

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input checked="" type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
36	42	buildings
0	0	district
2	0	site
25	33	structure
3	2	object
66	77	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

1: Trans-canyon Telephone Line

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION AND CULTURE/outdoor
recreation/hiking trail

RECREATION AND CULTURE/outdoor
recreation/campground

TRANSPORTATION/pedestrian related

LANDSCAPE/park

Current Functions

(Enter categories from instructions)

RECREATION AND CULTURE/outdoor
recreation/hiking trail

RECREATION AND CULTURE/outdoor
recreation/campground

TRANSPORTATION/pedestrian related

LANDSCAPE/park

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: PARK SERVICE Rustic

Materials

(Enter categories from instructions)

foundation: EARTH

walls: STONE: sandstone/limestone/granite

roof: WOOD; ASPHALT; ASBESTOS

other: WOOD: log; STONE; CONCRETE;

METAL: steel

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Cross Canyon Corridor Historic District encompasses approximately 485 acres and lies within the boundaries of the Grand Canyon National Park located on the Colorado Plateau of northern Arizona. The district encompasses four continuously maintained hiking trails—the Bright Angel Trail, South Kaibab Trail, Colorado River Trail, and North Kaibab Trail. The trails span the Grand Canyon from the North and South Rims and cross the Colorado River at the terminus of the South Kaibab Trail and a bridge crossing along the alignment of the Colorado River Trail. The district is also comprised of six developed areas adjacent to these trails. These areas include: Indian Garden, Phantom Ranch and the Bright Angel Creek Delta, Yaki Point (also known as the South Kaibab Trailhead), Roaring Springs, Bright Angel Campground, and Cottonwood Campground. Contributing resources situated within the district boundaries consist of 36 buildings, 25 structures, 3 objects, and 2 sites, one of which represents the broader landscape which includes elements reflective of circulation features, clusters, small scale features, cultural traditions, topography, archaeological sites, and water features. Non-contributing resources consist of 75 buildings and structures and 2 objects that were constructed after the period of significance or have undergone modern renovations or substantial modifications and no longer retain sufficient integrity to contribute to the Cross Canyon Corridor Historic District.

Narrative Description

See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant to our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Exploration
- Entertainment/Recreation
- Conservation
- Architecture
- Engineering
- Landscape Architecture

Period of Significance

1890–1942

Significant Dates

1890: Niles Cameron and Pete Berry begin to develop Bright Angel Trail for miners and tourists

1907: David Rust improves a USGS trail on North Rim and constructs a tourist camp in the present-day location of Phantom Ranch

1919: Park Service acquisition of Grand Canyon National Park

1922: Development of Phantom Ranch begins

1925: Park Service completes South Kaibab Trail

1928: Park Service completes North Kaibab Trail

1933: CCC begins work at the Grand Canyon

1942: CCC is abolished and CCC-era improvements are completed

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Mary Elizabeth Jane Colter

Period of Significance (justification)

The period of significance of A.D. 1890 to 1942 established for the Cross Canyon Corridor Historic District was selected to convey the most significant developments of the district as both a historic vernacular and designed landscape. The year 1890 marks the date when entrepreneurs Niles Cameron, Pete Berry, and others first began to develop the Bright Angel Trail as a toll road for both prospectors and tourists. It continues through 1942, when the Civilian Conservation Corps (CCC) was disbanded and all CCC contributions to the Cross Canyon Corridor Historic District and Grand Canyon National Park ceased. With the exception of on-going maintenance and repairs, the four hiking trails within the district—the Bright Angel Trail, Colorado River Trail, South Kaibab Trail, and North Kaibab Trail—and their associated features, as well as Yaki Point (South Kaibab Trailhead) and Phantom Ranch, have been altered only minimally since the CCC years. Therefore, 1942 serves as an appropriate endpoint for the period of significance for the proposed district.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Cross Canyon Corridor Historic District is eligible for listing in the National Register of Historic Places (NRHP) under **Criterion A** at the national level for its association with early Euro-American exploration and recreation (tourist) enterprises at the Grand Canyon. The Bright Angel Trail was the first of the trails in the Cross Canyon Corridor Historic District to provide access to the inner canyon and the Colorado River. Although the trail was formally constructed in 1890 to provide access to mining claims, by the early 1900s, the trail had become a popular route for tourists to experience the inner canyon (Anderson 2002, 12; Leonard et al. 2010, 15). In 1907, the North Rim's first concessioner, David Rust, improved an earlier United States Geological Survey (USGS) route on the northern rim to access his tourist camp in the inner canyon near the present-day location of Phantom Ranch. Similarly, the Fred Harvey Company began offering daily mule excursions into the inner Grand Canyon, the popularity of which led to the development of a tourist hotel, known as Roosevelt's Chalet, in 1922 by the Fred Harvey Company at the present-day site of Phantom Ranch.

The Cross Canyon Corridor Historic District is also significant at the national level under **Criterion A** for its role in achieving the ascendance of public versus private interests and affirming the vitality of protective resource management at the Grand Canyon. When the National Park Service (Park Service) assumed administrative control of the Grand Canyon in 1919, the most direct access route to the Colorado River from Grand Canyon Village was the Bright Angel Trail. After numerous failed attempts to acquire the Bright Angel Trail from its proprietor Ralph Cameron, the Park Service constructed the South Kaibab Trail and North Kaibab Trails to safeguard their interests and objectives in the inner Grand Canyon. Completion of this Trans-canyon route was instrumental in ensuring preservation at Grand Canyon as it provided the Park Service with access to the inner canyon within a safe and efficient travel corridor. The route also facilitated the preservation of natural resources by focusing tourist traffic within the central corridor of the canyon. This, in turn, heralded future Park Service efforts to protect and preserve resources contained within the Grand Canyon as well as other national parks "in such a manner and by such means" that would leave them "unimpaired for the enjoyment of future generations" (Anderson 2010, 3; Strong 1978, 2).

The Cross Canyon Corridor Historic District is also eligible for listing in the NRHP under **Criterion C** at the state level for its association with master architect, Mary Elizabeth Jane Colter, who designed the original buildings at Phantom Ranch in 1922. It is also eligible under the category of *Architecture* for its collection of buildings designed in the Park Service Rustic architectural style; under the category of *Engineering* for the technical accomplishments of the South Kaibab and Colorado River Trails, and the design and construction of the Kaibab Suspension Bridge (also known as the Black Bridge); and under the category of *Landscape Architecture* for its association with the CCC and their influence on the built landscape and trails within the district during the 1930s and 1940s.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

See continuation sheets.

Developmental history/additional historic context information (if appropriate)

See continuation sheets.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

See continuation sheets.

Previous documentation on file (Park Service):

- preliminary determination of individual listing (36 CFR 67 has been Requested)
- previously listed in the National Register (Trans-canyon Telephone Line)
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency (Park Service)
- Local government
- University (Department of History, Arizona State University)
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Approx. 484.5

(Do not include previously listed resource acreage)

- Bright Angel Trail Acreage= 85.3 acres
- Indian Garden Acreage= 22.1 acres
- Phantom Ranch= 29.6 acres
- South Kaibab Trail Acreage= 68.4 acres
- Colorado River Trail Acreage= 21.5 acres

- Yaki Point Acreage= 6.2 acres
- North Kaibab Trail Acreage= 221.9 acres
- Cottonwood Campground Acreage= 5.4 acres
- Bright Angel Campground Acreage= 3.5 acres
- Roaring Springs Acreage= 20.6 acres

UTM References

(additional references on continuation sheet)

1	<u>12</u>	<u>396869</u>	<u>3990898</u>	5	<u>12</u>	<u>401931</u>	<u>3995537</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>12</u>	<u>398788</u>	<u>3993654</u>	6	<u>12</u>	<u>401518</u>	<u>3995394</u>
	Zone	Easting	Northing		Zone	Easting	Northing
3	<u>12</u>	<u>399585</u>	<u>3994553</u>	7	<u>12</u>	<u>401379</u>	<u>3995603</u>
	Zone	Easting	Northing		Zone	Easting	Northing
4	<u>12</u>	<u>400570</u>	<u>3995573</u>	8	<u>12</u>	<u>401385</u>	<u>3996207</u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The Cross Canyon Corridor Historic District boundary includes a 100-foot-wide corridor, or 50 feet on either side of the Bright Angel Trail, Colorado River Trail, South Kaibab Trail, and North Kaibab Trail.

The boundary differs from the above at the following nodes of development within the corridor: Phantom Ranch, Indian Garden, Yaki Point (South Kaibab Trailhead), Roaring Springs, and the Bright Angel and Cottonwood Campgrounds (see site plans for boundaries).

Boundary Justification (explain why the boundaries were selected)

The boundaries were defined by Logan Simpson Design, Inc. (LSD) to encompass natural and built features of the four Cross Canyon Corridor trails (the Bright Angel Trail, the Colorado River Trail, the North Kaibab Trail, and the South Kaibab Trail) as well as developmental nodes along the trails identified during field surveys conducted in 2010 and 2011.

11. Form Prepared By

name/title Greta Rayle (LSD) and Helana Ruter (LSD)
organization Logan Simpson Design, Inc. date March 6, 2013
street & number 51 W. Third Street, Suite 450 telephone (480) 967-1343
city or town Tempe state AZ zip code 85016
e-mail grayle@logansimpson.com; hruter@logansimpson.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location. See below.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
See below.
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of ____.

Property Owner:

name Grand Canyon National Park, National Park Service
street & number P. O. Box 129 telephone (602) 638-7815
city or town Grand Canyon state AZ zip code 86023

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC

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Cross Canyon Corridor Historic District

The Cross Canyon Corridor Historic District is situated within one of the world's most renowned natural systems. As one of the largest canyon systems of the world, and widely recognized as "one of the seven natural wonders of the world," the Grand Canyon actually consists of a complex network of canyons and drainages within the main gorge which has been cut by the Colorado River over millions of years. The trails of the Cross Canyon Corridor Historic District travel over, along, and through a grand scale of topographic features including escarpments, pediments, buttes, plateaus, and ridges, as well as numerous creeks, dry washes, perennial streams, seeps, and springs. The trails generally remain in their native vegetative condition and traverse four basic plant communities (the Petran Montane Conifer Forest, Great Basin Conifer Woodland, Great Basin Desertscrub, and Mohave Desertscrub) which are primarily determined by climatic conditions such as temperature and precipitation. The trails, as designed landscapes set amidst the natural features of the canyon, opened parts of the inner canyon and Colorado River corridor to recreationists and tourists. As a result, the construction of numerous buildings and structures to support these enterprises such as campsites, rest houses, guest cabins, by the Park Service began in earnest after they gained administrative control of the Grand Canyon in 1919.

Because the Cross Canyon Historic District encompasses an expansive rural area and includes designed landscape features as key elements of the district, reference is made to the Park Service Bulletin *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (McClelland et al. 1989), which likens national parks to rural historic landscapes due to their size, intermittent areas of development, and importance of landscape features. The bulletin provides guidance on classification of rural properties stating: "acreage with component land areas, such as forests, orchards, fields, or pasture, counts as a single continuous site. It continues, "Buildings, structures, objects, and sites within the landscape that are substantial in size or scale or are specifically discussed as significant are counted separately" (McClelland et al. 1989, 28-29). This type of analysis has been applied to the Cross Canyon Historic District as have the definitions of component features within landscapes. The bulletin names seven types of component features including: circulation networks; boundary demarcations; clusters; vegetation related to land use; buildings, structures, and objects; archaeological sites; and small scale features. Processes which have shaped the landscape including cultural traditions and responses to the natural environment are also identified in the bulletin and referenced in the section below.

The structures, buildings, and objects located within Cross Canyon Corridor Historic District are found in centralized nodes of development. These ten nodes of development consist of the four main trails within the district—the Bright Angel Trail, Colorado River Trail, North Kaibab Trail, and South Kaibab Trail—as well as the developed areas of Indian Garden, Yaki Point (South Kaibab Trailhead), Bright Angel Campground, Phantom Ranch and the Bright Angel Creek Delta, Cottonwood Campground, and Roaring Springs. For the sake of clarity, the following description of contributing and non-contributing structures, buildings, and objects is presented below according to these development areas. As a whole, the district is comprised of 36 contributing buildings, 25 contributing structures, 3 contributing objects, and 2 contributing sites, one of which encompasses the landscape and its component features. Non-contributing resources consist of 42 buildings, 33 structures, and 2 objects.

CONTRIBUTING SITES

MULTIPLE LOCATIONS WITHIN THE CROSS CANYON CORRIDOR HISTORIC DISTRICT

The Cross Canyon Corridor Landscape

The district's expansive landscape is treated in this nomination as a contributing site, per the National Register guidance for documenting Rural Historic Landscapes (McClelland et al. 1989). The contributing site is defined as an area of component landscapes which includes key landscape elements such as: circulation features, cluster arrangements, small

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scale features, natural features, evidence of cultural traditions, and archaeological sites. These elements are discussed below.

Circulation

The primary circulation features of the Cross Canyon Corridor landscape are the Bright Angel Trail, South Kaibab Trail, North Kaibab Trail, and Colorado River Trail. Secondary circulation features include intersecting trails such as the Tonto Trail and Plateau Point Trail off the South Rim; the Old Bright Angel Trail off the North Rim; an unnamed spur trail which provides hiker access from the Silver Bridge to the North Kaibab Trail, Phantom Ranch, and Bright Angel Creek delta; as well as spur trails from the North Kaibab Trail to Roaring Springs, Clear Creek, and Ribbon Falls.

Cluster Arrangements

Groupings of buildings and structures are located along the district's four hiking trails and form its main clusters of development. These clusters include complex development areas such as Indian Garden and Phantom Ranch, as well as campgrounds, rest areas, viewpoints, and park administration areas, all of which are discussed in below.

Indian Garden is an oasis of water and lush vegetation located 4.5 miles down the Bright Angel Trail and 3,000 feet below the South Rim of the Grand Canyon. The shady spot rests upon the Tonto Platform of the inner canyon between two steep cliffs. The Indian Garden Area is currently used, as it was historically, as a rest stop for tourists and campers traversing the Bright Angel Trail. Many of the major buildings and structures from the Park Service-era (1927–1942) remain intact. These features, built by either the Park Service, the Santa Fe Railroad (SFRR), or the CCC on behalf of Park Service include the 1932 Caretaker's Residence (now known as the Search and Rescue [SAR] Cache) and terrace; the 1932 South Pumphouse; the 1932 Reservoir (or sedimentation tank); the 1932 Rehandling Pumphouse; the 1936 Trailside Shelter and steps; the Trans-canyon Telephone Line (currently listed on the NRHP); portions of the Garden Creek rip-rap channelization; and the concrete intake and valve box above the Reservoir. The Rock House, which burned in 1942, was rebuilt in 1943.

Phantom Ranch is comprised of two principle development areas that are connected to the North Kaibab Trail through a network of subordinate narrow footpaths. These dirt and stone-lined pathways lead to buildings and structures in the area, as well as to an unnamed bridge leading to the northern end of Bright Angel Campground. Phantom Ranch's original buildings consisted of a dining hall, three guest cabins, and a manager's cabin, all of which were built by the Fred Harvey Company and the SFRR in 1922 to accommodate mule riders. Historic maps and photographs suggest that other structures, including a concrete reservoir and numerous stone retaining walls, were also constructed in association with the initial development of the ranch. Many of the original retaining walls and the concrete cistern remain at the ranch today and are considered contributing structures. Between 1926 and 1930, the Park Service and Fred Harvey Company expanded their facilities at Phantom Ranch to include seven new guest cabins, two toilets located on the bank of Bright Angel Creek, a combined coal and wash house, a recreation hall, a shower house, a guide cabin, a mule barn, a dude corral, a cowboy dorm, and a hay shed. With the exception of the toilets and the mule barn, which burned in 1964 and was later rebuilt, all of these buildings still exist at the ranch today.

The secondary development area of Phantom Ranch includes numerous buildings and structures constructed by the USGS and Park Service to the north of the Silver Bridge within the Bright Angel Creek Delta on the Colorado River. The boundary also includes one site—the stabilized ruins of the Bright Angel archaeological site—as well as a grave and memorial plaque for deceased Park Service trail foreman Rees B. Griffith, both of which are located north of the Kaibab Suspension Bridge (Black Bridge) near the southern terminus of the North Kaibab Trail. A small USGS residence and river gauging equipment along the north bank of the Colorado River date to 1922. Beginning in 1933, the CCC made numerous improvements to the area, including the construction of a mule corral, two residences, and a bridge, as well as

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the installation of a cable tramway to the west of the Bright Angel Creek Delta as a means of gathering wood from a sandbar on the far side of the Colorado River. Following completion of the Silver Bridge by the Park Service in the late 1960s, an unnamed spur trail was built through the area which provided hiker access from the Colorado River Trail to the North Kaibab Trail and Phantom Ranch.

The Cottonwood Campground serves as a layover destination along the North Kaibab Trail as it marks the halfway point between the Bright Angel Campground near Phantom Ranch and the North Kaibab Trailhead on the canyon's North Rim. The level area is constrained by the east bank of Bright Angel Creek and the sheer walls of the canyon. Buildings and campsites are predominantly situated along the east and west sides of the North Kaibab Trail, although a helicopter pad and mule stock camp site are sited away from the trail. A ranger station is situated at the south end of the area and is the first feature encountered when entering the campground from the south. There is also a secondary trail that leads to the helicopter pad. A storage building, restroom building, and kiosk are located to the north of the ranger station, and a large group camp site is located nearby, to the southeast of the trail. The small group camp sites are clustered in an area to the north of the kiosk and south of a wash that crosses the campground. A mule corral and storage building, and the mule stock camp site are located to the north of the wash.

The Bright Angel Campground is located within the inner canyon along the west bank of Bright Angel Creek. Its campsites, a CCC-constructed comfort station, and an Adirondack Shelter are situated in close proximity to Phantom Ranch to the west of the North Kaibab Trail. A secondary trail branches from the North Kaibab Trail, crosses a bridge at the north end of the campground, and reconnects with the North Kaibab Trail by way of the Rock House Bridge at its south end. The comfort station and a nearby information kiosk are centrally located within the campground, and the Adirondack Shelter is located in the southern portion of the campground.

The Cedar Ridge and Tip-off rest areas are situated on ridge tops along the South Kaibab Trail that are conducive to the visitor experience. Each of these areas is bisected by the main trail alignment and contains composting toilets, mule hitching bars, and other structures and small-scale features related to pack train and visitor use. Clustering also occurs at overlooks located along the trail alignment, such as Ooh Aah Point, Skeleton Point, and Panorama Point, where backpackers and tourists often pause to take in expansive views of the Colorado River gorge and geological formations of the canyon. Due to their proximity to the South Kaibab Trailhead, both Ooh Aah Point and Cedar Ridge serve as turnaround points for many hikers and tourists not continuing further along the trail.

The Supai Tunnel is considered a small cluster area of the North Kaibab Trail. The tunnel, which consists of a 20-foot-long passageway built through the Supai formation, is located approximately 1.7 miles from the North Kaibab Trailhead. Adjacent to the tunnel is a restroom building, water spigot, and mule hitching area which serves as the first formal rest point along the trail corridor and often signifies the turnaround point for many trail users not continuing further along the trail.

Roaring Springs has been the source of water for both the North and South Rims of the Grand Canyon since 1966. Although a sluice, pumphouse, and power house were installed by the Union Pacific Railroad (UPRR) at the confluence of Roaring Springs and the Bright Angel Creek in 1928, no evidence of this water conveyance system remains today due to flooding. The current facilities at Roaring Springs, including a restroom building, water intake structure, helicopter pad, pumphouse, and former pumphouse operator's residence are associated with the operation and maintenance of the Trans-canyon Water System and most were built in the area after the district's period of significance between 1965 and 1970. Only one structure—a remnant section of the original UPRR cable tramway—dates to the period of significance.

Yaki Point (South Kaibab Trailhead) largely reflects the landscape's dual function as a staging area for pack animals as well as the trailhead for the South Kaibab Trail. Buildings and structures at Yaki Point (South Kaibab Trailhead) are clustered into two distinct areas, both of which are located in close proximity to Yaki Point Road and are interconnected by

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paths to ease accessibility. One cluster area at Yaki Point (South Kaibab Trailhead) consists predominantly of modern development associated with visitor use of the South Kaibab Trail. Buildings and structures are clustered around a parking area and include a restroom building, water station, and information kiosk. Although the parking area and road date to the district's period of the significance, the remaining facilities located within this area were installed after 1942. Clustering within this area effectively concentrates visitor traffic to the northern portion of the Yaki Point (South Kaibab Trailhead). Mule facilities, including a corral, shelter, barn, as well as a garage are located to the east of these visitor service buildings. The second cluster area consists of buildings and structures built by the Park Service and the Fred Harvey Company during the landscape's initial development as a mule staging area. Buildings in this area which date to the district's period of significant include two residences (known as the Park Service Residence and Fred Harvey Residence), two sheds, two cisterns, a garage (known as the Park Service Garage), a stone mule barn, a mule shelter, and a mule corral.

Vegetation Related to Land Use

The Cross Canyon Corridor Historic District traverses four basic plant communities, which include the Petran Montane Conifer Forest, Great Basin Conifer Woodland, Great Basin Desertscrub, and Mohave Desertscrub communities.

The Petran Montane Conifer Forest biotic community is located on the plateaus of both the North and South Rims, and is generally within the elevation range of 7,000–8,700 feet above mean sea level (amsl). The dominant plants in this community are Ponderosa pine, Douglas fir, white fir, limber pine, aspen, gambel oak, maple, spruce, locust, and fern. Within this community are two major sub-communities, both of which appear in the Cross Canyon Corridor Historic District. The first sub-community, occurring at lower elevations, is essentially a Ponderosa pine forest, as seen on the Coconino Plateau of the South Rim. The higher elevations of the Kaibab Plateau on the North Rim represent a cooler climate mixed conifer forest of Douglas fir, white fir, limber pine, and aspen.

As one descends over the rim of the canyon, the vegetative community quickly transitions to Great Basin Conifer Woodland. This community is generally found in elevations ranging from 5,000–7,500 feet amsl, and is dominated by Pinyon pine and Utah juniper. Other common species include rabbitbrush, winterfat, shadscale, sagebrush, blackbrush, gambel oak, mountain mahogany, sumac, serviceberry, currants, Mormon tea, Utah agave, yucca, and cliffrose.

The extreme elevation and temperature change associated with descending into the Cross Canyon Corridor is mirrored by a change from a Great Basin Conifer Woodland to Great Basin Desertscrub biotic community. This community is dominated by sagebrush, shadscale, winterfat, blackbrush, greasewood, and rabbitbrush. Additional species common to the community are saltbush, catclaw, mesquite, brittlebush, cholla, prickly pear, yucca, agave, and datura. The elevation range for this cold-temperate desertland is generally from 4,000–7200 feet amsl.

