Chapter 4:

The CCC Years, 1933-1940

BACKGROUND

The Civilian Conservation Corps and NPS designers in Platt, 1933

Throughout the 1910s and 1920s, construction in the park had been limited by staff and funding; this situation changed drastically in the 1930s. Platt National Park was an almost immediate beneficiary of money and manpower pumped into civil construction under Franklin Delano Roosevelt's New Deal. Within weeks of the federal authorization of the Civilian Conservation Corps (CCC) program on April 5, 1933 a CCC camp had been authorized for Platt National Park. By the end of May, 169 young men enrollees of CCC Camp 808 had set up residence in tents in the southeastern corner of the park. Superintendent Branch also hired twenty-five "local experienced men." These were local stonemasons, carpenters, plumbers and other tradesmen who would teach and supervise the crews as they commenced a series of projects described under the title of "Emergency Conservation Work" (ECW).[1]

The first ECW projects in the park were simple, non-technical tasks "due to the newness of the program, the lack of adequate developed plans for operation, the shortage of materials and equipment at the outset, and the inexperience and physical condition of the men."[2] These projects included reshaping road shoulders and cleaning up the entire park, especially its boundaries. But within months, the crews were implementing complex construction projects designed by NPS architects, engineers, and landscape architects. Like the CCC boys, many of these design professionals were recruited especially for the New Deal projects. The design staff for Platt included engineer Ira Stinson (later replaced by Sam Whittelsey) and landscape architects Charles A. Richey, Jr., Walter D. Popham, and Jerome C. Miller. Forestry work, of which there was much at Platt, was supervised by Donald Stauffer.

It appears that the landscape architects, working under Thomas Vint and the San Francisco Branch of Plans and Design, did much of the aesthetic design work and master planning for the park. NPS engineers, working under the NPS Branch of Engineering, provided the more technical design work for bridges and roads. This crediting is based on CCC report authorship and initials and "drawn by" and "designed by" attributions noted on drawings. However, the contributions of others, especially the local experienced men, crew foremen, and supervisors, to the finished projects cannot be underestimated. These men included the Camp Superintendent W. L. Scott, Sr. (later his son W. L. Scott, Jr. took over the job) and landscape foremen Edmund B. Walkowiak and George Merrill. Their input on the designs is clear from the fact that as-built conditions often vary slightly from the original design drawings; in addition, some projects had minimal construction documentation, indicating that many design decisions had to have been made in the field, based on observation and site conditions.

Also important to the organization of work was Superintendent William Branch, who remained at the Park throughout the Depression and into World War II. Branch consulted with the designers on most projects and was also instrumental in securing additional park projects, staffing and funding through the Public Works Administration (PWA) and Civil Works Administration.[3]

The two landscape architects associated with Platt for most of the CCC era are Richey and Miller, who replaced Popham in 1934 when he moved to Yellowstone.[4] In the early years of the program, Richey was an NPS "Resident Landscape Architect," traveling to and working on parks throughout region, while Miller and Popham were designated "ECW Landscape Architects" and were stationed primarily at Platt. Miller was also the park's procurement officer.[5] By the late 1930s, both had been promoted. Richey moved up higher in the NPS regional office, and Miller was promoted to Resident and then Associate Landscape Architect. By the end of the 1930s, Platt was just one of the parks Miller was working on, though he remained in Sulphur until the early 1940s.

Miller's daughter Ann Baugh recalls that her father and Charles Richey remained lifelong friends after their time working at Platt.[6] It is possible that they knew each other prior to working for the NPS, since both were graduates of the Iowa State University Landscape Architecture Department. There seems to have been

a strong tie between Platt and Iowa State; Popham had been an instructor in the program, and landscape foreman Edmund Walkowiak was also a student in the program at one point, though it is not known for sure if he graduated. Walkowiak worked as landscape foreman in the park until at least 1939.[7]

The designers working on Platt had their hands full. Richey noted

> Until the [CCC] camp was instituted at Platt, there had been little detailed study of the design problems of the park. The Master Plan prepared by the San Francisco office was of the utmost value in giving a general organization of the work, but in general, due to a lack of field study and the absence of detailed topographical information, few plans were available.[8]

The earliest park master plan, a "general plan" produced by Superintendent Branch in conjunction with the Branch of Plans and Design in San Francisco, seems to date to 1932. This document has not been located as part of this research effort; however, descriptions indicate that it did not have extensive drawings associated with it.[9] As a result, in the first year, the landscape staff struggled to keep planning and design ahead of construction. They often supervised projects in the field during the day and drafted plans in the office at night. By December 1934, a set of approved master plan drawings had been completed.[10] Master plan drawings were then annually (or almost annually) updated for the next two decades. Various master plan drawings for Platt dating to 1937, 1940, and 1942 are on file at CNRA and reflect both changes made by the CCC construction and plans for future construction.

DRAWING 2: OVERALL PLATT NATIONAL PARK PLAN, 1940

The following narrative addresses landscape design and development in Platt National Park between the years 1933 and 1940, based on information from the previous chapter. Paralleling the organization of Chapter 3, overall park landscapes—water, trail, and road systems—are addressed first, followed by smaller areas within the larger park. Each smaller landscape is depicted on a period plan showing the extant conditions in the park at the end of the 1933-1940 period. The first of these, Drawing 2, depicts all 848 acres of the park, while the rest, Drawings 3 through 11, encompass sub-areas of Drawing 2 and show a much greater level of detail. Often one drawing depicts more than one landscape.

The drawings were constructed using base data from the 1984 aerial topographic survey. This information was then overlaid on the 1940 aerial photograph and corrected to match 1940s conditions. A variety of topographic plans dating to the period, as well as design drawings, master plans and utility plans were also used as underlays when appropriate to provide additional detail. Other photograph and written evidence was also incorporated into the drawings and into the narrative. However, documentation for the different areas within the park varies greatly, so the development of some landscapes may be described more completely than others.

Labels on Drawings 2 through 11 reflect 1940 naming and numbering conventions; some of these names later changed. Subsequent period and existing conditions plans will label elements according to their period or contemporary names.

Hydrology: Rock and Travertine Creeks

As described in the previous chapter, by 1933, the creeks were no longer used for water supply or sewage disposal. Things further improved in the fall of 1937, when construction was begun on a new sewage treatment plant to replace the 1913 Imhoff plant.[11] As a result, work undertaken by the CCC on Rock and Travertine Creeks primarily enhanced their scenic beauty and recreational potential.

From a scenic standpoint, new and better settings were designed for experiencing the creeks. This work included the stone spring enclosure at Buffalo Spring, the two dams and lily ponds at Antelope Spring and the picnic areas at these locations and at Travertine Island. These rustic features (described in greater detail below) not only enhanced the use of the park's water resources but also brought the appearance of park features in line with other National Parks in quality and design.

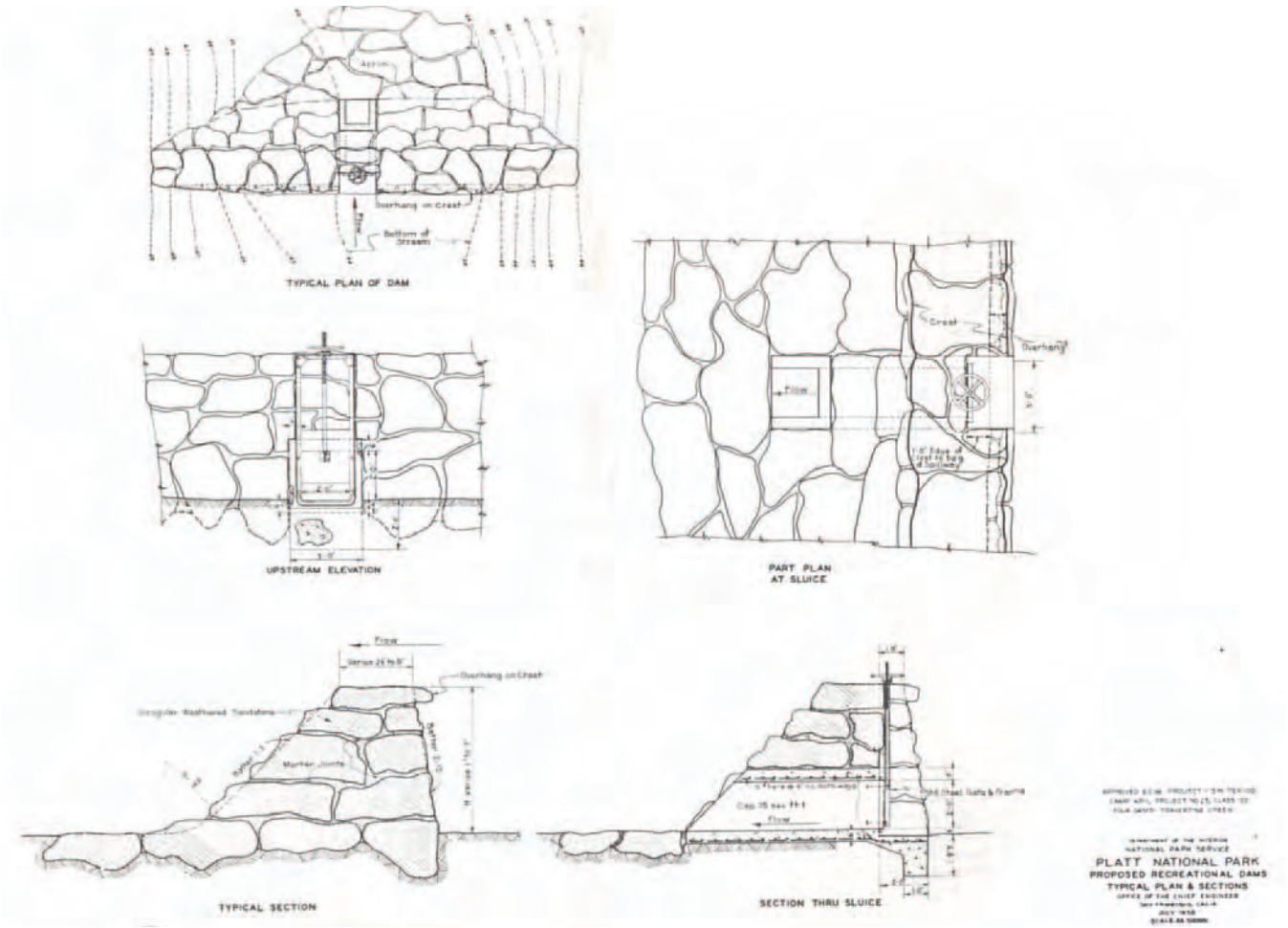

Figure 4-1. "Proposed Recreational Dams, Typical Plan and Sections," Drawing NP-PL-5008, sheet 1, 1935.

The NPS designers also enhanced the recreational use of park by redesigning the swimming holes along Travertine Creek. This was done through the construction of five dams along the Creek, including one at Central Campground, two across from Cold Springs Camp at Garfield Falls, one at Bear Falls, and the lower dam at Little Niagara Falls. One of the falls at Bear Falls and the upper dam at Little Niagara appear to have been natural or naturalized features, based on their appearance (close topographic lines) in the plans. However, a recent inspection has shown evidence of concrete construction on the upper Niagara dam.[12] It is of course possible that additional dams beyond those shown in the plans were constructed.

The plans for the five dams, done jointly by the engineers and the landscape architects, simply show proposed locations and a typical cross section (Figure 4-1). The cross-section depicts a low wall, from one to seven feet high, constructed of irregular stones, battered 2:12 on the upstream side and 1:1 on the downstream side. The width of the dam at the top was to vary between two and one-half and five feet, with the top course of stones slightly overhanging the upstream side of the dam. The most remarkable aspect of the design was a two- by three- foot steel-gated concrete sluiceway located in the middle of each dam, likely built to allow for the regulation of water flow and level and for the clean out of materials caught behind the dam.[13] The unique aspect of the dams' design was that, when completed, they were almost impossible to distinguish from other natural falls along the creek (Figure 4-2). They were, and remain, an incredible example of the intersection of nature and artifice in NPS Rustic design of the pre-World War II period.

The dam plans were completed and approved as a project for construction in the fifth enrollment period. However, the project was held over at least until the next period, October 1935 to March 1936.[14] It is not certain exactly

Figure 4-2. Postcard view of swimmers at the (long-since completed) dam at Bear Falls, circa 1950.

Figure 4-3. Construction of the causeway at Black Sulphur Springs in 1933.

when construction was begun and completed, because no records documenting the construction of the project have as yet been found. The lack of documentation is disappointing, since the construction process would have been difficult, because the dams were located in the middle of the stream channel. Were small coffer dams constructed and flow diverted around the construction sites? Or, and perhaps this is more likely, were the dams simply constructed during one of the many times that Buffalo and Antelope Springs had ceased flowing during the CCC period?

The 1930s were a droughty period and the flow in Travertine Creek from Buffalo and Antelope Springs was irregular. According to Boeger, the flow stopped in August 1934 and restarted in 1936, only to dry up again in September 1937. They flowed temporarily from February to November of 1938 and then stayed dry until July 1940. Thus it seems possible that the dams might have been conveniently constructed sometime between September 1937 and February 1938.

Sewer Systems

Reports from Miller and Richey in the 1930s do not provide detailed information about the mechanical drainage and sewer systems. In the summer of 1934, the old main sewer line through the Hillside and Pavilion Springs area was replaced, using iron pipe to replace worn clay tile. A new sewer line was constructed to connect the Utility Area to the main, also in 1934.[15] In the late 1930s, sewer line was run as far as Buffalo Springs to connect the new comfort stations there and at Travertine Islands.

One particularly interesting development was the construction of a storm sewer line from the main entrance to Travertine Creek: "It was deemed necessary to collect the runoff from the city streets which had previously flowed uncontrolled over the park."[16] This line may well have replaced some of the earlier drainage ditches constructed by the town in the early years of the park's history.

Road System

Prior to 1933, the road system in the park consisted of an east-west route (Travertine and Rock Creeks) crossed by a north-south route (Buckhorn Road) with a few spurs located off these main roads. This was drastically changed during the CCC years, when a perimeter loop road encompassing the entire park was constructed. It utilized much of the old east-west route, but connected the two ends with additional road running along the southern boundary of the park. The perimeter road integrally changed the experience of the park. It opened up previously inaccessible areas, reduced congestion by eliminating dead ends, and provided an experience wherein the park landscape could be viewed as a whole.

Landscape architects Richey and Popham considered the existing circulation system "a problem" and described the "rearrangement of the Park road system" as one of the "major plans" to be undertaken. Once they had a new road design, they felt that "the general plan of the park came into being."[17] This emphasis on establishing a comprehensive circulation system makes sense, given their training in traditional park design. The use of curvilinear circuit drives around the properties as a formal design principle dates to at least the 18th century and the

Figure 4-4. Narrow road near Travertine Island, circa 1920, prior to the construction of the perimeter road.

Figure 4-5. Construction of the perimeter road near Rock Creek, circa 1933.

country park estate landscapes of Capability Brown. The concept was then adapted to public park design in the work of Olmsted and Vaux at Central and Prospect Parks in New York and thence to park design in the National Parks. The fact that it had never been used at Platt prior to 1930 is revealing, indicating that up until that time, Platt had never really been viewed as a landscape park in the tradition of U. S. park planning, or worthy of well-known park planning principles. Rather, park planning had primarily focused on providing basic access to individual springs or campgrounds. The use of the perimeter road as a design device signaled that Platt was finally being taken seriously by the designers of the NPS and was truly becoming a park landscape.

Although a plan for the perimeter road was complete by early 1934, construction of the road continued through most of the CCC years. Road work began unobtrusively with the reconstruction of the causeway at Black Sulphur Springs. The old bridge, seen in Figure 3-12, had no openings for water to flow beneath it and was therefore always flooded. Automobiles would frequently slip off it, particularly in times of higher water. When the bridge began to be undermined in the rainy winter of 1932-33, a replacement bridge was planned.

Construction on the causeway began on September 14, 1933 and was completed November 16, 1933.[18] The construction of the new bridge required filling the undermined areas and replacing the retaining wall on the east end of the upstream side of the bridge, as well as pouring a new concrete floor atop the old bridge (Figure 4-3). Although the original plan did not call for it, three openings were cut in the old bridge to allow water to flow underneath the bridge. A new walkway was constructed on the upstream side of the bridge, wider than the old; and a stone guardrail was added on both sides of the bridge.

