along with a few saplings at right rear, planted on the parcel in 1962 and 1965. DINO Archives 1965.

Arthur Kershaw Olsen Jr.

Salt Lake City architect Arthur K. Olsen Jr. (1927–2004) was born in Iowa and received a bachelor of fine arts degree from the University of Utah in 1951. The next year he received his bachelor of architecture degree from UofU, whose campus at the time wholly embraced Modernism for many new buildings to accommodate ballooning post-World War II growth of enrollment (Utah Heritage Foundation et al. 2015).



Dinosaur National Monument, Canyon Area “Colorado-side” 1965 Administration/Visitor Center building, facing northeast, visitor-contact wing at left, restroom pavilion in foreground, and staff offices at right. James Steely, 2017.

Olsen worked for several local architects—including Modernists Ralph A. Edwards and the firm of Ashton, Evans and Brazier—before setting up his own Salt Lake City office by 1958. His

early independent projects ranged from public housing and motels to warehouses and industrial labs (Bowker, 1962:524 and 1970:680, Deseret News 14 February 2004, Utah Heritage Foundation et al. 2015).

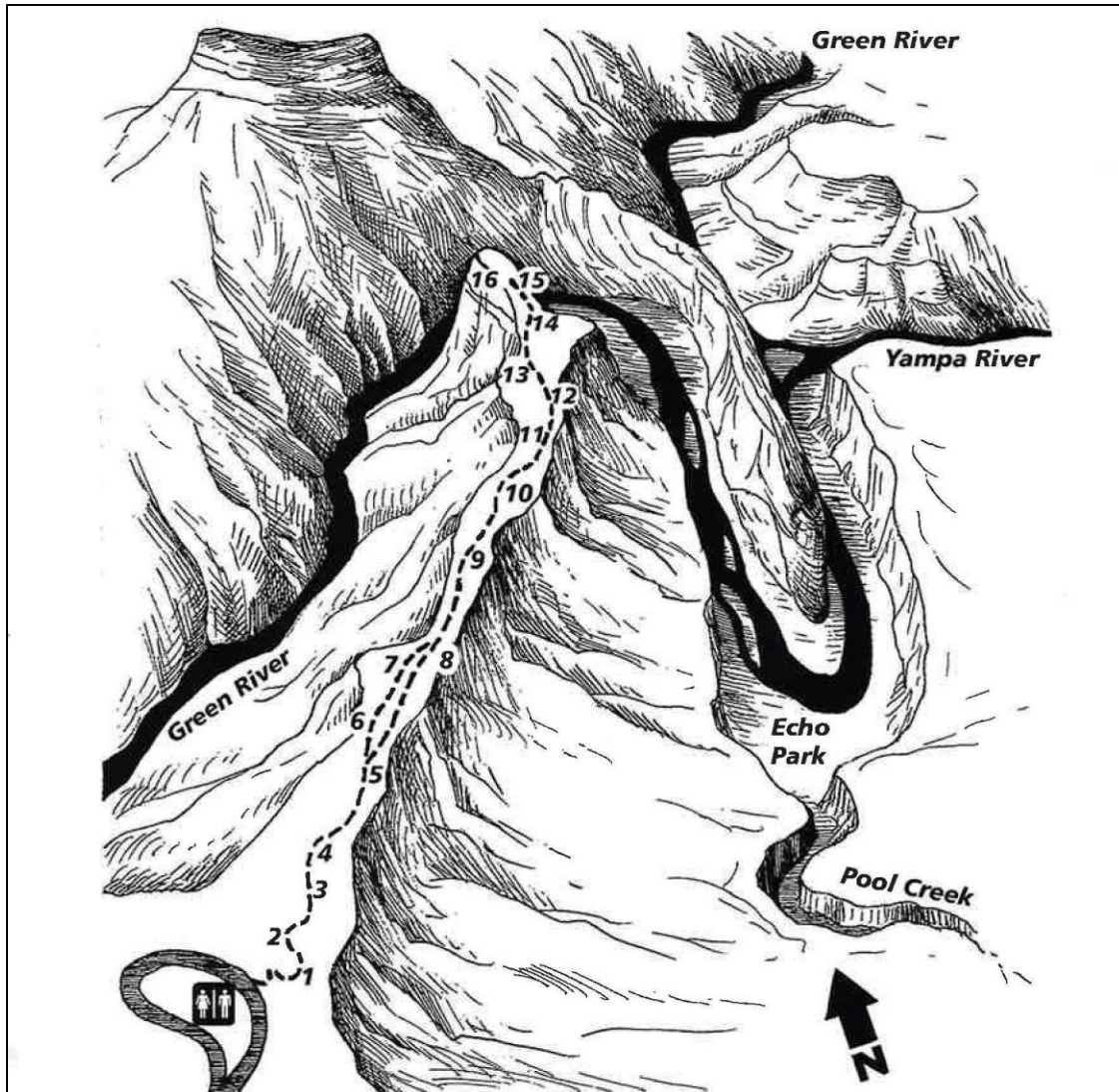
In early 1962 Olsen won from WODC the contract to design the Canyon Area's Administration and Public Contact Building, its "visitor center" for Colorado-side entries. Olsen traveled to the Headquarters Area parcel in June 1962 for an on-site inspection of the location chosen by WODC landscape architects Larson and Benson in 1959. The site also served as the staging point for construction of the Entrance Road as well as the Employee Housing and Maintenance Area buildings. The next steps for developing the building's design involved consultation with WODC architect Doty, NPS regional staff, and the DINO superintendent and staff.