The biotic community at the lowest portions/elevations of the district is the Mohave Desertscrub community. This warm-temperate desertland is known as an intermediate classification between the Great Basin Desertscrub and Sonoran Desertscrub communities. The transition from the Great Basin Desertscrub to the Mohave Desertscrub community is a gradual transition, with many shared species between the two communities. Dominant plants in this community include creosote, white bursage, saltbush, brittlebush, desert holly, white burrobush, shadscale, and blackbrush. The Mohave Desertscrub biotic community is generally found between the elevations of 2,000–5,000 feet amsl.

Within several of the biotic communities along the corridor, water features have created opportunities for riparian vegetation to thrive. Plants found within these areas include Fremont cottonwood, willow, tamarisk (exotic), arrowweed, mesquite, catclaw, horsetail, cattail, box elder, mosses, algae, maidenhair fern, yellow columbine, and monkeyflower. Most undisturbed areas within the Cross Canyon Corridor Historic District have retained their basic vegetative condition since the period of significance. Exceptions to the native vegetative conditions include exotic plants such as Bermuda

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grass, which was more than likely brought in by pack animals via seeds in their food or waste. In riparian areas, invasive plants such as tamarisk and Russian olive have also altered the vegetative conditions. Although tamarisk first appeared in the canyon in the 1920s and 1930s, it did not become a dominant riparian species until Glen Canyon Dam was completed in 1963. Tamarisk may have been present during the period of significance, but not in the density observed today. Changes in plant densities have also likely occurred where concentrated drainage from trail construction has created an increase in moisture (i.e., swales, dip crossings, and low points).

Several developed areas along the trail corridors have not retained their vegetative conditions from the district's period of significance. The overhead canopy of trees associated with the northern half of Phantom Ranch, for example, differs considerably from the original natural desert vegetation present during the district's period of significance.

Additionally, numerous non-native plants and trees were introduced into the district during the period of significance, including cottonwood, sycamore, redbud, pomegranate, apple, and fig trees. Some of these trees were likely planted during the period of significance, as early developers of the canyon strived to provide shade and food to visitors.

Small Scale Features

Recurring small-scale features documented within the district are generally located at the rest areas and include wood rail fencing, concrete and stone steps, signage, benches, potable water spigots, emergency phones, and informational signage. Additionally, some rest areas have interpretative signage and/or kiosks which provide information on the canyon's trails, as well as their geological, landscape, or wildlife attributes.

Cultural Traditions

The Cross Canyon Corridor Historic District is rich in cultural traditions. For the Bright Angel and North Kaibab Trail areas, these traditions began with the Archaic, Ancestral Puebloan, and Cohonina occupation of the canyon from 10,000 B.C. to A.D. 1200 and continued with the traditions of historic populations of Havasupai, Hualapai, Paiute, Hopi, Zuni, Navajo, and Yavapai Apache until the 1860s. Native American occupation of the inner canyon continued until the late 19th century when early prospectors and miners encroached on the canyon in search of valuable minerals in the vicinity of Indian Garden and the Tonto Plateau. In the 1880s, President Hayes established the Havasupai Indian Reservation which consisted of 580 acres of land within Cataract (Havasupai) Canyon. Before the reservation period, the Havasupai practiced agriculture in the summer within the canyon and performed hunting and gathering on the plateau during the winter. However, for 93 years following establishment of the reservation, the Havasupai were confined mostly to the canyon, which led to their increased reliance on agriculture and tourism.

Following confinement of the Havasupai to the reservation, a second phase of cultural traditions related to Euro-American mining activity at the canyon began. The Bright Angel Trail and Indian Garden areas were pivotal in the development of early mining enterprises at the Grand Canyon. Niles and Ralph Cameron are credited with the initial development of the Bright Angel Trail (originally known as the Bright Angel Toll Road), which was built to accommodate pack animals with mining supplies and tools. The Bright Angel Trail quickly became the traditional route for prospectors, miners, and cattlemen into the canyon.

By 1892, tourism was quickly replacing the once dominant cultural tradition of mining and industry at the South Rim and at Indian Garden. Tourism was proving to be much more successful than the canyon's mining activities, and until 1928, Ralph Cameron continued to develop tourist facilities to supplement his prospecting and mining activities. Many of the plants used by Cameron to support camp-life for tourists at Indian Garden such as cottonwoods, willow, redbud, grapes, and vegetables still exist today.

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The Cross Canyon Corridor Historic District also expresses another period of cultural traditions resulting from the Park Service's acquisition of the Grand Canyon in 1918. This period, which encompasses both the Park Service and CCC eras at the canyon (1919–1942), characterizes the development of Park Service's vernacular approach to park architecture and improvements. It also reflects the CCC's craftsmanship and frugal use of local building materials during the Great Depression.

Lastly, one cultural tradition that spans all three Euro-American phases of canyon development is the use of pack animals. Once used for practical transport of prospecting and mining supplies and tools, mule trains now transport tourists, luggage, food, beverages, and other supplies to and from Phantom Ranch and Indian Garden; indeed, the highly visible presence of pack animals on the trails embodies the quintessential "Canyon Experience."

Response to the Natural Environment

The Grand Canyon is approximately 1 mile deep and averages 10 miles wide. Within this distance, the four trails of the Cross Canyon Corridor Historic District—the Bright Angel Trail, Colorado River Trail, South Kaibab Trail, and North Kaibab Trail—travel over and along a grand scale of escarpments, pediments, buttes, plateaus, and ridges, as well as a number of subordinate features such as dry washes, creeks, perennial streams, seeps, and springs. While these geological and hydrological features represent the natural resources that spurred both prehistoric and historic use of the canyon, they have also been the main obstacles in developing the district for transportation and tourist facilities.

Constructed Water Features

The majority of the constructed water features within the Cross Canyon Corridor Historic District were built in association with water usage needs on the North and South Rims. At numerous locations along the district's four trails, as well as within their treads, the physical constraints of the canyon have necessitated exposure of the pipeline and standpipes of the Trans-canyon Water System. Additionally, in other locations, the system's pipeline is supported by native stone piers, and at the Colorado River, it is attached to the understructure of the Silver Bridge. As the water pipeline is roughly aligned with the four trails of the Cross Canyon Corridor, the exposed segments of pipe are also visible features within several of the district's development nodes. However, the rusticated water line and standpipes, and native stone support piers blend well with the canyon's natural aesthetic and the Park Service Rustic architecture present within the district even though the features themselves do not contribute to the district.

Archaeological Sites

Cultural resource surveys conducted by the Park Service at the Grand Canyon have resulted in the identification of at least 86 archaeological sites within and adjacent to the trails and development areas of the Cross Canyon Corridor Historic District. Eighteen of these sites are historic and date to the district's period of the significance, and the remaining 68 sites are associated with the prehistoric occupation of the Grand Canyon. Nearly all the archaeological sites identified within the district are unmarked and not noticeable to the casual recreationist.

The majority of the historic archaeological sites within the Cross Canyon Corridor Historic District are located in the vicinity of the Bright Angel Trail and Indian Garden. Nearly all of these sites date to the late 19th and early 20th centuries when prospectors searched these areas for valuable minerals and entrepreneur Ralph Cameron recognized the trail's potential for tourism. Other historic archaeological sites recorded in these areas include check dams, masonry walls, and artifact scatters. Additionally, at least one site is associated with the SFRR's cable tramway system, which was constructed in 1931 to transport equipment and supplies between the South Rim and Indian Garden during construction of a water system to supply water from Garden Creek to the South Rim. The tramway was removed in 1932, following the construction of that water system.

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A total of six historic archaeological sites have also been discovered along the North Kaibab Trail and at Phantom Ranch. Historic sites along the North Kaibab Trail include a camp and associated artifact scatter, a transportation/communication structure, and a rock cairn. At Phantom Ranch, the three sites consist of masonry walls and an artifact scatter, remnants of the old USGS gauging station on the north bank of the Colorado River in the Bright Angel Creek Delta area, and a grave for Park Service trail foreman Rees Griffith, who was killed in 1922 while working to widen the former alignment of Rust's Cable Trail. Although not designated an archaeological site, an additional area at Phantom Ranch to the north of the former Recreation Hall may also have significant archaeological potential and could yield information pertaining to the historical development of Phantom Ranch. This area, which was once the site of a CCC-constructed swimming pool, was filled in by the Fred Harvey Company in 1972 due to maintenance and health concerns. Many items were reportedly buried in the pool at this time including hand-carved doors from the Recreation Hall, oil-burning stoves once used to heat the guest cabins, grills, items from the old blacksmith shop, and even a piano (Anderson et al. 2010, 6).

Additionally, although prehistoric in age, the Bright Angel Pueblo is one of the few stabilized archaeological sites at Grand Canyon and its prominent location along the North Kaibab Trail makes it an important feature of the Phantom Ranch node of development. Ruins of the Bright Angel Pueblo archaeological site can be seen about 200 yards (180 meters) west of the Kaibab Suspension Bridge (Black Bridge) along the southern shoulder of the North Kaibab Trail. The unit pueblo, which consists of five connected rooms with a detached kiva and one room structure, was occupied between A.D. 1050 and 1140 and provides clear evidence of Ancestral Puebloan presence in the central canyon corridor (Schwartz 1989).

A second prehistoric archaeological site, known as Mallery's Grotto, is visible below the South Rim near the trailhead of the Bright Angel Trail and west of the Kolb Brothers Lookout studio. The site, which contains pictographs dating to the late Archaic, attests to the utilization of the caves and rockshelters along the South Rim of the canyon by Archaic period populations (Christensen and Dickey 2006; Collette et al. 2009, 14; Efland, Jones, and Euler 1981, 13; Fairley 2003; Schwartz 1989, 20; Sutphen 1992a). The site also has Cohinina and Havasupai elements, as well as Havasupai and Hopi inscriptions.

PHANTOM RANCH

Rees Griffith Grave

One grave site, herein referred to as the Rees Griffith Grave, is located along the North Kaibab Trail approximately 450 feet west of the Kaibab Suspension Bridge. The grave contains the remains of Park Service trail foreman Rees B. Griffith, who died on February 6, 1922 as a result of injuries sustained while widening the North Kaibab Trail. The grave is visible in a rocky alcove near the Colorado River. The top of the vault is stacked with native stone and river cobbles and a wooden cross is present at the east end of the grave. A bronze marker commemorating his death, which has been identified in this nomination as a separate non-contributing structure, was placed on his grave at an unknown date.

STRUCTURES:

BRIGHT ANGEL TRAIL

Contributing structures:

Bright Angel Trail

As the main north-south trail within the canyon's present trail system, the 7.8-mile-long Bright Angel Trail is a limited access trail that serves as a single collector spine for the east-west trails spanning the south side of the Grand Canyon.

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The two main east-west trails that connect to the Bright Angel Trail are the Tonto Trail and the Plateau Point Trail. These trail connections occur approximately 1,400 feet north of the mule barn at Indian Garden. The trail also provides connectivity between major destination points in the inner canyon that offer a dependable water source (i.e. Indian Garden, Phantom Ranch, and Bright Angel Campground).

The actual alignment of the trail has shifted over time due to flooding, rock slides, and intentional efforts by the Park Service to lessen the grade for ease of travel and to accommodate additional trail features and improvements. Although the current trail barely resembles the original route constructed by Pete Berry, Ralph Cameron, and others in the late 1890s, the overall course of the trail has been altered only minimally by the Park Service in the late historic period and years following the district's period of significance.

The tread of the Bright Angel Trail is generally constructed of dirt, sand, or loose gravel depending on the geological strata it traverses. Erosion control devices consist of wooden pine logs that are staked in place or stone water bars that are placed perpendicular to the route of travel to hold soil in place or to direct surface flows across the tread to the outslope areas. On sloped areas where the trail receives heavy wear, cobblestone pavement has been installed to protect the trail's tread. Additionally, some of the adjoining legs of switchbacks have been infilled with dry-stacked native stone to prevent user cross-cutting which leads to erosion. At various locations adjacent to the trail, loose rock from slope failures or spalling has been stockpiled in the form of large cairns for use during future trail repairs.

The width of the trail varies from 4 feet to 10 feet depending on the adjacent constraints. Significant among the Bright Angel Trail's character-defining features are the level vertices of the switchbacks and wider protrusions of the trail's tread that allow users to stop and rest and to enjoy the many views of the Grand Canyon, while allowing the trail traffic and mule trains to pass by safely. The presence of two tunnels excavated into the steep rock walls of the canyon, identified as the "Lower" and "Upper" Tunnels, are also considered to be character-defining features of the Bright Angel Trail alignment.

Upper Tunnel

The Upper Tunnel was originally built by Ralph Cameron between 1906 and 1908 to provide access to Mallery's Grotto, a Archaic period pictograph site located beneath the South Rim and to the west of the Kolb Brothers studio near the Bright Angel Trailhead (Anderson et al. 2002, 5). Between 1929 and 1931, the tunnel was reconstructed by the Park Service as part of a trail realignment project (Anderson 2002). The tunnel remains intact today and the current alignment of the Bright Angel Trail continues to pass through it.

Lower Tunnel

The arch-shaped Lower Tunnel was the second of two tunnels constructed along the upper segment of the Bright Angel Trail by Ralph Cameron. Art Metzger, an early canyon resident, recalled that the tunnel was built between 1906 and 1908, and was definitely in place by 1913 (Anderson ed. 2002, 5). Between 1929 and 1931, the tunnel was reconstructed by the Park Service as part of a trail realignment project (Anderson 2002). The tunnel remains intact today and the current alignment of the Bright Angel Trail continues to pass through it.

Possible remnant I-beams of the Santa Fe Railroad (SFRR) Cable Tramway System

Between 1931 and 1932, the SFRR built a water conveyance system which stretched from Indian Garden to the South Rim. To facilitate construction of the pipeline, the railroad built a cable tramway between the two locales to transport labor and materials into the inner canyon. Although the SFRR water system was eventually incorporated into the existing Trans-canyon Water System between 1965 and 1960, two vertical iron I-beams which may have been associated with the cable

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tramway remain along the eastern side of the Bright Angel Trail near Indian Garden. Although rusted, the I-beams are in fair condition, and retain sufficient integrity to convey the significance of the original tramway system.

COLORADO RIVER TRAIL

Contributing structure:

Colorado River Trail

The Colorado River Trail spans 2.0 miles from the Bright Angel Trail at Pipe Creek to the South Kaibab Trail. The tread of the Colorado River Trail is generally constructed of loose gravel and dirt, or sand, depending on the geological strata it traverses. The width of the trail varies from 4 feet to approximately 8 feet depending on the constraints of the adjacent terrain, such as slopes, rocky outcrops or ledges, and shifting sand dunes. The trail was built by the CCC between 1933 and 1936 for the sole purpose of connecting the Bright Angel Trail to the South Kaibab Trail. Dubbed by CCC enrollee Louis Purvis as the “most hazardous of any of trail that had been built [by the CCC] at the park,” the trail was cut out of the schist and granite cliffs of the Colorado River using air compressors, jackhammers, and 40,000 pounds of blasting powder (Audretsch 2011, 31). Construction of the trail was completed in four phases, with the most difficult section of the trail represented by a 0.5 mile section in the vicinity of Pipe Creek—built between January and June 1935. Completion of the trail in January 1936 effectively marks the completion of all backcountry trail-building at Grand Canyon. Unlike the other Cross Canyon Corridor trails, which have been realigned or rebuilt post-period of significance due to maintenance and safety concerns, the Colorado River Trail continues to follow its original alignment and has not been altered. This is in part due to the trail’s location along the schist and granite cliffs above the Colorado River where alternative routes are not possible. For this reason, the alignment of the Colorado River Trail remains exactly as it was during the period of significance, and the overall physical condition of the trail is considered to be excellent.

Non-contributing structures:

Retaining Walls and Stone Edging

The retaining walls that line the edges of the Colorado River Trail consist predominantly of 4- to 5-courses of dry-laid, locally sourced stone. Most of these walls are present in the sand dune area on the downslope side of the trail and serve to prevent undercutting and erosion. The intermittent sections of stone edging delineate the Colorado River Trail. Although a structure’s appearance isn’t an absolute indication of its age, the expedient nature of their construction suggests that these structures likely post-date the original construction of the Colorado River Trail.

Silver Bridge

The Silver Bridge is located along the Colorado River Trail and serves as a river crossing for hikers continuing on to Phantom Ranch. Built in between 1965 and 1970 as part of the Trans-canyon Water System, the cable-span bridge is constructed of galvanized steel and has concrete abutments. The substructure of the bridge carries the water system’s 12.5-mile gravity pipeline from the Roaring Springs pumphouse to Indian Garden.

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NORTH KAIBAB TRAIL

Contributing structures:

North Kaibab Trail

The North Kaibab Trail is approximately 14.5 miles in length; it ranges in width from 5 feet to 8 feet, has a gradient of less than 20 percent, and traverses approximately 5,841 feet of elevation change from the North Rim of the Grand Canyon to its terminus at the south end of the Kaibab Suspension Bridge at the Colorado River. The tread of the North Kaibab Trail is generally constructed of dirt, sand, or loose gravel depending on the geological strata it traverses. Short stretches of small, rounded river rock have even been used where tread material from Bright Angel Creek is easier to access than other stone types. Cobblestone pavement is also present in heavily-used areas to protect the trail's tread. Depending on adjacent topographic and biological constraints such as steep slopes, drainages, rocky outcrops and/or ledges, and vegetation, the width of the trail varies from 4 feet to 6 feet.

For hundreds of years, this general route along Bright Angel Fault functioned as a transportation corridor for Native Americans. Beginning in the late 1800s, it also served as an access route into the canyon for prospectors, surveyors, hunters, North Rim cattleman and residents, and recreationists. Completion of the trail in 1928 created an important linkage from the North Rim to the Colorado River and the South Rim, resulting in a cross-canyon travel corridor. As GRCA's only regularly maintained trail from the North Rim to the Colorado River, the North Kaibab Trail remains an important link for rim-to-rim travel within the park.

Retaining Walls, Cobblestone Pavement, and Water Bars

Numerous drainage and stabilization features are present along the North Kaibab Trail. Many of these features, including steps and retaining walls constructed of locally-sourced boulders and river cobbles, concrete and stone spillways, and log and stone water bars were built by the Park Service between 1919 and 1928. Repairs to the trail in the years post-dating the district's period of significance have not affected the trail's overall integrity, as most of the walls, steps, and water bars were constructed in the same location using compatible rustic materials.

Supai Tunnel

The Supai Tunnel is located approximately 1.7 miles from the North Kaibab Trailhead; a level area adjacent to the tunnel serves as the first formal rest area along the trail corridor. Built by the Park Service in 1926, the tunnel is 20 feet long and passes through the Supai Formation and Redwall Limestone. The tunnel remains intact and the current alignment of the North Kaibab Trail continues to pass through it.

Non-contributing structures:

Seven Footbridges (including Bridge in the Redwall)

Seven footbridges are located at various creek crossings along the North Kaibab Trail. With the exception of the Bridge in the Redwall, which spans Roaring Springs Canyon, all of the bridges are unnamed. Four of the bridges (including the Bridge in the Redwall) were installed by contractor Halverson-Lent during reconstruction of the North Kaibab Trail following a flood in 1966; the dates of construction for the remaining bridges are unknown. All of the bridges have steel superstructures with concrete abutments. Two of the bridges have wooden plank decks and the decks of the remaining bridges are constructed of steel.

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SOUTH KAIBAB TRAIL

Contributing structures:

South Kaibab Trail

The South Kaibab Trail is 6.4 miles in length and traverses approximately 4,740 feet of elevation change from the South Kaibab Trailhead near Yaki Point on the South Rim to the Colorado River. The trail is approximately 4.5 feet wide and is generally constructed of loose gravel and dirt, depending on the geological strata it traverses. It also has stone retaining walls at specific locations along its length and numerous turnouts and rest areas for safety. From its inception, the trail has functioned as a transportation corridor for recreationists and Park Service and Fred Harvey Company and Xanterra employees. The trail was built by the Park Service between 1924 and 1925 to provide direct, year-round access to the inner canyon and Phantom Ranch area, and remains today as the park's shortest route from the South Rim to the Colorado River. Constant sun exposure keeps most of the trail free from snow and ice throughout the winter months, but the trail is known to be quite harsh during the summer due to a lack of water and shade along the trail. Despite its unforgiving nature, the near-ridgeline descent of the trail exposes hikers to panoramic views that attract users throughout the year.

Retaining Walls, Cobblestone Pavement, and Water Bars

Drainage and circulation features are present along the entire length the South Kaibab Trail, including retaining walls, cobblestone pavement, and water bars which are also considered character-defining features. The walls are constructed of variable courses of native stone that were dry-stacked or mortared in place. Other features of the trail, such as its raised log steps and water bars, have been built since the 1930s. Similar to the other structures built by the CCC and Park Service, these features blend in with the surrounding natural landscape of the trail and their construction methods are characteristic of Rustic architectural style.

Fossil Fern Exhibit

The Fossil Fern Exhibit was constructed by the CCC near the western edge of the Cedar Ridge overlook in the 1930s to protect fossilized ferns that were uncovered during their reconstruction efforts along the South Kaibab Trail. The structure, which remains largely the same as when it was first constructed, consists of an exhibit case with a low wall and two piers of coursed rubble masonry. The side-gabled roof of the small structure is supported by stone piers and round log brackets. An upright interpretative panel framed with round logs is present beneath the piers. The fern fossils remain in-situ and are protected by a large wood-framed exhibit case which rests below the interpretative panel. A historic photograph of the exhibit, taken in 1936, suggests that the only modification to the structure was replacement of the original juniper bark roof with wooden shingles, which occurred after the district's period of significance.

Kaibab Suspension Bridge (also known as the Black Bridge)

The earliest contributing structure along the South Kaibab Trail is the Kaibab Suspension Bridge (historically known as the Black Bridge), which was constructed over the Colorado River by the Park Service in 1928 to replace a former 1921 swinging bridge which had become unsafe. The bridge, which has not been modified since its original construction, is located 75 feet above the Colorado River and consists of a 500-foot-long by 5-foot-wide steel truss suspension bridge with steel plate floors overlaid with asphaltic concrete.

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Kaibab Suspension Bridge Tunnel

This structure consists of a 105-foot-long by 10-foot-high by 6-foot-wide unnamed tunnel located at the southern terminus of the South Kaibab Trail. The tunnel was blasted through the granite walls of the canyon in 1928 to provide access to the southern end of the Kaibab Suspension Bridge. The tunnel has not been modified since its original construction and remains intact today.

