Johnson Stage Station
Historic Structure Assessment
Gunnison, Colorado
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# Johnson Stage Station

CR 25, Gunnison County CO 81230

Historic Structure Assessment

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1.0 Introduction

The Johnson Stage Station is one of the few remaining examples of the Gunnison region’s one-time intricate trail and stage system which served Native Americans, settlers, explorers, miners and settlers. This historic stage station site occupies approximately 1.9 acres and lies along the Lake Fork branch of the Gunnison River, at the intermittent feeder waterway known as Johnson Gulch, within Gunnison County. The site is approximately 23 miles north of Lake City, CO and approximately 36 miles southwest of Gunnison, CO. The site’s cluster of small log cabins evolved from their initial stage station use into ranch buildings, as part of the historic Carr Ranch after 1890, and now rest on public lands under the care of the Bureau of Land Management (BLM). The complex survives today as four standing cabins with collapsed roofs; a partially standing blacksmith’s shop; collapsed remnants of a garage with living quarters, remnants of a small bridge and cellar; soil indentations of privy locations; an open pit structure with earth burned sides; a refuse dump; and a nearby hilltop family cemetery. Some historic fences are partially intact and various pieces of farming and milling equipment are strewn about nearby. The main activity on this settlement was from approximately 1884 to the 1930s.

This report is based upon (4) field observations. The first at a pre-project site visit March of 2015 and again in November and December of 2015, and lastly in May of 2016. Site measurements were made in December of 2015. Selective demolition was not used to verify the structural analysis and the dilapidation of the building provided viewable access of most of the structural systems.

The Johnson Stage Station has proven eligibility, but is not yet designated as a Historic Landmark by National Parks Service as of summer 2016.
1.1 Research Background / Participants

Ownership of the Johnson Stage Station was transferred from the Smock family to the Bureau of Land Management in 1997. Elizabeth Francisco, Archaeologist and Grant Contact, with Justin Abernathy, Manager, both with the Gunnison Field Office of the BLM, which manages this site, have a long and successful collaboration relationship with the Hinsdale County Historical Society (HCHS) and are joining forces once again on this project. The HCHS is the grant applicant for this Historic Structure Assessment (HSA) and both parties are providing a large breadth of historic context and information for this report.

Prior to the BLM’s involvement, the important people of this site and base for research include the original owner/builder Charlie Johnson and the Carr Family. Mr. Johnson occupied this site from approximately 1884 until his death in 1889. Nathan Carr and family moved onto the property in Mr. Johnson’s last days, took ownership after he passed, and the land stayed in the Carr family until 1967 when Nathan’s descendant Jack sold it to the Smock family.

The Historic Structure Assessment’s purpose in regards to this property is to examine and evaluate the current state of the buildings and diagnose a course of action necessary to preserve the structures and surrounding notable areas, as well as to rehabilitate one of the cabins into a usable rustic camp cabin for the BLM to allow for public use. Research, analysis, and comprehensive planning materials on the Johnson Stage Stop/Carr Ranch property have been conducted by J Reeser Architect, LLC with specific structural system analysis collaboration with Alpine Edge Engineering, LLC and site existing conditions and topography survey by All County Survey, Inc.

Due to inclement weather conditions at time of grant contract execution, the initial on-site review and consultation with Heather Baily, Historic Preservation Specialist with the State Historical Fund, was postponed until May 2016, after the initial draft of this report. In lieu of this, an initial project kick-off meeting was conducted via conference call. This call was followed up with an on-site analysis meeting, building measurements, and digital photographs during the early winter of 2015 with Jody Reeser, AIA, Stephen Jessoe, PLS and Matt Hepp, PE. Weather conditions on these days were primarily cloudy, moderately cold, with occasional wind and scattered snow showers.

The collection of research information regarding the history of the building and site was gathered through various outlets including:

- Interviews with Carr family ancestors on record in the Carr Family Archives
- Recorded Gunnison County assessor records for 1884-1894
- Historic Gunnison County Tax records for 1884-1894
- Historic photographs
- Written documentation by and verbal interviews with local historians
- Western State College thesis documents
- Historic newspaper articles, stagecoach timetables and advertisements
- Published works on regional histories
- Online historical society and government archives and publications
- Historical government surveys, reconnaissance, and treaties
- Historic U.S. land patents
- Historic pioneers’ interviews and travel guides
- Carr family archival records
- Modern maps of historical travel routes and regions

The analysis of conditions and recommendations for treatment of the Johnson Stage Station cabins have been established with respect to the following hierarchy of process:

- Identifying, retaining and preserving historic materials and features
- Protecting and maintaining historic materials and features
- Repairing historic materials and features where appropriate or necessary
- Replacing deteriorated historic materials and features where appropriate or necessary

This assessment was funded by a State Historical Fund grant award from the Colorado Historical Society.
1.2 Building Location / Site Plan or Vicinity Map

Legal Description: SW ¼ SEC 16, T47N, R3W, NMPM, Gunnison County, CO.
Street Address: Approximately 2 miles north of the intersection of Hwy 149 and Blue Mesa Road (County Rd. 25), Gunnison County (Red Bridge Area), CO
Building Location within Site: The historic cabin cluster is approximately 675 feet east of County Rd. 25 along an unmarked dirt road with a BLM access gate at the dirt road / Cnty Rd intersection.

Vicinity Map: Regional Gunnison to Lake City Map 2016 (Google Maps)
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Vicinity Map: Enlarged Regional Area, Intersection of HWY 149 to Site, 2016 (Google Maps)
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Vicinity Map: Site Overview, 2015 (Google Maps)

Vicinity Map: Township Plat Section 16, 1890 ("Johnson's Cabins" location is not accurate, "x" is more closely marked.)
Refer to attached 34x26 for enlarged version.
2.0 History and Use

2.1 Architectural Significance and Construction History

The Johnson Stage Station and Carr Ranch is a site that grew with the Gunnison Valley, and went through several iterations that reflect the broader patterns of history in the region. The site holds great significance to the history of the Gunnison Valley, being a surviving landmark of settlement before railroads in the region and evolving into a productive ranch and farm. The original buildings at the site were constructed by Charlie Johnson for his stage station needs, with bunkhouses and a saloon to support and entertain travelers who utilized his facilities. In the 1890s, when the Carr family took possession of the land, the stagecoach industry was phased out by the development of railroads in the West. The Carr family lived on the land for several generation and the land was developed as a ranch and homestead. Instead of abandoning the stage stop buildings, the Carrs renovated them as required for their ranching needs; even still, the buildings retain much of the historical character dating back to Charlie Johnson’s original construction. The site’s usage echoes the colonization and evolving prosperity of this region, and the history of the site is one with the history of the Gunnison Valley, and much of the American West as a whole.

The region of the Lake Fork Valley, part of the Gunnison River Valley, was settled by Ute Native Americans before colonization of the region by Euro-Americans. The Uncompahgre Ute in the region established a system of trails following the natural transportation corridor of the Lake Fork Valley, with feeder trails following major drainages crossing the Sapinero Mesa northeast to the Gunnison Basin and this site, and then heading west to the Uncompahgre River Valley near today’s town of Montrose, CO. When Euro-Americans began colonizing the Gunnison Valley, they followed the old Native American trails largely, likely taking them directly past the future site of Johnson’s Stage Stop and the Carr family ranch.

The Johnson Stage Station and Carr Ranch are located very near to a major intersection of the region’s east to west trail corridor and the Lake Fork branch of the Gunnison River. This intersection came to be a major crossing in the area, as it was one of the few places the river could be forded. This ford was useful to Euro-Americans as well as Native Americans, as the North Branch of the Old Spanish National Historic Trail was also thought to make use of this ford in the river. The Lake Fork Valley gained attention when gold and silver were discovered in the San Juan Mountains in the 1870s. The U.S. Government realized that it was unfeasible to prohibit prospectors from entering land where they thought that gold was present. Thus, in order to avoid conflict, the federal government created the Brunot Treaty of 1873 with Utes, which expelled the Ute American Indians from the land, placing them on a reservation. With the removal of the Natives, Euro-American miners rushed across the trails into the Lake Fork Valley. The town of Lake City was established farther upstream on the Lake Fork of the Gunnison River in 1874, and it served as a main destination for prospectors entering the valley. Trails in the area were quite rough for stagecoaches, therefore, toll road companies began efforts to provide service to the area and to refurbish the trails into graded roads more suitable for stagecoach traffic.

Until a railroad into the Lake Fork Valley was built in 1889, the dominant form of transportation in the region was the stagecoach. Several notable stage lines in the region contributed to the thriving network of this new transportation industry and these were the driving influence for many supporting stage stations to be created. The first stage line into the valley was created by Otto Mears, and other businessmen, in the town of Saguache. The Saguache and San Juan Wagon Toll Road Company was incorporated in March, 1874. The ultimate terminal of the line was Baker’s Park, specifically the town of Silverton in the San Juan Mountain Range. In order to get to Silverton from Saguache, the line had to pass near Lake City and the small stage settlement of Barnum/Allen, only a short distance from the Johnson Stage Station. The first stage into Lake City arrived in July, 1875.

Regional travel increased dramatically at this time. In 1875, the town of Ouray sprang up along the Uncompahgre River to the west of Lake City, which was also in need of graded wagon roads. Ouray was a gateway into the northern San Juan Mountains and their rich mining opportunities. During this same year, three mail stagecoaches a week ran out of Lake City towards Saguache, and another three a week ran to Silverton on three different days, according to the July 17, 1875 edition of the Silver World Newspaper. Entrepreneurs in Ouray incorporated the Ouray and Lake Fork Wagon Toll Road Company in 1876 with intention to connect Ouray to Lake City, which was quickly bought out by Otto Mears. Mears found the project too ambitious at the time and created a line from Ouray to Montrose instead. Mears later incorporated the Lake Fork and Uncompahgre Toll Road Company in September, 1877. According to Lake City’s Silver World Newspaper’s on October 5, 1878 the newly incorporated toll connected to the route first proposed from Ouray. This additional link provided service
from Ouray on to Saguache and passed by the nearby Barnum/Allen Post Office and along the Lake Fork of the Gunnison River near the future Johnson Stage Station Site. The Silver World’s article indicates that stagecoach traffic increased from three coaches a week, from Lake City to Saguache in 1875, to a coach every day in 1878. Other routes also increased to multiple times per week from Lake City, many of which also passed near the Johnson Stage Station.

