

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1. NAME OF PROPERTY The Route 66 and National Old Trails Road Historic District at La Bajada

HISTORIC NAME: New Mexico State Highway 1, El Camion Real highway

OTHER NAME/SITE NUMBER: La Bajada Hill

2. LOCATION

STREET & NUMBER: App. 0.5 miles northeast of north terminus of New Mexico State Highway 16 (Santa Fe National Forest, partial owner)

NOT FOR PUBLICATION: N/A

CITY OR TOWN: N/A

VICINITY: La Bajada Village

STATE: New Mexico

CODE: NM

COUNTY: Santa Fe

CODE: 049

ZIP CODE: 87041

3. STATE/FEDERAL AGENCY CERTIFICATION

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

Katherine Slick
Signature of certifying official

16 November 2004
Date

State Historic Preservation Officer

State or Federal agency and bureau

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

Judith M. Propper, USDA Forest Service - SW Region Federal Preservation Officer
Signature of commenting or other official

May 16, 2005
Date

USDA Forest Service - SW Region

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- ☒ entered in the National Register
See continuation sheet.
☐ determined eligible for the National Register
See continuation sheet.
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain): _____

for
Edson K. Ball
Signature of the Keeper

Date of Action
6/30/05

USDI/NPS NRHP Registration Form

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5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Public-Federal; private

CATEGORY OF PROPERTY: District

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	4	0 BUILDINGS
	0	0 SITES
	2	0 STRUCTURES
	1	0 OBJECTS
	7	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: *The Historic and Architectural Resources of Route 66 through New Mexico*

6. FUNCTION OR USE

HISTORIC FUNCTIONS: TRANSPORTATION: road-related (vehicular)
DOMESTIC: hotel (motel)
COMMERCE/TRADE: specialty store (service station)

CURRENT FUNCTIONS:
RECREATION AND CULTURE: outdoor recreation
DOMESTIC: multiple dwelling

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: OTHER: Southwest Vernacular

MATERIALS: FOUNDATION: STONE; CONCRETE
WALLS: STONE; STUCCO
ROOF: ASPHALT
OTHER: WOOD

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-10).

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DESCRIPTION

The Route 66 Historic and National Old Trails Road Historic District at La Bajada,¹ consists of approximately 6.0 miles of rubble and gravel roadway that comprised a U.S. 66 alignment between 1926 and 1931 and an alignment of the National Old Trails Highway and New Mexico State Highway 1 prior to the creation of the federal highway system in 1926 (see Figure 7-1). The essentially linear district lies on a northeast-southwest axis and is approximately 4.5 miles in length along the more southeasterly former U.S. 66 alignment. The additional 1.5 miles represents the earlier highway alignment that descended the same 600 ft. escarpment with a series of hairpin turns about a half mile northwest of the U.S. 66 alignment. The two roadways join about 200 ft. above the base of the escarpment, sharing the same alignment as they complete the descent to the mesa below. There the gravel road crosses the Rio Santa Fe on a timber bridge and extends approximately a half-mile to the county line at which point the historic alignment has recently been paved. In addition to the linear roadway site, the district's resources include two structures, the bridge and masonry retaining walls; four buildings, consisting of a former residence, tourist camp at the base of the escarpment; and one object consisting of a campground advertisement sign painted on the basalt wall of the upper escarpment. The district is approximately 36 acres in size and is located within the Santa Fe National Forest and Cochiti Indian Reservation. The numerous hairpin turns, cross-section template, and masonry retaining walls, and timber bridge, as well as the former tourist camp and campground advertisement retain a high degree of integrity and imbue the district with a strong feeling of early automobile travel in rural New Mexico. This feeling is enhanced by the spectacular vista of the Rio Grande Valley and the Jemez, Sandia and Sangre de Cristo Mountain ranges apparent from the roadway.

La Bajada, meaning descent in Spanish, is a notable geologic feature consisting of a black volcanic escarpment extending more than 20 miles south and east from the Rio Grande to the Galisteo Basin. The flat grasslands lining the foot of La Bajada comprise La Majada, or shepherd's camp, Mesa, while the grassland plateau above La Bajada is referred to as La Bajada Mesa with Tetilla Peak, a sharp conical formation located above the rim about three miles to the northwest, the principal landmark. The northern boundary of the district is located where the unified roadway crosses into the Santa Fe National Forest, proceeding almost two miles across La Bajada Mesa before forking (see Photo 1). There, the 1909 of New Mexico State Highway 1 (NM 1) alignment heads on a straight southwesterly line an additional half-mile to reach the rim (see Photo 2).

The 1924 alignment heads south southwesterly about two-thirds of a mile to the rim of the escarpment lining

¹ Although the period of significance includes the development of New Mexico State Highway 1, El Camino highway, the name *The Route 66 Historic and National Old Trails Road Historic District at La Bajada* was selected to reflect how the road was commonly referred to during the period.

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the north side of Santa Fe Canyon, or *Cañon de Las Bocas*, as the Spanish named it to denote its broad opening at the foot of La Bajada (see Photo 4). About 200 yards below the rim, an orange sign stating "Santa Fe Campground" and dating to the period of significance is painted on a basalt escarpment about 25 yards north of the roadway (see Photo 5). In sharp contrast to the flat grasslands above and below the 1.5-mile escarpment section of the district, the dark basalt cliffs of the upper escarpment represent the flow from volcanic vents that capped earlier sedimentary formations. This hard caprock, which in some instances has collapsed on the weaker sedimentary formations below, accounting for the basalt deposits on the lower slopes, denotes the steepest sections of the roadway.

Inclined as much as 17% on the 1909 alignment, with an average grade of 7.8%, the road's gravel bed rests on basalt rubble fills with basalt retaining walls² marking areas of cut and fill as well as occasional hairpin turns bounded by steep dropoffs (see Photo 2). Extending above these walls a rubble curbing lines much of the roadway (see Photo 3). At turns large boulders surmount the curb. As striking as the steep dropoffs at the alignment's hairpin turns is the solid basalt rock into which sections of the road were cut. As a result of the widespread use of cut and fill to create a shelf along the precipice for the roadway, some of the dry masonry retaining walls (contributing) reach heights of approximately 20 ft. and consist of rough ashlar coursing. Also evident are eroded ruts of earlier wagon roads dating to the military's efforts to improve roads during the 19th century. Indicative of the efforts to improve on the earlier alignment, the 1924 realignment, which became U.S. 66 in 1926, reflects substantial reductions in grade and in the number of hairpin turns. Only the 15% grade on the relatively straight alignment as the road climbs the wall of the canyon at the top of the escarpment compares with the steepness of the earlier alignment. In addition to a straighter alignment, the average grade was reduced from 7.8% to 5.5% (NMHJ Jan. 1924:10).

Lying below the basalt cap is the more gently sloped lower escarpment consisting of lightly colored sandstone and clay cliffs whose deposits continue to supply nearby Cochiti potters with material for their craft. Because of the weight of the basalt cap and its resulting collapse on the sedimentary formation below, the line of demarcation between the contrasting strata is somewhat obscured with large basalt boulders as well as basalt talus extending below the caprock. As a result, even on the lower, broader slopes, the roadway's dry retaining walls and curbing consist predominantly of basalt. In contrast to the striking cuts into solid basalt rock evident near the rim and the substantial ashlar retaining walls supporting the grade as it hugs vertical basalt cliffs, the cut and fill and resulting retaining walls shaping the switchbacks on the lower roadway consist primarily of rubble. About halfway down the sedimentary section of the hill, the two alignments converge (see Photo 6).

Early picture postcards frequently depicted the dramatic roadway at La Bajada, generally portraying the expansive vistas offered from the top of the hill, as it was popularly called (see figure 7-2). Less popular, but perhaps more informative regarding the escarpment's landscape, were views from La Majada Mesa looking

² Because of the extensive presence of masonry walls along the alignments of the 1909 and 1924 highways, the masonry walls are counted as one contributing structure.