INDIAN GARDEN

Contributing structures:

Indian Garden Dam

The submerged dam contained water for the re-handling pumphouse which pumped water to the main pumphouse. The dam is constructed of concrete and measures 23 feet long by 6 inches wide.

Indian Garden Water Reservoir

This structure consists of a round concrete reservoir built in 1932 by the SFRR (Anderson 2002). The reservoir is 40 feet in diameter and has a 70,000 gallon capacity. A portion of the tank is underground and the top of the tank is located behind a stone parapet. Stone veneer has been applied to the exterior of the reservoir, which gives it a rustic character that blends with the inner canyon's natural setting.

Rock Wall by South Pumphouse

The L-shaped rock wall runs along the south side of the south pumphouse and then curves around the corner. It is the height of the pumphouse window sill at the corner and allows access up to the reservoir. The wall is comprised of native stone, was constructed in the district's period of significance, and is considered a contributing structure.

PHANTOM RANCH

Contributing structures:

Rock House Bridge abutments

Constructed by the CCC near the USGS developments in Bright Angel Creek Delta in 1936, the Rock House Bridge was destroyed by flooding in 1957. However, the large rock and masonry abutments on either side of the river remained and were repurposed in 1965 during the construction of the Trans-canyon Water System to support an aluminum and wood plank bridge (Anderson et. al 2010, 7; Bendt 1968; Ervin 1986; Stricklin 1965). The tiered stone and masonry structure is approximately 3 feet in height.

The CCC Mule Shelter and Corral

The CCC Mule Shelter and Corral were constructed in 1935 as part of larger CCC improvements to Phantom Ranch. The semi-circular stone and milled wood shelter has a wood frame roof and was designed to harmonize with the natural setting of the inner canyon. The central part of the structure is divided into three sections with overlapping side-gabled roof lines and open bays. The sections on either end of the building have pyramidal-shaped roofs and the walls are

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partially enclosed with wood. The corral is constructed of cobble masonry and has built-up piers that support a pipe fence. A cobble masonry trough is present in the center of the fence; the trough has been segmented into individual chambers to provide separate watering areas. A large tree in the center of the trough provides shade for the animals.

Welcome Corral

The Welcome Corral is a circular in shape and consists of 13 pyramidal-shaped rock masonry piers that are set apart with metal chains draped between each of the 13 structures. The corral was constructed in 1928 by the Fred Harvey Company to provide a dismount location for patrons of their mule tours. An elevated metal pipe arch spans two of the pyramidal structures and a wooden sign with the words "Phantom Ranch Welcomes You" hangs from the pipe frame.

Phantom Ranch Reservoir

The reservoir is a raised, poured concrete structure constructed by the Fred Harvey Company in 1922 as part of the original Phantom Ranch infrastructure. The reservoir is approximately 20-feet-long by 12-feet-wide and topped with a flat wood plank roof which is covered in rolled asphalt. A secondary raised rectangular opening with a metal cover is present on top of the roof. Two pipes project from opposite sides of the concrete structure. The reservoir is located approximately 120 feet southeast of the North Kaibab Trail.

Outdoor Fireplace

The Outdoor Fireplace is located to the west of the Dining Hall and consists of a beehive-shaped, stone and concrete structure with a metal flue. The depth is such as to accommodate two large metal grates and accessories. Although the exact age of the fireplace is unknown, its date of construction is listed as between 1927 and 1933 on the Park's List of Classified Structures.

Phantom Ranch Sewer Line Stone Pylons

The four sewer pylons are large pyramidal-shaped stone masonry structures roughly 10 feet tall. The structures are predominantly visible along the northern bank of the Colorado River to the south of the CCC Mule Shelter and Corral and were erected by the SFRR in 1929 in association with the ranch's sewer system. The pylons were originally built to carry water pipelines leading from huge holding tanks located on the cliffs above the ranch to government buildings on the Bright Angel Creek Delta (Anderson et al. 2010; Cleeland 1986b, 47). The pipelines were destroyed by flooding in 1957 and a new sewer system was constructed. The pylons retain integrity of location and convey the existence of the original sewer line.

Non-contributing structures:

Dugout Storage

The dugout is a small, rectangular, lean-to structure with a shed roof and walls constructed of timber. The opening towards the front of the structure is framed with cross timbers and possesses screening. The structure is located on the east bank of Bright Angel Creek and is of modern construction.

Fred Harvey Corral

Located adjacent to the Fred Harvey Mule Barn, which was constructed in 1964, the corral is a large, irregular-shaped structure constructed of metal pipe. It is situated adjacent to the eastern wall of the canyon near the southern end of

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Phantom Ranch. A rectangular stone trough, which spans the length of the adjacent mule barn, is present at the northern end of the corral.

Phantom Ranch Amphitheater

The amphitheater has a central pathway flanked by five rows of benches on either side. The benches are constructed of wood and each is set on top of three stone and mortar piers. A table is located at the front of the amphitheater providing a space for interpretive talks. The structure is located near the Welcome Corral and was constructed in 1984, after the district's period of significance.

Antenna Shed and Microwave Satellite Dish

The antenna shed is a small, rectangular-shaped wood frame structure with board-and-batten exterior walls. The roof has a high pitch with exposed rafter tails. A large metal pole extends from a platform on one corner of the building and supports a microwave satellite dish, which provides telephone service at Phantom Ranch. The structure is located towards the north of the ranch and is of modern construction.

Bright Angel Creek Delta Kiosk

Located within the eastern portion of the Bright Angel Creek Delta, the kiosk consists of a wood frame structure supported by two wooden posts. The kiosk is one-sided and has a corkboard-style panel enclosed in a glass case. The panel is covered with a wood frame roof. The kiosk is one of two informational kiosks present at Phantom Ranch.

Kiosk near Rock House Bridge

This kiosk is located north of the Rock House Bridge and consists of a double-sided wood frame structure that has three corkboard-style panels with hinged glass doors on either side. The structure is set upon a stone masonry foundation. The wood frame continues above the kiosk, creating a small, side-gabled, wood shingle roof which provides shade for the reader. The structure is the largest of the two kiosks located at Phantom Ranch.

Helipad

The modern helipad at the Bright Angel Creek Delta consists of a 50-foot-diameter rock circle with a graded center. Larger rocks are located around the outside edge.

YAKI POINT (SOUTH KAIBAB TRAILHEAD)

Contributing structures:

Barn Cistern

The stone and concrete structure is associated with the Fred Harvey Mule Barn at Yaki Point (South Kaibab Trailhead) and was constructed in 1929. The cistern is located immediately to the rear of the barn on the eastern side. The cistern is rectangular and measures 22 feet long by 8 feet wide by 6 feet high.

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Residence Cistern

The Residence Cistern consists of a circular stone and concrete structure located roughly 60 feet to the northeast of the Park Service Residence. The structure, which measures 8 feet in diameter and 5.5 feet high, was constructed by the Park Service in 1926.

Non-contributing structures:

Park Service Mule Shelters, Shed, and Corral

This grouping of four shelters and one shed encircled by a corral is located at the southern end of Yaki Point to the rear of the Harvey Mule Barn. The corral is comprised of a six-rail metal fence which connects to the western and southern elevations of the barn. The shed abuts the rear elevation of the barn and consists of a metal and wood frame structure with a corrugated metal roof. The shed is open on its north, south, and west sides, and a corrugated metal wall forms the eastern elevation. The shelters are located to the west of the shed and barn and consist of rectangular structures with metal posts and corrugated metal roofs. All of the structures appear to be of modern construction.

Water Catchment System

The water catchment system is located at the southeast of the Yaki Point area at the top of a small rise to the north and east of the Park Service and Fred Harvey Residences. The system consists of a wood frame storage shed and an adjacent steel water tank. The small storage shed is built on a concrete foundation and has horizontal wooden siding and a shed roof that is covered with asphalt shingles. The building is accessed by a double door present on its western, or main elevation. The water tank is situated immediately northwest of the storage shed. Park Service records indicate that both structures were installed after 1965.

Mule Corral and Shelter

The mule corral is located toward the north of Yaki Point and encircles the Mule Barn. The four-rail metal fence has two swinging gates. A large shade structure is located in the center of the corral. The structure has a large exposed truss roofline supported by metal poles set in concrete foundations. The structures are of recent construction.

Water Station Sign

The water station sign consists of an interpretative sign and watering station located to the near the parking lot and South Kaibab Trailhead. The sign is housed in a metal casing and sits atop several courses of stone masonry; two water spigots embedded in the sign provide water to hikers embarking on the nearby South Kaibab Trail. The structure is of modern construction.

Kiosk near the Water Station Sign

This is a double-sided wood frame structure set upon four courses of masonry with hinged glass doors on either side. The wood frame continues above the kiosk, creating a small side-gabled wood shingle roof which provides shade for the reader. The kiosk is located immediately south of the water station sign, along the northern edge of the parking area. The kiosk appears to be of modern construction.

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Kiosk at the South Kaibab Trail Overlook

The second of two kiosks at Yaki Point, this structure consists of a metal-framed, single-sided structure with no overhead covering. It is located near the edge of the canyon's South Rim in a level area overlooking the South Kaibab Trail. The structure appears to be of modern construction.

BRIGHT ANGEL CAMPGROUND

Non-contributing structures:

Bridge to Bright Angel Campground

The bridge spans the Bright Angel Creek at the north end of Bright Angel Campground and connects to the North Kaibab Trail. The bridge consists of a steel deck bridge with steel side walls. To balance the discordant nature of the steel materials, the abutments of the bridge were constructed of native stone and stone piers were placed at the bridge's four corners. Additionally, wooden planks have been installed above the steel deck of the bridge to give it a more rustic appearance. The bridge is of recent construction.

Adirondack Shelter

The Adirondack Shelter is located toward the southern end of the campground and is built adjacent to the western wall of the canyon. The structure has a shed roof which is supported by four U-shaped stone and masonry pillars, which form two half walls and create three open bays under the roof. The canyon wall forms the rear of the structure. It currently functions as a picnic shelter for those occupying the group camp site. The structure was built by Park Service in the mid-1960s.

Kiosk near the Bright Angel Campground Restroom

This structure consists of a double-sided, wood frame kiosk structure with hinged glass doors on either side. The wood frame continues above the kiosk, creating a small, side-gabled wood shingle roof which provides shade for the reader. It is located near the center of the Bright Angel Campground, to the east of the campground's restroom building. The condition of the kiosk suggests it is of modern construction.

ROARING SPRINGS

Contributing structures:

Remnant Section of the Union Pacific Railroad (UPRR) Cable Tramway System

Although Roaring Springs has been the source of water for facilities on the North Rim of the Grand Canyon since 1928, only one contributing structure—a remnant section of the UPRR Cable Tramway System and the Trans-canyon Telephone Line—is currently present in this area. The UPRR structure, which consists of a partially-collapsed wooden platform, is located near the bottom of Roaring Springs Canyon to the west of the Roaring Springs spur trail; a waterless restroom facility, built by Park Service in 1999, is located 162 feet to the northwest. The platform is built into an adjacent slope to the west of Bright Angel Creek and has two support posts at its western end. A large wooden spool containing steel cable is present upslope and to the northwest of the structure and numerous artifacts, including fragments of metal rebar, chains, bolts, and mounting hardware, surround the structure. Although the exact age and function of the platform

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is unknown, its location within the canyon and its proximity to the creek, as well as the materials present, suggests that it is related to the construction of the 1928 UPRR water system.

Non-contributing structures:

Helipad

The helipad is a large rectangular poured concrete pad located adjacent to the former pumphouse operator's residence with a concrete walkway that leads from the pad to the adjacent building. The helipad has directional landing markers painted on the surface and is of recent construction.

Pumphouse Helipad

A secondary helipad structure is located near the pumphouse and is accessed by a set of stairs from the pumphouse. The pad is a large rectangular shaped poured concrete structure with directional landing markers painted on the surface and is of recent construction.

Water Intake Structure

The water intake structure was constructed as part of the Trans-canyon pipeline and consists of a 10-inch-diameter inlet pipe in a natural cave which funnels water to the Roaring Springs pumphouse. The pipe penetrates into the cave approximately 1 foot for suction intake. The inlet pipe sits behind a spring loaded metal door. A metal step and landing lead to the metal door.

COTTONWOOD CAMPGROUND

Non-contributing structures:

Fenced Mule Corral

A horizontally-shaped three -pipe metal corral is located in the northern portion of the campground. The corral is large and does not presently have a gate. The corral is of modern construction.

Kiosk

A wood frame, 3-part kiosk with a glass case is located towards the center of the campground. The wood frame continues above the kiosk, creating a small side-gabled wood shingle roof which provides shade to a bench located in front of the kiosk. The kiosk is of modern construction.

Helicopter Pad

A stone-lined helicopter pad, of modern construction, is located to the north of the ranger station and facilities.

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MULTIPLE LOCATIONS WITHIN THE CROSS CANYON CORRIDOR HISTORIC DISTRICT

Contributing structure:

Trans-canyon Telephone Line (previously listed in the NRHP)

The Trans-canyon Telephone Line was initially constructed by the CCC in 1934. That year, CCC enrollees surveyed and cleared right-of-way along the Bright Angel Trail, Colorado River Trail, and North Kaibab Trail for the installation of a Trans-canyon telephone line which stretched 25 miles between the North Rim and South Rim of the canyon. The structure, which was completed in September 1935, consisted of a single telephone line hung from poles constructed of 2-inch-diameter galvanized pipe. In 1938, the existing poles of the telephone line were upgraded and modified by the addition of a second circuit and new cross-arms (Anderson 2002a, 6; Cleeland 1986a; Cleeland 1986b, 54). With the exception of recent repairs, which obliterated a 1.5-mile-long section of the line between Phantom Ranch and the River Rest House in 1982, the telephone line remains intact and its galvanized steel poles are present within all of the developed areas within the Cross Canyon Corridor Historic District. The Trans-canyon Telephone Line was individually listed in the NRHP on May 13, 1986.

Non-contributing structure:

Trans-canyon Water System

The Trans-canyon Water System is a modern, non-contributing structure. Portions visible at several locations along the Bright Angel Trail and its creek crossings were incorporated from the early water system constructed by the SFRR between 1931 and 1932. The pipeline initially measured 6 inches in diameter and was part of a system that supplied water from the South Rim to Indian Garden. In 1965, the water line was integrated into the Trans-canyon Water System, which carried water from Roaring Springs to the South Rim through the Indian Garden water pumping system. Continuous repairs have been made to the water system since its initial construction. In 1985, the water line was routed west of the Yavapai Museum on the North Rim of the canyon and upgraded to an 8-inch-diameter steel pipe. The pipeline crosses the Bright Angel Trail in numerous locations and is supported on native stone and mortar piers at creek crossings.

BUILDINGS

BRIGHT ANGEL TRAIL

Contributing buildings:

Mile-and-a-Half Rest House

Constructed by the CCC in 1936, Mile-and-a-Half Rest House is a gable-roofed, native stone building constructed at the base of a large Redwall butte approximately 12–15 feet above the Bright Angel Trail at its 1.5-mile point. The south wall of the building is cut into the natural rock outcropping of the butte and the wooden-beam frame roof is supported by four, large stacked native stone piers that reflect the butte's overall form. The rest house is accessed by 6-inch to 12-inch-high native stone steps that are set into the same outcropping the rest house is built upon. An emergency phone and water spigot are located in the vicinity of the rest house. In 2001, the structure was rehabilitated due to damages sustained by falling rocks. Rehabilitation at this time included the replacement of shingles, re-pointing of the mortar work, and restoration of a portion of the roof and southeastern stone pillar.

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Three-Mile Rest House

The Three-Mile Rest House is a wooden-beamed, gable-roofed, native stone building built in 1935 by the CCC. It is similar in style and construction to the Mile-and-a-Half Rest House. This rest house is located near the end of a ridgeline approximately 20 feet above the Bright Angel Trail at its 3-mile point, and has 360-degree views due to its exposed site location. It provides a good lookout point for both up-trail and down-trail viewing and is accessed by 6-inch to 12-inch-high native stone steps that are set into the slope of the ridge it is built upon. An emergency phone and water spigot are located in the vicinity of the rest house. Nearby is an abandoned cable anchor foundation. At some point modern facilities were added to the rest house; however, the dates of these additions are unknown. The rest house is in good condition.

Indian Garden Rest House

The Indian Garden Rest House is a wooden-beamed, gable-roofed, native stone building built in 1937 by the CCC. It is similar in style and construction to the other CCC rest houses. It is located approximately 6 to 8 feet below the Bright Angel Trail and is accessed by 6-inch to 1-foot-high native stone steps that are set into the slope the trail is constructed upon. There are no facilities at the Indian Garden Rest House itself, but there is a telephone available at the Indian Garden Ranger Station. When recorded by Anderson in 1998, the building had been declared off limits to the public because of its poor, unstable condition. The roof has since been replaced, and the building is now habitable. It is believed to have sufficient integrity to be a contributor to the district.

River Rest House

Built by the CCC in 1936, the River Rest House is located adjacent to the trail near the mouth of Pipe Creek as it flows into the Colorado River. The River Rest House site is the most developed of all of the rest house sites. The rest house consists of a wooden-beamed gable-roofed native stone building built similar to and in the same manner as the other rest houses. It is located approximately 5.5 feet above Pipe Creek and the Bright Angel Trail and is accessed by a secondary trail that crosses Pipe Creek. After crossing the creek, 6-inch to 1-foot-high native stone steps lead to a small stone patio created by native stone retaining walls in front of and to the south of the rest house. The west side of the rest house is built against a small escarpment located at the base of the inner canyon wall. The wooden-beam frame roof of the rest house is supported by large, stacked native stone piers. A stone barbeque grill that has been disabled by Park Service is built into one of the outside corners of the rest house. There is also a hitching post comprised of a U-shaped iron pipe cemented into the ground and a stone water fountain located to the south of the building. In 1956, the roof of the structure was replaced due to fire. In 2001, renovations were made to the structure when an inspection revealed that the rest house was in need of repair. Renovations at this time included re-pointing of the mortar work, stone replacement, replacement of the roof decking, addition of new shingles, and repainting (Leonard et al. 2010a). All rehabilitation work was performed in consultation with the SHPO (Leonard et al. 2010a). Additional modern improvements in the vicinity of the building include the construction of a waterless restroom facility during the 1980s. The restroom facility is located approximately 100 feet northeast of the rest house and does not affect its setting or integrity.

COLORADO RIVER TRAIL

Non-contributing building:

Pipe Creek Restroom

The Pipe Creek Restroom building is located approximately 245 feet south of the Colorado River at its intersection with the Bright Angel Trail to the east of Pipe Creek. The building, which was constructed by Park Service sometime after 2003, is similar in construction to other restrooms in the park, including those along the Bright Angel and South Kaibab

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Trails. The restroom consists of a wood frame building that is elevated above the surrounding terrain on a raised concrete foundation. The building has a front-gabled roof that forms a small porch on its main elevation, or eastern facade. The roof is covered with asphalt shingles and the exterior of the building is sheathed with rustic wooden siding. The restroom facility is the only building constructed along the Colorado River Trail.

NORTH KAIBAB TRAIL

Non-contributing building:

Waterless Restroom adjacent to Supai Tunnel

A waterless restroom building is located northeast of the Supai Tunnel. The building is elevated to house septic facilities underneath the main floor. The bottom story consists of storage space and provides access to the pit toilet facilities, which are located on the second floor. The building rests on a concrete foundation and has a side-gabled roof. The exterior of the second story is sheathed with board-and-batten siding; the bottom floor of the building is covered with horizontal wooden siding. The main elevation of the building has a small porch that is accessed by a wooden ramp and supported by wooden posts. The building is of recent construction.

SOUTH KAIBAB TRAIL

Non-contributing buildings:

Cedar Ridge Restroom

The restroom building at Cedar Ridge is a modern waterless restroom facility located along the South Kaibab Trail. The restroom building is elevated to house septic facilities underneath the main floor. The bottom story consists of storage space and provides access to the pit toilet facilities, which are located on the second floor. The building rests on a concrete foundation and has a side-gabled roof; the roof of the Cedar Ridge restroom building is covered with corrugated metal. The exterior of the second story is sheathed with board-and-batten siding; the bottom floor of the building is covered with horizontal wooden siding. The main elevation has a small porch that is accessed by a wooden ramp and supported by wooden posts. The building is painted brown as to be unobtrusive to the natural setting of the overlooks.

Tip-off Restroom

The restroom building at Tip-off is a modern waterless restroom facility located along the South Kaibab Trail. The restroom building is elevated to house septic facilities underneath the main floor. The bottom story consists of storage space and provides access to the pit toilet facilities, which are located on the second floor. The building rests on a concrete foundation and has a side-gabled roof; the roof is covered with sheet metal. The exterior of the second story is sheathed with board-and-batten siding; the bottom floor of the building is covered with horizontal wooden siding. The main elevation has a small porch that is accessed by a wooden ramp and supported by wooden posts. The building is painted brown as to be unobtrusive to the natural setting of the overlooks.

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INDIAN GARDEN

Contributing buildings:

Ranger Station

The ranger station at Indian Garden was constructed by the Park Service in 1932. The small, gable-roofed structure originally consisted of a kitchen and bedroom with a closet and bathroom. In the 1960s, a two-wing addition was constructed to the rear of the west façade, giving the building a T-shaped appearance. Constructed in the Park Service Rustic architectural style, the front façade of the building has two massive stone corner piers and exposed frame construction. The stone used to construct the building was salvaged from a demolished stone structure that was begun by Cameron in 1906, but never completed. The building currently serves as a SAR cache and contact station.

Rock Residence

The Rock Residence (also known as the Pumptender's Residence and the Park Service Quarters) was built in 1942 by the SFRR. The building originally functioned as a residence for the water systems caretaker and replaced the original pumptender's house, a frame building originally constructed in 1932 and destroyed by fire in 1942. As such, the replacement building was constructed to be as fireproof as possible. The residence currently consists of a one-story, two-room building constructed of native stone with a cement-asbestos roof. The building measures approximately 15 feet by 22 feet and was built according to drawing number CECL-89-20938. The building was donated by the SFRR to the Park Service in 1953 and is currently used as a meeting facility.

Pumphouse (South Pumphouse)

The pumphouse was constructed in 1932 by the SFRR to pump water to the South Rim. The building measures 31 feet 4 inches long by 23 feet 8 inches wide and has a flat roof built-up behind a parapet. Although two stories in height, the building contains only a single room. It is concrete with a native stone veneer and has a central metal door with a transom. The door is flanked by metal framed windows. The building became known as the South Pumphouse after construction of a supplemental pumphouse, known as the North Pumphouse, in 1962. The building's function was superseded when modifications were made to the North Pumphouse in the mid-1980s and it is no longer used.