Repairs on existing infrastructure continued in November 1933 with the widening of the existing Rock Creek and Travertine Drives to accommodate increased traffic. The narrow width of the original road caused frequent problems (Figure 4-4). In order to widen the road, existing culverts needed to be extended to greater than the width of the new road. Most of the twenty-seven culverts were pipe culverts and were widened with corrugated iron pipe; others were concrete box culverts and were simply extended. In all cases, concrete headwalls were replaced by masonry stone headwalls. Stone was quarried locally and hauled by the CCC boys. The work extended from just east of Bromide Springs to just west of Antelope Springs and was finished by March 1934.[19] This construction presumably included the first Panther Falls box culvert over Travertine Creek and the Sycamore Falls crossing.

Other improvements to existing roads during the first period included building 230 spaces for parking cars "wherever possible along the existing road system" to "effectively control the former haphazard parking."[20] Some of these areas were outlined with the standard wood guardrail of eight-inch square rails mounted on ten-inch square posts used during the first two years of construction work. Later, the guardrail would change to a boulder guard rail.

New construction began shortly thereafter, under a three-part PWA project. The first phase included the widening of Rock Creek Drive west of Walnut Grove, work which required removing an extant wall along the banks of the creek to the south and rock on the bluff to the

Figure 4-6. Construction of the perimeter road near Buffalo Springs road culvert, circa 1934. Picture shows completion of rough grading. Note the parking lot on the right.

Figure 4-7. Completion of fine grading on Perimeter Road near Buffalo Springs, circa 1935.

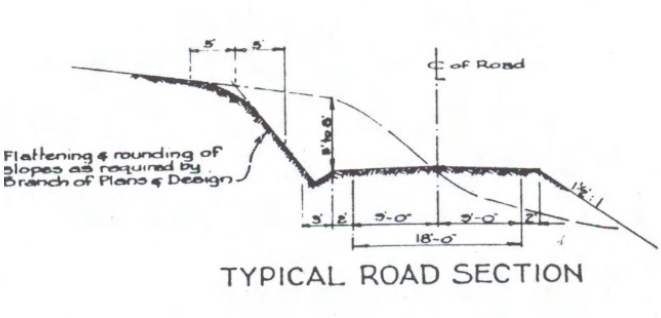

Figure 4-8. Perimeter Road cross section.

north (Figure 4-5). The work was arduous; it was done with pick and shovel to prevent damaging the nearby sewer line. The second part of the PWA project was the construction of the northern part of the loop road from Sycamore Falls to Antelope Springs. This alignment was staked by the Engineering Department in August 1933 and looped around Travertine Island through the Limestone Creek (known then as "Nigger Run") ravine. Richey and Popham noted the section "open[ed] up some of the choicest sections of the entire park."[21] In constructing the road, CCC crews moved hundreds of cubic yards of rock and earth, altering the course of Limestone Creek "to afford better flood run off."[22] The work was begun by the CCC and finished as part of the Public Works project.

The third part of the PWA project was the construction of the southern portion of the loop from Antelope Springs to Horner's Bluff (Figures 4-6 and 4-7). It is believed this section of construction also included the construction of the Buffalo Spring box culvert, a large bridge-like concrete box faced with limestone masonry. The road construction demanded significant dynamite blasting, since much of the road followed a bluff of solid rock. The drawings for this portion of the road provide typical roadway cross sections, showing two opposing travel lanes nine feet wide, shoulders three feet wide, typical side slopes of 2:1, superelevated curves and three inches of gravel surfacing (Figure 4-8).

The Antelope Springs to Horner's Bluff alignment curved around Buffalo Spring and connected with the old road at Horner's Bluff. Here, Ed Walkowiak supervised a separate CCC project to widen 225 feet of the existing road below the bluff. Widening was required since the old road was only wide enough for one vehicle and worse, was being undermined by Travertine Creek flowing below it.[23] Once again, dynamite was used to blast away the base of the rocky bluff. Walkowiak's crew (Figure 4-9) built

> a road 20 feet wide, plus 3 feet of gutter, a lower slope protected by rip-rap and safe from further erosion and an upper embankment cut on a 1 to 1 slope from which all loose rock was removed (it now is almost solid rock) and which is to be planted with nature as a guide.

Another major change in the perimeter road undertaken in the fall of 1933 was its realignment through the Bromide area. A new twenty-foot wide alignment was located away from the Creek, to run parallel to the town grid and intersect axially with 12th Street near the park boundary.† Two pull-off parking areas were provided near the 12th Street intersection, and a loop road for accessing the Bromide Pavilion was also constructed. The new alignment, "by its direct simplicity offer[ed] a marked and pleasing contrast to the former complex system."[24] One thousand two hundred and sixty-nine feet of

Figure 4-9. Laying rip-rap wall at Horner's Bluff, circa 1934.

Figure 4-10. Fine grading and planting along Perimeter Road near Bromide Hill, circa 1934.

wooden guardrail were installed along the new section of the perimeter road and loop road.[25]

Meanwhile, plans were being developed for new perimeter road construction. In the late fall of 1933, drawings for the stretch from Robber's Roost to the south entrance near the Veteran's Hospital were completed by the Office of the Chief Engineer in San Francisco. Drawings for the section connecting Robber's Roost to the Bromide area followed in the spring of 1934. These sets of plans used a horizontal alignment of circular curves connected by straight tangents, and showed vertical alignments with grades ranging from 0.75% to 8.25%. Sixteen drainage structures—pipe culverts and stone box culverts—were located along the entire stretch between Rock Creek and the South entrance. These carried water from streams or slopes under the road.

Construction on the "Bromide Hill Road" began as a PWA project in early spring. By the fall of 1934, CCC crews had taken over the finish work, grading and planting slopes, ditches and approaches to culverts (Figure 4-10). Richey and Miller noted that the finish work was important in merging the road and landscape:

> The work is blending the road into the surrounding landscape in a very desirable way, and is lending a park-like appearance to a rigid high-speed highway. The slopes do not follow a uniform grade but are in all instances possible the extension of the natural slope immediately above or below. The ditches and slopes are being planted to Bermuda and prairie grass as the finished grade is completed.[26]

Figure 4-11. Limestone Creek Bridge.

Other work undertaken in 1934 included clean-up and finish grading at both the Limestone Creek and Travertine Creek Bridges. The Limestone Creek Bridge (also known as the "Nigger Run" Bridge) was a concrete box culvert, its deck span supported by steel I-beams affixed to limestone-veneered concrete abutments (Figure 4-11). Begun in the early part of 1934, it was a somewhat problematic project that had not been constructed entirely according to approved plans. In July 1934, Richey recommended that it be converted to an ECW project, so that CCC boys could implement corrections, including rebuilding the handrail and extending the abutments.[27] The Travertine Creek Bridge, located near Flower Park on Highway 177, was a PWA project, similarly finished with ECW monies by CCC boys in the summer of 1934.[28] This bridge replaced a former Y-shaped causeway at the same location.[29] The new structure was constructed of reinforced concrete, and was thirty-eight feet wide, including two four-foot wide walkways on both sides of the bridge (Figure 4-12).[30] Begun on December 20, 1933, it opened for traffic

Figure 4-12. Fine grading and rip-rap by CCC crews at the Travertine Creek Bridge, circa 1934.

Figure 4-13. Trail between Pavilion Springs and Buffalo Springs, circa 1934.

on April 20, 1934, though the CCC boys continued to improve its surrounds that summer.

The summer of 1934 also saw the widening of the Bear Falls parking area along the road. This included protecting trees and shrubs. In late 1934 and early 1934, additional work was undertaken on the new section from Horner's Bluff to Buffalo Spring; this seems to have been rough grading to finish the road surface for travel.[31] In January 1935, minor alignment changes between Sycamore Falls and Horner's Bluff were also proposed.[32]

The last link in the perimeter road was the section between the south entrance on Highway 177 (S. H. 18) and Sycamore Falls. Drawings for this section were approved in late 1936, and the alignment was staked in February 1937.[33] Construction proceeded through the summer when CCC enrollments declined and completion was therefore delayed until the fall.[34]

A final structure was built along the road. In May 1937, a contract was awarded for the construction of the Rock Creek Causeway just west of the Bromide area.[35] The project also involved the realignment of the perimeter road approach to the causeway, and the closure of the 14th Street entrance. Progress on the causeway was slow, in part because it was determined that footings needed to be two feet deeper than planned, requiring more materials that rapidly consumed the project budget. As a result, CCC crews were recruited to finish the bridge's rip-rapping.[36] The causeway was complete by November, but according to Miller, was only "of mediocre quality," with additional work required to combat stream bank erosion. [37] In 1939, curbing and riprap was installed around the two approaches of the causeway, probably to better handle drainage coming off of the perimeter road at Bromide Hill.[38]

Once the road was completed, its surfacing became a point of debate between the park and the Landscape Division of the Branch of Plans and Design. According to Boeger, the park believed the dust generated by the gravel surface was a nuisance for visitors, and in September 1937, despite protests from the landscape architects, had W.L. Scott pave the stretch from Sycamore Falls to Cold Springs Campground.[39] In 1938 and 1939, three sets of drawings entitled "Park Roads Betterment, Section A, B, and C" were completed. Sections A and B show the roads to be resurfaced with three inches of gravel, while section C shows roads surfaced in two inches of rock asphalt over three inches of gravel. It appears, based on Boeger's account, that the whole system was paved in asphalt, since the Landscape Division allotted $25,000 for pavement.[40] Thus, the entire perimeter road was paved in cold rolled asphalt by 1940, and according to Superintendent Branch, "marked the successful consumation [sic] of plans which 10 years ago appeared to be only impossible dreams."[41]

However, maintenance continued to be an issue. In 1937, Miller's comment that "the setting of boulder guards . . .is now in progress over most of the park road system" seems to indicate that worn wooden guardrails were replaced by the end of the 1930s. [42] Another problem were the rock

Figure 4-14. Typical peeled log trail bridge, circa 1935.

slides along the road's steeper bluffs. In 1938, heavy rains in February and March caused rock slides along Buffalo Springs, Horner's Bluff and west of Walnut Grove. Miller "proposed that retaining walls built of large conglomerate rock layed [sic] up in cement" be constructed at the slides, because they would "remove a major maintenance problem."[43]

Trail System

As they had with the park road system, the NPS landscape architects deemed the park's trail system to be "antiquated and totally inadequate" and proposed a new comprehensive trail system to "serve all sections of the park."[44] The plans for the new system specified that trails be constructed 4.5 feet wide, with "careful attention to drainage and appearance and gradient." It seems that most trails within the system were constructed of "a clay gravel base with fine aggregate crushed rock top."[45]

A significant portion of the trail work was done in 1933, during the first and second enrollment periods. A short trail between Black Sulphur Springs and Davis Avenue was constructed to connect the town and the park. A more significant 7,200 feet of trail were constructed between Pavilion Springs and Bromide. This trail was more or less located along the route of the old "Bromide Trail" along Rock Creek, but Richey and Popham seem to have realigned it slightly to "give the best landscape effect." The trail work here included the construction of "bridges and observation posts, and heavy protective masonry walls where necessary." [46] The uphill section between the Bromide spring house and Robber's Roost was completely rebuilt, with an old, "flimsy flights of concrete steps" replaced by a long, stone-walled ramp. However, the reconstruction did not include an extension to the top of Bromide Hill; this was not built until 1935.

Cliffside Trail was also reconstructed at this time. Richey and Miller describe the work as a "new and particularly interesting trail about 6800 feet in length," running from Bromide to Black Sulphur Spring. Though a trail had existed here as early as 1908, it seems this route had fallen out of use or in disrepair sometime after 1920. Lending credence to this idea is the fact that the route of Cliffside Trail to Black Sulphur Spring does not appear on the 1933 Map of the Park (NP-PLA-4948). The revised trail traversed the lake formed by the Buffalo Pasture dam.[47]

In 1933 and 1934, another section of trail was constructed between Pavilion Springs and extending to "the causeway above Horner's Bluff." Here, the trail was intended to run along the old Travertine Drive, once the southern loop of the perimeter road was finished. When that section was completed around January 1935, the whole trail between Pavilion and Buffalo Springs was 13,000 feet (over two miles) long.[48] Superintendent Branch noted that the trail ran "across high country which affords a pleasing view of the town and a portion of the south part of the park (Figure 4-13)."[49] A short spur and set of stone steps were constructed near the intersection of Travertine Drive and Highway 177 so that visitors could access this trail from Central Campground and Flower Park. Along its full length, the trail crossed "several attractive small streams" and low water crossings were located at some of these.

Three footbridges were also proposed for construction here during the fifth enrollment period.[50] Trail footbridges on all the trails were designed of logs atop stone masonry abutments "to give a sturdy appearance." In the spring of 1934, trail bridges were constructed—in error—of peeled creosoted logs; Richey was disappointed, since the material was "no doubt more permanent but not so harmonious with the landscape as the rougher logs with the bard on would have been."[51] Figure 4-14 is one of these bridges after completion. In other places stepping stone crossings were constructed along the trail (Figure 4-15). A rustic stone and log bridge was slated for construction as the main entrance to Buffalo Springs Trail opposite the Cold Springs Campground (Figure 4-17), but was never constructed.[52]

Also completed at the beginning of 1935 was an extension of the Cliffside Trail which led to Black Sulphur

Figure 4-15. Typical stepping stone trail crossing "near Cold Springs Campground," on Buffalo Springs trail, circa 1935.

Spring and thence to Pavilion Springs. The extension of this trail was located along the old Sulphur Bromide Lane which ran east-west along the southern boundary of the Buffalo Pasture to Buckhorn Road. Richey and Miller described the trail as "follow[ing] the boundary fence of the Buffalo Pasture for most of its distance, giving many views into the pasture between clumps of trees and shrubs."[53]

The summer of 1935 saw the completion of the rest of the CCC-built trail system. The Bromide Hill Trail was finally connected to the top of Bromide Hill via construction of a short spur "built on an easy grade following the contour of the hill." Also completed were the trails around Buffalo and Antelope Springs. These trails were "built over the old loop road around the springs" and construction included obliterating the former roads. On one of these trails looping around Buffalo Springs to the southwest, CCC crews constructed a stone footbridge, to replace a culvert in the old loop road. The new bridge was built over a heavy gauge corrugated iron arch bolted to a concrete foundation, with stone masonry walls one and one-half feet thick. A particularly elegant aspect of the bridge was its curved alignment as it passed over the bed of Spring Creek. Figure 4-16 shows the bridge under construction prior to its completion sometime after September 1935.[54] A smaller stone-arched footbridge with similar stonework

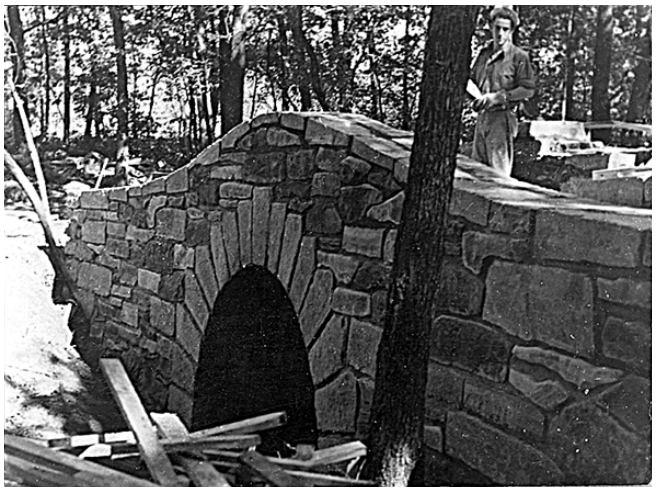

Figure 4-16. Construction of curved stone arch footbridge at Buffalo Springs, 1935.

was also constructed on the Bromide Trail, just east of Pavilion Springs (Figure 4-18).[55] A park newsletter written in February 1936 noted that in addition to the two stone bridges, a total of eight wooden bridges were constructed along the trail system at a cost of $200.00 each. Also inventoried were a total of twenty-two swales constructed along the trails. No locations were given for any of these features, although it was noted that most of the bridges were located between Pavilion Springs and Bromide Springs.[56]