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northeast. Not only do they offer the striking geological contrast between the upper and lower portions of the escarpment, they also reveal the striking vegetative contrasts apparent in an arid land with little riparian relief. This contrast is particularly evident at the mouth of Santa Fe Canyon, or Cañon de las Bocas, as the opening of the narrow defile eroded by the Rio Santa Fe was historically known. Although types of vegetation have changed over the last century so that exotics such as Russian Olive, Siberian elm and Tamarisk are mixed with indigenous cottonwood, the verdant riparian area lining the base of the escarpment remains notable even after years of prolonged drought in the region (see Photo 7).

Paralleling the river along its north bank is an irrigation ditch, or *acequia*, that irrigates the long-lot fields of the residents of San Miguel de la Bajada, a small village lying west of the roadway. Crossing the acequia at a culvert³, the road crosses a second culvert marking the former alignment of the acequia and then crosses the Rio Santa Fe over an approximately 240 ft. long creosote-treated timber bridge (see Photo 8). Typical of the economical and easily expandable and repairable timber trestle bridges favored in New Mexico in the 1920s, the bridge has nine trussed wood piers spaced at 25 ft. and timber and poured concrete abutments at both ends. The laminated wood deck resting on wood stringers is 24'-wide and lined with a timber curb and a chain link guardrail attached to wood piers with pyramid-shaped caps typical of the period of construction.

South of the bridge and to the west of the built-up gravel roadway is a residence with three buildings to the rear (contributing). Of adobe construction with flat roofs and parapets, the buildings are one story and have a beige cement-stucco facing (see Photo 9). Windows include wood casement and 2/2 double-hung wood sash and symmetrically flank the principal entry in each building. Two of the three buildings located to the rear of the residence have a single room plan, and the third is a linear duplex. Sharing a common axis at the rear of the residence, they suggest the complex's function as a tourist camp and service station lining the highway between 1925 and 1932.

After the 1924 alignment of the roadway was replaced in 1932 by a new alignment three miles to the southeast, approximately where the I-25 alignment now ascends La Bajada, the roadways within the district exhibit little change other than natural deterioration. Though less pronounced than in early picture postcards, the scars marking the road alignments along the face of the escarpment remain evident from the base of La Bajada. A gas pipeline laid below the gravel of the upper section of the 1924 alignment is evident at only two points, and the timber bridge is largely unaltered. The residence of the former tourist camp is now a private residence, although no evidence of the former gas pumps remains, and the cabin units, now vacant and used for storage, are deteriorating but retain their historic plans and general appearance. As a result, the resources within the district retain a high degree of integrity, conveying a strong feeling of the early automobile travel experience at what was once regarded as the most significant highway engineering feat in New Mexico.

³ Both roadways contain a number of small, corrugated metal pipe culverts. Because these structures are small and do not reveal any engineered elements, such as concrete headwalls or wingwalls, and often obscured by downslope erosion, they were not counted as a resource.

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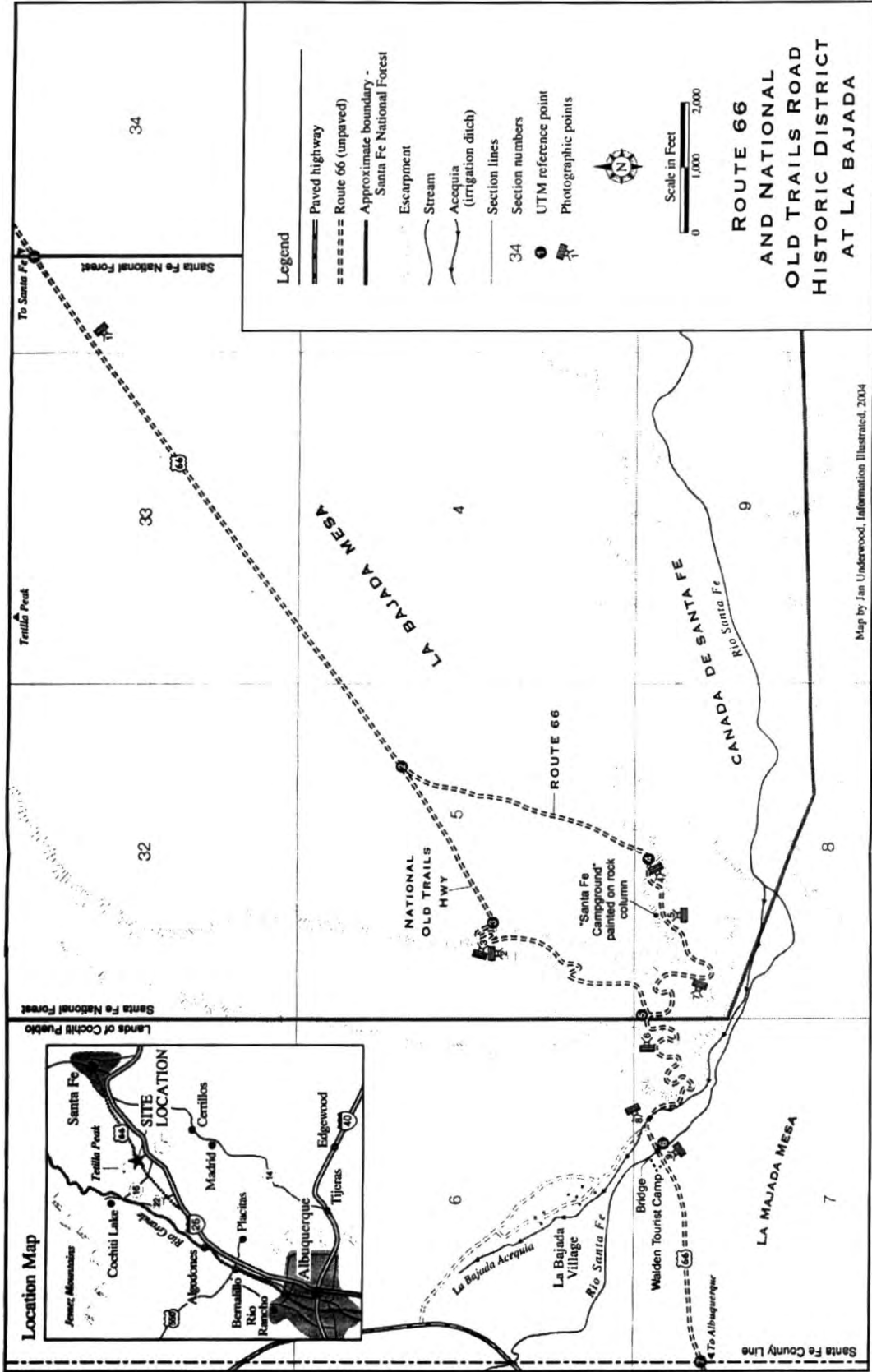
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Figure 7-1

District Map (see reverse)



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Figure 7-2

Postcard of the National Old Trails Road Highway at La Bajada Hill (undated)



8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- ☒ **A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- ☐ **B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- ☒ **C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- ☐ **D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: TRANSPORTATION; ENGINEERING

PERIOD OF SIGNIFICANCE: 1909-1931

SIGNIFICANT DATES: 1909; 1924; 1925; 1926; 1931

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Territorial Highway Commission, builder of 1909 road; New Mexico State Highway Department, builder of 1924 highway

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-11 through 8-17).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-18).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

PRIMARY LOCATION OF ADDITIONAL DATA:

- ☒ State historic preservation office (*Historic Preservation Division, Office of Cultural Affairs*)
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository:

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STATEMENT OF SIGNIFICANCE:

Dating to Spanish settlement in New Mexico and the Camino Real, until 1931 the escarpment at La Bajada posed a formidable challenge to the development of a transportation network along the Rio Grande Valley. During the territorial period attempts to cut a roadway up the escarpment resulted in a series of wagon road alignments, the evidence of which remains today. In 1909 with the coming of the automobile, the Territorial Highway Commission undertook a project to improve the alignment. With its cuts into the solid basalt caprock and dry masonry retaining walls, the project was heralded as an engineering wonder along New Mexico's Scenic Highway that soon became a part of the National Old Trails Road Ocean-to-Ocean Highway. In 1924, the road was realigned along the upper slopes of the escarpment, again with much publicity regarding its engineering feats. With the creation of the federal highway system in 1926, this improved roadway became a part of the U.S. 66 and 85 alignment. That same year construction crews widened some of the hairpin turns to accommodate the buses of the newly created Fred Harvey Indian Detours. They also installed a timber bridge to replace a concrete ford across the Rio Santa Fe at the foot of the escarpment near where a rural tourist camp and service station had opened the previous year. The alignment remained a part of the highway system until 1931 when a new alignment was completed along a gentler slope three miles to the south. With its high degree of integrity, the historic district is eligible at the state level under Criterion A for its role in the rise of early automobile travel in New Mexico. The district is also eligible at the state level under Criterion C for its historic alignments reflecting siting, design and engineering practices and materials common in road and bridge construction during the period of significance.

A prominent landmark since pre-historic times, the volcanic-capped escarpment known as La Bajada presented a formidable barrier to north-south movement that the Spanish colonists first encountered as they sought to establish the *Camino Real de Tierra Adentro* (the Royal Road to the Interior Land) in the late 16th century. During the colonial period as caravans and settlers traveled the Rio Grande corridor, many attempted to scale the 600 ft. high barrier by following a trail up the rocky, flood-prone gorge of the Rio Santa Fe, the only canyon bisecting the escarpment. Others bypassed it by following the Rio Galisteo eastward along the foot of La Bajada and climbing it just west of the Cerrillos Hills; still others traveled even farther east, opting for the more gentle ascent offered at the western edge of the Galisteo Basin. So significant was La Bajada that the escarpment served to divide New Mexico into two distinct regions: the Rio Arriba or upper river, and Rio Abajo or lower river. Even today, this geographic feature functions as a significant cultural, environmental, and historical line of demarcation within New Mexico's historic Rio Grande corridor.

During the colonial period as trade developed within the region, the canyon route from its mouth, or *boca*, to the village of La Cienega at the head of the canyon was the principal trade route between the colonial capital at Santa Fe and Santo Domingo Pueblo. Given the canyon's susceptibility to flooding and the subsequent boulders strewn along the trail, however, an alternative trail gradually developed, extending southeastward from the village of Cienguilla across La Bajada Mesa to the steep escarpment where travelers carefully descended the

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sheer precipice. It was this route that Zebulon Pike followed after being captured by Spanish soldiers in 1807 before spending the night at the village of La Bajada. Following the American conquest of New Mexico in 1846, the Treaty of Guadalupe-Hidalgo in 1848, and the creation of the New Mexico Territory in 1850, the military undertook some road improvements. While more attention at first was given to improving a roadway several miles to the southeast, in the 1860s the army worked to open the mesa road to wagon traffic. An account of the descent by Lt. Bourke in 1869 describes the volcanic caprock as "an overhanging vertical wall" and the escarpment as a "sheer precipice of five hundred" feet (Marshall:12). "The only orthodox way of going down La Bajada in those days" concluded Bourke, was for stage passengers to alight and make the descent on foot while the stage descended with its brake locked.

Efforts to improve the road increased during the late territorial period as the potential for automobile travel became apparent and pressure increased to improve the road from Santo Domingo to Santa Fe for the shipment of fresh produce. The Territorial Highway Commission appropriated funds in 1903 and then again in 1909 to open the road to automobile traffic. Using laborers from nearby Cochiti Pueblo as well as penitentiary inmates, who lived in temporary camps near the project site, engineers dynamited the solid basalt rock, using the resulting large rocks to fashion roughly coursed retaining walls (see Figure 8-1). Laborers then used the rubble to build up the roadbed and construct a curb along the outside of the roadway. Along the inside, they dug a gutter that they sometimes lined with concrete to drain the road and to catch falling rocks. In some instances, iron culverts were placed below the rubble bed and extended slightly away from the retaining walls to facilitate drainage. The template consisted of an 18-foot wide bed, standard for road construction during that period, with little additional width at the seven hairpins appearing in the section just below the rim. Some of the district's best remaining examples of these dry masonry walls appear along the basalt section of this 1909 alignment.

Completion of the project resulted in the reduction of the former wagon road's grade of 28% to 7.5% (*Second Biennial Report*, 1910:183). It prompted state officials to conclude that the practice of using convict labor offered the territory a means of reducing road construction costs, a practice that reappeared at La Bajada 15 years later when the project to improve the alignment occurred. It also led the Territorial Engineer to conclude that Rio Grande Valley farmers would experience greater success in getting their produce to market, a conclusion that was underscored with a 121% increase in traffic at La Bajada in the months following the project's completion.

Perhaps the most significant consequence of the completion of the roadway, however, was the increase in automobile tourism. As discussed in the historic context, the 1910s were marked by a popularization of the automobile in which groups led by the nationwide Good Roads Association lobbied both state and federal government for an improved network of roadways. While it wasn't until 1926 that a federal highway system was initially designated, as in other states a numbered state highway system developed, emerging shortly after statehood in New Mexico. Accompanying these state systems was the emergence of several hundred intra and inter-regional private highway associations. These organizations were comprised of boosters, many who were

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merchants along prospective routes, who sold log, or guidebooks promoting their routes and roadside businesses.

In New Mexico, the main highway was NM 1 extending from Raton at the Colorado border to Anthony near the Texas border at El Paso. Essentially a linking together of the state's two best-known historic roadways, the Camino Real and the Santa Fe Trail, the roadway was the subject of the first promotional effort of the State Highway Department when it printed a booklet entitled *Through New Mexico on the Camino Real* (NMSHC 1915). Published in 1915, it provided images of the new state's main highway. Designed, in part, to entice motorists travelling to the Panama-Pacific Exposition in San Diego to visit New Mexico, the booklet sought to reassure motorists about the quality of the state's main highway, including its primary engineering feat, the road at La Bajada. Describing the work of the penitentiary inmates and Cochiti workers as "having moved a considerable amount of rock by hand and constructed stone retaining walls at every hairpin turn," the booklet termed the turns as some of "the most dramatic engineering accomplishments" undertaken by the State Highway Commission.

Further contributing to the significance of the highway at La Bajada was its inclusion as part of the alignment of the National Old Trails Highway. Regarded as one of the most important of the many privately designated highways developing across the nation in the decades preceding the creation of the federal highway system, the National Old Trails Ocean to Ocean Highway Association, as its full title read, represented a splicing together of historic trails associated with the westward movement. Extending from Maryland's Cumberland Turnpike and following the National Pike to the Mississippi River, it followed the Boone Lick Road across Missouri to Kansas City, where it then followed the Santa Fe Trail southwestward. In New Mexico it turned west following the approximate route of Spanish exploration westward to southern California. In the early days of automobile tourism, it was one of the most significant roads to cross New Mexico. Several state leaders actively promoted it, including Col. D.K.B. Sellers, mayor of Albuquerque, and Ralph Emerson Twitchell, a leading historian and booster during the late territorial and early statehood periods.