Non-contributing buildings:

Comfort Station

The comfort station, constructed in 1987, is located on a hill east of Bright Angel Trail near the visitor rest area. The side-gabled building is constructed into a hillside with a lower level shed roof extension storage area. The building is constructed of plywood and has board-and-batten walls.

Administration buildings

This complex of buildings includes two residences, a laundry room, clinic, repair shop, and bunkhouse. The administration area was constructed in 1989. The side-gabled buildings have a mixture of stone and masonry and board-and-batten walls.

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North Pumphouse

The North Pumphouse was constructed as part of the Trans-canyon Water System in 1967. The rectangular-shaped building has a low-pitched roof which is obscured by a parapet. The building was originally wood frame and stucco construction and in the 1980s it was sheathed in stone veneer.

Mule Barn

The mule barn is located near the intersection with Bright Angel Trail and consists of a rectangular-shaped, side-gabled building with a side-gabled extension. The extension is supported by stone and masonry piers which create an open bay that functions as a mule shelter with feeding troughs. The walls of the building are comprised of both stone and masonry columns as well as wood siding. The building was constructed in 1989.

PHANTOM RANCH

Contributing buildings:

Manager's Cabin

The manager's cabin is a rectangular shaped building with a steeply pitched front gable and a shed roof addition to the northern facade. The roofline of the front facade extends out, supported by knee braces, creating a covered entry. The building is of stone and masonry construction with prominent wood casement windows and an offset front door. The windows are bordered by wood and are inset from the rock walls. The shed roof addition is of wood frame construction sheathed in board-and-batten siding.

Guest Cabins #8, 9, and 11

The earliest buildings at Phantom Ranch were designed by noted Fred Harvey Company architect, Mary E. J. Colter and were built by the Fred Harvey Company and the SFRR in 1922 to accommodate visitors arriving to the ranch by mule. These buildings, which remain the focal point of the ranch today, consist of one-story stone and wood frame buildings built in the Craftsman Bungalow architectural style. Although unique in their design, each building has overhanging eaves, exposed rafters with knee braces, decorative purlins, chevron-patterned board-and-batten gable ends, and multiple-light casement windows. Additionally, the foundations, exterior walls, chimneys, and corner piers of the buildings are constructed of large boulders, rounded river cobbles, and angular rocks that were gathered locally and display a wide variety of texture and color due to the many different geological formations of the canyon from which they eroded.

Dining Hall

This building is the largest of the first five buildings constructed at Phantom Ranch and has undergone several additions. The building is irregularly shaped and possesses a cruciform plan with two side gable wings connected by a cross gable section. A flat-roof board-and-batten sheathed structure has been added to the northwest corner of the building. With the exception of the flat-roofed addition, all of the roof lines are steeply-pitched with wide overhanging eaves and decorative exposed rafter tails supported by wooden braces. All walls are constructed of rock and masonry as are the chimneys. A mixture of double hung and multi-lite wood casement windows can be found on the building.

According to the documentation prepared by Cleeland (1986), the original portions of the building were those to the north and included a dining hall, the northernmost side gabled portion of the building, and a kitchen housed in the cross-gabled extension to the south. A front gable extension to the north created an entry to the dining hall. In 1928, the southern side-

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gabled portion of the building was added. According to Cleeland, as of 1985 the original functions of the three areas had changed and the 1923 dining hall had become the kitchen, the 1923 kitchen had become the staff dining hall, and the 1928 addition had become the guest dining hall.

Guest Cabins #1–7 and 10

Between 1926 and 1930, the Fred Harvey Company and Park Service expanded their facilities at Phantom Ranch to include eight new guest cabins. All of the buildings are sheathed with board-and-batten siding and have walls, foundations, and corner piers constructed of native stone and rounded river cobbles. Unlike the original buildings, which have a front-gabled entrance and overhanging eaves, the later guest cabins have a moderately pitched side-gabled roof with a low-pitched gablet on the front elevation.

Wash House (#894)

The wash house (formerly known as the Restrooms/Maintenance Building) is a rectangular-shaped building with a steeply-pitched, front-gabled roof with an offset front gable extension. A shed roof addition extends to the east of the offset gable extension giving a minor "L" shape to the building as a whole. The building is of wood frame construction sheathed in board-and-batten siding. Horizontal siding sheathes the shed roof addition. A locked door is located at the center of the shed roof portion making it appear to be used for storage. Two entry doors are located on the main portion of the front facade creating access to a woman's and man's restroom. The building, as mapped by Cleeland (1986) appears to be much smaller in scale than the present building footprint. The shed roof addition to the east is evident, however further modifications from 1986 are not readily apparent. While the building's integrity of design has been impacted by the addition, the retained aspects of integrity allow the building to convey its historic use as a restroom facility.

Employee Bunkhouse (#878)

The employee bunkhouse (formerly known as the Recreation Hall) is a T-shaped building with a front-gabled center and flat roof additions on either side. The original central portion has a steeply pitched gable roof and was constructed of wood frame with stone piers. A large attic vent is located under the roofline. The building also had a large stone fireplace and two, 38-foot-long by 12-foot-wide open porches present on its north and south sides but these have been enclosed with flat roof additions on either side of the original facade. These wood frame additions have corner stone piers and the walls are sheathed in board-and-batten siding.

Shower and Bathhouse (#879)

The shower and bath house is an irregular-shaped building with a complex roof type. A prominent front gable has a side-gabled extension which is intersected by cross gables. The building is constructed almost entirely of stone and measures 38 feet long by 28 feet wide. Separate men's and women's restroom entrances are located in the opposing cross gables (Johnson et al. 1980).

Employee Cabin (#895)

The employee cabin is a rectangular-shaped building with a steeply pitched front gabled roof. The wood frame building has vertical wood siding with decorative vertical and horizontal lath applied to the siding. The front entry is offset with a single window located at the center of the front facade. The roof has exposed rafter tails and is covered in a composite shingle.

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Cowboy Dorm (#868)

The Cowboy Dorm (formerly known as the Delco Light Plant) is a small rectangular building with a medium pitched front-gabled roof and an extending shed roof off of the eaves of one side of the building. Stone and mortar piers are located at the corners of the building. The wood frame walls have board-and-batten siding. An attic vent is located under the gable, the roof has exposed rafter tails and is covered in a composite shingle which mimics wood.

Trail Crew Bunkhouse

The L-shaped building has a central front-gabled portion with a 1979 addition to the west facade near the northwest corner of the building creating the ell. A shed roof screen porch fronts the main facade of the building. The building is of wood frame and stone masonry pier construction. The wood frame walls are sheathed in board-and-batten siding. While the building's integrity of design has been impacted by the addition, the retained aspects of integrity allow the building to convey its historic use as a bunkhouse.

STP Operator's Cabin

The STP Operator's Cabin (formerly known as the USGS Laboratory) first structure built structure built by the USGS on the Bright Angel Creek Delta. Built in 1922 in association with a gauging station and recorder tower on the northern bank of the Colorado River, the building was modeled after Mary E. J. Colter's Manager's Cabin. The L-shaped building has a steeply-pitched, front-gabled roof. A small cross-gabled addition is located on one of the facades creating the ell. Stone and masonry makes up the lower portion of the walls on all sides and the stone and masonry extends into piers at the corners as well as being interspersed between sets of windows. The wood frame portions of the walls are recessed approximately 1 foot from the stone portions of the walls. The wood siding has a decorative lath appliqué. The door is located at the center of the front facade with the stone and masonry piers and lower portions of the wall creating ells on either side of the door. Windows are located across the front facade on either side of the door and wrap to the adjacent facade (Cleeland 1986c, 67).

Rock House

The building (formerly known as the Caretaker's Cabin), was added to the Bright Angel Creek Delta in the late 1920s. The long, L-shaped house has a front gabled roof with a side shed roof extension which creates the modest ell. The building was constructed almost entirely of wood; only the foundations and corner piers were constructed of stone. The roof line of the front, main facade extends over the entry and is supported by braces creating a covered entry. The second entry is located along a side, more expansive facade. The point at which the door is located the wood frame walls change from vertical siding to horizontal siding, suggesting that this portion of the building may have been an addition.

River Ranger Station

The River Ranger Station was built by the CCC following standard plans and utilized stone and wood in construction, and was designed to harmonize with the canyon's natural setting. The original stone pier and wood frame building was constructed between 1928 and 1935 and has had three subsequent wood frame additions which have significantly increased the size of the building. Although the building has lost integrity of design, the remaining aspects of integrity allow the building to convey its historic function.

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Non-contributing buildings:

Storage and Maintenance Sheds #1–4

A group of four small, rectangular-shaped storage sheds are clustered around the restroom facility to the north of the Dining Hall. Each shed is of wood frame construction with side gable or shed roof lines. The buildings have horizontal wood siding and all are of modern construction.

Hiker Dorms

Four prefabricated buildings used as hiker dorms are located at the northern portion of Phantom Ranch. The small, rectangular-shaped one-story buildings have front-gabled roofs and are of wood frame construction with board-and-batten siding. The buildings sit on a raised concrete foundation and have concrete stairs leading to the front door which is centrally located on the front facade. The buildings were erected by the Park Service in 1977 and replaced the original tent frame units. At the time of their construction, each of the buildings contained five bunk beds, a bathroom and shower, and had heating and cooling systems. The bathroom facilities were subsequently removed to provide additional sleeping space for hikers.

Laundry Building

The laundry building is located to the northeast of the dining hall and was constructed in 1974. The rectangular-shaped building is front-gabled with a gablet over the front entrance. The building is of wood frame and stone masonry construction. The stone and masonry form corner pillars of the building. The upper portion of the wood frame walls are sheathed with board-and-batten siding and the lower portion of the walls have horizontal wood siding.

Ranger Station

The ranger station is located in the central portion of the Phantom Ranch area north of the trail crew bunkhouse and was constructed in 1966. The long, rectangular-shaped building has a side-gabled roof and is of wood frame construction. The upper portion of the walls consists of board-and-batten while the lower portion of the walls are comprised of horizontal wood siding. A built-up porch with a lattice roof is located at the front of the building.

Fred Harvey Mule Barn

The Fred Harvey Mule Barn is located in the central portion of the Phantom Ranch area and was constructed in 1964. The rectangular-shaped, shed roof building has a cross shed roof awning which extends out and is supported by metal posts giving the overall structure the appearance of a side-gabled roof. The walls of the building are stone and mortar with a wood frame roof. A single metal and double metal door provide access to the building's south side that is adjacent to the corral.

Delta Restroom

The Delta Restroom, constructed in 1981, is located in the Bright Angel Creek Delta portion of Phantom Ranch. The rectangular-shaped building has a side-gabled roof. The building is of wood frame and stone and masonry construction. The stone and masonry form corner pillars of the building while the wood frame takes the form of board-and-batten on the main walls. The building has long lateral vents on the front façade.

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Sewage Treatment Plant

The sewage treatment plant, constructed in 1981, is located in the center of the Bright Angel Creek Delta cluster of development. The large, rectangular-shaped building has a front-facing gable roof and is of wood frame and stone and masonry construction. The stone and masonry form concrete pillars on the corners of the building and are also columns along the main walls. The exterior walls of the building are sheathed with board-and-batten siding.

Storage Shed

The storage shed (formerly known as the USGS Silt Laboratory) is a small, rectangular-shaped building located to the southeast of the treatment plant operator cabin. The front-gabled building is of wood frame, and stone and masonry construction, with the stone and masonry portion forming pillars at the corners of the building. The remaining walls are of board-and-batten construction. The building was constructed in 1947 outside of the period of significance.

SAR Cache

The SAR cache is a small shed-like building located to the south of the river ranger station. The building has a front-gabled roof and is of wood frame construction with a door symmetrically located in the center of the front façade. The walls of the building are plywood with framing. The building is of recent construction.

Trash Compacting Building

The trash compacting building is a small rectangular-shaped building located to the south of the river ranger station. The building has a side gabled roof and is of wood frame construction. The lower portion of the building has board-and-batten siding while the upper section of the building has screening over wood frame. The building is of modern construction.

Nursery Shed

The Nursery Shed is a medium-sized, rectangular-shaped building located to the south of the Sewage Treatment Plant. The front-facing gable roof has a side extension which creates a covered storage area. The double-entry door is symmetrically located in the front facade. The exterior of the building is sheathed with vertical wooden plank siding. A garden, encircled by a stone and masonry wall, is present at the northern end of the building. The building is of modern construction.

YAKI POINT (SOUTH KAIBAB TRAILHEAD)

Contributing buildings:

Fred Harvey Residence

The first building constructed at Yaki Point (South Kaibab Trailhead) was the Fred Harvey Residence. Built for use as a guide's house in 1927, the residence currently consists of a one-story wood frame building with a clipped-gable roof. The building measures 24 feet long by 26 feet wide; a small shed-roofed porch is present on the main elevation of the building and an addition has been added to the building's rear ell. The porch is accessed by five concrete steps and is surrounded by wooden railings. The exterior of the building is sheathed with wooden V-groove siding and the roof is covered with wooden shingles. The majority of the windows are double hung aluminum sash.

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Fred Harvey Residence Shed

The shed consists of a small wooden frame building with a shed roof. The building sits on a stone foundation and has wooden weatherboard siding. The roof is covered with asphalt rolled roofing. It is located approximately 33 feet northeast of the structure. The shed was constructed by the Park Service sometime between 1926 and 1929.

Park Service Residence

The residence, constructed in 1927, is of similar size and construction to the Fred Harvey Residence and consists of a one-room wood frame structure with a gable roof and masonry foundation. The building has two additions and a wooden porch, all of which have shed roofs. The exterior of the building has horizontal lap siding with mitered and butted corners. The original windows have been replaced with aluminum sash windows, and the roof was replaced with wood shingles in 2010 (Anderson 2010). Despite these modifications, however, the building continues to maintain its rustic character and is considered a contributing feature of Yaki Point (South Kaibab Trailhead).

Park Service Garage

The garage, constructed ca. 1927, is located north of the NPS Residence and consists of a rectangular, two-room wood frame structure with a gable roof. The structure has a battered stone foundation and three flights of stone steps on its southern, western, and eastern facades. The exterior of the building is sheathed with wooden lap siding that has mitered corners and the roof is covered with asphalt rolled roofing.

Park Service Shed

The NPS Shed is located east of the Fred Harvey Mule Barn. It has a shed roof covered with rolled asphalt roofing, the walls are covered in board-and-batten siding, and the building sits on a concrete slab foundation. There is one window (boarded) on the north side and double doors on the front (west) side. The shed was constructed by the Park Service in 1927.

Fred Harvey Mule Barn

Built in 1929, the Fred Harvey Mule Barn is the largest of the contributing structures at Yaki Point (South Kaibab Trailhead). The large stone barn measures 86 feet long by 36 feet wide; it has 10-foot-high rubble rock walls and a gambrel roof that is covered with leaf-shaped asbestos shingles. The same shingles are also applied beneath the gables on its northern and southern elevations. The barn is accessed by large wooden doors which are present on the northern and southern elevations. The northern doors are covered with diagonal wooden planking, and the southern doors are clad with corrugated metal. Hay loft doors are present in the gables of the building and small three-lite windows with their original metal sashes are present on the east and west elevations.

Non-contributing buildings:

Park Service Mule Shed

The Park Service Mule Shed (formerly known as the NPS Mule Barn) is located at the northern side of Yaki Point, near the South Kaibab Trailhead. The long, L-shaped building is wood frame with a cross shed roof covered in metal. Although the shed was originally constructed in 1929, the building has been substantially modified and no longer retains integrity. Modifications to the wood frame, shed-roofed structure include removal and replacement of the horizontal lap siding with

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unlapped 2 x 4 boards in some areas, window and door replacement, and construction of a shed-roofed addition to the building's southern elevation.

Garage

The garage is located to the north of the mule shelter in the northern section of Yaki Point (South Kaibab Trailhead). The small rectangular-shaped building has a front facing gable roof and is of wood frame construction. A decorative truss is located within the exposed front gable. Double doors, constructed of vertical wood siding with decorative diamond-shaped wood strips take up the majority of the front façade. The wood siding on the remaining walls is horizontally placed. The building is of recent construction.

Restroom

The restroom is a small rectangular-shaped building located near the parking area at Yaki Point (South Kaibab Trailhead). The building has a front facing gable and is of wood frame construction. A single entry door is located on either side of the front façade for the two toilets. Exhaust pipes are raised off of the roof on the back side of the building. The walls have board-and-batten detailing. The construction of the building post dates 1965.

Shed

A small rectangular-shaped shed is located next to the water catchment system on the southern side of Yaki Point (South Kaibab Trailhead). The building has a shed style roof and is of wood frame construction with decorative horizontal board-and-batten treatment. The front facade has a double door entry taking up the majority of the facade. The building is of recent construction

BRIGHT ANGEL CAMPGROUND

Non-contributing building

Bright Angel Campground Restroom Building

Also known as the Comfort Station, this restroom building was originally constructed by the CCC during their tenure at the Grand Canyon; however, it was extensively modified by the Park Service in the 1960s as part of a larger restoration project at Bright Angel Campground. Details pertaining to the rehabilitation of the building are not known. The renovated wood frame and masonry building currently rests on a concrete foundation and has a front-gabled roof. The exterior of the building is sheathed with board-and-batten siding and the roof is covered with corrugated metal. Porches supported by native stone piers are present at the northern and southern ends of the building; stone veneer has been applied to the corners of the building to give it a rustic appearance. The building lacks windows but has louvered shutters within the wall of the eastern façade for ventilation.

ROARING SPRINGS

Non-contributing buildings:

Waterless Restroom Building

A waterless restroom building, constructed in 1999, is located at the northeastern portion of the campground. The building is elevated to house septic facilities underneath the main floor. The bottom story consists of storage space and provides

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access to the pit toilet facilities, which are located on the second floor. The building rests on a concrete foundation and has a side-gabled roof. The exterior of the second story is sheathed with board-and-batten siding; the bottom floor of the building is covered with horizontal wooden siding. The main elevation of the building has a small porch that is accessed by a wooden ramp and supported by wooden posts.

Pumphouse Operator's Residence

The Pumphouse Operator's Residence is located at the southern tip of Roaring Springs. The medium-sized, rectangular-shaped building was constructed in 1972. The wood frame building sits on a built-up concrete foundation and has a side gabled roof with overhanging front and rear rooflines which creates covered porches across the length of the front and rear facades. The building has been extensively modified since its original construction.

Roaring Springs Pumphouse

The Roaring Springs Pumphouse is located off a secondary trail in the northern portion of the Roaring Springs area. The rectangular-shaped building has a recessed portion along the front facade which gives the building a general U-shaped appearance. The 1978 facility has a front-facing shed roof with clerestory windows and a rear-facing shed roof which extends over the recessed portion of the front facade creating a covered entry. Clerestory windows line the upper rear-facing shed. The wall construction is unclear as the pebbledash finish creates the look of concrete panels.

Helipad Storage Building

The Helipad Storage Building is located downslope and to the west of the former Pumphouse Operator's Residence. This building, which is situated in the same location as the former 1928 UPRR Pumphouse, consists of a flat-roofed rectangular shaped building with a helipad above it. The building has a concrete foundation and its exterior is sheathed with aluminum siding and is of modern construction.

Helipad Storage Building

The storage building is located near the Roaring Springs Pumphouse and consists of a flat-roofed, rectangular-shaped building with a concrete foundation and exterior sheathed with aluminum siding. The building is of modern construction.

COTTONWOOD CAMPGROUND

Contributing building:

Cottonwood Ranger Station

The Cottonwood Ranger Station (formerly known as the Caretaker's Residence/Halfway House) is the only contributing building in the Cottonwood Campground. Located in the southwestern portion of the campground, the modified T-shaped cabin was constructed by the Park Service in 1927 in the NPS Rustic architectural style for use as a ranger station. The building has a front-facing gable with a side-gabled wing to the rear which forms the T-shape. An open space between the front and rear wings creates a covered living space. The building has a built-up native stone foundation and is of wood frame and stone masonry construction. Stone piers, located at corners of the building, and wood frame walls support a wood-shingled roof. The walls have vertical siding with decorative cross timber framing.

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Non-contributing buildings:

Storage Building

The storage building is a medium-sized, rectangular-shaped building located to the east of the Ranger Station. The side-gabled building is of wood frame construction with plywood and decorative board-and-batten framing. The building rests on a built-up concrete foundation and three doors are located along the main facade. The building is of recent construction.

Restroom Building

A waterless restroom building is located to the southeast of the Ranger Station. The building is elevated to house septic facilities underneath the main floor. The bottom story consists of storage space and provides access to the pit toilet facilities, which are located on the second floor. The building rests on a concrete foundation and has a side-gabled roof. The exterior of the second story is sheathed with board-and-batten siding; the bottom floor of the building is covered with horizontal wooden siding. The main elevation of the buildings has a small porch that is accessed by a wooden ramp and supported by wooden posts. The building is of recent construction.

Mule Corral Storage Building

The storage building is a small, rectangular shaped building located to the east of the mule corral. The front-gabled building is of wood frame and corrugated metal construction with an overhanging roofline which creates a covered entry. The building sits on a built-up stone and masonry foundation.

OBJECTS

PHANTOM RANCH

Contributing objects:

Phantom Ranch Lamp Posts

The lampposts consist of metal poles with arched arms and cobra-head light fixtures. The majority of the lights are situated in the northern portion of Phantom Ranch along the North Kaibab Trail in close proximity to the Colter-designed guest cabins. Although the exact age of the lights is unknown, it is probable that they were installed by the Fred Harvey Company and Park Service during expansion of Phantom Ranch in the late 1920s. Engineering plans for the ranch from 1928 reflect electric lights along electrical conduit lines. The lampposts were previously determined eligible by SHPO in 1997 as part of the North Kaibab Trail.

Phantom Ranch Dinner Bell

The metal dinner bell, which hangs on a wooden post to the east of the Dining Hall, was erected in 1922 and still signals meal time for guests of the ranch today.

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Non-contributing objects:

CCC Trans-canyon Telephone Plaque

The bronze plaque, which is mounted on a native stone pedestal to the west of the North Kaibab Trail, was erected by the Park Service in 1980s and pays homage to the work of the CCC on the historic telephone line. A similar plaque is present at the South Rim.

Rees Griffith Memorial Plaque

The object is a bronze marker commemorating the death of trail foreman Rees Griffith at his grave site. The marker was installed to the circa 1990.