Olsen's anchor-building design for the Canyon Area followed an "organic" interplay of natural stone—imported from Ouray, Colorado (Vernal Express 13 May 1965)—and rectilinear shapes. His approach evoked the older NPS Rustic tradition but resulted in the crisp lines of NPS Modern proliferated under Mission 66. Olsen followed Doty's external- and internal-functions formula for a typical Mission 66 visitor center with administrative wing, but their selection of a cross-gables roof and the exterior rustic stone pattern finished the building with a solid relationship to the natural Colorado Plateau formations and colors around it. Before completing the DINO building, Olsen won a WODC commission to design the visitor center for Capitol Reef National Monument in Fruita, Utah (Bowker 1970). That building, finished in 1966, also used heavily textured rustic-sandstone facing to blend into its desert-canyons environment, but under a flat roof and geometric Wrightian cornice along the roof line.

Contractor Alder-Child, after completing the Canyon Area Utility Building, in June 1964 won the WODC contract to build Doty's and Olsen's Administration and Public Contact Building for \$167,036. Construction moved rapidly into a mild fall, and wrapped up in February 1965, with complete outfitting and acceptance by NPS that June.

Completing Mission 66 at DINO

Superintendent Semingsen planned several ceremonies during 1965, including the official opening of the Canyon Area headquarters building in June, centered around the monument's 50th anniversary of proclamation by President Wilson in 1915. That year he monitored the highest number of Mission 66 projects hosted by Dinosaur National Monument, including: road access and a ranger station at Lodore Canyon of the Green River on the north reach of DINO; an access road to Deerlodge Park on the extreme east reach; a ranger lookout with utilities at Zenobia Peak about 8 direct miles northeast of Harpers Corner; road access to Jones Hole just west of but not accessible from Harpers Corner; improvement of the backcountry road off Harpers Corner Road to a campground at Echo Park; other river-access campgrounds and associated water wells, and ongoing boundary fencing. Various land acquisition projects continued to acquire inholdings, road rights-of-way, and whole homesteads such as the Rial Chew Ranch gateway to Echo Park through a deal consummated in 1966 (DINO Archives).



One-mile Harpers Corner Trail carries hikers from the destination parking lot along a progression of breathtaking interpreted views to the east and west, ending at the natural viewing platform and Mission 66 protective fencing high above the river's "corner." Linda West (2016) produced this illustration with its numbered views for the pocket publication "Harpers Corner Trail Guide" available at the trailhead. The photograph below of the trail is from near position 8, facing northeast.

Final touches on Harpers Corner Road continued throughout 1966, including completion in September of the 1-mile Harpers Corner Trail leading from the Road's parking lot to the end of the peninsula, for the best public overviews of the Yampa and Green Rivers' canyons. As the National Park Service's own 50th anniversary ended that year with the official conclusion of Mission 66, popularity of the program and continuing projects transitioned into "Parkscape USA," a similar modernization push through the 100th anniversary of the first national park, Yellowstone, in 1972.

Indeed, north-south Harpers Corner Road did not fully and officially open to the public until June 1967, but its construction, starting in 1956 and spanning the entire Mission 66 era, remained

firmly associated with Mission 66. Its east-west counterpart of Blue Mountain Road, conceived to present the maximum backcountry of DINO to the motoring public, died unceremoniously in June 1967 as its construction bids arrived at more than 25 per cent over BPR's estimated costs, and mounting political and private-landowner opposition sealed its fate.



Dinosaur National Monument, Canyon Area, Harpers Corner Trail at left, 7,625 feet elevation, facing northeast toward the Yampa River at right (lighter sandstone) and Green River's Canyon of Lodore (red sandstone) at middle, 2,500 feet below. Their confluence and Echo Park are below the rounded sandstone butte of 6,442 feet elevation, at right. James Steely, 2019.