First conceived in 1907 as the Missouri Trails Association and promoted by the Daughters of the American Revolution to memorialize western pioneers as well as to promote the ongoing a national healing pertinent to the Civil War, in April 1912, the highway was renamed to encompass its transcontinental character. It gained additional prestige in 1913 when it was proposed in Congress as an "interstate highway," and in 1914 when the Southern California Automobile Association decided to map the route, erecting markers along the way. Its standing was further enhanced in 1923 when the *Automobile Blue Book*, the most prestigious guide book for motorists, included the highway as only one of two crossing New Mexico in its mile-by-mile road description section. Even after the designation of the federally numbered highway system in 1926, the organization boosting the National Old Trails Highway continued, with Harry Truman, during his tenure as junior senator from Missouri, serving as its president and proclaiming that traveling it offered Americans an opportunity to learn history (Truman).

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Addressing the road at La Bajada, the *Log Book for the National Old Trails Highway*, described it as "wide enough for two cars to pass easily anywhere, with a volcanic rock wall on the outside" and as "absolutely safe for the most timid driver" (*Log Book*: 19). Referring to the recently completed realignment descending the escarpment along the wall of Santa Fe Canyon before resuming the original alignment about a mile downhill, the log book entry also included a brief description prepared by James A. French, the State Highway Engineer since statehood. Seeking to reassure drivers, French listed the lower grades, banked roadway and retaining walls, and elimination of seven hairpin turns as evidence of an improved road. Characterizing the drive as one of "safety and beauty," he nevertheless informed readers that despite its reputation, the old road had also been relatively safe, that "even the danger of the old road was largely mythical."

Despite French's reassurance about the older alignment, engineers and the public alike recognized that the numerous hairpin turns with short turning radii and steep grades necessitating that some cars back up the hill to compensate for the era's primitive fuel pumps required improvements. In 1924, French again engaged the penitentiary to supply inmates, and plans were made to realign the roadway along the upper portions of the escarpment.

While federal and state monies had been used to improve sections of the road above and below the escarpment, the highway department itself undertook the realignment, estimating that it would cost about \$5,000 (*NMHJ* Feb.1924:19). Accompanied by a crew from the Fox Film Company, engineers detonated multiple charges of picric acid to blast cuts along the escarpment facing Santa Fe Canyon. Sufficiently removed from the earlier alignment, the blasting caused only a five-minute delay in traffic flow. Working with the rubble from the blast, crews installed corrugated metal culverts as they constructed retaining walls. Descending along a more gradual grade set more on a sedimentary surface than on the solid rock of the earlier alignment, none of these walls are of the height nor do they exhibit the coursing apparent in the earlier retaining walls. Along the common alignment remaining on the lower slopes, workers installed dry rubble masonry guard walls with a one-foot by two and one-half foot cross-section. Less than two years later, the road improvement project at La Bajada was completed when the timber bridge at the foot of the escarpment was constructed to replace a concrete ford laid in 1918 to replace an earlier timber bridge that had been washed out in a flood. Unlike the escarpment projects, the bridge was partially constructed with federal money provided under the federal government's Federal Aid Project (FAP) and designated FAP 88-C (*New Mexico* Oct. 1931:10).

With the improved highway, traffic increased. Although the highway department had begun conducting traffic counts a few years earlier, its specific categories and locations sometimes varied so that precise comparisons are sometimes difficult. Despite this obstacle to comparative analysis, the overall figures pertinent to La Bajada show that the average daily traffic count rose from 617 in 1927, the year following the completion of the bridge and realignment projects, to 1,068 in 1928 and 1,565 in 1930. With the increased traffic and the lingering image of La Bajada as a challenging roadway for vehicles and drivers, a service station and small tourist court appeared at the base of the hill, much as similar facilities appeared near other geographical

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obstacles located along highways in New Mexico.

In 1925, Herb and Wallace Walden opened a small tourist camp and service station located west of the concrete ford across the Rio Santa Fe. With the realignment of the road and anticipated completion of the timber bridge, the site, a former stagecoach stop, was ideal for a roadside business. From there the brothers used their Dodge truck to rescue overheated vehicles and to tow Pickwick buses up the hill while passengers rode in the truck to give it additional weight for the pull. As with other rural service stations, they also constructed a series of small cabins behind their residence, arranging them in a line similar to the spatial organization of other rural cabins. Mary Montoya Walden, who had been born at the village of La Bajada in 1911 and married Herb Walden later recalled that the hairpin turns at La Bajada offered other economic opportunities as well (Ripp: B-1). Motorists sometimes hired local drivers to negotiate the hill, and tourist camp operators in Santa Fe dispatched boys to hand out camp flyers as motorists slowly wound their way around the turns. The painted advertisement for the Santa Fe Campground located along Francisco Street in the late 1920s recalls those advertising efforts.

Even with the improvements brought with the realignment and new bridge, the roadway at La Bajada continued to be regarded as an obstacle. When the Fred Harvey Company initiated the Indian Detours in 1926 and the new venture's director, Major R. Hunter Clarkson, approached New Mexico Governor Arthur T. Hannett about the detour's itineraries and their suitability for the White buses, Clarkson anticipated using on some excursions. Hannett quickly sought to support this effort at bolstering the state's growing tourist industry by ordering highway crews to widen the hairpin turns. A year later, however, an editorial in the *New Mexico Highway Journal* proclaimed that "The jinx at La Bajada must be overcome or tourist travel will be reduced to a minimum on the old trail" (in Carter:3). Acknowledging that even improving its turns could never entirely "offset stage-fright or careless driving," the editorial concluded that the best way to advertise the hill was as a "beautiful stretch of scenic highway."

Thus, it was with little surprise that in the fall of 1931 the State Highway Commission announced that it was completing construction of a "broad, safe, permanent highway connecting Santa Fe and Albuquerque (*New Mexico*, October, 1931:8). Dividing the project into multiple units under FAP 88, it had designated the hill section FAP 88-F and shifted the alignment three miles south of the former roadway. Augmenting the traditional road construction equipment of fresnos, wagons and teams with gasoline-powered shovels, air-compressors, several 2 and 6-yard end dump trucks, and Caterpillar tractors, crews cut and filled a new alignment located approximately where the I-25 alignment now ascends La Bajada. Grades were reduced from an average of 5% to 1.4% with the maximum grade at 6%. By late summer, the project was complete, and the 1924 alignment had become obsolete. Over the next few years, further changes occurred as U.S. 66 was realigned to pass through Albuquerque on an east-west axis in 1937, leaving only U.S. 85 aligned on the Albuquerque-Santa Fe highway.

While some writers lamented the closing of the old roadway, yearning for the adventure it had offered, most motorists were pleased with the new roadway. By 1936, the new roadway carried an average of 2,173 vehicles,

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 8 Page 15

Route 66 and National Old Trails Road Historic District at La Bajada
Vicinity of La Bajada Village, Santa Fe County, New Mexico

a number that would have made travel along the older alignment even more precarious. In the decades since its closing, some of the land included within the district has changed ownership so that all of it now lies within the Santa Fe National Forest and Cochiti Indian Reservation. For Cochiti tribal members the old highway alignment recalls their ancestors' contribution to early road construction in New Mexico. Aware of the significance of the old alignment, the Santa Fe National Forest maintains its portion of the land for multiple uses, including hiking and recreation.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 8 Page 17 Route 66 and National Old Trails Road Historic District at La Bajada
Vicinity of La Bajada Village, Santa Fe County, New Mexico

Figure 8-1 Cochiti Indians Working on NM 1 Circa 1909



Cochiti Indians working on Santa Fe-Albuquerque Road.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 9 Page 17 Route 66 and National Old Trails Road Historic District at La Bajada
Vicinity of La Bajada Village, Santa Fe County, New Mexico

MAJOR BIBLIOGRAPHIC REFERENCES

Carter, Rufous. "La Bajada (the Descent)." Unpublished manuscript, 1980.