As stagecoach traffic increased dramatically in the region in this late nineteenth century, it undoubtedly appeared a lucrative industry to become a part of. With the completion of the line from Ouray, an overnight stage stop was built at the mouth of Indian Creek, approximately 2 miles south of the Johnson Stage Station in 1878. The site was named the above mentioned stop of “Barnum” in memory of Lewis Barnum, and was renamed “Allen’s” when the land was bought by Civil War veteran Benjamin Franklin Allen in 1881. Realizing the need for a quality wagon road so that travel conditions were suitable for mules instead of oxen only, Otto Mears worked to build a higher quality Barnum(Allen) and Sapinero toll road in 1882. It was a long ride from Lake City to Barnum(Allen), and even longer on to Sapinero or Saguache; therefore, the site of Johnson’s Stage Stop was likely a welcomed resting place for weary travelers to stop for a drink at Johnson’s saloon.

Businessman S.T. Wicks ran the main transportation and wagon company out of Lake City in the late 1870s. Charlie Johnson worked as a teamster for Wicks in Lake City hauling freight along the developed routes. Most likely, Johnson would have often hauled freight from Lake City to Barnum, then on to Saguache, Montrose, and/or Ouray. Around 1884, Johnson retired from the freight industry, and appears to have reached the conclusion that enough traffic along the stage route existed for another station. Johnson chose a prime location along the route at the mouth of Johnson Gulch (later named after him) near the Lake Fork River ford and close to the intersection of the Ouray to Lake City and Saguache to Lake City roads to maximize traffic past or near his stage stop. The location also included a stream to provide water for animals and appeared to be good grazing and agricultural land for stable service of the stage line and travelers' animals. Johnson built a living quarters cabin, a saloon cabin, a bunkhouse cabin, and a blacksmith’s shop. It is believed there was also a small stable for the keeping of mules, oxen, and horses, that no longer exists. Johnson built on a site that was visible from the road, but set back from it. The location’s purpose was likely to minimize dust from the trail but also ensuring travelers could view his stage stop. It is apparent from tax records that Johnson earned quite a bit of money from his stage stop. In 1884, tax records indicate that the total value of the property of C.M. Johnson was $525 (later records confirm this as Charles M. Johnson). By 1889, the total value of his property was $755.

The completion of the railroad to Gunnison dramatically altered traffic patterns along the Lake Fork road system and influenced the site. The Denver and Rio Grande Railroad reached the Town of Gunnison on the 21st of June, 1881. The next year the railroad expanded its tracks west to Montrose passing north of the Johnson Stage Stop by approximately 18 miles. This section of track was near the newly created service town of Sapinero near the confluence of the Gunnison and Lake Fork Rivers. The Sapinero Station functioned as a telegraph station for the railroad initially, but grew into a main station, also drawing much of the stagecoach traffic from the Lake Fork Valley, until the Lake City branch of the railroad was completed in 1889. Goods coming in and out of the Lake Fork River Valley continued to follow old American Indian trails and toll roads from Sapinero prior to the railroad construction. These trails and toll roads lead past Charlie Johnson’s Stage Stop. Wagon roads remained the main mode of transportation in the Lake Fork Valley until 1889.

Growing ill in the late 1880s, Charlie Johnson died in 1889. The Hinsdale Phonograph newspaper out of Lake City reported, “Johnson was an old-timer and straight dealer, but he concluded to run a saloon on his ranch and this proved to be his ruin and his death.” The Carr family, who took over the property after Johnson’s death, had records that tell the tale a bit differently than the local newspaper. According to relatives of the Carr family, Johnson suffered from an inoperable cancer that left him bed-ridden in his cabin during his last days. Respite would come for Johnson in the form of whiskey from a barrel placed above his bed. The whiskey was given to Johnson at all hours through tubing with a stopper. Johnson was cared for in his last months by Nathan Carr and his family.

Nathan Carr came to the valley following the railroad and producing railroad ties. As railroad construction finally reached the Lake Fork Valley in 1889, Nathan Carr and his family came to Johnson’s Stage Station in his last months, and stayed as his caretakers until his death. The site of Johnson’s grave is uncertain. Johnson never legally owned the land on which his stage station was built, but Nathan Carr settled the land officially. The stage stop then began its next iteration as the Carr Ranch, developed largely by Nathan Carr and his sons during the 1890s. With the completion of the rail line, the Carrs were out of work as tie hacks unless they continued following
the railroad. The fertile land, abundant grazing grounds, and existing buildings of Johnson’s Stage Stop surely appeared the perfect place to build a homestead for the Carrs.

Nathan Carr was born in 1837 in Leesburg, Ohio. Carr married and moved to Kansas, where he had three sons: Dudley, Emerson, and Charles Wesley. The men of the family eventually found themselves cutting railroad ties for the Denver and Rio Grande Railroad near Salida, Colorado. As such, the Carrs then followed the rail line into the Lake Fork Valley, arriving in the area around Johnson’s Stage Stop in 1889. Upon Johnson’s death, Nathan applied for a homestead patent for two 40 acre parcels that became known as the Carr Ranch. The patent was officially granted on December 11, 1896.

When the railroad built the Lake City spur past the Johnson Stage Station in 1889 an informal station and fuel stop, referred to as a “siding” was constructed near the property and became known as “Tank Siding.” The stop was mainly a fuel stop, but occasionally delivered and received passengers and freight from the Carr Ranch. Soda water from a spring on the ranch was piped to a trough near the siding to amuse travelers. With the construction of Gunnison County Road 64 approximately ¼ mile north of the Johnson Stage Station, evidence of this railroad siding, the water tank, and the soda water pipeline were erased and remnants can no longer be seen today.

In 1892, gold was discovered near the confluence of Cebolla and Goose Creeks, which is over the hill to the east of the Johnson/Carr property. The Silver Crash of 1893 notably wrecked silver mining in most of Colorado, driving miners into the Gunnison Gold Belt in hopes of finding gold ore, which was more stable in price as it was backed U.S. currency. Mineralized veins were discovered in Johnson Gulch and into the surrounding Gunnison Basin. These discoveries meant the area saw more traffic on the railroad and from stagecoaches heading to and from mining towns. For a short period, many towns in the Gunnison Valley became boom towns and the influx of prospectors to the region helped bolster the local economy, and especially boosted the income of those in the transportation industry, such as the Carr family.

The gold rush dried up with the realization that the veins were mineralized, but devoid of gold. The Carr family staked several claims nearby their ranch in a small tributary called Poverty Gulch. This site, however, was well named considering its poor gold production. The Carr family probably profited more from the revitalized traffic along the Barnum(Allen) and Sapinero toll road than they did prospecting gold. The route was promoted as the main route into the Lake Fork Valley by local newspapers. The Dubois Chronicle stated that the Johnson Gulch route was, “a boulevard compared to other routes,” and that, “a temporary station is at the “Tank,” but passengers find Mr. Carr there to receive them.” The route from Tank Siding to the boom town of Dubois was less than four miles and about a half an hour journey. This route to the mining town was so lucrative that Nathan Carr and a Dubois businessman established “Carr and Gent” in 1894 to provide transportation from the Carr Ranch to the town of Dubois, and these businessmen also operated a small restaurant and general store in Dubois. Additionally, Nathan Carr proposed the construction of an ore treatment center on his ranch, which may have turned the area into a boomtown until miners realized there was very little gold to be found in the region outside full-scale mining operations. The Gunnison Tribune, however, reported in 1895 that, “there is serious talk of locating a town site at Gateview, a water tank on the Rio Grande branch to Lake City. The belief exists that this new town would be the principal shipping point of ore from the Goose Creek district because it is the nearest railroad station. Should the town site project materialize, Carr’s ranch would undoubtedly be utilized. Many of the prospectors are following the gold belt as far west as the Lake Fork and they are meeting with encouraging success.” In conjunction with their other business ventures, the Carr family also worked to provide lumber to the region and invested in a steam-powered sawmill and a lumber planer. The lumber planer still exists on the site, west of the blacksmith shop building.

The gold rush into the Gunnison Gold Belt finally ended by 1897 with the realization that the numbers of prospectors in the region far outweighed the amount of actual gold veins. Stagecoach traffic all but dried up, though the few travelers to the region still used Tank Siding as an informal station on the rail line. Carr then looked to other outlets to make money, and began expanding his ranching and hay raising operations. In his travel guide, published in 1885, George Crofutt stayed at Barnum (Allen) for a short period and noted that, “the country immediately adjoining is good grazing ground and scattered along the river are numerous ranches where some vegetables and small grain are to be grown, and grass gathered for hay, all of which demands good prices in the mining camps to the southward.” Crofutt seems correct in his estimation of the bounty of the land, as the Carr family prospered in ranching and agricultural endeavors when the transportation industry in the valley waned.
Nathan Carr’s son Charles married Maud Alice Weston in Gunnison in 1900 and his other son Dudley settled a nearby ranch; however, both continued to work the main family ranch until Nathan’s death in 1908. After Nathan’s death, the Carr Ranch was bequeathed to Charles. Charles and Maud had four children—Jack, Ruth, Hazel, and Bruce. Bruce never reached adulthood, and is believed to be interred near his grandfather in the Carr family cemetery near the cabins. Charles and Maud oversaw the ranch during the operation’s height between 1900 and 1930; their main crop was alfalfa. Maud was an avid gardener, growing flowers, shrubs, jasmine, and hops in the yard in front of the cabins.

Many of Johnson’s original cabins were refitted to suit the Carrs’ ranching and growing family needs, and they expanded the built environment with Cellars, in the hill behind a cabin, as well as a garage for their automobiles. In 1929 a flood wiped out a horse barn, corral, a blacksmith shop, a woodworking shop, and a vegetable garden, but spared the original cabins constructed by Charlie Johnson.

Charles Carr died in 1945, and left the ranch to his widow, Maud. Maud gave the land to her eldest son, Jack Carr, in 1951. Maud passed away in Gunnison in 1959, and was interred in the Gunnison cemetery alongside her husband Charles. Jack sold the land, as well as the stage station in 1967 to Stan and Jean Smock, who attempted to preserve the historic buildings as best they could. The land was transferred to the Bureau of Land management in 1997, which is the current manager of the land.