ROARING SPRINGS

Contributing object:

Roaring Springs Lamp Post

The tall metal post with arched arm and light fixture appears to have been installed at the same time as the Pumphouse Operator's Residence, which would also make it contemporaneous with the lamp posts at Phantom Ranch of the late 1920s.

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Type	Historic Name	Cont.	Non-Cont.	Location	Reason Non-Cont.
Sites					
	Cross Canyon Corridor Landscape	X		Multiple locations	—
	Rees Griffith Grave	X		North Kaibab Trail	—
Structures					
	Bright Angel Trail	X			—
	Upper Tunnel	X		Bright Angel Trail	—
	Lower Tunnel	X		Bright Angel Trail	—
	Possible remnant I-beams of the SFRR Cable Tramway System		X	Bright Angel Trail	Association unclear
	Colorado River Trail	X			—
	Retaining walls and stone edging		X	Colorado River Trail	Association unclear
	Silver Bridge		X	Colorado River Trail	Age (1971)
	North Kaibab Trail	X			—
	Retaining walls, cobblestone pavement, and water bars	X		North Kaibab Trail	—
	Supai Tunnel	X		North Kaibab Trail	—
	Footbridges (7)		X	North Kaibab Trail	Age (1966–1971)
	South Kaibab Trail	X			—
	Retaining walls, cobblestone pavement, and water bars	X		South Kaibab Trail	—
	Fossil Fern Exhibit	X		South Kaibab Trail	—
	Kaibab Suspension Bridge (Black Bridge)	X		South Kaibab Trail	—
	Kaibab Suspension Bridge Tunnel	X		South Kaibab Trail	—
	Indian Garden Dam	X		Indian Garden	—
	Indian Garden Reservoir	X		Indian Garden	—
	Rock Wall by South Pumphouse	X		Indian Garden	—
	Rock House Bridge abutments	X		Phantom Ranch	—
	Fred Harvey Mule Corral		X	Phantom Ranch	Age (1964)
	CCC Mule Shelter and Corral	X		Phantom Ranch	—

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Type	Historic Name	Cont.	Non-Cont.	Location	Reason Non-Cont.
	Welcome Corral	X		Phantom Ranch	—
	Phantom Ranch Reservoir	X		Phantom Ranch	—
	Outdoor Fireplace	X		Phantom Ranch	—
	Phantom Ranch Sewer Line Stone Pylons	X		Phantom Ranch	—
	Kiosk near Rock House Bridge		X	Phantom Ranch	Age (unknown)
	Dugout Storage		X	Phantom Ranch	Age (unknown)
	Phantom Ranch Amphitheater		X	Phantom Ranch	Age (1984)
	Antenna Shed and Satellite Dish		X	Phantom Ranch	Age (unknown)
	Bright Angel Campground Kiosk		X	Phantom Ranch	Age (unknown)
	Helipad		X	Phantom Ranch	Age (unknown)
	Barn Cistern	X		Yaki Point	—
	Residence Cistern	X		Yaki Point	—
	Park Service Mule Shelters, Shed, and Corral		X	Yaki Point	Integrity—additions
	Water Catchment System		X	Yaki Point	Age (post 1965)
	Mule Corral and Shelter		X	Yaki Point	Age (unknown)
	Water Station Sign		X	Yaki Point	Age (unknown)
	Kiosk near Water Station Sign		X	Yaki Point	Age (unknown)
	Kiosk at South Kaibab Trail Overlook		X	Yaki Point	Age (unknown)
	Bridge to Bright Angel Campground		X	Bright Angel Campground	Age (1967)
	Adirondack Shelter		X	Bright Angel Campground	Age (1961)
	Kiosk near Bright Angel Campground Restroom Building		X	Bright Angel Campground	Age (unknown)
	Remnant of UPRR Cable Tramway	X		Roaring Springs	—
	Helipad		X	Roaring Springs	Age (unknown)
	Pumphouse Helipad		X	Roaring Springs	Age (unknown)
	Water Intake Structure		X	Roaring Springs	Age (unknown)
	Fenced Mule Corral		X	Cottonwood Campground	Age (unknown)
	Kiosk		X	Cottonwood Campground	Age (unknown)

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Type	Historic Name	Cont.	Non-Cont.	Location	Reason Non-Cont.
	Helicopter Pad		X	Cottonwood Campground	Age (unknown)
	Trans-canyon Telephone Line	X			—
	Trans-canyon Water System		X		Age (1966)
					—
Buildings					
	Mile-and-a-Half Rest House Building	X		Bright Angel Trail	—
	Three-Mile Rest House	X		Bright Angel Trail	—
	Indian Garden Rest House	X		Bright Angel Trail	—
	River Rest House	X		Bright Angel Trail	—
	Pipe Creek Restroom		X	Colorado River Trail	Age (2003)
	Waterless Restroom adjacent to Supai Tunnel		X	North Kaibab Trail	Age (unknown)
	Cedar Ridge Restroom		X	South Kaibab Trail	Age (unknown)
	Tip-off Restroom		X	South Kaibab Trail	Age (unknown)
	Ranger Station	X		Indian Garden	—
	Rock Residence	X		Indian Garden	—
	Pumphouse (South Pumphouse)	X		Indian Garden	—
	Comfort Station		X	Indian Garden	Age (1987)
	Administrative buildings (6)		X	Indian Garden	Age (1989)
	North Pumphouse		X	Indian Garden	Age (1967)
	Mule Barn		X	Indian Garden	Age (1969)
	Manager's Cabin	X		Phantom Ranch	—
	Guest Cabin #8	X		Phantom Ranch	—
	Guest Cabin #9	X		Phantom Ranch	—
	Guest Cabin #11	X		Phantom Ranch	—
	Dining Hall	X		Phantom Ranch	—
	Guest Cabin #1	X		Phantom Ranch	—
	Guest Cabin #2	X		Phantom Ranch	—
	Guest Cabin #3	X		Phantom Ranch	—
	Guest Cabin #4	X		Phantom Ranch	—
	Guest Cabin #5	X		Phantom Ranch	—
	Guest Cabin #6	X		Phantom Ranch	—

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Type	Historic Name	Cont.	Non-Cont.	Location	Reason Non-Cont.
	Guest Cabin #7	X		Phantom Ranch	—
	Guest Cabin #10	X		Phantom Ranch	—
	Cowboy Dorm (Delco Light Plant)	X		Phantom Ranch	—
	Wash House	X		Phantom Ranch	—
	Employee Bunkhouse (Recreation Hall)	X		Phantom Ranch	—
	Shower and Bathhouse	X		Phantom Ranch	—
	Employee Cabin	X		Phantom Ranch	—
	Trail Crew Bunkhouse	X		Phantom Ranch	—
	STP Operator's Cabin (USGS Laboratory)	X		Phantom Ranch	—
	Rock House (Caretaker's Cabin)	X		Phantom Ranch	—
	River Ranger Station	X		Phantom Ranch	—
	Storage Shed #1		X	Phantom Ranch	Age (unknown)
	Storage Shed #2		X	Phantom Ranch	Age (unknown)
	Storage Shed #3		X	Phantom Ranch	Age (unknown)
	Maintenance Shed #4		X	Phantom Ranch	Age (unknown)
	Hiker Dorm		X	Phantom Ranch	Age (1977)
	Hiker Dorm		X	Phantom Ranch	Age (1977)
	Hiker Dorm		X	Phantom Ranch	Age (1977)
	Hiker Dorm		X	Phantom Ranch	Age (1977)
	Laundry Building		X	Phantom Ranch	Age (1974)
	Ranger Station		X	Phantom Ranch	Age (1966)
	Fred Harvey Mule Barn		X	Phantom Ranch	Age (1964)
	Delta Restroom		X	Phantom Ranch	Age (1981)
	Sewage Treatment Plant		X	Phantom Ranch	Age (1981)
	Storage Shed (formerly USGS Silt Laboratory)		X	Phantom Ranch	Age (1947)
	SAR Cache Shed		X	Phantom Ranch	Age (unknown)
	Trash Compacting Building		X	Phantom Ranch	Age (unknown)
	Nursery Shed		X	Phantom Ranch	Age (1947)
	Fred Harvey Residence	X		Yaki Point	—
	Fred Harvey Residence Shed	X		Yaki Point	—

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Type	Historic Name	Cont.	Non-Cont.	Location	Reason Non-Cont.
	Park Service Garage	X		Yaki Point	—
	Park Service Residence	X		Yaki Point	—
	Park Service Shed	X		Yaki Point	—
	Fred Harvey Mule Barn	X		Yaki Point	—
	Park Service Mule Barn		X	Yaki Point	Integrity
	Garage		X	Yaki Point	Age (unknown)
	Restroom		X	Yaki Point	Age (post 1965)
	Shed		X	Yaki Point	Age (unknown)
	Bright Angel Campground Restroom (Comfort Station)		X	Bright Angel Campground	Integrity
	Waterless Restroom		X	Roaring Springs	Age (1999)
	Pumphouse Operator's Residence		X	Roaring Springs	Age (1972)
	Roaring Springs Pumphouse		X	Roaring Springs	Age (1978)
	Helipad Storage buildings		X	Roaring Springs	Age (unknown)
	Cottonwood Ranger Station (Caretaker's Cabin/Halfway House)	X		Cottonwood Campground	—
	Storage Building		X	Cottonwood Campground	Age (unknown)
	Restroom Building		X	Cottonwood Campground	Age (1985)
	Mule Corral Storage Building		X	Cottonwood Campground	Age (unknown)
Objects					
	Phantom Ranch Lamp Posts	X		Phantom Ranch	—
	Phantom Ranch Dinner Bell	X		Phantom Ranch	—
	Rees Griffith Memorial Plaque		X	Phantom Ranch	Age (ca. 1990)
	Roaring Springs Light Pole	X		Roaring Springs	—
	CCC Trans-canyon Telephone Plaque		X	Phantom Ranch and South Rim	Age (ca. 1980s)

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Integrity

Location

Overall, the Cross Canyon Corridor Historic District retains its integrity of *location*. All four trail alignments within the District continue to follow the same general alignment dating to original construction. In particular, the Bright Angel Trail and North Kaibab Trail have followed Bright Angel Fault and the Garden Creek and Bright Angel Creek drainages since 10,000 BC, when archaeological evidence suggests that these informal trail routes were traversed by Native Americans to access seasonal resources in the inner Canyon. Both of the trails were formally developed for tourism by private entrepreneurs Ralph Cameron and David Rust between 1890 and 1906. During the late 1920s and 1930s, additional improvements were made by the Park Service and CCC to sustain the alignment of the trails. While the majority of these modifications included the construction of bridges, rest houses, and trail features, such as native stone retaining walls, steps, and drainage features, upper portions of both trails were rerouted to reduce grades. Additionally, the lower section of the North Kaibab Trail located within the "Box" was also realigned to reduce the number of Bright Angel Creek crossings along the route. Due to their location along the schist and granite cliffs of the canyon and the engineering required for their construction, realignments along the South Kaibab Trail and Colorado River Trail have historically been uncommon. Additionally, on-going maintenance and repairs required for all of the trails due to hiker and pack animal traffic and the harsh environment of the canyon have not affected the integrity of location for the trails, and today, the spatial relationship of the trails, their buildings and structures, and their circulation patterns relative to the natural systems and topographic features of the surrounding terrain remain in generally the same location as during the district's period of significance (1890–1942).

Buildings and structures within the developed areas of Phantom Ranch, Bright Angel Campground, Cottonwood Campground, and Yaki Point (South Kaibab Trailhead) within the Cross Canyon Corridor Historic District also retain their integrity of location. The largest of these areas, Phantom Ranch, contains 39 buildings and structures. Of these, 32 were constructed by the Fred Harvey Company and the SFRR, the USGS, CCC, and Park Service during the district's period of significance. Similarly, Yaki Point (South Kaibab Trailhead), which was developed in 1926 by the Park Service as a mule staging area following the completion of the South Kaibab Trail, also contains eight buildings and structures that date to the Park Service-era (1919–1932). Additionally, the majority of the small-scale features within these areas, such as water spigots, retaining walls and fences, benches, hitching bars, and signage also remain in their original locations and retain integrity, as do the dirt footpaths that connect them.

Design

The Cross Canyon Corridor Historic District retains integrity of *design* as it reflects the initial efforts of the Park Service in the 1920s to create a Trans-canyon corridor at the Grand Canyon. When the Park Service acquired the Grand Canyon in 1919, one of its first goals was to establish authority and consolidate control over the area, particularly at the already thriving tourist areas on the South Rim and within the central canyon corridor. To accomplish this, the Park Service built the South Kaibab and the North Kaibab Trails and made modest improvements to other inner canyon trails, including the Bright Angel Trail, between 1921 and 1928.

Of all the developed areas within the district, Phantom Ranch best retains its integrity of *design*. The ranch was originally designed in 1922 by master Fred Harvey Company architect, Mary E. J. Colter. Because the ranch was built to accommodate mule riders, her design recalled a western ranch with a central lodge and "scattered" dude cabins. Colter's buildings, which included a dining hall, three guest cabins, and a manager's cabin, were built in the Craftsman architectural style and utilized rustic materials such as wood and native stone that was collected from the inner canyon. Although later buildings were added to the ranch by the Fred Harvey Company and Park Service to accommodate increasing numbers of tourists in the late 1920s and 1930s, the architectural style, scale, and construction materials of

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these buildings were similar to those originally designed by Colter. Today, the dining hall continues to remain the focal point of the ranch, with the guest cabins and other facilities forming a semi-circular arrangement around its periphery. Additionally, the North Kaibab Trail continues to function as the main thoroughfare for the ranch, with numerous footpaths, many of which remain in their original condition, extending from it.

While it is unclear whether the trails (i.e., the tread, cross section, or alignment) and Park Service and CCC-era buildings and structures within the other development areas of the district were formally designed or engineered, traditional construction methods of these types of features have not changed significantly since the CCC-era. Conscious design decisions made on paper or in the field are made visible by the relationship of the trails and building/structure construction to the physical landscape constraints. The vernacular characteristics of these features, their locations, materials, workmanship, and natural landscape setting retain their integrity of design. On-going modifications and repairs to address erosion or user impacts have not affected the integrity of these features' design.

The CCC-constructed Trans-canyon Telephone Line also retains its integrity of *design*. The alignment and construction of the telephone line still conveys the conscious design decisions to site poles where necessary to negotiate the steep slopes and clear ridgelines, its inter-relationship with the trail alignments and their existing drainages, as well as the types of materials and construction that were prevalent at that time. Similarly, the location and design of the Kaibab Suspension Bridge has not been altered since completion of the structure in 1928.

Setting

The Cross Canyon Corridor Historic District retains its integrity of *setting*. The developed areas within the district as well as the Canyon itself have remained relatively unchanged since the period of significance (1890–1942) except for changes incurred by such natural processes as flooding, weathering, and erosion. Additionally, the natural systems, geological features, topography, vegetation, spatial organization, and views and vistas preserve an overall wilderness setting for the district. Although the trails and development areas have been modified and improved over time, the majority of these alterations have preserved the district's integration with the canyon's landscape. Likewise, the buildings and structures within the district remain integral to their original setting and reflect their surrounding environment through the incorporation of native materials.

Materials

The majority of original construction that was completed by the Park Service, Fred Harvey Company, SFRR, USGS, and the CCC within the ten development areas of the Cross Canyon Corridor Historic District remains largely intact. Characteristic of construction in limited-access areas, the trails of the Cross Canyon Corridor Historic District were built with whatever materials were readily available. The trails typically have an earthen tread held in place with wooden logs or native stone. Non-durable materials such as wood have likely been replaced and thus post-date the period of significance. Additionally, a couple of earthen treads along the Bright Angel Trail are held in place with old railroad ties which may date to the SFRR construction projects of the 1930s.

Workmanship

Numerous examples of Rustic-style architecture constructed by the Park Service and CCC are present in the Cross Canyon Corridor Historic District. Most of these buildings, as well as Colter's original buildings at Phantom Ranch, have been altered only minimally since the district's period of significance keeping in place the original elements of workmanship. All are in fair to good condition.

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Feeling

The Park Service took an active role in the management and development of the Fred Harvey Company, UPRR, and SFRR tourist facilities, and the integrity of feeling for the period reflecting the influence of the Park Service and private concessioners on the development of the inner canyon (1919–1942) has remained relatively unchanged. Additionally, Park Service rehabilitation and maintenance of CCC-era buildings and trail improvements in the modern era have contributed to a well-preserved sense of place for recreationists. While feeling is of a subjective nature, the experience at the Rim of the canyon is related to the overall magnitude and scale of the natural force that created it—it is a “sense of wonderment.” Many visitors describe it as awe-inspiring, contemplative, or exciting. The feeling of the trail landscapes is much different as the viewer drops below the level of the canyon’s rim. Descending into the canyon presents a multitude of feelings dependent on the land forms, topography, views at locations like Ooh Aah Point, vegetation, climate, and personal frame-of-mind. Visitors travelling the full length of the Trans-canyon route sense excitement, anticipation, and many times—trepidation of the “journey” ahead of them.

While the number of visitors has greatly increased in recent years, the vastness of the canyon and the setting of the district’s landscape still provide a sense of isolation and humbleness that allows the visitor to experience the same feelings mentioned above, contributing to the Cross Canyon Corridor District’s retention of integrity of feeling.

Association

The existing trails, buildings, and structures within the Cross Canyon Corridor Historic District are directly associated with early tourist and administrative enterprises in the inner canyon, the CCC federal relief program, and the implementation of Park Service Rustic-style architectural principles of the 1920s and 1930s. These features convey a direct link to the historic events surrounding the pattern of private and federalized tourism development which shaped both Grand Canyon National Park as a whole and the ten nodes of development within the Cross Canyon Corridor Historic District.

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Narrative Statement of Significance

Criterion A Exploration, Entertainment/Recreation, Conservation

Exploration

The Cross Canyon Corridor Historic District is eligible for listing in the NRHP under **Criterion A** for its association with early Euro-American exploration and tourist enterprises at the Grand Canyon. The Bright Angel Trail was the first of the trails in the Cross Canyon Corridor Historic District to provide access to the inner canyon and the Colorado River. Similar to other early trails at the Grand Canyon, such as the Grandview and Hance Trails, the Bright Angel Trail was originally built to access mines. The Bright Angel Trail was formally constructed by entrepreneurs Niles Cameron, Pete Berry, and others in 1890 for the purpose of conveying burros to transport mining equipment and ore in and out of the inner canyon. However, following the arrival of the Grand Canyon Railway in 1901, mining enterprises waned at the Grand Canyon and the Bright Angel Trail became a popular route for tourists to experience the inner canyon. Until the construction of the South Kaibab Trail in the 1920s, competition with the Bright Angel Trail was non-existent and nearly all traffic within the Grand Canyon's central corridor occurred along the Bright Angel Trail (Anderson 2002, 12; Leonard et al. 2010, 15).

Unlike the South Rim which was a thriving tourism center as early as the 1900s, the Grand Canyon's North Rim was largely unexplored by Euro-Americans until the 20th century due to its isolation from transportation routes and major population centers. In 1902, USGS geologist Francois E. Matthes and his survey crew cleared the region's first route through upper Bright Angel Canyon to facilitate travel during their mapping efforts at the canyon. Matthes' route through Bright Angel Canyon was further developed in 1907 by the North Rim's first concessioner, David Rust, to access his tourist camp in the inner canyon near the present-day location of Phantom Ranch. Development of the early northern trail route, precursor to the North Kaibab Trail, opened the region to surveys, explorations, and tourism.

Entertainment/Recreation (Tourism)

The Cross Canyon Corridor Historic District is eligible for listing in the NRHP under **Criterion A** for its association with tourism, both before and after establishment of the national park. With the completion of Ralph Cameron's Bright Angel Trail in 1899, visitors could easily descend to the river in a day, enjoying Indian ruins along the west cliffs of the upper Salt Creek, the infamous Devil's Corkscrew, and a leisurely stay at the mouth of Pipe Creek. The trail ended at the river, but the more adventuresome could cross the river in one of crude canvas or wood scows in use by the turn of the century and venture up Bright Angel Creek. After 1907, tourists might take the Bright Angel Trail as far as Salt Creek, then continue along the Tonto Plateau to the Tip-off and descend along David Rust's trail (the precursor of the lower South Kaibab Trail) to cross the river on Rust's cable car.

By 1901, Martin Buggeln was also offering trips down the Bright Angel Trail. Thomas Smith and Frank Cornette worked as trail guides for Buggeln in 1902 and noted "many hundreds" of tourists that year. Ralph Cameron also employed wranglers to lead trips down the trail by 1903. It is worth noting that although John Hance, Pete Berry, and William Bass started their guided tours down their own trails into the canyon long before Cameron and Buggeln came on the scene, the railroad's arrival on the Rim instantly focused tourist operations at the Bright Angel Trail and its usage immediately surpassed that of all other trails combined.

By the middle of 1903, Ralph Cameron had completed Cameron's Hotel and Camps on the South Rim and Cameron's Indian Garden Camp on the Tonto Plateau. His hotel registers for 1903-1907 indicate that he initially captured a good market share of the tourist business from Buggeln and the Santa Fe Railroad. In 1904 through 1906, nearly 2,000 visitors registered annually at his hotels and tent camps, at rates varying from \$1.50 to \$3.00 per night. Aside from revenues

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derived from saddle stock, trail guides, tolls, and rooms, Cameron provided meals, rim rides (costing \$1.00 or more), riding skirts (50 cents), and other sundries for his paying guests and trail users. In 1904, Cameron could claim that business had never been better. During a 6-month period in 1907, he collected \$2,996 in tolls alone, and after payment for trail maintenance and county (10 percent) and territorial (2 percent) taxes, netted a toll road profit of \$2,107.80.

David Rust's tourist enterprises brought increased publicity to the trail from the North Rim, which ultimately led to broader developments at and around Bright Angel Point as well as other locations on the North Rim. In the early 1900s, the Fred Harvey Company began offering daily mule excursions into the inner Grand Canyon. The popularity of these mule trips and increasing tourism demands at Grand Canyon eventually led to the development of a tourist hotel, known as Roosevelt's Chalet, in 1922 by the Fred Harvey Company at the present-day site of Phantom Ranch. During its first decade of operation, the development, which later became known as Phantom Ranch, had a reputation as a small exclusive resort for the rich and famous celebrities of the "roaring" 1920s; however, the resort eventually became the domain of middle class tourists following the addition of more facilities in 1928. The establishment of a tourist facility at the bottom of the Grand Canyon, as well as the completion of both a northern and southern access route served to encourage the growth of the tourism at the Grand Canyon in the early 20th century.