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Kammer, David. *The Historic and Architectural Resources of Route 66 through New Mexico*. Prepared for the New Mexico Historic Preservation Division, 1992.

Marshall, Michael P. *A Cultural Resource Survey for the La Bajada I-25 Improvement Project, Santa Fe County, New Mexico*. Prepared for New Mexico State Highway and Transportation Department, 2000.

New Mexico Highway Journal. Various issues 1915-1931. In 1931, *The New Mexico Highway Journal* was integrated into *New Mexico*, which subsequently became *New Mexico Magazine*.

New Mexico State Highway Commission. *Through New Mexico on the Camino Real*. 1915

New Mexico State Highway Engineer. *Biennial Report of the State Highway Engineer*. Various reports, 1914-1950.

New Mexico Territorial Engineer. *Second Biennial Report of the Territorial Engineer*. 1910.

Pratt, Boyd, Charles D. Biebel and Dan Scurlock. *Trails, Rails, and Roads: The Central New Mexico East-West Transportation Corridor Regional Overview, Volume 1: Historic Overview*. Prepared for New Mexico Historic Preservation Division, 1988.

Ripp, Bart. "La Bajada History." *Albuquerque Tribune*, July 11, 1988.

Road Log for the National Old Trails Highway. Albuquerque, NM: Albuquerque Auto Trades Association, 1925.

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: approximately 36 acres

UTM REFERENCES	Zone	Easting	Northing	Zone	Easting	Northing	
1.	13	392216	3937569	3.	13	388985	3935415
2.	13	389716	3935821	4.	13	389371	3934684
5.	13	388517	3934643	6.	13	386993	3934480
7.	13	386807	3934693				

(see attached U.S.G.S. quad map)

VERBAL BOUNDARY DESCRIPTION (see continuation sheet 10-19)**BOUNDARY JUSTIFICATION** (see continuation sheet 10-19)

11. FORM PREPARED BY

NAME/TITLE: David Kammer, Ph.D., with assistance from HPD staff**ORGANIZATION:** Consulting historian**DATE:** September 2002**STREET & NUMBER:** 521 Aliso Drive NE**TELEPHONE:** (505) 266-0586**CITY OR TOWN:** Albuquerque**STATE:** NM**ZIP CODE:** 87108

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS**MAPS** (see attached Tetilla Peak 7.5-minute series U.S.G.S. quad map)**PHOTOGRAPHS** (see continuation sheet Photo-20 through Photo-21)**ADDITIONAL ITEMS** N/A

PROPERTY OWNER

NAME: U.S.D.A, United States Forest Service, Santa Fe National Forest**STREET & NUMBER:** 1474 Rodeo Road**TELEPHONE:** (505) 438-7840**CITY OR TOWN:** Santa Fe**STATE:** NM**ZIP CODE:** 87505**NAME:** Pueblo of Cochiti**STREET & NUMBER:** P.O. Box 70**TELEPHONE:** (505) 465-2244**CITY OR TOWN:** Cochiti Pueblo**STATE:** NM**ZIP CODE:** 87072

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 10 Page 18 Route 66 and National Old Trails Road Historic District at La Bajada
Vicinity of La Bajada Village, Santa Fe County, New Mexico

GEOGRAPHICAL DATA

Verbal Boundary Description

The historic district is linear with the exception of the rectilinear one-acre parcel historically associated with the former Walden tourist camp and the Santa Fe campground sign at which point the district boundary extends 15 yards north of the linear district boundary to include the sign and its viewshed. The linear district consists of a corridor extending 40 feet on either side of the road's centerline, a minimum width used by the New Mexico State Highway Department during the 1920s. The 1909 and 1924 roads are delineated on the accompanying U.S.G.S. Tetilla Peak Quadrangle 7.5-minute series topographic map.

The following UTM reference points represent boundaries of the district. The northeast boundary is formed where the former New Mexico State Highway 1, National Old Trails Highway and U.S. 66 alignment cross the Santa Fe National Forest boundary at UTM Reference #1. (North of this point the former road continues for a short, eventually dispersing into a series of rutted dirt roads diverging from the original alignment of the highway.) The boundary follows the roadway southwest approximately 1.8 miles to UTM Reference #2. The linear district boundary then follows two lines, the 1909 alignment proceeding southwest approximately 0.5 miles to Reference #3 and then south-southwest 0.8 miles to Reference #5. The 1922 alignment proceeds south 0.7 miles to Reference #4, briefly extending 15 yards north to include the sign, and then 0.8 miles west to Reference #5, where it rejoins the 1909 alignment. The single alignment then proceeds 0.6 miles west to Reference #6 where it crosses the Rio Santa Fe and then continues west 0.8 miles, expanding to include the one acre parcel of the former Walden tourist camp, to where the district ends at the Santa Fe-Sandoval County line, Reference #7.

Verbal Boundary Justification

The boundary includes the entire parcel historically associated with the La Bajada section of New Mexico State Highway 1, National Old Trails and U.S. 66 alignments at La Bajada as well as the parcels historically associated with the former Walden tourist camp and the Santa Fe Campground signage.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Route 66 and National Old Trails Road Historic District at La Bajada

MULTIPLE NAME: Route 66 through New Mexico MPS

STATE & COUNTY: NEW MEXICO, Santa Fe

DATE RECEIVED: 5/17/05 DATE OF PENDING LIST: 6/07/05
DATE OF 16TH DAY: 6/22/05 DATE OF 45TH DAY: 6/30/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000633

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/30/05 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



54 015 0511+2-2 H-3 2

Route 66 and National Old Trails Historic District ab la Bapda
Santa Fe City, NM
Roadway to district's northeastern boundary
Camera facing southwest
Photo 1 of 9



Route 66 and National Old Trails Historic District at the Bajada

Santa Fe City, NM

Roadway descent, 1909 alignment

Camera facing south

photo 2 of 9



57 015 0511+2-2 N-2 2

Route 66 and National Old Trails Historic District at La Bajada
Santa Fe City, NM
Retaining wall, 1909 alignment
concrete facing east
photo 3 of 9