The history of the Johnson Stage Station and Carr Ranch is wedded with the history of the Gunnison Valley. Located strategically at a regional transportation hub, the site served as a stopping point for countless travelers, and was a focal point of colonization of the region. Even with the railroad phasing out the stagecoach industry, the site prospered due to its location in the Gunnison Gold Belt, and existed as a key part of the Gunnison Gold Rush in the 1890s. As the gold rush dwindled, the site’s transportation based economy transformed into one based on ranching, an economy which became a staple of the Gunnison Valley culture and economy even in the modern era. How the inhabitants used the site’s buildings reflect the structures’ role in the history of the region as well, evolving from a saloon and bunkhouses to an elaborate ranch complex. The Carr family, in their early history in the region, wore many hats: as prospectors, stagecoach drivers, store owners, tie hacks, loggers, ranchers, and farmers. All of these professions are united with the history of the region. The Johnson Stage Station and Carr Ranch parallel the patterns of settlement in the Gunnison Valley on a smaller scale, and substantiates this property as a historical site worthy of preservation. The distinct character of the site has been well retained over the years.
2.2 Existing Sketch Plan (RE: 8.0 for drawings at scale)
2.3 Proposed Use

The cluster of historic cabins is easily accessed by foot or horse on public lands managed by the BLM and is a short distance from the well-traveled County Rd 25, a neighboring day use picnic and parking area, as well as a small campground. The current owners of the property, the BLM, intend to keep the site open to the public; however, preservation measures are to be taken to stabilize and safeguard the existing buildings. Storm runoff control measures along Johnson Gulch are important for the future preservation of the site and are to be incorporated into the plan. Possible designated paths and informative signage and safety information is desirable around the site also to help visitors learn about the cabins and property while lessening visitor impact on the remaining structures.

The original stage station residence is here referred to as Cabin 2, the original guest bunkhouse cabin will be referred to as Cabin 3, and the newer residence, built ca.1900, will be labeled Cabin 4. Overall, Cabins 2-4 are in fair to poor condition with standing walls and collapsed roofs. Cabin 4 also has partial remnants of a collapsed entry porch. These three cabins require protection from the elements by wall and foundation improvements as well as roof system reinstallation. (In depth structure conditions are discussed throughout Section 3.0). There is a mostly fallen section of connector roof between Cabins 1 and 3 that is believed to have once been a kitchen area. Securing what is left connected at roof level and restricting access within the debris pile would allow users to observe the remnants without damaging the area. Informative plaques stating what each cabin’s purpose was and a general information site plaque near the “entry” to the site, near Cabin 1 are suggested as well.

Cabin 1, the original Saloon, has been chosen to be rehabilitated to a level of functioning as a rustic cabin for campers and day users. This building is in fair to poor condition with standing walls and a collapsed roof. It is also the most easily accessed cabin from the main dirt spur road into the site, therefore allowing users to enter and exit with minimal site impact. These reasons have led to the decision to select this cabin for rehabilitation to function as a future backcountry rustic camping cabin. The improvements for Cabin 1 are discussed at length in section 3.0.

The blacksmith shop is in very poor condition and is mostly collapsed. It has been determined to leave this partially standing structure as-is and to allow for eventual natural demise.

The privy sites appear to be safely filled in, therefore leaving them as-is and not bringing unnecessary attention to their locations is the proposed goal.

The hillside cellar is completely collapsed with some of its components within and around the original footprint of the structure. There is a fairly deep hole in the hillside at the center where the storage space of the cellar was, but is no longer protected by walls. No imposed treatments are planned.

Similar to the cellar, the garage building is completely collapsed, but with most of its components within and around the original footprint of the structure. There is also a fairly deep hole covered partially by timbers and boards within this building boundary also. Only signage would be best added to this area.

Atop the nearby knoll, located just to the south of the dirt access road, lays several Carr family grave sites. There is an existing marker stone for three people at the edge of the area; however, it is suspected that more than three bodies are interned here. The actual grave sites are not well defined, but human impact areas are noticeable in the area that should be respectfully treated as assumed graves. There are also areas of fallen fence and unknown small structures, as well as a nearby pit house or mine area. This area would be proposed to be left as-is with only the possible addition of informative signage.
3.0 Structure Condition Assessment

3.1 Site

General and Associate Landscaping Features

The focused area of the cabin cluster is located within the larger notable area of the historic Carr Ranch land. The ranch as a greater area is very rural and primarily surrounded by public BLM lands. The larger ranch property surrounding the cabin site is bordered on the west by County Rd 25 and the Lake Fork of the Gunnison River, to the north, east, and south, by mountainous BLM public lands. The cabin cluster area is set at elevation 7835 to 7840 along the south edge of a hill structure to the north toping at 8718 feet elevation, at the north edge of a meadow area set at 7800 feet elevation and to the southeast burial site knoll of approximately 7904 feet elevation. Johnson gulch comes from the east side of the site, originating up on the Sapinero Mesa region closer to County Rd 26 and traveling northwest, through the cabin site and emptying into the Lake Fork of the Gunnison River. A narrow un-named dirt road fronts the cabin site to the south and runs from the intersection of County Rd 25 to the west into the National Forest area to the east. The remains of a small bridge are scattered along the gulch to the extent that it is difficult to pinpoint what is flood debris creating soil collection areas and remains of a structure.

The vegetation on the general site area is natural grasses, sagebrush, jasmine brush, and juniper bushes prevalent throughout the area with cottonwood trees, along the edges of the gulch.

Site view from the southeast, above. Site view from the east. 

Cabin 1 has thick coverage of jasmine brush, sagebrush, and grasses growing along the east and south exterior walls and some within the building. Cabin 2 also has thick coverage of the jasmine brush, sagebrush, and grasses growing along its south and east walls as well as some within its interior. Cabin 3 has grasses and jasmine brush at its west wall and inside. Cabin 4 has a few spotty locations of jasmine brush along the west, south, and east sides, also with some coverage of brush and grasses inside.

Cabin 1:
South East Interior looking southeast.
Cabin 2:
South      West    Interior

Cabin 3:
East      Interior    West

Cabin 4:
South    North      Interior

The blacksmith shop has a large juniper bush/tree impacting its north wall and is surrounded by sage and grasses. The Cellar is closely surrounded by sagebrush with a few growing within its debris and sunken cavity into the hillside. The garage area is the most overgrown with sage, bushes, and grasses. The vegetation around the garage is so dominant that from a distance it is hard to see the structure’s remains. The open pit structure is surrounded by sage brush and grasses.
There are a number of areas of piled wood and metal debris around the site. There is a small wood fired kitchen range near Cabin 4 by Eureka Steel Range Co. of Illinois, noted as #5Z48. A large piece of equipment, believed to be the Carr Family’s wood planer, is a short distance west of the blacksmith shop. There are multiple broken fence lines within the cabin cluster area that have some standing and some fallen wood posts and wire fencing strewn about. Additionally, at the base of the hill to the southeast of the cabins lies a dry irrigation ditch, no longer in use.

Condition: Fair. The overall land of the site is natural vegetation, which is appropriate, however the vegetation adjacent to Cabin walls and inside the standing Cabins is detrimental to their preservation.

Poor. The fence lies in fragments, with few remaining posts and only part of a gate remains.

Recommendations:

It would be beneficial to mount an easily visible sign at the entrance to the site that warns visitors to be aware of open pits and unstable structures. It should also state to not enter any of these locations, stay on trails, and not to remove items from the site.

Vegetation should be carefully removed by hand tools from the exterior walls and inside the buildings. Care should be taken not to damage walls by disengaging any root matter that has grown into the walls, but rather cutting them down as much as possible and applying plant killer should resolve the problem. Natural vegetation in the way of grasses may be seeded for erosion control within new swales and on new drainage
slopes, but weed barrier, mulch, or gravel are not appropriate within the historic context and are not recommended. Maintenance measures to remove future unwanted brush will be important to keep these drainage areas and cabin buffer areas clear and working.

Small or scattered wood and metal debris should be collected from around the site to prevent tripping, slipping, and other injuries. Any materials gathered that are in condition that may be reused should be cataloged, organized and protected. Non-usable misc. site materials may be organized in a designated area on the site or removed.

The existing wood fired kitchen range on the site may be placed inside Cabin 1 for users to enjoy and use as countertop during their stay. The large piece of equipment west of the blacksmith shop should be left as-is and consideration of an information plaque to be added nearby.

The wire fencing should be removed and disposed of. Historic photos show the low height wood fence in place, thus its location and materials are known and could be reconstructed. The small entry gate lying near Cabin 1 should be repaired and reattached a new treated square 4x4 fence post installed near the original location. The gate would most likely not stand up to being hinged for regular use, but should at least be mounted for display purposes.

A new 18-24” wide pathway entering the site near Cabin 1, and routing a clear path around the site to guide visitors to each structure location would be desirable. The path should be of basic gravel, so as not to stand out visually, but to subtly guide visitors and discourage them from causing off-path damage to areas that may be sensitive to human influence or unsafe.

The BLM may want to look into water rights associated with the ditch and consider the feasibility and/or necessary rehabilitation of the ditch.

**Grading and Drainage**

The current condition of Johnson Gulch as it runs through the cabin site is not graded or structured to hold a consistent flow line. There are several locations where wood, rock, and soil debris piles have lodged in what appears to be the historic flow line and cause damming and redirection. There are young cottonwood trees that have grown in the path of the apparent historic stream flow that also block and divert water in undesirable directions.

Soil has mounded against the north exterior walls of Cabins 1, 3 and 4. These dirt mounds are evidence of several destructive floods of Johnson Gulch that have negatively impacted the buildings. Cabin 4 is perched at a higher elevation than the other cabins and therefore has more favorable drainage conditions on the north, west, and south sides. Cabins 1, 2, and 3, and the blacksmith shop are all in lower lying areas of the immediate drainage area and are more susceptible to flood and run off drainage issues. The Garage, and the Cellar are set within the northern hillside on the north side of the Gulch and most likely feel the influence of hillside surface runoff each spring season and with heavy rains, but they appear to be less likely to receive impact from the Gulch flooding.

There is an existing culvert where the dirt access road routes across the Gulch that has collapsed and appears to be barely functioning.

Site view from the southeast, above. East edge of site. Gulch between blacksmith and garage.

