National Park Service
Cultural Landscapes Inventory

Mineral King Road Cultural Landscape District
Sequoia and Kings Canyon National Parks

National Park Service
Cultural Landscapes Inventory
2008

Mineral King Road Cultural Landscape District
Sequoia and Kings Canyon National Parks

Sequoia and Kings Canyon National Parks concur with the findings of the CLI, including the management category and condition assessment as identified below:

MANAGEMENT CATEGORY: **B: Should be preserved and maintained**

CONDITION ASSESSMENT: **Good**

Craig C. Ostell 22 Sep. 08

Superintendent, Sequoia and Kings Canyon National Parks Date

Please return to:

Vida Germano
Cultural Landscape Inventory Coordinator-Oakland
National Park Service
Pacific West Regional Office
1111 Jackson Street, Suite 700
Oakland, CA 94607-4807
(510) 817-1407
(510) 817-1484 (fax)

Management Category

Must be Preserved and Maintained (Category A): A landscape meeting any one of the following criteria: the preservation of the landscape is specifically legislated; the landscape is related to the park's legislated significance; the landscape is nationally significant as defined by National Historic Landmark criteria or serves as the setting for a nationally significant structure or object; the landscape is less than nationally significant, but contributes to the park's national significance; the landscape is prehistoric.

Should be Preserved and Maintained (Category B): A landscape meeting all of the following criteria (failure to meet any of the conditions moves it to Category C): the landscape meets National Register criteria: the landscape is compatible with the park's legislated significance; the landscape has a continuing or potential purpose that is appropriate to its traditional use or function.

May Be Preserved and Maintained (Category C): A landscape meeting either of the following conditions: the landscape meets the National Register criteria but because of condition or other factors does not qualify for the Category B classification; there is currently insufficient information available to determine eligibility for the National Register but preliminary study indicates potential eligibility.

May be Released, Altered or Destroyed (Category D): A landscape meeting any one of the following criteria: the landscape is an irreparable hazard to public health and safety, or has lost its historical integrity; the landscape is a physical or visual intrusion on the park's legislated significance, as defined through the planning process; the landscape has been disposed of by planned action or destroyed by natural forces or accident.

Not Specified: A management category has not been determined for the landscape.

Condition Assessment

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbance and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining cultural and natural values.

NPS Form 10–900

OMB No. 1024–0018 (Rev. 10–90)

Prop# 109898

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

==========

historic name: Mineral King

other names/site number: The Mineral King Road Cultural Landscape District

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2. Location

==========

street & number Mineral King Road

city or town Mineral King **vicinity** Sequoia National Park
state California **code** CA **county** Tulare **code** 107 **zip code** 93271

==========

3. State/Federal Agency Certification

==========

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this __X__ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _X__ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally _X_ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official — September 5 2003 Date

National Park Service

State or Federal agency and bureau

In my opinion, the property _X_ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Stephen D. Mikesell, DSHPO — 8-21-03

Signature of commenting or other official — Date

CA Office of Historic Preservation

State or Federal agency and bureau

==========

4. National Park Service Certification

==========

I, hereby certify that this property is:

X entered in the National Register
____ See continuation sheet.

____ determined eligible for the National Register
____ See continuation sheet.

____ determined not eligible for the National Register

____ removed from the National Register

____ other (explain):

Signature of Keeper — Date Action 10/24/03

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5. Classification

==========

Ownership of Property (Check as many boxes as apply)

_X_ private
___ public-local
___ public-State
X public-Federal

Category of Property (Check only one box)

___ building(s)
X district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
59	12	buildings
0	2	sites
4	1	structures
____	_____	objects
63	15	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing: N/A

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Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Cultural Landscapes Inventory – General Information

The Cultural Landscapes Inventory (CLI) is a database containing information on the historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved inventory records when all required data fields are entered, the park superintendent concurs with the information, and the landscape is determined eligible for the National Register of Historic Places through a consultation process or is otherwise managed as a cultural resource through a public planning process.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2001), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two goals are associated with the CLI: 1) increasing the number of certified cultural landscapes (1b2B); and 2) bringing certified cultural landscapes into good condition (1a7). The CLI maintained by Park Historic Structures and Cultural Landscapes Program, WASO, is the official source of cultural landscape information.

Implementation of the CLI is coordinated and approved at the regional level. Each region annually updates a strategic plan that prioritizes work based on a variety of park and regional needs that include planning and construction projects or associated compliance requirements that lack cultural landscape documentation. When the inventory unit record is complete and concurrence with the findings is obtained from the superintendent and the State Historic Preservation Office, the regional CLI coordinator certifies the record and transmits it to the national CLI Coordinator for approval. Only records approved by the national CLI coordinator are included on the CLI for official reporting purposes.

Relationship between the CLI and a Cultural Landscape Report (CLR)

The CLI and the CLR are related efforts in the sense that both document the history,

significance, and integrity of park cultural landscapes. However, the scope of the CLI is limited by the need to achieve concurrence with the park superintendent resolve eligibility questions when a National Register nomination does not exist or the nomination inadequately addresses the eligibility of the landscape characteristics. Ideally, a park's CLI work (which many include multiple inventory units) precedes a CLR because the baseline information in the CLI not only assists with priority setting when more than one CLR is needed it also assists with determining more accurate scopes of work.

In contrast, the CLR is the primary treatment document for significant park landscapes. It, therefore, requires an additional level of research and documentation both to evaluate the historic and the existing condition of the landscape in order to recommend preservation treatment that meets the Secretary of Interior's Standards for the treatment of historic properties.

The scope of work for a CLR, when the CLI has not been done, should include production of the CLI record. Depending on its age and scope, existing CLR's are considered the primary source for the history, statement of significance, and descriptions of contributing resources that are necessary to complete a CLI record.

Inventory Unit Description:

The Mineral King Road Cultural Landscape District follows the East Fork of the Kaweah River drainage along the southern side of Sequoia National Park, in California's Sierra Nevada range. This primarily linear landscape follows the Mineral King Road and is roughly 15.2 miles long, extending from the park boundary just south of the Lookout Point ranger station (elevation 3,520 feet) to the road's terminus at the Eagle Lake/White Chief trailhead parking lot in upper Mineral King Valley (elevation 7,830 feet).

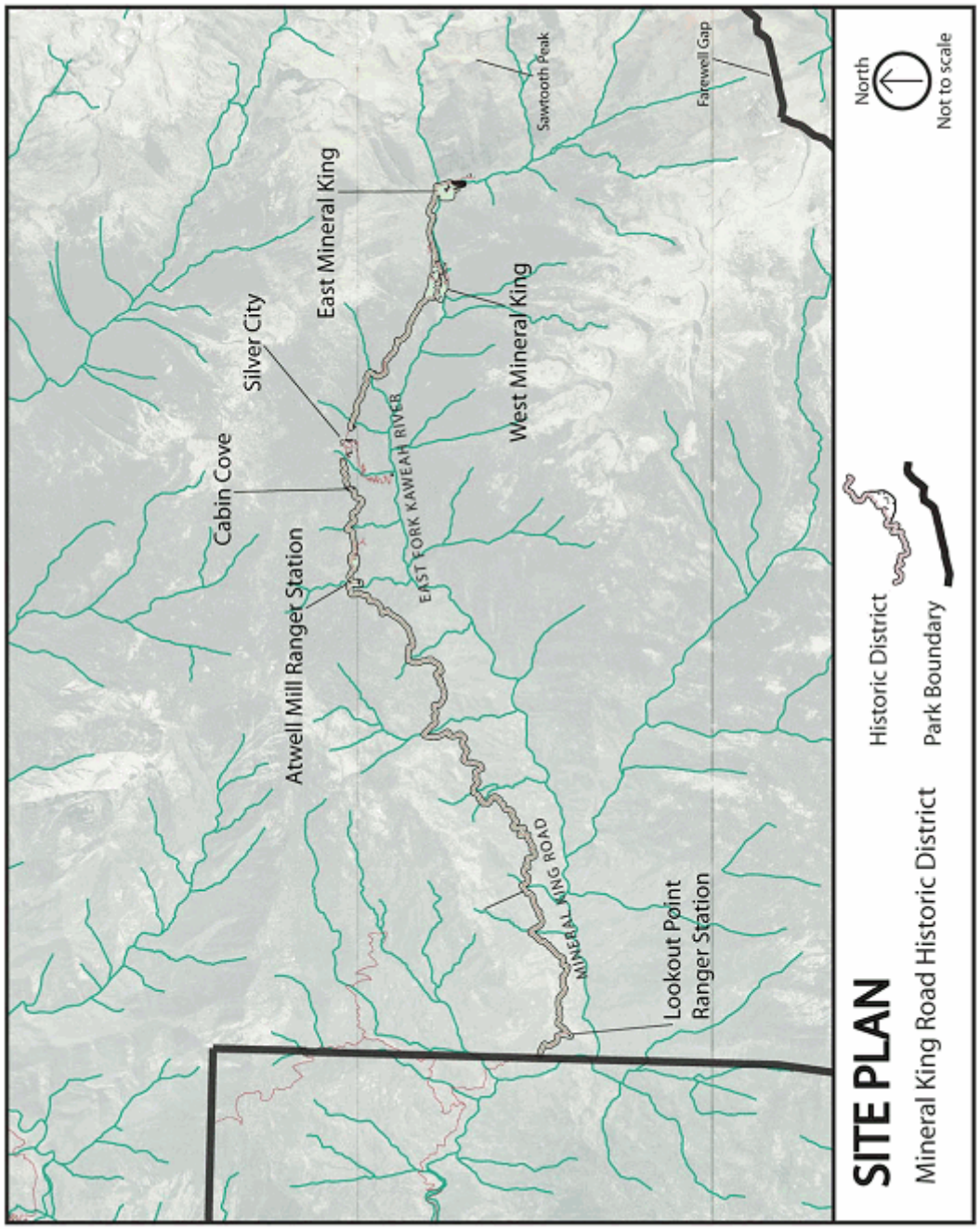
The Mineral King Road Cultural Landscape District was listed in the National Register in 2003. The nomination determined the district as locally significant under Criterion A for its association with developments which marked nationally administered recreation programs on federal lands in the American West. The Mineral King Road itself is additionally eligible under Criterion A for its 1930s association with Civilian Conservation Corp (CCC) projects. The three cabin tracts and the historic structures owned by the Park Service are eligible for listing under Criterion C for their architecture, design, and general integrity as recognizable examples of a class of buildings built in the rustic vernacular style. The period of significance for the district is 1915-1942. This period begins with the year that the Term Occupancy Act was passed, which spurred substantial recreational development within the district and ends when the USA entered World War II, at which point demand for cabin permits declined and the area had largely taken on its current character and appearance.

Typically, the historic district boundary extends 30 feet on either side of the centerline to include all features associated with the road, including, culverts, rock cuts and turnouts. As the road passes through Mineral King developed areas, the district expands to include the buildings, structures and associated features of these developed areas. These areas include (moving west to east) the Lookout Point ranger station, the Atwell Mill ranger station, Cabin Cove, West Mineral King and East Mineral King. The historic district does not include the private inholding of Silver City.

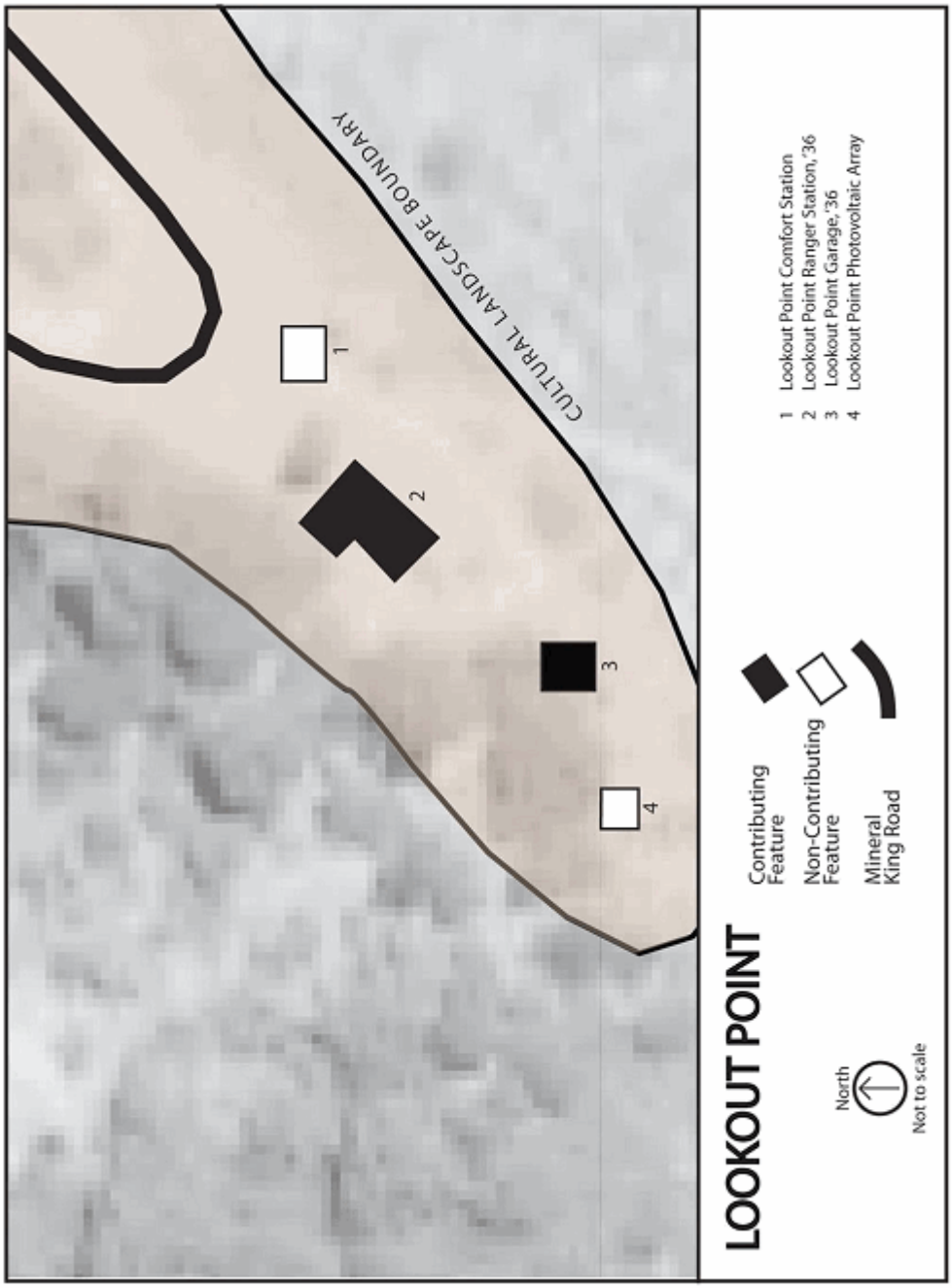
The area that makes up the historic district has been partially owned and managed by the National Park Service since 1890 with the creation of Sequoia National Park, and wholly owned by the National Park Service since 1978 when the upper Mineral King Valley was transfered to the Park Service from the Forest Service. Development within the district is focused along relatively flat natural benches found along the upper portion of the road and consists of three tracts of cabins: Cabin Cove, West Mineral King and East Mineral King. Development was originally driven by mining interests in the 1870s, but transitioned into recreationally driven growth after mining proved to be unprofitable. Beginning in 1915 with the passage of the Term Occupancy Act, the Forest Service began to issue summer home permits to private individuals for a term of up to 30 years. Over the next 26 years, over 50 private cabins were built along Mineral King Road under permit to the Forest Service and another dozen or so pre-existing structures became official permittee cabins. Nearly all of the cabins associated with the Mineral King Road Cultural Landscpe District are still privately owned structures on public land. The important exception is Silver City, where the cabins are privately owned and on private land. The Silver City property owners opted out of consideration for inclusion within the cultural landscape district. Pernitee cabins within the cultural landscape district must follow Secretary of the Interior Standards relative to repair and maintenance of thier cabins. National Park Service owned buildings and structures within the district include several ranger residences, comfort stations, garages, a ranger station and one formerly private cabin in the Cabin Cove developed area.

Landscape characteristics which help to convey the significance of the historic district are natural systems and features, spatial organization, land use, circulation, topography, views and vistas, buildings and structures, and archeological sites. Natural systems and features, like the mineral deposits and cool summer weather, first drew development to Mineral King Valley. Ever since the mineral bonanza failed to materialize, the scenic beauty of the valley has continued to draw recreational enthusiasts into the area as a starting point for backcountry excursions and as a location to build summer cabins. Mineral King Road is the focal point of and the physical link between the developed areas of the historic district and continues to have similar characteristics as were present during the period of significance. The buildings and structures along the road, both private and NPS owned, primarily date back to the period of significance and are largely considered contributing features within the district. Other inventoried features found within the district include watering troughs, culverts, rock cuts, retaining walls, trailheads and specimen trees. Traveling through the dramatic Mineral King landscape, motorists along the roadway are treated to many sweeping views and vistas of the East Fork valley and adjoining mountaintops.

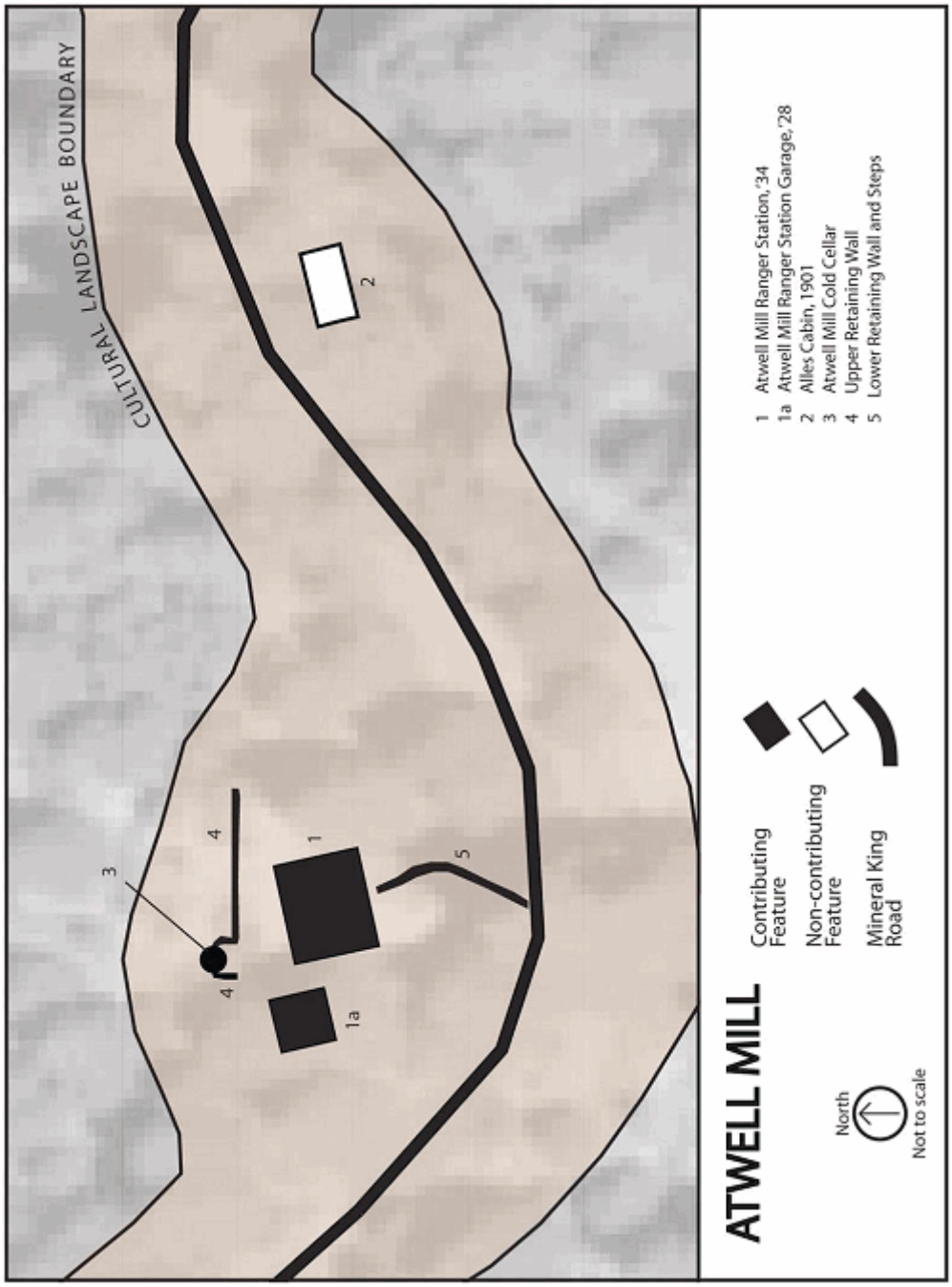
Site Plan



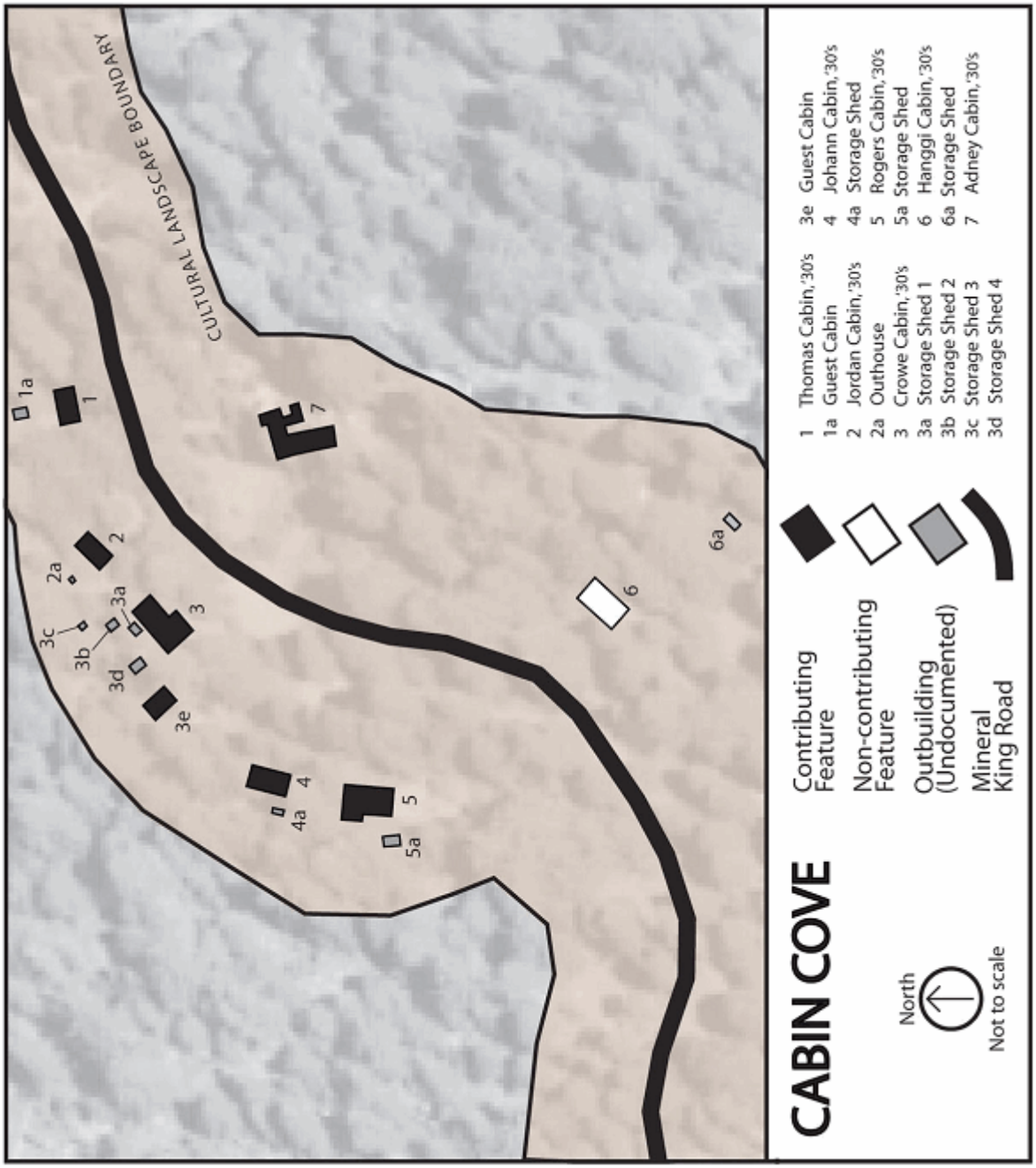
Site Plan #1: Map showing developed areas and boundary of the Mineral King Road Cultural Landscape District (SEKI 2008). See Supplemental Information for a larger version of the site plan.



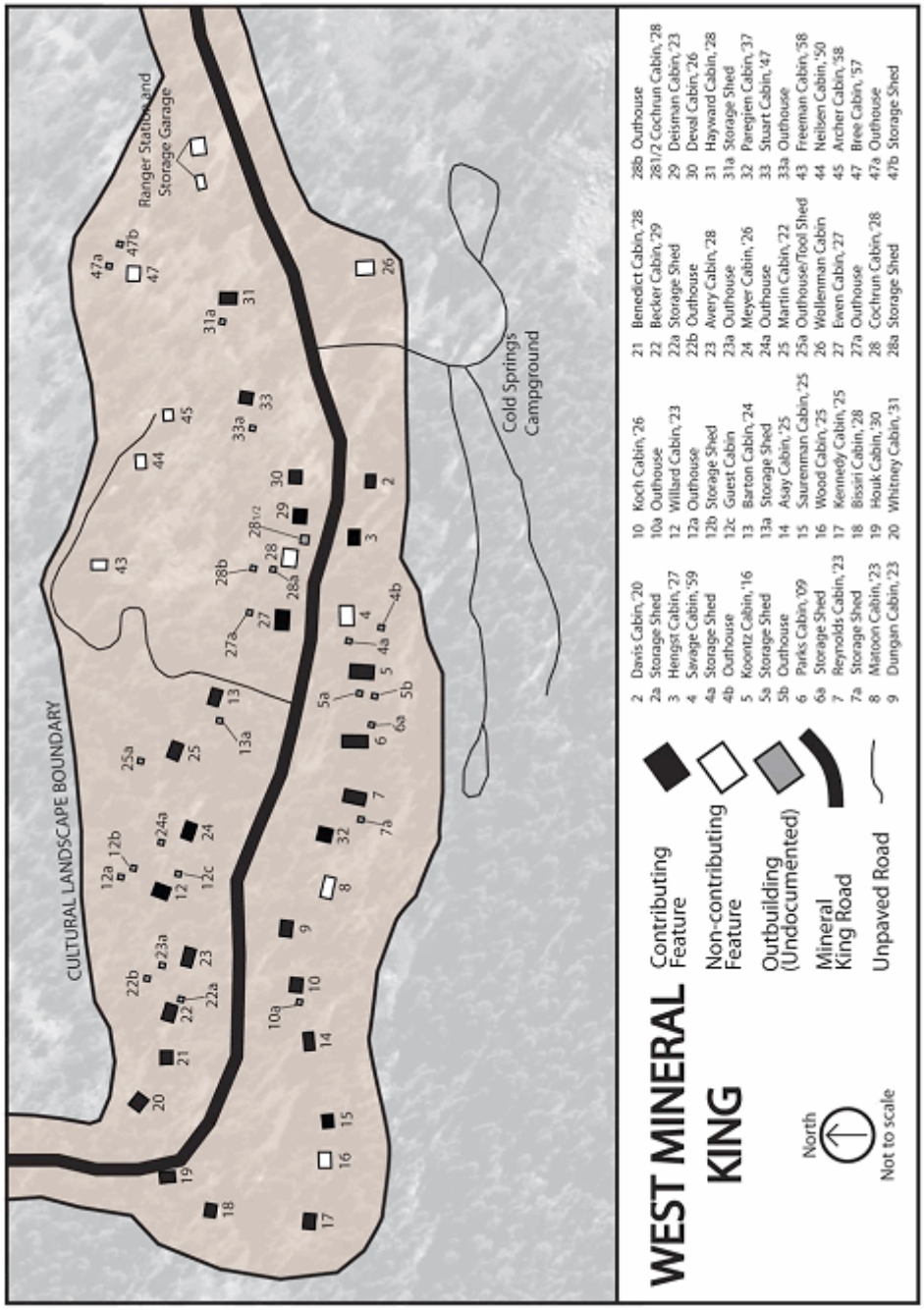
Site Plan #2: Map showing existing development at Lookout Point (SEKI 2008). See Supplemental Information for a larger version of the site plan.



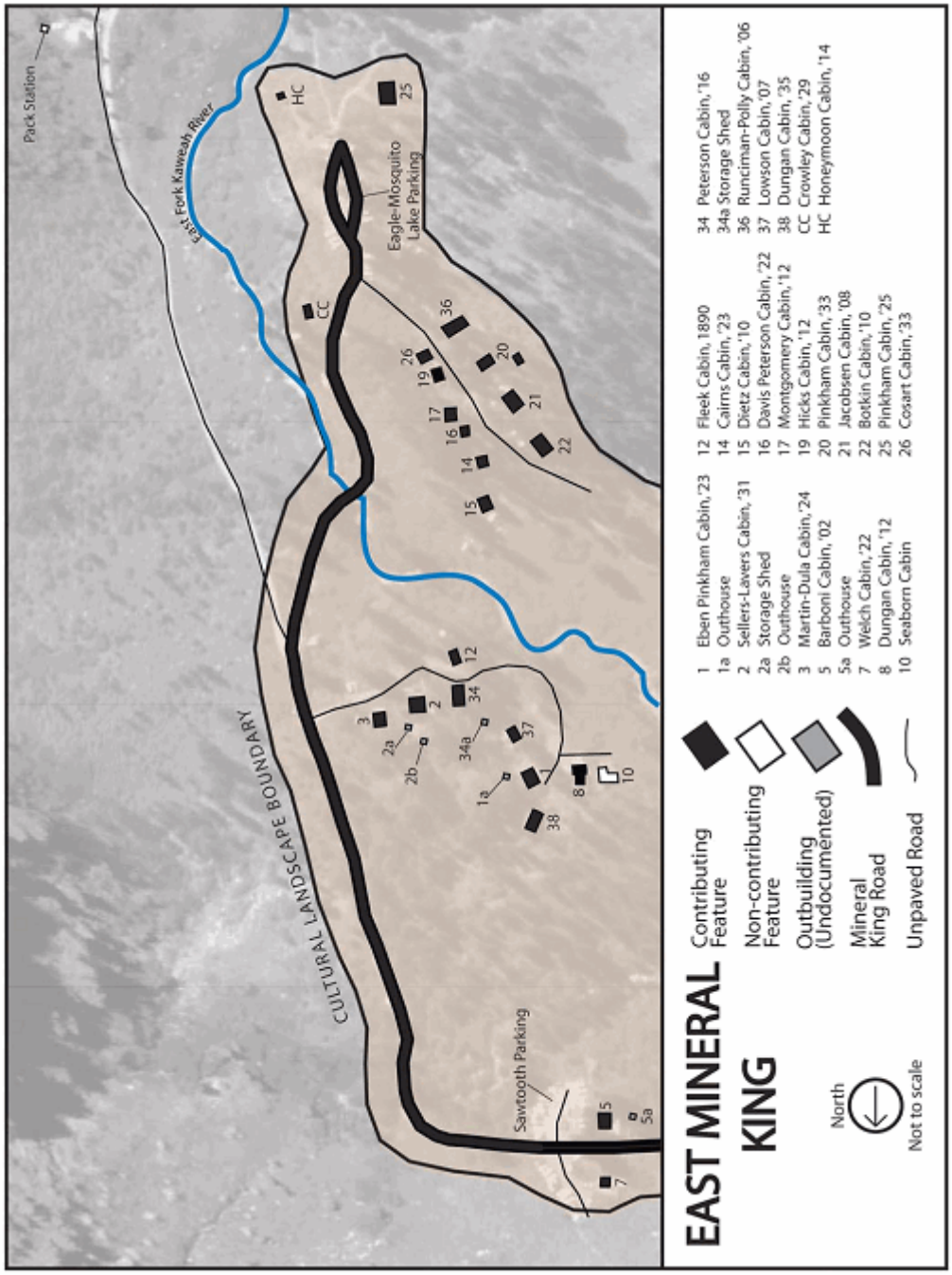
Site Plan #3: Map showing existing development at Atwell Mill (SEKI 2008). See Supplemental Information for a larger version of the site plan.



Site Plan #4: Map showing existing deveopment at the Cabin Cove cabin tract (SEKI 2008). See Supplemental Information for a larger version of the site plan.



Site Plan #5: Map showing existing development at the West Mineral King cabin tract (SEKI 2008). See Supplemental Information for a larger version of the site plan.



Site Plan #6: Map showing existing development at the East Mineral King cabin tract (SEKI 2008). See Supplemental Information for a larger version of the site plan.

Property Level and CLI Numbers

Inventory Unit Name: Mineral King Road Cultural Landscape District

Property Level:	Landscape
CLI Identification Number:	725375
Parent Landscape:	725375

Park Information

Park Name and Alpha Code:	Sequoia and Kings Canyon National Parks -SEKI
Park Organization Code:	0005
Park Administrative Unit:	Sequoia and Kings Canyon National Parks

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The Mineral King Road Cultural Landscape District CLI was completed by Frederick Brown and Daniel Schaible in 2008. Field work for the CLI was conducted in 2007 with the assistance of Adam Peltier and Sky Skach.

The CLI borrows from and elaborates on several preceding documents, including the Mineral King Cultural Landscape Determination of Eligibility (1999) by Ethan Carr and Steve McNiel, the Supplement to the Mineral King Cultural Landscape Determination of Eligibility (1999) by Thomas Nave, and the Mineral King Road Cultural Landscape District National Register Nomination (2000) by Thomas Nave.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/22/2008

Date of Concurrence Determination: 10/24/2003

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary, as established by the National Register nomination for the Mineral King Road Cultural Landscape District, is a narrow corridor that follows the NPS portion of the Mineral King Road. The road begins at California Highway 198 northeast of the town of Three Rivers. From this point at approximately 850-foot elevation, the road extends 24.8 miles and rises 7,000 ft in elevation before terminating in the Mineral King Valley. However, the first 9.6 miles of the Mineral King Road are owned and maintained by Tulare County, outside of Sequoia National Park boundaries, and are not included in the district. The district boundary begins at the park entrance along Mineral King Road, about 0.8 miles below the Lookout Point ranger station and continues 15.2 miles to its terminus at the White Chief/Eagle Lake trailhead parking lot. Although included within the historic district and utilized by the visiting public, the land where this terminal parking lot is sited is owned by Walt Disney Productions.

The boundary of the historic district generally extends 30 feet from either side of the road's centerline to create a 60-foot wide corridor, but expands at developed areas along the road's course to include historic construction from the period of significance. The boundary includes culverts, retaining walls, rock cuts, and turnouts associated with the road's construction. It expands to include historic resources at the following locations: Lookout Point ranger station (to include the residence and garage); the foundations of the Slapjack Creek ranger station; Atwell Mill area (to include the ranger residence and garage); and Cabin Cove (to include the entire tract of cabins). Also, the entire tract of cabins at West Mineral King (Faculty Flat) is included, however, Cold Springs Campground and the modern ranger station in this area are excluded. Finally, at East Mineral King (Beulah), the boundary expands to include the entire tract of historic cabins.

The district does not include the private tract of development called Silver City. Although the section of the Mineral King Road that passes through Silver City is included in the district, the 30-foot extension along either side of the roads centerline through Silver City narrows and only the road prism itself is included in the district for the short section of road (roughly 1,800 feet).

State and County:

State: CA

County: Tulare County

Size (Acres): 408.00

Boundary UTMS:

Source	Type of Point	Datum	UTM Zone	UTM Easting	UTM Northing
GPS-Differentially Corrected	Line	NAD 83	11	341,697	4,033,777
GPS-Differentially Corrected	Line	NAD 83	11	341,697	4,033,772
GPS-Differentially Corrected	Line	NAD 83	11	341,932	4,033,251
GPS-Differentially Corrected	Line	NAD 83	11	342,001	4,033,045
GPS-Differentially Corrected	Line	NAD 83	11	342,078	4,033,040
GPS-Differentially Corrected	Line	NAD 83	11	342,125	4,032,845
GPS-Differentially Corrected	Line	NAD 83	11	342,326	4,033,015
GPS-Differentially Corrected	Line	NAD 83	11	342,768	4,033,015
GPS-Differentially Corrected	Line	NAD 83	11	343,319	4,032,865
GPS-Differentially Corrected	Line	NAD 83	11	343,922	4,033,499
GPS-Differentially Corrected	Line	NAD 83	11	344,066	4,033,303
GPS-Differentially Corrected	Line	NAD 83	11	344,066	4,033,303
GPS-Differentially Corrected	Line	NAD 83	11	344,761	4,033,648
GPS-Differentially Corrected	Line	NAD 83	11	345,286	4,033,427
GPS-Differentially Corrected	Line	NAD 83	11	347,408	4,034,734
GPS-Differentially Corrected	Line	NAD 83	11	347,393	4,035,388
GPS-Differentially Corrected	Line	NAD 83	11	348,520	4,035,085

GPS-Differentially Corrected	Line	NAD 83	11	348,731	4,035,667
GPS-Differentially Corrected	Line	NAD 83	11	349,056	4,035,574
GPS-Differentially Corrected	Line	NAD 83	11	349,895	4,036,686
GPS-Differentially Corrected	Line	NAD 83	11	352,573	4,036,810
GPS-Differentially Corrected	Line	NAD 83	11	355,554	4,035,090
GPS-Differentially Corrected	Line	NAD 83	11	357,068	4,035,157
GPS-Differentially Corrected	Line	NAD 83	11	357,084	4,034,559

Location Map:

Figure 1: General location of the Mineral King Road Cultural Landscape District within Sequoia National Park (SEKI 2008).