The Park Service, following Grand Canyon National Park's designation in 1919, went to great efforts to accommodate the rapidly expanding tourism industry at the Grand Canyon during the 1920s and 1930s. Both the South and North Kaibab Trails figured prominently in the Park Service's plans to develop the Grand Canyon's emerging central trail corridor. With the completion of tourist facilities at Phantom Ranch in the 1930s, the Park Service surmised that tourist travel within the inner canyon and along Bright Angel Creek would likely increase. Additionally, Rust's trail leading to the North Rim was in poor condition when the Park Service acquired it in 1919 and it could not safely accommodate increased traffic. Construction of the South Kaibab Trail in 1925, and subsequently, the North Kaibab Trail in 1928 marked the completion of a Trans-canyon travel corridor that facilitated safe tourist travel between the rims. The construction of the Kaibab Suspension Bridge in 1928 also changed tourism within the inner canyon by providing safe passage across the Colorado River for both hikers and mules. Completion of the trails and bridge marked a new era of publically managed, convenient and safe travel across Grand Canyon's central corridor, and the trails continue to be used today by recreationists and hikers seeking safe travel into the inner canyon and between the North and South Rims. The trails are also utilized by Park Service staff to access Phantom Ranch and other developed areas within the inner canyon.

Conservation

The Cross Canyon Corridor Historic District is also nationally significant under **Criterion A**, under the category of conservation for its role in achieving the ascendance of public versus private interests and affirming the vitality of protective resource management at the Grand Canyon. In particular, the South Kaibab Trail represents the final culmination of the political debate regarding public versus private control at the Grand Canyon. When the Park Service assumed administrative control of the Grand Canyon in 1919, the most direct access route to the Colorado River was the Bright Angel Trail. After numerous failed attempts to acquire the Bright Angel Trail from Coconino County and entrepreneur Ralph Cameron, the Park Service constructed the South Kaibab Trail in 1924 to safeguard their interests in the inner Grand Canyon. Active regulatory and resource protection at the Grand Canyon was further made possible by the completion of the North Kaibab Trail in 1928 which, in conjunction with the South Kaibab Trail, formed the Canyon's only Park Service constructed Trans-canyon route. Completion of the route was instrumental in ensuring preservation at Grand Canyon as it provided the Park Service with access to the inner canyon within a safe and efficient travel corridor. The Trans-canyon route also facilitated the preservation of natural resources by focusing tourist traffic within the central corridor of the canyon. This, in turn, heralded future Park Service efforts to protect and preserve resources contained within the Grand Canyon as well as other national parks "in such a manner and by such means" that would leave them "unimpaired for the enjoyment of future generations" (Anderson 2010 et al., 3; Strong 1978, 2).

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**Criterion C
Architecture, Landscape Architecture, Engineering**

Architecture

The Cross Canyon Corridor Historic District is significant under **Criterion C** in the area of architecture for its collection of buildings designed in the Park Service Rustic architectural style. The primary intent of the Park Service Rustic style, often whimsically referred to as “Parkitecture,” was to subordinate or harmonize buildings and structures within their surrounding natural environment. This unique architectural style reflected an effort, rooted in 19th century landscape architecture principles developed by Andrew Jackson Downing and Frederick Law Olmsted, Sr., to fit human-made objects into a natural landscape with minimal intrusion or disruption in the visual experience (Tweed et al. 1977).

Elements of the burgeoning rustic style can be found in early park architecture, developed by concessioners, including the 1903 Le Conte Memorial Lodge of Yosemite Valley, the 1903 Old Faithful Inn of Yosemite, and the 1904 El Tovar at Grand Canyon. However, it was not until the formal creation of the Park Service in 1916 and subsequent development of a landscape engineer post within the organization that a broad scale approach to landscape design and architecture began. In 1920 Daniel Hull became Landscape Engineer for the Park Service and with Assistant Paul Kiessig set about a systematic use of Rustic architecture in park planning. Emphasis was placed not only on using native materials and siting buildings in contexts respectful to the landscape, but also in using architecture as an allegory to the cultural influences of the region where the park lay (Tweed et al. 1977).

The first Park Service buildings were constructed at the Grand Canyon under the supervision of Hull in 1921. Also that year, renowned Fred Harvey Company architect, Mary E. J. Colter designed five buildings in the inner canyon at Phantom Ranch. Colter’s design of the ranch, which utilized local and rustic materials and harmonized well with the natural environment, embodied the Park Service Rustic ethos and set the precedent for all new construction at the Grand Canyon (Tweed et al. 1977). This style became the most popular architectural form used by the Park Service during the 1920s and 1930s. The Rustic architectural style was further refined by the CCC and other federal relief programs, which arrived at the nation’s national parks in the 1930s to provide manual labor and assist the Park Service with park development.

Park Service Rustic Architecture within Cross Canyon Corridor Historic District

Nearly all of the buildings and structures identified within the Cross Canyon Corridor Historic District dating to the Park Service-era were designed in the Rustic architectural style including the Mile-and-a-Half, Three-Mile, Indian Garden, and River Rest Houses which feature wood construction, front-gabled steeply-pitched overhanging roofs, and foundations, and walls and piers built of locally-available stone—all hallmarks of the Rustic style. The Park Service also built retaining walls, steps, footbridges, and drainage structures along the Bright Angel Trail, South Kaibab Trail, and North Kaibab Trail out of native stone and hand-hewn logs in an effort to blend these features with the surrounding landscape.

When the CCC arrived at the Grand Canyon in 1933, they initiated numerous improvement and construction projects on the South Rim and within the Grand Canyon’s central corridor. Within the Cross Canyon Corridor Historic District specifically, the CCC built the Colorado River Trail; performed rerouting and gradient adjustments to the Bright Angel Trail, South Kaibab Trail, and North Kaibab Trail; added and replaced numerous support structures along the trails including trail shelters, bridges, exhibits, and retaining walls; and rehabilitated existing buildings at Phantom Ranch and the mouth of Bright Angel Creek. All of these structures incorporated rustic design aesthetics and utilized natural materials such as stone and wood in their construction. The CCC also installed a telephone line between the South Rim and Roaring Springs that facilitated communication between the inner canyon and the North and South Rims. Today, vestiges of the Trans-canyon Telephone Line are present within each of the ten nodes of development present within the district, and many of the CCC-era buildings and structure remain intact and in good condition.

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The Cross Canyon Corridor Historic District is also significant under **Criterion C** for an association with master architect, Mary Elizabeth Jane Colter, who designed the original buildings at Phantom Ranch in 1922. Mary E. J. Colter was a distinguished architect in the American Southwest, and was one of the few women to enter that field in the beginning of the 20th century. Colter was born in Pittsburgh, Pennsylvania on April 4, 1869 and moved to the west in 1886. While attending the California Design School in San Francisco, she apprenticed in an architect's office and then began a teaching career as an art instructor at the Mechanic Arts High School in St. Paul, Minnesota. Colter began her career with the Fred Harvey Company in 1902 as interior designer of the Indian Building in Albuquerque, New Mexico. The building was the first of its kind in the state of New Mexico, and by 1910, she was employed as a full-time architect with the company.

During her career with the Fred Harvey Company, which lasted until 1949, Colter designed and/or decorated the interiors of 21 hotels and facilities, including six structures at the South Rim of the Grand Canyon. Four of the Grand Canyon structures—the Hopi House, the Desert Watchtower, Hermit's Rest, and the Lookout—were listed in the NRHP in 1987. These buildings were also collectively designated a National Historic Landmark (NHL) on May 28, 1987 (National Register Information Center 2011). The remaining buildings, the Bright Angel Lodge, and an associated men's and women's dormitory, are considered contributing buildings to the Grand Canyon Village Historic District, which was listed in the NRHP in 1975 and subsequently amended in 1995, at which time it was designated as a NHL. Elsewhere in the United States, examples of her work can be found along the Atchison, Topeka, and SFRR system from Chicago to Los Angeles. Unlike other 20th century architects, who predominantly favored European architectural styles, Colter drew her inspiration from nature and Southwestern cultural traditions, including those of the Colonial Spanish period and Pueblo, as well as the vernacular constructions of Euro-American miners and cattleman. Colter used these essentially vernacular aesthetics to create free-form architectural designs that utilized natural materials and mimicked their natural setting. These design principles also came to embody the development of the Park Service Rustic style, which became the most common architectural form used by the nation's national parks during the 1920s and 1930s.

Architecture/Landscape Architecture

The Cross Canyon Corridor Historic District is also significant under **Criterion C** for its association with the CCC and their influence on the built landscape and trails within the district. In the 1930s, CCC workers stationed at Camp NP-3-A in the present-day location of the Bright Angel Campground performed numerous improvement and construction projects within the Grand Canyon's central corridor. Between 1933 and 1941, enrollees from CCC Company 818 built the Colorado River Trail and performed multiple rerouting and gradient adjustments to the Bright Angel Trail, South Kaibab Trail, and North Kaibab Trail. They also built numerous support structures along the trails including trail shelters, bridges, interpretative displays, and retaining walls. The CCC also had a particular influence over the developed areas of the district, including Indian Garden which was in need of intensive clean up and improved rest houses by the mid-1930s. They also built and rehabilitated numerous buildings at Phantom Ranch and the mouth of Bright Angel Creek. Perhaps the most significant accomplishment of the CCC, however, was the 1935 installation of the Trans-canyon Telephone Line which spanned 18 miles from the South Rim to Roaring Springs and facilitated communication between the inner canyon and North and South Rims. The CCC played an important role in the development of the Park Service during this period, and their influence is evident in the existing trails and nodes of development of the Cross Canyon Corridor Historic District today.

Engineering

The Cross Canyon Corridor Historic District is also significant under **Criterion C** for the engineering accomplishments of the South Kaibab Trail, the Colorado River Trail, and the Kaibab Suspension Bridge. Described as a trail "down which you could ride a motorcycle," the South Kaibab Trail embodies distinctive engineering as its construction utilized the most advanced trail building techniques of the time (Anderson et al. 2010). In particular, the South Kaibab Trail was designed to be the safest, most expedient, and most convenient rim-to-river trail in the canyon. Rather than follow the natural topography of the area, workers blasted much of the trail from the canyon walls using dynamite, jackhammers, and air-

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compressed tools which had only recently been approved for modern road construction. Use of these tools marked the first time power tools were used at the Grand Canyon for trail construction. The design and attention to user comfort resulted in reduced grades (averaging 18 percent as compared to nearly 38 percent on parts of the Bright Angel Trail), a uniform width of 4 feet, and a smooth, hard-packed surface tread. The trail also had stone retaining walls at specific locations along the length of the trail and numerous turnouts and rest areas for safety. Although the Park Service has performed annual maintenance on the trail since its completion in 1925, the trail has changed very little and it continues to be one of the most well-engineered and comfortable routes to the Colorado River today.

The modern construction techniques employed by the Park Service during construction of the South Kaibab Trail were later used by the CCC in the 1930s to construct the Colorado River Trail. Described by CCC foreman Louis Purvis as the most hazardous trail ever built at the Grand Canyon, construction of the Colorado River Trail took nearly 13,800 man-days and required the use of air compressors and more than 40,000 pounds of blasting powder to carve the alignment out of the granite and schist cliff above the Colorado River (Audretsch 2011, 37). The trail has not been altered since its completion in 1936, which reflects both its quality of construction as well as the stability of its engineering. The CCC has been nationally recognized as master builders for their permanent constructions across the United States, and particularly in the American West, and the visual beauty and craftsmanship of the Colorado River Trail embodies their engineering accomplishments (Anderson and Sutphen 1992).

The Kaibab Suspension Bridge also represents a significant engineering accomplishment within the Cross Canyon Corridor Historic District. The bridge was constructed by the Park Service in 1928 to connect the South Kaibab Trail with the nearly-completed North Kaibab Trail. The bridge replaced an inadequate wooden suspension bridge that had been previously built by the Park Service in 1921. Construction of the bridge was complicated by the remoteness of the inner canyon, and all materials were transported to the construction site using mules and manpower. Construction of the bridge was also dangerous as it required men to hang suspended from slings along the canyon walls and above the swift currents of the Colorado River. Today, the Kaibab Suspension Bridge is one of the few remaining historic bridges that cross the Colorado River. It continues to serve as the connecting point for the South and North Kaibab Trails and has not been altered since its completion in 1928.

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Developmental history/additional historic context information

Native American Habitation within the Grand Canyon

Prehistoric and historic populations of Native Americans including the Cohonina, Cerbat, Ancestral Puebloan, Havasupai, Hualapai, Paiute, Hopi, Zuni, Navajo, and Yavapai Apache utilized all areas of the Grand Canyon, including the inner canyon, for thousands of years before the first Euro-American visited the area. While it is widely accepted that Native Americans traversed the general route along Bright Angel Fault as early as 10,000 BC, the only evidence of human occupation at the Grand Canyon during the Paleo-Indian period derives from the discovery of two projectile points, respectively ascribed to the Clovis and Folsom traditions. The Clovis point was recovered from the South Rim in the Desert View area and the Folsom point was discovered in the extreme northeast section of the park in the inner area of Nankoweep Canyon. Mallery's Grotto, located beneath the South Rim and to the west of the Kolb Brothers studio near the Bright Angel Trailhead contains pictographs dating to the Archaic Period, but also possesses later Cohonina and Havasupai elements.

Early Euro-American explorers of the area also noted decayed ladders of Douglas fir (*Pseudotsuga menziesii*) beneath the Redwall formation and at today's second tunnel along the route to Indian Garden. While this evidence does not provide a clear indication of the route used by the majority of prehistoric peoples, it does establish that the current Bright Angel Trail corridor represents one of the more formal trail routes used by the earliest inhabitants of the Grand Canyon. Additionally, Indian Garden contains at least 15 prehistoric sites that indicate seasonal habitation in the vicinity of the route (Anderson 2002, 3; Wilson 1992).

Similar to the Bright Angel Trail, archaeological evidence has also been found in the vicinity of the North Kaibab Trail, suggesting prehistoric use of this trail route. Zuni origin and migration narratives suggest that Ribbon Falls (along the North Kaibab Trail) is the tribe's ultimate point of origin (John Milner and Associates 2005). Recent surveys conducted along the trail have resulted in the recordation of 38 newly-recorded and previously recorded archaeological sites. The Bright Angel site, interpreted for tourists travelling the North Kaibab Trail, also provides clear evidence of Ancestral Puebloan presence in the central canyon corridor. First described by John Wesley Powell in 1869 as "two or three old houses, originally of stone lain in mortar," the site consists of five connected rooms with a detached kiva and one additional room that date between AD 1050 or 1160 and 1140 (Schwartz 1989). These ruins can be seen about 200 yards (180 m) west of the Black Bridge Kaibab (Suspension Bridge) alongside the North Kaibab Trail. Additionally, numerous archaeological sites in the vicinity of Cottonwood Campground and along Bright Angel Creek indicate seasonal habitation of these areas by prehistoric peoples (Berkowitz and Thybony 2005).

18th–19th Century Euro-American Exploration of the Grand Canyon

In 1540, the Grand Canyon was documented by Spanish explorer Friar Alvar Nuñez (Whiting 1909, 325). That same year, under the direction of conquistador Vasquez de Coronado, Captain Garcia Lopez de Cardenas led a party of Spanish soldiers and their Hopi guides to the canyon in search of the "seven rich cities of Cibola" (Verkamp 1940, 1). In 1550, however, the Spanish determined that the region did not contain significant mineral resources to warrant further exploration of the Grand Canyon and their mission was subsequently abandoned (Verkamp 1940, 1). Despite continued visitation and exploration of the canyon by prospectors and adventurers, few ethnographic accounts describing interactions between the canyon's native inhabitants and Euro-Americans exist from this era (Hughes 1967, 21).

In 1775, nearly 200 years after the Spanish first explored the canyon in search of mineral wealth, two Franciscan missionaries, Silvestre Velez and Francisco Atarcusio Dominguez surveyed the region in search of an overland route to connect Spanish settlements in Santa Fe, New Mexico and California (Sutphen 1992a). The following year, a third Franciscan missionary, Father Francisco Tomás Garces traveled along the South Rim and visited the Havasupai living in the canyon and the Hopi Mesas to the east. Garces called the canyon Puerto de Bucareli, or Bucareli Pass, after the

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viceroy of New Spain, and was the first European to refer to the river as the Rio Colorado (Sutphen 1992a; Hughes 1967, 32). Archaeological evidence indicates that during this same period, the Indian Garden area was occupied seasonally by the Havasupai. The Havasupai made use of numerous streams to cultivate maize, squash, and beans, and possibly newly-introduced fruits such as peaches, apricots, figs, and melons. While explorers came and went through the Grand Canyon, the Havasupai called Indian Garden home, at least during certain months of the year, and found a means to cultivate the rich agricultural lands available within the canyon (Whitney 1982, 41).

During the late 18th and 19th centuries, the canyon was used intermittently by trappers who exploited the Colorado River and its tributaries for beaver. In 1849, Mormon explorers from the Great Salt Lake region arrived in the Grand Canyon area in search of land to potentially include in their newly-established state of Deseret. By 1862, Mormon explorer Jacob Hamlin had explored much of the Kaibab Plateau and Tuweep area, and by 1872, the small communities of Cedar City and Kanab were established within a "two days ride" of the North Rim (Sutphen 1992a).

In the years subsequent to U.S. acquisition of the Arizona and New Mexico territories, the United States made significant advances to explore the canyon in its entirety. In 1857, the Federal government commissioned Lieutenant Joseph Ives to explore the Colorado River and determine its navigability for steamboats (Sutphen 1992a). Although Ives was impressed with the canyon, he reported back to the Federal government after his 350-mile journey up the Colorado River from Fort Yuma in California to the mouth of Black Canyon near the present-day site of Hoover Dam that the canyon was "altogether valueless" and "a profitless locality" (Sutphen 1992a). In 1869, U.S. Army Major John Wesley Powell and his team made their famous journey through the canyon and brought great attention to the area through their systematic exploration. Because of his expedition, the name "Grand Canyon" became the most common name to refer to the canyon. Powell also named the mouth of the creek along the river "Bright Angel Creek" for its clear waters (Whiting 1909, 324; Whitney 1982, 45).

1880–1918 — Early Claims, Exploration, and Private Development within the Cross Canyon Corridor

By the 1880s, prospectors were searching the inner Grand Canyon and areas along Bright Angel Fault for valuable minerals (Anderson 1998, 57). The prospectors made use of established Native American trails and eventually improved the trails for continued exploration, and mining, transportation, and tourism purposes (Sutphen 1992a). Among these men were William Ashurst and John Marshall, who in 1890 claimed and documented the trail along the Bright Angel Fault that led from the South Rim to Indian Garden. Near the end of December 1890, Pete Berry, Niles Cameron, Robert A. Ferguson, Curtis H. McClure, and Millard G. Love, who had interests in mining claims in the vicinity of Indian Garden, camped on the South Rim and began construction on what was then referred to as "the old Havasupai Trail." In order to improve the route, the men cleared, widened, stabilized, and rerouted the trail to accommodate pack animals that would carry mining and camp supplies and equipment into the canyon. All of this was accomplished with the intention of making mining in the canyon more accessible, and therefore, more profitable (Anderson 1998, 73).

After realizing the trail's importance to the accessibility of mining claims in the canyon, Pete Berry and Niles Cameron purchased Ashurst's trail claim and recorded it as the Bright Angel Trail with Yavapai County in 1890. Within the next year, Berry filed a second trail claim that continued the Bright Angel Trail route to the mouth of Pipe Creek on the Colorado River. Despite having obtained this claim, Berry made no indication of extending the trail beyond Indian Gardens, demonstrating the team's focus on mining prospects rather than a purely cross canyon or tourist transportation route. Also during 1890, numerous prospecting explorations took place along the trail and in Indian Garden; and numerous excavations occurred in a sincere attempt to locate minerals as well as less-sincere attempts to prove that the mining claims were active (Anderson 2002, 4).

By 1891, however, Berry, Cameron, and Niles' brother, Ralph, recognized the trail's potential for tourism. That year, the men re-recorded the route with Yavapai County as the "Bright Angel Toll Road" and began to operate the trail for tourists and travelers, charging a use fee of one dollar a person. While reports state the trail was in poor condition during this early

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period of tourism at the canyon, Sanford Rowe, who Ralph Cameron allowed to lead tourists down the trail in 1892, indicated that the trail was passable. Berry and Ralph Cameron also testified that trail improvements continued during this period to ensure safe passage for those that traveled down it by either foot or by mule (Anderson 1998, 86).

As public awareness of the Grand Canyon increased, so too did its popularity with visitors looking for a route into the canyon. Holding claims to both the trail and its trailhead, Ralph Cameron began construction of a lodge at the Bright Angel Trailhead on the South Rim in 1896. In 1898, Cameron and Berry made improvements to the trailhead and the first several hundred feet of the Bright Angel Trail, which included realigning the route in several places to decrease its gradient and the removal of rubble along the trail for easier passage. Also during this same year, Berry and Niles Cameron began expanding the toll road further north from Indian Garden to the Colorado River. Construction of this segment of the trail was initially completed for the purpose of gaining further access to mining claims. Cameron continued to prospect for minerals in the vicinity of the trail during the entire length of his hold on the land; however, he eventually recognized that there was more economic value in opening the property to tourism than there was in mineral development of the canyon. Many of his mining claims reflected this change in his thinking, as additional routes were developed for those looking to experience canyon views rather than for strict access to its mineral deposits.

The "Cameron Trail," as it was commonly referred to in the late 19th and early 20th centuries, quickly became the most popular trail into the inner canyon. With the arrival of the Grand Canyon Railway at the South Rim in 1901, the trail's popularity as a tourist route into the canyon greatly increased, and most significant attempts at mining the canyon were abandoned to concentrate on this new enterprise. The original franchise to operate the trail expired in this year, and Pete Berry was granted a five-year extension from the recently formed Coconino County. However, once Cameron discovered that the SFRR planned to construct a new spur line from Williams, Arizona to Grand Canyon Village at the South Rim, he secured total rights to the Bright Angel Trail. Cameron bought out Pete Berry's share and that of the other partners and immediately invested in extensive reconstruction of the trail to improve its accessibility for tourists. In 1903, he developed tourist facilities along the route, including Cameron's Hotel and Camps at the Bright Angel Trailhead and Cameron's Indian Garden Camp at Indian Garden.

As a result of Cameron's improvements, the South Rim and the Bright Angel Trail quickly became the most popular destination from which to experience the Grand Canyon. To cater to the growing number of visitors, photographers Ellsworth and Emery Kolb established a shop, known today as Kolb Studio, on the South Rim near the Bright Angel Trailhead in 1904. Anderson (1998) reports:

The Kolbs opened their studio in a floorless tent beside Cameron's hotel, used a shallow mine shaft as a darkroom, and developed prints with murky water obtained from cattle ponds as far away as Rain Tank. In 1904, they upgraded to a small frame studio on Cameron's mining claim at the Bright Angel Trailhead which, with additions in 1915 and 1925, still stands as one of the oldest buildings within Grand Canyon National Park (Anderson 1998, 95).