Condition: Poor. The flow lines of Johnson Gulch, especially during high water and flood events, are extremely problematic and one of the largest contributors to the existing site and building damage. The mounded soil adjacent to Cabin walls and inside the standing Cabins is detrimental to their preservation.
Recommendations:
Flood control measures are recommended along the banks of Johnson Gulch. This can be done with moderate size riprap installed from the toe of slope up to approximately 12” above the top of existing slope. It is recommended this bank reinforcement run from the intersection of the Gulch and dirt road to the east of the site, and through the site past the garage. Wood, soil, and rock debris should be removed from the natural flow line of the Gulch so that water does not damn and backup into the Cabin area. The trees that have grown inside the flow line of the Gulch between Cabin 4 and the Garage should also be removed so as to not block natural flows during peak run off. Any trees to the outside of the central flow line are helpful to erosion control and should remain. “Dragging” or general cleaning and refinement of the Gulch flow line would be helpful to help maintain the direction of water flow. The culvert at the dirt road crossing of the Gulch should be replaced with a new minimum 12” diameter steel culvert with gravel apron at the intake and outlets sides.

Soil debris piles should be carefully removed, by hand tools, from the exterior walls of each cabin to a depth that is just below the interior floor line. The new grading around the cabin should provide for positive drainage away from the walls for at least 5’, 10’ preferable where possible. A new swale will need to be created along the east side of Cabins 1 and 3 to allow and surface or Gulch flow to direct away from the walls and outlet to both the north and south of the site away from buildings.

Parking
This is a foot and horseback access only site. There is a nearby parking and day use area approximately ½ mile north of the site.

Archaeology
It is important to leave historic sites undisturbed as part of preserving the story these sites are able to tell to current and future generations. However, in accordance with requirements of the State Historical Fund, if any notable resources are encountered during improvements and construction, work shall be stopped and notification shall go to the Office of Archaeology and Historic Preservation and the Colorado Historical Society. The BLM archaeologist should be on site during earth movement activities to ensure this monitoring.

3.2 Structural System

General Structural System Description
Cabins
The Cabins are all built of horizontal stacked square log walls on log/timber foundations with log beam roof structure. Some cabins have rock supports in their foundations and others have no rocks. The log walls are chinked and all have corner notches. Windows and doors are framed with 2x bucks. Porches and overhangs are framed in three visible methods. The roof between Cabin 1 and 2 is created of cantilevered roof logs from Cabin 1 and extends to the exterior east wall of Cabin 2. The roof between Cabin 1 and 3 is created of timber support beams with metal rod and bolted into the two cabin exterior walls. Cabin 4 had a porch extending from its south wall that was created by timber beams supported within a 2x framed corner detail at the cabin wall and a log post at the other end, which has corner notches. It is suspected that Cabin 4 may have been built at a different location, moved, and re-assembled at its current perch. Archival information indicates there was once an additional porch located towards the north end of Cabin 2 or between the northeast corner and connecting to the porch between Cabins 1 and 3. There is a debris pile at the north end of Cabin 2 that may be some of the members from this porch, but there are no longer any attached pieces. There is a sizable pile of 6-8” diameter logs along the exterior west wall of Cabin 2, with some leaning against the top of the cabin wall. It is undetermined if this was another porch that had collapsed and been left in place or if these logs were brought to this location.

The four corners of Cabins 1, 2, and 3 are notched in a similar manner. The corner tails at Cabins 1 and 3 are more precisely square cut with the notching occurring at the bottom of each log. The corner tails at Cabin 2 are more round and irregular in shape and are notched at both the top and bottom of each log. Cabin 4 has 2 notched corners at the north end of the building and has vertically oriented lumber framed corners at the south end where the walls and porch once came together. The north corner tails of Cabin 4 are similar to Cabin 1 and 3
in their more precise square cut shape. The roof structure log beams are continuous from the front to back wall an extend beyond the exterior wall at both ends. Cabins 1 and 2 have the log(s) resting in a round seat cut at the gable walls. The ridge log(s)' seat cut is carefully carved into a triangular shaped top log and the purlin logs to each side rest in the next lower course log that is carefully tapered toward the outside edges to create a carefully shaped gable end wall. Cabin 2 has the two ridge logs.

**Condition:** Fair. The fact that the walls are still in the standing position speaks well to the overall construction system, however there is obvious log deterioration and there are no longer roof systems intact.

**Recommendations:** It is recommended that minimal impact is the best approach. Imposing much in the way of new methods would most likely cause more harm than help. Moisture protection, mitigation, and simple methods of support keep the cabins working structurally as they do currently will have the best results.

**Other Structures**

The Blacksmith Shop was a small, square building that was framed and sided with sawn wood boards. A traditional stud framing method was used in construction, with a top plate to support a rafter roof system. The building has lost all structural viability and integrity, and presently sits with roof and walls collapsed in on itself. A wood floor was most likely not present in the original blacksmith shop, and an exposed dirt floor could be found on the interior.

**Condition:** Very Poor. The structural roof framing has completely failed, with the wood members exhibiting severe rot upon the interior floor. The exterior walls and rafter supporting top plate are also in Poor Condition, showing signs of severe rot and fragility.

**Recommendations:** Recommended treatment option 1 for the Blacksmith shop is a steel or pressure treated frame that the remaining pieces of the former building can be attached to. Due to the severe deterioration of all the remaining structural wood components of the building, a complete replacement would be required for safety and preservation in order to keep it standing. The other option for treatment of this structure is to allow it to continue to decay into nature and simply create a discrete safety barrier around the remains for visitors to view the remaining pieces as they rest.

The Garage and Cellar are completely collapsed and are no longer structures to be considered treatable structures.

**Condition:** Very Poor. These building sites are completely collapsed.

**Recommendations:** The recommended option for treatment of these building sites is to allow them to continue to decay into nature and simply create a discrete safety barrier around the remains for visitors to view the remaining pieces as they rest. Interpretative signage at these sites is recommended.

**Foundation System**

**Cabin 1, Saloon**

There is not a rock or concrete perimeter footing that would be associated with more modern foundations. The first log course acts as a bearing plate and footing for the structure, and is set directly in the ground. This is a typical method of construction for buildings of this genre and time period. There are metal sheet pieces attached to the exterior of the foundation course at grade line in the southeast corner. It is suspected this was installed to help protect against moisture from impacting this corner.
Johnson Stage Station  
CR 25, Gunnison County CO 81230  
Historic Structure Assessment

Southwest corner       Southeast corner   Northwest corner

Condition: Fair. The first log course that bears on the ground, was inspected around the perimeter of Cabin 1, and was found to be in *Fair Condition*. It is structurally sound with no significant sections of deterioration in the logs, but there are signs of degradation from years of being buried in soil and exposed to moisture.

**Cabin 2, Johnson Cabin**
Like Cabin 1, there is no rock in the foundation system of this Cabin either. The first log course acts as a bearing plate and footing for the structure.

Southwest corner       East wall

Condition: Fair. It is structurally sound with no significant sections of deterioration in the logs, but there are signs of degradation from years of being buried in soil and exposed to moisture.

**Cabin 3, Bunkhouse Cabin**
There is no rock in the original foundation system of this Cabin either. The first log course acts as a bearing plate and footing for the structure. The northwest corner of this cabin has eroded over time and dry stacked rocks were placed under the bearing plate log here.

Northeast corner       Northwest corner
Condition: Fair to Poor. It is mostly structurally sound with no significant sections of deterioration in the logs, but there are signs of degradation from years of being buried in soil and exposed to moisture. The corner where the soil eroded away is concerning for future stability.

Cabin 4, Carr Cabin
There is no rock in the original foundation system of this Cabin either. The first log course acts as a bearing plate and footing for the structure. Similar to Cabin 3, the soil beneath the north bearing log of this cabin has eroded over time and dry stacked rocks were placed under the bearing plate log here.

Northeast corner, from east          Northwest corner          Northeast corner, from north

Condition: Fair to Poor. It is mostly structurally sound with no significant sections of deterioration in the logs, but there are signs of degradation from years of being buried in soil and exposed to moisture. The north wall where the soil eroded away is concerning for future stability.

Blacksmith’s Shop
There is no longer evidence of what, if any, foundation system existed under the Blacksmith Shop. Remnants of these buildings are to stay as-is or a new post foundation base would need to be installed for the new support frame option.

Recommendations: Considering the historical method of construction for buildings of this nature, and the evaluation of the existing log foundation walls, a mitigation and maintenance approach is recommended for treatment. As noted in above sections, removal of excess vegetation and accumulated sediments to limit moisture exposure is the primary concern. Creating positive drainage away from the building by grading a sloped soil perimeter around the cabin will also aid in the longevity of the soil bearing logs. Any metal base flashing plates should also remain as-is. After the necessary soil removal at the walls of the cabins, if it is found a foundation log is severely rotted, a replacement plan of new treated matching material at such select locations should be considered. At locations where rocks have been used to increase bearing at eroded corners, these rocks should remain as-is. It may be helpful to add additional matching rocks where improvements are necessary for positive connection between the sill log and bearing soil below.

Floor Systems
Cabins
The floor framing that is visible in small sections of several of the Cabins consisted primarily of wood floor planks with a small lumber ledger at the visible corners with approximately 6-8” of “crawl space” below. Most of the floor is covered in large dirt mounds, which are suspected to be caused by the falling-in of the original earthen covered roofing systems. The mid-span flooring is not visible due to the soil debris that is mounded on top of the floor. The planks may sit on mid-span beams that sit on the dirt floor in Cabins 1-3, but again only small pieces remain visible so a conclusion must be made after the soil is removed. Cabin 4 has a visible floor system at the exterior of the cabin. Approximately 4x4 square floor beams are notched into the top of the sill beams at the east and west sides. The floor planking would have been nailed to the top of these creating an air space below.
Condition: Poor. Few visible intact floorboards remain and the floor structure is not visible.

Recommendations: Soil debris piles should be carefully removed, by hand tools, from the interior of each of the cabins to expose any remaining flooring. A desired depth would be at approximately 6 inches of air space below any remaining wood floor planks. Code designates 18” from grade to wood structure, however, I do not believe this will be appropriate as it would compromise the backfill support of the foundation/wall bases of the Cabins and was not within the construction techniques used for these structures. Anywhere a floor system is found in Cabins 2-4, it is recommended soil be removed from all sides of the flooring for air to naturally keep the members dry if they are elevated on grade beams. Any grade beams should be cleared of soil on all sides other than the obvious bearing side. If the planks are found to rest on the soil and have been buried in moist conditions for a long period of time they are most likely rotten and may remain as-is in Cabins 2-4. If reconstruction is desired to represent the original floor, the system discovered may be recreated with new or repaired found materials on site. Further analysis and observation will need to be done at time of soil removal for each cabin.