Regional Context:

Type of Context: Cultural

Description:

Dating back several thousand years, the Mineral King area was most likely used seasonally by the Yokuts (Wukchumni) and Tubatulabel groups. Aboriginal camps were located at sites that are now along the road corridor, such as campsites near the Sawtooth Trailhead on Monarch Creek, Atwell Mill, Silver City, through Faculty Flats, near the current ranger station, and at Cold Springs Campground.

Early historic era uses were primarily associated with mining and logging, but by the early 1910s the road was used as a regionally important recreation corridor access Sequoia National Park. High use spurred improvements from 1915 to 1942, and by late 1920s it had evolved into a well-known, highly used automobile route for recreational travelers.

Since 1978, the entire area that is now a part of the Mineral King historic district has been within Sequoia National Park. Accordingly, industrial mining and logging no longer occur in the area. Today, the Mineral King area is visited primarily in the summer months by outdoor recreationists and nature enthusiasts. In addition, there are 65 permit cabins within the district that are privately owned and occupied mostly during the summer months. These cabins have largely remained within the families of the original permitees who built them in the early 1900s. Many of today's cabin owners have childhood memories of summers spent in the Mineral King Valley.

Type of Context: Physiographic

Description:

Sequoia and King Canyon National Parks are within the Sierra Nevada, America's longest mountain range. The Sierra Nevada formed around 25 to 10 million years ago when the continental crust began to expand and the lightweight crust began to uplift. The metamorphic, primarily granitic crust was tilted to form gently sloping western slopes and dramatic eastern slopes. During the past 10 million years at least four periods of glacial advance have coated the mountains in a thick mantle of ice, with the most recent occurring approximately one million years ago. The glaciers further eroded steep canyons carved by streams during the uplift. The extensive history of glaciation within the range and the erosion resistant nature of the granitic rocks that make up most of the Sierra Nevada have together created a spectacular landscape of hanging valleys, towering waterfalls, craggy peaks, alpine lakes and gigantic glacial canyons.

The Mineral King Road Cultural Landscape District is located within the southern portion of Sequoia National Park and traverses the East Fork Kaweah River valley. Most of the road has a southwesterly aspect and steadily gains elevation with an overall slope of 5.3 percent.

Type of Context: Political

Description:

The Mineral King Road Cultural Landscape District is located in Tulare County in California's 21st Congressional District. The lower 9.6 miles of the Mineral King Road are outside of the park, while the upper 15.2 miles are entirely within Sequoia National Park. Although the original Mineral King Road predates the creation of Sequoia National Park, the middle section of the road was incorporated into the park following the park's inception in 1890. This section of the road included the Atwell Mill area and Lookout Point. Mineral King Valley and its associated cabin communities were incorporated into Sequoia National Park when it was legislatively transferred to the National Park Service from the US Forest Service in 1978. Since 1978, the park has been responsible for oversight and management of the permit cabins.

The three cabin communities along Mineral King Road, Cabin Cove, West Mineral King (Faculty Flat), and East Mineral King (Beulah) were developed mainly between 1915-1942 by private parties under the US Forest Service summer cabin permit program. Those with permits were allowed to build private summer cabins on public land with the understanding, at the time, that they did not own the land and that the permits were not transferable and could not be sold to others. However, an Omnibus bill in late 2004 amended the National Parks and Restoration Act of 1978 to: (1) eliminate the requirement that private cabins within Mineral King Valley be relinquished after 25 years or upon the death of the owner of record at the time of the 1978 act and (2)grants renewals or extensions of leases or permits to heirs, successors, and assigns.

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 10/23/2003

Management Category Explanatory Narrative:

The management category for the Mineral King Road Cultural Landscape District is B, Should Be Preserved and Maintained. It is an inventory unit that meets National Register criteria for local significance, is compatible with the park's legislated significance, and has a continuing or potential purpose that is appropriate to its traditional use or function.

NPS Legal Interest:

Type of Interest: Fee Simple Reservation

Explanatory Narrative:

The cabins along Mineral King Road are privately owned, but the land on which they sit is owned by the NPS. The National Parks and Restoration Act of 1978 was amended in an Omnibus bill in late 2004 to: (1) eliminate the requirement that private cabins within Mineral King Valley be relinquished after 25 years or upon the death of the owner of record at the time of the 1978 act and (2) grants renewals or extensions of leases or permits to heirs, successors, and assigns.

Type of Interest: None - Privately Owned

Explanatory Narrative:

A small portion of the cultural landscape district at the terminus of Mineral King Road is owned by Walt Disney Productions.

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The road to Mineral King Valley is closed during the winter months due to heavy snowfall. Visitors are welcome to ski or snowshoe in the valley, but the road is gated and is left unplowed.

In addition, the general public may not enter the privately owned cabins without the consent of the owners. However, the land immediately adjacent to the cabins is public and accessible to all park visitors, and technically available for recreation (e.g. hiking, skiing, and snowshoeing).

The private cabins within the landscape district are identified for "personal summer recreation and residential use". They may not be used as a permanent place of residence. Accordingly, cabin owners may not stay at their cabins for any extended period of time during the winter months when the road is closed. Under the terms of each permit, access to a permittee's personal property is allowed year-round, such that a permittee is granted the privilege of using a snow-mobile over existing road ways to access a given cabin in the winter. Permitees and immediate family are granted free entrance into the Mineral King area for accessing their property. However, use of the area for recreational purposes is expressly not conveyed via the permit. The normal entrance fee must be paid if the park's recreational facilities are used.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Approximately 9.6 miles of the Mineral King Road are located outside the park boundary and are owned and maintained by Tulare County. This portion of the road is associated with the historic significance of the cultural landscape, but because it is county-owned and the NPS does not have legal enforceable interest, this portion of the road is not documented in this inventory.

Also, Silver City is a privately-owned development tract (160 acres) located within the park boundaries. The development is associated with the historic significance of Mineral King Road, but because it is on private land and the NPS does not have legal enforceable interest, Silver City is not documented in this inventory.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Documented

National Register Explanatory Narrative:

The Mineral King Road Cultural Landscape District was determined eligible for listing in the National Register of Historic Places in August of 2000 after review by the California State Historic Preservation Officer, the Federal Preservation Officer of the NPS, and the Keeper of the National Register. In October of 2003, the Mineral King Road Cultural Landscape District was formally listed in the National Register.

This CLI provides additional detail to the description of the landscape characteristics that contribute to the setting of the district. It also provides additional detail about the CCC work associated with Mineral King Road and clarification of the boundary through Silver City.

Existing NRIS Information:

NRIS Number:	03001063
Primary Certification Date:	10/24/2003

National Register Eligibility

Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	Local
Significance Criteria:	A - Associated with events significant to broad patterns of our history C - Embodies distinctive construction, work of master, or high artistic values

Area of Significance:

Area of Significance Category	Area of Significance Subcategory
Architecture	None
Community Planning and Development	None
Entertainment - Recreation	None
Transportation	None

Statement of Significance:

The Mineral King Road Cultural Landscape District was determined eligible for listing in the National Register of Historic Places in August of 2000 after review by the California State Historic Preservation Officer, the Federal Preservation Officer of the NPS, and the Keeper of the National Register. In October of 2003, the district was formally listed in the National Register.

Six major features are included within the Mineral King Road Cultural Landscape District: the Mineral King Road; the Cabin Cove, West Mineral King, and East Mineral King summer home tracts; and the Lookout Point and Atwell Mill ranger stations. Taken together, these features provide a tangible link to the history of recreational development on federal lands and of United States Forest Service (USFS) and National Park Service (NPS) management and planning more broadly, as well as documenting fine examples of the rustic style of architecture characteristic of USFS and NPS development in the early twentieth century. Mineral King Road is a two lane track originally constructed in the 1870s, but was heavily modified in the 1920s and again by the Civilian Conservation Corps (CCC) in the 1930s. The summer home tracts consist of 66 rustic vernacular cabins, almost all of which were constructed before 1942. The ranger residences were constructed by the CCC in the mid 1930s. The most significant period of development for the road and associated structures lies between the years 1915 and 1942. This period begins with the Term Occupancy Act of 1915 that allowed for the granting of renewable term permits for private homes on public lands, embraces the New Deal era development of public lands associated with the CCC and ends with the decline in cabin construction and the end of CCC activity that came with the onset of World War II.

Criterion A

The road, cabin communities, and ranger stations (which includes residences and garages) within the district are eligible for the National Register under Criterion A with a local level of significance for their association with the development of the USFS and NPS recreation and conservation programs between 1915 and 1942. Specifically, they reflect the legacy of two important legislative acts that shaped the management of federal lands: the Term Occupancy Act of 1915 and the Emergency Conservation Work Act of 1933, the latter of which established the CCC. Although the entire district now lies within Sequoia National Park, this was not always the case. Originally the portion of the district east of Atwell Mill was managed by the Sequoia National Forest and did not become part of Sequoia National Park until 1978. This explains the presences of cabin communities within this national park, despite the fact that the NPS historically did not pursue summer residences in national parks. The three cabin communities are eligible for their association with the Term Occupancy Act and the subsequent development of private cabins for recreational purposes on public lands. The Term Occupancy Act established a refined set of rules for how summer homes should be developed and maintained. The USFS issued permits, approved and monitored building plans, and assured that cabins fit into their environment and maintained a rustic style. These communities today provide a tangible link to this period in the management of public lands, when USFS managers balanced public access and the desire for private residences on Forest Service lands. The agency permitted the building of summer homes while retaining federal control of the land on which the cabins sat, as well as control of the scale and style of construction. In the Sequoia National Forest, few permits for cabins were issued during World War II or afterwards, and the permitting program officially ended nationwide in 1966.

The road and the two ranger stations are eligible under Criterion A for their association with the CCC and more generally with NPS and USFS management of the area for both recreation and conservation. Both of the ranger stations are in the portion of the district that was already managed by the NPS during the period of significance. The road corridor received an influx of development and laborers during the New Deal and has a strong association with the national trends of this era. The Great Depression brought unprecedented poverty and unemployment to the United States and prompted newly inaugurated President Franklin D. Roosevelt to implement a series of innovative programs to relieve unemployment starting in 1933. These programs helped transform the role of government in the economic and social life of the nation from a relatively minor one to a factor of great importance. The influence of these programs on the National Park Service was especially important. In Sequoia, as in the national parks more broadly, the New Deal left a physical legacy of characteristic rustic structures. One New Deal program particularly shaped the history of Mineral King: the CCC. Specifically, CCC enrollees maintained and improved Mineral King Road from 1933 to 1935. The work consisted in improving visibility around curves, improving drainage with culverts, repairing retaining walls, widening the road and cutting brush. They built the ranger residence and root cellar at Atwell Mill in 1933 and 1934, and the ranger residence and garage at Lookout Point in 1935 and 1936. All of these features attest to the work of the young men in this innovative federal program, which the NPS used in its efforts to the develop the area for recreation and conservation.

Criterion C

The three summer home tracts are eligible for National Register listing under Criterion C with a local level of significance for their architecture and design as notable examples of recreation tracts built in the rustic vernacular style. The two ranger residences are eligible under Criterion C as notable examples of the California rancho abode style (Lookout Point) and rustic architecture (Atwell Mill).

The summer home tracts reflect the rustic style that forest supervisors mandated as they permitted these residences. Plans for all construction (including later additions) had to be submitted for review. Forest supervisors typically insisted on appropriately "rustic" construction, as demonstrated by the cabins within the district. Characteristic architectural features in these cabins include board and batten or wood shingle siding with subdued colors, metal clad or shingle roofs, stone chimneys, post on rock foundations, and simple rectangular floor plans. These cabin communities have been modified remarkably little since the period of significance, with very few new cabins built, and continue to provide fine examples of rustic summer home construction.

The Atwell Mill and Lookout Point ranger residences represent the most notable architectural legacies of CCC labor along Mineral King Road. They anchor the two ends of what was then the Park Service portion of Mineral King Road with fine examples of the NPS rustic style. The Atwell Mill ranger residence was built in 1933 and 1934 by enrollees from the Atwell Mill CCC Camp based on drawings Park Service architects modified from those for a building at Ash Mountain. They obtained lumber from a local mill and CCC enrollees’ blacksmithed the wrought iron work for the building. The structure is a one story, gable ended clapboard structure with gabled porch over the front door and stone steps leading to the porch, a stone foundation, cedar shingle roof, wood floors, and frame construction. The residence has a living room, kitchen, two bedrooms and a bathroom. The CCC also constructed a root

cellar and improved a garage dating from 1928. These structures have not undergone major renovation since the period of significance and remain excellent examples of the NPS rustic style.

In 1935, CCC enrollees began work on the Lookout Point ranger station, near the western end of the Park Service portion of Mineral King Road. Managers chose adobe because of its fire resistant qualities and the relative ease with which unskilled workers could make the bricks. They also noted that brick making was an ideal activity for fire suppression crews in camp when they had no active fires to fight. Planners selected a location on a promontory that had earlier had “a temporary cabin and a tent platform” for a fire guard. By late 1936, the residence, as well as its garage, were completed. The finished structure was a one story abode structure with a living room, bathroom, and two bedrooms, and pine floors, in the California rancho style. The location of this residence reflects the Park Service commitment to fire suppression. It also reflects the “conservation” value of the Civilian Conservation Corps – much of their work involved building fire roads, removing brush and firing fires in order to conserve natural resources from the perceived dangers of fire.

Conclusion
The Mineral King Road Cultural Landscape District contains a set of historic features, including the road itself, the three cabin communities, and the two ranger stations, which provide physical testimony to important themes in U.S. history: management of federal lands for recreation and conservation, and the Civilian Conservation Corps. These features evoke the rustic style that characterized USFS and NPS development of public lands during this period. Together, these elements help to convey the historic character and significance of the district.

National Historic Landmark Information

National Historic Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Vernacular

Current and Historic Use/Function:

Primary Historic Function: Outdoor Recreation

Primary Current Use: Outdoor Recreation

Other Use/Function	Other Type of Use or Function
Cabin/Lookout	Both Current And Historic
Ranger Station	Both Current And Historic
Livestock	Historic
Woodlot/Forest (Managed)	Historic
Mine	Historic
Alpine Meadow	Both Current And Historic
Forest	Both Current And Historic
NPS Class I Principal Road	Both Current And Historic
Hiking Trail	Both Current And Historic
Horse/Bridle Trail	Both Current And Historic
Ski Trail (Cross-Country)	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Mineral King Road	Both Current And Historic
Beulah	Historic
Dogtown	Historic
Harry's Bend	Historic
Silver City	Both Current And Historic
East Mineral King	Both Current And Historic
West Mineral King	Both Current And Historic
Cabin Cove	Both Current And Historic
Atwell Mill	Both Current And Historic
Faculty Flat	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
AD 1873 - 1879	Mined	A silver rush in the Mineral King Valley brought miners to this remote mountain area. Prospectors built cabins and excavated mining sites.
AD 1873 - 1879	Built	A group of Visalia residents formed a toll road company in 1873 with the intention of building a wagon road along the East Fork of the Kaweah to Mineral King. Work began in the lower elevations during the winter. A passable wagon road to Mineral King was not completed until 1879.
AD 1874	Built	A foot trail was constructed, and this became the preferred means of access to Mineral King.
AD 1874	Established	Isham Mullenix homesteaded 160 acres that later became Atwell's Mill.
AD 1874	Established	The town of Silver City was founded by a trail crew supervised by John M. Meadows while building the East Fork trail. The original townsite was built close to the rivers edge.
AD 1874	Established	Miners built a town in the Mineral King Valley. By popular vote the town was named Beulah, later known simply as Mineral King or East Mineral King.
AD 1880 - 1889	Memorialized	In the 1880s, names purported to be the names of the Mineral King Road’s survey crews were carved into a dead tree with its top cut off. The tree would later be known as the Witness Tree.
AD 1885	Land Transfer	J.A. Atwell, a judge in Visalia, purchased a tract of land in the midst of the Giant Sequoia grove that now bears his name. Atwell constructed a steam powered sawmill at this site.
AD 1890	Land Transfer	Atwell acquired title to another 160 acres of sequoia forest adjacent to his original tract.
AD 1890	Established	Arthur Crowley acquired the Smith House in East Mineral King in 1890, which he opened as a hotel in 1895.

AD 1890	Established	Sequoia National Park was created, based on a bill introduced by William Vandever on George W. Stewart's recommendation. Although this did not include Mineral King Valley, it did include much of the road that led there, including the land that surrounded the Atwell property.
AD 1890	Built	Frank Mixter Cabin (now known as Fleek Cabin) was built in East Mineral King.
AD 1891	Established	Although Mineral King was not included in the boundaries for Sequoia National Park, its convenient location and existing road made it the site for the first US Cavalry administrative outpost.
AD 1893	Land Transfer	The Mineral King Road east of the Sequoia National Park boundary was included in the Sierra Forest Reserve.
AD 1901	Built	Hamilton Moffet built the Alles Cabin.
AD 1902 - 1914	Built	Recreational cabins were built in East Mineral King and West Mineral King, of which about a dozen still survive. Arthur Crowley continues to develop recreation potential within East Mineral King.
AD 1905 - 1906	Destroyed	The massive San Francisco earthquake triggered severe avalanches within Mineral King. The two-story Smith House and many other structures in Beulah were destroyed that winter.
AD 1906	Built	Following the destruction of many of Beulah's structures, Arthur Crowley joined the ruins of two cabins and created a "Mineral King Store & Post Office" and guest cabins, tent cabins, and a canvas dance hall.
AD 1906 - 1908	Land Transfer	The Sierra National Forest was subdivided and the section of Mineral King Road east of the Sequoia National Park was placed in the newly defined Sequoia National Forest.
AD 1914	Built	The Honeymoon Cabin (or Point Cabin) was built in East Mineral King.
AD 1915	Established	The Term Occupancy Act established summer home permits with 30-year terms; forest supervisors enforced rustic-style architecture and layout of the communities.

AD 1915	Land Transfer	The Atwell Mill area was acquired by a private individual and donated to the park.
AD 1915 - 1942	Built	Approximately 50 summer homes were built under the Forest Service summer cabin permit program in the cabin communities along Mineral King Road.
AD 1921	Built	Slapjack Creek ranger cabin was built by the NPS. The foundation still remains.
AD 1924	Platted	The Cabin Cove, East Mineral King, and West Mineral King cabin tracts were laid out in Mineral King Valley.
AD 1928	Built	The Mineral King ranger station was built by the U.S. Forest Service (later removed).
AD 1928	Built	The garage at Atwell Mill ranger station was built.
AD 1930 - 1939	Built	In the 1930s, concrete water troughs were built along the road to provide a source of water to fill automobile radiators. These were located at Cold Springs Creek, Traugers Creek, Slapjack Creek, and Redwood Creek.
AD 1933 - 1942	Established	CCC enrollees were working somewhere in the park throughout the entire existence of the CCC nationally, from its creation to 1933 to its last days in 1942, soon after the U.S. entered into World War II.
AD 1933 - 1935	Altered	CCC workers widened, flattened, resurfaced, and improved blind curves and drainage conditions along the entire length of Mineral King Road.
AD 1933	Built	Atwell Mill Barn was constructed by CCC workers from the Potwisha Camp's stub camp at Atwell Mill. The barn was based on standardized plans from the NPS Branch of Plans and Design.
AD 1933 - 1934	Inhabited	The Atwell Mill CCC Camp was established in 1933 and used until 1934. The camp consisted mostly of tents and temporary structures, but also included some more permanent structures such as a mess hall and wash rooms.

AD 1933 - 1934	Built	The Atwell Mill ranger residence and root cellar were built by the CCC.
AD 1935	Established	The Salt Creek CCC Camp established a stub camp at Trauger's homestead site along Mineral King Road. The camp consisted of temporary tent structures.
AD 1935 - 1936	Built	The Lookout Point ranger residence and garage were built by the CCC, based on standardized plans from the NPS Branch of Plans and Design.
AD 1942 - 1960	Built	Approximately seven additional recreational cabins were built in the three cabin communities.
AD 1949	Planned	The Forest Service called for proposals to develop Mineral King as a ski resort. No acceptable proposals were received.
AD 1965	Planned	The Forest Service issued a second call for proposals to develop Mineral King as a ski resort.
AD 1966	Planned	The Forest Service accepted Walt Disney Corporation's proposal to develop Mineral King as a ski resort. Opposition from the Sierra Club, Mineral King residents and others soon followed.
AD 1978	Land Transfer	West and East Mineral King and the last five miles of Mineral King Road became part of Sequoia National Park.
AD 1978	Land Transfer	The Omnibus Parks Bill made Mineral King part of Sequoia National Park. The bill specifically precluded development of the ski resort at Mineral King.
AD 1979	Destroyed	The Atwell Mill Barn burned down.
AD 1984	Built	The Mineral King ranger station was built by the NPS, replacing the USFS ranger station that had been on the site.
AD 1986	Established	Mineral King Preservation Society was formed.
AD 2000	Established	The Mineral King Road Cultural Landscape District was determined eligible for listing on the National Register.

AD 2003	Established	The Mineral King Road Cultural Landscape District was formally listed on the National Register.
AD 2004	Established	The National Parks and Restoration Act of 1978 was amended in an Omnibus bill in late 2004 to eliminate the requirement that private cabins within Mineral King be relinquished after 25 years or upon the death of the owner of record at the time of the 1978 act, and to grant renewals or extensions of leases or permits to heirs, successors, and assigns.
AD 2005	Memorialized	Plaques were installed along the Mineral King Road at Lookout Point and at the Visitor Center to commemorate the listing of the Mineral King Road Cultural Landscape District in the National Register of Historic Places.
AD 2005	Established	Two brass plaques recognizing the landscape district were installed by the NPS along the Mineral King Road and the district is officially dedicated on August 25, 2005.

Physical History:

Origins of the Mineral King Road, 1874-1890

The following physical history section is almost entirely extracted from Section 8 of the Mineral King Road National Register Nomination by Thomas Nave, 2003. Some paragraphs have been deleted or the format has been compressed. Additionally, words, sentences or paragraphs that are in brackets […] indicate that new text was added to these sections.

Colorful outcrops of metamorphic rock within the Mineral King area attracted 19th century miners. Prospectors hoped that such color was a sign of mineralization, and the high expectations of the day were captured in the valley's name. From the start of the Mineral King silver rush in 1873, expectations of great profits continued to grow, and not just among claim holders. Businessmen in nearby Visalia knew that if the rival town of Porterville continued to be the center of mining preparations and activity, businesses in that town would flourish. Access to the high valley of Mineral King became the key issue. The trail from Porterville made its way to Mineral King from the south over Farewell Gap; but the East Fork river valley offered superior possibilities for a wagon road that would enter Mineral King from the west. Such a road would lead downstream directly to Visalia, not Porterville. In December of 1873, a group of Visalians formed a toll road company and work proceeded at lower elevations through the winter. By spring, a wagon road connected Visalia to the point just above Three Rivers where the East Fork joins the Middle Fork of the Kaweah (along what is now State Highway 198), and from there a trail had been built up the valley of the East Fork. Eventually, the trail reached Mineral King from the west, although the difficult terrain prevented completion of a true wagon road along the route until 1879. As prospecting and speculating resumed early in the spring of 1874, the Visalians succeeded in making the East Fork route the preferred means of access to Mineral King.

In March of 1874, a group of Visalians led by John M. Meadows headed up to the valley via the East Fork trail. Winter had not ended in the high Sierra, and the group stopped at a lower elevation to the west of the valley where they founded a community they called Silver City. Located on a forested plain just below the more exposed Mineral King Valley, Silver City soon had a population of 50 to 60 people, including a significant number of women and children. To the east, loggers and sawyers set up camp at Harry's Bend, but were unable to keep up with an insatiable demand for lumber, wood shakes, and timbers. Houses and businesses of many descriptions were being built in the Mineral King valley.

By May, an entire town was under construction on four adjacent mill sites south of Harry's Bend near the center of the valley. Miner's cabins, saloons, and stores all went up quickly in the new town. That month, the miners held a mass meeting and by a popular vote they christened their mushrooming settlement Beulah, after the Biblical Promised Land. Some of the original organizers of the Mineral King mining district were not pleased with the new name, and when they founded another town that summer at the southern extreme of the valley (near Aspen Flat) they called it Mineral King. Other towns and camps were going up in the valley as well. Harmonville was located in Lone Horse Canyon and boasted regular Sunday church services. Harry O'Farrell, who was a fixture in the valley, built a house at Harry's Bend; this area grew

into another community that later became known as Dog Town. The poetic name of the community, however, never caught on. The Mineral King mining district was becoming known throughout the state and all of the valley's camps and settlements were soon collectively known by the Mineral King name. In the summer of 1875, hoping to cash in on the silver boom, the New England Tunnel and Smelting company paid over $2,500 for claims or parts of claims, and another $175 for five mill sites in the valley, including most of Beulah.

It was soon evident that the New England Company was having trouble raising sufficient amounts of capital through stock sales. In the meantime, mining company superintendent George W. Brown tried to get the operation underway on a meager budget. At Beulah, Brown ordered a survey to map lots and streets hoping to sell or lease the property and raise cash. This [presumed] 1875 survey has never been located, but historian John F. Elliott [has speculated that] some of the recreational cabin lots in the valley today owe their locations to this early plat. By laws were drafted to limit the number of animals residents could graze in the valley's meadows. Another by law urged miners to keep rocks and debris from excavations on their claims, since boulders tumbling down steep hillsides had become a serious hazard to the settlements below. In the spring of 1877, the Smith House, a two story boarding house with a bar and a store opened for business in Beulah. Prospecting continued, and more claims were filed. A mail service was begun between the Smith House and Visalia. Charles Baker, who now had strengthened his position in the New England Company, continued work on the wagon road and tried to smelt ore and produce silver bullion. It was soon clear that the silver and other valuable minerals, though present, simply could not be extracted in an economical manner. Even when they were present, the valuable minerals were imbedded in complex compounds that would not yield pure silver even after expensive reduction processes.

Not a single bar of bullion had been produced so far at Mineral King, and Baker failed to do so again in the summer of 1877. In September, the New England Tunnel & Smelting Company filed for bankruptcy protection. The company's creditors unwisely decided to try tunneling at the White Chief mine site through the winter. That February an avalanche destroyed the New England Company bunkhouse near the White Chief tunnel. Although the people sleeping inside, after a horrifying ordeal, somehow escaped with their lives, the New England Company was now dead. Historians Lary M. Dilsaver and William C. Tweed observe that the "mining history of Mineral King should have ended with a whimper in 1878." The fact that it did not is testimony to the energy, wealth, and poor judgment of one individual, Thomas Fowler. After immigrating to New York from his native Ireland in 1829, Fowler became an early settler of Tulare County in the 1850s. He made a fortune selling beef to hungry California miners, and by the 1870s he was one of the biggest ranchers in the state.

Active in Democratic politics as well, Fowler was elected a state senator in 1869. Fowler had visited Mineral King during the initial excitement in 1873, and since then he had watched events unfold from his ranch near Visalia. Beginning in 1878, Fowler poured all his energy and resources into trying to make Mineral King a major mineral strike. In the spring of 1878, Mineral King was again a beehive of speculation and construction. In March, a toll road company was organized in Visalia in order to finish a serviceable wagon road from the existing road near Three Rivers all the way to Beulah. Thomas Fowler, an active proponent of mining in

Mineral King, reportedly underwrote [much of] the cost of the Mineral King Road. Under construction supervisor Thomas C. Mayon, 125 laborers were divided into four crews, and made fast progress on the Mineral King Road. In August of 1878 the road opened and hundreds of wagons began pouring into Mineral King Valley.

In Mineral King Valley today, very little evidence remains of the silver bonanza that never happened. Most construction was ephemeral to begin with, and fierce conditions quickly began to obliterate Tom Fowler's Mineral King. The 1906 San Francisco earthquake took a particularly hard toll at Mineral King, where it triggered massive avalanches. The two story Smith House in Beulah, and many other structures in the valley were destroyed that winter. In the late 19th century, a recreational cabin community grew up on and around the site of Beulah. The [majority of] recreational cabins that remain in the Beulah area today, however, all date to the 20th century. Although some were undoubtedly sited where earlier structures had been (and used materials salvaged from earlier structures), the current grouping of cabins probably represents an arrangement that developed over the years based on both the early settlement pattern and on later Forest Service planning.

The completion of the original road in 1879 changed the history of the Mineral King region permanently. Because of its widening and partial relocation, the experience of the road today is more representative of a 1920s automotive mountain road than an 1870s wagon road. The road still follows its early twentieth century vertical and horizontal alignments. The Mineral King Road remains the heart of the district.

Resource Preservation and the Mineral King Road Cultural Landscape District, 1880-1890

In the 1880s, after the sensational failure of Mineral King as a mining district, tents and cabins were taken down, businesses left, and the valley began reverting to its quiet and [more] natural condition. The Mineral King Road remained, however, and that investment still promised to pay other dividends. By the 1880s, many entrepreneurs in the southern Sierra were looking to lumber, not silver, as a resource that could make them rich. It was the battle to save the giant sequoias the incomparable Big Trees that would, above all, lead to the creation of Sequoia National Park in 1890. And although Mineral King would not become part of the national park until 1978, the Mineral King Road and Mineral King Valley would nevertheless be an integral part of the national park's history from its earliest beginnings.

The western slope of the southern Sierra was covered by coniferous forest beginning at an elevation of about 5,000 feet above sea level. The 24.8 mile Mineral King Road climbed from Hammond, at 1,100 feet above sea level, up through the Sierran foothills to Mineral King Valley at about 7,800 feet. Along the way the road passed through several different forest communities associated with different elevations, including groves of giant sequoias. The dearth of wood in the valley below meant a ready market for lumber in the farming communities and growing cities from Fresno to Bakersfield. Adequate roads for hauling wood out of the mountains, however, limited logging activities in the 1850s and 1860s. Steep mountainous terrain meant that only in a few areas could wagon roads be built economically to exploit Sierran forests.

Sawmills had been part of the scene at Mineral King since the spring of 1874, when the silver rush created an instant demand for lumber. Numerous small operators quickly moved to exploit the valley's pine and fir forests, and the New England Company operated a sawmill on the East Fork near Harry's Bend beginning in 1875. Several sawmills operated also at Silver City. In 1879, with the second silver rush underway, the mills in the valley were busier than ever. The Visalia Delta even published one opinion that the forests of Mineral King Valley would soon be completely destroyed.

As mining activities in Mineral King ended between 1880 and 1882, most of Mineral King's sawmills shut down and moved out, just as other businesses did. By that time, however, parcels of land along the road associated with logging and mill sites had passed into private hands, mainly through the provisions of the 1878 Timber and Stone Act. One such tract was acquired [through the sale of the Mullenix tract] by a J. A. Atwell a judge in Visalia, who in 1885 constructed a steam powered sawmill in the midst of the giant sequoia grove that today bears his name. In 1890 the judge acquired title to another 160 acres of the surrounding sequoia forest. At an elevation of 6,400 feet and 19 miles up the road from Hammond, the mill was probably too remote to be profitable in the 1880s. Atwell was willing to lease the land and mill, however, to anyone willing to try to make a profit by converting the Big Trees (as sequoias were termed) into shakes, fence posts, and lumber.

Early Federal Management Period, 1890-1915

In 1890, the history of the Mineral King Road and Atwell Mill became intertwined with the history of the creation and early management of Sequoia National Park. By the 1880s, sequoia groves and pine forests in the Sierra Nevada were attracting growing logging operations. The editor of the Visalia Delta, George W. Stewart, organized a campaign to create a federal reservation that would protect alpine meadows and giant sequoias in the southern Sierra. His cause gained momentum when farmers became convinced that overgrazing and deforestation in the mountains threatened the seasonal water flow of the streams that irrigated their land in the valley below. Water for irrigation increased land values and made agricultural and commercial development possible over large areas, and so preserving watersheds interested the powerful Southern Pacific Railroad as well. Stewart had pursued federal legislation to protect the sequoias since 1880; but not until Representative William Vandever introduced a bill, based on Stewart's recommendations, in 1890 did Congress consider the proposal seriously. Vandever may have been acting on behalf of executives at the Southern Pacific; in any case, both houses passed the legislation with little or no debate. In fact, Congress also passed a second bill introduced by Vandever that created Yosemite National Park around the state park at Yosemite Valley. When the Yosemite bill came before the House of Representatives for a vote, however, Vandever had it replaced at the last moment with substitute legislation that delineated a Yosemite National Park five times the size originally envisioned. In addition, the substitute bill tripled the size of Sequoia National Park and established General Grant National Park; the latter designed to preserve a giant sequoia grove just north of Sequoia National Park.

This remarkable legislative action meant that as of October 1890 the entire middle portion of the Mineral King Road, including the Atwell Mill Grove of sequoias, lay within national park boundaries, although the road itself within the new park remained under the control of Tulare

County until 1980. The township that included the Mineral King Valley and the last 4.4 miles of the road was not included in the new park either. There were no sequoias in the township that included Mineral King, which explains in part why it was left out. Memories of the 1870s silver rush were also still fresh in 1890. Many mineral claims remained active in Mineral King Valley, and there remained dim hopes, among some, that the silver bonanza still might arrive if new smelting technology could be developed.

If there was sufficient reason to exclude Mineral King from the new national park in 1890, the Mineral King Road was nevertheless the best means of access into the new park. And if Mineral King was itself outside the park's boundaries, the valley soon became the national park's front door, and what would be called today a gateway community. From Mineral King, the trail over Timber Gap was one of the easiest routes into Sequoia National Park. In addition, Mineral King had begun to grow into a summer resort, including a small hotel and store that began operating out of the old Smith House in 189[5], just about the time the national park was established. The access provided by the Mineral King Road, and the amenities of the summer resort community taking shape in Mineral King Valley, made Mineral King the natural location for the first national park headquarters. In the spring of 1891, when the new military superintendent of Sequoia National Park, Captain Joseph H. Dorst, arrived to begin the administration of the park, he rode up the Mineral King Road with his US Cavalry troop and set up camp in Mineral King. Captain Dorst passed his first challenge in the administration of the new park on his way up the Mineral King Road. Just that spring, Judge Atwell had leased his mill and property to a group of utopian communitarians, known as the Kaweah Colony, who intended to log the Atwell Grove of sequoias. Captain Dorst was concerned. The land at Atwell Mill was private property, but it lay within the boundaries of the new park, and the park had been created in large part to protect the Big Trees. The Kaweah colonists, for their part, were faced with the extinction of their socialistic community. The colonists had come from San Francisco five years earlier in an attempt to create a community in which each member received direct benefit from their labor, free from the interference of capitalist exploitation. Logging must have seemed a perfect enterprise: the initial capital investment was low, and once title to government land was secured, the resource to be exploited was essentially free.

The poignant story of the Kaweah Colony began in 1885, when the colonists had filed on 10 square miles of Sierran forests through the provisions of the Timber and Stone Act. The colonists’ claim included much of the Giant Forest, at the heart of what would become Sequoia National Park. In 1886 a group of the colonists arrived in the Three Rivers area and established a community they named Kaweah on the banks of the North Fork of the Kaweah River. Without an adequate wagon road their logging operation would be impossible, and so the group started on the arduous construction of a road up the North Fork. During four years of hard work they built 20 miles of mountain road to a point just short of the Giant Forest, where they established a mill site called Colony Mill. During the same period, George Stewart and his allies were desperately working to create a federal reservation that would save the sequoias. But Stewart, like many others in Tulare County, had come to believe that the Kaweah colonists had complied with the provisions of the Timber and Stone Act, and therefore they had legal claim to the land whether the park was created or not. Nevertheless, the year after the national park was created; the Department of the Interior ruled that the colony's claims on the Giant Forest

area were invalid. Over five years of the colonists' labor was negated by the fact that they would be prevented from logging the land they had claimed. In 1915, the grove was acquired by a private individual and donated to the park.

The Mineral King Road and Atwell Mill were the scenes of significant events and episodes in the early history of Sequoia National Park. Mineral King Valley also was a major part of this early history, despite being outside the park's boundary at that time. Captain Dorst and his successors made Mineral King their annual base of operations from 1891 through about 1900. The military superintendents set up camp in various locations in Mineral King in the 1890s, but they eventually settled on Weishar's Mill, an old sawmill site in Silver City, as their regular camp; however, nothing remains today from these early encampments. Mineral King remained an important gateway into the park until 1903, the year that the Kaweah Colony's old Colony Mill Road up the North Fork Valley was extended to the Giant Forest. At that point the Colony Mill Road became the favored direct route to the Giant Forest for growing numbers of tourists. By 1900, the administration of the park had shifted from Mineral King to the Colony Mill Road corridor and by 1903 to the Giant Forest itself. But a significant number of tourists (22% in 1913) still entered the park through Mineral King.