49 015 0511+2-2 N-3 2

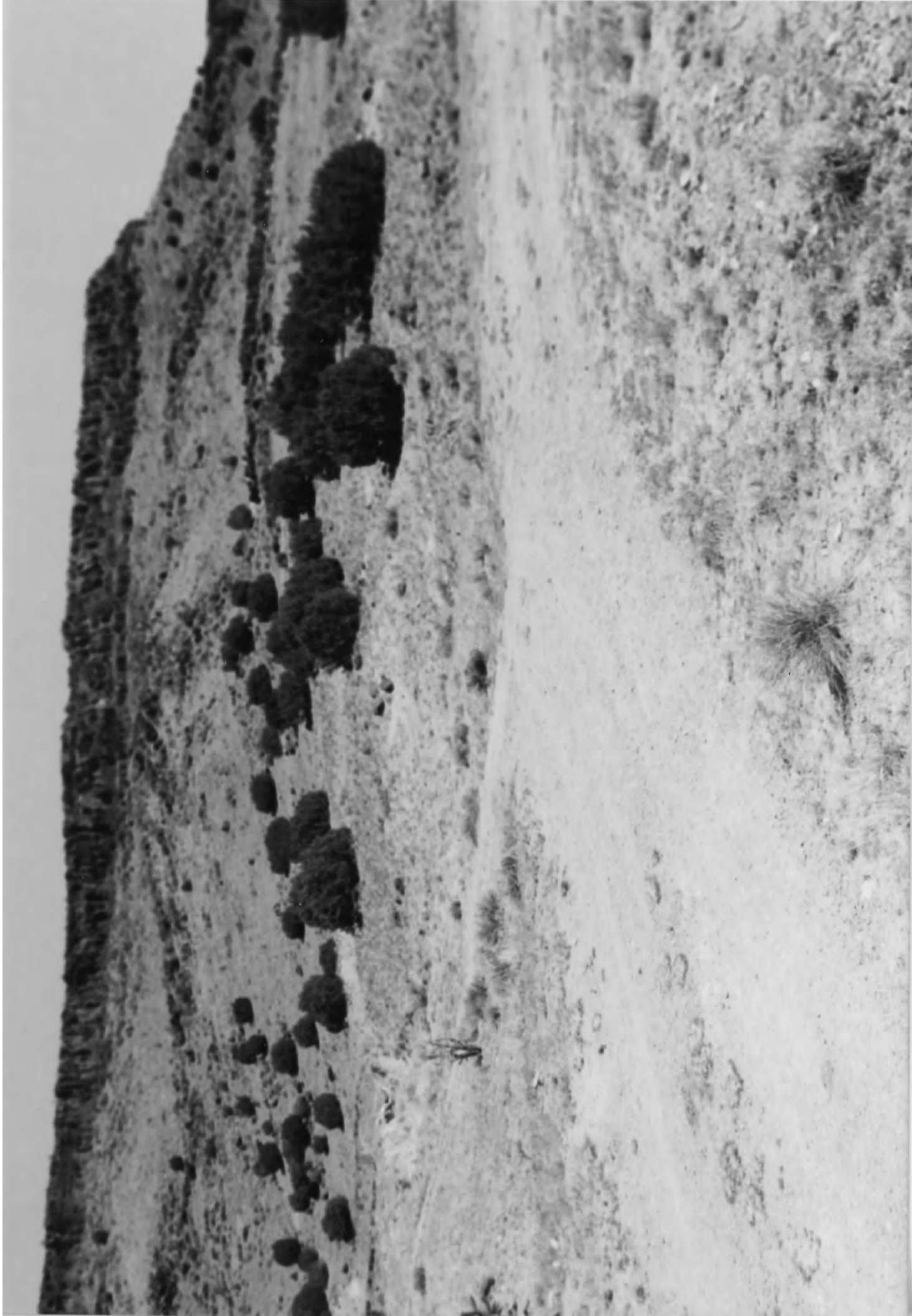
Route 66 and National Old Trails Historic District at La Bodega
Santa Fe Co., NM

1924 / Rt. 66 alignment
Camera facing southwest
photo 4 of 9



48 015 0511+2-2 N-2 2

Road 66 and National Old Trails Historic District de la Bupada
Santa Fe City, NM
Sign on basalt rock
Camera facing North
Photo 5 of 9



10 M15 9511-4-A N-0 2

Rt. 66 and National Old Trails Historic District do ha Bagdad
Santa Fe City, NM
Junction of 1909 and 1924 (R) alignments
Camera facing east
Photo 6 of 9



31 015 0511+2-2 N-4 2
Historic District of La Bijaada

Rt. 66 and National Old Trails

Santa Fe Ctr, NM

La Bijaada bridge and bridge

Camera facing west

Photo 7 of 9



34 015 0511+2-2 N-4 2

Rt. 66 and National Old Trails Historic District at La Biedra
Santa Fe Cty., NM

La Biedra bridge
Corner facing west
at 1/2 mi. S of



63 015 0511+2-2 N-2 2

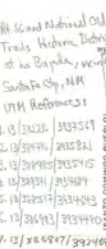
Rt. 66 end National Old Trails Historic District at La Bopda

Santa Fe City, NM

Former Walden tourist cabins

Camera facing north

Photo 9 of 9



UTM GRID AND 1983 MAGNETIC NORTH
SEPARATION AT 1000'



NEW MEXICO

TETILLA PEAK, N. MEX.
35106-E2-TF-024
1953
REVISED 1993
DMA 4755 II SW-SERIES V881

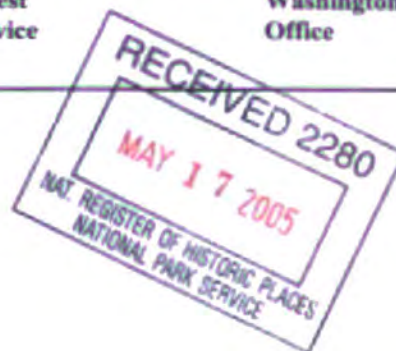


United States
Department of
Agriculture

Forest
Service

Washington
Office

14th & Independence SW
P. O. Box 96090
Washington, DC 20090-6090



File Code: 2360

Date: February 9, 2000

Ms Carol Shull
Keeper, National Register of Historic Places
National Park Service
P.O. Box 37127
Washington, D.C. 20013-7127

Dear Ms. Shull:

This letter is to request that the following Forest Service personnel be delegated Federal Preservation Officer (FPO) responsibility for signature on nominations to the National Register of Historic Places. They are:

Mike Beckes	Region 1
Terri Liestman	Region 2
Judy Propper	Region 3
Will Reed	Region 4
Judy Rose	Region 5
James Keyser	Region 6
Kent Schneider	Region 8
Sandra Forney	Region 9
Sue Marvin	Region 10

These individuals are Heritage Program Leaders in their respective regions, and it is expected they will provide better quality control in working with our field units on the content of the nominations. This delegation should also enhance our ability to speed up the processing time between our organizational units.

As we initiate this new process and concurrent policy development, I can meet with you and/or staff to review our procedures for improving Forest Service performance. It is understood that this delegation can be revoked with cause at the Keeper's discretion and default to the agency FPO. Please provide me with 12 copies of the National Register informational packages on nominations, that we previously discussed, for distribution with this delegation.



Ms. Carol Shull

2

We look forward to better and more efficient working relations with the National Register of Historic Places, which should result in more worthy properties being nominated. If you have any questions, I can be reached at 202-205-1427.

Sincerely,

/s/ Michael J. Kaczor

MICHAEL J. KACZOR
Federal Preservation Officer
Recreation, Heritage, and
Wilderness Resources

*cc: Regional Foresters
Regional Recreation Directors
Regional Heritage Program Leaders
M.Kaczor/wo*

FS:NFS:RHWR:MKaczor:sbs:02/09/2000:correspondence:non_control:2360_carol_shull



STATE OF NEW MEXICO
OFFICE OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

LA VILLA RIVERA BUILDING
228 EAST PALACE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 827-6320

GARY E. JOHNSON
Governor

June 24, 2002

Governor Andrew Quintana
Pueblo of Cochiti
P.O. Box 70
Cochiti, NM 87072

Re: Nomination of La Bajada to the National Register of Historic Places

Governor Quintana:

We are pleased to inform you that the New Mexico Historic Preservation Division is considering the nomination of a portion La Bajada that contains the early highway alignments of Route 66 and the Old National Trails Road to the National Register of Historic Places. This portion includes the bridge over the Santa Fe River south of La Bajada Village and two sections of roadway that work their way up the escarpment to the top of the mesa, and to include a portion of Plateau Del Rio, administered by the U.S. Forest Service (T 15 N, R 6 E, portions of Sections 5, 6, 7 and 8).

The National Register is the official Federal list of historic properties worthy of preservation. Listing in the National Register provides recognition of important prehistoric and historic places and assists in preserving our shared heritage. Listing in the National Register does not mean that limitations will be placed on the properties by the Federal government, nor will it attach restrictive covenants to the properties or seek to acquire them. *Public visitation rights are not required of owners.* Owners of National Register listed properties may be able to obtain Federal historic preservation funding, when funds are available.

The black volcanic escarpment of La Bajada is one of the most prominent landmarks in the Rio Grande Valley and has long served as a transportation bridge between the upper and lower areas of what is now the state of New Mexico. Prior to its current use for Interstate 25, the escarpment served as a travel corridor for Native Americans, and became a critical link of the Camino Real during the Spanish Colonial era and a route for wagon roads during the Territorial period, and finally an early automobile highway in the first half of the twentieth century.