At Cabin 1, depending on what is found after soil mound removal it would be most desirable to repair and match the existing system accordingly or install a new 6x6 treated grade beam to support the plank floor system at 12”-16” o.c. The planking should consist of any reusable found existing pieces combined with matching new material. If the planking is found to be too fragile to support basic floor loads a new treated plywood layer may be installed over the beams at 16” o.c. and the planking be installed over that to visually represent the original system. No floor sanding or finish, beyond perhaps a low visible penetrating oil for preservation would be appropriate.

Blacksmith’s Shop
There is no flooring to be seen at the Blacksmith’s Shop and it is believed to have been a dirt floor historically. This should remain as-is.

Floor Systems-Porches
There is a small retained dirt section at the south entry to Cabin 2 that was once an entry porch. The retained section is boarded on two sides with lumber planks. Cabin 4 also shows remnants of a wood plank porch floor on the south side.
Condition: Poor. No porch material, other than the retained corner exists in place at Cabin 2 and all the planking at Cabin 4 is broken and damaged by the elements.

Recommendations: With the sorting and organization of the debris piles around the cabins, it would be appropriate to rebuild the entry porches with found materials.

Ceiling System
There are no ceiling features in any of the buildings. It is suspected the underside of the roof structure, log beams and plank sheathing were also the “ceiling treatment”. See Roofing Sections.

Roof Framing System
Cabin 1, Saloon
This is a very low sloped gabled roof. A 12” round log ridge beam along with doubled 8” round log purlins sitting around the middle of each gable pitch serve as the roofs structural system. The ridge and purlins cantilever past the exterior walls, creating an 18” eve on the south end, and a 72” porch roof on the north. Wood plank rafters once sat atop the ridge and purlins to create a flat decking surface for a metal roof, but only scant pieces remain.

There are still many members of the connector roof between Cabin 1 and Cabin 3 between the two structures. The ridge is still connected to Cabin 1 with a steel rod and bolt system. Most of the rafters and purlins are collapsed under or still partially attached to this ridge.

Cabin 2, Johnson Cabin
Cabin 2 originally also had a very low sloped gabled roof. Two 12” round logs were combined to form a ridge beam, and are supported by two singular 12” cross beams to break the ridge into three spans across the length of the building. The ridge and cross beams all cantilever past the exterior walls, creating a 12” eve on all sides of the cabin. The top or plate log course on the gabled ends of the structure also extend 12” past the exterior walls to form the corners of the roof line and eve. Wood plank rafters once sat atop, and were nailed to, the ridge and purlins to create a flat decking surface for an earthen roof. A stack of what is believed to be original rafter planks and soil are lying to the side and inside.
Cabin 3, Bunkhouse
Cabin 3 is also a rectangular log wall structure, with a low sloped gabled roof. A 10” round log ridge beam along with two 10” round log purlins sitting in the middle of each gable pitch serve as the roof’s structural system. The ridge and purlins cantilever past the exterior walls, creating a 10” eve on the gable ends of the structure. The top log course also extends 10” past the exterior walls to form the corner of the roof line and eve. Wood plank rafters once sat atop the ridge and purlins to create a flat decking surface for a metal roof, but only scant pieces remain.

Cabin 4, Carr Cabin
Cabin 4 is also a rectangular log wall structure, with a gabled roof that cantilevers several feet past the entry on one end that created cover for a sizable porch. A 12” round log ridge pulls through the length of the cabin, with two 10” log splices sistered to the cantilevered end for additional stability, terminating around the center of the structure. 10” round log purlins that were doubled at the cantilevered sat in the middle of each gable pitch to serve as the roofs structural system. The top log course also extends past the exterior walls to form the corner of the roof line and porch overhang. Wood plank rafters once sat atop the ridge and purlins to create a flat decking surface for a metal roof, but only scant pieces remain.

Blacksmith Shop Garage, Cellar
The structural roof framing has completely failed.
Pit Structure
The earth on timber roof has partially fallen in. The timber roof structure appears to be a combination of 2x and log construction built into the hillside and covered with at least 12" of soil.

North side         View from hill above looking down on roof

Condition:
Cabin 1, Saloon
Fair to Poor. The 12" round log ridge beam is currently in Fair Condition, with the doubled 8" round log purlins in Poor Condition. Significant rot from exposure is visible in all of these structural members, with the most damage being seen in the purlins. The integral failing of the purlin members can be seen in the sag and bowing of these logs under their own weight. The ridge member has only minor bowing due its depth and girth, but without additional reinforcement these logs will certainly fail in the future. With no existing rafter and decking system remaining to cover these wooden logs and prevent further damage from the elements, wood rot will only expand.

With only trace remains of both the wooden plank rafters as well the wooden slat floor, a Poor Condition grading has been assigned to both of these systems. Evidence that both the rafters and the flooring were once incorporated can be found both lying around the exterior perimeter of the cabins, as well as buried in the accumulated interior sediments and debris.

The collapsed connector roof between Cabins 1 and 3 is in Poor Condition as it has mostly collapsed. There is a still in-tact connection point at the intersection of the ridge beam and the north wall of Cabin 1 where a steel rod, plate, and bolt are installed. Some partially collapsed rafters that are still connected to the ridge and forming a supporting triangle post system to the ground are precariously holding the ridge beam in a partial upright position spanning between the two cabins.

Cabin 2, Johnson Cabin
Fair to Poor. The two 12" round log ridge beam, and its supporting 12" perpendicular cross beams are currently in Fair Condition. Obvious deflection and sagging is seen in the cross beams from the weight of the ridge beams, with the ridge beam also beginning to bow and sag under its own weight. Rot and discoloration is evident in all of these structural members, but their large depth and girth have prevented them from losing any significant structural integrity. With no existing rafter or decking system remaining to cover these wooden logs and prevent further decay, wood rot will eventually become a problem that cannot be reversed.

With only trace remains of both the wooden plank rafters as well the wooden slat floor, a Poor Condition grading has been assigned to both of these systems. Evidence that both the rafters and the flooring were once incorporated can be found both lying around the exterior perimeter of the cabins, as well as buried in the accumulated interior sediments and debris.

Cabin 3, Bunkhouse
Fair to Poor. The 10" round log ridge beam and one of the 10" round log purlins are currently in Fair Condition. The other purlin has failed completely due to rot, and now sits broken in two pieces, leaving it in Poor Condition. Rot from exposure is visible in all of these structural members, but no significant sagging or bowing is witnessed in the stable ridge beam or sound purlin. One purlin has failed completely due to rot, and now sits broken in two pieces. With no existing rafter and decking system remaining to cover these wooden logs and prevent further damage from the elements, wood rot will only expand.
With only trace remains of both the wooden plank rafters as well the wooden slat floor, a Poor Condition grading has been assigned to both of these systems. Evidence that both the rafters and the flooring were once incorporated can be found both lying around the exterior perimeter of the cabins, as well as buried in the accumulated interior sediments and debris.

**Cabin 4, Carr Cabin**

Fair to Poor. The 12” round log ridge beam is the only structural roof member that remains intact on Cabin 4, and it is in Fair Condition. All of the purlins have failed completely due to rot, and now sit broken and halved within the interior of the building in Fair Condition. Rot from exposure is visible in the ridge beam, but no significant sagging or bowing has occurred. With no existing rafter and decking system remaining to cover the ridge and prevent further damage from the elements, wood rot will eventually take hold.

With only trace remains of both the wooden plank rafters as well the wooden slat floor, a Poor Condition grading has been assigned to both of these systems. Evidence that both the rafters and the flooring were once incorporated can be found both lying around the exterior perimeter of the cabins, as well as buried in the accumulated interior sediments and debris.

**Blacksmith Shop**

Very Poor. Complete Failure.

**Recommendations:**

**Cabin 1, Saloon: Roof Option 1- Metal**

To ensure preservation and create a safe utilitarian resource for this structure, reinforcement to the remaining structural system as well as the addition of new roofing components for Cabin 1 is recommended for treatment. Rectangular tube steel beams spanning and sistered to the full length of each set of purlins as well as the ridge beam, would provide adequate reinforcement to the existing roof system and also produce a suitable surface for decking material without impact to the floor. The existing beams could be secured to the steel with lag screws, allowing any further sagging of the original structural members to be minimal. Where existing beams are too fragile and degraded to attach to the new system, new matching material may be best used to replace and represent the removed member. Small tube steel rafters could then be set on top of the reinforced purlins and ridge beam, allowing for a corrugated metal roof to be installed on felt paper. Recovered wood roof planking could be installed to the underside of these new rafters as decorative ceiling and blue board insulation could be installed between the steel rafters to help create a more comfortable thermal envelope. The new roof metal should be brown in color in similar tone to an earthen roof. This new roof system would provide sufficient protection against the elements, preventing any future rot from the elements to take place.

**Cabin 2, Johnson Cabin**

To ensure a lasting and safe preservation remedy to this structure, reinforcement to the remaining structural system as well as the addition of new roofing components for Cabin 2 is recommended for treatment. An additional ridge beam of either low profile rectangular tube steel or rough sawn wood timber beams spanning the full length of the existing ridge would provide adequate reinforcement to the existing ridge and also produce a suitable surface for decking material to bear on. The existing log cross beams could be unburdened by placing 10”x10” square timber columns where the cross beams intersect the ridge beams. A square concrete or pressure treated pad footing could be installed to secure the columns. This would prevent further sagging in the existing structural system, and provide additional support for a new roof system to be implemented. What can be salvaged from the existing pile of roof rafters would be best reused, and then similar hand hewn rafters be milled and installed on top of the ridge and cross beam system. A corrugated metal roof on felt paper could then be placed on top of the rafter deck. The new roof metal should be brown in color in similar tone to an earthen roof. This new roof system would provide sufficient protection against the elements, preventing any future rot from the elements to take place.
Cabin 3, Bunkhouse: Roof Option 1 - Metal
If preservation and safe use of this building is desired, replacement of the failed purlin as well as reinforcing the remaining ridge and purlin is recommended for treatment. Rectangular tube steel beams spanning and sistered to the full length of the remaining ridge and purlin would provide adequate reinforcement to the existing roof system and also produce a suitable surface for decking material. Replacement of the failed purlin with either a new 10” log matched to species and quality, or a rectangular tube steel beam, would produce a structurally viable addition. The existing log purlin and ridge could be secured to the steel beams with thru-bolts, allowing for any further sagging of the purlins to be minimal. Small tube steel rafters could then be set on top of the reinforced purlins and ridge beams, allowing for a corrugated metal roof to be installed on felt paper. The new roof metal should be brown in color similar to an earthen roof. (See Structural Figure 1)

*If installation of the metal roof of any building is preferred to utilize an independent steel frame for separation of old and new, the roof may be supported with a matching system to the recommended earthen roof system.