With the creation of Sequoia National Park, the era of more direct federal administration of public lands in the southern Sierra had begun. In 1891, a year after the creation of the national park, new legislation was passed in Congress that allowed the president to declare "forest reserves" out of the remaining public domain in the West. George Stewart, joined by other advocates including John Muir, urged the proclamation of a forest reserve that would protect mountainous areas that had been left out of Sequoia National Park, including Kings Canyon, Mount Whitney, and the Kern River watershed. In 1893, at the end of his term, President Harrison declared the four million acre Sierra Forest Reserve, which together with Sequoia National Park, permanently withdrew most of the central and southern Sierra from sale to the public. Included in the vast forest reserve was Mineral King. In 1905, jurisdiction over the forest reserves was transferred from the Department of the Interior to the newly created Forest Service in the Department of Agriculture. In 1907, the reserves were renamed national forests and in 1908, the southern portion of the Sierra National Forest, including Mineral King, was made an independent unit named the Sequoia National Forest.

Although the distinction was not immediately apparent, there was a great difference between national parks and national forests. National parks could only be created by Congress and their status as scenic reservations and public parks implied that their primary, or even their only use, should be the public enjoyment of unspoiled scenery. National forests, on the other hand, could be declared by the President, and beginning in 1897 policies were developed that suggested that forests, as opposed to parks, should have multiple uses, including logging, mining, grazing, and dam construction for power and irrigation. After 1916, when the National Park Service was created within the Department of the Interior to manage the parks, the differences in these policies became more defined. And so Mineral King, so intimately connected with the natural systems and the early history of Sequoia National Park, fell under a different set of management policies determined by its status as a forest, not a park.

Recreation and the Mineral King Road Cultural Landscape District, 1890-1915

There is evidence that even during the heady silver rush days, the prospectors, some of whom brought their families into the mountains, noticed and appreciated the magnificent scenery and cool climate of Mineral King. Once the Mineral King Road was opened, the area became popular with Tulare County families seeking to escape the summer heat of the San Joaquin Valley. As Mineral King was abandoned as a mining district, interest in recreational uses of the valley started to grow. This pattern was repeated throughout the West. Roads and railroads were usually built to exploit mineral deposits and timber, but wherever such development made scenic areas accessible, tourists and outdoor recreationalists often followed close behind. Both at Mineral King and in Sequoia National Park, the roads and trails originally built for mining and logging made new recreational and resort activities possible. The Mineral King Road was already being used for recreational purposes by the 1870s, and it became the main entrance to the new national park in 1890. The old Colony Mill Road, built by the Kaweah colonists for logging purposes, became part of the new national park entrance road in 1903.

It is understandable that once the Mineral King Road was completed, the area would quickly draw attention as a tourist destination. A few major scenic areas or sequoia groves of the Sierra Nevada were accessible by wagon road already in the 1870s. Another scenic area was Yosemite Valley itself, set aside as a state park since 1864. The first wagon roads into Yosemite were completed in 1874 and visitation immediately increased. Following this example, it did not take long to recognize the recreational opportunities presented by the opening of the Mineral King Road in 1879. An 1883 history of Tulare County described Mineral King as the "wildest and most romantic scenery in the United States," and the Mineral King Road as a winding route through "the spires of the Sierra Nevada Mountains," the sequoias. Local farmers and businessmen who first saw Mineral King during their brief stints as prospectors were soon drawn back to the area for its potential as a summer resort for their families. Summer camps could be easily assembled, and there were few restrictions on the use of public land at Mineral King before 1893. The remnants of the mining district undoubtedly provided materials for some camp and cabin construction.

Recreation at Mineral King, however, became a more established activity beginning in 1890, the year Sequoia National Park was created, incorporating the western portion of the current Mineral King Road Cultural Landscape District, but not the town of Mineral King itself. Captain Dorst had perhaps not been the only person to notice the privileged situation of Mineral King in relation to the new national park. That year, Arthur Crowley purchased the old Smith House, the two story boarding house that was still standing in Beulah. Crowley may or may not have known anything about the park legislation, but his timing was felicitous in any case. By 1891, the year Captain Dorst and his troops arrived in Mineral King, interest in the recreational potential of the area increased considerably. Mineral King was now the front door to the nation's second national park, and Crowley [set about to capitalize on the visitation that this designation would bring] .

Crowley had grown up in Tulare County and already had a long association with Mineral King. His father, John W. Crowley, had been appointed president of the toll road company that built

the Mineral King Road in 1879, and Arthur had been employed as a timekeeper for the construction project at the age of 21. Since then, the economic potential of Mineral King, either as a mining district or a resort area, had captured Crowley's imagination. He had moved to Los Angeles in 1887, but returned in 1890 to buy the Smith House. As part of his plans, he also filed new mineral and mill site claims at Mineral King. Mining was, [at most, only a peripheral] part of his plans. But Crowley knew that mineral and mill site claims could lead to full ownership of federal land, and he made sure to include the Smith House acreage as a "mill site" claim. By 189[5], Crowley's hotel was in business, and apparently doing reasonably well. In 1896 a seasonal stage service again came up the Mineral King Road, and in 1897 a post office was established with Crowley as postmaster. In 1902, telephone service connected Mineral King to the valley. By 1905, the growing resort had a store, a butcher[shop], a canvas dance hall, and over six guest cabins. Mineral King had come back to life, this time as a small resort community at the gateway to Sequoia National Park.

The declaration of the Sierra Forest Reserve in 1893 does not seem to have had much of an impact on Crowley's business at first, even though this act incorporated the town of Mineral King and well as Mineral King Road east of Sequoia National Park (the eastern portion of the current Mineral King Road Cultural Landscape District) into the forest reserve. But within 10 years the Department of the Interior was trying to better enforce its regulations and procedures for forest reserve management. Arthur Crowley's situation running a small resort on what had been claimed as a mining site was not uncommon. Claims were often made under various contexts in the hope of patenting the land for other purposes. In 1904, the Department of the Interior challenged Crowley's occupancy permit, pointing out that no mining of any kind was being done on his mineral claim and the lands were clearly being used for an unrelated business. The matter went to court, where finally in 1908 Crowley won his case, based on the fact that his mineral claim had preceded the creation of the forest reserve. After 1908, Crowley owned his land in Mineral King Valley outright. But an era of more attentive federal management of Mineral King had also begun. In 1905, the Forest Service issued a permit for Crowley to construct a water line to his hotel from Spring Creek; this was the first known permit issued in the valley for a special use. There were other difficulties involved with operating a summer resort in the high Sierra. The 1906 earthquake that destroyed much of San Francisco also caused huge snow slides in Mineral King Valley. The Smith House was completely destroyed and most of the other cabins and structures in the area were as well. That summer, Crowley joined the ruins of two cabins and created a "Mineral King Store & Post Office," which became the new center of his resort, which offered cabin and tent accommodations.

By this time a number of seasonal camps were also typically being set up in Mineral King Valley, mainly by Tulare County families looking to escape the heat of their farms and residences below. Although the 1906 earthquake destroyed or severely damaged most of the structures in the valley, the nascent summer community at Mineral King continued to grow. The recently created Forest Service probably used the opportunity of that winter's widespread destruction to bring some order to the summer camp situation. As the summer residents arrived to salvage their camps and rebuild their simple cabins, it is probable that forest managers assigned new lots and locations for at least some of the tent camps and rebuilt cabins.

The current arrangement of lots in the East Mineral King cabin tract may reflect, in part, the planning efforts of the forest managers in 1906. The older layout of the mining community of Beulah, and possibly the 1875 plat drawn up by the New England Tunnel & Smelting Company, also may have influenced the eventual configuration of the developing summer community.

The situation was about to change for Mineral King again, however, as the larger patterns of American outdoor recreation shifted with the times. The automobile remained somewhat of a luxury before 1910, but in 1908 Henry Ford introduced his Model T. By 1920 over 8,000,000 automobiles were registered in the United States. In California, these were boom years in which the populations of San Francisco and Los Angeles grew rapidly. In Sequoia National Park visitation soared from under 3,000 a year in 1912 to over 30,000 a year in 1920. The trend only accelerated in the 1920s, and the increase in visitation consisted almost entirely of people arriving in their own cars. If families from local communities in the San Joaquin Valley were the first to enjoy scenic areas in the southern Sierra, they were soon joined by families from Fresno, Bakersfield, Los Angeles, and more distant communities.

The Forest Service and the Park Service responded to the influx of automotive tourists in very different ways. The Park Service had been created to preserve the national parks as completely as possible, and developing parks for recreational uses was considered the surest means of creating a constituency for complete preservation. The Forest Service already had a constituency of commercial interests, however, including logging, mining, and hydroelectric companies. Recreation was recognized as an important use of the forests as early as 1897, but the Forest Service was not interested, at first, in acquiring and spending large appropriations for visitor facilities. The first appropriation for recreational development in national forests, $10,000 for sanitary improvements, was not made until 1923. Although a campground development program was initiated in the 1920s, major public funds for recreational development in the forests would only arrive with the New Deal programs of the 1930s. The Park Service, on the other hand, spent millions of dollars in the 1920s modernizing national park visitor facilities and making the parks accessible to larger numbers of tourists and automobiles. The Park Service had been created in large part to develop parks, and that agency soon acquired a cadre of landscape architects, engineers, and administrators to undertake the necessary design and construction work.

Since 1897, however, the federal government had approached the task of managing the national forest reserves primarily by issuing permits. Under Gifford Pinchot, the first chief of the Forest Service, this system had been extremely successful. The forest reserves were opened to logging, grazing, and other uses, but these activities were now planned by government foresters and other scientists, and were controlled through the issuance of permits and the collection of fees. The system was intended to end the most egregious abuses of resources in the public domain, while assuring that sustainable commercial exploitation could continue on a permit basis. This basic approach was extended to meet the need for recreational facilities. By 1902, permits were being issued for the construction of hotels and sanitariums, particularly those associated with mineral springs. By 1905, Pinchot had added summer residences to the list of uses for which permits could be issued, and regulations were published regarding restrictions

and requirements for summer home permits. The idea was extremely popular. By 1912, Pinchot's successor, Henry S. Graves, reported that "the demand is growing rapidly for sites on which summer camps and cottages, and hotels may be located. In some of the most accessible and desirable localities the land has been divided into suitable lots of from 1 to 5 acres to accommodate as many visitors as possible." By1914, more detailed regulations began to be promulgated, although in its early years the program appears to have been somewhat ad hoc, with forest supervisors in different forests making arrangements for permits as needed.

Recreation and the Mineral King Road Cultural Landscape District, 1915-1942

Granting permits for private summer homes (later called recreation residences) in national forests had strong support at the Forest Service as well as from the public. In California, in particular, the pressure to use national forests for second home purposes became intense in the early 20th century. This was especially true at first in forests near large cities; but as roads and cars improved, demand increased in most of the national forests in the state. California was probably where the Forest Service first issued summer home permits, and it certainly became the state where the idea reached its fullest expression. In 1915, California Congressman John E. Raker introduced unsuccessful legislation that would have allowed the public to make homestead claims on national forest land. This would have resulted in private ownership of summer home properties in the forests, if certain requirements were met. The Forest Service responded with an alternate bill that it supported, called the Term Occupancy Act, which Congress approved later in 1915. The legislation allowed "term permits” to be issued for periods up to 30 years. Previous "terminable permits" had been subject to termination annually at the forest supervisor's discretion. The new "term permits” allowed permit holders, both for residences and resort establishments, to make capital investments with adequate assurance of long term permit use.

The 1915 Term Occupancy Act established a refined set of rules for how summer homes should be developed and maintained. The law required that permit holders spend at least $2,000 on the construction of a cabin, and resort operators were required to spend $20,000. The forest supervisors also set design guidelines for recreation residences as part of the permit requirements. A 10 foot setback from lot limits was typical, as was an injunction against the unnecessary removal of trees or other vegetation. Plans for all construction (including later additions) had to be submitted for review. Forest supervisors typically insisted on appropriately "rustic" construction. Construction materials were to be rough sawn lumber, logs, or log siding, often with wood shingle roofs. Exterior colors were to be brown, gray, gray green, or other subdued colors that would not stand out visually in a forest setting. Fenestration was to be uniform in shape and pattern, and foundations were to be kept low, and usually made of stone.

Permittees were responsible for securing an adequate water supply, and for disposing of sewage and refuse as directed by the forest supervisor. Later permittees would be required to install sewer systems in many cases. The permittees of individual tracts, as the forest subdivisions were known, were encouraged to organize associations, which it was hoped, would lift some of the burdens of administering the tracts from the forest supervisor. The Forest Service also gave instructions to the Forest Supervisors and engineers who were expected to locate the best areas for summer home tracts and often to lay out the subdivisions. Individual

lots were not to exceed one half acre, and subdivisions were not to be within 100 feet of the centerline of a state road or 25 feet of the high water mark of any stream or lake. Subdivisions were typically designed according to principles of land subdivision advocated by leading landscape architects of the day, such as Frank A. Waugh, who worked as a consultant for the Forest Service throughout this period. This meant, above all, responding to the topography and other natural features of the site; the cabin tracts typically featured curvilinear access roads and layouts to minimize any unnecessary grading or other disturbance. Access by road was a major consideration, but many tracts were laid out with only trail access. The opening of a new forest road or highway often resulted in the laying out of new tracts to meet the growing public demand. Tracts were also typically located near major recreational amenities, where demand was highest. This could mean an area with exceptional views, or, more often, adjacency to a lake or stream. Several types of tracts soon emerged, with somewhat standardized approaches to subdividing land either on a lakeshore, along a stream corridor, or in relation to a road. In some cases tracts were laid out by landscape architects; but the duty often fell to forest engineers, working with forest supervisors and rangers who were most familiar with the terrain.

In many cases, the layout of the tracts shows considerable skill in the location and subdivision of lots, as well as the response to natural features and preservation of landscape character. Sites were sometimes chosen where early recreation pioneers had already decided to erect cabins. The establishment of the tract incorporated the earlier structures in the new survey. The surveys were done in conjunction with a planning report that was used to determine the best locations and configurations for subdivisions. Tracts often were sited in stands of evergreens, which screened them from distant view. Annual inspections of cabins to enforce permit conditions helped assure that the tracts maintained a subdued visual presence in the forest landscape. The continuation of sound site planning, strict control over the design and maintenance of cabins, and the relatively narrow time period in which most of the tracts were developed resulted in a fairly characteristic appearance that many of the tracts shared. Individual permittees were responsible for design and construction of their summer camps, and many early permittees built their own cabins. Others made use of standardized plans, which were increasingly available from publishers. By the mid 1920s kit homes were also becoming more popular.

As the phenomenon grew, articles and advertisements about second homes in the national forests were published in the popular press, especially in Sunset magazine. Summer homes, in fact, quickly became the largest single type of developed recreational use in California national forests. But already in 1928, a committee of the National Conference on Outdoor Recreation observed that once summer homes were built, it would be very difficult ever to revoke the permits. Residential use might also come into conflict with other recreational uses as demand for better access to lakes and scenic areas in national forests increased. Permits continued to be issued, however, although at a slower pace during the Depression. After World War II, demand for recreation residences increased again, but by this time it had become clear that the program could not continue to keep up with demand. The Forest Service stopped promoting the program by the mid 1950s and in 1966 Congress officially ended the program.

The history of recreation residences on national forests is a significant chapter in the history of

federal management of public lands, as well as the history of outdoor recreation. Western cities, especially in California, grew quickly in the early 20th century, just as the interest in outdoor recreation was increasing in the United States. In California, in particular, outstanding scenic beauty and an early interest in automotive travel combined to create a boom in outdoor recreation. Since so many potential resort areas in the state were already declared national forests by 1908, it was inevitable that the forests would be used for recreation of all types. The recreation residence program quickly became the most salient and characteristic aspect of the Forest Service's response to this demand in the 1920s.

Congress had also created the National Park Service in 1916 partly in response to the tremendous interest in outdoor recreation and automotive tourism. But in the realm of recreational planning, one of the greatest single differences between Park Service and Forest Service policies involved the development of the attitudes towards allowing summer homes on publicly owned land. In 1918, the Secretary of the Interior specifically directed the new Park Service not to issue permits for summer homes. The Park Service saw summer homes as overly exclusive uses in areas that deserved more complete public access. As a result, Mineral King, as part of Sequoia National Forest, was managed differently than Sequoia National Park in this regard.

The most salient evidence of this different management history, today, is the presence of three tracts of permit summer homes in Mineral King. Some of these summer cabins date to the first decade of the 20th century, while some are later, postwar constructions. The great majority of Mineral King cabins, however, were built between 1915 and 1942, during the height of the Forest Service summer home program. At West Mineral King, two or three cabins already existed by the early 1920s around what was known as Barton's Camp. The Forest Service laid out an expanded tract just to the west of Barton's Camp, and the new tract was quickly occupied by permittees, many of whom had built cabins of similar style by 1930. Since many of the cabins were built by a group of teachers from Los Angeles, the tract became known as Faculty Flat. The entire West Mineral King tract today includes a total of 35 cabins. Further to the west, along the Mineral King Road, a resort and more summer residences were also being developed at this time on the private land at Silver City [this area is not included in the CLI]. To the west of Silver City, near what was then the boundary of Sequoia National Park, the Forest Service laid out another, smaller tract of seven private cabins called Cabin Cove, which was developed mostly in the 1930s. Out of 66 summer cabins in Mineral King today, about a dozen probably existed in some form before the Term Occupancy Act of 1915. At least 50 of the cabins were built entirely between 1915 and 1942, and so date to the peak of the Forest Service summer cabin permit program. Cabin permits continued to be issued through the 1930s, but the pace slowed because of the Depression. By 1942, the summer cabin tracts at Mineral King had taken on their current character and appearance. According to historian Chris Brewer, only seven of the cabins that exist today were built after World War 11. Other cabins, however, have been repaired and reconstructed since that time, mainly due to damage from avalanches and the generally harsh conditions of the area.

[The following two paragraphs are new to the CLI]:
[At the same time the Forest Service promoted cabin communities along Mineral King Road,

both the Park Service and the Forest Service developed facilities for managing the area. At Slapjack Creek, fourteen and a half miles from Hammond, the Park Service built a ranger cabin in 1921. Only part of the foundation, a can dump and remnants of an outhouse remain at this site. The Park Service also built a garage at Atwell Mill, which still remains behind the CCC era ranger residence. In 1928, the Forest Service built a ranger station at the current site of the Mineral King ranger station. This was removed shortly before the current NPS ranger station was constructed in 1984.]

[The Mineral King Road itself was an integral part of these recreational communities. The popularity of the Mineral King area prompted the Tulare County who managed Mineral King Road to make improvements in the 1920s and 1930s to provide visitors access to the popular resort and trails at Mineral King – improvements that made the road better suited to automobile travel. In 1921, the Los Angeles Times reported that county officials had "a plan of building an improved road" to Mineral King. Throughout the 1920s and 1930s, crews worked on maintaining and improving the roadway. For instance, an article from 1928 reported that "the Mineral King Road to Atwell's station and beyond to Mineral King [has] been widened and many sharp curves eliminated, and [is] now smooth and fine." In 1932, the paper noted that county crews working to put the road into condition for the season. The CCC would pick up these efforts starting in 1933. All these efforts allowed large numbers of motorists to visit Mineral King each summer. The road served as a vital link to allow recreational visits to the Mineral King Valley. On July 4, 1930, for example, seventy five vehicles made their way up the narrow mountain road (Los Angeles Times articles).]

It is fair to say that the overall character of the summer cabin tracts at Mineral King dates to the height of the Forest Service permit cabin program, between 1915 and 1942. The West Mineral King and Cabin Cove tracts, in particular, are almost completely the products of the 1920s and 1930s, and most of the structures in the East Mineral King tract date to this era as well. Although the East Mineral King tract occupies the site of the historic settlement of Beulah, Forest Service planners were probably at work planning the cabin tract already in 1906, and the Forest Service influenced the locations of cabins from that point on. Some aspects of the spatial organization and layout of East Mineral King may reflect earlier locations of buildings and lots; but the appearance and character of the tract today is far more the result of 20th century recreation residence planning than it is representative of a 19th century mining community.

Civilian Conservation Corps and Mineral King Road, 1933-1942

[The following thirteen paragraphs are new to the CLI]:
[The Civilian Conservation Corps (CCC) contributed enormously to the development of the national park system. Its impact is reflected in the development of Mineral King Road itself and the ranger residences at Lookout Point and Atwell Mill. All of these structures demonstrate the labor of CCC workers, the Park Service commitment to naturalistic design, and its mission of managing resources for preservation and use.]

[In his first hundred days in office in 1933, Franklin D. Roosevelt pushed through a variety of legislative acts to address the Great Depression. One of these led to the Civilian Conservation

Corps which had three important goals: to reduce unemployment, to conserve natural resources, and to improve the bodies and spirits of young men. FDR felt that young men working vigorously in a natural setting would not only improve the land, but improve their own character. In speaking to Congress on March 21, 1933 – just 17 days after his inauguration Roosevelt said "I propose to create a Civilian Conservation Corps to be used in simple work, not interfering with normal employment, and confining itself to forestry, the prevention of soil erosion, flood control and similar projects. More important, however, than the material gains will be the moral and spiritual value of such work. […] We can take a vast army of these unemployed out into healthful surroundings" (Cohen, 6). Ten days later, Congress approved the Emergency Conservation Work (ECW) Act, the founding legislation creating the Civilian Conservation Corps. Between 1933 and 1942 throughout the United States, over three million young men enrolled in the CCC and headed off to work camps (Salmond). Within a few months of the CCC's creation, by May of 1933, CCC enrollees were working in Sequoia National Park.]

[Sequoia National Park managed eleven separate CCC camps at various times, some within the park and some located in the vicinity, but outside the park. CCC enrollees were working somewhere in the park throughout the entire existence of the CCC nationally, from its creation to 1933 to its last days in 1942, soon after the U.S. entered into World War II. Up to 1600 enrollees at a time engaged in a wide variety of projects that supported administrative functions, visitor use, and conservation efforts. They improved the Generals Highway, constructed truck trails for fire fighting and park management, erected or refurbished numerous buildings in the Ash Mountain area and at Giant Forest, fought fires, and removed brush to prevent fires, and did much more as well during their tenure in the park. The national goals of the program were fully reflected in projects within the park as young men set to work on conservation and development projects that park managers felt would also have "moral and spiritual" value to the young men. CCC managers proudly proclaimed of the young men working in Sequoia and General Grant National Parks in 1934: "Their health, spirit and mental outlook have been greatly improved" (Junep, 396).]

[Many of their projects focused on the Mineral King area. The camps from which enrollees worked on Mineral King Road were the Cains Flat CCC Camp that operated from late 1933 to early 1936 and again during the winter of 1936 1937, the Atwell Mill Camp that operated in the summers of 1933 and 1934, the Salt Creek Camp that operated in the summer of 1935 and the winter of 1937 1938, and a variety of stub camps from other CCC camps within the park (CCC Seasonal Narrative Reports). By the summer of 1933, a CCC camp had been established at Atwell Mill, toward the eastern end of the ten mile stretch of Mineral King Road then managed by the Park Service. The camp consisted mostly of tents and temporary structures, but also contained more permanent structures such as a mess hall and washrooms. The foundations of some of these structures are still visible in the Atwell Mill public campground. Located at 6,500 feet, the camp only operated during the summer months and housed young men from Ohio in 1933 and young Californians in 1934. The enrollees engaged in building fences, telephone lines, truck trails, bridges, latrines, and horse trails. Much of their work focused on the fire control mission of the CCC: roadside clearing, insect control, and fighting fires (Junep, 379).]

[A lasting legacy of these young men's labor was the improved condition of Mineral King Road. CCC efforts on the road fit in with park planning goals of creating a more modern travel way, better suited to automobile traffic. The CCC work also built on Tulare County work starting in the 1920s that focused on upgrading the road (Elliott, 71; Brewer, 7 4). In 1931, the park superintendent John R. White had described the Mineral King Road in the following terms: "steep grades; bad alignments; unsurfaced; poor condition; largely single width." He went on to note, "The present road is County property. It was built in the 70's or 80's and is entirely out of date. The new road is to be on Bureau of Public Roads modern standards. All mountain side work, very difficult" (White 1931). The bulk of CCC work on the Mineral King Road took place between 1933 and 1935 and covered the entire length of the road – not just the ten miles or so in the middle portion of the road that lay within the park, but also the ten lower miles west of the park between California State Highway 198 and Lookout Point and the five upper miles from near Atwell Mill to Mineral King East that then lay within Sequoia National Forest, but that became part of Sequoia National Park in 1978. Work in the 1920s and 1930s did not change the alignment of the road, but did modify its character from a wagon road to a structure more conducive to automobile travel. In transforming the road, CCC enrollees facilitated automobile recreation and Park Service management and conservation efforts along the road.]

[Enrollees from Atwell Mill camp were at work by 1933 improving the Mineral King Road, clearing roadside and overhanging vegetation, widening the road from one lane to two lanes and improving the visibility around blind curves (CCC Seasonal Report 1933). That year, the CCC worked a segment of road nine and a half miles long extending east and west from their camp, from the terminus at East Mineral King to a point in the vicinity of Slapjack Creek. Although much of the roadway between Atwell Mill and East Mineral King lay on Forest Service land and not on Park Service land, these and other CCC enrollees made their mark along the entire length of the roadway, not just on the NPS portions.]

[The Atwell Mill Camp was disbanded in 1934 and the Cains Flat Camp, located on Mineral King Road about two and a half miles west of the park boundary, continued work on Mineral King Road. The latter camp, at an elevation of 2,700 feet, hosted companies of young Californians, West Virginians, and Oklahomans at least from 1933 to 1937 (and likely beyond). Like many of the other CCC camps managed by Sequoia National Park, the Cains Flat camp moved with the seasons. Enrollees spent the winters at Cains Flat and moved to the higher elevation of General Grant during the summer. The young men engaged in building telephone lines, horse and truck trails, and various fire fighting and prevention activities (Junep, 381 82). They also made their mark on the lower portions of Mineral King Road. The work continued to consist in improving visibility around curves, improving drainage with culverts, repairing retaining walls, widening the road and cutting brush. Although complete records do not exist, it is known that Cains Flat enrollees were at work on Mineral King Road at various times from 1933 to 1935. In January 1935, the Cains Flat enrollees were at work improving the lower portions of the road – from Oak Grove to the junction with Highway 198 – a portion that lies outside the park and is not included within the district.]

[CCC photographs reveal the labor intensive nature of the 1930s era improvements to the roadway. In many of the photographs, men work with picks, shovels, and wheelbarrows or

simply their hands and muscles to put roadfill in place, reduce slopes lining the road, install corrugated metal culverts, build retaining walls, or clear brush. Other photographs depict some of the equipment that was vital to the regrading of curves: compressors, jackhammers, and dynamite. Although none of the photographs along Mineral King Road show heavy roadworking equipment, workers likely made use of equipment seen in work on other park roads, such as bulldozers (CCC photo albums). The current state of the road reflects not only Park Service planning efforts to promote recreation and conservation, but also provides physical testament to the labor of hundred of enrollees in an innovative New Deal public works program: the CCC.]

[Another improvement to Mineral King Road that likely dates to the 1920s or 1930s was the construction of concrete water troughs at four locations along Mineral King Road, all within the park: Cold Spring, Traugers, Slapjack Creek, and Redwood Creek (Nave, 2003). These structures continued the transformation of the road from a carriage road to an automobile road. The new concrete troughs along the road allowed cars with overheating radiators to climb the steep road that ascends 6,600 feet in twenty five miles. The ongoing practice by NPS personnel and other local people of referring to these as “water troughs,” rather than “water tanks” or “water stations,” likely stems from the fact that before the concrete troughs were put in place, many of these locations had wooden troughs for watering horses ascending the steep road.]

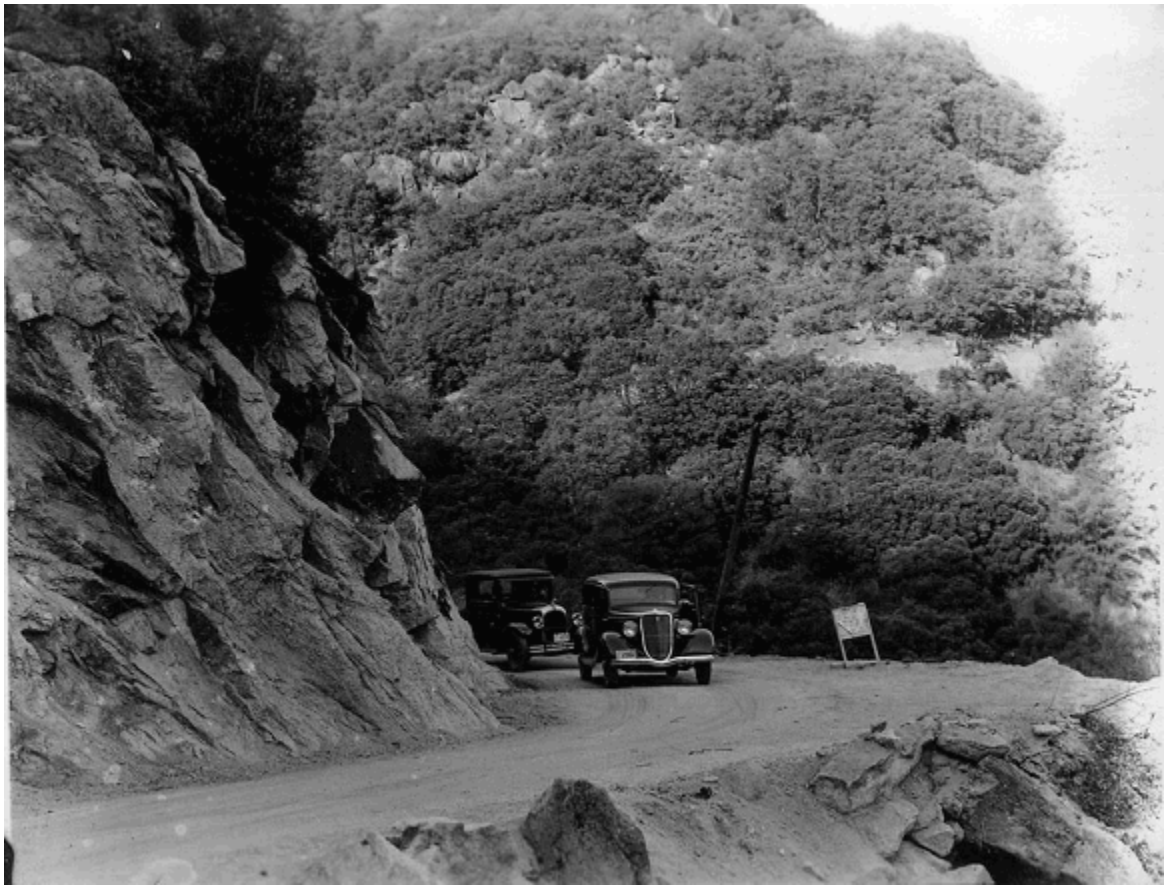
[CCC enrollees also constructed buildings along the portion of Mineral King Road managed by the Park Service to aid the Park Service in conserving the forest and alpine resources of the region and in supporting visitor access to the area. These structures include notable examples of Park Service rustic architecture that reflect the NPS commitment to naturalistic design. In 1933, a stub camp from Potwisha CCC Camp stationed at Atwell Mill began work on the Atwell Mill Barn. By May 1935, a stub camp of the Salt Creek CCC Camp was encamped at Trauger’s Homestead and at work building the corral at Atwell Mill – largely completed by July 1935. The stub camp at Trauger’s consisted of temporary tent structures and no remains of this camp are visible today. Fire destroyed the Atwell Mill barn in 1979 and the modern replacement is not included within the district (CCC Photo Albums; SEKI Current Building Files; CCC Seasonal Reports).]

[The Atwell Mill and Lookout Point ranger residences represent the most notable architectural legacies of CCC labor along Mineral King Road. They anchor the two ends of what was then the Park Service portion of Mineral King Road with fine examples of the NPS Rustic style. The Atwell Mill ranger residence was built in 1933 and 1934 by enrollees from the Atwell Mill CCC Camp, based on drawings Park Service architects modified from those for a building at Ash Mountain. They obtained lumber from a local mill and CCC enrollees’ blacksmithed the wrought iron work for the building. The structure was a one story, gable ended clapboard structure with gabled porch over the front door and stone steps leading to the porch, a stone foundation, cedar shingle roof, wood floors, and frame construction. The residence had a living room, kitchen, two bedrooms and a bathroom. The CCC also constructed a cold cellar and improved a garage dating from 1928. These structures have not undergone major renovation since the period of significance and remain excellent examples of the NPS Rustic style. This structure was determined to be eligible for the National Register in 1997 (Nave; CCC Seasonal

Report, 1933; Carr and McNiel).]

[In 1935, CCC enrollees began work on the Lookout Point ranger station, near the western end of the Park Service portion of Mineral King Road. Managers chose adobe because of its fire resistant qualities and the relative ease with which unskilled workers could make the bricks. They also noted that brick making was an ideal activity for fire suppression crews in camp when they had no active fires to fight. Planners selected a location on a promontory that had earlier had “a temporary cabin and a tent platform” for a fire guard. Although the location provided an excellent vantage point to detect fires, it had no easy water source, necessitating a 2,470 foot waterline from a spring high above the ranger station. By late 1936, the residence, as well as its garage, were completed. The finished structure was a one story abode structure with a living room, bathroom, and two bedrooms, and pine floors, in the California rancho style. (A comfort station along the road in front of the residence was added after the period of significance.) The location of this residence reflects the Park Service commitment to fire suppression. It also reflects the “conservation” value of the Civilian Conservation Corps – much of their work involved building fire roads, removing brush and firing fires in order to conserve natural resources from the perceived dangers of fire (NPS Branch of Plans and Design, 1934; CCC Seasonal Reports; SNP Reports to Deputy Chief Architect).]

[These road and building construction projects were, not surprisingly, the aspect of CCC workers’ activities along Mineral King Road that received the greatest attention in seasonal reports. These labors tie into the broader theme of recreation in that they supported park efforts to manage the area, so motorists could use the road to access hiking trails, resort facilities, and summer cabins. The young men also participated more directly in recreation by exploring mountain trails and attending events in the cabin communities. Mildred Heckman Huffaker, who worked as a kitchen assistant at the Mineral King resort, recorded the following observations. "There was time for evening recreation. One being the Saturday night dances with 'live music'. The dance floor was an open air cement slab slightly up canyon from the store and tent houses. Cabin owners, staff, guests were joined by others from Cabin Cove and Silver City. President Roosevelt's Civilian Conservation Corp program had established a camp near Atwell Mill. Those young men from all states of the union would join us for dancing" (Huffaker). This cement slab – constructed in 1929 perhaps on the site of an earlier dance platform from the 1890s – remains today and provides one bit of evidence of the ways the recreational activities of the cabin communities and the CCC intersected (Crowley; Los Angeles Times).]



History #1) Undated historic photograph (ca. 1933-35) taken by CCC photographers to document a curve widened by workers to improve visibility on Mineral King Road. (SEKI Archives)

History #2) CCC enrollees reconstructing a retaining wall (ca. 1933-35) along Mineral King Road that had recently given way during a storm. (SEKI Archives)

History #3) Construction of the Atwell Mill Ranger Residence by CCC workers (ca. 1934). (SEKI Archives)

History #4) Lookout Point Ranger Residence after completion by CCC workers, 1937. (SEKI Archives)

1942 to 1980

[The following section is taken verbatim from Carr and Elliott's 1999 "Determination of Eligibility"]

The demand for outdoor recreational opportunities that followed World War II was even greater than the boom that had followed World War I. The total population of California had risen, especially the urban population, and ever larger numbers could afford to buy motor vehicles and head to the mountains for weekends and vacations. New kinds of recreation also attracted many people, and one of the most popular was downhill skiing. Skiing had begun to become popular in the United States in the 1930s, but it became a phenomenon in the postwar period. Californian national forests, once again, would be expected to provide a lion's share of outdoor recreational opportunities in the state, and soon roads, lodges, and ski lifts were being developed in several forests. The Forest Service, continuing its tradition of encouraging multiple uses, encouraged private companies to develop ski resorts through permit and concession arrangements. By the 1950s, downhill skiing had quickly overtaken recreation residences as the

largest developed recreational land-use category in Californian national forests (Berg, 50).

Wilderness advocates, especially the Sierra Club, quickly became embroiled in controversies over the development of ski resorts in mountainous areas they valued as wilderness. Ski promoters had identified San Gorgonio, an 11,400-foot peak in the San Bernadino National Forest, as one of the few locations in Southern California that maintained a dependable winter snow pack. The mountain was also beloved by Sierra Club hikers and mountaineers, especially in the Los Angeles area. In 1931 the Forest Service had designated the mountain a "Primitive Area" (implying that it would be preserved as wilderness) in part as a response to pressure by the Sierra Club and other groups. At a public hearing in 1947, Sierra Club members objected to developing San Gorgonio as a ski resort, and suggested that there were other areas just as suitable for skiing that would not require the violation of a Primitive Area. The Forest Service heeded the argument, and San Gorgonio remained wilderness. The Sierra Club, for its part, in 1947 conducted its own survey of potential skiing centers that would meet this new recreational need. Their conclusion was that Mineral King was "probably the most spectacular site for commercial [ski] development on the west slope of the Sierra." (Harper, 54).

At Mineral King, geology once again seemed to be destiny. The Sierra Club members had not been the first to observe that Mineral King was perfectly suited for downhill skiing. In the decade following the war, a new kind of prospector had again been scouring the Sierra looking for the right combination of topographic conditions that would make a ski resort profitable. Located in the southern Sierra, Mineral King was reasonably near the Los Angeles area, and yet the high elevation assured adequate snow pack to last the season. The unusual metamorphic rock had eroded into a series of high cirques, or bowls, rather than a single slope, or headwall. Nine of the bowls could be used for skiing, effectively multiplying the number of skiers that could make use of the area at a given time. Some of the runs from the high bowls to the valley floor would be four and a half miles, the longest in North America. Ski enthusiasts, entrepreneurs, and even the Sierra Club seemed to be unanimous in their assessment of Mineral King as "six Sun Valleys rolled into one." They all felt Mineral King could become one of the finest ski resorts in North America, if not the world (Harper, 52-54; Schrepfer, 185; Walt Disney Corporation).