By early 1936, then, most of the park's trail system was intact. Maintenance began even before the system was completed. In the summer of 1935, the whole system was overhauled with an eye toward repairing drainage problems, since heavy spring rains washed out hillside trails.[57]

DRAWING 3: BROMIDE AREA PERIOD PLAN, 1940

Just before the arrival of the CCC in Sulphur, improvements to the Bromide area began with the construction of two new comfort stations in the area. These two buildings were intended to replace two existing men's and women's comfort stations located in the middle of the campground. It is not clear when these old two stations were originally constructed (these were possibly the ones constructed in 1922), but they were "too small, poorly lighted and located too near the main road."[58]

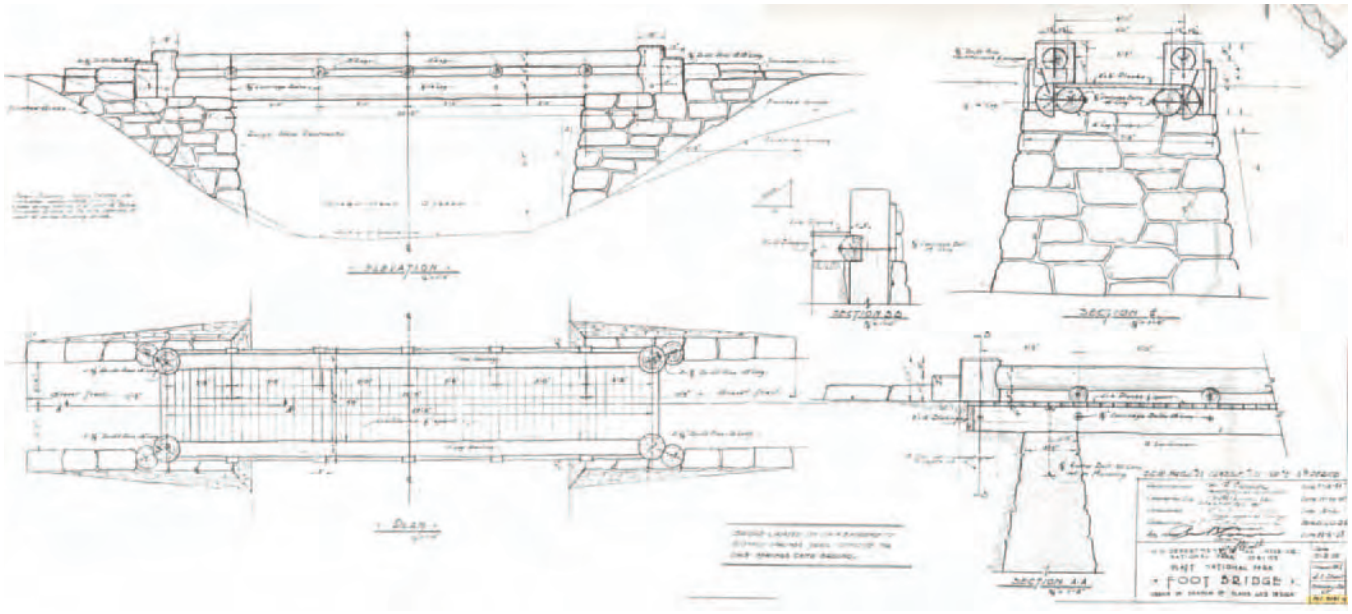

Figure 4-17. "Foot Bridge," Drawing NP-PLA-5041, 1935. This bridge was proposed for crossing at Cold Springs Camp to connect to the trail to Buffalo Springs.

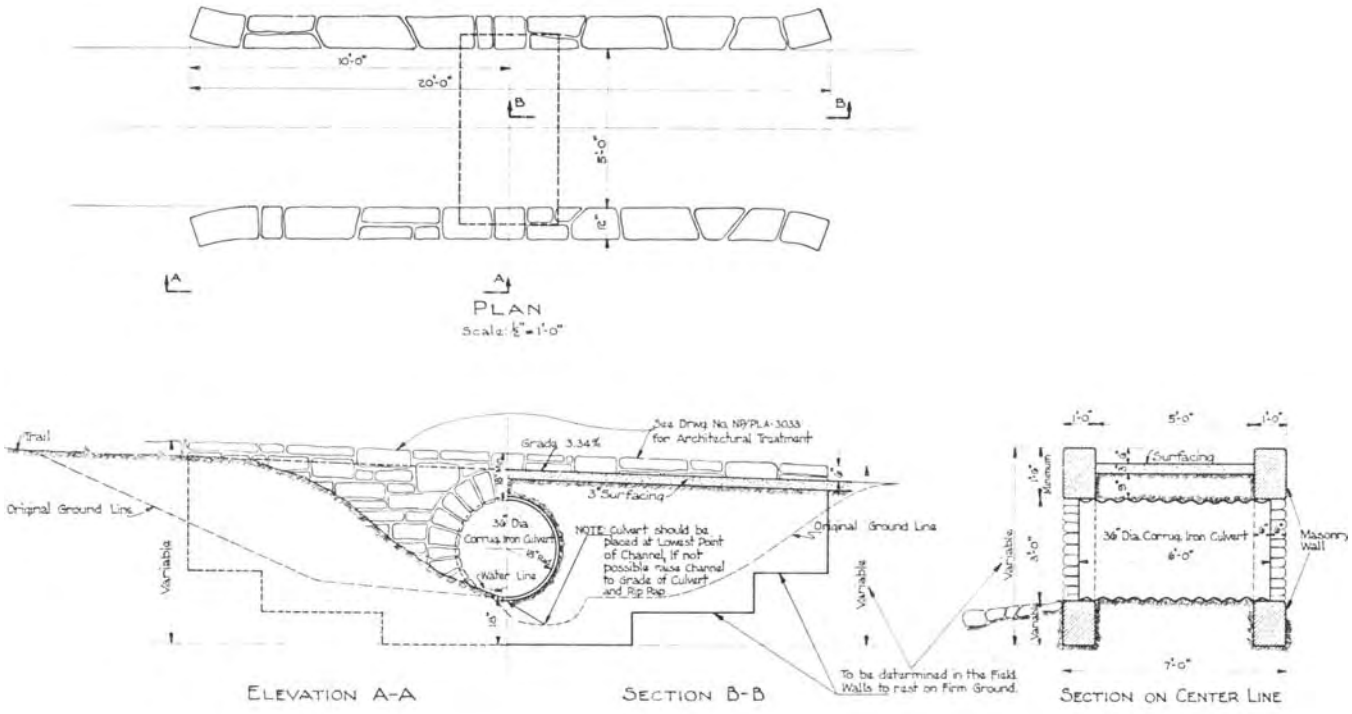

Figure 4-18. "Proposed Foot Bridge Near Hillside and Pavilion Springs," Drawing NP-PLA-5000, 1935. Design for the small, stone-arch footbridge near Pavilion Springs.

Figure 4-19 shows one of the two identical structures, which had hipped roofs and porch-like entry ways. The new structures were larger than the old ones, and were concrete stucco on metal lath, with two by four framing and cedar shingle roofs. Each had a men's and women's side and was equipped with frost-proof toilets, wash basins, and electric lights. The appropriation for the work, originally $1900, was reduced to $1530, much to

Figure 4-19. New concrete stucco comfort station at Bromide Springs, 1932.

Superintendent Branch's dismay. As a result, the stations were built on force account, with donated labor by rangers and employees. Construction began on February 1, 1933 and took some time, being finished almost a year later in March, 1934.

In May of 1933 the CCC set up camp in Sulphur. The work undertaken at the Bromide area in the initial two enrollment periods focused on reorganization of the area's usage and circulation. According to Charles Richey and Walter Popham the area was:

> completely revised, and organized to provide separate areas for camping and a small "park" area with grass, shade and flowers for visitors to sit in. The road system was first revised, throwing the boulevard back much farther from the stream to discourage traffic here. A large amount of guard rail was installed for protection. A new entrance from 12th street was made, and new trees and planting

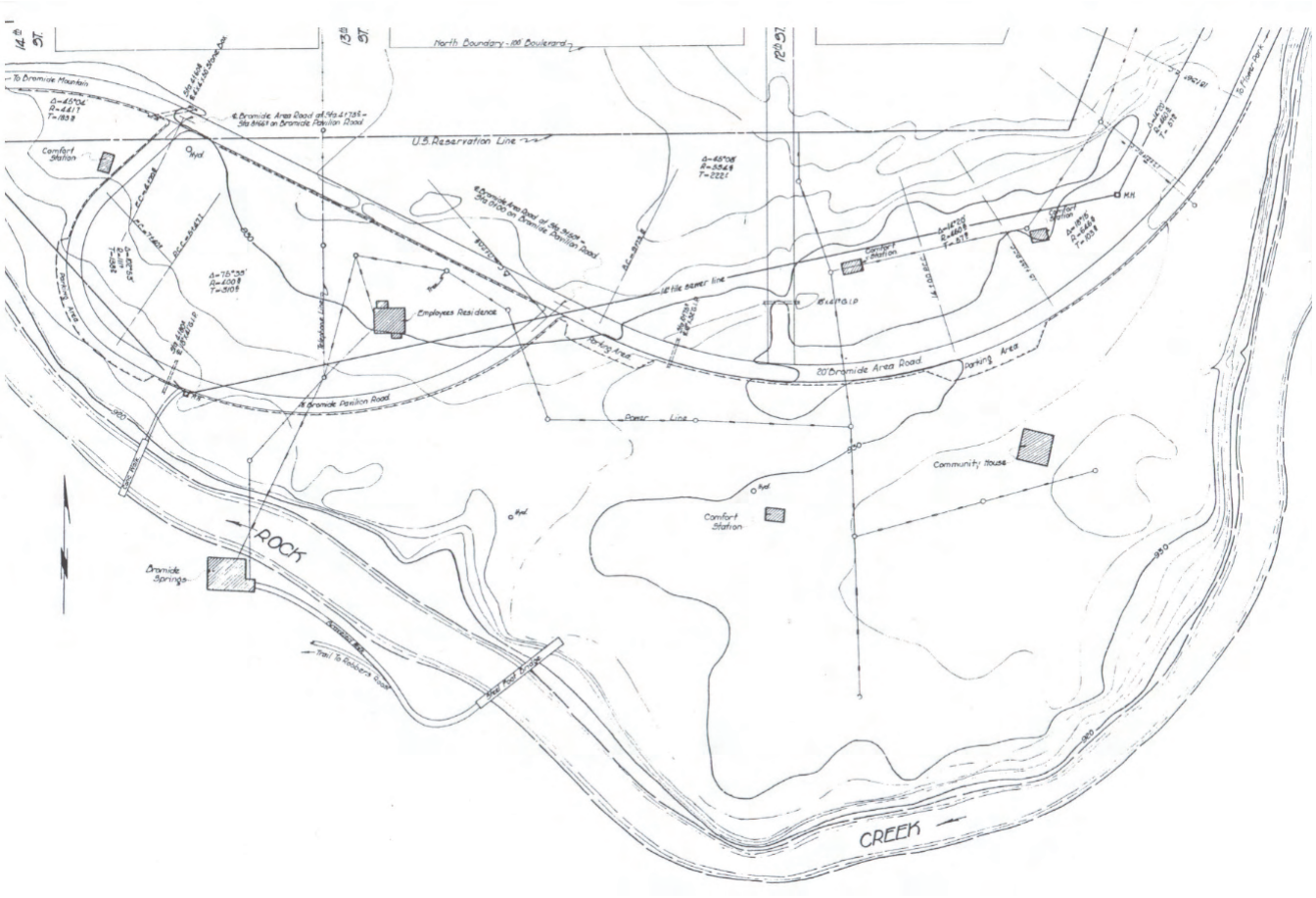

Figure 4-20. "Bromide Area," Drawing NP-P-4979, June 1934. This drawing shows the new road alignment through Bromide Springs. The two comfort stations in the middle of the area were constructed in 1932. The others, to the edges, were older structures.

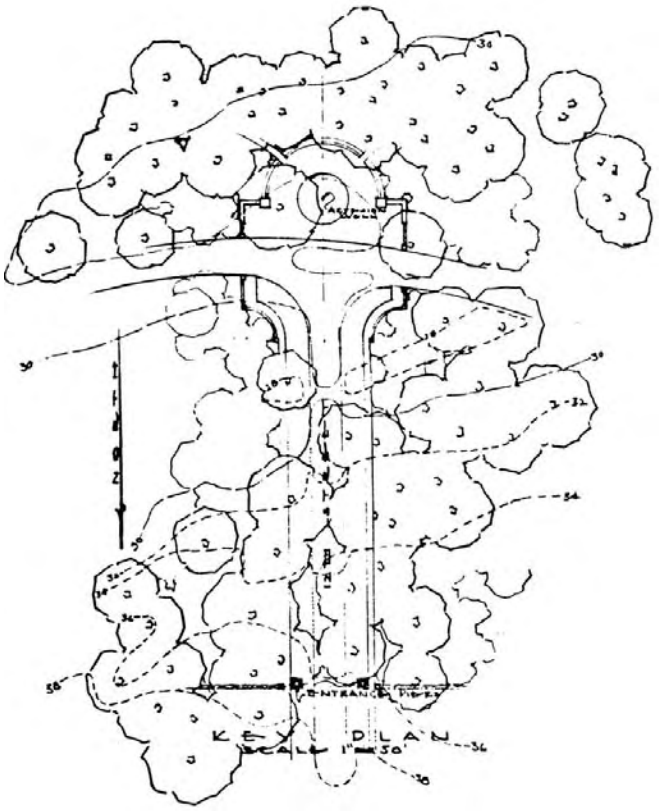

Figure 4-21. Plan for Bromide entry and fountain. Portion of "Bromide Entrance Development," Drawing NP-PLA-3031, 1934.

> installed. The reorganization of this area constitutes a vast improvement to the entire park and corrects one of the most abused portions.[59]

The specifics of this work included obliterating 600 feet of existing camp roads and constructing 2500 feet of new campground roads.[60] New campground roads were designed for use by campers only, and were not intended to function as thoroughfares. Major camp roads were twelve feet wide, minor ones ten feet wide. Specifics on surfacing were not provided in the CCC reports of the work.

As noted above, the perimeter road through Bromide was also reconstructed at this time, along the alignment that exists today. Figure 4-20, a plan dating to 1934, clearly illustrates the changes wrought to the area, including the new perimeter road sections and guardrail, the two new comfort stations and the two older comfort stations. Two curious aspects of this plan are the inaccurate shape of the Bromide Pavilion and the fact that the campground roads in the eastern part of the site are not shown, perhaps because eliminating camping in Bromide was part of the

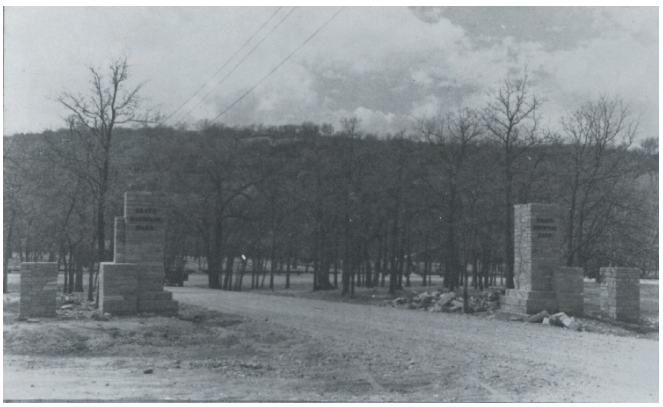

Figure 4-22. Completed set of entry piers at 12th Street and Lindsay Avenue, 1935. Note that iron lettering is located on both large piers.

1933 Master Plan goal. Nor are the concrete walks and sulfur stream shown on the 1930 survey. It is surmised that these two features were obliterated at this time for the construction of the new campground roads. Little is known about precise locations and species for the tree and flower plantings mentioned by Richey and Miller since they appear on no plans of the area. One might guess, however, that the "small 'park'" with flowers might have been located in the western portion of the site, nearer to the Bromide spring house. Other work undertaken by the CCC in the Bromide area included trail work, as described above.