Cabins 1 and 3: Roof Option 2 - Earthen
A secondary option proposed for both or either of these two buildings is to reconstruct the original earthen roof without compromising the rest of the building with the additional weight. This can be accomplished by including an additional steel skeleton to support the new immense weight of the earthen covering. New 4 inches maximum of dirt/sod roof would rest in anew steel roofing pan with steel sod curb and sealed with EPDE waterproof membrane. This pan would be directly supported by new tube steel rafters placed over the top of the perpendicular beams and purlins. Rectangular tube steel beams spanning and sistered to the full length of the remaining or replacement log ridge and purlins would be additionally connected to 2 new steel tube trusses at a width adequate to support the purlins at mid-length of the roof slope, but may be widened depending on the desired column locations. The trusses are to be supported by tube steel columns that would bear on new concrete foundation piers hand dug within the cabin footprint at a safe distance from the existing log walls so they do no undermine that system. An additional tube steel beam will also need to be sistered to the plate log and span the full length. (See Structural Figure 2).

Cabin 4, Carr Cabin
Similar to Cabin 3, replacement of the failed purlins as well as reinforcing the remaining ridge recommended for treatment in Cabin 4. Rectangular tube steel beams spanning and sistered to the full length of the remaining ridge would provide adequate reinforcement and also produce a suitable surface to lay decking material. Replacement of the failed purlins with either a new 10” log matched to species and quality, or 3-pressure treated wood 2x12’s joined as a flush beam, or a rectangular tube steel beam, or a combination of steel and wood, would produce a structurally viable addition. The existing ridge could be secured to the steel beams with thru-bolts, allowing any further sagging to be minimal. Small tube steel rafters could then be set on top of the reinforced purlins and ridge beams, allowing for a corrugated metal roof to be installed on felt paper. (See Figure 1.) The addition of new steel rafters and a corrugated metal roof would adequately replicate what the original would have looked like at this building.

Cabins 1-4 Roof Support Reconstruction Option
Each building’s roofing system could also be reconstructed in the same manner as described above, however rather than keeping the existing members and sistering on new steel members, the existing beams and purlins could be replaced with new, in-kind, and structurally appropriate log beams. Additional, independent, structural support in either wood or steel is still recommended for recreating the sod roofs as the existing cabin walls are degraded to a point that this amount of weight would be long term detrimental to the overall structure to remain safely in-tact.

Connector Roof Between Cabins 1 and 3:
It is recommended that this collapsed roof remains as-is. The existing steel rod and bolt connection at Cabin 1 should remain in place to demonstrate how the structure was once supported.
Blacksmith Shop, Cellar, Garage, and Pit Structure
No treatment recommended, leave as-is.

3.3 Building Envelope-Exterior Walls

Exterior Wall Construction
Cabin

Rectangular planed logs are stacked to create the walls of the cabin. The corners are stitched together with notched joints, and then the seams between the logs were then fitted with small wood wedges and then chinked over with mortar. Noticeable care and craftsmanship are demonstrated within the construction of these walls, and are an excellent historical specimen.

Cabin 1, Saloon, is built of rather consistent 6” wide x 7-8” tall square hewn logs. All 4 walls are standing and all courses of logs look to be intact. The corners of this cabin are square notched with square shaped ends trimmed flush with the outside of log. The east and west ends of the top course log extend out considerably, 72” at the west to help support a porch cover, and 18” to the east. At initial visual inspection the chinking looks as though it could be a basic sand or mud, water, and possible lime mix at some locations, with wedges and strips of wood, presumably from the scraps left with the hewing process. Most of the remaining chinking is at the inside of the walls only. Further mortar analysis will be necessary to confirm this assumption prior to installation of any new chinking. Cut and wire nails are present in the walls. The Carr Family pictures, attached, show very heavy chinking lines that are no longer present.

Cabin 2, Johnson Cabin, has 6-7” wide x 6-8” tall square hewn logs. All 4 walls are standing and all courses of logs look to be intact. The corners are v-notched with irregular trimmed ends that are more round than square with a consistent 3-4” extension past the walls to the trimmed ends, with the exception of the top course log. The top course of log at the north and south ends, each side, extends 12”. The walls seams are chinked, with the majority of the remaining chinking remaining at the inside of the walls. At initial visual inspection the chinking looks as though it could be a basic sand or mud, water, and possible lime mix at some locations, with wedges and strips of wood, presumably from the scraps left with the hewing process. Most of the remaining chinking is at the inside of the walls only. Further mortar analysis will be necessary to confirm this assumption prior to installation of any new chinking. Cut and wire nails are present in the walls. The Carr Family pictures, attached, show very heavy chinking lines that are no longer present. The odd shaped opening at the northeast part of the cabin, within the framing of the east wall, is thought to have been a seasonal pantry for winter food storage. This oddly shaped frame once had shelves and doors from both the interior and exterior.
Cabin 3, Bunkhouse, is built in very similar detailing as Cabin 1. The building has square hewn logs with square cut corners, square cut ends, trimmed to be flush with the outside of wall with the exception of the east and west extensions of the north and south wall’s plate beams, as well as the north wall’s bottom sill beam. The plate beams at this cabin extend 9-10” to the west and 12-13 ½” to the east. Metal shelving brackets remain at the interior side of the north wall and wood shelving brackets remaining at the interior of the west wall. A low shelf or interior ledger is still mounted below and north of the wood brackets on the west wall at the 3rd course above the floor and also along the north wall remains in place on the interior of the west wall and is assumed to be backing for a countertop.

Cabin 4, Carr Cabin, is of less carefully hewn square logs of mostly 7” wide x 8-10” tall. There is much more bark still present on these logs than the other cabins. The corner systems are varied. The northeast and northwest corners are square notched with mostly square, but partially irregular shaped ends trimmed within 1-2” of the exterior face of wall. There are visible end grain metal spikes in approximately the center of most logs, essentially toe-nailing them at a diagonal into the course below. The southwest and southeast corners of this cabin are a modified corner post detail where the ends are cut uniformly without any notching and a 90 degree
butted 2x6 corner is inset and nailed to the logs. This "hog-trough" detail was then used to engage the south porch roof framing. The chinking system is very similar to the other cabins.

Exterior south          Interior looking west          Southwest corner

Blacksmith Shop, Cellar, Garage, Pit Structure
These structures have mostly or completely collapsed walls. There is no sufficient structural integrity left in their wall structures.

Condition: Fair to Good. The Cabins’ logs themselves are all in Good to Fair Condition. They are all structurally sound, can support the additional weight and loading of the reinstalled roof system, and will continue to perform their intended purpose. The exterior chinking finish between log courses are in Poor Condition, and will require almost complete replacement. The Blacksmith Shop, Cellar, Garage, and Pit Structure have mostly or completely collapsed walls and are therefore in Very Poor Condition.

Recommendations: An added benefit of the reintegrated roofing system in each of the Cabins will be the cover of the exterior log walls, furthering preservation as treatment of the original walls. This will be paired with the new moisture protection at the base of the walls as noted in the Foundation section with new positive drainage and in the Site section with reinforcement of the Gulch’s stream flow. The chinking system that remains between the logs should be matched and replaced as necessary at both the interior and exterior. Any existing chinking found suitable should remain as is.

The other partially or fully collapsed structures should remain as-is.

Exterior Finishes
None. None recommended.

Exterior Masonry
None.

3.4 Building Envelope-Roofing and Waterproofing

Roof Systems
Cabins 1-3 were originally earth covered roofs according to pictures. As noted in the above sections, it is believed to have fallen into the cabins and there are large mounds of soil debris in each of the cabins. Cabin 4 and the Connector Roof between Cabins 1 and 3 appear to have been originally a roof of metal sheeting. Some of this roofing is lies on the ground and nearby each structure. The Blacksmith’s Shop, Cellar, and Garage have no roofing remnants to indicate the original roofing type. The Pit Structure was originally an earth covered roof that is partially collapsed.

Condition: Very Poor. Other than the few pieces of metal roofing near Cabin 4 and 1,as well as the piles of soil inside the cabins and Pit Structure there are not usable roofing systems on site.
**Recommendations:** Cabins 1-3 would be suited to new screw down metal roofing panels in a gray color so as to be a subtle visual element. Allowing the roofs to be distinguishably new and different than the historic earthen roofs would allow the new roofing to be lightweight so as not to negatively impact the existing cabins with extra weight, but to best protect them from moisture. The option of reinstalling a soil roof on Cabin 3 for visual representation and/or on Cabin 1 for both usability and visual representation is addressed in the roof section above. It is recommended that Cabin 4 also be covered by metal roofing panels, however, because there are historic panels of Cabin 4’s roofing, I would suggest reusing any panels that are possible and match material as necessary. All roofs should have large overhangs at all sides. An 18-24” overhang is recommended at all sides for wall protection. No new roofing should be installed over the partially or fully collapsed structures.

**Sheet Metal Flashing**
*All Cabins* currently do not have any flashing with the exception of a few metal pieces nailed to the southeast base log of Cabin 1.

**Condition:** None.

**Recommendations:** Although base wall flashing and flashing at opening protections is standard at new construction or many rehabilitated projects, it is probably not the best choice at this site. The Gunnison Basin’s extreme temperature flux lends the environment to have problematic condensation conditions, especially at metal to wood assembly points. With the intent of allowing the cabin’s wood walls to continue to dry by natural ventilation, the systems recommended in this report are sensitive to allow this to continue and therefore adding metal flashing is currently not recommended. If a wood stove is installed in Cabin 1, see the Heating section, chimney flashing at the roof is recommended.

**Perimeter Foundation Drainage**
There is no perimeter foundation drain at any of the buildings.

**Condition:** None.

**Recommendations:** Imposing a new foundation drain on any of the buildings is not recommended. Installing a gravel French drain in the new swales at the upstream side of the buildings may help ensure water to travel away from the walls of the cabins in heavy runoff seasons and is recommended.