In 1949 the Forest Service issued a prospectus asking potential developers to make offers for the development of Mineral King as a ski resort. They envisioned one hotel, one chair lift, and one T-bar: a modest proposal considering the potential of the area. But the Mineral King Road--the winding wagon road built in 1879--remained a major obstacle to development. The prospectus also called for developers to provide "over the snow” transportation as necessary along the road in order to make the valley accessible in winter. The Sierra Club, for its part, had no objection to the proposed development. For the time being, the preservation of the designated Primitive Area at San Gorgonio had taken precedence, and Mineral King, with its existing road access and mining history did not meet the prevailing standard of "wilderness." Only one bid was made in response to the Mineral King prospectus, in any case, and it was not accepted.

The skiing boom, however, gained momentum through the 1950s, as formerly remote and

depressed places like Aspen, Colorado, were transformed into major commercial centers. By the early 1960s, after the 1960 Winter Olympic Games were held in Squaw Valley, California, major new plans for Mineral King emerged. At Squaw Valley, the film producer Walt Disney was put in charge of planning the pageantry and entertainment portions of the Olympic Games. Disney himself was an avid skier, and had already invested in other ski resorts in California. Since the early 1950s, Disney had been scouting locations for the development of a large ski resort that would be planned to his own exacting standards. He had also become a regular visitor to Mineral King, where he was entertained by Ray Buckman, who since the 1940s had owned and operated the Mineral King pack station and Arthur Crowley's old resort. Disney apparently hesitated to make a commitment; Mineral King still seemed very remote for the large-scale resort Disney hoped to develop. The skiing potential of San Gorgonio, so close to Los Angeles, held the producer's attentions in the meantime. But in 1963, in part because of the continued impassioned objections of the Sierra Club, Disney gave up on any plans for developing his resort on the slopes of San Gorgonio. At about the same time he began secret negotiations to buy Ray Buckman's private property, strategically sited in the middle of Mineral King Valley.

Excited by Disney's interest in Mineral King, in 1965 the Forest Service issued a second prospectus for ski development in the valley. The offer was similar to the first prospectus, and asking for a minimum of $3 million to be invested by the developer. Also included in 1965, however, was a requirement that the bidder finance a new, all-weather highway to replace the Mineral King Road, at an estimated cost of $5 million. Forest Service officials, ski associations, environmentalists, and now Walt Disney all seemed to agree that Mineral King was appropriate place to develop a ski resort (Harper, 55-58, 67-69, 79).

But the response to this second prospectus indicated that much had changed since the first prospectus was issued in 1949. Rather than one, poorly financed response, the Forest Service received six, each of which seemed grander and more generously financed than the next. Walt Disney proposed to spend $30 to $40 million to develop Mineral King. Another developer's plans called for $40 to $50 million to be spent. Skiing was now very big business; the one hotel and two lift resort described in 1949 belonged to another era. But if Forest Service officials were surprised at the scale and ambition of the responses to its prospectus, they were also pleased, as were many citizens and officials of Tulare County. Skiing was now proven to be a major industry, which could lift the economy of the entire region. Walt Disney promised to build 22 ski lifts and accommodations for 3,300 people. Dozens of ski runs would allow 20,000 people to ski at the same time, while an entire Alpine village with shops, restaurants, and parking for 3,600 cars would take shape on the valley floor. To make such a huge investment economically viable, Disney proposed year round use for the resort, and summer activities were to include golf, tennis, and swimming. The developer of Disney Land (and beginning in 1965 Disney World) had a strong reputation for building highly profitable, family-oriented resort destinations. In 1966, the Forest Service declared Disney the winner, and granted him a three-year permit to complete detailed plans for the project (Harper, 83, 87, 91).

The Sierra Club was now faced with a dilemma that would cause considerable conflict within the organization, and eventually spark a reconsideration of its policies regarding wilderness

preservation. Since 1949, the group had maintained that Mineral King was a more appropriate site for ski development than San Gorgonio in the San Bernadino National Forest. Mineral King, because of its mining history, private inholdings, and permit summer cabins, was not considered, at the time, to be a true "wilderness" area, while its potential as a ski resort was manifest. But any kind of wilderness, in the 1960s, was becoming a rarer commodity. New ski resorts were being built on national forests all over the country. Mineral King, which looked very much as it did in 1942, was soon described by Sierra Club executive director David Brower as a "de facto wilderness," meaning that its wilderness values were self evident. And de facto wilderness, the Sierra Club soon decided, was also worth preserving. The proposed Disney development was simply too big, and too destructive; Mineral King, despite its road access, mining history, and private inholdings, had wilderness value that required preservation.

The decision was not an easy one for the Sierra Club board. Many members of the board had endorsed the selection of Mineral King as a ski area in 1949; they felt any other policy would reverse the club's position and profoundly damage its credibility. Besides, the Sierra Club was not opposed to all ski developments, just those planned for the wrong places. Mineral King obviously had potential as a ski area, and Disney perhaps could be convinced to scale his proposal down to a more appropriate size. Other board members argued that the size of the proposed resort was 10 times what had been discussed in 1949, and therefore any resolutions endorsing the smaller project were not binding. Perhaps more significantly, according to the minutes of a 1965 board debate, quoted at length by historian John Harper, Mineral King was described with new eyes by some Sierra Club Board members. They claimed that "Mineral King is a magnificent area, and although not as a whole wilderness, parts of it are a de facto wilderness and parts have been reverting to a wild state." The ski development would "destroy these values." The proposed highway to replace the Mineral King Road, would cross Sequoia National Park and would have to be routed through at least one grove of the Big Trees. What was needed at Mineral King, according to these advocates, was not a ski resort, but legislation making it part, at last, of the national park that almost completely surrounded it. Eventually the Sierra Club did reverse its position, in what most observers have seen as a decisive moment for the organization. Soon the club was opposing Disney's ski development with every means at hand (Harper, 82-83; Schrepfer, 181-183).

A new environmental movement had begun in the United States, and the fate of Mineral King soon became a national issue. The quiet valley high in the Sierra became a subject for New York Times editorials; people who had never been there and were never likely to go became concerned over its fate. Mineral King became a symbol of excessive development of recreational facilities on public lands, in general. Many people were recognizing that the postwar demand for outdoor recreation of all types had proven insatiable; public lands could no longer continue to meet that demand the way they had in the past. At the Forest Service in the 1960s, the recreation residence program was revisited and officially ended. In Congress, the Wilderness Preservation System Act was passed in 1964, which provided legal means for Congress to create "wilderness areas" protected by the power of federal law, not just administrative actions. More legislation followed between 1965 and 1969: the Land and Water Conservation Fund, the Clean Water Act, the Clean Air Act. the Endangered Species Act, and

the National Environmental Policy Act (NEPA).

During the same time period, the Walt Disney Corporation (Disney himself died in 1966) continued to prepare their plans for Mineral King. Although the size of the project was reduced slightly, the public response, galvanized by the opposition of groups like the Sierra Club, the Audubon Society, and the Wilderness Society, only grew more profound and widespread. In January 1969, the Forest Service approved Disney's plans: that June the Sierra Club sued the Forest Service, claiming they violated the 1926 law that called for the preservation of the Sequoia National Game Refuge. Since the Park Service was planning to allow the construction of the new highway through Sequoia National Park, they were sued as well. The legislative battle that ensued over the next nine years became a landmark of environmental litigation. The battle for public opinion was just as intense, and just as formative for the new environmental movement that was taking shape nationally. The Sierra Club organized picket lines at Disney stockholder meetings, and in 1974 they marched on Disneyland with their supporters. For their part, the Disney Corporation and the Forest Service insisted that their plan was environmentally sensitive and an appropriate way to meet the public demand for quality ski areas. By 1970, however, the Forest Service planner acting as "Mineral King liaison" throughout this period recalled that "media support had softened." The public, it seemed, no longer trusted government agencies to make the best decisions on many environmental issues, and had sided with the environmental groups that represented an increasingly organized and well funded opposition (Dilsaver and Tweed, 283; Wyckoff).

In 1972, the Supreme Court ruled against the Sierra Club on the matter of their legal standing to sue. The court also made it clear, however, that with technical changes to their suit it could be refiled, and it was in 1973. In 1974, the Forest Service completed its "Draft Environmental Statement," as was now required by the 1969 NEPA legislation. This was another milestone, since the Mineral King statement was an early and comprehensive attempt to meet the NEPA requirements in a situation that was already the subject of litigation. Two years later, the Forest Service issued its "Final Environmental Statement," in which it responded to public comment on the draft statement. Although the project was scaled down as "mitigation" of the environmental impacts of the proposed action, the changes did little to lessen public opposition. As the legal and procedural processes ground on, a political solution finally was achieved. In 1978, Congress passed an Omnibus Parks Bill, which included a provision, supported by Tulare County Representative John Krebs, that made the Sequoia National Game Refuge--Mineral King--part of Sequoia National Park. The legislation also specifically precluded the development of a ski resort at Mineral King (Dilsaver and Tweed, 298-301).

Like the silver rush of the 1870s, the Disney ski proposal had created dreams of immense wealth and economic growth for Tulare County. Mineral King, however, was to remain unexploited: a de facto wilderness. Although the Disney proposal had been opposed by many Tulare County residents, others were bitterly disappointed by the turn of events. Representative Krebs paid the price for his role in defeating Disney when he was voted out of office in 1978 (Dilsaver and Tweed, 302).

One group that could be expected to have mixed emotions over the entire affair were the

Mineral King summer cabin permit holders. The Forest Service discovered that having a well organized group of cabin permittees could be a mixed blessing when the agency had plans for a forest that did not include recreation residences. Summer home permittees had begun to organize into stronger associations at the end of World War II, and by the 1960s many groups were prepared to defend their interests vigorously. The three cabin tracts developed at Mineral King were put on "tenure status" by the Forest Service as part of their plans for the Disney development beginning in 1966. This meant that the cabin permittees would be given one more 10-year permit, and then would be asked to take down their cabins permanently and make way for the ski resort. By 1977, the Forest Service was attempting to put all of the cabins on a year-to-year (terminable) permit basis. The cabin permittees became strong opponents of Disney's plans, and joined the Sierra Club lawsuit against the Forest Service in 1969. But victory came at a price. The 1978 legislation that made Mineral King part of Sequoia National Park specified that the cabin permits would not be extended beyond the lifetime of the permit holder of record. The Park Service, with its long tradition of excluding summer homes from parks, was willing to make this compromise; but in the long term the cabin permits were not to be perpetuated (Berg, 50, 163; National Park Service, 1980, 12-13)

1980-present

Beginning in the 1980s, the Mineral King community and National Park Service officials undertook a number of actions to preserve the natural and cultural resources of the area. In 1986, the Mineral King Preservation Society (MKPS) was formed with the goal of achieving National Register listing for the Mineral King cabins. An early project of the society was the restoration of the “Honeymoon Cabin” in 1988 and 1989. The society also produced a number of draft National Register nominations between 1990 and 1996. In its role as land manager, the NPS proposed a broader district including not only the cabins, but associated trails, dams, and mines in the upper valley. Using this approach, Ethan Carr and Steve McNiel produced a “determination of eligibility” (DOE) report entitled “The Cultural Landscape of Mineral King, Sequoia and Kings Canyon National Parks” in 1999. In response to comments on the DOE from acting California State Historic Preservation Officer (SHPO), Daniel Abeyta, suggesting less expansive borders to the district, historian Thomas F. Nave produced two documents: a supplement to the determination of eligibility (Nave 1999), and a National Register nomination (Nave 2003). In 2000, the Mineral King Cultural Landscape District was determined eligible for listing on the National Register. In 2003, it was formally listed on the National Register (Burge 2007). In 2004, the National Parks and Restoration Act of 1978 was amended in an Omnibus bill to eliminate the requirement that private cabins within Mineral King be relinquished after 25 years or upon the death of the owner of record at the time of the 1978 act, and to grant renewals or extensions of leases or permits to heirs, successors, and assigns. Two brass plaques recognizing the landscape district were installed by the NPS along the Mineral King Road and the district is officially dedicated on August 25, 2005

Conclusion

Today, the three summer cabin tracts at Mineral King (Cabin Cove, West Mineral King, and East Mineral King) survive as well preserved examples of Forest Service cabin tract planning. In many ways, the Mineral King tracts are typical of the hundreds of tracts that can be found in

national forests all over California. Most of the thousands of permit summer cabins in California national forests share a basic vernacular architectural style. The Mineral King cabin tracts, however, are an integral and significant part of the larger cultural landscape of the Mineral King Road and Mineral King Valley. Most notably, CCC efforts at roadwork and building construction supported the Park Service management efforts of promoting recreational use and conserving the area's resources. In this sense, all the historic resources of Mineral King relate to one another, and together describe a continuous history. The history of prospecting and mineral speculation at Mineral King, for example, led to the construction of the Mineral King Road, without which the recreational history of the valley never would have occurred as it did. All of these historical themes come together in and along the Mineral King Road corridor and in Mineral King Valley. By their association and their physical expression, these resources together comprise the Mineral King Road Cultural Landscape District.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Mineral King Road Cultural Landscape District is significant for its association with the development of Forest Service recreational programs and its association with the Civilian Conservation Corps (CCC). The historic district is also significant for the rustic vernacular design style of the private cabin communities and the adobe vernacular and park rustic architectural styles of the two ranger residences. Today, many of the physical features and characteristics of the district, including its natural systems and features, spatial organization, land use, circulation, topography, views and vistas, buildings and structures, and historic archeological sites that were present during the period of significance remain and contribute to the property's ability to convey its significant associations. Together, the landscape characteristics of the district contribute to all seven aspects of its integrity: location, design, setting, materials, workmanship, feeling, and association.

Evaluation of the integrity of the Mineral King Road Cultural Landscape District relies on the identification of the essential physical components, patterns, and relationships that must be intact in order for the property to convey its significance. To determine if these essential elements are still evident in the property, the associated landscape characteristics must be examined and compared to conditions during the period of significance. The district retains integrity if the essential qualities that convey the site's significance are still reflected in the spatial organization, physical features, and the natural setting of the property. Identification of the essential elements is reliant upon an evaluation of the site's significance and the determination of selecting a discrete period during which the site attained that significance.

The Mineral King Road Cultural Landscape District still retains the qualities of being a seasonal recreation destination that is used by backcountry hikers, drive up campers and private cabin owners. The alignment of the road remains relatively unaltered, following a winding, narrow route up to Mineral King Valley. The organization of the cabins within the cabin communities has not significantly changed since they were plotted out by the Forest Service in the 1920s. In fact, many of these cabins still belong to the families of the original cabin owners who built them. Although non compatible alterations have been made to some of the cabins within the district (see list of non contributing structures), the majority of the cabins remain historically accurate in all seven aspects of integrity. The location of the campgrounds (Atwell Mill and Cold Springs) and the trailheads that lead to back country destinations have also remained largely intact since the period of significance.

The Mineral King Road retains a strong association with the CCC. The CCC began working in Sequoia National Park in 1933, the same year that the CCC was created. By the late summer of 1933, they also had established their first camps along Mineral King Road at Cains Flat and Atwell Mill. CCC enrollees continued work within the park until 1942, when the U.S. entered into World War II. There are a number of features within the district that are directly associated with the CCC, the most notable being the ranger residences and garages at Atwell Mill (1934) and Lookout Point (1936). CCC crews worked on a number of other projects along the Mineral King Road as well, including improving visibility around curves, widening the roadbed, installing culverts, repairing retaining walls, installing telephone lines,

fighting forest fires, and removing brush.

The individual contributing features, particularly the buildings and structures within the district, reflect the design principles of rustic architecture and adobe vernacular architecture. The private cabin community residences share a basic vernacular architectural style. They are utilitarian in spirit and were often built by the cabin owners themselves. They were constructed under the supervision of the Forest Service, who enforced what it felt were appropriately “rustic” guidelines. They are usually built in a simple, rectangular plan and generally have wood siding with a stone chimney. These natural materials and modest proportions help blend the cabins into the landscape. The Atwell Mill Ranger Residence was built in a more sophisticated expression of the rustic design style, as interpreted by the National Park Service. This timber framed structure features many of the hallmarks of classic NPS rustic design, including, oversized structural members, use of locally procured building materials including wood and stone, and a high degree of craftsmanship evidenced in the custom fabricated ornamental ironwork at the front door and the carved woodwork along the posts and beams at the front porch. Finally, the Lookout Point ranger station is done in the adobe vernacular style, which became quite popular, along with the Mission Revival style, around the turn of the century. This style was chosen because of its fire resistance, for its use of locally procured materials in the production of adobe bricks and for the way it would harmonize with the adjacent dry chaparral landscape.

The Mineral King Road Cultural Landscape District has undergone some changes since the end of the period of significance as the park has responded to evolving visitor needs. Some new cabins have been built since the period of significance and visitor facilities changed, including the replacement of the CCC era ranger station with a modern visitor center and the expansion of the campgrounds. Although most of the Mineral King Road retains its original oil slurry paving, some sections of the road have been paved with a layer of asphalt and many potholes along the road corridor have been filled with asphalt. The changes, however, do not diminish the qualities for which the district is significant and do not destroy the integrity. The overall landscape of the district retains a preponderance of its physical features and its appearance and character to reveal the property’s historic associations and design styles. As a result, the landscape characteristics, including buildings and structures, natural systems and features, spatial organization, circulation, land use, views and vistas, topography, vegetation, and historic archeological sites contribute to the district’s integrity.

Landscape Characteristic:

Natural Systems and Features

Two fundamental processes have formed the geomorphology of the Mineral King Road and its surrounding region. The first major geomorphic process was the formation and uplift of the Sierra Nevada batholith. As a result of the Farallon tectonic plate subducting beneath the North American plate, granitic rocks of the batholith formed deep underground. Subsequent erosion and uplift of the mountain range exposed the granitic rocks and lifted them kilometers above sea level.

The second important process was the repeated glaciation of the Sierra Nevada during the Pleistocene era when thick flows of ice repeatedly scoured the mountains. Erosion by these moving bodies of ice scoured into the bedrock and created numerous valleys. These glacial

valleys were then further defined and shaped by glacial runoff and precipitation, often carving themselves well down into metamorphic rock like those in the early stretches of the East Fork of the Kaweah River. Glacial flows deepened and smoothed out walls, and hollowed out bowl like cirque depressions on the shelves of the highest tributaries to the valley. These processes formed the steep valley walls along the East Fork of the Kaweah River and thereby influenced the Mineral King Road alignment and its physical form.

The Mineral King Valley is unusual for a glacially carved valley in the Sierra Nevada in that it has formed in a pendant of metamorphic rock, mostly marine deposited volcanic rocks and marine landslides that are now schist and phyllite, with minor marble and quartzite. These rocks erode differently than the granite that is much more common throughout the Sierra and they generally do not form cliffs. Rather, the slopes in Mineral King are usually very steep fields of small stones and sandy soils. These steep slopes coupled with the area's reliable winter snow fall led many surveyors to declare this valley as one of the premier locations for downhill skiing in the world. In the 1960s and 1970s, the Forest Service solicited offers to develop the area into a ski resort, but for several reasons the development never occurred. However, many winter sports enthusiasts still enjoy cross country skiing into the valley and hiking up the steep valley walls before descending down the untrammeled snow.

Hydrology

The upper East Fork of the Kaweah River is continuing the process of erosion begun by glaciation and is cutting a deeper channel into the floor of the glacial trough. It is aided in this process by tributary waters that flow from the east, south and southwest. Tributaries to the East Fork of the Kaweah River that flow through the historic district include Monarch Creek, Highbridge Creek, Deadwood Creek, Atwell Creek, Redwood Creek, and Slapjack Creek. Water in the East Fork of the Kaweah River primarily comes from the spring and summer melt off of the winter snow pack in the upper reaches of the Sierra Nevada, the snow acting as a natural storage system for the precipitation that accumulates during winter months. Snow melt off typically begins in April and continues through June and coincides with the peak volume of water in the East Fork of the Kaweah River. October is the month in which the water flow is usually at its lowest level due to a lack of snow-melt runoff and low precipitation that the watershed had received during the droughty summer months.

Like many natural resources within the Mineral King landscape, the water in the district has been valued by both industrialists and conservationists. In 1898, construction of a wooden flume was completed (with sequoia timber largely milled at Atwell Mill) by the Mt. Whitney Power and Electric Company that diverted water from the East Fork of the Kaweah River to a penstock with a 1,300 foot drop that would power generators at Hammond. Following the construction of the flume, the Mount Whitney Power and Electric Company received permission from the Forest Service to build dams in the upper reaches of the East Fork watershed between 1904 and 1911. These low dams and discharge gates allowed the power company to increase the flow of the East Fork late in the season, when water supplies for their generator in Hammond might run low.

Conservationists and recreationists also valued the water in the Mineral King landscape. In fact, early supporters for creating National Parks and Reserves in the Sierra Nevada included Central Valley farmers and irrigationists who did not want to see the source of their valuable water excessively exploited and polluted by logging and other development upstream. In addition, early settlers in the Mineral King Valley saw an opportunity to stock the upper streams and lakes with fish and create a food source and recreational opportunity. In 1874, a Mineral King resident stocked Mineral King Stream with four golden trout from the Little Kern River, which found great habitat and rapidly multiplied. Later, the Forest Service expanded this endeavor of stocking fish by constructing a concrete fish hatchery at Mineral King. To this day, many residents and visitors enjoy trout fishing in the streams and lakes of Mineral King.

The numerous drainages provided both obstacles and opportunities while building the road. Difficulties inherently lie in crossing water, particularly while using mule drawn carts or stagecoaches. The numerous drainages required the construction of many culverts and several bridges and the erosion associated the snow pack melt off has frequently caused sections of the road to fail and require rebuilding. However, the abundant water along the road provided a refreshing water source for travelers and pack animals. At four of the more prominent drainages, concrete basins were constructed so that early automobiles would have adequate water to flush their radiators and cooling systems, which often overheated navigating the steep incline.

Mineral King's remoteness, sparse development and steep terrain have left the area without municipal plumbing and waste water treatment facilities. Consequently, most of the cabins in the area are served by individual septic systems, some of which have failed and are no longer functioning correctly. As a result, effluent has presumably leached into groundwater adjacent to some of the septic systems. A solution to this problem is currently being explored by the NPS and cabin community cabin owners.

Native Vegetation

The Mineral King Road Cultural Landscape District traverses four distinctive vegetative communities as it moves from 3,520 feet elevation at its western boundary to 7,830 feet elevation at its eastern boundary. These four vegetative communities are described below.

The Foothill Belt

The lower, southwestern, part of the road contains a vegetative community generally known as the foothill belt. The foothill belt is encountered for 6.9 miles, extending from the park boundary towards Mineral King Valley, and comprises roughly half the study area. It is a mosaic of grassland, oak woodland and oak savanna. Trees that are commonly found in this area include blue oak, gray pine, canyon live oak, and California buckeye. Unlike most of the park vegetation, which is made up of plant species native to the region, the foothill grassland is primarily non native annual grasses that have subsequently become naturalized. The slow growing, gnarled blue oaks that dot this landscape can be hundreds of years old. In areas with

rocky soils and low soil fertility, the foothill belt often gives way to the foothill chaparral vegetative community. This chaparral mix includes various combinations of chamise, scrub oak, manzanita, ceanothus, toyon, yerba santa, and California buckeye.

The chaparral portion of the road offers a low tree line that provides wide ranging views up the canyon towards Mineral King Valley, Sawtooth Peak and Mineral Mountain as well as views down the valley over the foothills toward the San Joaquin Valley.

The Mixed Conifer Belt

As the road climbs and reaches an elevation of roughly 5,940 feet, the foothill belt transitions into the mixed conifer belt. Ponderosa pine and black oak dominated communities mark the boundary between the Foothill Belt and the Mixed Conifer Belt. The mixed conifer forest is the dominant vegetative zone for roughly 4.8 miles. The lower elevations of this belt are dominated by ponderosa pine, and are associated with incense cedar, Douglas fir, black oak and canyon live oak. Upper regions are often dominated by white fir and sugar pine with some incense cedar, and Jeffery pine. Throughout the Sierra, this belt is rarely associated with giant sequoia; however giant sequoias are common along Mineral King Road as it passes through the Atwell Mill grove and the Redwood Creek grove. The Mixed Conifer Belt covers about 4.8 miles of the road, or roughly one third of the Mineral King Road Cultural Landscape District.

The Mixed Conifer Belt, which contains the largest trees within the district, was logged and cleared of many of its large diameter giant sequoias in the 1890s. It is apparent in the many places where large stumps remain, that the road was designed to wind through these massive sequoias rather than to remove them during road construction. Despite the logging, many large specimen trees remain immediately adjacent to the road, providing impressive views of the mammoth trees (see map and matrix in Supplemental Information).

There are a total of six specimen trees along the road, and they are primarily found in the Mixed Conifer Belt. All of the specimen trees are Giant Sequoias and range in size from a multi trunked tree with a diameter at breast height (DBH) of eight feet up to a single tree with a fifteen and a half foot DBH. These mature trees are generally within a few feet of the road and obviously pre date the logging that took place there in the 1890s.

The Upper Montane Belt

When the road reaches an elevation of roughly 6,620 feet, the mixed conifer belt transitions into the upper montane belt. The upper montane belt extends for roughly two miles before transitioning into the subalpine belt mix at 7,540 feet. Jeffrey pine is the dominant vegetative cover within this lower zone, followed by white and red fir. The upper montane belt is characterized by red fir stands, often covered in chartreuse wolf lichen, and contains open stands of trees that are nearly shrub free.

The Subalpine Belt Mix

The road terminates at the Mineral King Valley, which contains a distinctive combination of

upper montane belt and subalpine belt vegetative communities as well as riparian and wetland vegetation derived from the meadow and riparian area found at the end of the road. The subalpine belt mix zone has an open character and, with the exception of occasional black cottonwoods, mountain hemlocks, and lodgepole pines, it is primarily covered with low growing grasses and shrubs, such as oceanspray, red mountain heather, sagebrush and willow. This zone extends throughout the remainder of the district, or roughly 1.5 miles.

The historic district terminates at Mineral King Meadow. This scenic sub alpine meadow has attracted developers and recreationists since it was discovered by Euro Americans in 1863. This meadow has relatively deep soils and its gentle grade and many depressions slow the flow of water and create a wetland. This meadow is too wet for most trees to grow and is largely covered by native grasses and forbs. The abundant grasses in this area made it a highly suitable location for grazing livestock. In fact, during the 1870s, the meadow became such a popular location for livestock pasturage that the mining district enacted a law allowing each miner only two grazing animals. Even so, at the peak of the mining boom, somewhere in the order of one thousand animals roamed the Mineral King Valley and canyon.

Vegetation within the Mineral King Valley played a large role in determining the location of cabins. Cabins were largely sited overlooking the meadows edge where the meadow transitions into a sub alpine forest. Early settlers to Mineral King Valley recognized that the areas where large mature trees grew were outside of avalanche zones. Many settlers who choose more exposed locations for constructing their cabins or mining facilities had their properties destroyed by the many avalanches that routinely sweep through the area during the winter.

Although the Mineral King Road was originally constructed for mining purposes, loggers soon took notice of the several stands of old growth giant sequoias that were adjacent to the roadway. In 1885 a judge from Visalia named J.A. Atwell acquired a grove of Sequoias along the Mineral King Road, under the Timber and Stone Act, which became known as the Atwell grove. Although the grove had not been logged by the time Sequoia National Park was created, Atwell was successful in claiming the land and the grove was recognized as private property within the park. In the late 1890s, much of the grove was logged to create the hydro electric flume that runs along the lower stretch of Mineral King Road. Large sequoia stumps from this logging operation can still be seen adjacent to the Mineral King roadway. In 1915 the grove was acquired by a private individual and donated to the park. Many ancient sequoias still remain in this grove despite the logging that occurred there.

Plant List

Abies concolor	White Fir
Abies magnifica	Red Fir
Aesculus califonica	California Buckeye
Arctostaphylos viscida	White leaf Manzanita
Colocedrus decurrens	California Incense Cedar
Cercocarpus betuloides	Birch leaf Mountain Mahogany

Cornus nuttallii Pacific Dogwood
Holodiscus discolor Oceanspray
Pinus contorta var. latifolia Lodgepole Pine
Pinus jeffreyii Jeffrey Pine
Pinus lambertina Sugar Pine
Pinus ponderosa Ponderosa Pine
Phyllodoce breweri Red Mountain Heather
Populus tremuloides Quaking Aspen
Populus trichocarpa Black Cottonwood
Quercus berberidifolia Scrub Oak
Quercus chrysolepis Canyon Live Oak
Quercus kellogii California Black Oak
Salix sp. Willow
Sequoiadendron giganteum Giant Sequoia
Umbellularia californica California Laurel

Climate

The naturally scenic environment of Mineral King combined with its cooler, more comfortable summer climate made the area a popular summer recreation destination. While the San Joaquin Valley below generally has summer Fahrenheit temperatures in the 100s, Mineral King Valley has summer mid day temperatures that generally peak in the 80s. Accordingly, many visitors to Mineral King during the summer months are from neighboring communities like Fresno, Visalia and Three Rivers, who are seeking a cooler climate.

During winter, however, the climate is quite cold and formidable. Mineral King Road has never been plowed during the winter months and a gate that bars passage at the park entrance is kept locked until the snow melts and the road becomes passable, usually around Memorial Day. During winter months, the general public and cabin owners can access Mineral King by snowshoes or cross country skis. The roads and cabins within the Mineral King landscape have adapted to the annual snowfall in many ways. Mineral King Road has numerous drainage ditches and culverts that are designed to help shed water (largely a product of snow melt) away from the roadbed. The cabins are generally equipped with stout fireplaces and chimneys, generally made of natural stone or brick. The roofs are gabled, often with steep pitches, which helps shed the weight of the winter snow. All buildings in the area are also equipped with exterior shutters that allow closure and prevent windows from leaking or cracking during the winter months.

Summary

The natural systems and features, from climate to vegetation, geology to hydrology and geomorphology are what make the journey up Mineral King Road to the Mineral King Valley unique and an enduring tradition. While the aspirations of striking it rich may have been enough to build the road in the 1870s, the continued use of the road by park visitors speaks to the natural beauty of the area.

Spatial Organization

The organization of the Mineral King Road Cultural Landscape District is characterized by a narrow, winding road that follows the East Fork of the Kaweah River up into Mineral King Valley, with three cabin developments, the private town of Silver City and various NPS structures located along its route. The Mineral King Road is roughly 24.8 miles in length and begins at the junction with Highway 198 near the small former community of Hammond and ends at the subalpine basin of Mineral King Valley. The alignment of the road and the placement of the cabin tracts were predominantly influenced by the steep slopes of the valley and the meandering course of the East Fork of the Kaweah River.

Climbing 6,700 feet in just under 25 miles, the Mineral King Road has an average grade in excess of 5 percent, with some segments that are far steeper. The many tight curves of the road (more than 600) were necessary to find the easiest grade while minimizing expensive and laborious rock cuts up to Mineral King Valley. Steep grades and tight curves are defining spatial characteristics of the Mineral King Road. Sight distances on the road are limited by these tight geometries, a fact which forces drivers to slow down. Limited sight distances are another characteristic of the spatial organization of the road.

In contrast to the short sight distances on the road itself, views of the distant mountain scenery are unrestricted in many places, particularly along the initial stretches of the road which pass through the chaparral vegetation community. The contrast between the limited sight distances on the road, and seemingly unlimited vistas of Sierran scenery off the road, is a characteristic of the spatial experience of the Mineral King Road.

As the road gains elevation, the roadsides become more enclosed. At elevations of 4,000 to 5,000 feet, about at the midway point in the road, the vegetation shifts from low chaparral shrubland, to mixed forests, to giant sequoia groves. Consequently, the openness and long vistas of the road give way to enclosed forest spaces, and massive specimen tree trunks sometimes immediately adjacent to the road. Farther up still, thick forests break up into scattered stands of trees in Mineral King Valley and spectacular vistas of surrounding peaks open up to the viewer. The overall spatial sequence of the 90 minute drive transitions from a broad, open landscape, to an enclosed landscape, back to an open landscape again.

Cabin Developments

The spatial organization of the three cabin tracts along the Mineral King Road is a characteristic feature of the district. These tracts were laid out primarily between 1906 and 1942, with most of the cabins being built after 1915. This period coincides with the height of the Forest Service recreation residence program, in which forest subdivisions were laid out by Forest Service engineers and consultants to provide summer home sites. The three Mineral King cabin tracts all possess site plans typical of this period. Each is laid out in a relatively level area, taking advantage of forests or isolated stands of trees to reduce the visibility of the cabins from the road. In addition, the two tracts located by the Forest Service (East Mineral King had already been located) were sited outside the subalpine valley, within the forest immediately to the west. These two tracts, Cabin Cove and West Mineral King, are laid out on either side of

Mineral King Road, in the forest just below the subalpine valley. This siting prevented the far greater visual and ecological impacts that would have resulted if these tracts were sited higher up in the open valley. At West Mineral King, the amenity of the nearby East Fork added to the desirability of the location, and the cabins were sited along the river, as well as along the road.

The location of the East Mineral King cabin tract was chosen before the Forest Service laid out the subdivision; it had been the location of the mining settlement of Beulah. In this case, the planners regularized and surveyed the tract, which they arranged in groups on either side of the river. At East Mineral King, the lot sizes were originally larger. After 1915, the Forest Service favored half acre lots, and likely subdivided the pre existing lots to fit more cabins in the tract. As a result, the spatial organization of East Mineral King today probably owes more to Forest Service planning efforts than to the original layout of the mining town of Beulah.

The West Mineral King tract is the largest cabin community and has two linear cabin groups separated by the Mineral King Road. The line of cabins east of the road is immediately above the river and the line west of the road is at the base of the steep canyon side wall. Although the higher sites are particularly prone to avalanche damage, five newer sites have been located even higher up the canyon wall, presumably protected from known avalanche chutes. Mineral King Road, which separates the two lines of cabins, serves as a connector and community open space, where locals stroll, meet, and socialize. Local tradition divides the tract into three informal sections: the Gate, near the site of the historic gate at the mouth of Mineral King Valley; Barton's Camp, named for an early cabin builder who grazed cattle in the valley; and Faculty Flat, the area surrounding the original four cabins of Los Angeles-based educators, including Carl Gray.

The Cabin Cove tract is the smallest of three cabin communities and it occupies a bend in the Mineral King Road. A moderate slope with two streambeds defines the location of individual cabin sites. Cabins are located in a linear fashion on either side of the road; two residences are located to the west, downhill from the road, and four sites are located to the east, above the road. The Cabin Cove building sites are generally steeper than those at East Mineral King or West Mineral King.

In all three cabin tracts, the availability of fresh water and need for road access resulted in a predominantly linear arrangement of the cabin sites, stretched along the road, and, where possible, the East Fork of the Kaweah River. The location of all three tracts, as well as the organization of cabins within the tracts, was affected by the course and location of the river. In the East Mineral King tract, all but three of the cabins are sited immediately above the high water level of the river itself and generally are placed adjacent to each other in two main clusters. The three exceptions are on higher ground and do not relate directly to the river.

The spatial organization of the road and its associated cabin developments were based on the opportunities and constraints provided by the natural features of the Mineral King Valley, such as topography, hydrology, views, and vegetation patterns. Although some modifications to

spatial organization have occurred since the period of significance, such as the addition of cabins and the realignment of portions of the road, the overall spatial patterns are still evident today.

Land Use

Land use is defined as the salient human activities which have formed, shaped or organized the landscape.

The earliest types of historic era land use within the Mineral King Road Cultural Landscape District were primarily associated with resource extraction, including mining and logging. Early loggers looked to take advantage of the exceptional size of the trees in the area, including the giant sequoias, cedars, and firs. Several sites and features, including the Atwell Mill, Alles Cabin and sawn sequoia stumps, bear evidence to the logging that occurred in this area. With the creation of Sequoia National Park in 1890, however, logging within the historic district was largely discontinued. Likewise, mining operations were principally brought to an end in 1882 following successive bankruptcies by the area's large scale mining investors. Despite much speculation and capital investment in infrastructure, mining never proved to be profitable in the Mineral King Mining District. Features associated with mining that still exist in and around the district include the Mineral King Road itself, the remnant ruins of the Empire stamp mill and numerous trails that begin in the district and lead to abandoned mine adits in the hills surrounding the Mineral King Valley. The historic activities of logging and mining, per se, do not relate to the district's significance and are not contributing land uses.

The only historical land uses to continue today are those of resource protection and recreation. Over 20,000 vehicles enter Mineral King every summer, and the number is growing. For over a hundred years, scenic views and a pleasant summer climate have made Mineral King a desirable local destination and a welcome alternative to the heat of the San Joaquin Valley. But as part of Sequoia National Park, Mineral King also draws visitors from across the country and around the world. Recreational activities in the area include hiking, swimming and fishing in the streams and lakes, horseback riding, and cross-country skiing in the winter. Mineral King is a superb trailhead and gateway into the remote high Sierran backcountry that might otherwise take days to reach. Preserving public resources, while accommodating these demands for recreation, has been the job of the Forest Service and the Park Service since 1893, and exclusively the domain of the Park Service within the Mineral King Road Cultural Landscape District since 1978.