The third enrollment period of the CCC camp (April 1 to September 30, 1934) saw a continuation or completion of earlier work. Work items included the extension of the Bromide Hill trail, and two old roads were removed and one parking area was doubled in size.[61] It's not entirely clear whether these were brand new projects or simply the completion of the work previously described in park reports. Trees were also trimmed and finish grading and sodding were done in parts of the landscape.

In September and October 1934 drawings for a new park entrance were completed for the Bromide area. Implementation of these plans began in November 1934 and continued, with some breaks, through the 4th and 5th enrollment periods, into September 1935. The entrance design was a collection of piers, low walls and walkways focused on a large, circular pool with a single, 30-foot fountain jet located at the terminus of 12th Street (Figure 4-21). The jet was fed by an artesian sulfur water well located on property outside of the park; this well is indicated on drawings as either the "Bathhouse Well" or the "Jack Diamond Well."[62]

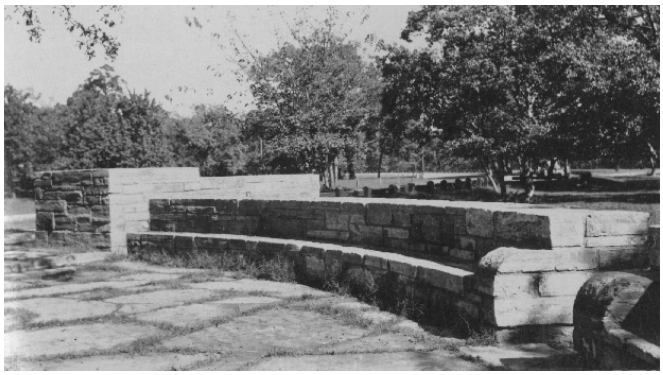

Figure 4-23. Low, semicircular walls at 12th Street Fountain 1935.

Six stone piers located at the intersection of 12th Street and Lindsay Avenue at the park's boundary were the first to be constructed (Figure 4-22). The composition consisted of two taller piers flanking 12th Street; on the other side of each pier was a sidewalk and another, smaller pier. Like the rest of the entrance, the piers were constructed of what the landscape architects called "native brown limestone."[63] Black iron art deco lettering of "Platt National Park" was affixed to the large pier (on the right side only or both) as it was built up. This set of entrance piers was completed by March 1935.

Work on the rest of the entrance began in April 1935 as part of the fifth CCC enrollment period. From the piers, two flagstone walks flanking 12th Street led to the park's perimeter road, where a stone curb and low walls embracing the intersection were constructed. Across the road, a broad paved flagstone court surrounded the circular pool and was enclosed with a low, semicircular seat wall on the south side (Figure 4-23). Two L-shaped walls connected the semi-circular walls to the edge of the street, forming the boundaries of the flagstone court; these L-shaped walls also featured two drinking fountains, which were fed by the same artesian well as the fountain jet.

In the plan view of the project (Figure 4-24) a large tree shades the plaza, and this tree figures prominently in early photographs of the project (Figure 4-25). These photographs also show the grass joints between the gray and brown flagstones as well as the craftsmanship engendered in the stone cutting and masonry. The surrounds were graded and sodded once the construction was over. The landscape architects were pleased with the effect of the work, stating that "[t]he entrance feature has become one of the main attractions in the Bromide area," and "[t]he single-jet fountain, rising thirty feet in the air,

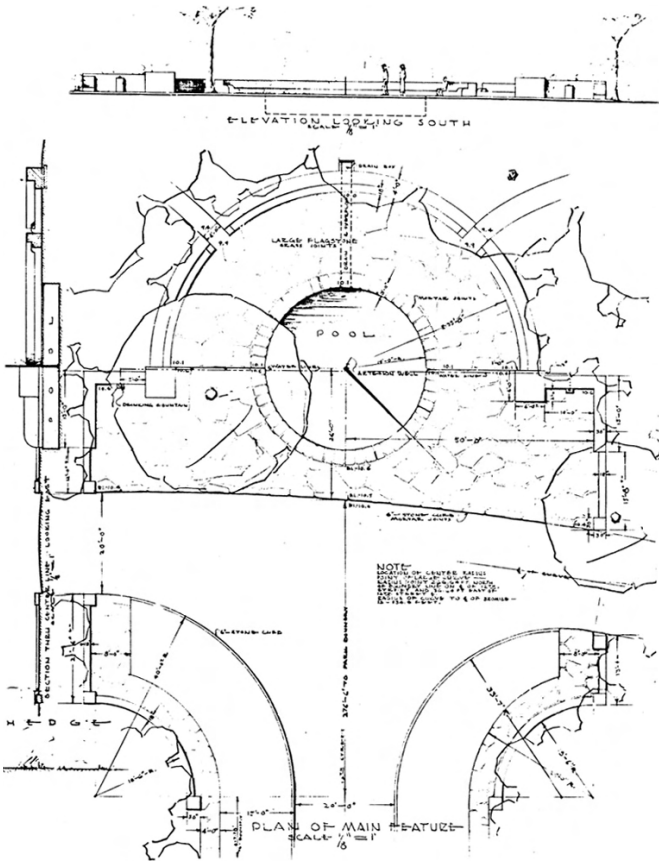

Figure 4-24. Plan of the 12th Street Fountain. Portion of "Bromide Entrance Development," Drawing NP-PLA-3031, 1934.

has given life to the entire surroundings. It can be seen for approximately eight block[s] north on 12th Street." [64]

Other work besides the entrance took place in 1934 and early 1935. Cliffside Trail was extended past Sulphur-Bromide Spring across the prairie upland.[65] The construction of this trail extension utilized—and thereby eliminated—a good portion of the old Sulphur Bromide Lane, which at one time had been a thoroughfare through the park. After meeting Buckhorn Road in the middle of the park, the trail paralleled this road north toward the Administration Building and Pavilion Springs. The completion of this portion of trail created a large pedestrian loop connecting Bromide and Pavilion Springs around the western half of the park.

In late 1934, work was begun on a project described as the Bromide Pavilion retaining wall. This project seems to have been part of a new pavilion to be located just east of the existing spring house. Plans for this project had been drawn up in 1930 or 1931 about the same time the new wood-railed retaining wall (Figures 3-35 and 3-36) had

been built between the spring house and the Iron Bridge. This pavilion was to be centrally located on a large terrace created against the slope of Bromide Hill and connected to the rest of the Bromide area by a new bridge. The iron bridge was to be replaced because, being "of steel, it does not harmonize with the park's general design; and because it does not properly relate to future constructions at the Bromide Springs area."[66]

Excavation for the retaining wall project seems to have been the first step in implementing this new pavilion. However, work on the project was briefly "abandoned" in late 1934, due to a "recent order in regards to ECW enrollees performing skilled labor."[67] It was then re-initiated in January of 1935, when footings for the wall were poured.[68] However, it does not appear that the project was continued after that date, though it is unclear from known documentation when and why the project was halted for good. [69] At any rate, within a year a completely different plan would be proposed for a new pavilion located on the north side of Rock Creek.

1934 and early 1935 also saw a significant amount of work undertaken on the vegetation in the Bromide area. In 1934, more large trees were trimmed as part of the "tree surgery" work throughout the park. In the winter of 1934-1935, the slope of Bromide Hill, from the Creek to the ridgeline, was planted with native red cedar. It was believed that planting red cedar would "restore" the "natural growth condition" of the area:

> At one time the Bromide Hill had been clothed with natural growth of Cedar intermingled with other tree varieties. An attempt has been made to restore this recent tree growth condition by planting three thousand Cedar seedlings on the hillside. This hillside work was rather difficult and it is expected survivals will be rather low in percentage. However, each plant was placed in a pocket of good soil [compost] and well watered.[70]

The 3,000 trees set out equaled the number set out in the previous winter (1933-34), when only 20% of the plantings survived.[71]

In early 1935, a driveway to the Bromide caretaker's house (by this time known as Residence #1) was constructed, followed by the construction of a garage in the summer. The garage was "inexpensive and serviceable," built of rough sawed yellow pine and was "covered on the exterior with twelve inch rough sheeting, and stained a nut brown."[72] The driveway work was meant to be a stopgap solution to improving the building. Richey and Popham had felt the house's location in the middle of a public area was somewhat problematic, noting that "[t]he revision of the Bromide Area will necessitate a complete re-study of the surroundings of this residence."[73] By 1937, plans were afoot to move the house and garage to the Residence group near Pavilion Springs.[74] These plans were reiterated in the 1940 Master Plan, but were never implemented.

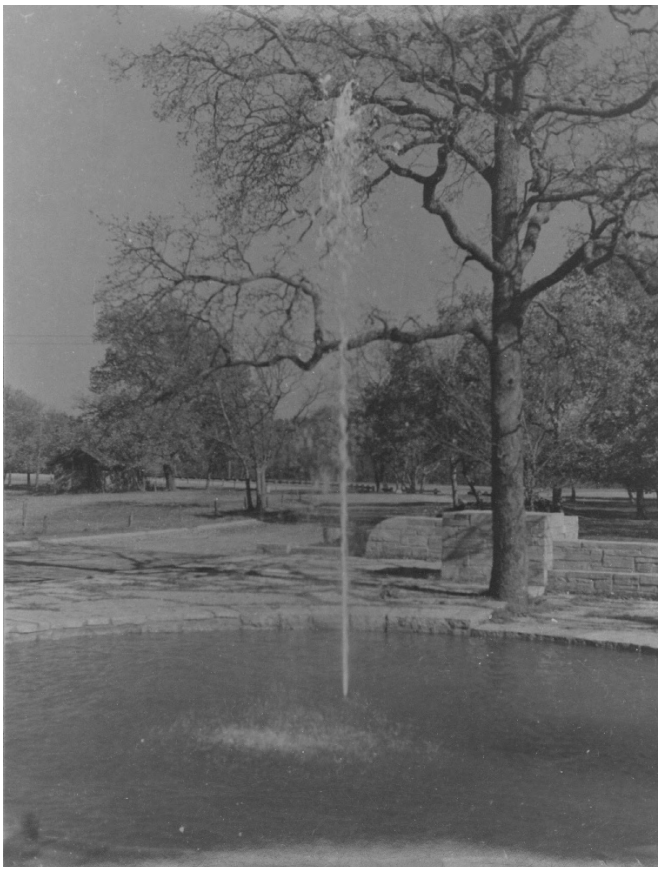

Figure 4-25. View of tree in terrace at fountain, 1935. Note grass joints in paving and wooden guardrail in distance.

Activity in the Bromide area, however, primarily continued to focus on development for visitor use. In the summer of 1935, access to Robber's Roost was improved. In June, trail construction on a "spur connecting the existing Bromide Hill trail with the top of Bromide Hill . . . built on an easy grade following the contour of the hill."[75] A plan was drawn up and approved for a parking area at the top of the hill (Figure 4-26). The parking area and its associated walkways and retaining walls

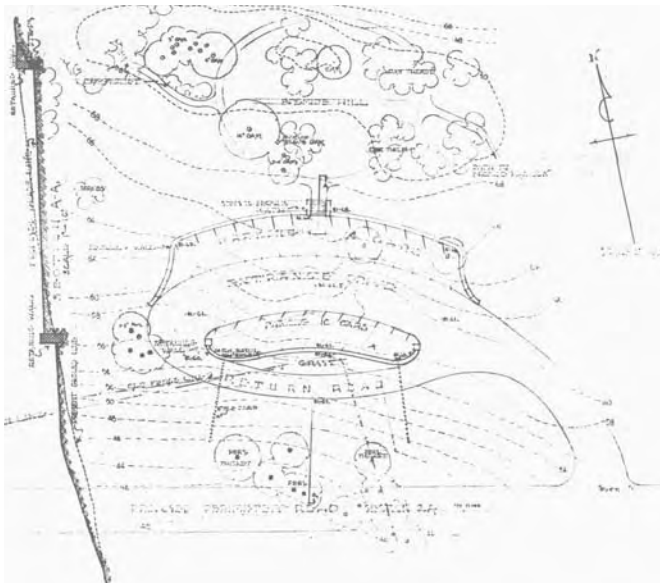

Figure 4-26. Plan for the Bromide Hill parking area. Portion of "Bromide Hill Parking Area," Drawing NP-PLA-3040, 1935.

were constructed in December 1935, but only loosely conformed to the proposed plan.[76]

In December 1935 and January 1936 plans were also finalized for a new pavilion on the north bank of Rock Creek. In preparation for this work, a full survey of the Bromide area was undertaken. This useful plan shows the completed 12th Street entrance, the four wood frame and stucco comfort stations, and guard-rail lined camp roads (Figure 4-27). The survey also provides good documentation of the large trees that dotted the area. A faint outline of the proposed new pavilion is also seen on the survey.

The new pavilion was perhaps the most elaborate composition of landscape and structure proposed for Platt thus far (Figure 4-28). This plan shows the pavilion situated in on a flagstone terrace overlooking Rock Creek to the south. Trees within the grass-jointed flagstone terrace shade the structure, which contains an office, tanks for water storage, and large stone seats that also held the water fountains for dispensing bromide, sulphur, and medicine waters. Below the stone terrace is an open grassy area embraced by two semi-circular wood benches attached to the terrace's retaining wall; in the center of the grassy area is a rectangular, concrete pool with a central water jet. A large cottonwood tree is shown shading the pool.

Construction on the structure began in the spring of 1936. The building was a large, open-air stone structure constructed of stone quarried in nearby Dougherty. The stone is variously described on drawings as sandstone or red limestone, though it is classified as limestone today.[77] Large, boulder-like stones formed the corners of the building, giving it an impression of being rooted in the landscape; elsewhere, smaller stones composed the pier-like walls of the building, laid with mortar joints raked an average of two inches deep. The building's roof was framed in rough-sawn, four- by six- by six-inch lumber, with a pitch of 2:1 and a shake surface. Near the western end of the structure, a special elevated, concrete tank system of six three- by two- by six-feet containers stored the mineral waters piped to the building from the three springs to the southwest and the Bathhouse well from the northeast. The center of the building was occupied by a linear stone fountain with built-in seats that dispensed the bromide, medicine and sulphur waters. A small information booth was located opposite the water storage area.

The building was situated atop a grass-jointed flagstone terrace, which in turn was surrounded by low stone walls. To the north, the terrace met the surrounding park area more or less at grade. To the south, steps led down to a grassy lawn court, where a rectangular stone and concrete pool was set into the ground. The pool, twelve by twenty-eight feet, was fed by the bathhouse well and was four feet deep, though its depth varied six inches from end to end to aid in drainage and maintenance. The pool's walls and floor were designed to be eight-inch-thick reinforced concrete while the pool's coping, at grade, was flagstone two feet-four inches wide. Enclosing this so-called "lily pond" was a wood and stone bench which lined the terrace wall and ended with two graceful semi-circular ends embracing the pond.

A comparison of the original plans, historic photographs, and existing conditions reveals that numerous modifications were made to the pavilion as it was constructed. This was a rather standard procedure for construction in the park as site-specific conditions such as grades and trees were encountered. The pavilion was shifted slightly to the northeast, and the size and proportions of the terrace and building were changed. The location of the water storage tanks and office were also switched from the eastern end of the building to the western end; known documentation does not indicate why.

Figure 4-27. "Topographical Map, Bromide Springs Area," Drawing NP-PLA-5036, 1936.