This nomination will focus on the two automobile roads across the escarpment that date to the Old National Trails Road and Route 66. The Old National Trails Road pre-dated Route 66 by nearly ten years, and was one of the earliest transcontinental automobile highways, stretching between Baltimore and Los Angeles. The famous Route 66 used the escarpment as part of its short-lived "loop" between Santa Rosa, Santa Fe, and Albuquerque (1926-1937), before the highway was straightened to follow essentially the alignment of Interstate 40. The former segments of highway across La Bajada Hill represent some of the best preserved alignments of the Old National

June 24, 2002

Governor Andrew Quintana

Nomination of La Bajada to the National Register of Historic Places

Page 2

Trails Road and the pre-1937 Route 66 in the U.S. It is for this reason that the Historic Preservation Division is highly interested in nominating this section of La Bajada to the National Register.

There has been much support for nominating La Bajada to the National Register, including that from the National Park Service and the New Mexico Route 66 association, as well as support from Route 66 historian David Kammer and other individual citizens of the state.

As part owner and land manager of this section of La Bajada, we hope you will support the nomination of this important resource. The Historic Preservation Division and National Park Service are planning to make a site visit to La Bajada early on the morning of July 8, 2002, and hope you can participate in this activity. Please feel free to call me if you have any questions regarding this proposal or are planning to participate in the site visit. Thank for your interest in preserving New Mexico's irreplaceable heritage.

Sincerely,

A handwritten signature in black ink, appearing to read "John W. Murphey". The signature is fluid and cursive, with a large initial "J" and "M".

John W. Murphey, Architectural Historian

505-827-3990



STATE OF NEW MEXICO
OFFICE OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

LA VILLA RIVERA BUILDING
228 EAST PALACE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 827-6320

GARY E. JOHNSON
Governor

June 26, 2002

Mr. John Miera, District Ranger
Espanola Ranger District
P O Box 1346
222 Los Alamos Highway
Espanola, NM 87532

Re: Nomination of La Bajada to the National Register of Historic Places

Dear Mr. Miera:

We are pleased to inform you that the New Mexico Historic Preservation Division is considering the nomination of a portion La Bajada that contains the early highway alignments of Route 66 and the Old National Trails Road to the National Register of Historic Places. This area includes the bridge over the Santa Fe River south of La Bajada Village and two sections of roadway across the escarpment to the top of the mesa, which include a portion of the escarpment and Plateau Del Rio, owned and administered by the U.S. Forest Service (T 15 N, R 6 E, portions of Sections 5, 6, 7 and 8).

The National Register is the official Federal list of historic properties worthy of preservation. Listing in the National Register provides recognition of important prehistoric and historic places and assists in preserving our shared heritage. Listing in the National Register does not mean that limitations will be placed on the properties by the Federal government, nor will it attach restrictive covenants to the properties or seek to acquire them. *Public visitation rights are not required of owners.* Owners of National Register listed properties may be able to obtain Federal historic preservation funding, when funds are available.

The black volcanic escarpment of La Bajada is one of the most prominent landmarks in the upper Rio Grande valley and has long served as a transportation bridge between the upper and lower areas of what is now New Mexico. Prior to its current use for Interstate 25, the escarpment served as a travel corridor for Native Americans, and became a critical link of the Camino Real during the Spanish Colonial era and a route for wagon roads during the Territorial period, and finally the state's first automobile highway in the 1910s.

This nomination will focus on the two automobile roads across the escarpment. The Old National Trails Road pre-dated Route 66 by nearly ten years, and was one of the earliest transcontinental automobile highways, stretching between Baltimore and Los Angeles. The famous Route 66 used part of the escarpment for its pre-1937 "loop" between Santa Rosa, Santa Fe, and Albuquerque, before the highway was straightened to follow essentially the alignment of present-day Interstate 40. The former segments of highway at La Bajada Hill represent some of the best-preserved alignments of the Old

June 26, 2002

Mr. John Miera, District Ranger

Nomination of La Bajada to the National Register of Historic Places

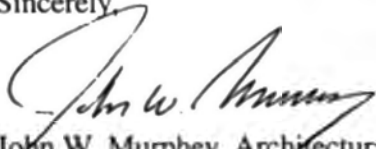
Page 2

National Trails Road and pre-1937 Route 66 in the U.S. It is for this reason that the Historic Preservation Division is highly interested in nominating this section of La Bajada to the National Register.

There has been considerable interest in nominating La Bajada to the National Register, including support from the National Park Service and the New Mexico Route 66 association, as well as from Route 66 historian David Kammer and other individual citizens interested in the old highways.

As part owner and land manager of this section of La Bajada, we hope you will support the nomination of this important resource. The Historic Preservation Division and National Park Service are planning to make a site visit to La Bajada early on the morning of July 8, 2002, and hope you can participate in this activity. Please feel free to call me if you have any questions regarding this proposal or are planning to participate in the site visit. Thank for your interest in preserving New Mexico's irreplaceable heritage.

Sincerely,



John W. Murphey, Architectural Historian
505-827-3990

cc: Anne Baldwin, District Archaeologist, Espanola/Coyote
Michael Bremer, Forest Archaeologist, Santa Fe



STATE OF NEW MEXICO
**DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION**

228 EAST PALACE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 827-6320

BILL RICHARDSON
Governor

November 5, 2002

Mr. John Miera, District Ranger
Espanola Ranger District
P.O. Box 1346
222 Los Alamos Highway
Espanola, NM 87532

Re: Nomination of the Route 66 and National Old Trails Road Historic District at La Bajada, Santa Fe County

Dear Mr. Miera:

We are pleased to inform you that the nomination for the *Route 66 and National Old Trails Road Historic District at La Bajada*, will be considered by the New Mexico Cultural Properties Review Committee at its next meeting for listing on the National Register of Historic Places. A copy of the nomination is enclosed for your review. This meeting will be held on December 6, 2002 at 1:00 p.m., at the Second Floor Hearing Room at Marian Hall, 224 E. Palace Ave, in Santa Fe. You are cordially invited to attend this meeting.

The National Register is the official Federal list of historic properties worthy of preservation. Listing in the National Register provides recognition of important prehistoric and historic places and assists in preserving our shared heritage. Listing in the National Register does not mean that limitations will be placed on the properties by the Federal government, nor will it attach restrictive covenants to the properties or seek to acquire them. Public visitation rights are not required of owners. Owners of National Register listed properties may be able to obtain Federal historic preservation funding, when funds are available.

Listing in the National Register, results in the following for historic properties:

1. *Consideration in planning for Federal, Federally licensed, and Federally assisted projects.*

The Advisory Council on Historic Preservation must be given an opportunity to comment on all federally related projects affecting listed properties. For further information, please refer to 36 CFR 800.

2. *Eligibility for Federal tax provisions.*

The Federal Internal Revenue Code encourages the preservation of depreciable historic structures by allowing favorable tax treatments for rehabilitation and also provides for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. For further information see 36 CFR 67.

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The Federal Internal Revenue Code encourages the preservation of depreciable historic structures by allowing favorable tax treatments for rehabilitation and also provides for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. For further information see 36 CFR 67.

3. *Consideration of historic values in the decision by the State Board or Federal government to issue a surface coal-mining permit where coal is located.*

For further information please refer to 30 CFR 700 et seq.

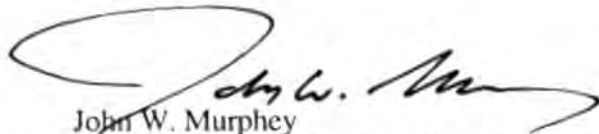
4. *Eligibility for Federal grants-in-aid, whenever funds are appropriated by Congress.*

For further information, contact Jan V. Biella, Interim State Historic Preservation Officer, 228 East Palace Avenue, Room 320, Santa Fe, New Mexico 87501.