In addition to transient and day uses like camping and hiking, private summer cabins accommodated via special use permits have been permitted along Mineral King Road for most of the last century. Following the Term Occupancy Act of 1915, individuals were allowed to obtain term permits to build and maintain permanent cabins on Forest Service land. In the early 1920s, the Forest Service established about 70 permit lots covering about 31 acres along the road. Over the next 26 years, over 50 private cabins were built along Mineral King Road as permitted by the Forest Service and another dozen or so pre existing structures became official permittee homes during this tenure.

There are currently 66 cabins, or recreational residences, which are located on public land and are occupied through the provisions of special use permits maintained by the Park Service. Some of the families that have permit cabins at Mineral King stay for periods of weeks or months each summer, and they have been doing so for many years. Several of these families have multi generational ties to the Mineral King landscape. This extended and continued historic land use has resulted in strong emotional ties and a sense of stewardship of the Mineral King landscape on the part of these families. In 2004 there was an amendment made to the National Parks Restoration Act of 1978 that granted renewals or extensions not only to the current permittees but also to their heirs, successors and assigns, effectively allowing the permittees to sell their cabins, although the land remains public. Although only recently enacted, this change in land use management could undermine the traditional, multi generational linkage that the cabin owners have had with their cabins and the Mineral King landscape.

The extant land use patterns of recreation and resource protection, evident today in the Mineral King Road and its associated developed areas and features, correspond closely to the land uses in place during the historic period, 1915 1942, and reinforce the historic character of the landscape.

Circulation

Since its construction, the Mineral King Road has provided the only means of vehicular access to the Mineral King Valley. Destinations of the narrow spur road include Cold Springs and Atwell Mill campgrounds, permittee cabins, numerous trailheads, and the road's terminus in Mineral King Valley. The Mineral King Road is gated and unplowed during the winter months and reopens following spring melt-off. Most of the 15.2 mile road is paved, although roughly two miles of the upper roadway remain surfaced with gravel. The many turnouts along the road offer opportunities for motorists to pause and view the surrounding terrain, while larger turnouts and informal dirt parking lots at trailheads provide day use and overnight parking for hikers and backpackers. These circulation patterns have remained relatively unchanged since the historic period and contribute to the significance of the landscape.

At the Mineral King Road's terminus, there is a shift from vehicular circulation to pedestrian or equestrian circulation. Ever since 1879, Mineral King has been the "jumping off" point for vast areas of the high country accessible only on horseback or on foot. Mineral King Valley is the end of the road; a trailhead of great importance because of its high altitude and proximity to many backcountry trails. The shift from vehicles, originally horse drawn and later motorized, to foot or pack animals has been a characteristic of Mineral King Valley's circulation throughout the historic period that has endured until today.

The circulation features of the Mineral King Road Cultural Landscape District include the 15.2 mile road itself, including its travel lanes, shoulders, turnouts, parking areas, and trailheads. In addition to the road itself, numerous small individual or shared driveway spurs provide access to the permittee cabins. In East Mineral King, a frontage road provides access. In several cases, these small side roads are articulated as small loops or long driveways that serve several cabins. None of the driveways, access spurs or loops are paved. The horizontal and vertical alignments of the road are discussed in the Spatial Organization section of this document, and

the typical cross-sections of the road are discussed in the Topography section.

Mineral King Road is a narrow, winding mountain road. The average width of the road pavement (when the road is paved) is 12 to 15 feet but is often as narrow as ten feet and as wide as 20 feet. This irregular road prism coupled with steep slopes and blind corners demand that drivers exercise caution and maintain a low speed while traversing the roadway. The road does not have painted centerlines or fog lines and significant portions of the road are unpaved (see map and matrix in Supplemental Information). Paving along the road has occurred incrementally over many decades. Most of the road is paved with a bitumous oil slurry composite which likely dates to improvements made to the road by the CCC. This oil slurry road bed has been patched in numerous locations with modern asphalt and several stretches of the roadway have been entirely repaved with asphalt. The two stretches of road that remain unpaved correspond with flatter, higher elevation sections of the road and have been left unpaved because they have not failed nor required rebuilding (when sections of the road have been rebuilt they have typically been paved as well). Many stretches of the road require cars to yield and pull over onto the shoulder to facilitate passing of oncoming vehicles. The road travels along a cross slope for most of its length and the most common road prism is the half bench construction, with a cut slope, aditch, a raised roadbed, and the fill slope, which often has a berm along the edge of the fill slope. The ditch is only found on the cut side of the road and is intersected with numerous culverts that convey water underneath the roadbed. As the road traverses through flatter topography, the roadbed is often raised and a ditch can be found on both sides of the road. The water conveyance system is comprised of earthen swales that lead to culverts, which transfer water from the cut slope to the fill slope. Many of the culverts are clogged with eroded decomposed granite and silt that has sloughed off the cut slopes and are currently functioning in a reduced capacity.

Road Speed

Because the road terminates at Mineral King Valley, the type of vehicular traffic is limited to people heading to destinations along the road corridor. In keeping with this limited recreational use, the road is scenic, narrow, and winding, making travel at high speeds hazardous if not impossible. For example, to travel the roughly 25 mile stretch of Mineral King Road from its origin along Highway 198 to the road’s terminus at Mineral King Valley takes roughly 90 minutes. At this rate, the motorist is traveling at an average speed of only 17 miles per hour along the length of the road.

The road speed ranges from 20 to 30 miles per hour, with posted limits of 15 to 25 miles per hour (mph). The 15 mph limit applies to the stretches of road that run through the cabin communities, where steep curves and private driveways necessitate slower speeds. Aside from these relatively short sections of diminished speed, the road has a constant 25 mph speed limit made necessary by the steep slopes, narrow road, sharp curves, and dramatic side slopes, rock cuts, and drop offs. This road alignment produces a heightened driving experience that requires awareness, engagement, and anticipation and fosters a connection to the naturally undulating landscape. Historically, of course, the road had no designated speed limit and drivers would go

as fast as the sharp turns, road conditions and need for safety would allow. Despite the addition of an enforced speed limit, the overall pattern of slow vehicular traffic speed and natural speed impediments remain and contribute to the cultural landscape.

Turnouts

Little historic documentation exists regarding the locations of turnouts along Mineral King Road. Accordingly, determination of contributing status for turnouts along the road has been made by assessing historic indicators such as their size, shape, character, location, and association with rock cuts and other features, such as prominent views.

Turnouts along Mineral King Road are generally modest in length (less than 100 feet) and have a simple, lens-shaped form. The angle of entrance to and exit from the contributing lens shaped turnouts is typically sharper than a more modern elongated turnout, and requires drivers to slow before leaving their travel lane. Aside from allowing motorists to stop and enjoy the scenery, turnouts along this narrow road serve the vital function of enabling overheating vehicles to pull over and cool off and allowing slower vehicles to pull over to let other vehicles pass. The turnouts were historically unpaved and generally remain this way today, although a few turnouts have been covered with asphalt during repaving projects. Turnout perimeters along Mineral King Road are not delineated by any curbing or guardwalls, but are usually defined by the vegetation that grows along their periphery or by the cut/fill slope.

Historic turnouts are often associated with a specific point of interest, such as a viewpoint or natural feature. Many of the historic turnouts along the beginning of the road coincide with viewpoints. These turnouts are generally along the outside (fill) edge of a curve where the road wraps around a ridgeline. These turnouts were typically created by widening blind curves along the road bench. These turnouts were also practical to have during the road construction as they created staging areas to store materials and equipment. Historically, turnouts also occurred along the road near trailheads or in the Mineral King Valley where motorists pull over to enjoy the sub alpine meadow and explore the landscape.

Other historic turnouts along the Mineral King Road were built adjacent to locations of major rock cuts. The excess fill material generated from these rock cuts would generally get sloughed off of the roads edge, thereby extending the bench of the road opposite the rock cut. The placements of these turnouts is largely incidental. However, these turnouts are contributing circulation features because they demonstrate the design and construction techniques used to build the road.

In total, there are 34 turnouts along the Mineral King Road. Of these 34 turnouts, 21 have design characteristics that suggest that they are historic. (See map and matrix in Supplemental Information). These historic turnouts are distributed relatively evenly through out the road corridor. Historically and currently, these turnouts serve the vital functions of allowing slower vehicles to pull over and providing opportunities to stop and enjoy the road’s abundant views and vistas.

Cabin Community Access Roads and Driveways

In addition to Mineral King Road, which provides the primary vehicular access within the area, there are numerous cabin community access roads and driveways within the cultural landscape district. Cabin community access roads and driveways are distinguished from each other by the number of cabins that they serve. As defined in this document, access roads provide vehicular access from Mineral King Road to multiple cabins while driveways provide vehicular access from either Mineral King Road or from a cabin community access road to individual cabins. Although access roads and driveways are predominantly located within the cabin communities, driveways are also located at the district's ranger stations and visitor center.

There are three documented cabin community access roads within the district; (two at EMK and one at WMK). Of these roads, two are considered contributing (EMK) and one is considered noncontributing (WMK). The two access roads that are contributing date to the late 1800s and early 1900s and are used to access the majority of the cabins within East Mineral King. The road that accesses the cabins from the Eagle/Mosquito Lake parking lot was original known as Main Street (ca. 1880s) and later became known as Pogue Row (ca 1920s) due to the many members of the Pogue family that built or renovated cabins along the roadway. The second contributing road in East Mineral King is on the opposite side of the East Fork of the Kaweah River. Although it is unclear exactly when this road was constructed, it likely was constructed contemporaneously with the many cabins that line its periphery, which would date it to back as early as 1890. The access road that is noncontributing was constructed in the 1950s and was built to provide access to three 1950s cabins that are sited on a hillside at West Mineral King. All of these roads, however, share a similar design. They are all unpaved dirt roads that have not been improved with a gravel base and are between seven and ten feet wide and 550 and 1,125 feet long. These cabin community access roads are maintained by cabin owners under the supervision of the National Park Service.

All of the permittee cabins and ranger stations within the district are accessed by driveways. These driveways provide vehicular access to cabins and parking for one or more vehicles. The driveways are generally sited a short distance form their intersection with either an access road or the Mineral King Road in order to provide convenient access to cabins and to minimize their impact within the landscape. Driveways within the district range from 8 to 12 feet wide and are unpaved and do not have a gravel base. Driveways that lead to permittee cabins are maintained by cabin owners under the supervision of the National Park Service.

Trailheads and Parking Areas

There are a small number of trailhead parking areas along the Mineral King Road. The trails, many of which date back to the period of significance, are popular with recreational hikers, providing both day and overnight use. Mineral King Road provides important access points to these trails via discreet trailheads. The points at which these trails intersect with the road as well as their parking areas are considered circulation features of the road. Without exception, parking areas at the trailheads are not striped and are unpaved. Most of the trailheads are marked by signage and offer short and long term parking. Exceptions to this are the

Atwell-Hockett and Paradise Ridge Trails, which are marked with signs but have no onsite parking, and the White Chief Trail and Lookout Point Trail which have no signage to mark their routes. There is parking along Mineral King Road near the Atwell Mill Campground for day and overnight access to the Atwell-Hockett Trail and the neighboring Paradise Ridge Trail. The Atwell-Hockett Trailhead is only accessible by foot through the Atwell Mill Campground. Although maintained by NPS trail crews, the Lookout Point Trail is not listed as an official public trail and is primarily used by NPS personnel for administrative purposes.

The White Chief/Eagle Lake trailhead and parking area are exceptional in a few regards. This area is alternately referred to as the Disney trailhead, in reference to the fact that it (along with the Crowley and Honeymoon cabins and 25 additional acres) was purchased by Walt Disney Productions in the 1960s in anticipation of building a ski resort in Mineral King Valley. Ultimately, the ski resort was never constructed, and Mineral King Valley was ceded from the Forest Service to the Park Service in 1978. Walt Disney productions, however, has retained private ownership of this land within Sequoia National Park, although they allow the visiting public to use their parking area and access trails that bisect their land. When approached in 1999, Walt Disney Productions did not object to the inclusion of this land within the cultural landscape district.

Additionally, the parking areas (including the White Chief/Eagle Lake) that are adjacent to the subalpine meadows of Mineral King Valley have introduced a resources management conflict with the native marmot populations. Marmots have taken to climbing into the engine compartments of parked vehicles and eating through radiator hoses in order to drink water and antifreeze. Although the antifreeze does not appear to kill the marmots, many marmots have been killed when motorists return to their vehicle and start their engines. Additionally, many motorists have been stranded at Mineral King Valley as their cars have been rendered inoperable by the marmots. To combat marmot damage, motorists are now advised to wrap chicken wire around the base of their car to prevent marmots from accessing their engine compartments. Other motorists simply choose to leave their vehicles with the hoods up, thinking that a marmot would be less likely to crawl into an engine compartment if it were entirely exposed to view.

Trailheads along the road include the White Chief/Eagle Lake Trail, Sawtooth Peak/Monarch Lakes Trail, the Atwell-Hockett Trail, the Paradise Ridge Trail, and the Lookout Point Trail.

Conclusion
Despite some changes over time to address safety and repairs, the narrow and winding road remains intact and retains its historic character. Turnouts and trailheads also retain their character. Together, the aggregate of circulation features along the Mineral King Road contribute to its historic significance.

Character-defining Features:

Feature: Mineral King Road

Feature Identification Number: 128855

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:

Circulation #1: This historic turnout (#27) is short and lens-shaped. It is also located along the outside edge of a curve, which were frequently widened to create greater road visibility and viewing opportunities. (SEKI, 2008)

Topography

The rugged and steep terrain through which Mineral King Road winds necessitated substantial earth shaping for the road's construction. In places, the construction of the road bench was achieved with minimal cutting and filling and modest rock cuts. In other places, however, the road clings to the side of a steep canyon, with massive rock cuts, retaining walls and hundreds of feet of fill slope. Although the majority of the road bench was carved through granodiorite which is relatively stable, a high percentage of the road was built on actively decomposing granite and is constantly eroding and subject to frequent failures.

Rock Cuts
Numerous rock cuts were necessary along Mineral King Road to navigate the steep and rocky terrain (see Rock Cut map in supplemental information). The rock cuts, in general, are very utilitarian and little thought was given to their aesthetics as design features. Rock cuts along the

road uniformly have battered rather than vertical slopes. This is due to the soft and decomposed nature of much of the rock throughout this area that is too fractured and crumbly to maintain a vertical cut section. Rock cuts are made through several types of rock. Many are made through fissured granodiorite and have the appearance of a boulder pile. Other rock cuts are made through continuous faces of decomposing granite, which are actively eroding and often have vegetation growing in them. Both types of rock cuts are found along the length of the road and are not limited to a particular stretch or elevation. Fill material generated from these rock cuts was often used as a base for the road bed or simply sloughed off of the edge of the road. As a whole, the rock cuts reveal much of the geologic natural history of this area and they all date back to the period of significance.

Views and Vistas

One of the primary attractions of Mineral King Road is its spectacular views. Extensive views into the Kaweah River Canyon are afforded to motorists along much of the roadway. From Mineral King Road, visitors can enjoy natural views of surrounding mountains, ridges, waterfalls, meadows and sequoia groves as well as views of built features such as rustic cabins and campgrounds. Although the original focus during the construction of the road in the 1870s placed the utilitarian priorities of expediency and cost efficiency over scenic qualities, the road's setting is naturally scenic and many views were created incidentally. However, later modifications made to the road by Tulare County and the NPS in the 1920s and 1930s, included widening corners and vegetation thinning, which were intended to improve road visibility, but incidentally enhanced views into the surrounding landscape. Today, views and vistas continue to be a major component of the experience when traversing Mineral King Road and contribute to the significance of the cultural landscape.

Mineral King Road has five contributing view corridors experienced while driving the road (see map). Along its route, the road passes through chaparral with open views, then through mixed forest and sequoia groves with limited views, and finally into a sub alpine meadow ecosystem with open views again. Accordingly, the majority of view sheds within the district (with the exception of the fourth view), occur at the beginning and terminal sections of the road. These view corridors vary in length from less than half a mile to over four and a half miles. Furthermore, there are many turnouts adjacent to the view corridors that allow motorists to pull over and take in the scenery.

The longest and most abundant view corridors along the road occur at the road's lower elevations through chaparral vegetation. This section of the road accounts for the first three views and represents a long expanse where nearly continual views of the surrounding peaks and valley are visible, traveling in both directions. Visual highlights along this lower stretch of the road include the East Fork of the Kaweah, granite outcroppings and Sawtooth Peak. As the road gains elevation and transitions into a mixed conifer forest, the view corridors become shorter and interrupted by stands of dense vegetation (view corridors 2 and 3). While traveling through the mixed conifer forest and sequoia groves, the closed canopy does not offer any views for over five and a half miles. View corridor 4 marks the transition from mixed conifer into the sub alpine vegetative community. This half mile stretch of the road is also on a steep slope with shallow soils, which do not allow for much vegetation to get a foothold. Views from

this area include the rugged valley walls and the Three Falls below the Gate waterfall. The fifth and final view corridor along the Mineral King Road Cultural Landscape District is the most iconic as it travels through the historic Mineral King Valley and meadow ecosystem. This view has been one of the major attractions of visitors to the Mineral King area and is featured on the cover of the brochure that is given to all visitors who enter Sequoia National Park. This view corridor encompasses the surrounding meadow and peaks with sub alpine vegetation, waterfalls, historic cabins, Farewell Gap, Sawtooth Peak and the headwaters to the East Fork of the Kaweah River.

Landscape Characteristic Graphics:

Views and Vistas #1: View near the terminus of the road within Mineral King Valley. (SEKI, 2008)

Buildings and Structures

The contributing buildings and structures of the Mineral King Road Cultural Landscape District collectively convey the recreational, utilitarian, and aesthetic significance of development in the area from 1915 through 1942. Building styles ranged from the complex, with the masterful execution of park rustic and adobe styles displayed in the CCC-era ranger residences; to the simple, with the utilitarian, largely rectangular summer recreational residences, which were generally built by the original cabin owners themselves. Most of these buildings are in the rustic

style and meant to blend unobtrusively into their natural surroundings. Descriptions of buildings and structures in the following section are organized into groups based on which developed areas they are associated with. These developed areas include, moving west to east, Lookout Point, Atwell Mill, Cabin Cove, West Mineral King, East Mineral King, and miscellaneous buildings and structures.

In this inventory, primary buildings were documented, mapped and researched and determinations were made regarding their contributing status. Outbuildings, such as outhouses, storage sheds and guest quarters, were documented and mapped as well, but no such research was conducted to determine their age and contributing status within the historic district. While determination of contributing status was made for over 70 primary buildings within the district, the 38 documented outbuildings within the district received no such determination. Please refer to the document "Supplemental Maps and Matrices for the Mineral King Road Cultural Landscape District" in the Supplemental Information section for additional information.

In addition, the inventory provides more detail on NPS owned structures than on privately owned cabin community structures within the district. This decision was made because the additional information on NPS owned structures will have a greater impact in the future treatment and management of these structures than it would have on cabins that are not owned by the park. Accordingly, each NPS structure received an individual narrative description while the private cabin communities are discussed in relation to their respective grouping and typology. Although the private cabins do not receive individual descriptions, all of the cabins are included in a building matrix that lists characteristics of the buildings such as the cabin materials, their date of construction, and if they are contributing to the district.

Lookout Point

Lookout Point is located just within the park boundary on a promontory bench that endows the location with unobstructed sightlines up and down the East Fork of the Kaweah River Canyon. Lookout Point includes two contributing structures that were built in 1936: the ranger residence and the Lookout Point garage; and two non contributing structures that were built in the 1990s: the comfort station and the photovoltaic array. The contributing buildings in this developed area are adobe structures built by the CCC. These facilities were intended to provide housing for NPS ranger personnel and to provide a vantage point where wildfires could be spotted for fire suppression purposes. Outside of the Lookout Point ranger residence and facing Mineral King Road, there is a non contributing wayside exhibit that highlights the solar array at the Lookout Point ranger residence and the importance of clean air in national parks. Attached to this wayside exhibit is a brass plaque, which was dedicated in 2005, that recognizes the National Register listing of the Mineral King Road Cultural Landscape District. A noncontributing entry kiosk, which was likely constructed shortly after Sequoia National Park assumed control of Mineral King Valley in 1978, was removed in 2003. However, in 2008 the park installed an electronic fee collecting device at Lookout Point.

Contributing Features

Lookout Point Ranger Residence
LCS ID: 378111
Structure No: 80
This building was constructed by the CCC in 1936 to serve as a ranger residence and a fire lookout. Managers chose adobe as the structural material of the residence because of its fire resistant qualities and the relative ease with which unskilled workers could make the bricks. They also noted that brick making was an ideal activity for fire suppression crews in camp when they had no active fires to fight. Planners selected a location for the structure on a promontory that earlier had “a temporary cabin and a tent platform” for a fire guard. Although the location provided an excellent vantage point to detect fires, it had no easy water source, necessitating a 2,470 foot waterline from a spring high above the ranger station. The residence and its companion garage were completed by late 1936. The finished residence was a one story abode structure with a living room, bathroom, and two bedrooms, in the adobe vernacular style. Its original cost, not including the garage or shed, was slightly more than $3,500.

The Lookout Point ranger residence is an L shaped structure that has about 1,150 square feet of interior floor space. The structure has large covered porches with poured concrete floors and large 10x10 timber posts on the north and east sides of the building. The building has an intersecting gable roof with asphalt composite shingles. There are separate stove pipe and concrete chimneys that extend through the plane of the roof. The lower portion of the exterior adobe structure has distinctive flared walls that buttress out and lend the building a certain sense of solidity. The eve of the roof extends beyond the plane of the structure showing 4x4 lookouts and 4x3 raftertails. The 4 light wood plank doors and screen doors on the structure appear to be original with mostly original hardware and hinges. The building has its original double hung and hinged windows on all of its facades. The structure has distinctive, triangularly arranged sets of three holes for ventilation, under the crown of the roofline that have been drilled through adobe. The tee shaped clothesline with knee braces immediately west of the structure is likely original. There is a small lawn in the front of the residence that is delineated by a split rail incense cedar fence. The mortared stone masonry pathway passes a mid sized sequoia and pine tree in the front yard before leading to the entrance. A picture from 1937 does not show the fence, pathway or trees, so they are likely noncontributing. The non native vegetation in and around the yard includes a climbing rose bush and four fruit trees and are also noncontributing.

Lookout Point Ranger Station Garage
LCS ID: 378116
Structure No: 316
The Lookout Point ranger station garage was built in 1936 at a cost of $1,112. Designed using the same style and materials as the adjacent ranger residence, it is a single story stucco structure with a simple gabled roof. Its double bay vertical plank hinged garage doors lead to

484 square feet of interior space. The two bays of the garage are supported by massive 10x10 posts and 8x12 headers. The garage has a poured concrete foundation and dirt floors. The exterior of the structure measures 22 by 22 feet. There are two 6 light windows on the west and east sides of the building, although one of the windows on the west side has been covered with plywood. The overhanging eve of the roofline shows 4x6 lookouts and 2x6 raftertails. Much like the ranger residence, the exterior adobe walls flare out at their base. This flare is especially appreciable on the back side of the garage due to the loss of grade as the slope of the hillside begins, requiring a taller rear facade on the garage. Like the ranger residence, the garage has triangularly arranged sets of three round holes for ventilation that are under the crown of the roofline that have been drilled through adobe.

Non Contributing Features

Lookout Point Ranger Station Comfort Station
Structure No: 1704
There is a comfort station built just northeast of the ranger residence. Although no documentation or photos exist that verify the age of this structure, Sequoia National Park Facilities Management personnel say the structure was built around 1990. However, its style and materials were designed to make it contemporaneous with the residence and garage and make it compatible with the nearby contributing structures. It has a flared base similar to the garage and residence. Its exterior dimensions measure 8 by 8 feet. It has a covered porch with a poured concrete floor over its entrance that is supported by 6x6 posts and beams. The 3x4 rafters are concealed behind 1x4 fascia board. There is a single four light window on the north facade of the shed. The comfort station has a concrete foundation and an asphalt composite shingle roof. It is no longer in use due to a lack of water in the area and it has no signage indicating that it is a comfort station (public restroom).

Lookout Point Photovoltaic Array
Structure No: N/A
To the southwest of the garage on the slope leading down to the East Fork, there is a photovoltaic solar panel array that provides electricity to the ranger residence. The solar array was installed in 1993 and is the primary source of power for the ranger residence. Although it is a non contributing feature, it does not detract from the historic integrity of the area because it was sited in a location where it would have a minimal visual intrusion. The array consists of multiple elevated solar panels and a small building that stores a bank of batteries. The entire array is surrounded by mesh wire fencing and barbed wire. There are also a few relatively small communication towers within the fenced area.

Interpretive Panel, Information Board and Historic District Plaque
Just outside of the Lookout Point ranger residence, there is a wayside exhibit and information board which face the road. The information board is a partially roofed signboard in which information is posted for park visitors, such as food storage advice and the scheduling of interpretive programs. It is constructed of pressure treated lumber.

The interpretive panel is on a mortared stone masonry pedestal. The pedestal is roughly 3.5 by 5 feet in exterior dimensions and roughly 4 feet tall. The interpretive panel explains the workings of the solar array behind the ranger residence and the importance of clean air in national parks. Attached to the front of the pedestal is a plaque that marks the beginning of the Mineral King Road Cultural Landscape District. The plaque was installed in 2005 following a dedication ceremony for the creation of the cultural landscape district.

Atwell Mill

The Atwell Mill developed area is located within the well-known Atwell Mill grove of sequoias in what (until 1978) used to mark the approximate eastern boundary of Sequoia National Park along Mineral King Road. Along with Lookout Point to the west, these developed areas provided housing and a physical National Park Service presence along the perimeters of the NPS administered section of Mineral King Road. The land that constitutes the Atwell Mill developed area was part of the J. A. Atwell inholding and was privately owned and logged from the time of the creation of Sequoia National Park in 1890 until the land was privately purchased and donated to the National Park Service in 1915. The historic section of the Atwell Mill developed area includes the 1920s and 1930s constructed Atwell Mill ranger residence, garage, and root cellar and the 1901 Alles Cabin, which is associated with Henry Alles and the Atwell Mill logging operations that took place within this inholding around the turn of the 20th century. Although the Alles Cabin predates the period of significance and it is not associated with the themes of recreation or conservation, it was a visible and characteristic element of the recreational corridor during the historic period. The cabin is currently owned by the NPS and is used as an interpretive cabin. Its presence continues to help define the historic character and associations of the district and, though not technically a contributing feature of the landscape district, it is National Register eligible and managed as such.

The remnants of the Atwell Mill, which are several hundred feet from the road corridor, are not included within the historic district. The mill was never associated with the recreational or conservational uses of Mineral King Road and was far enough off of the main corridor as to be visually separate. Its presence today contributes neither to the visual character of the district nor to its thematic associations. However, the mill and area immediately surrounding the mill were determined to be National Register eligible in 1976.

In 1934, CCC workers built a barn with an attached corral about 500 feet south of the Atwell Mill ranger residence. However, this structure was completely destroyed in a fire in 1979. The existing barn and corral were built to replace the lost structures, and are non contributing structures. However, the land use tradition and spatial organization of having a barn and corral in this area contributes to the significance of the historic district.

Contributing Features

Atwell Mill Ranger Residence
LCS ID: 56085
Structure No: 62
This building was constructed in 1934 by enrollees to the Atwell Mill CCC Camp based on drawings that park service architects modified from those for a building at Ash Mountain. This building was constructed for a total cost of less than $2,000 to provide summer housing for ranger personnel along the eastern boundary of Sequoia National Park on Mineral King Road. The CCC crew obtained lumber from a local mill and CCC blacksmiths created the ornamental hinges, hardware and wrought iron sequoia cones along the doors. The structure is a one story, gable ended clapboard structure with a gabled porch over the front door, stone steps leading to the porch, a stone foundation, cedar shingle roof, wood floors, and a wood frame construction. The residence has a living room, kitchen, two bedrooms, and a bathroom.

The Atwell Mill ranger residence has about 900 square feet of interior floor space. The structure has a large covered porch over its southern front entry with 10 foot wide mortared stone masonry steps and floor. The porch is supported by ornamentally notched 8x8 post and beams and a 4x6 railing. The building has a gabled roof that is sheathed in wood shingles. There are separate stove pipe and concrete chimneys that extend through the plane of the roof. The eve of the roofline extends beyond the plane of the structure, showing 4x8 lookouts and 4x6 raftertails. The siding is comprised of 1 inch thick horizontal plank siding with a 10 inch reveal along the lower portion of the building with vertical board and batten along the upper reaches of the building. The building has its original one over one double hung windows on all of its facades. There are wooden louvered vents underneath the gable peaks. The structure is painted brown with green around the trim and windows. A hot water heater cabinet has been attached along the west facade of the building. There is a tee shaped clothesline immediately west of the structure that is likely original. Also west of the structure is a propane tank and solar panels, neither of which are historic. There is a flagstone pathway that leads from the front entrance down some stone steps and out to Mineral King Road. There is a single sequoia tree due east of the residence that was likely planted there after construction. The residence was recently restored during the summer of 2006.

Atwell Mill Ranger Station Garage
LCS ID: 56086
Structure No: 315
The Atwell Mill ranger station garage was originally built in 1928 at a cost of $471. It was later remodeled and improved by CCC workers in 1935 when the ranger residence was constructed. It was designed using the same style and materials as the adjacent ranger residence. It is a single story timber framed structure with a simple gable roof and wood shingle roofing. The single bay to the garage has a hinged door sheathed with 1x12 vertical planks. In addition to the garage door, there is a pedestrian door to the garage as well. The garage has a rubble masonry foundation and dirt floors. The exterior of the structure measures 20 by 16 feet. There are two mesh windows on the west facade and a broken glass window on the south facade. The

overhanging eve of the roofline shows 4x6 lookouts and 2x6 raftertails. The siding on the structure is identical to the ranger residence; 1 inch thick horizontal plank siding with a 10 inch reveal along the lower portion of the building with vertical board and batten along the upper reaches of the building. The exterior of the garage is painted brown.

Atwell Mill Cold Cellar/Root Cellar
LCS ID: TBD
There is a small detached cold cellar just north of the Atwell Mill garage and residence. This mortared stone masonry structure is built into the hillside and was designed to harness the insulating qualities of stone and earth and use them in keeping root crops and other semi perishables cool and in the dark. The interior is accessed by a heavy wooden door that is 6 feet tall and 3 feet wide. Above the door is a series of carved arch stones with a central keystone that supports the weight of the wall and earth. Stone rubble masonry retaining walls connect to either side of the front facade of the cold cellar. The interior of the cold cellar is quite small and has a concrete, conical ceiling that tapers into a central ventilation pipe. Above the cold cellar, the ventilation pipe surfaces and allows fresh air to circulate within the cellar.

Atwell Mill Stone Retaining Walls and Steps
LCS ID: TBD
There are two stone retaining walls at the Atwell Mill ranger residence. Both were built in the 1920s or 1930s, the latter by the CCC. The lower retaining wall runs parallel to Mineral King Road and helps provide the bench that the ranger residence was built upon. It is 232 feet in length and 2 to 4 feet tall. It is dry laid stone masonry construction that uses small to medium sized stones and batters back into the slope at 60 to 70 degrees. Original stone masonry stairs bisect the retaining wall and lead to the front entrance of the ranger residence.

The upper retaining wall provides definition to the ranger residence driveway and supports the slope that the cold cellar was built into. The majority of the retaining wall, which runs parallel to the driveway, is low (1.5 to 2.5 feet high), but the retaining wall gets much taller (2.5 to 10 feet) as it approaches and connects to the cold cellar entrance. The entire length of the retaining wall is 150 feet. It is dry laid stone masonry construction and it is built at a slight batter (around 80 degrees). Some stones along the length of the retaining wall have sloughed off, leaving the wall in fair condition.

Non Contributing Features

Alles Cabin
LCS ID: 09501
Structure No: 007A
The Alles Cabin was built by Hamilton Moffet in 1901. In 1902, Henry Alles purchased the Atwell Mill property from J.A. Atwell. By this time, much logging had already occurred at this site following the construction of the East Fork flume and penstock in 1898. In 1909, the Alles

family purchased this cabin from Hamilton Moffet. In 1915, Alles sold the Atwell Mill property to a private philanthropist who donated the property to the Park. The Alles Cabin, while previously determined eligible for listing in the National Register, is more directly associated with the area's logging history and so is not included as contributing to the district.

The Alles Cabin is a small, one room cabin that measures roughly 16 by 24 feet. It has a simple, gable roof with redwood shingle roofing. The exterior is sheathed in unfinished board and batten siding. The front entry to the cabin is on the western facade and features a wooden deck. The wooden deck was built at the existing grade and was constructed through and around a stand of sequoias of varying ages. The deck has slots cut into it which allow the trees to grow through the decking. A wooden railing wraps around the western and southern perimeters of the deck. There is a small exterior extension to the roof line that covers a portion of the front deck. Unlike the rest of the structure, the extension has vertical plank roofing rather than redwood shingles. The structure has many windows of varying sizes, most of which are 4 light. The building has removable exterior shutters that are secured to the building during the winter months. Since the structure was built into a hillside, the lower portions are covered in 1x12 planks that wrap around the building and conceal the elevated foundation. There are two massive sequoia stumps, each less than 1 foot from the structure, on east and west sides of the building. On the front side of the building, one of the sequoias is so close to the structure that it rubs along the buildings roofline.

Gas Pump and Tank House
It is unknown exactly when this structure was built, but it is believed to have been built around 1990. However, its oversized wooden members and wood shingle roof make it a compatible feature within the historic district. This structure houses an above ground gas tank and pump that is used by NPS personnel. The small structure is roughly 5 by 7 feet and is located along the driveway that leads to the Atwell Mill Ranger Residence. It is a timber frame structure with 6x6 posts, 4x8 lookouts and 2x6 rafters with plywood siding. There is no visible foundation for this structure as the large posts terminate at the grade of the earth. This building was never given a building number, probably because it is relatively small and inexpensive.

Mineral King Cabin Communities

Tulare County families routinely sought refuge in Mineral King from the summer heat of the San Joaquin Valley. The Mineral King area came to follow a pattern of recreational development throughout the West: tourists and outdoor recreationalists flocked to wherever scenic areas became accessible. At Mineral King, the majority of the recreation cabins were built between 1915 and 1942. By the 1920s the US Forest Service had organized the area's summer homes into regular recreation residence tracts. A 1924 Forest Survey delineates lots drawn around existing cabins, as well as new lots for permits to be issued in the future.

Most of Mineral King special use permit cabins share a basic vernacular architectural style.

The cabins are typically utilitarian in spirit and vernacular in construction. Many were designed and built by the original permittees themselves under the supervision of the US Forest Service, which enforced what it felt were appropriately “rustic” guidelines. Standard plans and guidelines were published in books and magazines of the 1920s. Kit homes were available and the materials were mainly wood and stone with the recommended colors tending to browns, grays, and greens. Most of the cabins in all three Mineral King tracts still exhibit simple rectangular plans. Typical features and additions, including porches, decks, and substantial stone chimneys, are commonplace. Wooden siding, whether board and batten, clapboard, or half log, was almost always used. Roofs tended to be gable ended, and both side and end entrances were used. Cabins are usually approached by unpaved access roads and driveways. Landscape plantings around the permit cabins are minimal and primarily utilize native plants. Exterior stone steps, retaining walls, and path edges were typical site improvements undertaken around the cabins periphery. Many cabins have detached outbuildings such as outhouses, storage sheds and guest cabins, usually to the rear of the primary cabin. Less common features found around private cabins include fountains, horseshoe pits, fire circles and clotheslines. Noticeably, none of the cabins have fenced yards. Additionally, none of the cabins are connected to a municipal electricity grid, so they either generate their own electricity or they do without.

Out of 66 summer cabins in Mineral King today, about a dozen are thought to have existed in some form before the Term Occupancy Act of 1915. At least 50 of the cabins were built entirely between 1915 and 1942, and so date to the peak of the US Forest Service summer cabin permit program. Cabin permits continued to be issued through the 1930s, although the pace slowed because of the Depression. By 1942, the summer cabin tracts at Mineral King had taken on their current character and appearance. According to Christopher Brewer, a local historian, only seven of the cabins that exist today were built after World War II. Other cabins, however, have been repaired and reconstructed since that time, mainly due to damage from avalanches, falling trees, and the generally harsh climate conditions of the area.

The overall character of the summer cabin tracts at Mineral King clearly dates to the height of the US Forest Service permit cabin program. The West Mineral King and Cabin Cove tracts, in particular, are almost completely the products of the 1920s and 1930s, and most of the structures in the East Mineral King tract date to this era as well. After the beginning of the 20th century, the granting of permits for private summer homes (later called recreational residences) in national forests had strong support within the US Forest Service as well as from the public.

The history of recreational residences on national forest lands is a significant chapter in the history of federal management of public lands, as well as the history of outdoor recreation. Western cities, especially in California, grew quickly in the early 20th century, just as the interest in outdoor recreation was increasing in the United States. In California, in particular, outstanding scenic beauty and an early interest in automotive travel combined to create a boom in outdoor recreation. The Mineral King Road Cultural Landscape District and the associated summer home tracts are a prime example of what resulted from this combination of social and economic forces.