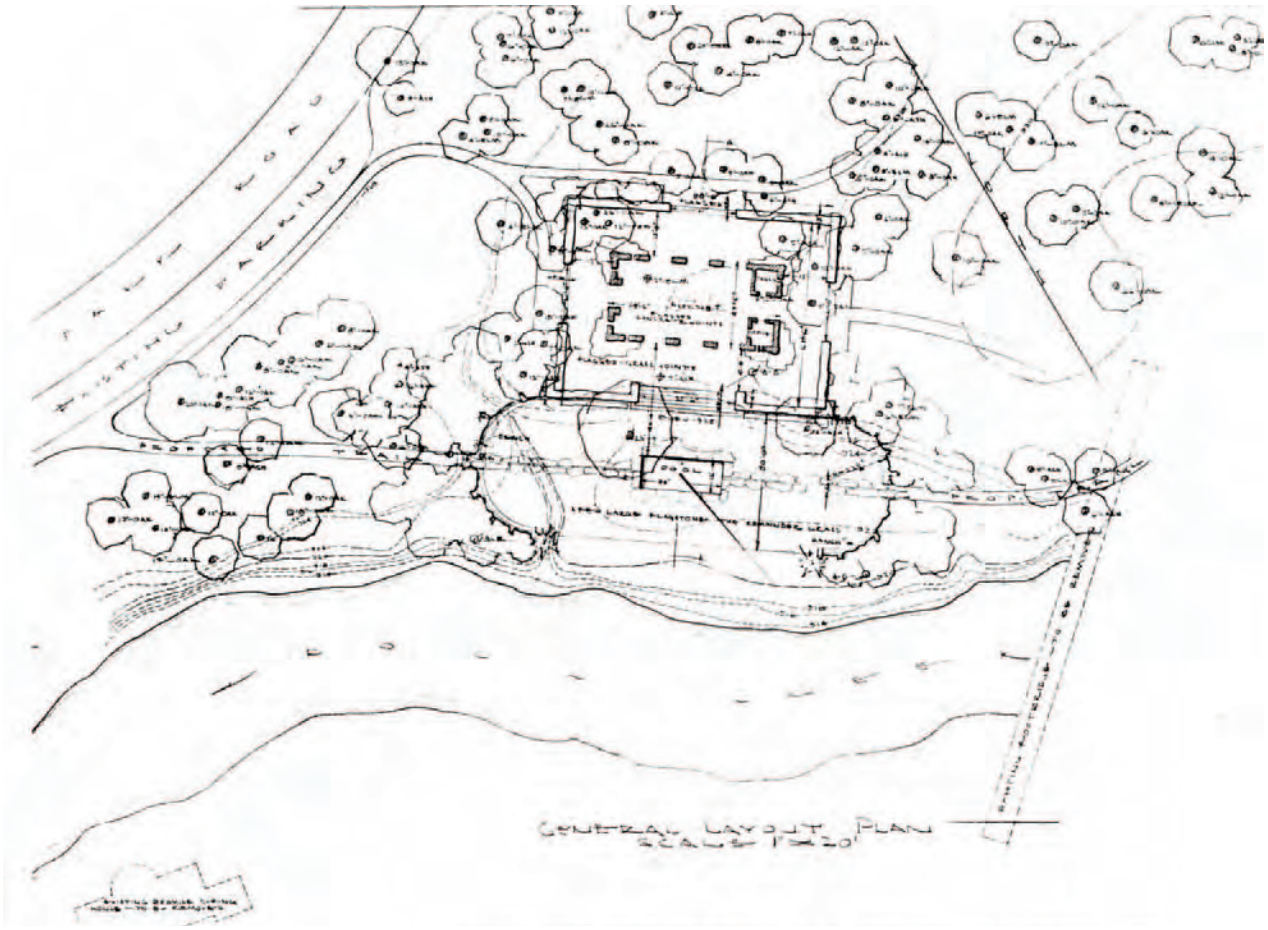

Figure 4-28. Portion of "Spring Development, Bromide Pavilion Springs," Drawing NP-PLA-3048B, drawn December 17, 1935.

Figure 4-29. Overview of Bromide Area and Bromide Springs Pavilion, circa 1936.

Figure 4-31. Detail of bench and construction at Bromide Springs Pavilion, circa 1936.

Though the pavilion itself was complete by August 1936, some of its other elements required additional time.[78] Construction of the semi-circular seats did not begin until September, when materials finally arrived.[79] The pumps from the old pavilion were moved to a "new underground utility room"—presumably the underground pump house located on the north side of the creek—in October, and the building was finally opened to the public in November when the mineral waters began to flow. Terrace flagpoles, wooden signs for mineral water analyses, and paper cup containers and disposals, however, were still on the drawing board and were not completed until July of 1937.[80] The old spring house was torn down in 1937. Following the completion of the building, both the one-gallon limit on water collection and the "keeper of the springs" or watchman position were discontinued.[81]

Figure 4-30. Bromide Springs Pavilion, circa 1937.

The new pavilion was the focal point of the whole Bromide area. Figure 4-29 provides an excellent overview of the completed pavilion and its context, including the iron bridge and the mown grassy area around the lily pond, shaded on the west by the large cottonwood. Two other smaller trees, no longer extant, were apparently planted to shade the eastern side of the pool and bench. Also interesting in this view are the evergreens planted around the backs of both sides of the wooden bench, which were presumably meant to grow up and enclose the area encompassed by the benches. Also notable are the grass-jointed terrace paving and the trees growing out of the terrace on the building's west side. Figure 4-31 shows a more detailed view of the area, including the laminated nature of the wood bench, its boulder supports, as well as details of the building masonry. Both of these images are early views, taken before July 1937 when the flagpoles were added to the terrace as seen in Figure 4-30. The new pavilion proved popular with the public and the area became a focal point for group activities. In July of 1937, a temporary wooden stage was constructed somewhere in the Bromide area for community entertainment and in the summer of 1938, weekly Wednesday night programs were instituted.[82]

Meanwhile, a few more projects were implemented. In May 1937, a contract was awarded for the construction of the Rock Creek Causeway just west of the Bromide area.[83] In January 1938, work began on a new comfort station to replace one of those constructed in 1933-34. Modeled after the rustic style comfort stations in Cold Springs Campground, the new station was located just south of the 12th Street fountain. Plans for the comfort station were completed in February of 1937.[84] Construction was completed around June 1938 (Figure 4-32).[85] Sometime between 1940 and 1942 an interpretive sign was installed

Figure 4-32. Bromide Springs Comfort Station, circa 1949.

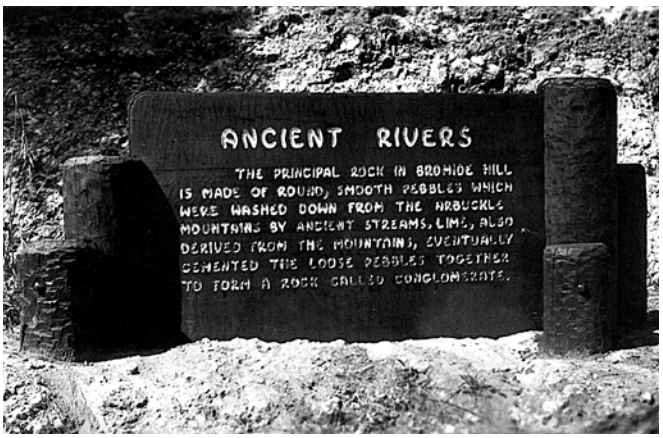

Figure 4-33. Interpretive sign at Bromide Springs, no date.

on the south side of Rock Creek, near the springs (Figure 4-33).

The similarities of material, form, and style between the new station and the Bromide pavilion, as well as the other structures in the park clearly signified the development of a larger design concept for both the Bromide area and Platt National Park. This overall design aesthetic was summarized in the 1940 Master Plan drawing for the Bromide Area. This ambitious plan first proposed the removal of all camping from the area and the construction of two additional buildings, a second, rustic-style comfort station on the site of the caretaker's residence and a proposed picnic shelter. [86] The plan also proposed all other structures—those not constructed of stone masonry—be removed. These included the iron bridge and the community house. Campground roads were to be obliterated and replaced by curvilinear walkways meandering through the area, with two low-water crossings at the eastern end of the area and at the location of the steel bridge. Unfortunately, few of these aspirations would be fully realized, as will be revealed in the next chapter.

DRAWING 4: WALNUT GROVE PERIOD PLAN, 1940

Major change came to the Walnut Grove area in 1933, when CCC Camp 808 moved to this location. Walnut Grove was a good site for the CCC camp because it was close to both the town of Sulphur and the core area of the park. Previously, the camp had been located near the southeastern edge of the park, near the Veteran's Hospital (Figure 4-34). Due to problems with flies from a nearby dairy, the camp was moved just south of town and west of Black Sulphur Springs.

Though the original camp was an assemblage of tents (Figure 4-35), the new camp featured simple, wooden buildings (Figure 4-36). The camp was built in October 1933, and the CCC men moved into it on November 5, 1933.[87] As shown in an aerial view, (Figure 4-37), the buildings were arranged in a linear quadrangle, oriented east- west along the road to Bromide Springs. The camp facilities included:

> a headquarters building, a day room with ping pong tables, and a little canteen where you could buy cigarettes, gum and candy; in the middle of the camp was a shop building, and educational and supply buildings. On the west end there were two barracks on the north side, the latrine in the middle, and on the far end was the mess hall. There were three more barracks located on the south side and a flagpole in the parade ground."[88]

There was also a coal-house located west of the quadrangle. Also to the west of the camp were four stone fireplaces. The precise date of and reason for their construction has not been identified. Some care was also taken in designing the grounds, especially with regards to the plantings:

> In order to improve the appearance of the camp, a limited amount of planting was installed, due care being taken to locate trees so that when the camp was demolished the planting would be in harmony with the park.[89]

Figure 4-34. Oblique aerial view of the original location of CCC Camp 808, 1933. The camp was located in the "notch" along the park's southern boundary.

Figure 4-35. Tents at the first CCC campsite, 1933.

Figure 4-36. Temporary wood buildings at the Walnut Grove site, circa 1935. View taken from the southeastern corner of the camp, looking northwest towards Sulphur.

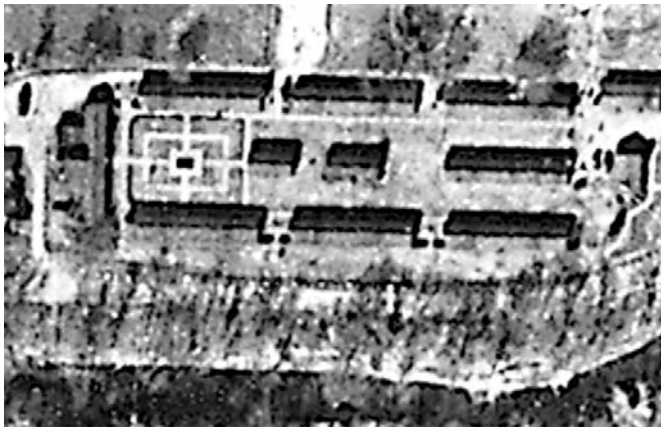

Figure 4-37. Portion of an aerial photograph showing the layout of the CCC camp, 1940.

By 1939, CCC construction within the park was dropping off, and in March 1940, orders were received from Washington to close the camp. It is unclear exactly how long it took to dismantle the camp. It is certain, however, from the statement above and from the 1940 Master Plan drawings, that the CCC camp was never intended to be a permanent fixture within the park. The 1940 Master Plan, while it indicates the location of the camp, does not show any of the camp structures. Instead, the whole area is shown as predominantly open, with canopy trees scattered throughout.

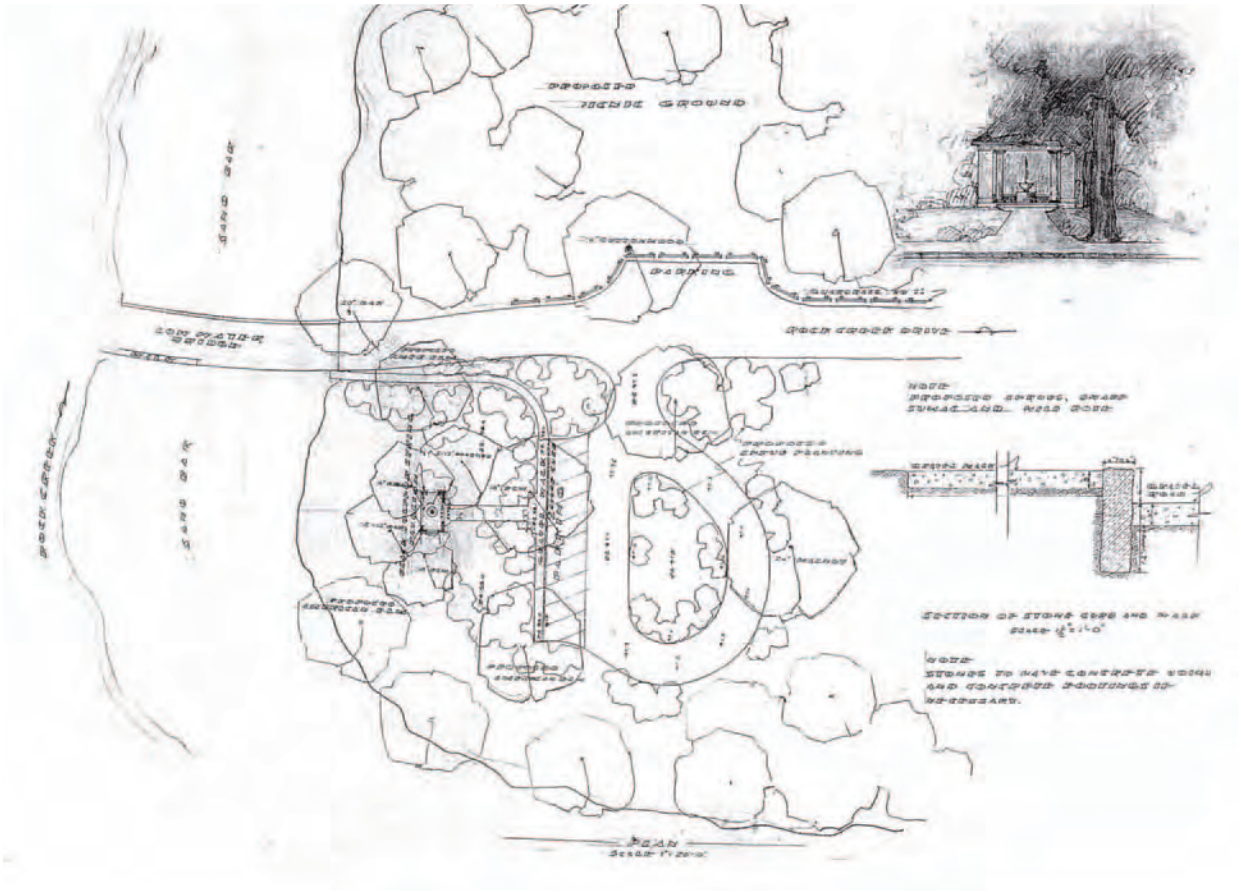

Figure 4-38. Plan for "Development at Black Sulphur Spring," 1933. Drawing number is illegible; dated July 22, 1933.

DRAWING 5: FLOWER PARK PERIOD PLAN, 1940

Black Sulphur Springs

With a functional and relatively new pavilion, the early CCC work in Black Sulphur Springs focused on access and parking issues. Circulation patterns in the park had developed in a rather haphazard manner, and Black Sulphur Springs was likely no exception, and work focused on correcting road problems.

The first project to be undertaken in the area was the reconstruction of the Black Sulphur Springs causeway (see Road Systems, above). Then, to better accommodate parking, a new turnaround and parking area were implemented. The plan for this area was drawn by Charles Richey (Figure 4-38). It reorganized the area with an oval parking area for ten cars and a new flagstone walk to the pavilion. The drawing also shows a gravel walk leading to the causeway, as well as a guard-rail-lined parking area across the street. A picnic area is proposed just south of this parking area. Extensive tree and shrub plantings complementing existing large oaks and walnuts complete the plan, creating a shady setting for the little temple-like structure. In particular, three large American elms were proposed to form a triangle around the pavilion and dwarf sumac and wild rose were proposed to enclose, frame and screen the parking area and turnaround.

Work began in the fall of 1933.[90] The area was graded, the driveway, turnaround, and curb were laid in, and flagstone paths were constructed from the parking lot to the pavilion and bridge. Planting was also undertaken, but it is difficult to say how many of the trees low shrubs depicted on the plan were implemented, since few appear in subsequent photographs. The parking area waited for construction until September 1935.[91] The parking area across the street was apparently not fully or formally implemented, though it appears in a dashed line on a later topographic survey.[92] It is also not clear if the area to the south was fully developed as a picnic area at this time.