The Kolb brothers photographed tourists on their way down the trail, processed the prints, and had prints available for purchase in the shop upon the caravan's return. In 1906, the brothers moved their studio to a two-story stone and frame building which Emery constructed at Indian Garden adjacent to Garden Creek, "but for years thereafter Emery still had to jog the 9-mile round trip from rim side studio to inner-canyon cabin...as many as three times each day for the luxury of clean water" (Anderson 1998, 95). The brothers produced thousands of photographs during their years at the Grand Canyon, many of which have since become iconic images. Their historic photographs of mule caravans traversing the steepest grades of the Bright Angel Trail are among the most well-known and widely-recognized images of the Grand Canyon dating to the historic period (see Figure 1) (Anderson 1998, 95).

In order to further secure their interests at the Grand Canyon, Ralph Cameron and his brother Niles filed numerous mining and water claims at strategic locations along the trail. In addition, Cameron secured William Ashurst's claims to Indian Garden and placed numerous claims along the trailhead, including the Copper King (1901), and Cape Hord and Golden

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Eagle claims (1902) (Anderson 1998, 90). By 1904, Cameron filed the Willow claim at the base of the Devil's Corkscrew, and the Wizard claim and Willow Mill site near the mouth of Pipe Creek. All of these claims were later rejected by the Federal government as they could find no evidence that they were ever developed for mining. However, Cameron, well versed in mining law, made modest claim improvements which aided him in associating the claim locations with the larger trail well into the early 1920s. This practice of filing mining claims to acquire land for the tourist trade was not unique to Cameron, as many entrepreneurs used this method to ensure rights to lands. Cameron's claims, though ultimately temporary, would later make it difficult for others, including the Park Service, to gain control of the property.

In 1902, legal battles over use of the Bright Angel Trail began with a challenge by the SFRR over Cameron's claims to the railroad station site and his ownership of the Bright Angel Trail. Martin Buggeln and the SFRR developed the Bright Angel Hotel and adjacent tents (known as the Bright Angel Camp) on the South Rim, which infringed on Cameron's Cape Horn and Golden Eagle claims. The courts allowed the railway's 20-acre station to remain on the rim, though they allowed Cameron to keep the remainder of the property. Thus, the South Rim became a battleground for competing tourist enterprises.

While Cameron battled with the SFRR for control over land on the South Rim, sections of the Grand Canyon's North Rim were being surveyed as part of a larger effort to map the Grand Canyon by USGS cartographer Francois E. Matthes. In 1902, Matthes and his party of cartographers and geologists were sent to the Grand Canyon to plot sections of the North Rim. The group had started their work on the South Rim, crossing the Colorado River by ferry via the South and North Bass Trails. The South Bass Trail began approximately 16 miles northwest of today's Grand Canyon Village, near Signal Hill on the South Rim. The trail extended generally northward down to the Colorado River, just west of the present day Bass Rapids. North Bass Trail began at this point on the north side of the river and extended generally northward to Swamp Point on the North Rim, approximately 19 miles northwest of the present day Grand Canyon Lodge. Although this river crossing involved a 25 mile, 6 day trek along the Bass Trails, it was the nearest crossing point at that time. When it came time to return to the South Rim, the team thought it would be easier to try and descend along the Bright Angel Fault. Despite the difficulty of the route, the party succeeded in clearing a path down to the river, which they crossed in a wooden boat which belonged to an unknown prospector. Then they ascended to the South Rim via the Bright Angel Trail. The following year, Matthes packed in a steel boat by mule for crossing the Colorado River and began using the newly-blazed trail as his regular access route into the inner canyon (Thybonny 2001, 19). Matthes later described the route in a 1927 issue of *Grand Canyon Nature Notes* as, "so steep as it in certain places that the animals fairly slid down on their haunches, so narrow between the rocks was it at one point, that the larger packs could not pass through and had to be unloaded" (Matthes 1927).

He goes on to state that at the bottom of Bright Angel Canyon, the crew traversed the "bouldery" and knee-deep Bright Angel Creek "no less than 94 times" before reaching the "boxed-in lower part of the canyon" (presumably the area known today as "The Box") (Matthes 1927). He also noted that the trail was "as rough as ever" when his team used it to reach the inner canyon the following year (Matthes 1927). Additional detailed descriptions of Matthes' early path through Bright Angel Canyon have not been found.

The conflict on the South Rim escalated in 1903 when Cameron initiated a one dollar toll per animal to descend the trail. Owner of the Bright Angel Hotel, Martin Buggeln had long charged three dollars a day per horse and five dollars a day per guide, sharing his earnings with the railroad and not paying anything for the use of the Bright Angel Trail. However, when Cameron discovered he had the legal right to charge a toll for use of the trail, he wasted no time in erecting a toll gate, thereby restricting Buggeln's, and subsequently the SFRR's, use of the trail (see Figure 2). The railroad in return filed the *Territory of Arizona vs. Ralph H. Cameron*, the first of many lawsuits in the over 20-year debate over public vs. private use of lands at the canyon (Anderson 1998, 90).

In 1906, the lawsuit found that Pete Berry did not have the right to transfer the toll franchise to Cameron, though it was determined that Berry did have the right to collect tolls and that he had simply allowed his friend to work the trail. When

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the lawsuit found that both Cameron and Berry maintained the legal rights to the trail and to its toll, the partners came back at the railroad with a lawsuit for damages incurred from the 7-month injunction and tried to collect the \$5,000 bond Buggeln and the SFRR had posted (Anderson 1998, 90). At this point, the railroad tried to buy out Cameron; however, Cameron refused to talk to the railroad regarding a sale. A number of lawsuits ensued between the two parties, mostly regarding the payment of taxes and land claims. Cameron lost a bit of control over his claims in 1906, when the Berry franchise expired and Coconino County would not allow Cameron to renew it in his name. The trail was awarded to Lannes L. Farrall, the manager of the Cameron Hotel & Camps, and one of Cameron's closest friends. Cameron continued to maintain his mining claims along the trail (Anderson 2002, 17).

Recognizing the Cameron-Farrall partnership, the SFRR filed a number of lawsuits to gain control of the trail. They first requested permission from the Bureau of Forestry to operate and control the trail, attempting to remove the trail from the county's jurisdiction. When the Bureau refused to issue the permit, the railroad filed a suit against the county, claiming it had no right to operate a toll road. Cameron persuaded the Arizona legislature to pass the "Cameron Bill," confirming the county maintained the right to operate a toll road and returned the franchise to Cameron's name. Throughout the ordeal, Cameron received continued support by county residents, angered by what they perceived as governmental interference and big business' attempts to dictate law (Anderson 1998, 91).

As the legal battles at the South Rim waged on, tourist enterprises at the North Rim and within the inner canyon were being facilitated by the efforts of Utah entrepreneur, David Rust, who is considered today to be the North Rim's first concessioner. In 1903, Rust's father-in-law E. D. Woolley formed the Grand Canyon Transportation Company and allotted \$5,000 to Rust to make improvements to Matthes' northern trail route, thus making rim-to-rim trips at the canyon possible for tourists (Cleeland 1986a, 39). That year, Rust blazed a new trail suitable for the passage of livestock on the south side of the Colorado River to the Tip-off and improved Matthes' early trail up Bright Angel Canyon to the North Rim. The trail became known as Rust's Trail, but was also considered a northern extension of the Bright Angel Trail as its route followed Bright Angel Fault (Anderson et al. 2010, 3). Although Rust kept a journal describing his efforts, his writings do not provide details regarding the trail's early alignment or its features.

In 1907, Rust and the Grand Canyon Transportation Company installed a cable system at the mouth of Bright Angel Creek to link his trail segments and transport mules and patrons across the Colorado River. The cable system consisted of a 450-foot-long single strand cable that was suspended 60 feet above the river and held a single cage large enough for one mule or several passengers (see Figure 3). Following installation of the cable system, Rust's trail segment to the south of the Colorado River became known as the Cable Trail. To access the tramway, tourists traveled east along the Tonto Plateau from Indian Garden along the Cable Trail to the Colorado River (Cleeland 1986a, 39; Hughes 1978, 76). Although Rust's Cable Trail and tramway were utilized by hundreds of Trans-canyon tourists, hunters, and prospectors in the early 1900s, both remained hazardous and neither was well maintained. In particular, the cable system was frequently damaged by flooding and passengers often had to be ferried across the often perilous river in a canvas boat.

That same year, Rust also established a small outpost and tent camp, known as Rust's Camp, north of the Colorado River along the east bank of Bright Angel Creek (see Figure 4). Rust installed an irrigation system and planted cottonwood and fruit trees. He also erected several large tents, temporary buildings, and ramadas for overnight guests (Abbott 1978, 10; Cleeland 1986a, 40). His improvements to the northern trail route and amenities at Rust's Camp helped open the inner canyon to tourism and between 1907 and 1913, the camp hosted hunting parties, early prospectors, and some early tourists. The camp was abandoned for unknown reasons prior to 1913. That year, the name of the camp was changed to Roosevelt's Camp after President Theodore Roosevelt stayed in the abandoned camp during a hunting trip (Thybonny 2001).

The period between 1906 and 1913 also consisted of a number of construction and improvement projects along the Bright Angel Trail and within Indian Garden. Early canyon residents recall that sometime between 1906 and 1908, Cameron constructed two tunnels on the upper portion of the trail, which were completed by 1913. By 1916, Cameron built a

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number of structures at Indian Garden including a root cellar and kitchen, a laundry tent, at least seven frame and canvas tents, and a pit toilet. Evidence shows that there was also a tool shed (though it is unknown what the structure looked like), and two frame and canvas tents for the trail maintenance supervisor which were located below Indian Garden, on an eastern slope above the Kolb Brothers studio. The platform supporting the tents was excavated out of a ridge just east of Garden Creek, and each tent had a door and two windows. The pit toilet was located west of the tent camp and cottonwood area. At least three unidentified structures also occupied Indian Garden prior to 1916, one of which likely served as a mule shelter due to its adjacent fence enclosure. Cameron also constructed a mule hitching post and a pond, which may have served as a watering hole for the mules or as a catchment basin to water the alfalfa field. Despite these upgrades, tourists complained about the condition of the trail in 1915. Cameron continued to collect about \$20,000 in tolls that year, suggesting that 20,000 stock riders traveled the trail, as pedestrians could now travel the trail free of charge. Even as the trail began to fall into disrepair in the 1920s, it continued to be the most popular route into the canyon for tourists (Anderson 2002, 19).

After 1910, the SFRR and Fred Harvey Company, who had been battling with Cameron over land claims on the rim and the location of their hotel, eased their efforts to chase Cameron out of the Grand Canyon. The federal government subsequently focused on Cameron's fraudulent mining claims. In order to demonstrate his intention to develop his claims for production level mining, Cameron drafted plans to construct a hydroelectric plant above Pipe Creek to power mills for the intention of extracting and processing platinum. However, the government, SFRR, Fred Harvey Company, and the general public were concerned with the impact of such large scale mining operations within the canyon. Though the plans never materialized, Cameron's proposal motivated governmental officials to take action. Between 1913 and 1919, numerous lawsuits ensued until the United States Supreme Court ruled most of Cameron's claims invalid and declared Cameron and his associates trespassers on the Grand Canyon National Monument, which had been established in 1908 (Anderson 2002, 19).

By 1915, Rust's cable system was known as "Woolley's Tramway," which suggests that Woolley and the Grand Canyon Transportation Company were still actively pursuing business ventures in the inner canyon despite the abandonment of Rust's Camp prior to 1913 (Cleeland 1986a, 40). The Cable Trail continued to be utilized by cross-canyon travelers although its lack of maintenance made it treacherous to travel. In 1917, early cross-canyon traveler Joseph McAleenan termed travel along the Bright Angel Trail a "boulevard" in comparison to Rust's Trail (Anderson et al. 2010, 4).

1919–1932 — The Park Service, the Fred Harvey Company, and the Santa Fe and Union Pacific Railroads

When the Park Service gained administrative control of the Grand Canyon in February 1919, one of its first goals was to establish authority and consolidate control over the area, particularly at the already thriving tourist areas of Grand Canyon Village and within the central canyon corridor. At that time, the most direct access route to the inner canyon and Colorado River was via the Bright Angel Trail, which was now owned by Coconino County. County ownership of the trail was specifically protected within the 1919 Act that created Grand Canyon National Park, and transfer of the trail from Coconino County to the Park Service was not an easy task. This was due primarily to the non-amicable relations between the local and federal governments (Anderson 2010, 4).

In preparation for an unfavorable outcome and to protect their interests at the canyon, Park Service Engineer Miner Tillotson surveyed a new trail route to access the Colorado River at Bright Angel Creek in February 1919 (Anderson 2000, 23). The trail route, which incorporated portions of Rust's Cable Trail and spanned from Yaki Point on the South Rim to the Tip-off, was selected for both practical and aesthetic reasons. The planned location for the portions of the trail that traversed along a ridgeline afforded protection from landslides. It also offered unobstructed canyon views to hikers. The trail also provided a route exposed to sun throughout the year—which would increase functionality of the trail by ensuring a mostly dry, snow-free route. Construction of the trail was estimated to cost \$40,000 or 73 percent less than Coconino County's asking price of \$150,000 for transfer of ownership of the Bright Angel Trail to the Park Service.

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As negotiations for control of the Bright Angel Trail continued, between 1920 and 1921 the Park Service made modest improvements to other inner canyon trails, including Rust's Cable Trail to the North Rim, which had fallen into disrepair. During this time, trail crews comprised predominantly of Havasupai workers armed with picks and shovels reconstructed the lower portion of Rust's Cable through "The Box," eliminating 40 of the original 94 crossings of Bright Angel Creek (Anderson 2000, 22). On February 6, 1922, trail foreman Rees Griffith died as a result of injuries sustained while widening the trail. Griffith was buried along the north side of the trail near the Colorado River, and a bronze marker commemorating his death was later placed on his grave at an unknown date. By 1926, nearly six miles of the trail upstream from Bright Angel Creek had been improved (Anderson 2000, 22).

To facilitate access to their newly-improved northern trail route, in 1921, the Park Service also replaced Rust's deteriorating cable system with a wooden suspension bridge (see Figure 5) (Anderson 2000, 22). Due to the bridge's remote location, all of the materials, including the 1,200 pound cables, were packed into the canyon by mule. During construction, three pack horses, carrying loads that included more than 100 pounds of dynamite, slipped over a cliff and perished on the rocks below. Upon its completion, the 420-foot-long bridge was the first within the Grand Canyon to be constructed over the Colorado River. While the bridge facilitated cross-canyon travel and made crossing the Colorado River easier, particularly for mules carrying tourists and provisions for inner canyon occupants, the structure was reportedly unstable and at times, perilous to cross. Early visitor accounts suggest that during high winds, the bridge was "tossed about so violently" that no one could cross, and several times it flipped over completely (Thybonny 2001, 23). An inner canyon visitor, Frances Line, compared the early bridge to a "slender and fragile" fishing rod, and wrote that it "swayed in the wind without a person on it" (Thybonny 2001, 23).

As Park Service momentum for access to the inner canyon grew and the Colorado River corridor became more accessible to tourists, the need for overnight accommodations at the bottom of the Grand Canyon became apparent. In early 1922, South Rim concessioners, the SFRR and the Fred Harvey Company announced plans for the construction of a new hotel called Roosevelt's Chalet in the former area of Rust's Camp on Bright Angel Creek (Cleeland 1986a, 42). The primary concessioner for the development, the Fred Harvey Company, had signed a contract with the Park Service in 1920, to augment visitor services and accommodations at the Grand Canyon for a duration of 20 years (Anderson 2000, 14). They appointed Fred Harvey architect, Mary E. J. Colter to design the buildings, which included three two-person bunkhouses, a caretaker's cabin, and a lodge that included a kitchen and dining hall (see Figure 6) (Grattan 1992, 118).

Because the ranch was built to accommodate mule riders, Colter's design recalled a western ranch with a central lodge and scattered "dude" cabins (Cleeland 1986a, 42). The buildings were constructed in the Craftsman Bungalow architectural style, and their designs utilized uncut river boulders and other native stone collected from the inner canyon (see Figure 7). Other building materials, including wood for the roof supports, gables, doorways, and windows, were hauled to the site by mules (Grattan 1992, 118). Other structures, not designed by Colter, included a water reservoir, a Fred Harvey mule barn and corral, a blacksmith's shop, and numerous rock walls and fences (Grand Canyon Natural History Association 1979).

To make the ranch as self-sufficient as possible, ranch hands, including "Shorty" Yarberry, a former Texas cattle runner who arrived in the canyon in 1919, expanded Rust's existing orchard which had succumbed to neglect by the early 1920s, by planting 18 peach, apple, pomegranate, and apricot trees. They also landscaped the area and planted cottonwood and sycamore trees around the ranch buildings for shade and installed an irrigation system to keep the orchard and other vegetation watered. An alfalfa field was planted near the orchard to provide feed for livestock, and rabbit runs and a chicken house were installed near the mule barn and corral to provide food for guests. For breakfast, the ranch offered local eggs and homemade nectarine jam (Thybonny 2001, 23).

Phantom Ranch was open to the public on June 12, 1922 (Grand Canyon Natural History Association 1979). Construction of the resort cost \$20,000, all of which was paid by the SFRR. An article published in a 1922 edition of the Kansas City Star noted that the completed hotel had "a large combined dining hall and restroom, three large cabins with wide sleeping

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porches for the accommodation of visitors and a caretaker's cabin...The cabins have all the comforts of home—shower baths, running water and telephones”(*Kansas City Star*, 2 July 1922).

Upon its completion in 1922, Colter renamed the tourist camp Phantom Ranch. Although originally named after a creek that flows from a deep narrows a mile above the ranch, the appellation evoked romantic images of ghouls and ghosts, and over the years, other stories of its origin emerged (Thybonny 2001, 4). In 1927, the *Kansas City Star* published the following explanation for the property's name in one of its articles: “Phantom Ranch is so called for the excellent reason that it has a phantom...The phantom appears at night on the face of the mountain. It is white as all phantoms are and has something of the shape of an unveiled human” (*Kansas City Star*, 23 January 1927).

During the early 1920s, the cost for a two day Fred Harvey mule trip from the South Rim to Phantom Ranch was \$19.00 (Cleeland 1986, 43). With the cessation of World War I, people in the United States began to travel again. Passenger travel on the SFRR hit its peak. Visitors to the Grand Canyon increased from 44,000 in 1919, to 100,000 in 1923, to 200,000 in 1929 (Grattan 1992, 37).

While private tourist enterprises flourished a half mile up Bright Angel Creek at Phantom Ranch, the U. S. Government began constructing buildings at the creek delta on the Colorado River. In the fall of 1922, the USGS installed a gauging station along the northern bank of the Colorado River that included a 50-foot-high recorder tower, a 410-foot-long span cable positioned 60 feet above the river, and a 12-foot-long by 14-foot-wide Operator's Cabin (Cleeland 1986a, 52). The station was placed near the Park Service suspension bridge to take advantage of the accessibility and access to phone lines which were used to forecast flood stages several days in advance of their occurrence in Yuma and the Imperial Valley of California. The Park Service supervised the landscape architecture aspects of the station's construction so that the built environment would be subordinate to its natural surroundings. They required that the exposed walls of the reinforced concrete recorder tower be faced with granite spalls and suggested that the stone and wood operator's cabin be modeled after Colter's buildings at Phantom Ranch (Cleeland 1986c).

During construction of the gauging station, the Park Service widened and improved more than 2 miles of the Rust's old Cable Trail on the south side of the Colorado River to facilitate the expedient transport of building materials (Cleeland 1986a, 52). Despite these improvements, it took more than 800-mule-days to pack building materials down to the site due to the precarious nature of the suspension bridge, which required mule loads to be less than 6 feet long and weigh less than 150 pounds (Cleeland 1986c, 52). Upon completion of the gauging station, the Park Service installed a single-circuit telephone line into the canyon to provide communication for Phantom Ranch residents and the USGS hydrographer (Cleeland 1986a, 53).

In 1924, the federal government proposed what would be their final offer to Coconino County in the struggle for control of the Bright Angel Trail. In exchange for ownership of the trail, the Park Service agreed to construct a new South Approach Road to Grand Canyon Village. Although administrators and civic leaders in the gateway towns agreed that the deal would be beneficial to all involved parties, local opposition spearheaded by Senator Ralph Cameron prompted Coconino County to place the measure for popular vote on the 1924 ballot. The measure was soundly rejected on November 7, 1924. Immediately following the ruling, indignant Park Service administrators began establishing camps, building necessary roads, organizing work crews, and purchasing supplies and equipment for the construction of their surveyed trail route (later known as the South Kaibab Trail) from the South Rim to the Colorado River.

Construction of the 6.5-mile-long South Kaibab Trail commenced on December 3, 1924 under the supervision of park engineer Miner Tillotson (Anderson et al. 2010, 5). Utilizing predominantly Mormon labor, work began at opposite ends of the trail with two crews of 15 and 20 men. Arizona Strip resident, John Brown, led the crew at the Colorado River, and Chuck Seavey, a future CCC foreman, oversaw trail work below Yaki Point (Anderson 2000, 23). Using dynamite and air-compressed tools that had only recently been invented for modern road construction, the men blasted and carved a 4.5-foot-wide trail from the canyon walls (see Figure 8). Part of the work of the lower crew also included renovation of a 2-

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mile-long section of Rust's old Cable Trail from the Colorado River to the Tonto Plateau (Anderson et al. 2010, 5). Work on the trail was arduous and progress was often slow due to miscalculations regarding rock formations and the Canyon's extreme temperatures, high winds, and sheer cliffs along most of the route (Anderson et al. 2010, 5). Additionally, resistance and ridicule by opponents of the trail, including the SFRR and Fred Harvey Company, placed unrelenting pressure on Park Service management to complete the trail which was fraught with financial difficulties and continual construction delays (Anderson et al. 2010, 5).

After six laborious months of construction, the two crews met in mid-June 1925. The total cost of the trail at the time of its completion was nearly \$73,000, or \$30,000 more than originally estimated (Anderson et al. 2010, 5). The South Kaibab Trail was dedicated on June 15, 1925, and the first mule train descended the trail to Phantom Ranch nearly a month later on June 26, 1925 (Anderson et al. 2010, 5; Sutphen 1992, 83). The Park Service named its new route the Yaki (also spelled Yaqui) Trail due to its inception and trailhead at Yaki Point. At the time of its dedication, the route was the first trail to be built by the Park Service at the canyon and it stood unmatched as the "safest, most expedient, and most convenient rim-to-river trail in the Grand Canyon" (Anderson et al. 2010, 5).