In 2003, the park service and the Mineral King Preservation Society produced “A Guide to Repair and Maintenance of Historic Summer Homes within the Mineral King Road Cultural Landscape District”. Its direction is derived from the Secretary of the Interior’s Guidelines for the Treatment of Cultural Landscapes and it outlines recommended and non recommend treatments for the historic cabins within the historic district. In 2007, the NPS, the Mineral King Preservation Society and the Mineral King District Association draft a one page form entitled “Checklist for Routine Repair and Maintenance Work on Special Use Cabins within the Mineral King Road Cultural Landscape District, Sequoia National Park”. This checklist was designed to be a simple means for cabin owners to respond to routine maintenance needs while tracking the associated compliance work; the form is turned in to the NPS at the end of each summer season. The checklist is available for use by cabin permittees pending the NPS future preparation of a “Cultural Landscape Preservation Plan” for the district, which is slated to begin in 2008.

Cabin Cove

The Cabin Cove tract consists of seven cabins, six contributing wood framed structures and one non contributing cabin, all clustered around a curve along the Mineral King Road. One of the contributing cabins is owned by the park and will be discussed in greater detail at the end of this section. These structures have medium pitched wood shingle roofs, vertical board and batten siding and stone fireplaces. All six of the contributing cabins date from the 1930s and are still in their original setting and location. Five of the cabins are nearly original in appearance and materials. The weathered exteriors blend gracefully with the surrounding environment. The original workmanship is evident in the rustic feel and sound condition of these structures. Carefully situated among the native vegetation, these cabins present the same hearty ambiance that their owners experienced in the 1930s as they traveled up Mineral King Road.

Cabin Cove, the first of the summer home tracts encountered by travelers on Mineral King Road, makes a significant contribution to the Mineral King Road Cultural Landscape District. Additionally, the cabins represent an intact example of a recreation residence tract developed under federal government programs with the US Forest Service between 1915 and 1942.

Contributing Features

Cabin Cove Cabin #2
LCS ID: 378119
Structure No: HS 113
Cabin Cove Cabin #2 was reportedly built by a cattleman by the name of Fletcher in the late 1910s. This cabin was donated to the park service in 1991 and is used to provide seasonal housing needs in the Mineral King area. This rectangular structure has a gabled roof and measures 12 by 24 feet. It is sided with vertical board and batten siding that has been painted

green, The sugar pine shingles that sheath the roof were installed in 2005 by the park service. The structure has several six light windows (one of which is broken). Exterior shutters allow the building to be secured during winter months. There is a wooden deck with a built in arbor on the south side of the structure. The arbor appears to have once supported a trellis, but the wooden members of the trellis are now missing. Much of the deck is rotten and is currently covered in plywood for safety. A wooden skirt that wraps around the base of the foundation hides the wood post on concrete pier block foundation. A wood pipe chimney extends through the plane of the simple gabled roof. The interior is furnished with many antique items, including furniture, cabinetry and a wood stove.

West Mineral King

The cabins within the East and West Mineral King tracts are the earliest extant examples of a recreation cabin area developed in the southern Sierra Nevada National Forests. At West Mineral King, two or three cabins already existed in the early 1920s around what was known as Barton's Camp. The US Forest Service laid out an expanded tract just to the west of Barton's Camp and the new tract was quickly occupied by permittees, many of whom had built cabins of similar style by 1930. Since many of the cabins were built by a group of teachers from Los Angeles, the tract became known as Faculty Flat. The West Mineral King tract currently includes a total of 35 cabins. All 35 of the cabins are still in their original locations. The 26 structures considered to be contributing elements retain their original materials and appearance. Most of the structures are rectangular in floor plan and clad in vertical board and batten wood siding. Aluminum framed sliding windows have replaced many of the original windows but the current windows appear to have been selected to match the original opening and have, therefore, not seriously compromised the historic integrity of the structures. Stone chimneys predominate throughout the tract, as do standing seam metal roofs. Variations to the materials used on the Mineral King summer homes include corrugated metal and wood shingle roofing material as well as wood shingle siding. One unusual structure has a corrugated metal roof and sawn log sections attached vertically for cladding on the walls.

The feeling one derives from passing through the west Mineral King tract is no doubt similar to that enjoyed by the original builders of Faculty Flat: a sense of serenity created by rustic cabins sheltered among the trees. As is the case with Cabin Cove, the West Mineral King tract makes a significant contribution to the Mineral King Road Cultural Landscape District. It also represents an intact example of a recreation residence tract developed under federal government programs within the US Forest Service from 1915 to 1942.

East Mineral King

The eastern most of the cabin tracts is East Mineral King, also known historically as Beulah, Dogtown, and Harry's Bend. East Mineral King contains 24 private cabins, 23 of which are

contributing and one that is non contributing. The first known Special Use Permit in the Mineral King Valley dates from 1905 when the US Forest Service issued Arthur Crowley a permit for a water line to his hotel in the Beulah Tract. Roughly half of the 24 cabins that today make up the East Mineral King tract are thought to have existed in some form when the US Forest Service was able to survey the area in the 1920s. Any pre 1915 cabins at East Mineral King were altered during the period of significance, though the Fleek/Mixter Cabin (#2) in East Mineral King is reported to be among the least changed and the earliest of the extant cabins.

Crowley's hotel no longer exists as it was destroyed in a massive avalanche following the San Francisco earthquake of 1906, but Crowley's cabin still stands on land owned by the Disney Corporation (Disney purchased several private inholdings in East Mineral King in the 1960s in preparation for their proposed ski resort, which never came into existence). One of Crowley's rental cabins, the Honeymoon Cabin (also known as Point Cabin) was restored in the 1980s by the Mineral King Preservation Society and also sits on land owned by Disney. This cabin is unlocked during summer months and has interpretive information relating to, and historic artifacts from, East Mineral King on display.

Of the 24 East Mineral King cabins, 21 are clad in vertical board and batten siding, just as they have been since they were built. Medium pitched, metal clad roofs predominate among the structures. Wood shingles are the next most commonly used roofing material. Examples of this second style are the Crowley Cabin and the Honeymoon Cabin. These rustic cabins with their weathered siding and battered roofs blend into the rugged landscape and natural vegetation of the high sub alpine valley.

Near the end of Mineral King Road, a bridge crosses the East Fork of the Kaweah River as the river passes through East Mineral King. Looking west from this spot, the cabins of the East Mineral King tract can be seen scattered along the river as they have stood for more than sixty-five years. The East Mineral King tract, like its neighbors to the west, makes a significant contribution to the historic integrity of the Mineral King Road Cultural Landscape District. The cabins are a collection of rustic vernacular buildings built during a cardinal period of recreation development in the American West (1915 to 1942).

Non contributing Features

Mineral King Valley Car Bridge
Structure No: N/A
The current wood girder bridge that crosses the East Fork of the Kaweah in Mineral King Valley was built in 1957 and is roughly 20 feet long. It was built in the location of a previous bridge that was washed out in flooding that occurred in 1957. The abutments that the bridge is built on are historic, but the decking and railings are non historic. This modest bridge does not have any official name and is generally referred to by East Mineral King cabin owners as "the bridge" or "car bridge", in reference to the two pedestrian log bridges that used to exist in the East Mineral King area . The bridge has two mortared stone masonry abutments that have

concrete slabs poured into notches of the abutments. These abutments are historic and are believed to predate the CCC. Wooden 4x14 inch girders are secured into the concrete slabs on the stone abutments. The decking of the bridge is composed of pressure treated 4x12's that are secured to the girders with large railroad spikes. The bridge has a 40 inch tall wooden parapet wall with 4x6 inch posts that have been painted white. The visible edge of the outer girders is painted white as well.

Miscellaneous Buildings and Structures

Contributing Features

Cold Springs, Traugers, Slapjack Creek and Redwood Creek Automotive Watering Troughs
LCS ID (west to east): TBD, 378208, 378205, 378213
Structure No (west to east): TBD, HS 103, HS 102, HS 104
The four automotive watering troughs with individual LCS ID numbers are of identical design and were presumably constructed during the same year. Although it is unknown exactly when these concrete watering troughs were constructed, they are believed to date back to the 1920s or 1930s and were quite possibly constructed by the CCC. There were originally redwood troughs in many of the locations where there are now concrete troughs. The redwood troughs were demolished when the concrete troughs were constructed. The concrete troughs are all located along perennial streams which provide them with a year round supply of fresh and cool water. Some of these locations had troughs for horses at an earlier date; the placement of new concrete troughs allowed cars with overheating engines to stop and refill their radiators with cool water before resuming the 6,600 vertical foot climb up to Mineral King Valley.

The concrete troughs are simple rectangular basins that are 9 feet long, 4.5 feet wide, 2 feet tall, and 4 inches thick. The troughs are fed water by metal pipes that divert water from their respective nearby streams and direct it via gravity into the troughs. The troughs are constantly receiving a cool supply of water from the stream and any excess overflow water is directed, through a notch cut in one of the sidewalls of the troughs, to the stream of its origin. The notches in the troughs are 5 inches deep and 5 inches long. The troughs have stenciled letters on them which give the name of the culvert, its elevation and a warning not to drink the water in the trough as it is not potable. All of the troughs have a metal drainage pipe in the bottom of the basins, which can be used to drain and clean the troughs. The troughs are of board formed, poured in place concrete construction. The concrete troughs have beveled corners along their vertical edges. Despite some minor spalling and cracking, all of the troughs are in good overall condition and are still functional.

Culverts and Drainage Ditches
The natural topography and hydrology along the road bench and surrounding area of Mineral King Road necessitated extensive use of culverts and drainage ditches to facilitate drainage of

rainwater and snow melt. For most of the length of the road, runoff from the uphill slopes is collected in an open ditch on the cut side of the road. This water is then conveyed across the road through culverts that are placed at regular intervals. Drainage ditches along the road consist of simple, earthen swales that are typically a few feet deep and two to three feet wide. The ditches are primarily on the cut slope of the road but are occasionally used along the fill slope as well. Notably, there are no curbs used along the Mineral King Road. The pipes used in the culverts along Mineral King Road vary in diameter from as small as 10 inches to wider than 8 feet.

There are 186 documented culverts along Mineral King Road (see map and matrix in supplemental information). These culverts are very simple in design and are generally inconspicuous. The majority of culverts along Mineral King Road (112) have earthen headwalls. Of the minority of culverts that have dry laid stone headwalls (51), most of them are quite crude in their craftsmanship and are generally composed of a few courses of medium-sized stones (probably locally procured) that are fitted around the culvert inlet. No tooling or strong consideration of stone placement is evident in these rough headwalls. There is a third typology of headwall as well that represents a small minority of the total culverts. Along the end of Mineral King Road, beginning just past Atwell Mill and continuing into Mineral King Valley, there are 17 culverts with mortared stone headwalls. These mortared stone headwalls are from 5 to 25 feet in length, 8 to 30 inches in height, and usually about 12 inches thick. The headwalls are often L shaped in plan view, with the mortared stone headwall seamlessly connecting into the back wall of drop culverts. The stones used in the headwalls are usually rather small, oriented horizontally and are composed of a mixture of granite and schist. It is unclear if these mortared headwalls are historic or if they were constructed after the period of significance.

There is a correlation between headwall typology and the diameter of pipe used in the culverts. The earthen headwalls tend to have the smallest pipes (average diameter of about 16 inches) and are generally used in locations of low water conductivity. The dry laid stone headwalls have a medium-sized pipe (average diameter of about 22 inches) and are generally located at larger drainages and stream crossings. The mortared stone head walls, which are largely clustered along the terminus of the road, have the largest pipes on average (about 24 inches). This typology is the preferred choice along the larger drainages at higher elevations, where culverts must handle high volumes of water during the spring when the winter snowfall melts off.

Almost all of the culverts are made from corrugated metal pipe. A small minority of culverts (10) have non corrugated metal pipes. Most culverts along the road are between 12 and 30 inches in diameter, although there are a few smaller outliers and a few larger outliers. Overall, there are 3 culverts with 10 inch pipes, 58 culverts with 12 inch pipes, three culverts with 14 inch pipes, 29 culverts with 16 inch pipes, 29 culverts with 18 inch pipes, six culverts with 20 inch pipes, 15 culverts with 24 inch pipes, eight culverts with 30 inch pipes, three culverts with 36 inch pipes, three culverts with 42 inch pipes, one 48 inch culvert, one 60 inch culvert and one

102 inch culvert. In addition, there are 23 culverts where we were unable to document pipe diameter (21 were buried with silt or had collapsed headwalls and two culverts were obstructed by vegetation). Seventeen out of 21 buried culverts along the road had earthen headwalls, which indicates that that earthen headwalls are structurally less sound than constructed headwalls (and more prone to fail from collapsing) and that culverts with small diameter pipes are more likely to clog and become buried than culverts with large diameter pipes.

Since historic construction documents no longer exist for the roadway (neither original documents from the 1870s nor documents from the improvements made by the CCC in the 1930s), it is impossible to determine which culverts and drainage ditches are contributing and which have been added since the period of significance. Undoubtedly, many of the culverts along the road date back to the improvements made to the roadway during the 1930s, if not earlier. Historic photos do depict the CCC making many road improvements to the Mineral King Road, including building stone retaining walls and laying pipe culverts. However, with a lack of empirical evidence that illustrates which culverts are historic, we must classify all culverts along the road as having undetermined contributing status. However, compatible culverts within the historic district generally have low profiles and have simple dry laid stone or earthen headwalls, with some mortared stone masonry headwalls at higher elevation. Furthermore, compatible culverts would find a greater preponderance of earthen headwalls adjoined to low flow culverts with stone headwalls generally reserved for culverts that conduct greater volumes of water.

Retaining Walls

Where embankments are too steep to support themselves, they were reinforced with stone. The precipitous topography along Mineral King Road necessitated frequent construction of retaining walls. There are 15 documented retaining walls along Mineral King Road (see map and matrix in supplemental information). These retaining walls have been divided into two typologies; roadside retaining walls and building retaining walls. The 12 roadside retaining walls are found along the fill side of the road and are generally associated with culvert outlets. The three building retaining walls are found at the Atwell Mill ranger residence and the Mineral King Road visitor center/ranger station (see Atwell Mill and Miscellaneous contributing features sections). Retaining walls that are immediately outside of private cabins within the Cabin Cove, West Mineral King and East Mineral King cabin communities were not documented as features within this report.

The 12 roadside retaining walls are simple in design and rather inconspicuous. They are typically crudely stacked and use stones of various sizes and mineral content. There is little evidence that the stones were tooled at all and the joints between stones are relatively large and irregular. The retaining walls length varies from 18 to148 feet and their height varies from 2 to 40 feet. All of these roadside retaining walls are on the fill side of Mineral King Road and are associated with culvert outlets. They are generally built at a slight batter that ranges from 70 to 80 degrees. Many of these retaining walls have partially failed and have eroded sections and missing stones. Due to lack of historic construction documents, it is uncertain whether these

retaining walls are contributing. However, based on historic photos that depict CCC workers installing retaining walls along Mineral King Road, these retaining walls very well could be historic as they match the character of the retaining walls shown in the photos.

Non contributing Features

Ranger Station/Visitor Center
Structure No: 396
The current NPS ranger station and visitor center occupies the same land that the 1928 Forest Service ranger station and visitor center once occupied. The Forest Service chose this location following an avalanche that destroyed their original ranger station at the Forest Service Sunnyside Campground in East Mineral King. The original ranger station was razed following the transfer of land from the Forest Service to the Park Service and the current structure was built in 1984. The new timber-framed rustic structure has a gabled roof, 1,050 interior square feet of space, a large front porch and is staffed by NPS law enforcement rangers and interpretive rangers.

Although the ranger station is non historic, the dry-laid stone masonry retaining wall and steps that lead to the ranger station might date back to the period of significance. Furthermore, the building is of compatible construction and is consistent with the land use of having a ranger station in this location.

Ranger Station/Visitor Center Storage Garage
Structure No: 397
The current ranger station garage is in the same location as the historic garage for the visitor center. In 1984, however, the historic US Forest Service garage was razed and replaced with the current garage. The existing garage is a wood frame structure with a simple gable roof. It is used as a storage facility for the ranger station. It has roughly 200 square feet of interior space. Although non-contributing, the building was constructed to be compatible with the other buildings in the historic district.

Comfort Stations
Structure No’s (west to east): 1704, 395, 394, 393, 391
There are five comfort stations within the Mineral King Road Cultural Landscape District (not including the six comfort stations at the two Mineral King campgrounds, as they are not within the historic district boundary). All of them are of modern construction and are all non contributing. Moving west to east, these comfort stations are found at Lookout Point (1), the Mineral King Visitor Center (1), at Tar Gap (1), the Sawtooth Trailhead (1) and at the Disney Trailhead (1). All of these comfort station are toilets only and do not have showering facilities.

Historic District Plaque
Immediately outside of the Mineral King Visitor Center, there is a plaque that marks the

Mineral King Road Cultural Landscape District. The plaque is mounted to a solid granite monument that is roughly 2 feet tall and has a flat face where the plaque sits. The plaque itself is identical to the one installed outside of the Lookout Point ranger residence. The plaque was installed in 2005 following a dedication ceremony for the creation of the historic district.

Character-defining Features:

Feature: Lookout Point Ranger Residence

Feature Identification Number: 128461

Type of Feature Contribution: Contributing

Feature: Lookout Point Ranger Station Garage

Feature Identification Number: 128463

Type of Feature Contribution: Contributing

Feature: Lookout Point Ranger Station Comfort Station

Feature Identification Number: 128465

Type of Feature Contribution: Non Contributing

Feature: Lookout Point Photovoltaic Array

Feature Identification Number: 128467

Type of Feature Contribution: Non Contributing

Feature: Interpretive Panel, Information Board and Historic District Plaque

Feature Identification Number: 128469

Type of Feature Contribution: Non Contributing

Feature: Atwell Mill Ranger Residence

Feature Identification Number: 128471

Type of Feature Contribution: Contributing

Feature: Atwell Mill Ranger Station Garage

Feature Identification Number: 128473

Type of Feature Contribution: Contributing

Feature: Atwell Mill Cold Cellar

Feature Identification Number: 128475

Type of Feature Contribution: Contributing

Feature: Atwell Mill Stone Retaining Walls and Steps

Feature Identification Number: 128477

Type of Feature Contribution: Contributing

Feature: Alles Cabin

Feature Identification Number: 128479

Type of Feature Contribution: Non Contributing

Feature: Gas Pump and Tank House

Feature Identification Number: 128481

Type of Feature Contribution: Non Contributing

Feature: Cabin 1 (Cabin Cove)

Feature Identification Number: 128483

Type of Feature Contribution: Contributing

Feature: Cabin 2 (Cabin Cove)

Feature Identification Number: 128485

Type of Feature Contribution: Contributing

Feature: Cabin 3 (Cabin Cove)

Feature Identification Number: 128487

Type of Feature Contribution: Contributing

Feature: Cabin 4 (Cabin Cove)

Feature Identification Number: 128489

Type of Feature Contribution: Contributing

Feature: Cabin 5 (Cabin Cove)

Feature Identification Number: 128491

Type of Feature Contribution: Contributing

Feature: Cabin 7 (Cabin Cove)

Feature Identification Number: 128493

Type of Feature Contribution: Contributing

Feature: Cabin 6 (Cabin Cove)

Feature Identification Number: 128495

Type of Feature Contribution: Non Contributing

Feature: Cabin 2 (West Mineral King)

Feature Identification Number: 128499

Type of Feature Contribution: Contributing

Feature: Cabin 3 (West Mineral King)

Feature Identification Number: 128521

Type of Feature Contribution: Contributing

Feature: Cabin 5 (West Mineral King)

Feature Identification Number: 128523

Type of Feature Contribution: Contributing

Feature: Cabin 6 (West Mineral King)

Feature Identification Number: 128525

Type of Feature Contribution: Contributing

Feature: Cabin 7 (West Mineral King)

Feature Identification Number: 128527

Type of Feature Contribution: Contributing

Feature: Cabin 9 (West Mineral King)

Feature Identification Number: 128529

Type of Feature Contribution: Contributing

Feature: Cabin 10 (West Mineral King)

Feature Identification Number: 128531

Type of Feature Contribution: Contributing

Feature: Cabin 12 (West Mineral King)

Feature Identification Number: 128533

Type of Feature Contribution: Contributing

Feature: Cabin 13 (West Mineral King)

Feature Identification Number: 128535

Type of Feature Contribution: Contributing

Feature: Cabin 14 (West Mineral King)

Feature Identification Number: 128537

Type of Feature Contribution: Contributing

Feature: Cabin 15 (West Mineral King)

Feature Identification Number: 128539

Type of Feature Contribution: Contributing

Feature: Cabin 17 (West Mineral King)

Feature Identification Number: 128541

Type of Feature Contribution: Contributing

Feature: Cabin 18 (West Mineral King)

Feature Identification Number: 128543

Type of Feature Contribution: Contributing

Feature: Cabin 19 (West Mineral King)

Feature Identification Number: 128545

Type of Feature Contribution: Contributing

Feature: Cabin 20 (West Mineral King)

Feature Identification Number: 128547

Type of Feature Contribution: Contributing

Feature: Cabin 21 (West Mineral King)

Feature Identification Number: 128549

Type of Feature Contribution: Contributing

Feature: Cabin 22 (West Mineral King)

Feature Identification Number: 128551

Type of Feature Contribution: Contributing

Feature: Cabin 23 (West Mineral King)

Feature Identification Number: 128553

Type of Feature Contribution: Contributing

Feature: Cabin 24 (West Mineral King)

Feature Identification Number: 128555

Type of Feature Contribution: Contributing

Feature: Cabin 25 (West Mineral King)

Feature Identification Number: 128557

Type of Feature Contribution: Contributing

Feature: Cabin 27 (West Mineral King)

Feature Identification Number: 128559

Type of Feature Contribution: Contributing

Feature: Cabin 29 (West Mineral King)

Feature Identification Number: 128601

Type of Feature Contribution: Contributing

Feature: Cabin 30 (West Mineral King)

Feature Identification Number: 128623

Type of Feature Contribution: Contributing

Feature: Cabin 31 (West Mineral King)

Feature Identification Number: 128625

Type of Feature Contribution: Contributing

Feature: Cabin 32 (West Mineral King)

Feature Identification Number: 128647

Type of Feature Contribution: Contributing

Feature: Cabin 33 (West Mineral King)

Feature Identification Number: 128609

Type of Feature Contribution: Contributing

Feature: Cabin 4 (West Mineral King)

Feature Identification Number: 128651

Type of Feature Contribution: Non Contributing

Feature: Cabin 8 (West Mineral King)

Feature Identification Number: 128633

Type of Feature Contribution: Non Contributing

Feature: Cabin 16 (West Mineral King)

Feature Identification Number: 128615

Type of Feature Contribution: Non Contributing

Feature: Cabin 26 (West Mineral King)

Feature Identification Number: 128637

Type of Feature Contribution: Non Contributing

Feature: Cabin 28 (West Mineral King)

Feature Identification Number: 128659

Type of Feature Contribution: Non Contributing

Feature: Cabin 28 1/2 (West Mineral King)

Feature Identification Number: 128703

Type of Feature Contribution: Non Contributing

Feature: Cabin 43 (West Mineral King)

Feature Identification Number: 128705

Type of Feature Contribution: Non Contributing

Feature: Cabin 44 (West Mineral King)

Feature Identification Number: 128707

Type of Feature Contribution: Non Contributing

Feature: Cabin 45 (West Mineral King)

Feature Identification Number: 128689

Type of Feature Contribution: Non Contributing

Feature: Cabin 47 (West Mineral King)

Feature Identification Number: 128691

Type of Feature Contribution: Non Contributing

Feature: Cabin 1 (East Mineral King)

Feature Identification Number: 128713

Type of Feature Contribution: Contributing

Feature: Cabin 2 (East Mineral King)

Feature Identification Number: 128715

Type of Feature Contribution: Contributing

Feature: Cabin 3 (East Mineral King)

Feature Identification Number: 128717

Type of Feature Contribution: Contributing

Feature: Cabin 5 (East Mineral King)

Feature Identification Number: 128719

Type of Feature Contribution: Contributing

Feature: Cabin 7 (East Mineral King)

Feature Identification Number: 128701

Type of Feature Contribution: Contributing

Feature: Cabin 8 (East Mineral King)

Feature Identification Number: 128621

Type of Feature Contribution: Contributing

Feature: Cabin 12 (East Mineral King)

Feature Identification Number: 128641

Type of Feature Contribution: Contributing

Feature: Cabin 14 (East Mineral King)

Feature Identification Number: 128603

Type of Feature Contribution: Contributing

Feature: Cabin 15 (East Mineral King)

Feature Identification Number: 128643

Type of Feature Contribution: Contributing

Feature: Cabin 16 (East Mineral King)

Feature Identification Number: 128605

Type of Feature Contribution: Contributing

Feature: Cabin 17 (East Mineral King)

Feature Identification Number: 128645

Type of Feature Contribution: Contributing

Feature: Cabin 19 (East Mineral King)

Feature Identification Number: 128607

Type of Feature Contribution: Contributing

Feature: Cabin 20 (East Mineral King)

Feature Identification Number: 128627

Type of Feature Contribution: Contributing

Feature: Cabin 21 (East Mineral King)

Feature Identification Number: 128629

Type of Feature Contribution: Contributing

Feature: Cabin 22 (East Mineral King)

Feature Identification Number: 128649

Type of Feature Contribution: Contributing

Feature: Cabin 25 (East Mineral King)

Feature Identification Number: 128611

Type of Feature Contribution: Contributing

Feature: Cabin 26 (East Mineral King)

Feature Identification Number: 128631

Type of Feature Contribution: Contributing

Feature: Cabin 34 (East Mineral King)

Feature Identification Number: 128613

Type of Feature Contribution: Contributing

Feature: Cabin 36 (East Mineral King)

Feature Identification Number: 128653

Type of Feature Contribution: Contributing

Feature: Cabin 37 (East Mineral King)

Feature Identification Number: 128655

Type of Feature Contribution: Contributing

Feature: Cabin 38 (East Mineral King)

Feature Identification Number: 128635

Type of Feature Contribution: Contributing

Feature: Honeymoon Cabin (East Mineral King)

Feature Identification Number: 128617

Type of Feature Contribution: Contributing

Feature: Crowley Cabin (East Mineral King)

Feature Identification Number: 128657

Type of Feature Contribution: Contributing

Feature: Cabin 10 (East Mineral King)

Feature Identification Number: 128639

Type of Feature Contribution: Non Contributing

Feature: Mineral King Valley Car Bridge

Feature Identification Number: 128619

Type of Feature Contribution: Non Contributing

Feature: Cold Springs Trough

Feature Identification Number: 128683

Type of Feature Contribution: Contributing

Feature: Redwood Creek Trough

Feature Identification Number: 128685

Type of Feature Contribution: Contributing

Feature: Slapjack Creek Trough

Feature Identification Number: 128687

Type of Feature Contribution: Contributing

Feature: Traugers Trough

Feature Identification Number: 128709

Type of Feature Contribution: Contributing

Feature: Ranger Station Retaining Walls and Steps

Feature Identification Number: 128711

Type of Feature Contribution: Undetermined

Feature: Ranger Station/Visitor Center

Feature Identification Number: 128693

Type of Feature Contribution: Non Contributing

Feature: Ranger Station/Visitor Center Garage

Feature Identification Number: 128695

Type of Feature Contribution: Non Contributing

Feature: Mineral King Comfort Stations (5)

Feature Identification Number: 128697

Type of Feature Contribution: Non Contributing

Feature: Historic District Plaque

Feature Identification Number: 128699

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:

Buildings and Structures #1: CCC-constructed Lookout Point Ranger Station (1936), facing southwest. Both the ranger station (foreground) and the garage (background) were built out of adobe. (SEKI, 2008)

Buildings and Structures #2: Rear of the Atwell Mill Ranger Station, constructed by the CCC in 1934. (SEKI, 2005)

Buildings and Structures #3: Alles Cabin, a remnant from the logging history of Atwell Mill, was constructed in 1905. The building is currently used as an interpretive cabin, with pioneer furnishings and interpretive presentations.(SEKI, 2008)

Buildings and Structures #4: Elevation of Traugers watering trough, showing pipe inlet, notch cut outlet and stenciled lettering. (SEKI, 2008)

Buildings and Structures #5: Culvert with a typically crude dry-laid stone head wall. (SEKI, 2008)

Archeological Sites

Archeological sites inventoried by the CLI include the location of ruins, traces, or deposited artifacts in the landscape that are associated with the period of significance and are evidenced by the presence of either surface or subsurface features. The inventory takes every precaution not to disclose the location of sensitive archeological sites to preserve the resources.

Archeological features that are associated with the period of significance of the Mineral King Road Cultural Landscape District include the remnants of the Atwell Mill CCC Camp, Slapjack Creek Ranger Station, and the Ranger Station/Visitor Center. These features include surface and subsurface material and when considered collectively, help understand how the district was spatially organized during the period of significance.

Slapjack Creek Ranger Station
The western site, Slapjack Creek Ranger Station, was built during the 1920s on the hillside approximately 15 feet below the roadbed. All that remains of the ranger station are remnants of the stone masonry foundation, which was approximately 26’ x 13’ and 2 ½’ high. The

foundation perimeter walls are dry stacked stone of multiple sizes and degrees of coarseness and irregular stone placement. The foundation area remains largely unvegetated and various metal artifacts can be observed strewn around the area. A pit privy, built on an elevated wooden foundation, is located approximately 60’ east of the cabin platform. The privy is roughly 8’ x 5’ with 6’ tall walls on two sides. It is made of milled 6x6 post and beam construction. It is unclear if the privy had been moved or if it remains at its original location. It is, however, actively decomposing and collapsing, with much of the fallen lumber found downslope from the privy. A can and bottle dump is visible immediately west of the station's foundation.

Atwell Mill CCC Camp
Beginning in 1933 and lasting at least until 1934 and possibly as late as 1941, there was a CCC Camp located at Atwell Mill. The full quota of CCC laborers that were stationed at this camp worked on projects that ranged from road improvements to the construction of the Atwell Mill ranger residence, garage and barn. During its use, the Atwell Mill CCC Camp had at least nine structures including bunkhouses, a mess hall and several tent cabins. Not much remains of the Atwell Mill CCC Camp today. In 1957, the park service put forward plans to construct the Atwell Mill Campground with 54 campsites. In constructing the campground, much of the remnants of the CCC camp were obliterated. Today, the only visible remains that can be identified from the CCC camp are graded areas scattered throughout the Atwell Mill Campground. These graded areas mark the footprints of removed CCC structures. Many of these graded areas were incorporated into the Atwell Mill campground and now provide level ground for picnic tables and campsites.

Ranger Station/Visitor Center
The original ranger station was razed sometime after the park service assumed management of the area in 1978, and an extant retaining wall may be a feature associated with the site of the former building. Due to its loss of historic context, the wall is considered a remnant feature potentially associated with an historic building site. No area specific archeological surveys have been done for the Ranger Station.

Oral accounts attest that the retaining wall and steps in front of the current 1984 ranger station predates the 1984 building, although it is unknown exactly when this retaining wall was constructed. Although it is likely that this retaining wall is associated with the original ranger station (1928) or built by the CCC in the 1930s (who were loaned to the US Forest Service by the park service), there is no documentation of its construction. All historic photos of the original ranger station that have been reviewed were taken at an angle that does not include the area where the retaining wall was constructed.

This retaining wall is roughly 110 feet long and 1.5-3 feet tall. It is made primarily of tooled, horizontally stacked medium sized granite stones. The wall provides definition for the driveway in front of the ranger station and provides the bench that the ranger station is built upon. Original stone masonry stairs bisect the retaining wall and lead to the front entrance of the ranger station.

Landscape Characteristic Graphics:

Archeology #1: Foundation remnants of the Slapjack Creek Ranger Station. Mineral King Road is located upslope, the edge of which is visisble near the top of the photograph. (SEKI, 2008)

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 01/23/2008

Condition Assessment Explanatory Narrative:

The condition assessment is an aggregate of the condition of all contributing features within the cultural landscape. The two ranger stations were recently restored and are in good condition. The private cabins are generally in good condition. The road itself is in fair to good condition, with some partially blocked culverts and potholes. In all, the landscape shows no clear evidence of major negative disturbance and deterioration, and the cultural and natural values are as well preserved as can be expected under the given environmental conditions.

Stabilization Measures:

Overall, the district is in good condition. There are currently no signs of any major historic resource deterioration and no immediate corrective actions are required to maintain the district's current condition. The Mineral King Road is in sound structural condition. The permittee cabins in the Mineral King cabin communities have been, by and large, well maintained and are in good condition. Both of the area's historic ranger stations (Lookout Point and Atwell Mill) were recently restored and are in good condition. The primary impacts within the Mineral King Road Cultural Landscape District are within the scope of routine maintenance, such as removing silt form culverts and repairing potholes along the road corridor.

Impacts

Type of Impact: Improper Drainage

Impact Description: Many culverts catch basins and pipes are currently filled with silt and are no longer efficiently conducting water across the roadway.

Type of Impact: Exposure To Elements

Impact Description: Features such as culverts, ditches, retaining walls and road base, along the road show signs of wear and tear due to freeze/thaw action, landslides, and snow pack load.

Type of Impact: Pollution

Impact Description: As there is no municipal waste water collection infrastructure along the Mineral King Road, all of the cabins in this area (both NPS and private) have individual septic systems. There is a high

likelihood that many of these informal septic systems have failed or are likely to fail and are now or will soon be releasing polluted effluent into the groundwater.

Treatment

Treatment

Approved Treatment: TBD

Approved Treatment Document: **TBD**

Document Date:

Bibliography and Supplemental Information

Bibliography

Citation Title: See Supplemental Information for Bibliography

Supplemental Information

Title: Bibliography

Description:

Berg, Donald James, 1975. Second Homes on the National Forests: Changing Patterns and Values of Recreational Land Use in California. Ph.D. dissertation, University of California, Berkeley.

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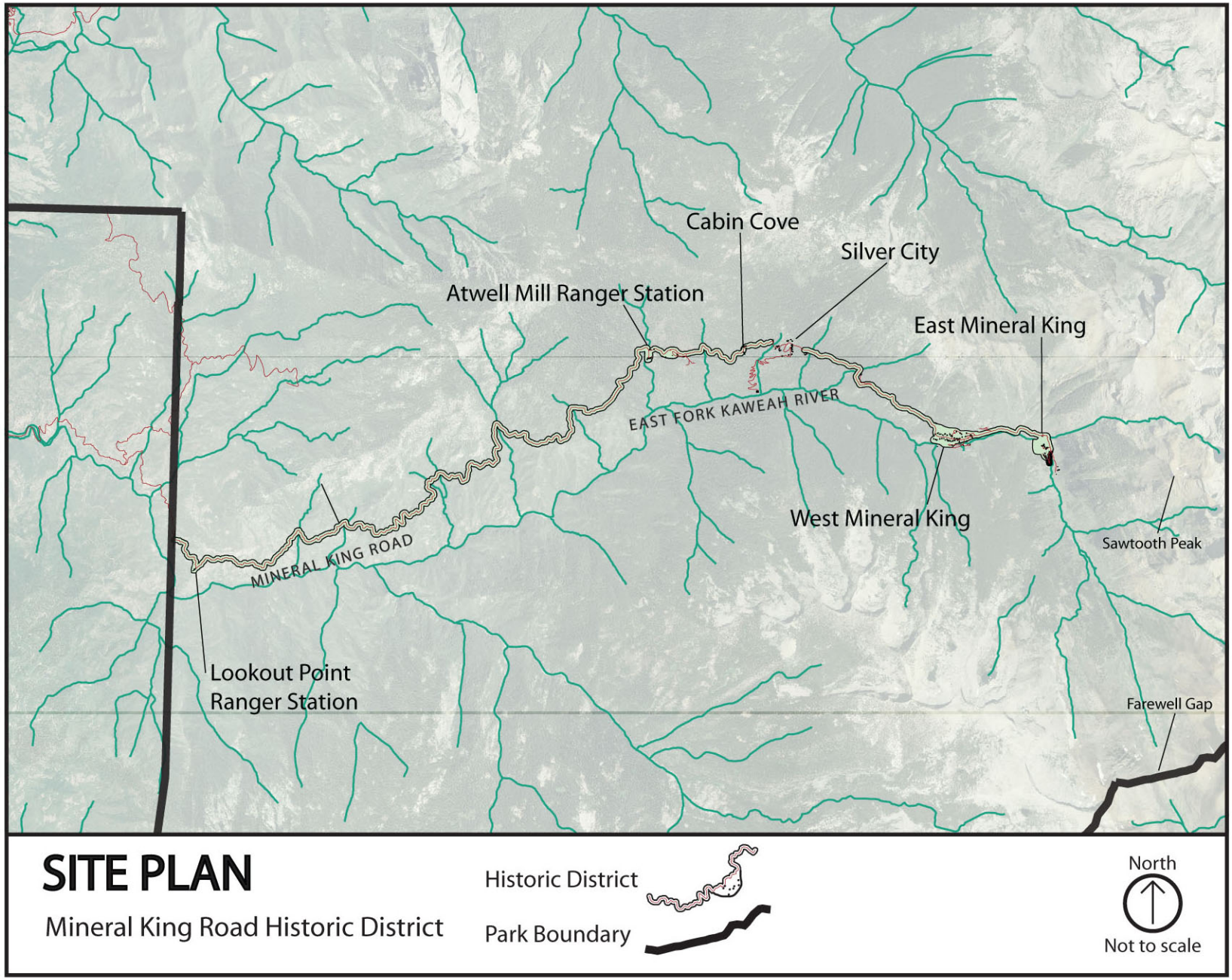
Title: Site Plans

Description: 1) Mineral King Road Cultural Landscape District
2) Lookout Point
3) Atwell Mill
4) Cabin Cove
5) West Mineral King
6) East Mineral King

Copies can be obtained from the Pacific West Region Cultural Landscapes Inventory Coordinator or the Sequoia and Kings Canyon National Park sResources Manager.