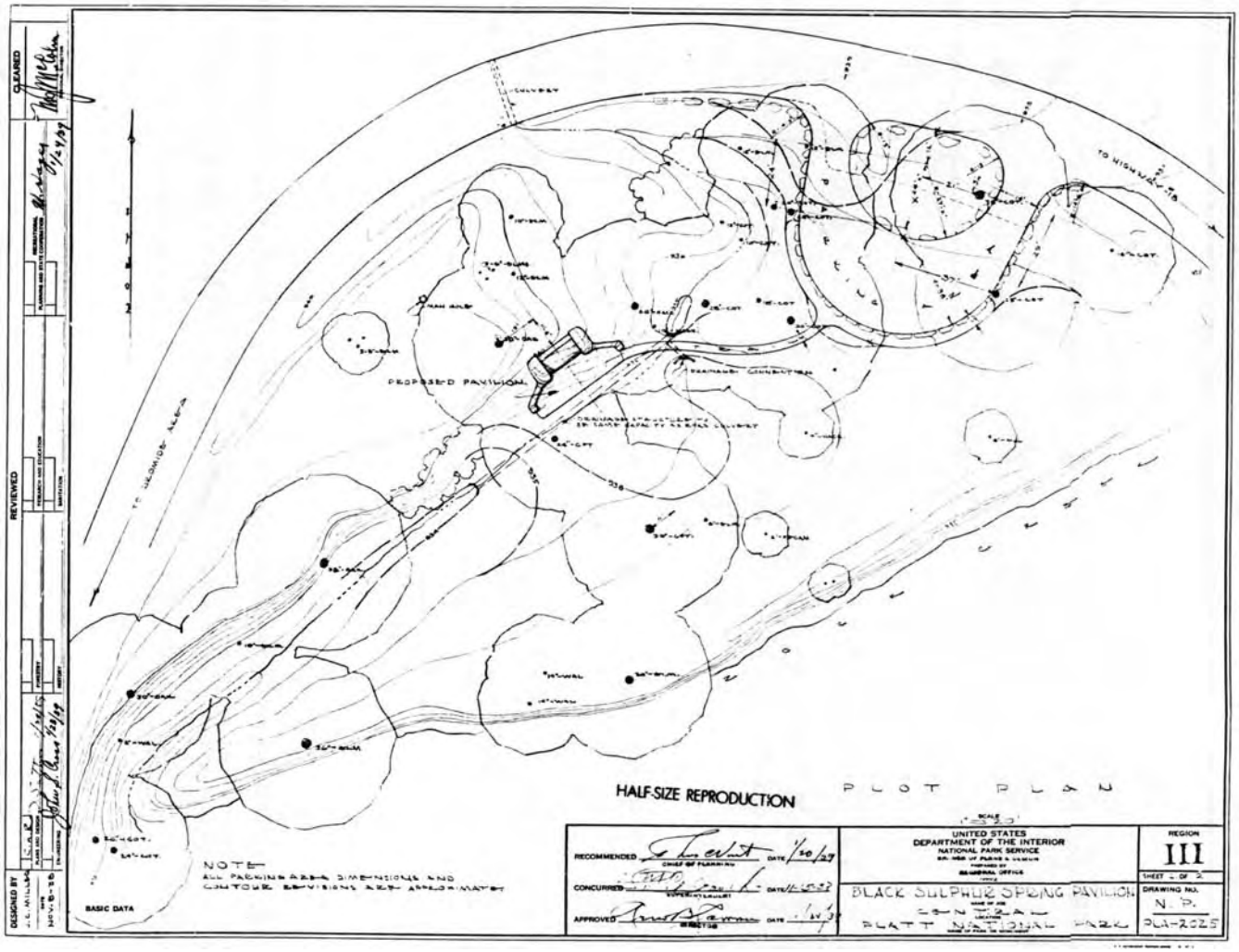

Figure 4-39. Plan for a new Black Sulphur Springs pavilion. "Black Sulphur Spring Pavilion," Drawing NP-PLA-2025, Sheet 1 of 2, 1937.

Rock Creek flowing behind and around the pavilion was also "cleaned-up," which involved clearing trees from the creek bed to prevent congestion during high water. Willows were also removed from the creek bed behind the pavilion and "a new channel [was] opened."[93] It is not clear exactly how much, if any earth moving this "opening" entailed or how much it affected the hydrology of the creek, but it seems likely that the topography of the area was altered. Richey and Popham approved the results, noting that "no other area in the park has been so thoroughly revised and now shows greater improvement."[94] At the same time, a 2,000-foot-long trail connecting the area to the Davis Avenue bridge in West Sulphur was constructed.[95] It is assumed that this trail, like others in the park, was four and one-half feet wide and constructed of compacted gravel.

It appears little more thought or effort went into developing Black Sulphur Springs for the next two years. The 1936 topographical survey of the Flower Park area (Figure 4-55) shows the implemented driveway, parking area and flagstone walks, but no significant changes.[96] The only new features shown on the plan are two fireplaces located northwest of the pavilion and a hydraulic ram. It is not known when the fireplaces were constructed or removed, but they were likely part of a picnic area to the northwest. On the 1940 aerial photograph, this appears as a large, grassy area with limited tree canopy.

The hydraulic ram was installed sometime between 1933 and 1935, and may have been installed to either improve water supply at the fountain or possibly, to facilitate the reorganization of the area. Near the end of 1937, construction of a new pavilion was proposed. Jerome Miller described the proposed changes to Black Sulphur Springs in a monthly report to Chief Architect Thomas Vint:

Figure 4-40. Flower Park comfort station under construction, 1934.

Figure 4-41. Completed Flower Park comfort station, 1935.

> It is proposed that the Black Sulphur Pavilion be moved to the south of the Park drive opposite the present location. The old structure will be torn down and the parking area and walks obliterated. Relocation is possible because the spring flow is now equipped with a hydraulic ram and the water can be forced to any nearby location. This change seems desirable due to the non-conformity of the present structure will [sic] all other developed park architecture. The present structure is conspicuous and the site is necessarily restricted. It is planned that the new structure be set into the hillside south of the park road with ample space around it for proper use, and with adequate planting and screening for proper subordination of the structure.[97]

These proposed changes were more completely fleshed out in November 1938 in a set of plans, shown here as Figure 4-39. Set into a low hill, the proposed pavilion was something more like the Hillside Springs pavilion, though less refined and with stonework reminiscent of the buttressed walls of the Bromide Springs and Pavilion Springs structures. The new design, with its strong horizontality, would have clearly brought Black Sulphur Springs up to the NPS rustic design standards illustrated in the rest of the park. Although approved in early 1939, the design was not immediately built, and oddly did not appear in the park's master plan drawings until 1942.

Flower Park

Flower Park was one of the areas first addressed by the CCC, with design changes mostly complete by 1937. In the first enrollment period, work included some topographic surveying of the area and "ornamental planting," though it is not known how extensive these activities were.[98] The first major project in Flower Park was the construction of a new comfort station. Authorized in August 1933, the new building was meant to replace the two "unsightly," "inadequate," and inconveniently located comfort stations built more than 15 years earlier.[99]

The new station was one of the first structures in the park built in (what would later be called) the NPS Rustic Style. It was designed by the Branch of Plans and Design as a small, almost squat building, with a low roof and horizontal lines to tie it into the surrounding landscape. It was sited "in a side hill excavation where its architecture would blend with the natural features of its location."[100] It was also constructed of local materials, including a yellow-tan limestone (then called sandstone) quarried from nearby Dougherty, just twelve miles away.

Excavation for the building began December 21, 1933 and construction began on February 1, 1934. The process was not easy for the CCC crews, most of whom had never done this type of work before (Figure 4-40). Unlike the other rustic structures in the park, each stone in the comfort station was smoothly faced (or "dressed") by hand, giving the building a refined, almost elegant, appearance. Above the stone walls, rough-sawn beams and rafters supported a hip-end gable roof covered in wood shingles. The building was approximately thirty-two by twenty-two feet and was completed on June 15, 1934. The finished building nestled into the hillside and vegetation behind it (Figure 4-41). Interestingly, this view shows a few small trees planted in the front of the

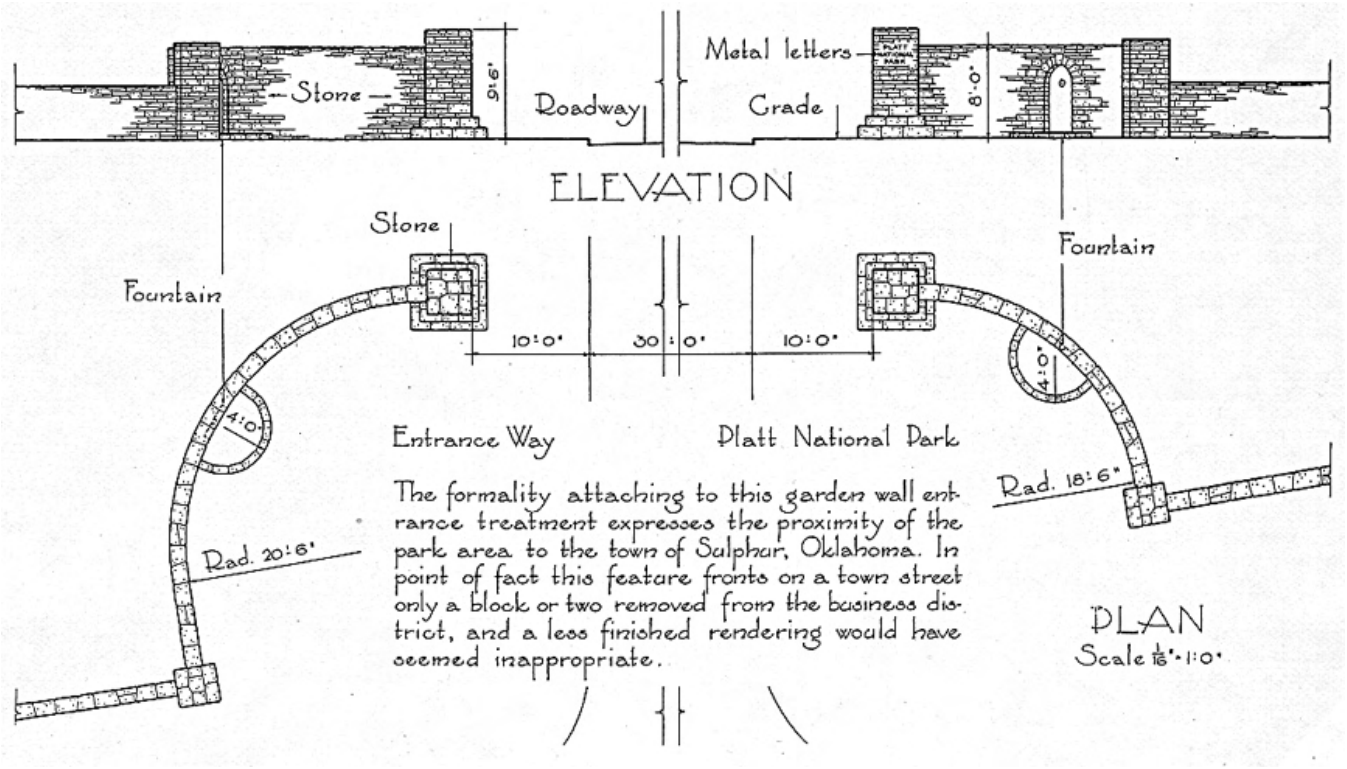

Figure 4-42. Plan for the Main Entrance, as published in *Park and Recreation Structures* by Albert H. Good in 1938.

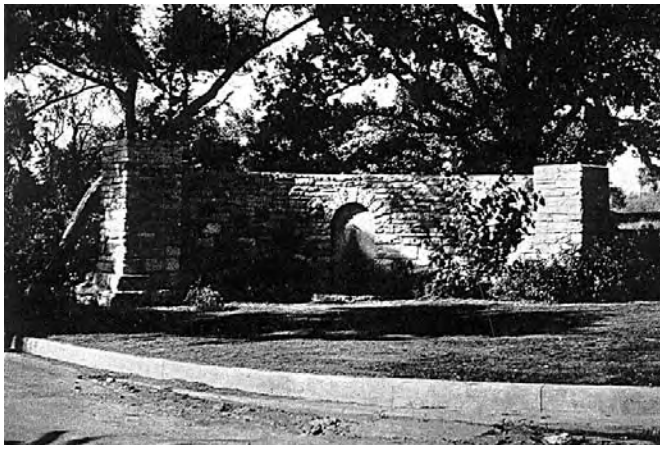

Figure 4-43. Completed wall and pier composition at the Main Entry, circa 1934. Note the ornamental plantings around the masonry structure.

Figure 4-44. Curving alignment of stone paths in Flower Park, circa 1935. Note stone edging and young plantings to the right of the pathway.

building. Also prominent are the roof's exposed rafters and the building's hipped gable end.

As the comfort station was completed, other changes were occurring. The park landscape architects noted that Flower Park was "congested" and "the most used area in the park" and had "suffered a great deal of abuse in the past."[101] They designed a plan for the whole area sometime in late 1933 or early 1934. The park was intended to serve as a mediating space between the "citified" qualities of Sulphur and the more naturalized landscape of the park:

> Notwithstanding the fact that Flower Park has sometimes been regarded as a sort of spacious front yard to Sulphur, the area is none the less a part of a National Park, controlled by National Park policies.

Figure 4-45. Stone steps east of comfort station in Flower Park, circa 1935.

Figure 4-46. Vendome parking area, circa 1935. Note stone curbs and trees in islands.

> However, in recognition of the contiguity and intimacy existing between Flower Park and Sulphur, the National Park Service is endeavoring to develop the area in conformity to National Park standards, while hoping that it will specially please the people of Sulphur. To accomplish this objective the present design for the area is somewhat citified though harmonizing with the more normal development elsewhere in Platt.[102]

In other words, Flower Park presented if not a challenge, then a change, for the designers, since it required fitting the NPS Rustic Style ideas to a more urban site, rather than a wilderness site. In some ways, the very existence of Flower Park highlighted the fact that Platt was something of an anomaly in the overall system of National Parks. Yet the rustic style still held sway, as evidenced by the fact that the flagpoles were removed from Lincoln Bridge. Tradition has it this was done to reduce vandalism and to match the Rustic design of park." [103]

The overall plan for Flower Park was broken down into a series of smaller projects. One of the earliest developed, in April 1934, was the plan for the Main Entrance to the park along Highway 18. The final design for the entry, located on the south side of Davis Avenue, was a not-quite-symmetrical composition of piers and curved walls, framing Highway 18 (Figure 4-42 and 43). A special feature in the center of both curved walls was a small fountain in a recessed arch bubbling into a semicircular basin located at grade. Water to these fountains was piped in from a sulphur water well nearby. Iron lettering of the park's name was affixed to the main pier on the right and the composition was finished with extensive plantings. Low shrubs and small trees were placed in the walls' foregrounds; behind them, larger trees and red cedars provided a leafy backdrop. The area, described as a "garden wall entrance treatment" was complete by September 1934 (Figure 4-44).[104] The project also included installing curb and gutter around the four corners of the intersection and roadway drainage. Catch basins were installed in the gutters and storm water was directed in an open ditch 600 feet down both sides of the road to Travertine Bridge.

Flower Park's old circulation system was also redesigned. Work included demolishing old roads and the "rigid and inappropriate" concrete walks running through the park. Constructed in their place was "a network of trails, nearly a mile long, five feet wide, curbed with rough stone, and covered with gravel . . . conveniently connecting all the parts with its three entrances."[105] Besides the Main Entrance, there were entries at Vendome, at Lincoln Bridge, and at Central Campground. The paths, ran on graceful, curvilinear alignments (Figure 4-44), and utilized broad, curving, dry-laid limestone steps to navigate the slopes on the ridge (Figure 4-45) between Travertine Creek and the town to the north. No specific construction documentation of the trails has been found. The paths were more or less completed in the fall of 1934, though some work apparently continued until September 1935.[106]

Another project was the construction of a large parking lot in the northwest corner of the park adjacent to the Vendome Plunge Pool (Figure 4-46). The parking area was intended to "service Flower Park" and Vendome and was designed to accommodate 130 cars.[107] The design was a standard rectangular parking lot, 160 feet by 248 feet, with three interior parking bays, with three islands

Figure 4-47. Postcard view of Vendome Stream Falls, circa 1935.

Figure 4-48. Lower wading pool in Flower Park, 1937.

Figure 4-49. Stepping stone crossing, near comfort station, circa 1935.

Figure 4-50. Log Bridge at end of Vendome stream, circa 1935.

with grass and trees. A six-inch tall limestone curb was installed around the islands and parking lot and the whole was paved in gravel. This rather pedestrian parking lot design had one unusual feature: Running beneath the parking lot, on the line of the middle island, was a "siphon" or pipe for the Vendome stream, which then bubbled up on the opposite side of the parking area.