Upon completion of the South Kaibab Trail as an alternative to the Bright Angel Trail, the Park Service realized that they could further ensure their complete control over the Colorado River corridor by constructing a companion trail that would link the North and South Rims of the canyon. They also surmised that a Trans-canyon trail would advance their plans for the construction of tourist facilities at Bright Angel Point by enhancing hiker access into the canyon.

Although the Park Service had made improvements to the lower two miles of Rust's Cable Trail in the late 1920s, the trail had not been maintained after Rust abandoned his tourist efforts in the canyon in 1919, and the majority of the route was in poor condition. Between 1925 and 1926, Park Service crews rebuilt a 1.25 mile section of the gorge segment of the trail and continued south to Ribbon Falls by 1926. Prior to 1926, this portion of the trail was considered a northern extension of the Bright Angel Trail as it followed the Bright Angel Fault from the river to the North Rim. Between 1926 and 1928, however, the NPS constructed a new section of the trail from Ribbon Falls that turned away from the fault at Roaring Springs Canyon. They also made additional trail improvements through Granite Gorge, reducing the number of Bright Angel Creek crossings to six (Anderson et al. 2010, 3).

According to Anderson, during the principal period of construction between 1925 and 1928, the trail crew rebuilt the trail to Park Service standards patterned after the South Kaibab Trail. They widened the path to the standard four to five feet, reduced grades, with few exceptions, to less than 20 percent (grades range from 12 to 24 percent), and in other ways improved the trail in terms of safety. Upon completion of these improvements, the trail became known as the North Kaibab Trail (Anderson et al. 2010).

In association with the North Kaibab Trail's construction, the Park Service and Fred Harvey Company developed Yaki Point, near the South Kaibab Trailhead, for use as a staging area for mule trains used to pack supplies into the inner canyon. Between 1928 and 1929, the Park Service and Fred Harvey Company built numerous structures at Yaki Point (South Kaibab Trailhead), including a stone mule barn, two residences, two sheds, and a garage. The primary purpose of the buildings was to house mules and handlers packing supplies into Phantom Ranch and the inner canyon along the South Kaibab Trail (Anderson 2010, 4-5).

The Park Service also erected their first permanent structure near the mouth of Bright Angel Creek to the south of Phantom Ranch. The building, which was originally called the Caretaker's Cabin and later designated the Rock House, consisted of a single room frame building with a masonry foundation and corner piers. According to a 1934 Housing Survey form, the interior of the building contained a built-in sink and tongue and groove interior walls and had a maximum occupancy of two (Anderson et al. 2010, 6; Cleeland 1986c, 55).

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The Park Service also established a small campground, known as Cottonwood Campground, along Bright Angel Creek in 1927 to serve as a layover stop for mule parties traveling between the North Rim and Colorado River. Amenities at the campground coincided with visitor demographics and included numerous camp sites, picnic tables, piped water, and a telephone. The campground also had a caretaker's cabin (now used as a ranger station) that had a public room, a kitchen, and two storage rooms (Carter 1934). Use of the campground was free and campsites were available on a first-come, first-serve basis. The following year, the Park Service also designated areas along the North Kaibab Trail at Roaring Springs and the South Kaibab Trail at Cedar Ridge for use as temporary undeveloped campsites (Anderson 2000, 24). As a result of these improvements and the construction of campgrounds elsewhere in the park, the number of campers at the Grand Canyon increased from 43,500 to 52,000 between 1927 and 1929 (Anderson 2000, 24).

With the Trans-canyon trail corridor nearly complete in 1928, the Park Service decided to replace the swinging suspension bridge across the Colorado River with a stronger and more rigid structure. That January, the Park Service established a temporary camp at the confluence of the river and Bright Angel Creek to house nine laborers and a cook during the bridge's construction. Construction of the bridge commenced on March 9, 1928. Similar to other early construction projects within the inner canyon, all materials had to be packed into the canyon by manpower and mule, including eight main cables which weighed more than one ton each. The cables were carried to the bridge site by 42 men, primarily Havasupai laborers, who spaced themselves along the 550-foot cables, slung them over their shoulders, and snaked them down the South Kaibab Trail (Sutphen 1992, 79). Work crews also began construction on a 105-foot-long approach tunnel on the south side of the Colorado River to access the bridge. The tunnel and bridge were nearly complete when ownership of the Bright Angel Trail was finally ceded to the federal government as part of Grand Canyon National Park on May 22, 1928 (Anderson 2000, 23; Anderson 2002, 20). Immediately following transfer of the trail, the \$1.00 toll previously charged by Cameron was rescinded, marking the closure of the last toll road or trail within the Grand Canyon (Anderson 1992, 37; Hughes 1967, 137–140; Sutphen 1991). Nearly three months later, on August 3, 1928, the suspension bridge was finally completed (see Figure 9). The bridge continues to span the Colorado River and is commonly referred to today as the Black Bridge or the Kaibab Suspension Bridge.

With Fred Harvey mule trips becoming more popular by the mid-1920s, the Fred Harvey Company expanded its facilities at Phantom Ranch to include four new guest tents, two toilets on the banks of Bright Angel Creek, a combined coal and wash house, and a hay shed in 1926 (Anderson et al. 2010, 5). The Park Service also constructed a recreation hall and shower and bath house to the southwest of Colter's original development. The recreation hall measured 51 feet long by 38 feet wide and was constructed of wood frame with stone piers. The western two-thirds of the building contained an open recreation room with an exposed beam ceiling and the eastern third had a bathroom and showers. The building also had a large stone fireplace and two, 38-foot-long by 12-foot-wide open porches were present on its north and south sides. The shower and bath house was constructed almost entirely of stone and measured 38 feet long by 28 feet wide (Johnson et al. 1980). The following year, the Park Service erected three adjacent two bedroom stone and wood guest cabins to the west of the recreation hall in anticipation of increasing visitation to the ranch following completion of the Trans-canyon trail route. Although no signed drawings or plans for these buildings exist, Cleeland (1986, 67) asserts the later additions to the ranch, including the recreation hall, small cabins, the guide's quarters, and the shower house were most likely designed by Colter, as she was employed full-time as an architect for the Fred Harvey Company and SFRR during that period and the building designs bear her characteristic style. According to Cleeland (1986, 67), "it is doubtful that she would have tolerated another architect designing additions which might differ from her overall concept of Phantom Ranch." To transport building materials to the site during its renovation, a cable tramway was installed from the recreation hall to the Park Service suspension bridge in 1927 (Grand Canyon Natural History Association 1979).

In 1928, a second cable conveyor system was installed at the Grand Canyon by North Rim concessioners, the Utah Parks Company and the UPRR, between Bright Angel Point and Roaring Springs. The purpose of the cable system was to facilitate the installation of a state-of-the-art water pipeline that stretched from Roaring Springs to their newly-constructed lodge (Grand Canyon Lodge) on the North Rim (Anderson et al. 2010, 3). To supply water to their pipeline system, the railroad dammed Bright Angel Creek below the confluence of the creek and Roaring Springs; from the dammed creek, a

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sluice carried water downstream to a powerhouse, which created electricity to run a large pump that pumped water nearly 4,000 vertical feet up to a water tank on the North Rim (Berkowitz and Thybony 2005). Despite numerous upgrades to the system since its completion in 1929, Roaring Springs continues to supply water and electricity to Bright Angel Point.

On September 15, 1928, the Yaki Trail and newly-completed northern route were collectively designated the Kaibab Trail by the Utah Parks Company (Utah Parks Company 1928). Together, the completed trails spanned nearly 21 miles between the North and South Rims, and created the canyon's first (and only) Park Service-constructed Trans-canyon travel route. Construction of the route, including the Kaibab Suspension Bridge, cost the Park Service \$186,884.55 (Anderson 2000; Sutphen 1992c). In the 1930s, the southern portion of the trail became known as the South Kaibab Trail and northern route was designated the North Kaibab Trail based on their locations relative to the Colorado River.

Immediately following the completion of the Trans-canyon trail route, the Fred Harvey Company expanded guest facilities at Phantom Ranch to include five two bedroom cabins built in the same architectural style as those constructed the previous year (Anderson et al. 2010, 5). The Fred Harvey Company also increased the size of the original Phantom Ranch dining hall by adding an addition to its south end and built a circular corral comprised of 11 masonry piers as a dismount and "welcome" area for tourists riding the Fred Harvey Company mule trains (Cleeland 1986c). The expanded dining room had separate entrances for employees and guests, and the west side of the building was used for guest activities and provided a resting place adjacent to Bright Angel Creek (see Figure 10). By the end of 1929, the combined efforts of the Park Service, Fred Harvey Company, and SFRR had created a lush inner canyon oasis for dignitaries and recreationalists seeking to experience the grandeur of the Grand Canyon (see Figure 11).

During the late 1920s and early 1930s, maintenance of the South and North Kaibab Trails was accomplished by two full-time Park Service employees. One of the employees was assigned to the upper portion of the South Kaibab Trail between the South Rim and the Tip-off and the second employee maintained the remaining portion of the South Kaibab Trail between the Tip-off and the Colorado River, as well as a portion of the North Kaibab Trail between the suspension bridge and Phantom Ranch (Sutphen 1991). Seasonal employees were also hired by the Park Service for maintenance along the North Kaibab Trail, which was frequently damaged by heavy summer rains and flooding (Anderson et al. 2010, 3). In part due to their continuous maintenance, the North and South Kaibab Trails gradually grew in popularity in the late 1920s, and by the early 1930s, the South Kaibab Trail replaced the Bright Angel Trail as the preferred travel route from the South Rim to the Colorado River (Sutphen 1992). As the only trail from the developed area of the North Rim to the inner canyon, the North Kaibab Trail also became a popular route during this time.

Once the Park Service gained ownership of the Bright Angel Trail, numerous construction projects along the trail route commenced. In 1929, Park Superintendent M.R. Tillotson and Park Engineer C.M. Carrel allocated \$20,000 for the reconstruction of the trail; work began that same year. By May 1931, the pair had completed most of the reconstruction from the rim at Kolb Studio to Indian Garden (see Figure 12). The completed trail maintained an average gradient of less than 13 percent, with a maximum of 17 percent. The realignment of the trail required extensive reconstruction of Jacob's Ladder and the upper tunnel, as well as a complete re-routing along the slopes of the Bright Angel Fault (Anderson 2002, 23).

During the early years of Park Service control in the 1930s, many of Cameron's structures, including the stone house, tent frames and Kolb Brothers photo studio at Indian Garden were razed. In 1931, the SFRR constructed a cable tramway from the South Rim to Indian Garden to transport materials for the construction of a new South Rim water system. The tramway was located adjacent to the Bright Angel Trail in the vicinity of Indian Garden on an eastern slope. Although the exact location of the system is not known, part of it is known to have been located in the vicinity of the Three-Mile Rest House. A total of 2.5 miles of 6-inch-diameter water pipe was buried for the new system (Anderson 1998, 74; Anderson 2002a, 6).

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The following year, the SFRR constructed two pumphouses (one of which is known today as the Rehandling Pumphouse) and a 70,000-gallon reservoir within the Garden Creek drainage at Indian Garden. The facility served to collect water at Indian Garden and pump it to the upper pumphouse at the South Rim. The Park Service also built a two-room stone and frame Caretaker's Cabin in the area of Cameron's razed buildings, as well as two latrines north of and downstream from their newly-constructed cabin. The appropriate siting of sanitation facilities greatly increased the quality of the water supply at Indian Garden. Latrines were connected to the pump and sludge trench and were made available for visitor use (Anderson 2002, 22). Additionally, 350 feet of electrical line was installed from the Caretaker's Cabin to the Pump Station (Anderson 2002a, 6-7; John Milner and Associates 2005, 92).

1933-1942 — The Park Service and the CCC

By the early 1930s, the Park Service and its private concessioners had made great strides in transforming the Grand Canyon into one of the most popular tourist destinations in the American West (Anderson 2000, 24). This progress was dampened, however, in 1933 due to budget shortages caused by the Great Depression. That year, President Franklin D. Roosevelt established numerous federal relief programs, including the Works Progress Administration and the CCC, to assist federal agencies with conservation endeavors as well as to provide work to thousands of unemployed American men. Of these programs, the CCC was the most popular and had a lasting effect on the Grand Canyon.

On May 29, 1933, the first two contingents of CCC workers arrived at the Grand Canyon (Anderson 2000, 26). CCC enrollees were divided and stationed at numerous CCC camps established on the North and South Rims and in the inner canyon. One of these camps, known as the Bright Angel Campground or NP-3-A, was established in the inner gorge of the Grand Canyon in the vicinity of Phantom Ranch (see Figure 13). The location of the CCC camp was previously selected by Park Service architects and engineers for the establishment of a large camp site to accommodate hikers and fisherman (Langley 1933).

The first task of the men stationed in the inner canyon was to build their campground. They moved boulders, graded the bank of Bright Angel Creek, planted cottonwood trees, installed an irrigation system, built a rock-walled restroom (#182), and erected tents and other temporary buildings (Cleeland 1986b, 55). The camp was home to nearly 200 men from Company 818, the majority of who were Texas and Arizona natives. Recreational activities at the camp included basketball, baseball, volleyball, music classes conducted by the blacksmith, and silent films. The recreation hall had a small library, jigsaw puzzles, chess and checkerboards, domino sets, playing cards, and a radio (Cleeland 1986c, 56). In 1934, the Phantom Ranch CCC camp received an award as the best of the 54 camps in the Arizona-New Mexico District (Cleeland 1986b, 56).

CCC enrollees stationed at the Bright Angel Campground and elsewhere in the central corridor were supplied by the United States Army's Seventh Pack Train, which operated a temporary, year-round camp at Yaki Point (South Kaibab Trailhead) between 1933 and 1936 (Anderson 2000, 31). The unit was comprised of army and civilian men, 50 pack mules, and 10 saddle stock divided into sections of twenty mules and four packers each (Anderson 2000, 31). Packers made daily trips into the canyon, five days a week, hauling loads of coal, mail, and food averaging six thousand pounds (Anderson 2000, 31). In three years of operation, the pack train reportedly never missed a delivery, in part due to the masterful engineering of the South Kaibab Trail which prevented the accumulation of snow and ice along the route.

One of the first and most significant projects completed by Company 818 during the early 1930s was the construction of the Colorado River Trail (commonly referred to as the River Trail). The trail, which stretched 2 miles from the mouth of Pipe Creek on the Colorado River to the Kaibab Suspension Bridge, was built by Company 818 enrollees between 1933 and 1936. CCC worker Louis Purvis worked on the Colorado River Trail during this period. He explained the strenuous work that was involved in creating and sustaining this trail in an interview on October 5, 1985. Describing his work on the Colorado River Trail, Purvis explained:

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I resurfaced that area where the sandbar was close to the Silver Bridge on the cliff down below. Then he [the superintendent] sent me to Indian Garden after an air compressor. He gave me fifty or sixty kids to go do it. We brought that air compressor down the Corkscrew switchbacks down to the foot of Bright Angel Trail, and started the trail back toward the camp. I put some in front pulling, and some behind holding back, and a couple with bars to get it around the corner switchback, and two on the tongue, and we bought it down the trail. Then when we got it down there, he gave me orders to start breaking trail back toward a foreman by the name of Danny Campbell. So that's how we started the other end of Colorado River Trail (Interview with Louis Purvis, conducted by Susan Lamb, 1985).

Purvis' testimony is evidence of the difficult and laborious work that was required of the men that constructed the trail.

The Park Service also used CCC enrollees stationed at the Bright Angel Campground to reroute and maintain segments of the Bright Angel and South and North Kaibab Trails (see figures 14 and 15). Anderson (1998) describes changes to the Bright Angel Trail alignment during this period. He noted that the first 1.82 mile segment, bypassing the Tonto Trail-Salt Creek alignment, got underway in November 1929. The crews used a combination of tons of powder, compressed air jackhammers, as well as picks and shovels to construct a new trail through Tapeats Narrows along Garden Creek to the top of Vishnu Schist. The crew then blasted down and across Salt Creek (which is not the same creek that is referred to as such today) perpendicular to the old trail to a lower point above Pipe Creek, then down a new Devils Corkscrew at maximum 16 percent grades to the creek bed. The total cost of construction was \$19,000 (Anderson 1998, 74).

According to Anderson, a second project ran from October 1930 through May 1931 as crews at Indian Garden and the Kolb Studio worked toward each other to reconstruct the upper trail. Allocated \$30,000 for this segment, Carrel chose a completely new alignment in order to reduce grades to an average of 13 percent (17 percent maximum), retaining on the path of Jacob's Ladder which required extensive blasting to bring the ledge out to the standard width of four feet. Crews 'shot through' the upper tunnel, built earlier by Cameron to access Mallery's Grotto, and routed the trail through it in a wide arc to gain the easiest grade possible above the Coconino Sandstone. Carrel added down slope, dry-rubble retaining walls and water breaks for safety before running out of money (Anderson 1998, 74).

In addition to rerouting segments of the trail, between 1933 and 1939, CCC workers oiled portions of the Bright Angel Trail both by machine and by hand. Workers also constructed the shelters along the trail route, including the Three-Mile Rest House at the three-mile mark in 1935 (see Figure 16), and the Mile-and-a-Half Rest House at the one and one-half-mile mark and the River Rest House at the Pipe Creek-Colorado River junction in 1936. By February 1938, the workers also completed construction from the base of the Devil's Corkscrew to the junction of the recently completed Colorado River Trail at the mouth of Pipe Creek, thereby connecting the Bright Angel Trail and Colorado River Trail with the South Kaibab Trail (Anderson 1998, 74).

Along the South and North Kaibab Trails, CCC laborers performed the strenuous work of side trail ditching, clearing rockslides, repairing erosion damage, installing and repairing water bars and guardrails, and resurfacing the trail with gravel (Anderson et al. 2010, 3; Sutphen 1991; Sutphen 1992). They also performed emergency snow removal from upper portions of the North Kaibab Trail (Anderson et al. 2010, 4). In addition to basic trail maintenance, other CCC projects in the region included the planting of cottonwoods and box elder trees in the vicinity of Bright Angel Campground; construction of spur trails from the North Kaibab Trail to upper Ribbon Falls and Clear Creek; completion of a tunnel, known as the Supai Tunnel, through the Supai group along the North Kaibab Trail; improvements to Cottonwood Campground; repainting the Kaibab Suspension Bridge; installing rip-rap to divert the channel of Bright Angel Creek; and the construction of an interpretative display and wooden case for fern fossils discovered during trail construction at Cedar Ridge (Anderson et al. 2010; Stephenson 1933).

After 1933 and throughout the 1930s, the CCC also built numerous structures for the Fred Harvey Company at Phantom Ranch as well as several buildings for the Park Service and USGS at Indian Garden and near the mouth of Bright Angel

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Creek. One of the most significant CCC projects at Phantom Ranch was the construction of a large swimming pool in 1934 (see Figure 17). The pool was constructed by 20 enrollees of Company 818 under the supervision of Park Service Landscape Foreman Charles D. Carter. It was located in a boulder-filled floodplain north of the Recreation Hall and was fed by water from Bright Angel Creek. Although CCC reports written by Landscape Architect Alfred H. Kuehl in the 1930s indicated that construction of the pool would be finished by June of 1934, it was not completed until 1936. CCC enrollees were among the first to enjoy the pool, and for many years, it was a centerpiece of Phantom Ranch (Cleeland 1986c, 47; Anderson 1998; Kuehl 1934; Langley 1934a). With increasingly heavy use through the 1960s, the pool became a maintenance and health hazard, however, and in 1972, it was filled in by the Fred Harvey Company with permission from the Park Service (Cleeland 1986c, 49). Many items were reportedly thrown into the pool at the time it was backfilled, including the original hand-carved doors of the recreation hall, a pool table, a piano, old oil burning stoves once used to heat the guest cabins, and items from the old blacksmith shop (Abbott 1978, 20; Cleeland 1986c, 49).

Other CCC-constructed buildings at Phantom Ranch included a small, one-room residence known as the Packer's Cabin and a mule corral. The design of the Packer's Cabin followed standard plans created by the Park Service Branch of Plans and Designs developed in the 1930s to create similar structures during the busy years of CCC construction (Cleeland 1986c, 56; Tweed, Soulliere, and Law 1977, 97). Both of the buildings were constructed for the Park Service. The CCC also erected a cable tramway across the Colorado River west of the Bright Angel Creek Delta as a means of gathering driftwood from a sandbar on the far side of the channel, and built two bridges over Bright Angel Creek, both of which had massive stone piers from which the bridge support cables were strung (Anderson et al. 2010, 7; Cleeland 1986c, 56). The tram was also useful for transporting CCC workers across the river during construction of the Colorado River Trail (Haines 1934, 4).

At Indian Garden, CCC workers constructed permanent shelters during these years, as well as a mule stable or barn and residences for the campsite caretaker and the Santa Fe Pump Station caretaker (see Figure 18) (Anderson 1998, 74). In 1935, CCC enrollees stationed at a side camp at Indian Garden constructed a Trans-canyon telephone line. The 18-mile long telephone line roughly paralleled the Bright Angel and North Kaibab Trails and consisted of a single, copper-weld wire line strung from 592 poles and cross-arms crafted of two-inch galvanized steel pipes (Cleeland 1986a). A two-mile-long spur line was also built along the South Kaibab Trail from the Colorado River to the Tip-off (Cleeland 1986a). The telephone lines were modified between 1938 and 1939 by the addition of a new cross-arm and a second circuit (Leonard et al. 2010, 53). At this time, some of the two-inch-pipe poles fashioned for the rugged canyon were moved to the Bright Angel and Cottonwood Campgrounds for campers to hang their packs on (see Figure 19) (Cleeland 1986b, 54). The Trans-canyon Telephone Line was listed in the NRHP on May 13, 1986. Today, contemporary plaques at the South Rim and Phantom Ranch pay homage to the work of the CCC on the historic telephone line.

Steady visitation to the Cross Canyon Corridor trails continued under Park Service management, and by 1936, annual traffic counts along the Bright Angel and Colorado River Trails totaled 20,607 users (Anderson 2002). Additionally, the North and South Kaibab Trails had more than 18,000 annual users, with the South Kaibab Trail alone reporting approximately 50 hikers per day (Sutphen 1992). In 1942, the CCC was disbanded and all CCC contributions to the Cross Canyon Corridor Trails and the Grand Canyon region ceased.

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