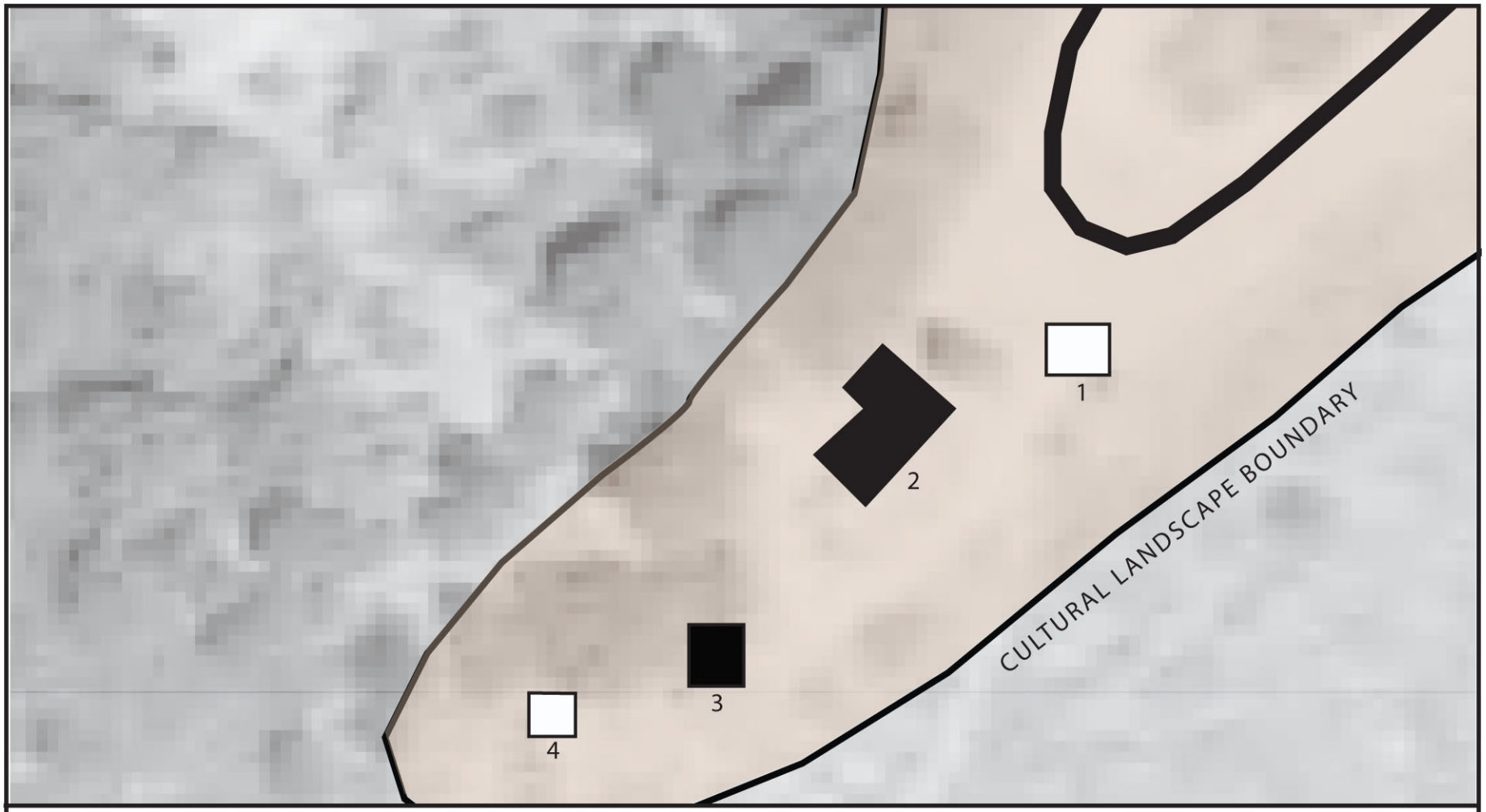
Title: Supplemental Maps and Matrices for the Mineral King Road Cultural Landscape District CLI

Description: This document includes detailed maps and charts providing additional data for the following landscape features: 1) specimen trees, 2) rock cuts, 3) cabin community buildings, 4) culverts, 5) road paving and watering troughs, 6) turnouts, 7). views and vistas, 8) retaining walls, and 9) Plat Maps. A copy can be obtained from the Pacific West Region Cultural Landscapes Inventory Coordinator or the Sequoia and Kings Canyon National Park Resources Manager.



SITE PLAN

Mineral King Road Historic District



LOOKOUT POINT

Contributing Feature

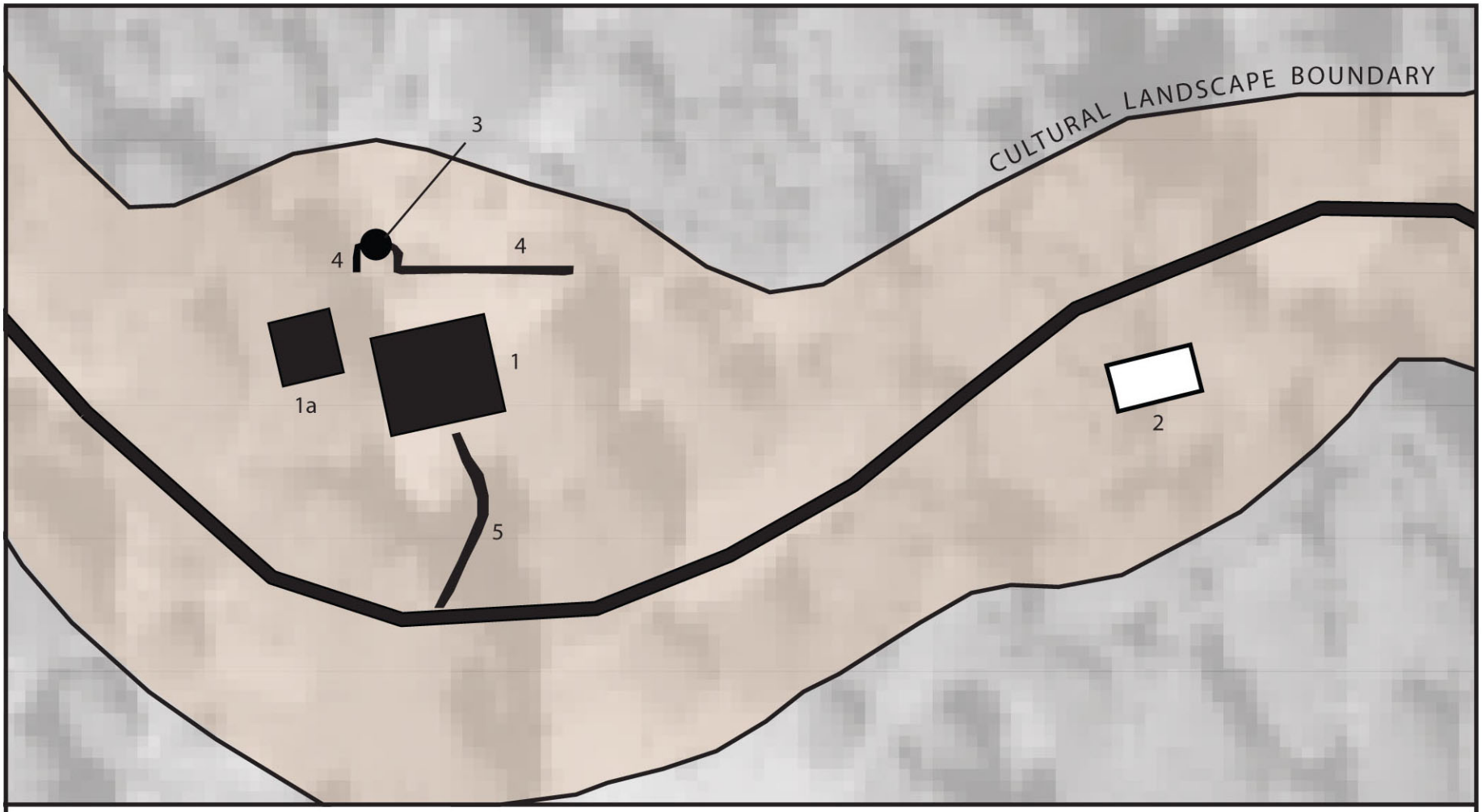
Non-Contributing Feature

Mineral King Road

North

Not to scale

1 Lookout Point Comfort Station
2 Lookout Point Ranger Station, '36
3 Lookout Point Garage, '36
4 Lookout Point Photovoltaic Array



ATWELL MILL

Contributing Feature

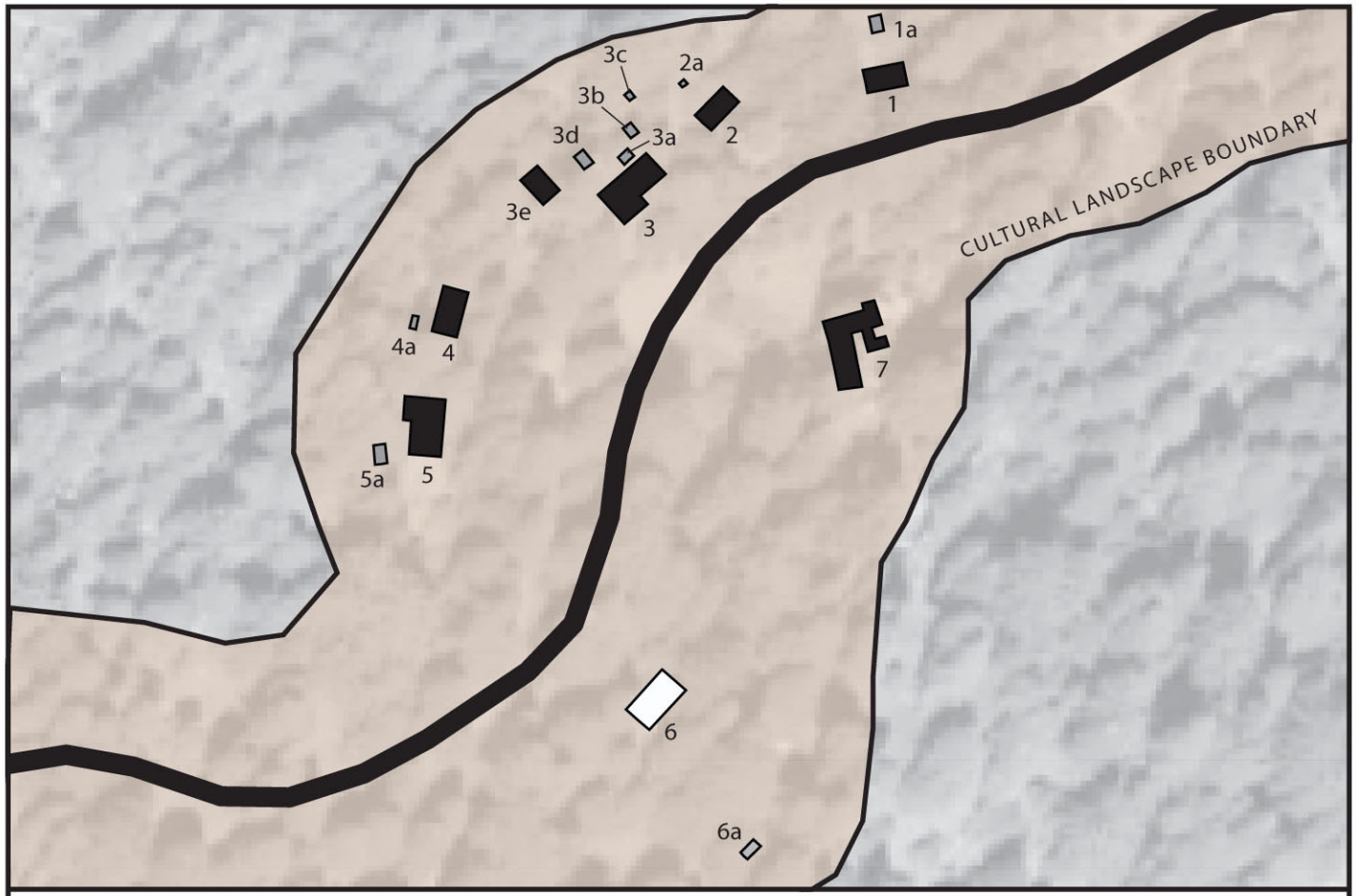
Non-contributing Feature

Mineral King Road

North

Not to scale

1 Atwell Mill Ranger Station, '34
1a Atwell Mill Ranger Station Garage, '28
2 Alles Cabin, 1901
3 Atwell Mill Cold Cellar
4 Upper Retaining Wall
5 Lower Retaining Wall and Steps



CABIN COVE

North

Not to scale

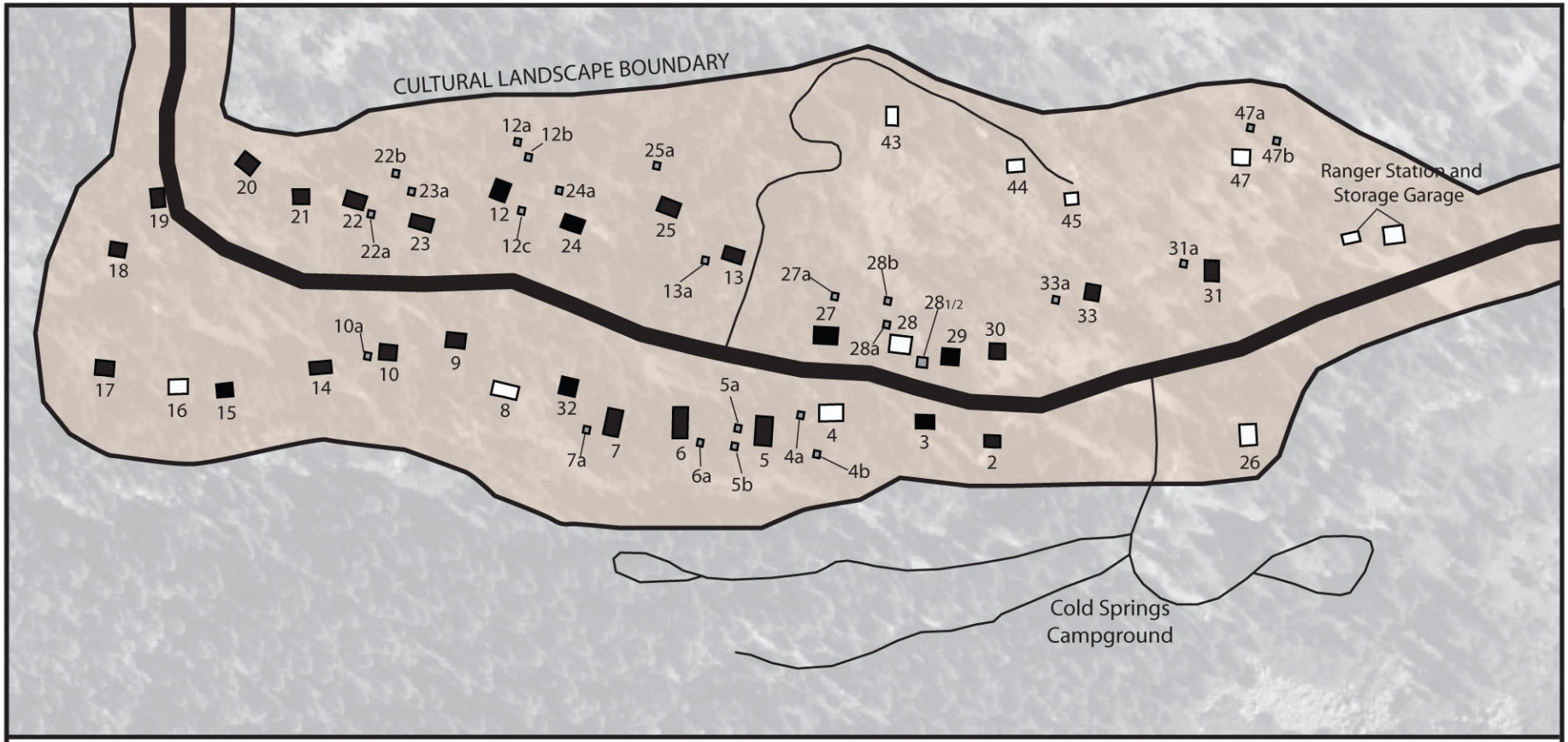
Contributing Feature

Non-contributing Feature

Outbuilding (Undocumented)

Mineral King Road

1 Thomas Cabin,'30's
1a Guest Cabin
2 Jordan Cabin,'30's
2a Outhouse
3 Crowe Cabin,'30's
3a Storage Shed 1
3b Storage Shed 2
3c Storage Shed 3
3d Storage Shed 4
3e Guest Cabin
4 Johann Cabin,'30's
4a Storage Shed
5 Rogers Cabin,'30's
5a Storage Shed
6 Hanggi Cabin,'30's
6a Storage Shed
7 Adney Cabin,'30's



WEST MINERAL KING

North

Not to scale

Contributing Feature

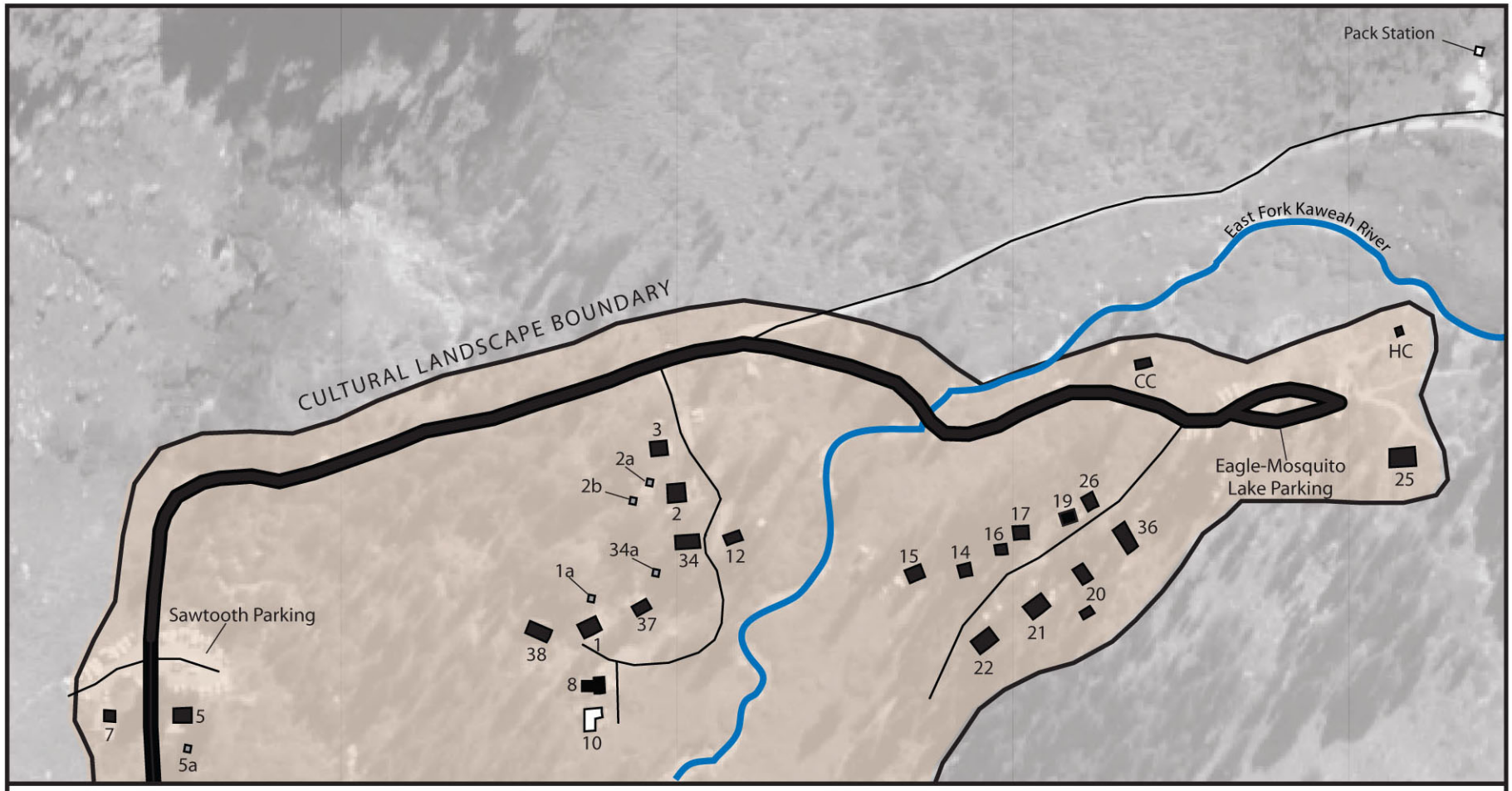
Non-contributing Feature

Outbuilding (Undocumented)

Mineral King Road

Unpaved Road

2 Davis Cabin,'20
2a Storage Shed
3 Hengst Cabin,'27
4 Savage Cabin,'59
4a Storage Shed
4b Outhouse
5 Koontz Cabin,'16
5a Storage Shed
5b Outhouse
6 Parks Cabin,'09
6a Storage Shed
7 Reynolds Cabin,'23
7a Storage Shed
8 Matoon Cabin,'23
9 Dungan Cabin,'23
10 Koch Cabin,'26
10a Outhouse
12 Willard Cabin,'23
12a Outhouse
12b Storage Shed
12c Guest Cabin
13 Barton Cabin,'24
13a Storage Shed
14 Asay Cabin,'25
15 Saurenman Cabin,'25
16 Wood Cabin,'25
17 Kennedy Cabin,'25
18 Bissiri Cabin,'28
19 Houk Cabin,'30
20 Whitney Cabin,'31
21 Benedict Cabin,'28
22 Becker Cabin,'29
22a Storage Shed
22b Outhouse
23 Avery Cabin,'28
23a Outhouse
24 Meyer Cabin,'26
24a Outhouse
25 Martin Cabin,'22
25a Outhouse/Tool Shed
26 Wollenman Cabin
27 Ewen Cabin,'27
27a Outhouse
28 Cochrun Cabin,'28
28a Storage Shed
28b Outhouse
281/2 Cochrun Cabin,'28
29 Deisman Cabin,'23
30 Deval Cabin,'26
31 Hayward Cabin,'28
31a Storage Shed
32 Paregien Cabin,'37
33 Stuart Cabin,'47
33a Outhouse
43 Freeman Cabin,'58
44 Neilsen Cabin,'50
45 Archer Cabin,'58
47 Bree Cabin,'57
47a Outhouse
47b Storage Shed



EAST MINERAL KING

North

Not to scale

Contributing Feature

Non-contributing Feature

Outbuilding (Undocumented)

Mineral King Road

Unpaved Road

1 Eben Pinkham Cabin, '23
1a Outhouse
2 Sellers-Lavers Cabin, '31
2a Storage Shed
2b Outhouse
3 Martin-Dula Cabin, '24
5 Barboni Cabin, '02
5a Outhouse
7 Welch Cabin, '22
8 Dungan Cabin, '12
10 Seaborn Cabin
12 Fleek Cabin, 1890
14 Cairns Cabin, '23
15 Dietz Cabin, '10
16 Davis Peterson Cabin, '22
17 Montgomery Cabin, '12
19 Hicks Cabin, '12
20 Pinkham Cabin, '33
21 Jacobsen Cabin, '08
22 Botkin Cabin, '10
25 Pinkham Cabin, '25
26 Cosart Cabin, '33
34 Peterson Cabin, '16
34a Storage Shed
36 Runciman-Polly Cabin, '06
37 Lowson Cabin, '07
38 Dungan Cabin, '35
CC Crowley Cabin, '29
HC Honeymoon Cabin, '14

Supplemental Maps and Matrices for the Mineral King Cultural Landscape Inventory.

Features:

1. Specimen Tree map and matrix

2. Rock Cut map and matrix

3. Mineral King Cabin Community Building matrix

4. Culvert map and matrix

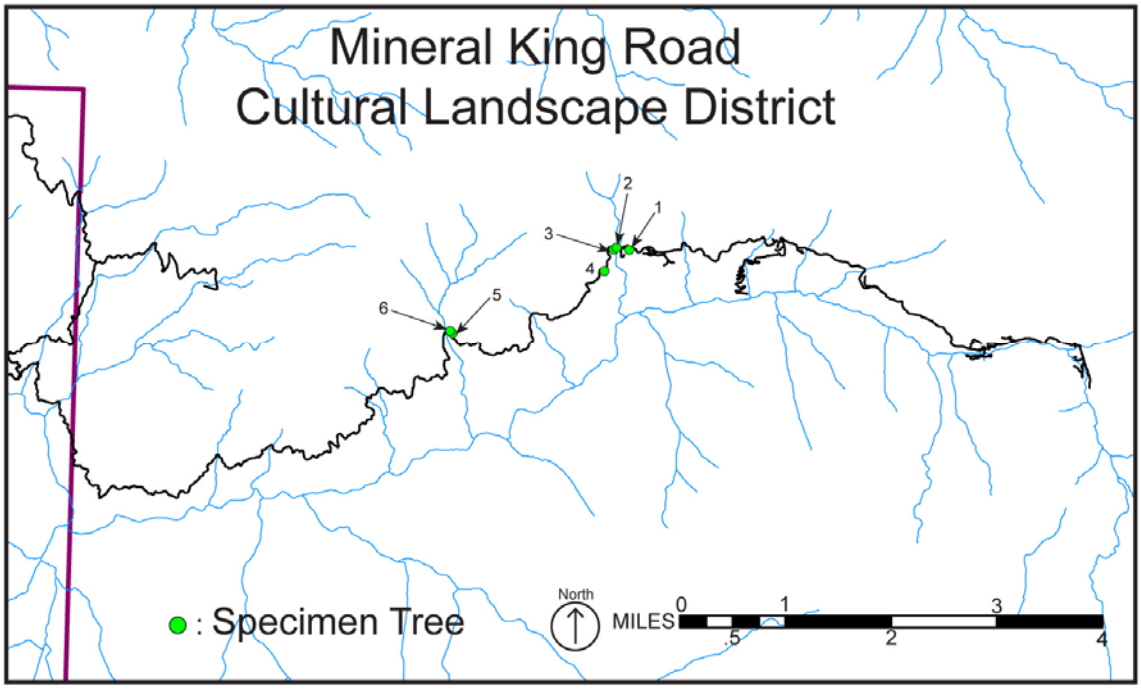
5. Road Paving and Trough map and matrix

6. Turnout map and matrix

7. View and Vista map and matrix

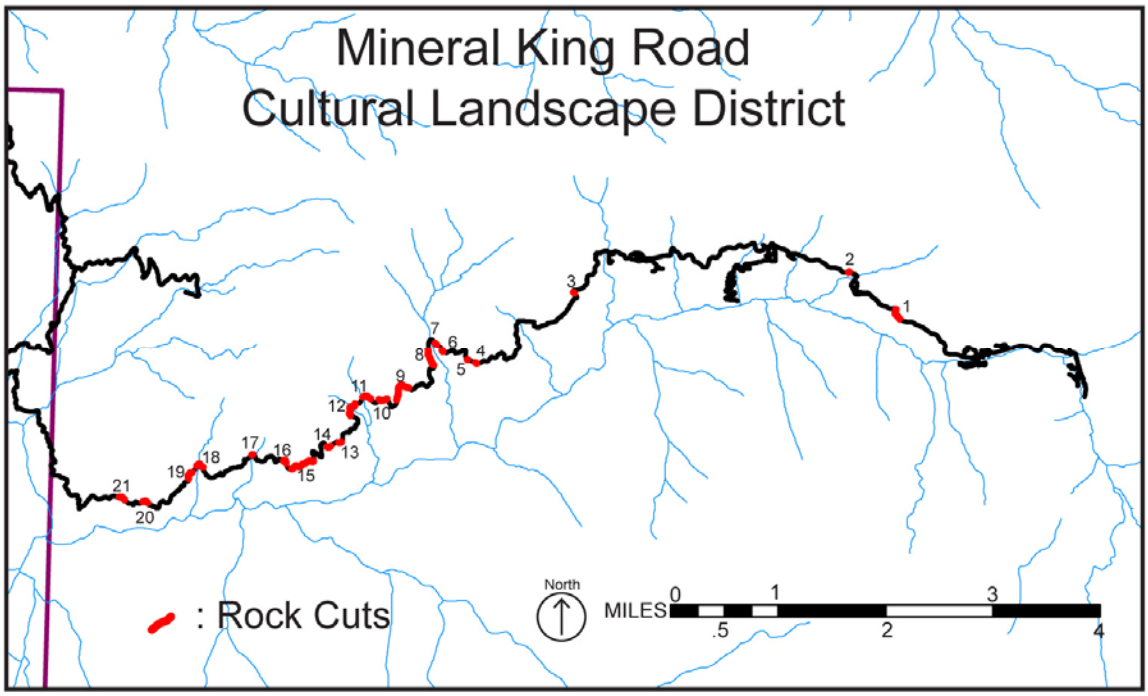
8. Retaining Wall map and matrix

9. Plat Maps of Cabin Cove, West Mineral King and East Mineral King



SPECIMEN SEQUOIA TREE MAP AND MATRIX

# (E to W)	DBH (ft) diameter at breast height	Distance from Road (ft)
1	multiple trunks, 8’	2.5’
2	11’	1'
3	14’	3'
4	15.5’	2’
5	10’	2’
6	9’	8’



ROCK CUT MAP AND MATRIX

# (E to W)	Length (ft)	Height (ft)
1	608'	5-40'
2	101'	15'
3	85'	35'
4	103'	15-20'
5	86'	15-25'
6	210'	40-50'
7	236'	10-40'
8	868'	18-40'
9	1,223'	20-50'
10	425'	30-35'
11	440'	20-25'
12	842'	30'
13	159'	35'
14	176'	25-30'
15	1,329'	20-45'
16	302'	15-25'
17	88'	15-25'
18	580'	25-45'
19	530'	25-30'
20	288'	15-25'
21	376'	10-40'

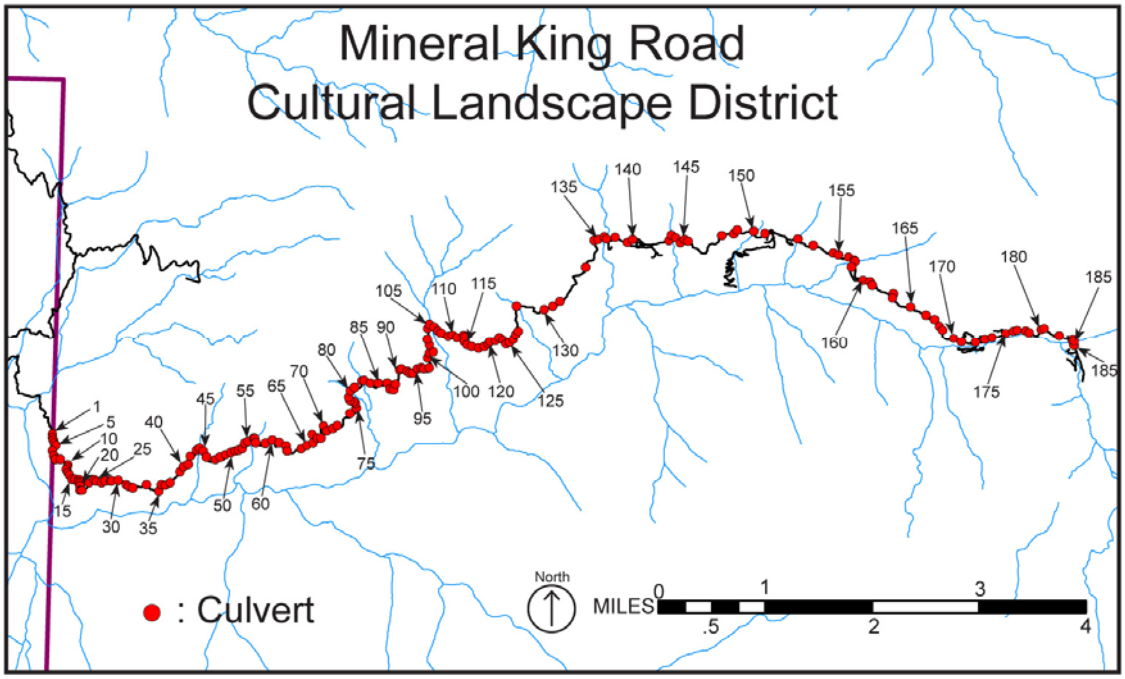
MINERAL KING CABIN COMMUNITY BUILDING MATRIX

Status	Name	Location	Common Name in 1998	Historic Names	Date Built	Exterior Dimensions (ft)	Outbuilding	Roof	Walls	Framing	Foundation
contributing	Cabin 1	EMK	Eben Pinkham Cabin	Griggs Cabin	1923, 1940	20 by 25	outhouse (1)	metal	board-and-batten	wood	wood post-on-rock
contributing	Cabin 2	EMK	Sellars-Lavers Cabin	"Doc" Redford Cabin	1931	23 by 24	shed (1)	metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 3	EMK	Martin-Dula Cabin	Roper Cabin	circa 1924;1930	20 by 24	none	metal	vertical board-and-batten	wood	
contributing	Cabin 5	EMK	Barboni Cabin	Howard Cabin	1902	14 by 26	outhouse (1)	standing seam metal	vertical board-and-batten	wood	wood post on stone and concrete
contributing	Cabin 7	EMK	Welch Cabin	Davis Cabin	1922		none	sheet metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 8	EMK	Dungan Cabin	John Smith Dungan Cabin	1912	21 by 34	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 12	EMK	Fleek Cabin	Frank Mixter Cabin	1890 (estimated)	10 by 21	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 14	EMK	Cairns Cabin	Aubrey Moffett Cabin	1923	*27 by 35	none	wood shingle	horizontal log siding	wood	wood post-on-rock
contributing	Cabin 15	EMK	Deitz Cabin	E.O. Miller/ Dickey Cabin	1910?	*36 by 38	none	wood shingle	vertical board-and-batten	wood	wood post-on-wood, concrete and rock
contributing	Cabin 16	EMK	Davis Peterson Cabin	Earl Pogue Cabin	1922	22 by 27	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 17	EMK	Montgomery Cabin		1912	18 by 30	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 19	EMK	Hicks Cabin	Alice Crowley Jackson Cabin	1912 (estimated)	*22 by 28	lean-to shed (1)	standing seam metal	vertical board-and-batten	wood	wood post-on-rock and concrete
contributing	Cabin 20	EMK	Pinkham Cabin	Mildred Moffett Cabin and Little Cabin	1933	15 by 25	cold cellar (1)	standing seam metal	shingle siding	wood	wood post-on-rock
contributing	Cabin 21	EMK	Jacobsen Cabin	Thomas A. Pogue Cabin	1908/1933	19 by 27	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 22	EMK	Botkin Cabin	Foreman Cabin	1910, 1932	15 by 24	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 25	EMK	Pinkham Cabin	Dudley Cabin	1925 (estimated)	23 by 30	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 26	EMK	Cosart Cabin	William F. Cosart Cabin	1933	16 by 45	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 34	EMK	Peterson Cabin	John Thompson Cabin	1916	17 by 34	lean-to shed, outhouse (2)	wood shingle	wood shingle siding	wood	wood post-on-rock
contributing	Cabin 36	EMK	Runciman-Polly Cabin	Mt. Whitney Power Co. Cabin	1906 (estimated)	16 by 37	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 37	EMK	Lowson Cabin	Senter Cabin	1907	19 by 20	shed (1)	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 38	EMK	Dungan Cabin	Hubb's Barn	1935	17 by 42	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Honeymoon Cabin	EMK	Point Cabin		1914 (estimated)	13 by 14	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Crowley Cabin	EMK			1929/1940	18 by 37	shed (1)	wood shingle	vertical board-and-batten	wood	wood post-on-concrete
non-contributing	Cabin 10	EMK	Seaborn/Wells Cabin	Alltucker Cabin	1938	25 by 29	none	wood shingle	horizontal wood	wood	wood post-on-rock
contributing	Cabin 2	WMK	Davis Cabin	Goldman Cabin	1920	24 by 33	shed (1)	metal	vertical board-and-batten	wood	wood post on rock and wood
contributing	Cabin 3	WMK	Hengst Cabin	Dinkins Cabin	1927	20 by 32	none	standing seam metal	vertical board-and-batten	wood	wood post-on-rock and concrete
contributing	Cabin 5	WMK	Koontz Cabin	"Pappy" Hart Cabin	1916	14 by 34	shed, outhouse (2)	wood shingle	vertical board-and-batten	wood	wood post-on-rock