The Vendome stream, previously a ditch, was redesigned to create "the most distinctive attraction of the area," the "artificial creek" with two wading pools located along its length.[108] The stream was given a new, more meandering course through the park and emptied into Travertine Creek where it created a waterfall (Figure 4-47). A park newsletter provided a compelling description of the proposed design:

> The pools are irregular in outline—one, more or less bean-shaped, and each with an average length approximating 110 feet, and an average width approximating 45 feet. One pool is located about 250 feet east of the Vendome area, while the other is about 150 feet north of Lincoln Bridge.
>
> A typical cross section through the pools will show that their maximum depth of water will be about 2 feet, with a gradual decrease in this depth as the bank is approached. The first inch of the foundation's depth is fine gravel; the next two inches, rough gravel; and below this, impervious clay. The arrangement of shrubs with the existing trees at certain places around the pools, sloping banks will give a naturalist effect, while the placement of rocks here and there will further contribute to the same desired effect. These rocks will also afford seats for those who wish to dangle their feet in the sulphurous water either for its cooling, exhilarating or therapeutic value.

Figure 4-51. Stone arch bridge in western half of Flower Park, circa 1935.

> While the pools will primarily be for children, it is expected that people of all ages will enjoy them, with the winding creek supplying an abundance of everchanging and sparkling water from the Vendome will [sic] before it finally plunges five feet into Travertine creek just north of Lincoln bridge forming a fascinating water-fall.[109]

Work began on the streams and pools during the fourth CCC enrollment period (October 1, 1934–March 31, 1935) and they were completed during the fifth period (April 1, 1935–September 30, 1935). The lower pool near Lincoln Bridge was situated to reflect the Flower Park comfort station in its serene, glassy surface (Figure 4-48). Yet the design of the stream evoked other moods as well. A series of five small waterfalls were constructed down the length of the stream, and although no record has been located to confirm it, their varied forms seem to have been engineered to present different effects of sound and movement, thereby enticing visitor interaction with the water. The largest of the dams (seen in Figure 4-48) was a low waterfall bubbling into the lower pool, the large stones on its sides placed to provide seats next to the rushing water. Playful footbridges were also designed to cross the stream, and included a low water crossing (Figure 4-49) and a log bridge just above Vendome Falls (Figure 4-50). A more elaborate stone arch bridge (Figure 4-51) was located along one of the foot trails in the park, over a swale, which drained run-off from heavy storms into the Vendome stream.

Finish work in the park included fine grading, sodding with Bermuda grass, and planting trees and shrubs.[110] By September 1935, the recreational features in Flower Park were all complete, and the landscape architects noted that the "area…should require no further work except planting at a future date."[111] It appears that planting did continue off and on in the area at least until 1937.[112] This made sense, given that it was considered essential to the park's design: "In fact, without having a proper distribution of suitable plants within its area," the designers felt "the most essential park characteristic would be missing."[113] Some of this was provided by the large oaks, ash, and elm which dotted the park and which had been "rejuvenated by surgical attention;" but other plantings were required to screen out the adjacent city and provide color and enclosure throughout the park. The following paragraphs summarize the approach to planting in Flower Park:

> All shrubs and flower beds cluttering the center of Flower Park have been removed to create an open center, which with the border planting will effect a pleasing unity for the entire area. At least a thousand shrubs have been planted and several thousand more will be planted along the borders to make an interesting enframement of color, form, and texture. Also more than 50 red cedars have been planted to add further interest to the enframement.
>
> In addition to woody plants, hervaceous [sic] ones will be planted in large quantities. Indeed, as a beginning, ten quarts of wild flower seeds, all collected in Platt National Park, will be sown in the Flower Park Area. However, these seeds will be sown where you would expect to find them—around the borders and among the rock and other nooks where the pedestrian will be delighted to see them. Hence the name "Flower Park" will retain its propriety, because of its association with a multitude of native flowers happily situated in a popular area.[114]

Unfortunately, no planting plans or records of these plantings have been located to confirm the specific locations and types of plantings. Photographs (Figure 4-44) do show some of these plantings which included a large number of shrub beds along the upper trail in Flower Park.

Although most of the development of Flower Park improved the recreational aspects of the park, the largest and lengthiest project (and probably in the park, with the exception of the construction of the perimeter road) was one more typical of 1930s "conservation" work. A stone

Figure 4-52. Placement of rip-rap using winches at the Flower Park revetment wall, 1934.

Figure 4-53. Detail of revetment wall construction, 1935. Note comfort station in left hand side of photograph.

revetment wall was constructed along the southwestern boundary of the park, along the curving length of Rock Creek. The wall was built to prevent "the extraordinary erosion" that often occurred at the junction of Rock and Travertine Creeks in high water. Floodwater erosion had taken out "some of the park's finest trees" in 1933, and it was hoped the wall would reclaim several acres of land in Flower Park.[115] The project began in the summer of 1933, and over the first eighteen months brush, logs, trees, and 75,000 cubic yards of sediment were cleared from the channel between Davis Avenue and Black Sulphur Springs.[116] This work was followed by the construction of a 900-foot-long wall of conglomerate boulders, some weighing five to ten tons. The stones were initially mined from within the park, but when supplies ran out, they were collected along Highway 22 near the Oklahoma School for the Deaf. According to Boeger, in some places, car bodies were used in place of stones.[117] Approximately 120 tons of rock and fill were placed each day.

Though much of the work was mechanized, it was still labor intensive, requiring more than 2200 person days. A tractor and derrick were used to load the rock and trucks hauled it, but the individual stones were wrestled into place with the use of two gin poles equipped with heavy winches. Figure 4-52 shows the wall under construction. Smaller rocks, gravel and clay were used as backfill around the large stones, and heavy hog wire was placed between each horizontal layer of stones (Figure 4-53). "Waterproof clay" was used between the joints. The wall was typically "about ten feet thick at the base; five feet thick at the top; twelve feet high, with one to one and one-half feet slope toward the creek."[118] Stone placement was finished by January 1935, but the topsoil for plantings had yet to be spread.[119] When completed, the whole was planted, presumably with the planned "dense willow and low shrub" planting, though this has not yet been confirmed.[120] The whole project was complete in March 1935, by which time "several high waters . . . passed over

the wall with no ill effect."[121] The resulting wall created a sinuous shape in the landscape (Figure 4-54).

The other major engineering project near Flower Park was the construction of the Travertine Bridge, described above (see Road System). With the exception of ongoing planting and tree maintenance, little more work was done in Flower Park during the CCC years as other areas received more attention. It is possible that the design was simply, in the minds of the designers, essentially complete and capable of meeting its goals of being a mediating space between town and park. The only indication of possible future change was the development of a topographical survey of the area in 1936; this was probably done in preparation for the upcoming 1937 Master Plan.

The topographic survey (Figure 4-55) provides a relatively detailed record of the appearance of the park following the CCC changes of 1933-35, though details of the area, such as the nature, composition, and extent of shrub and wildflower plantings remain obscure. Yet together with contemporary historic photos, the survey provides a sense of the park as a relatively open, yet shady, space with meandering paths and dotted with trees. The bank of Rock Creek is a smooth curve with a regular slope. Most surprising to modern eyes, perhaps, is the open quality of the ridge behind the comfort station, without the blanket of shrub undergrowth that covers it today. In sum, the area presents itself as a perfectly nice urban park.

As a result, perhaps, the changes for Flower Park proposed in the 1937 Master Plan might simply be described as refinements of this park environment. This plan, and the subsequent 1940 and 1942 Master Plans, essentially depict realigned paths and a re-configured stream. The stream is shown as longer and more irregular. In contrast, the intent of the proposed new paths seems to be to smooth out their geometries, replacing the broken-backed curves and odd little wiggles shown on the 1936 survey with sweeping and circular arcs that elegantly intersect. The relationship of Lincoln Bridge to the comfort station is shown as a definite, denied axis in plan, made more perceptible by the enlargement of the lower wading pool, which allows the building to be viewed over the center of the pool. The curious aspect of these proposals is that, from an implementation standpoint, they would require significant demolition, effort, and funding yet there would be little perceptible change to the experience of the park. This may be why, in the coming decades, none of these changes were implemented.

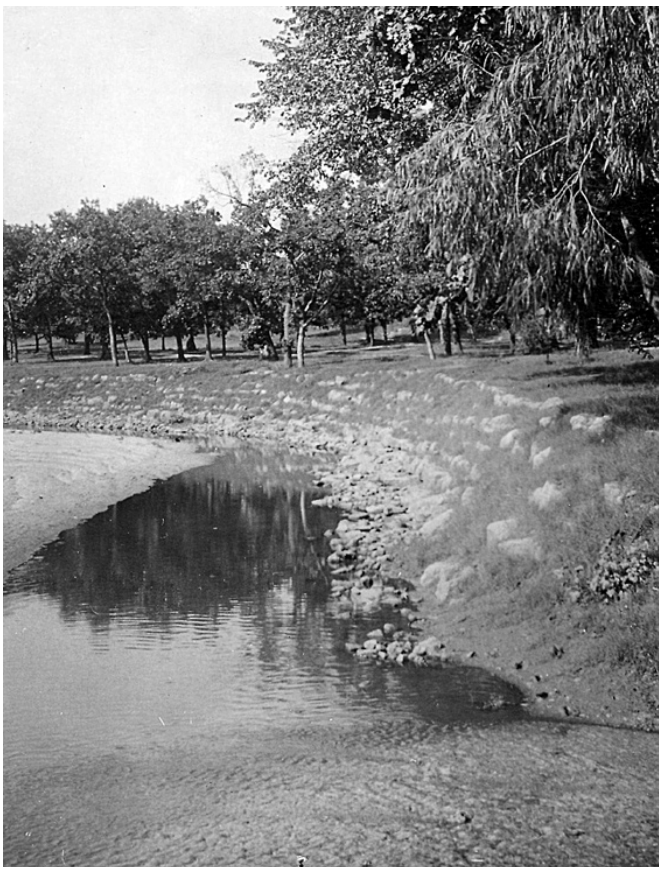

Figure 4-54. Completed revetment wall in Flower Park, 1935.

DRAWING 6: BUFFALO PASTURE AND PRAIRIE UPLANDS PERIOD PLAN, 1940

Superintendent's Residence

CCC work in the Buffalo Pasture began with the completion of the grounds of the Superintendent's Residence. Although the site, located high atop a knoll in the Buffalo Pasture had excellent views of the park, it was also, in the middle of an open prairie, quite exposed. As part of a desire to render the residence "less conspicuous," and more "in harmony" with the rest of the park, a planting plan was designed for the area.[122] This plan (Figure 4-56) was quite elaborate and included foundation plantings and masses of shrubs and small trees located around the driveway entrance. Implementation of the plan began with grading the lawn and seeding it

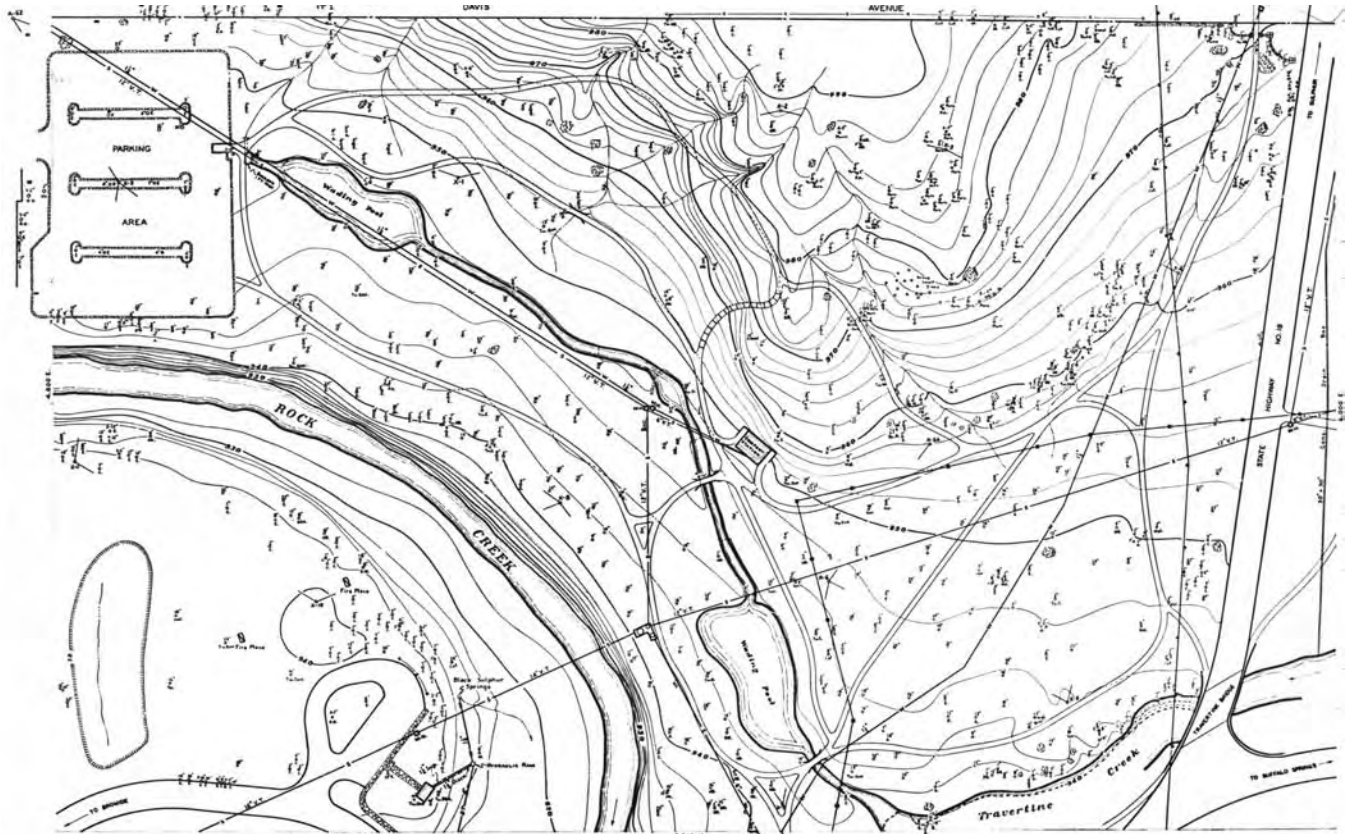

Figure 4-55. "Topographical Map, Flower Park Area" Drawing NP-PLA5033, 1935.

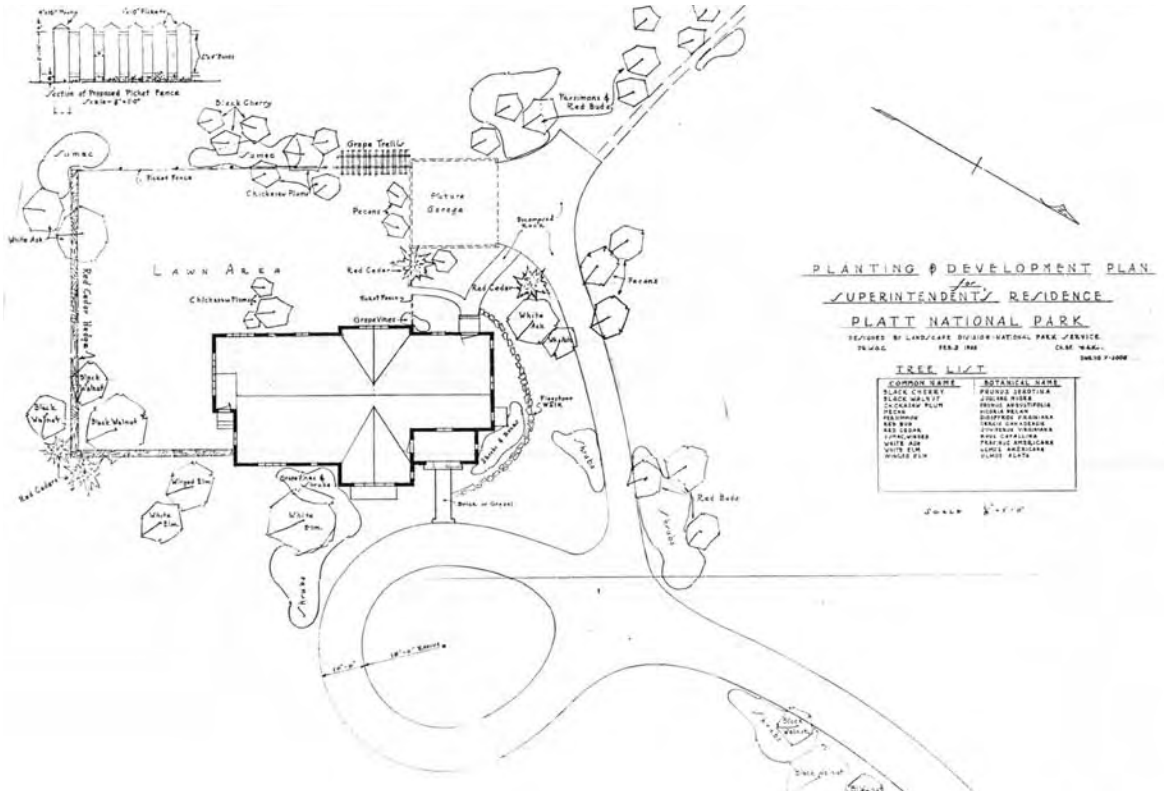

Figure 4-56. Portion of "Planting and Development Plan for Superintendent's Residence," Drawing NP-PLA-3006, 1933.