**Drainage System, Gutters, and Downspouts**
There are no such systems at any of the buildings.

**Condition:** None.

**Recommendations:** It is not recommended to install any gutters or downspouts on any of the new roofs. Gutter systems can be high maintenance in snow country and often are ripped off and damage connecting building pieces or can trap ice dams and create moisture wicking conditions that could harm the wood walls.

**Skylights/cupolas**
There are no skylights or cupolas on any of the buildings and none should be installed.

### 3.5 Windows and Doors

**Doors**
There are no doors still attached to any buildings. There are at least 2 exterior doors lying on the ground around the site, but no hardware is attached. Archives note the Carr family used interior curtains as room dividers during their use.

Each of the cabins has a few pieces of 1x4 to 8 wood plank style trim at both the interior and exterior.
Condition: Poor. No doors are left in place and only some trim is still attached. The doors that are still nearby on site are heavily damaged and not currently usable.

Recommendations: For Cabins 2-4 appropriate options would be to leave the door openings without doors, to reinstall the repaired existing door if it is nearby, or install new replica doors. If the openings are left without doors, it may be considered, for safety to visitors, to install a simple 2x4 horizontal barrier at the mid-height of each door openings. This would allow visitors to look inside the cabins, but would discourage them from walking in the cabins. Another option would be to add plexi to the entryways to help keep out elements, but would to allow visitors to view into the structures. If it is chosen to install repaired existing or reconstructed doors, it is not
recommends the walls be moved to straighten the existing window bucks as this could redistribute loads on the settled walls and cause detrimental damage. Custom shaping to the doors and hardware and minor additions to the existing frame bucks would be a safer installation method. Reconstruction doors are only appropriate if the earthen roofs are also being constructed.

It is recommended that Cabin 1 have exterior doors installed. Fixing any found existing doors on the site near this cabin and mounting them with simple black iron hardware would be ideal. If this is not possible, it is recommended replicas be made for installation on Cabin 1. A simple door sweep, latching hardware, and edge felt to help block cold air would be appropriate for creating a more comfortable interior environment.

Repairing and painting to match remaining color spots at any existing trim in place would be appropriate in Cabin 1 only. New pieces that are milled to match should be used to complete any missing trim. Other Cabins with existing door trim should be secured to remain in place. Found boards to reinstall or replace any missing trim pieces would be recommended at Cabins 1-4 also.

Windows

There is no window glass still existing at any buildings, however the 2x framed openings are still in place. Cabin 4 has planking over the west wall’s window. Cabins 1-3 have a few pieces of 1x4 to 8 wood plank style trim at both the interior and exterior. Cabin 4 has more detailed exterior milled window trim at the west window. The interior of this window also has a milled frame and muntins left mostly intact. Cabin 1’s east wall features a window that was once a doorway, but has been framed in to create a window. A Carr family photo shows a 6 paned, 2 on 2 on 2 pattern, window at the south wall.

<table>
<thead>
<tr>
<th>Cabin 1 East Wndw (Int)</th>
<th>Cabin 2 West Wndw (Int)</th>
<th>Cabin 3 North Wndw (Ext)</th>
<th>Cabin 4 West Wndw (Ext)</th>
</tr>
</thead>
</table>

Condition: Fair to Poor. There is no glass or window sashes with muntins left at the site with the exception of the window frame in Cabin 4. Cabin 4 has a remaining sash without glass. Much of the interior trim is left in place around the opening frames and is in fair condition.

Recommendations: For Cabins 2-4 an option to either leave the window openings without glass or to install single-pain plexi. If there is future full restoration to the cabins, it is recommended to reconstruct the units with sashes and muntins to match existing pictures. At Cabin 1 it is necessary to install new wood frame windows to create a sealed envelope for cold season use. It would be recommended these new windows be operable and be built to match the window seen in historic photos of this cabin. It is recommended the new sashes be custom built for the existing openings with added buck pieces as necessary so they will install properly. It is not recommended the walls be moved to straighten the existing window bucks as this could redistribute loads on the settled walls and cause detrimental damage.

All trim should be left in place and secured as needed. Any broken or missing pieces should be replaced or repaired with matching material, preferably that which can be found on site. Repairing and painting the existing and new replaced trim to match remaining color spots at any existing trim in place would be acceptable if such is found in that cabin.
3.6 Interior Finishes

**Wall Finish Materials**
There are several irregular “rows” of nails at the top of the log walls inside the cabins. There are very small remnants of a papery material still attached to some of the nails to indicate a decorative and/or insulative material was once hung inside the walls. Currently the logs are untreated and only raw wood is the interior wall surface. There is a small section of 1”x9” butted plank wood paneling in the southwest corner of Cabin 2 that indicates at one time there was a decorative wainscot at least in this cabin. Historic photos show curtains in some of the windows, but none remain.

Cabin 2 Wainscoting  Cabin 2 “Ceiling” Nails  Cabin 2 Wall Nails and Wall “Paper”

**Condition:** Poor. Minimal scraps of wall or ceiling finishes are remaining.

**Recommendations:** Replacing any blanket or paper materials in the cabin would not weather well without maintenance, therefore protecting that which remains, but not installing new is recommended. Perhaps if a picture size portion of the wall material is found during improvements it can be framed and hung in Cabin 1 for visitors to enjoy or recreated and hung on a section of the interior wall. It would be appropriate for curtains to be recreated to match those seen in photos and installed in Cabin 1 for user privacy.

**Ceiling Finish Materials**
None. See “Ceilings” Section.

**Floor Finish Materials**
None. See “Floors” Section.

**Trim and Built-ins**
None other than that mentioned in Doors and Windows.

3.7 Mechanical Systems

**Heating / Air Conditioning**
The cabins were originally heated with wood stoves. It is shown in archive records that the Carrs had a wood stove in the eastern part of Cabin 1 and a “Majestic Stove” used in the kitchen. Cabin 2 shows signs of a fire on the interior, and it can be assumed there was a wood stove in that cabin also. There is a piece of composite board mounted to the north wall of Cabin 4 that could have been a fire proofing measure for a stove location. No air conditioning in any cabin.

**Condition:** Poor. No wood stoves remain. The kitchen stove on site, outside of Cabin 4 may or may not be the referenced “Majestic Stove”, but appears to have been a wood fired cooking device that is only a shell and not functional.
Recommendations: Keeping Cabins 2-4 without wood stoves is recommended. A new small wood stove is recommended to be installed in Cabin 1 for usability during the building’s new use as a camping cabin. Placing the existing kitchen stove on the site into Cabin 1 for decoration and perhaps covered with a usable wood “countertop” may be desirable.

**Ventilation**
The cabins were originally ventilated with operable windows and doors. No mechanical ventilation systems have existed.

**Recommendations:** Cabin 1 is recommended to have new operable windows and doors. No mechanical ventilation is necessary and should not be installed.

**Water Service**
There is currently no water or plumbing systems on site. It is understood from historic documents that there was a well on the site at one time, but no evidence remains of its location. Records also indicate the Gulch was used as irrigation and there is an abandoned irrigation ditch running along the base of the burial hill to the south of the access road. The waste system was pit privies.

**Recommendations:** It would be convenient and appropriate to install a well with hand pump for visitor use. A new nearby outhouse with a compostable toilet may be considered to keep overnight visitors from leaving waste in inappropriate areas around the site. It is suggested to investigate the feasibility to allow water to flow in the abandoned irrigation ditch if current water rights would allow.

**Fire Suppression - sprinklers**
None.

**Recommendations:** None to be installed.

### 3.8 Electrical Systems

**Electrical Service and Panels**
There are no service lines near this site. The site has no indication to have ever had electricity. The cabin lighting historically came from oil lamps according to records.

**Recommendations:** None to be installed.

**Electrical Distribution Systems**
None.

**Recommendations:** None to be installed.

**Lighting**
None.

**Recommendations:** None to be installed.

**Fire Detection Systems**
None.

**Recommendations:** None to be installed.
Security Systems
None.

Recommendations: None to be installed.

4.0 Analysis and Compliance

4.1 Hazardous Materials
Testing and inspection for hazardous materials is not in the scope of this assessment process. There is no knowledge of any testing having been previously done on this property.

Due to the age of the building originally and some of the known dates for the last known users it is likely that lead-based paint was used on the trim and remaining interior wainscot boards and the remaining window frame in Cabin 4. There is no insulation, window putty, flooring, or sealants in the building, so the likelihood of asbestos based material can be ruled out.

Recommendations: Lead-based paint may be encapsulated by new paint however proper care should be taken during the prepping or paint removal process. Guidelines or direction provided by a professional abatement consultant should be solicited and followed.

4.2 Materials Analysis
Materials analysis has not been done as a part of this assessment report. Specific chinking material analysis should be conducted prior to construction. Conclusive inspections by local experts can be used to determine the type of wood used at the structure and trim of the cabin.

Recommendations: The notable item which should be analyzed is chinking material. This will insure a matching or complimentary new chinking is used during repairs. Repairs of the wood materials should be of matching species and grade as much as possible.

4.3 Zoning Code Compliance
Gunnison County/Federal Land
Zone: Agriculture, Public Federal Lands
Public Cultural Site and Camping Cabin: Allowed;
Setbacks: Not applicable
Lot Size & Coverage: Not Applicable
Landscaping: Not Applicable
Snow Storage: Not Applicable.

4.4 Building Code Compliance
2009 IBC: Chpt. 34: Existing Structures
3409: The provisions of this code relating to the construction, repair, alteration, addition, restoration and movement of structures, and change of occupancy shall not be mandatory for historic buildings where such buildings are judged by the building official to not constitute a distinct life safety hazard.

Recommendations: The nature of the new use for Cabin 1 is as a minimal amenity rustic camping cabin; therefore, compliance with modern building codes seems unnecessary. Safety features such as an easily operable door and window are recommended. If a new wood heat stove is installed, it should be done so with regard to the current recommended manufacturer’s clearances and surrounding surface types.

4.5 Accessibility Compliance
The Johnson Stage Stop is not currently handicapped accessible. Historic buildings are exempt from complying from this code.
Recommendations: Wheelchair accessible access should be considered into Cabin 1 and may be simply accomplished with gentle sloped path grading up to the entry door.

5 Preservation Plan

5.1 Prioritized Work

The priorities of work can be broken down into 1. Site Work, 2. Preservation and Weather Protection Building Work, and 3. Rehabilitation of Cabin 1 Into a Camping Cabin.