III. Definition of the Associated Context,

Mission 66 in Dinosaur National Monument, 1956–1966:

A. Theme

As the Echo Park Dam environmental controversy—a plan to build two dams on the Green River within Dinosaur National Monument (DINO)—swelled to its peak in the mid-1950s, the National Park Service (NPS) and Director Conrad Wirth plotted the nationwide “Mission 66” program. This 10-year initiative would modernize all national park units—including national monuments—to meet ever-increasing visitor numbers and demands, through the NPS 50th anniversary in 1966. Just after conservationists won the Echo Park struggle, cancelling both Dinosaur dams in late 1955, Wirth and Secretary of the Interior Douglas McKay in early 1956 rolled out Mission 66 to President Dwight Eisenhower, Congress, and the public. With enthusiastic support for Mission 66 at all levels, and Dinosaur National Monument still center-stage in public awareness because of the Echo Park national debate, NPS leaders decided to make Dinosaur one of its first, and signature, Mission 66 projects.

B. Geographic Parameters

President Franklin Roosevelt vastly expanded the 1915 Dinosaur National Monument of 80 acres to 203,965 acres (more than 318 square miles) in Utah and along the Green River and Yampa River canyons of Colorado in 1938. The somewhat symmetrical, inverted ‘T’-shaped, boundary extends from the original Quarry Area proclamation about 46 miles north and up the Green River canyon, and about 45 miles east and up the Yampa River canyon, well into the State of Colorado and including the confluence of the two rivers at Colorado’s remote Echo Park. Muted but sometimes colorful lines of some eight rock strata from more than 150 million years of geologic time are visible from US Highway 40 and connecting national monument roads. Deeper in the monument’s Green River and Yampa River canyons, some 23 exposed geologic strata reveal sedimentation, erosion, faulting, uplifts, volcanism, and deposition from the Paleogene Period at the top, down past the Jurassic Period of dinosaurs, to Cambrian and Precambrian rocks laid down more than one billion years ago.

Today, the developed zones of Dinosaur National Monument are less than nine per cent of its total area—the remaining 91 per cent is federal Recommended Wilderness—and are largely a result of the Mission 66 campaign here between 1955 and 1966. The monument’s Mission 66 internal road system is key in this Historic Context’s “place” or geographic parameters, with ground disturbance from development along roadways and their periodic destinations relatively easy to distinguish from the undisturbed and preserved monument landscape.

C. Temporal Limits

Mission 66 improvements at Dinosaur National Monument began in 1956, during nationwide initiation of the NPS program, and ended a short time after the program’s formal close following the NPS 50th anniversary year in 1966. While some NPS park units received “pre-Mission 66”

Modernist visitor centers in the early 1950s, and most park units enjoyed Mission 66 improvements during the 10-year program and typically extended into the successor Parkscape USA program, 1967–1972, DINO’s improvements became some of the very first finished Mission 66 projects, with most improvements continuing at DINO until the end of the 1966 calendar year, with exception of finishing touches to Harpers Corner Road that opened the thoroughfare in June 1967.

IV. Areas of Significance

Dinosaur National Monument’s visitor and management resources are historically significant in the National Register of Historic Places (NRHP) areas of ARCHITECTURE and POLITICS/GOVERNMENT, evaluated together because of the facility design effort through its federal government sponsor.

The DINO Mission 66 resources are also significant under the NRHP areas of ENGINEERING and TRANSPORTATION, inseparable since most engineering feats of the program at Dinosaur enhanced motor vehicle-access for visitors and staff.

These resources are also significant in the areas of LANDSCAPE ARCHITECTURE, and COMMUNITY PLANNING AND DEVELOPMENT, evaluated together because of the characteristic village- and zone-planning process under Mission 66 by NPS landscape architects.

V. Associated Property Types

See Multiple Property Documentation Form / Cover (Carr et al. 2015:57–98):

- “National Park Service Mission 66 Era Resources.”

VI. Physical Characteristics and Integrity

See National Register of Historic Places Registration Forms (Steely 2020):

- “Quarry Area and Blue Mountain Road Historic District” Resources and Integrity.
- “Canyon Area and Harpers Corner Road Historic District” Resources and Integrity.

VII. Relationship to the National Register Criteria

See National Register of Historic Places Registration Forms for (Steely 2020):

- “Quarry Area and Blue Mountain Road Historic District” Resources and Criteria.
- “Canyon Area and Harpers Corner Road Historic District” Resources and Criteria.

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