Owners of private properties nominated to the National Register may concur or object to the nomination in accord with 36 CFR 60. Any owner or partial owner who objects to listing should submit a *notarized* statement (certifying ownership and objection to listing) to Jan V. Biella, Interim State Historic Preservation Officer, 228 East Palace Avenue, Room 320, Santa Fe, New Mexico 87501, by December 6, 2002. Each owner or partial owner of private property has one vote, regardless of how many whole or partial properties in the district are owned by that party. If a majority of private property owners object to the nomination, the district will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of eligibility for inclusion in the National Register. If the district is then determined eligible for listing but not formally listed, the Advisory Council must still be given an opportunity to comment on Federal projects which may affect the district.

If you have any questions, please contact John Murphey, State and National Register Coordinator, at (505) 827-3990 or Jan V. Biella, Interim State Historic Preservation Officer, at (505) 827-4045.

Sincerely,



John W. Murphey
State and National Register Coordinator

Enclosure



STATE OF NEW MEXICO
DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

228 EAST PALACE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 827-6320

BILL RICHARDSON

Governor
November 5, 2002

Governor Andrew Quintana
Pueblo of Cochiti
P.O. Box 70
Cochiti, NM 87072

Re: Route 66 and National Old Trails Road Historic District at La Bajada, Santa Fe
County

Governor Quintana:

This letter is a follow up to the September 11, 2002 correspondence to your office from Michael Taylor discussing the nomination of portions of the National Old Trails Road and Route 66 at La Bajada. With this letter, we are pleased to inform you that the nomination will be considered by the New Mexico Cultural Properties Review Committee at its next meeting for listing on the National Register of Historic Places. A copy of the nomination is enclosed for your review. This meeting will be held on December 6, 2002 at 1:00 p.m., at the Second Floor Hearing Room at Marian Hall, 224 E. Palace Ave, in Santa Fe. You are cordially invited to attend this meeting. Please call me if you have any input or suggestions for the nomination.

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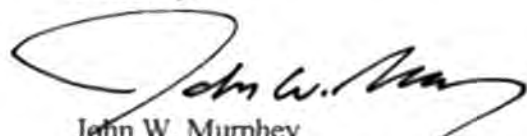
4. *Eligibility for Federal grants-in-aid, whenever funds are appropriated by Congress.*

For further information, contact Jan V. Biella, Interim State Historic Preservation Officer, 228 East Palace Avenue, Room 320, Santa Fe, New Mexico 87501.

Owners of private properties nominated to the National Register may concur or object to the nomination in accord with 36 CFR 60. Any owner or partial owner who objects to listing should submit a *notarized* statement (certifying ownership and objection to listing) to Jan V. Biella, Interim State Historic Preservation Officer, 228 East Palace Avenue, Room 320, Santa Fe, New Mexico 87501, by December 6, 2002. Each owner or partial owner of private property has one vote, regardless of how many whole or partial properties in the district are owned by that party. If a majority of private property owners object to the nomination, the district will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of eligibility for inclusion in the National Register. If the district is then determined eligible for listing but not formally listed, the Advisory Council must still be given an opportunity to comment on Federal projects which may affect the district.

If you have any questions, please contact John Murphey, State and National Register Coordinator, at (505) 827-3990 or Jan V. Biella, Interim State Historic Preservation Officer, at (505) 827-4045.

Sincerely,



John W. Murphey
State and National Register Coordinator

Enclosure



STATE OF NEW MEXICO
**DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION**

228 EAST PALACE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 827-6320

BILL RICHARDSON
Governor

November 15, 2004

Judy Propper
Region 3 Archaeologist
USDA Forest Service
333 Broadway SE
Albuquerque, NM 87102

Re: The Route 66 and National Old Trails Road Historic District at La Bajada

Dear Ms. Propper:

Judy
Please find enclosed a copy of *The Route 66 and National Old Trails Road Historic District at La Bajada National Register* nomination. The New Mexico Cultural Properties Review Committee voted unanimously at their December 6, 2002 meeting to approve the nomination and forward it to your office for review for submittal to the Forest Service Federal Preservation Officer.

The nominated historic district contains one of the best-preserved sections of the National Old Trails Highway, an important early transcontinental auto trail, in the United States, and the best example of the pre-1937 alignment of Route 66 in New Mexico. There has been considerable interest in nominating La Bajada to the National Register, including support from the National Park Service and the New Mexico Route 66 association, as well as from historians, individuals and Route 66 associations from other states.

Attached are copies of the notification letters to the United States Forest Service and Cochiti Pueblo, the two property owners within the district. Both the Espanola Ranger District and Santa Fe Forest Archaeologist support the nomination and approve of its documentation. Despite letters and numerous phone calls from this office, the Santa Fe Forest Archaeologist and the National Park Service, Cochiti Pueblo did not comment either favorably or against the nomination.

If you approve of the documentation, please forward the nomination to Michael J. Kaczor, Federal Preservation Officer, Heritage Program Leader, Recreation, Heritage, & Wilderness Resources, P.O. Box 96090, Washington, DC 20090-6090, for his signature and submittal to the Keeper of the Register.

Thank you for your assistance, and please call me if you have any questions or need more information.

Sincerely,

Katherine Slick

Katherine Slick
State Historic Preservation Officer

Enclosure: one National Register nomination; four letters



United States
Department of
Agriculture

Forest
Service

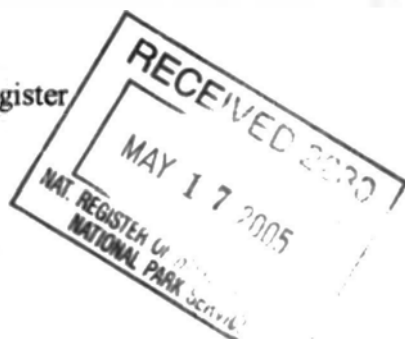
R3 Regional Office

333 Broadway SE
Albuquerque, NM 87102
FAX (505) 842-3800
V/TTY (505) 842-3292

File Code: 2360

Date: MAY 16 2005

Ms. Janet Matthews
Keeper of the National Register
National Park Service
1201 Eye St., NW
8th Floor (MS 2280)
Washington, DC 20005



Dear Ms. Matthews:

Enclosed for your consideration is the nomination package for *The Route 66 and National Old Trails Road Historic District at La Bajada* in Santa Fe County, New Mexico. The district contains one of the best-preserved sections in the country of the National Old Trails Highway, an important early transcontinental auto trail, and the best example of the pre-1937 alignment of Route 66 in New Mexico. The nomination was coordinated by the New Mexico State Historic Preservation Officer (SHPO) and includes lands within the Santa Fe National Forest and lands within the Pueblo of Cochiti (see enclosed letter from the New Mexico SHPO).

The nomination has been signed by the Southwestern Region's Federal Preservation Officer, Dr. Judith Propper. The Region supports the entire nomination but can only certify the nomination of those portions of the property located on National Forest System lands. See Figure 7-1, District Map, for National Forest and Pueblo of Cochiti boundaries. In her enclosed letter, the New Mexico SHPO states that her office did not receive comments, either concurring or objecting, from the Pueblo of Cochiti regarding the nomination of those portions of the road on Pueblo lands.

We look forward to hearing from you regarding the listing of this important property, either the entire District or those portions on National Forest lands. If there are questions, do not hesitate to contact Regional Archaeologist Judith Propper by phone at (505) 842-3232 or by e-mail: jpropper@fs.fed.us.

Sincerely,

Acting for
JUDITH E. LEVIN
Director, Recreation, Heritage and Wilderness

Enclosure

cc: NM State Historic Preservation Officer, Pueblo of Cochiti