1. Site work in prioritized order:
   a. Regrade drainage flow lines in the Gulch and install streambank erosion control riprap;
   b. Install new culvert at the access road over the Gulch;
   c. Remove vegetation and mounded soils around the exterior walls of the cabins;
   d. Regrade around all cabin exterior walls for positive drainage away from the walls;
   e. Remove unwanted bushes and site debris around cabin cluster. Catalog, organize, and protect any usable cabin remnant pieces;
   f. Install collector drainage swales at the east sides of cabins 1&3 and cabin 4 with center French drain as needed;
   g. Install visitor gravel paths and signage around site.

2. Preservation and Weather Protection Building work in prioritized order:
   a. Remove soil mounds, vegetation, and debris from inside the cabins;
   b. Sort and organize found flooring, porch, trim, and roof planking material that may be reusable and mark for where it was found, its likely associate cabin number, and its original purpose;
   c. Inspect and repair foundation sill log and rock support conditions as needed;
   d. Install new roof framing members per option chosen for each cabin;
   e. Install new roofing per chosen option for each cabin. Special attention should be given to possible preparation for a chimney install at Cabin 1 at this time;
   f. Repair and install new chinking at cabin walls;
   g. Repair existing flooring at Cabins 2-4 if found or install a new reconstructed version of the floor as it is found to have been constructed or if no materials are found evenly grade the dirt floor;
   h. Cabin 1 floor may be repaired or reconstructed at this time or it may be left as is until further rehabilitation is able to be done;
   i. Repair door and window frame bucked openings and trim;
   j. Install doors or door barriers per chosen option;
   k. Install reconstruction windows if this option is chosen;

3. Cabin 1 Rehabilitation in prioritized order:
   a. Install doors and windows at openings if not done during priority 2 work;
   b. Repair and install flooring system if not done during priority 2 work;
   c. Install optional wood heat stove and any required associated surrounding materials for fire safety and roofing adjustment should be done appropriately if not done during priority 2 work;
   d. Move old cook stove into cabin with new sealed wood countertop;
   e. Install optional wall treatment and/or curtains as chosen per options above.

5.2 Phasing Plan

Phase 1: Site Work. As described above in Priority 1 Plan, minus the site paths and signage.
Phase 2: Site Work. Site paths and signage.
Phase 3: Building Work of Cabins 1-4, as described above in Priority 2 Plan.
Phase 4: Cabin 1 Rehabilitation, as described above in Priority 3 Plan.
### 5.3 Estimate of Probable Construction Costs

#### Site Work - Phase 1:

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE PER</th>
<th>Subtotal Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remove unwanted bushes and site debris, catalog and organize found materials</td>
<td>120</td>
<td>HR</td>
<td>$35.00</td>
<td>$4,200.00</td>
<td>3 people, 5 days</td>
</tr>
<tr>
<td>Regrade Gulch and Add Culvert</td>
<td>1</td>
<td>-</td>
<td>$6,000.00</td>
<td>$6,000.00</td>
<td></td>
</tr>
<tr>
<td>Install Gulch Riprap</td>
<td>150</td>
<td>LF</td>
<td>$50.00</td>
<td>$7,500.00</td>
<td></td>
</tr>
<tr>
<td>Hand removal of vegetation and soil around cabins</td>
<td>48</td>
<td>HR</td>
<td>$35.00</td>
<td>$1,680.00</td>
<td>3 people, 2 days</td>
</tr>
<tr>
<td>Weed killer</td>
<td>1</td>
<td>GAL</td>
<td>$25.00</td>
<td>$25.00</td>
<td></td>
</tr>
<tr>
<td>Hand regrade at exterior of cabins</td>
<td>72</td>
<td>HR</td>
<td>$35.00</td>
<td>$2,520.00</td>
<td>3 people, 3 days</td>
</tr>
<tr>
<td>Hand install swales at cabin 1 &amp; 3 &amp; 4</td>
<td>48</td>
<td>HR</td>
<td>$35.00</td>
<td>$1,680.00</td>
<td>3 people, 2 days</td>
</tr>
<tr>
<td>French Drain at Cabin 4 - dig</td>
<td>8</td>
<td>HR</td>
<td>$35.00</td>
<td>$280.00</td>
<td>1 person, 1 day, 15 tons = 11 cu. Yards = $504, purchase 1 load now, extra for future paths</td>
</tr>
<tr>
<td>French Drain at Cabin 4 - gravel 12&quot; w @ 6&quot; deep</td>
<td>0.5</td>
<td>CY</td>
<td>$504.00</td>
<td>$0.00</td>
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<tr>
<td>Install erosion control seed</td>
<td>1</td>
<td>UNIT</td>
<td>$30.00</td>
<td>$30.00</td>
<td>10 lb bag</td>
</tr>
<tr>
<td>Archaeological monitoring and report</td>
<td>1</td>
<td>DAY</td>
<td>$4060.00</td>
<td>$4060.00</td>
<td></td>
</tr>
</tbody>
</table>

#### General Conditions

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE PER</th>
<th>Subtotal Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dumpster</td>
<td>1</td>
<td>UNIT</td>
<td>$900.00</td>
<td>$900.00</td>
<td>40 yard</td>
</tr>
<tr>
<td>Jobsite Toilet</td>
<td>1</td>
<td>Month</td>
<td>$96.00</td>
<td>$96.00</td>
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<tr>
<td>General Labor- misc.</td>
<td>10</td>
<td>HR</td>
<td>$35.00</td>
<td>$350.00</td>
<td></td>
</tr>
</tbody>
</table>

**SUBTOTAL**                          |     |      |           | $29,321.00      |                                                                      |
**GC Fee 12%**                        |     |      |           | $3,518.52       |                                                                      |
**Contingency 15%**                   |     |      |           | $4,398.15       |                                                                      |
**TOTAL PRICE**                       |     |      |           | $37,237.67      |                                                                      |

#### Site Work - Phase 2:

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE PER</th>
<th>Subtotal Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hand grade new paths</td>
<td>120</td>
<td>HR</td>
<td>$35.00</td>
<td>$4,200.00</td>
<td>3 people, 5 days purchased in Phase 1</td>
</tr>
<tr>
<td>Gravel on new paths 2' w @ 3&quot; deep</td>
<td>8</td>
<td>CY</td>
<td>$0.00</td>
<td>$504.00</td>
<td>3 people, 2 days 48&quot;x96&quot; Flat Aluminum</td>
</tr>
<tr>
<td>Install Gravel</td>
<td>48</td>
<td>HR</td>
<td>$35.00</td>
<td>$1,680.00</td>
<td>3 people, 2 days 24&quot;x36&quot; Flat Aluminum 12' cut into 3 posts</td>
</tr>
<tr>
<td>Purchase large site instructional/warning sign</td>
<td>1</td>
<td>UNIT</td>
<td>$498.00</td>
<td>$498.00</td>
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<tr>
<td>Purchase small site informational signs</td>
<td>8</td>
<td>UNIT</td>
<td>$98.00</td>
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<tr>
<td>Treated 4x4 Posts for sign mounting</td>
<td>4</td>
<td>EA</td>
<td>$36.00</td>
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<td>Install Signs</td>
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<td>HR</td>
<td>$35.00</td>
<td>$1,680.00</td>
<td>3 people, 2 days</td>
</tr>
<tr>
<td>Archaeological monitoring and report</td>
<td>1</td>
<td>DAY</td>
<td>$4060.00</td>
<td>$4060.00</td>
<td></td>
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</table>

#### General Conditions

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE PER</th>
<th>Subtotal Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dumpster</td>
<td>0</td>
<td>UNIT</td>
<td>$900.00</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Jobsite Toilet</td>
<td>0</td>
<td>Month</td>
<td>$96.00</td>
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<td></td>
</tr>
<tr>
<td>General Labor- misc.</td>
<td>4</td>
<td>HR</td>
<td>$35.00</td>
<td>$140.00</td>
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</table>
### Historic Structure Assessment

**Johnson Stage Station**  
CR 25, Gunnison County CO 81230

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE PER</th>
<th>Subtotal Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve and Weather Protect Cabins w/ Steel Roof Frame or Wood Roof Frame,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metal Roofing Option:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hand removal of vegetation and soil in cabins, organize and catalog found</td>
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**SUBTOTAL**  
$13,690.00

**GC Fee**  
12%  
$1,642.80

**Contingency**  
15%  
$2,053.50

**TOTAL PRICE**  
$17,386.30
## Historic Structure Assessment

### Repair Doors on Site, Build New to Match with Found Material
- **QTY**: 64
- **UNIT**: HR
- **PRICE PER**: $50.00
- **Subtotal Price**: $3,200.00
- **Notes**: 2 carpenters, 4 days

### Hang Doors in Skewed Openings, Install Hardware
- **QTY**: 64
- **UNIT**: HR
- **PRICE PER**: $50.00
- **Subtotal Price**: $3,200.00
- **Notes**: 2 carpenters, 4 days

### Door Hardware
- **QTY**: 8
- **UNIT**: EA
- **PRICE PER**: $60.00
- **Subtotal Price**: $480.00

### Custom Windows
- **QTY**: 7
- **UNIT**: EA
- **PRICE PER**: $1,000.00
- **Subtotal Price**: $7,000.00

### Install Windows in Skewed Openings
- **QTY**: 64
- **UNIT**: HR
- **PRICE PER**: $50.00
- **Subtotal Price**: $3,200.00
- **Notes**: 2 carpenters, 4 days

### Archaeological monitoring and report
- **QTY**: 2
- **UNIT**: DAY
- **PRICE PER**: $4,970.00

### General Conditions

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**SUBTOTAL**
- **Total**: $98,670.50

**GC Fee** 12%
- **Total**: $11,840.46

**Contingency** 15%
- **Total**: $14,800.58

**TOTAL PRICE**
- **Total**: $125,311.54

---

### Preserve and Weather Protect Cabins w/ Steel Roof Frame or Wood Roof Frame, Sod Roofing Option:

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<tr>
<td>Hand removal of vegetation and soil in cabins, organize and catalog found material</td>
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<td>$2,890.00</td>
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6  Photographs and Illustrations

See Attached sheets.

7  Bibliography

“All the Comforts of Home at B.F. Allen’s Lower Lake Fork Stage Stop.” Silver Thread Scenic and Historic Byway.
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CR 25, Gunnison County CO 81230  
Historic Structure Assessment

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Silver World (October 5, 1878) Lake City, Colorado, 2.

8.0 Appendices

See Attached sheets.