Status	Name	Location	Common Name in 1998	Historic Names	Date Built	Exterior Dimensions (ft)	Outbuilding	Roof	Walls	Framing	Foundation
contributing	Cabin 6	WMK	Parks Cabin	Campbell Cabin	1909	13 by 33	shed (1)	standing seam metal	vertical board-and-batten	wood	wood posts in cement piers with a partial cement foundation
contributing	Cabin 7	WMK	Reynolds Cabin	Homer Hart Cabin	1923	15 by 31	shed (1)	wood shingle	vertical board-and-batten	wood	wood posts on rock
contributing	Cabin 9	WMK	Dungan Cabin	Frank Buchanan Cabin	1923	20 by 36	none	standing seam metal	flush horizontal siding	wood	wood post-on-rock
contributing	Cabin 10	WMK	Koch Cabin	Phil Hannah Cabin	1926	*20 by 30	outhouse (1)	wood shingle	wood shingle	wood	wood post-on-rock
contributing	Cabin 12	WMK	Willard Cabin	C. J. Wilson Cabin	1923	23 by 27	guest cabin, shed, outhouse (3)	standing seam metal	vertical board-and-batten	wood	wood post on rock
contributing	Cabin 13	WMK	Barton Cabin		1924	14 by 31	shed (1)	metal and wood shingle	vertical board-and-batten	wood	stone masonry and wood post on rock
contributing	Cabin 14	WMK	Asay Cabin	Betty Berry Cabin	1925	*18 by 45	none	wood shingle	wood shingle	wood	wood post-on-rock
contributing	Cabin 15	WMK	Saurenman Cabin	Bates-Bell-Black Cabin	1925	18 by 30	none	wood shingle	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 17	WMK	Kennedy Cabin	Mann Shack	1925	14 by 31	none	metal	lapped horizontal siding	wood	wood post-on-rock
contributing	Cabin 18	WMK	Bissiri Cabin	Buckthorn Lodge	1928	15 by 32	none	standing seam metal	shingle siding	wood	wood post-on-rock
contributing	Cabin 19	WMK	Houk Cabin	Anderson Cabin	circa 1930	22 by 24	none	standing seam metal	vertical and horizontal board-and-batten	wood	wood post-on-rock
contributing	Cabin 20	WMK	Whitney Cabin		1931		none	standing seam metal	board-and-batten and overlapping horizontal siding	wood	wood post on rock
contributing	Cabin 21	WMK	Benedict Cabin	Bill Osborne Cabin	1928, 1930	24 by 25	none	wood shingle	T1-11 vertical siding and bead board	wood	stone base
contributing	Cabin 22	WMK	Becker Cabin		1929	*30 by 30	outbuilding, outhouse (2)	standing seam metal roof (was shake)	wood shingle	wood	wood post-on-rock
contributing	Cabin 23	WMK	Avery Cabin	Frank Eggers Cabin	1928	*21 by 28	outhouse (1)	standing seam metal	lapped horizontal siding	wood	wood post on concrete
contributing	Cabin 24	WMK	Meyer Cabin	Wren Cabin	1926	22by 24	outhouse (1)	standing seam metal	vertical board-and-batten	wood	wood post on concrete piers
contributing	Cabin 25	WMK	Martin Cabin	Brown Cabin	1922	12 by 32	outhouse (1)	wood shingle (was steel)	vertical board-and-batten	wood	wood post on rock
contributing	Cabin 27	WMK	Ewen Cabin/Cattle Camp	Hester Cabin	1927	23 by 37	shed, outhouse (1)	corrugated steel	vertical board-and-batten	wood	wood post-on-concrete
contributing	Cabin 29	WMK	Deisman Cabin	Kavine Cabin, Fieldheim (Mountain Home)	1923	17 by 21	none	corrugated steel	vertical board-and-batten	wood	wood post-on-rock
contributing	Cabin 30	WMK	Devol Cabin	Coole Cabin	1926	22 by 30	none	wood shake	shingle siding	wood	wood post-on-concrete
contributing	Cabin 31	WMK	Hayward Cabin	Pennebaker Cabin	1928	14 by 44	shed (1)	metal	lapped horizontal siding	wood	wood post-on-concrete
contributing	Cabin 32	WMK	Paregien Cabin		1937	18 by 35	none	standing seam metal (was wood shingle)	flush horizontal siding	wood	wood post-on-concrete
contributing	Cabin 33	WMK	Stuart Cabin		1947	19 by 34	outhouse (1)	standing seam metal	vertical board-and-batten	wood	wood post-on-concrete
non-contributing	Cabin 4	WMK	Savage Cabin		1959	21 by 39	shed, outhouse (2)	wood shingle	vertical board-and-batten	wood	concrete block
non-contributing	Cabin 8	WMK	Mattoon Cabin	Lovelace Hart Cabin	1923	22 by 28	none	standing seam metal	plywood (was vertical board-and-batten)	wood	wood post-on-rock
non-contributing	Cabin 16	WMK	Woodshed or Wood Cabin	Gray Cabin	1925	28 x 37	none	standing seam metal	shingle and board-and-batten	wood	wood post-on-rock

Status	Name	Location	Common Name in 1998	Historic Names	Date Built	Exterior Dimensions (ft)	Outbuilding	Roof	Walls	Framing	Foundation
non-contributing	Cabin 26	WMK	Wollenman Cabin	Jordan Cabin	1923	*35 by 40	none	wood shingle	flush wood siding	wood	
non-contributing	Cabin 28	WMK	Cochrun Cabin	C. J. Hammer Cabin	1928/1969	16 by 33	shed, outhouse (2)	corrugated metal	vertical board-and-batten	wood	wood post-on-concrete
non-contributing	Cabin 28 1/2	WMK				14 by 16	none	corrugated metal	log siding with bark	wood	wood post on concrete piers
non-contributing	Cabin 43	WMK	Freeman Cabin	Relatives Roost	1958	28 by 45	none	wood shingle	flush wood siding	wood	stone foundation
non-contributing	Cabin 44	WMK	Nielsen Cabin	Nielsen Sandidge Cabin	1950	18 by 36	shed (1)	wood shingle	board-and-batten	wood	wood post on concrete and wood post on rock
non-contributing	Cabin 45	WMK	Archer Cabin		1958	20 by 30	outhouse (1)	wood shingle	horizontal tongue and groove siding	wood	concrete
non-contributing	Cabin 47	WMK	Bree Cabin		1957	24 by 26	shed, outhouse (2)	wood shingle	vertical board-and-batten	wood	wood post-on-concrete
contributing	Cabin 1	Cabin Cove	Thomas Cabin		1930s	15 by 24	guest cabin (1)	wood shingle	vertical board-and-batten	wood	wood post on concrete piers
contributing	Cabin 2	Cabin Cove	Jordan Cabin		1930s	12 by 24	outhouse (1)	wood shingle	vertical board-and-batten	wood	
contributing	Cabin 3	Cabin Cove	Crowe Cabin		1930s	*24 x 36	4 sheds, guest cabin (5)	wood shingle	horizontal shiplap siding	wood	wood post and mortared stone
contributing	Cabin 4	Cabin Cove	Johann Cabin		1930s	16 by 33	none	wood shingle	vertical board-and-batten	wood	concrete
contributing	Cabin 5	Cabin Cove	Rogers Cabin		1930s	* 26 by 36	2 sheds (2)	wood shingle	vertical board-and-batten	wood	wood post on rock
contributing	Cabin 7	Cabin Cove	Adney Cabin		1930s	* 34 by 51	none	standing seam metal	vertical board-and-batten	wood	wood post on rock
non-contributing	Cabin 6	Cabin Cove	Hanggi Cabin		1930s	20 by 55	shed	wood shingle	vertical board-and-batten	wood	wood post on rock

* Asterisk signifies that building has irregular form. Dimensions listed for these structures utilize projected lines that encompass the irregular building envelope.



CULVERT MAP AND MATRIX

# (W to E)	Headstone Material	Pipe	Condition	Diameter (inches)
1	earth	Corrugated metal pipe (cmp)	fair	24
2	earth	cmp	poor	12
3	earth	cmp	poor	14
4	mortared stone	cmp	fair	12
5	earth	metal	fair	18
6	earth	cmp	poor	12
7	dry-stone	metal	good	18
8	dry-stone	metal	fair	18
9	dry-stone	cmp	poor	12
10	earth	cmp	good	18
11	earth	cmp	fair	12
12	dry-stone	cmp	fair	14
13	concrete	cmp	good	12
14	dry-stone	cmp	good	18
15	earth	cmp	fair	18
16	dry-stone and earth	metal	good	18
17	earth	cmp	poor	18
18	dry-stone	cmp	fair	18
19	earth	cmp	poor	
20	earth	cmp	fair	12
21	dry-laid concrete	metal	fair	14
22	dry-laid concrete	cmp	poor	12
23	earth	cmp	fair	12
24	dry-stone	cmp	good	18
25	earth	cmp	good	12
26	earth	cmp	poor	12
27	concrete	cmp	poor	12
28	dry-stone	cmp	good	18

29	earth	cmp	poor	12
30	earth	cmp	fair	12
31	dry-stone	cmp	fair	12
32	earth	cmp	fair	12
33	earth	cmp	poor	12
34	earth	cmp	poor	12
35	earth	cmp	good	12
36	earth	cmp	fair	12
37	dry-stone	cmp	fair	12
38	earth	cmp	fair	16
39	dry-stone	cmp	good	12
40	earth	cmp	good	16
41	earth	cmp	fair	12
42	earth	cmp	good	12
43	earth	cmp	fair	12
44				
45	dry-stone	cmp	good	12
46	earth	cmp	fair	16
47	earth	cmp	fair	12
48	earth	cmp	good	18
49	earth	cmp	fair	12
50	earth	cmp	fair	12
51	earth	cmp	fair	12
52	dry-stone	cmp	good	12
53	dry-stone	cmp	good	12
54	earth	cmp	poor	12
55	earth	cmp	fair	12
56	dry-stone	cmp	good	30
57	earth	buried	poor	buried
58	dry-stone	cmp	good	12
59	dry-stone	cmp	fair	12
60	earth	cmp	good	12
61	dry-stone	cmp	fair	16
62	earth	cmp	good	16
63	earth	cmp	poor	12
64	earth	buried	poor	buried
65	earth	cmp	fair	16
66	earth	cmp	poor	12
67	earth	cmp	good	18
68	earth	cmp	poor	buried
69	earth	cmp	poor	buried
70	earth	cmp	fair	18
71	earth	cmp	poor	buried
72	earth	cmp	poor	buried
73	earth	cmp	poor	16
74	earth	cmp	fair	12
75	earth	cmp	poor	buried
76	earth	cmp	good	16
77	dry-stone	cmp	fair	18
78	earth	cmp	fair	18
79	earth	cmp	fair	16
80	earth	cmp	good	18
81	dry-stone	cmp	good	24
82	dry-stone	cmp	good	24
83	dry-stone	cmp	fair	18
84	earth	cmp	poor	buried

85	earth	cmp	good	18
86	dry-stone	cmp	good	24
87	earth	cmp	poor	buried
88	dry-stone	cmp	fair	16
89	earth	cmp	fair	16
90	dry-stone	cmp	fair	18
91	earth	cmp	fair	16
92	earth	cmp	fair	18
93	earth	cmp	poor	buried
94	dry-stone	cmp	fair	16
95	dry-stone	cmp	good	16
96	dry-stone	cmp	poor	buried
97	dry-stone	cmp	poor	buried
98	dry-stone	cmp	fair	16
99	earth	cmp	fair	20
100	earth	cmp	fair	18
101	earth	cmp	fair	12
102	earth	cmp	poor	buried
103	earth	cmp	good	16
104	earth	cmp	good	16
105	dry-stone	cmp	good	48
106	dry-stone	cmp	good	12
107	earth	cmp	fair	12
108	earth	cmp	fair	12
109	earth	cmp	fair	12
110	earth	overgrown	fair	overgrown
111	earth	cmp	good	12
112	dry-stone	cmp	good	24
113	earth	cmp	poor	
114	earth	buried	poor	buried
115	earth	cmp	fair	16
116	earth	buried	poor	buried
117	earth	cmp	fair	12
118	earth	cmp	fair	12
119	earth	cmp	good	16
120	dry-stone	buried	poor	buried
121	earth	cmp	good	12
122	dry-stone	cmp	good	12
123	earth	cmp	good	16
124	dry-stone	cmp	fair	12
125	dry-stone	cmp	fair	16
126	earth	cmp	poor	12
127	earth	buried	poor	buried
128	earth	buried	poor	buried
129	earth	cmp	good	36
130	dry-stone	buried	poor	buried
131	dry-stone	cmp	fair	16
132	earth	cmp	good	16
133	earth	cmp	good	18
134	earth	cmp	good	36
135	earth	cmp	good	12
136	dry-stone	cmp	good	36
137	earth	cmp	fair	10
138	earth	cmp	fair	12
139	earth	cmp	good	16
140	earth	cmp	fair	10

141	earth	cmp	fair	12
142	mortared stone	cmp	good	30
143	earth	cmp	fair	12
144	earth	cmp	fair	16
145	earth	buried	poor	buried
146	earth	buried	poor	buried
147	dry-stone	cmp	good	18
148	earth	cmp	good	12
149	earth	cmp	good	24
150	dry-stone	cmp	good	24
151	dry-stone	cmp	good	30
152	earth	cmp	good	30
153	mortared stone	cmp	fair	30
154	earth	metal	poor	18
155	earth	metal	good	16
156		overgrown		overgrown
157	dry-stone	cmp	good	16
158	dry-stone	metal	good	60
159	earth	cmp	fair	16
160	earth	cmp	poor	10
161	earth	cmp	fair	24
162	earth	cmp	good	24
163	dry-stone	cmp	good	42
164	earth	cmp	fair	12
165	mortared stone	cmp	good	30
166	earth	cmp	good	30
167	earth	cmp	good	20
168	earth	cmp	fair	12
169	dry-stone	metal	good	18
170	earth	metal	fair	20
171	mortared stone	cmp	poor	18
172	mortared stone	cmp	good	18
173	mortared stone	cmp	fair	16
174	mortared stone	cmp	fair	20
175	mortared stone	cmp	good	24
176	mortared stone	cmp	good	20
177	mortared stone	cmp	good	24
178	mortared stone	cmp	good	24
179	dry-stone	cmp	good	30
180	mortared stone	cmp	fair	24
181	mortared stone	cmp	fair	42
182	mortared stone	cmp	fair	24
183	dry-stone	cmp	good	102
184	mortared stone	cmp	fair	42
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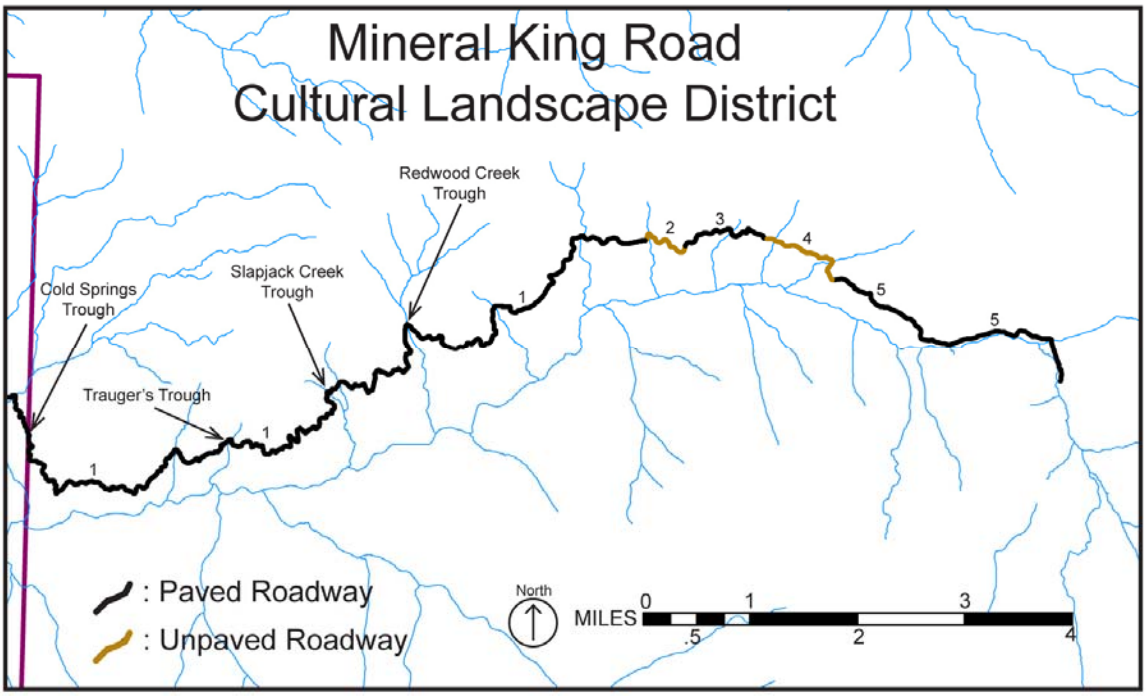
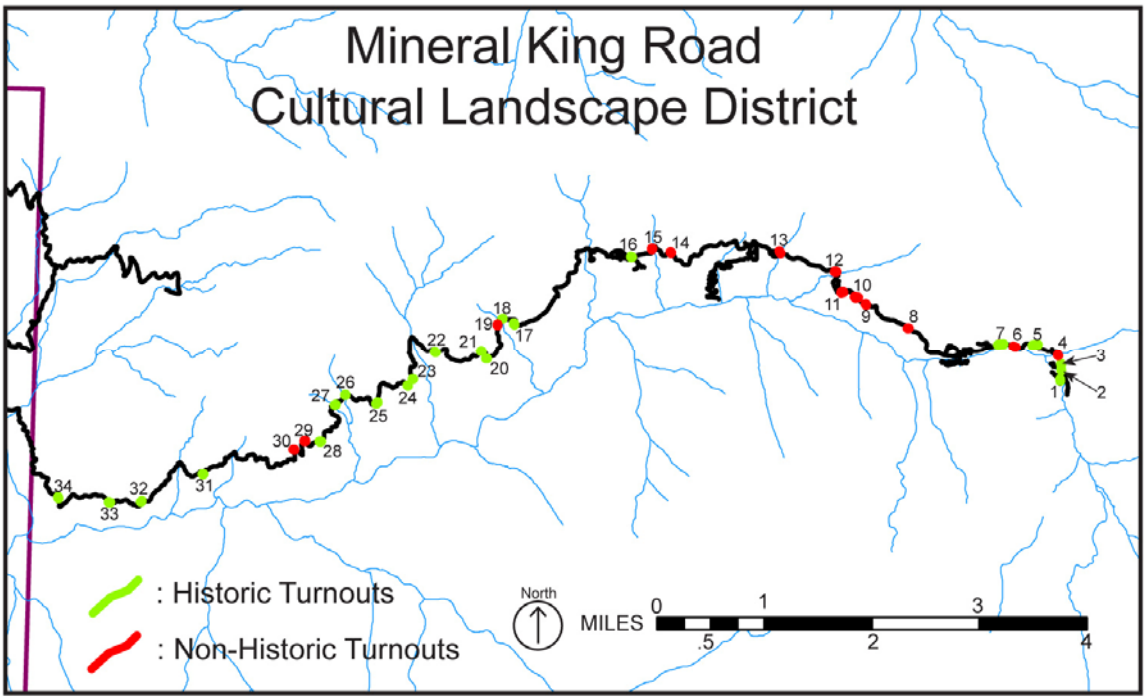
186	dry-stone	cmp	fair	20



ROAD PAVING MAP AND MATRIX

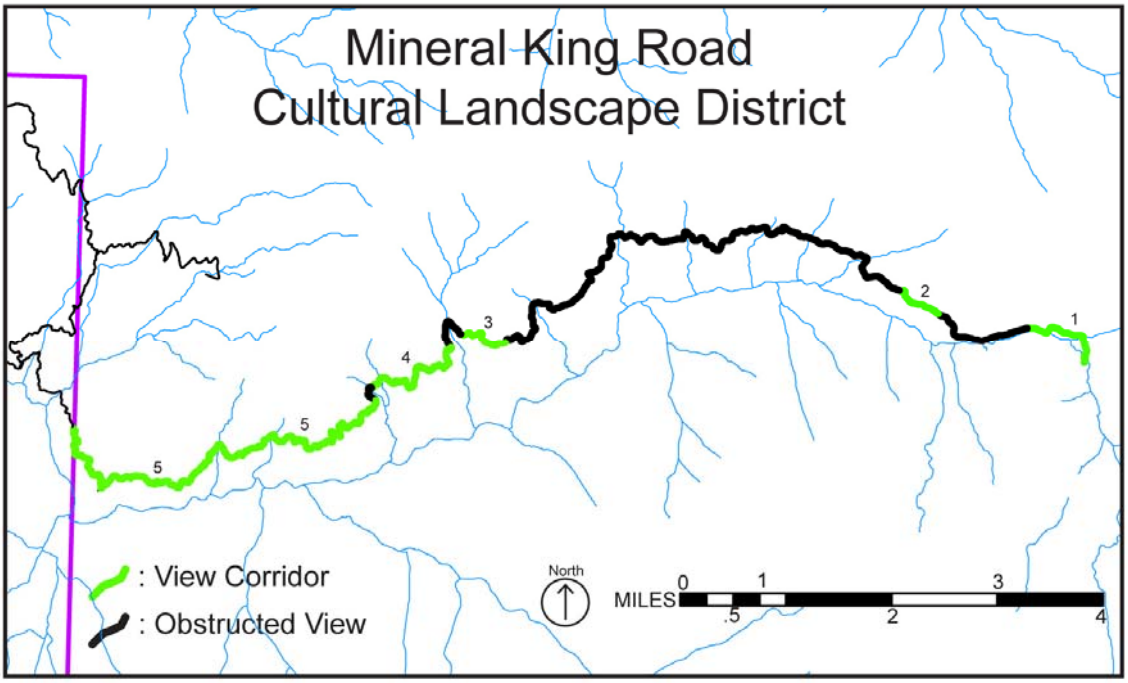
# (W to E)	Roadbed Material	Distance (miles)
1	asphalt/ oil slurry	9.6
2	dirt	0.6
3	asphalt/ oil slurry	1.0
4	dirt	0.9
5	asphalt/ oil slurry	2.7



TURNOUT MAP AND MATRIX

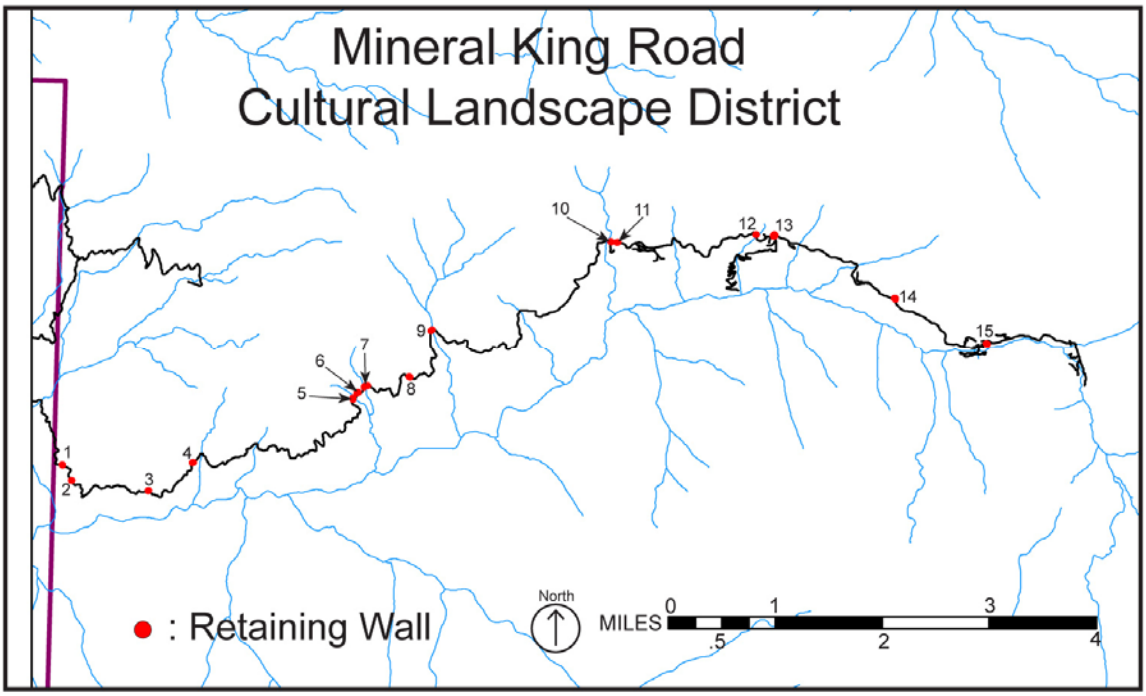
# (E to W)	Historic	Condition	Length	Width	Surface	Associated With	Shape	Side of Road
1	yes	good	40'	8'	dirt	meadow	lens	
2	yes	good	75'	20'	dirt	meadow, driveway to corral	lens	fill
3	yes	good	41'	10'	dirt	meadow	lens	cut
4	no	good	27'	6'	dirt	meadow	lens	cut
5	yes	good	58'	22'	dirt	trail, meadow, cabin community	lens	cut
6	no	good	118'	13'	dirt	river, meadow	elongated	fill
7	yes	good	68'	9'	gravel	mountain, meadow	elongated	cut
8	no	good	58'	7'	dirt	view, outside edge turn	elongated	fill
9	no	fair	82'	12'	dirt	none	elongated	cut
10	no	good	170'	24'	dirt	none, staging area	lens	fill
11	no	good	118'	35'	dirt	none, staging area	lens	cut
12	no	good	100'	12'	dirt	none, staging area	lens	cut
13	no	good	46'	10'	dirt	none	lens	cut
14	no	good	64'	7'	dirt	none	lens	cut
15	no	good	55'	6'	dirt	none	lens	cut
16	yes	good	66'	12'	dirt	Hockett trailhead	lens	cut
17	yes	good	70'	8'	dirt/some asphalt	exterior edge turn, view	lens	fill
18	yes	good	74'	14'	asphalt	interior edge sharp turn	lens	cut
19	no	good	84'	11'	asphalt	none	lens	fill

20	yes	good	41'	12'	dirt	obstructed view, outside edge of sharp turn	lens	fill
21	yes	good	45'	8'	dirt	inside edge sharp turn	lens	cut
22	yes	fair	66'	16'	dirt	view, outside edge turn	lens	fill
23	yes	good	84'	10'	asphalt	view, outside edge turn	elongat ed	fill
24	yes	fair	74'	12'	dirt	staging area, entrance to picnic area, helicopter pad, view	lens	fill
25	yes	fair	118'	13'	dirt w asphalt	view, outside edge turn	lens	fill
26	yes	good	43'	15'	dirt	across from Slapjack, maybe parking for old ranger station	lens	fill
27	yes	good	75'	16'	dirt and asphalt	view, outside edge turn	lens	fill
28	yes	good	76'	15'	dirt	view, outside edge turn	lens	fill
29	no	fair	79'	13'	dirt and asphalt	none	lens	cut
30	no	fair	72'	14'	dirt and asphalt	none	lens	cut
31	yes	good	56'	10'	dirt	view, outside edge turn	lens	fill
32	yes	good	80'	9'	asphalt	widened corner	lens	fill
33	yes	fair	75'	17'	asphalt	view, outside edge turn, staging area	lens	fill
34	yes	good	70'	10'	dirt	obstructed view, outside edge of sharp turn	lens	fill



VIEW AND VISTA MAP AND MATRIX

# (E to W)	Designed or Incidental View	Range of View (degrees)	View Point or Corridor	Length of Corridor (ft)
1	incidental	360	corridor	4,471
2	incidental	90-180	corridor	2,470
3	incidental	180-270	corridor	2,732
4	incidental	180-270	corridor	6,719
5	incidental	180-270	corridor	24,619

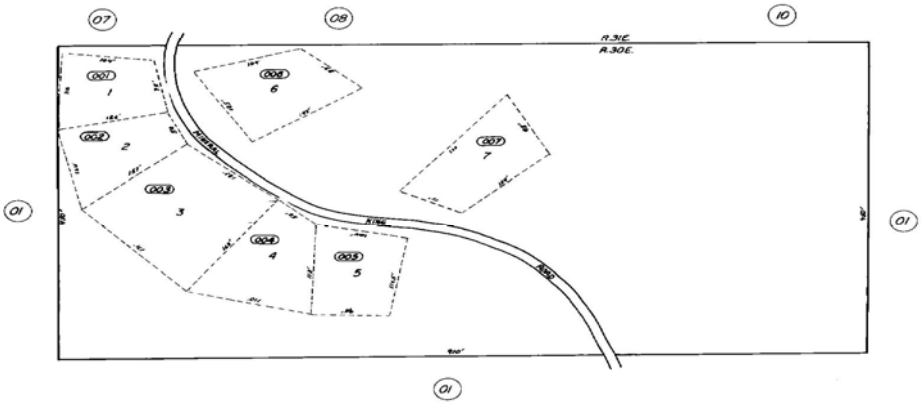


# (W to E)	Length (ft)	Height (ft)	Material	Condition	Associated with Culvert Outlet
1	18'	1-2.5'	dry-laid stone	fair	yes
2	20'	1.5-3.5'	dry-laid stone	fair	yes
3	23'	2-12'	dry-laid stone, dry-laid concrete	poor	yes
4	52'	3-10'	dry-laid stone, dry-laid concrete	good	yes
5	145'	5-18'	dry-laid stone	fair	yes
6	148'	5-20'	dry-laid stone	good	yes
7	138'	3-15'	dry-laid stone	fair	yes
8	38'	10-40'	dry-laid stone	fair	yes
9	87'	12-24'	dry-laid stone	good	yes
10	232'	2-4'	dry-laid stone	good	no
11	150'	1.5-10'	dry-laid stone	fair	no
12	35'	1.5-4'	dry-laid stone	good	yes
13	45'	8-20'	dry-laid stone	good	yes
14	108'	3-4'	dry-laid stone	good	no
15	90'	10-20'	dry-laid stone	good	yes

POR. NE¼ SEC. 12 T.17S., R.30E., M.D.B. & M.

TAX CODE AREA 146-002

070-010-08



CABIN COVE TRACT, (U.S. GOV'T) UNREC.

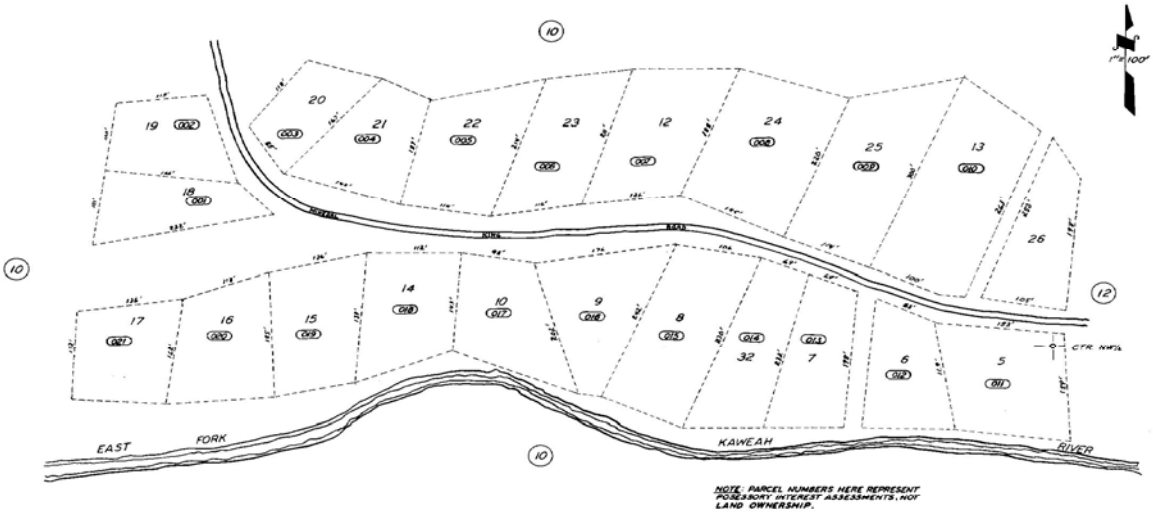
ASSESSOR'S MAPS BK. 70, PG.
COUNTY OF TULARE, CALIF.

NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
ASSESSOR'S PARCEL NUMBERS SHOWN IN CIRCLES

POR. NW¼ OF NW¼ & SW¼ OF NW¼ SEC. 16, T.17S., R.31E., M.D.B. & M.

TAX CODE AREA 146-002

070-100-12



NOTE: PARCEL NUMBERS HERE REPRESENT POSSESSORY INTEREST ASSESSMENTS, NOT LAND OWNERSHIP.

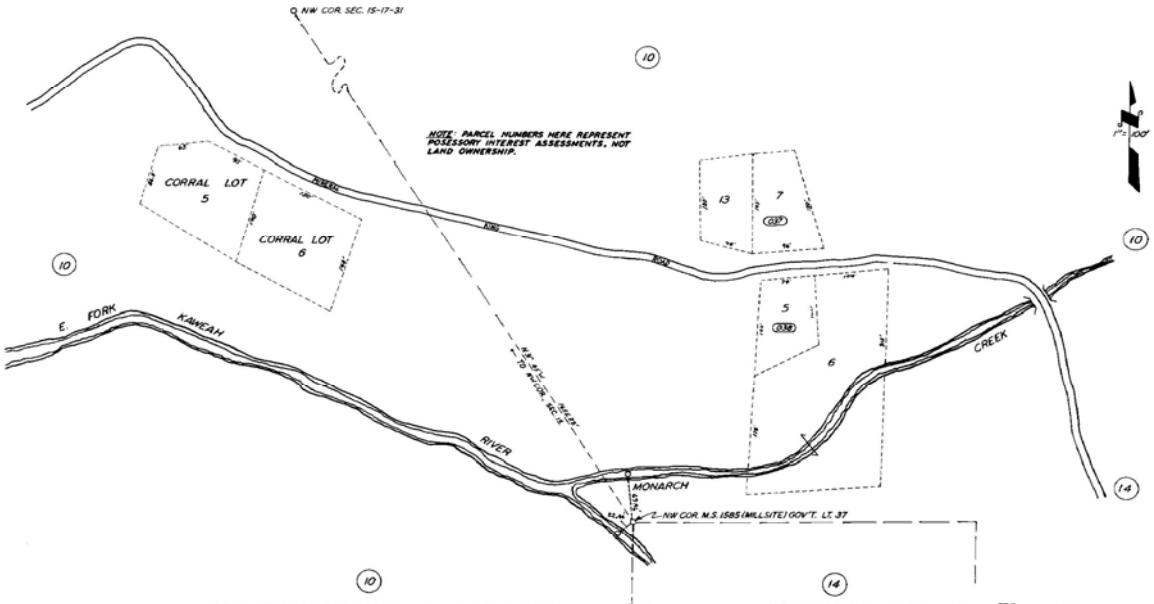
POR. W. MINERAL KING TRACT, (U.S. GOV'T) UNREC. ASSESSOR'S MAPS BK. 70, PG.
COUNTY OF TULARE, CALIF.

NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
ASSESSOR'S PARCEL NUMBERS SHOWN IN CIRCLES

070-100-12

TAX CODE AREA
146-002

POR. NW1/4 SEC. 15 T.17S., R.31E., M.D.B. & M.



POR. EAST MINERAL KING TRACT, (U.S. GOV'T) UNREC.

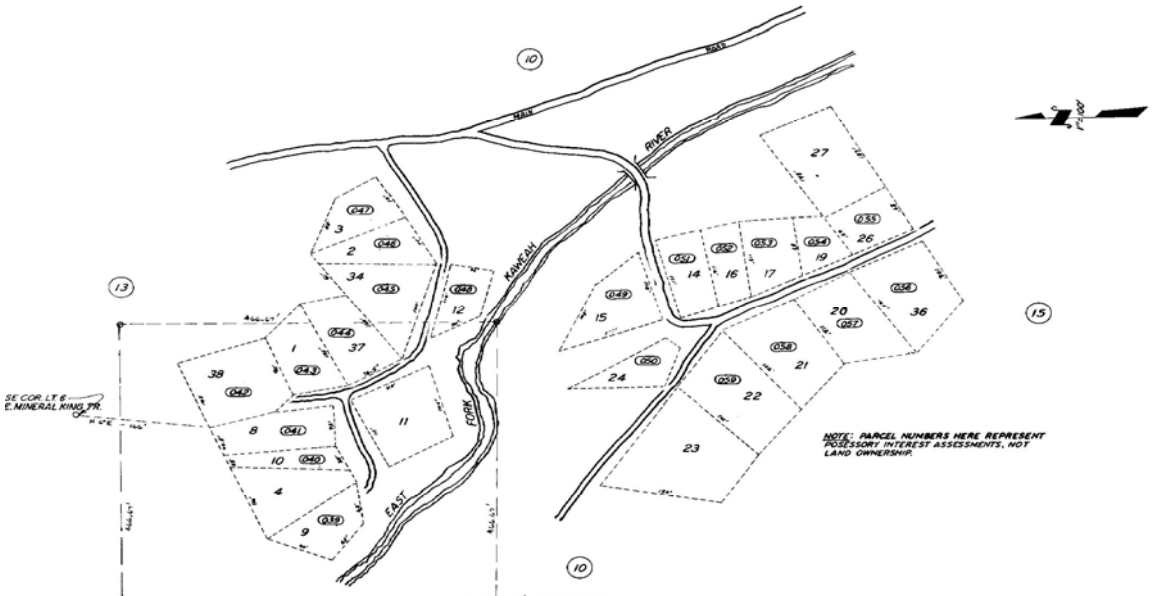
ASSESSOR'S MAPS BK. 70, PG.
COUNTY OF TULARE, CALIF.

NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
ASSESSOR'S PARCEL NUMBERS SHOWN IN CIRCLES

070-100-12

TAX CODE AREA
146-002

POR. N1/2 SEC. 15, T.17S., R.31E., M.D.B. & M.



POR. EAST MINERAL KING TRACT, (U.S. GOV'T) UNREC.

ASSESSOR'S MAPS BK. 70, PG.
COUNTY OF TULARE, CALIF.

NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
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