Figure 4-57. Driveway at the Superintendent's Residence, 1933.

with Bermuda grass.[123] Next, a garage for the residence was constructed, along with a driveway edged with stone (Figure 4-57). A turnaround was provided at the front of the house. A picket fence enclosing a square lawn and an arbor or grape trellis near the northwest corner were also built.

In the fall of 1933, several large cedar trees and a hedge were planted around the back of the property. These plantings helped enclose the back lawn as well as screen the residence from Bromide Sulphur Lane located northwest of the house (today this lane is the Buffalo Pasture Trail) (Figure 4-58). During the winter, four large elms were transplanted to the area as were some redbuds, hawthorns, native shrubs and other ornamental plantings. The completed grounds are shown in Figure 4-59. Clearly visible are three of the four elms, masses of shrubs to the front of the house, the picket fence, and the grape arbor. Another vertical wood structure (possibly a swing set) appears in the backyard, and there appears to be a row of young shrubs planted along the western edge of Buckhorn Road in the foreground. The landscape architects commented that residence's "change in appearance from a bleak barren hill-top to an attractively landscaped home is most marked, and attracts much favorable comment."[124]

Based on a comparison of the plan and historic photographs of the completed landscape, it appears the plan was executed in spirit, if not in detail, since shrub massings and tree placements between the two do not correlate. The lack of correlation may also be due to the fact that some of the plants did not survive and were replaced, perhaps in different locations, in 1935.[125] It is also unclear whether or not some features on the plan were actually implemented. However, a flagstone walk

Figure 4-58. Large tree being transplanted at Superintendent's Residence, 1935.

Figure 4-59. Overview of Superintendent's Residence, 1935.

from the garage to the house and a small patio were constructed.

By the spring of 1934, the Superintendent's Residence was the only park housing left in the uplands. The employee residence in the Buffalo Pasture (Residence #2 on Drawing 1) was moved to a new site northeast

of the Utility Area and its accompanying outbuildings demolished.[126] This was part of a park-wide campaign to make employee housing, usually buildings built prior to the park's existence, less noticeable.

Buffalo Pasture

Another significant project undertaken in the first years of the CCC camp was the relocation of the old Buffalo and Elk Paddocks to new a new pasture in the upland prairie area. It was one of the pivotal ideas in the design of the park, and the designers noted that once this "problem" had been solved, "the general plan of the park came into being."[127] The Buffalo had previously been penned just east of Pavilion Springs. This area was arguably the heart of the park as the center of the original town and containing one of the key springs the park was created to protect. From a purely functional standpoint, removing the pasture from this area simply gave Pavilion Springs the proper space and "breathing room" space for development as one of the jewels in the park's crown of springs. But the move was more than that. The removal of the Buffalo from a central to a peripheral location signaled a fundamental shift in park attitude and management. Platt National Park would no longer highlight imported amusements, however pleasing to the public or apt they were to the park's history; rather, the park's organization and landscape design would affirm the idea that the natural landscape itself was the park experience. In other words, although Platt's scenery might not be as grand as that of Yellowstone or Yosemite, it could still be developed in a manner in keeping with the rest of the NPS system. In a sense, the work of the CCC throughout the park made Platt fall in line with its sister parks, making Platt a national park not just in name but also in design.

The Buffalo were relocated to about seventy-five acres just south of the administration building and extending to the former Sulphur-Bromide Lane. The CCC crews built a fence around the area. It was a "durable fence, built of 6 inch steel oil well casing with adequate corner posts, all set in concrete and on this 52 inches of woven wire and 4 strands of barbed wire."[128] Within the fenced area, to provide water for the buffalo, the CCC crews also constructed a dam in a ravine in the southwest portion of the pasture. Completed in November 1933, the dam was 200 feet long, 70 feet wide at the base and 20 feet high

Figure 4-60. Dam in Buffalo Pasture, not quite full, 1933.

(Figure 4-60). As described by Richey and Popham, the dam was

> of earth construction and was heavily jetted after construction. The water side is faced with rock and the back side planted. A cliffside trail traverses this lake and is being separated by a Ha Ha wall of stone, with a trench outside deep enough to confine the animals.[129]

The planting technique used on the back of the dam was a slope stabilization method. Small bundles of brush were tied together and staked in horizontal rows three feet apart; between the rows, the crews planted suckering plants that would spread rapidly. The plants used on the dam were "of a particularly thorny nature," and included buckbrush (*Symphoriocarpos orbiculatus*), honeysuckle (*Lonicera* species), ground rose (probably *Rosa multiflora*, which was advocated for use in soil erosion by the Soil Conservation Service in the 1930s) and catbrier (*Smilax glauca*). Overall, 7,000 plants were set out on the dam.[130] By the time the project was completed, the dam was full of water and the pond covered about three acres. Six bison and the sole remaining elk were moved to the new pasture in November 1933.[131] The elk seems to have died in 1934, leaving the whole area for the bison.[132]

In September 1934, six new young buffalo cows were obtained from Wichita Mountains Wildlife preserve, bringing the total to eleven. In December 1934, a 2,800-pound bull was culled from the herd. By 1939 the park had twenty-one buffalo, though the area was estimated to be able to support only eight animals.[133] Clearly, the animals were doing well in the area. Figure 4-61 shows

Figure 4-61. Bison in Buffalo Pasture, circa 1935. Note Superintendent's Residence in background.

Figure 4-62. One of the paired entry piers at the South Entrance, 1939. Note wooden sign piece, to which letters were attached.

the bison grazing in their new pasture. The photograph is a rather remarkable image, showing the open, range-like quality of the prairie, with its tall grass and minimal tree growth. Also seen is the fence around the pasture, as is the Superintendent's Residence in the far distance.

Work was also undertaken on the golf course, located across Buckhorn Road from the new Buffalo Pasture. By this time, the golf course seems to have become something of an institution in the park, regardless of the fact that it was an unusual feature for a national park. During the first two enrollment periods the CCC crews repaired the existing water hazard. This involved cleaning it out and building "a new 11 ft. earthen dam with a clay core wall, overlaid with a surfacing of rock."[134] Golf course greens were also re-sanded by the CCC boys. In September 1934, Jerome Miller assigned landscape foreman George Merrill to research golf and golf courses and then apply the information collected to redesigning the existing course.[135] Merrill undertook the job with enthusiasm, reading voraciously and playing the game with local club members. Under Miller and Richey's supervision, he drew up a series of preliminary alternatives for a new nine- or eighteen-hole course. Unfortunately, the plans were abandoned, since six months later, the Regional Office ordered the golf course closed.[136] It is not precisely clear when the course was demolished, but it does not appear on the 1937 "Platt National Park Base Map (NP-PLA-5051)."

Meanwhile, the other major effort in the area involved road work, both the obliteration of old roads and construction of new roads. Sulphur Bromide Lane was eliminated and converted into an extension of the Cliffside Trail running around the eastern side of the new Buffalo Pasture. Gilsonite Road was also eliminated in the southernmost part of the park.[137] This demolition work was finished by the end of 1934, and three more old roads were obliterated along the southern boundary of the park in 1935. However, local residents continued to use these old roads, and the park began to realize that a park boundary fence would be the only solution to the problem.[138]

In 1936 Buckhorn Road (State Highway 18) was realigned and resurfaced with asphalt. A previous project, in November 1930, had resurfaced the northern portion of Buckhorn Road, from Davis Avenue to just beyond the Administration Building in cold rolled asphalt as a joint project between the park and the state.[139] A more drastic realignment of the whole road began in 1934. The northern portion of this realignment involved rerouting the road to the west of Pavilion Springs. This portion of the alignment seems to have been readily agreed upon, as it appears on drawings, and may have been completed, as early as 1934. The southern portion appears to have been more contentious, probably because it changed access between the northern and southern parts of Sulphur.[140] The south alignment eventually agreed upon removed the access at Fairland Ave and the Veteran's Hospital; instead, it ran in a southeastern direction past the Superintendent's Resident in a straight alignment through the "notch" in the southern boundary of the park. Work began around September 1936 and was completed by November.[141] Once the road was completed, work resumed on construction of entry piers at the new entrance. This project had been dropped in the summer of 1935 because of the uncertainty about the road's new alignment.[142] The south portal was designed as a set of massive, paired limestone piers (Figure 4-62 and Figure 11-61). They were completed in 1939.[143]

Planting in the upland area was another important aspect of CCC crew work, but specific locations of plantings in the area are rarely given in the various reports of the era. One specific instance in the winter of 1934-35 was the planting of old alfalfa field. Located along the trail between Bromide and Pavilion Springs, the field was "planted to oak and walnut, seed for which was collected in the park."[144] It is not clear from this statement whether seed or seedlings were set out.

The three larger springs—Black Sulphur (or Sulphide), Sulphur-Bromide, and Wilson (also known as Sulphur Asphalt Spring)[145]—located in the southern part of the park are also not described in detail in most of the CCC reports available. In 1934 the removal of "the present unattractive pavilion" at Black Sulphide Springs and its replacement with a picnic area was recommended.[146] A topographic survey of this area showing a spring house and footbridge in a ravine was drawn up in 1938, perhaps in preparation for this work, but design and construction were apparently never undertaken.[147] Structures for any of these springs are not discernible on the 1940 aerial photograph. Never as important as Bromide or Pavilion Springs within the park, these three springs seem to have been further de-emphasized during the CCC planning for the park. This may have been due to waning interest on the part of the public or due to waning flow on the part of the springs; it is difficult to tell.

Thus, by 1936, it appears that the vast majority of improvements to the Buffalo Pasture and Upland Prairie area had been completed, and the work of CCC crews was predominantly focused elsewhere. Drawing 6 gives a good idea of the appearance and physical qualities of the area at the end of the period of significance. More detailed information about the vegetation in the Buffalo Pasture and the Prairie Uplands is provided in Chapter 10.

DRAWING 7: CENTRAL CORE PERIOD PLAN, 1940

Unlike other areas in the park, the earliest CCC projects undertaken in the central core of the park were oriented not around visitor experience, but rather around improving the administrative functions of the park. These included improvements to staff housing, the construction of a new maintenance area, and the expansion of the park offices. Improvements to the springs did not begin until late 1934 and early 1935. In part, this was due to project sequencing issues. For example, in order to expand the Pavilion Springs area, the Buffalo Paddock first needed to be moved, and this did not occur until late 1934. Furthermore, the park had for many years been functioning with a minimum of support facilities, and improving administration and maintenance buildings smoothed progress in the rest of the park. The following text addresses each area's changes between 1933 and 1940 within the larger whole, in a more or less chronological order.

Employee Residence Group

One of the first areas addressed was the employee residence area. As seen on the 1933 plan of the park, six employee residences were spread throughout the park when the CCC arrived. As described in their respective sections, there was one house in Bromide Springs and one located in the soon-to-be-Buffalo Pasture in the uplands off Sulphur Bromide Lane. There were also the two residences just south of Pavilion Springs, one of which was the former Superintendent's Residence. There were an additional two residences further west, one located west of the early Buffalo Paddock, south of Central Campground, and one located near the first Negro Camp, north of today's Panther Falls picnic area. While their scattered deployment perhaps helped "properly police" the area, it did not conform to NPS design standards, which stated that "[t]oo widespread scattering of quarters to achieve maximum supervision can result in unwarrantable modification of the far reaches of the park." [148] Furthermore, the existing residences were "ill-suited architecturally to park usage, and. . .also poorly located for park purposes."[149]

As a result, the designers proposed two actions. The first was to clean up the existing residences, and "render them less conspicuous." This would include removing all outbuildings except for a garage and woodshed; limiting employee gardens; and preventing employees from keeping animals like cows and chickens, the latter proving "an unpopular but necessary procedure."[150] The second action was to propose that any new housing be built next to the existing residences near Pavilion Springs, creating an "employee residence group." A topographic survey to

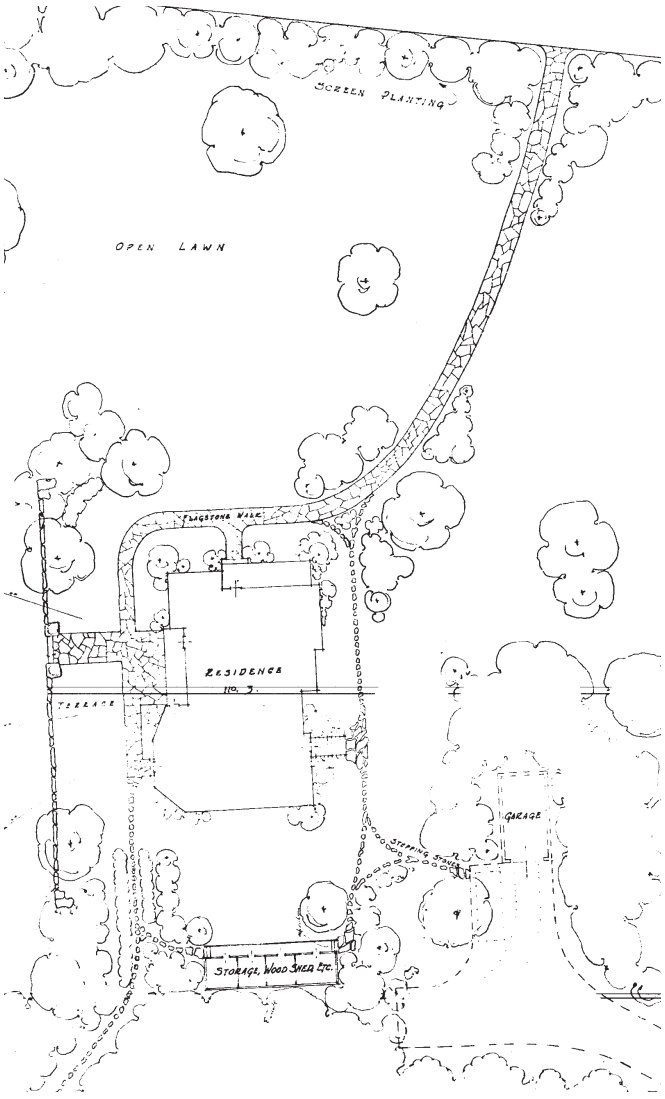

Figure 4-63. Portion of "Landscaping Plan for Employee Residence #3," Drawing NP-PLA-3019, 1934.

aid in planning the new group was completed during the first enrollment period.[151]

The initial work in the summer of 1933 focused on the two residences near Pavilion Springs. Two "landscaping plans" were drawn up for these areas (Figure 4-63 and 4-64) Residence 3, the former Superintendent's residence, was re-landscaped to correct drainage and access problems; work included moving cedar trees to the roadway to provide screening, grading a new driveway and creating a stone-walled terrace to the south (Figure 4-65). It appears that the barn, chicken shed and shed around this building were retained for a while, though they disappeared by 1940. Residence 4 (today's Building 2), located further north, was rebuilt in the summer of 1933 by the PWA, "constituting a major improvement in

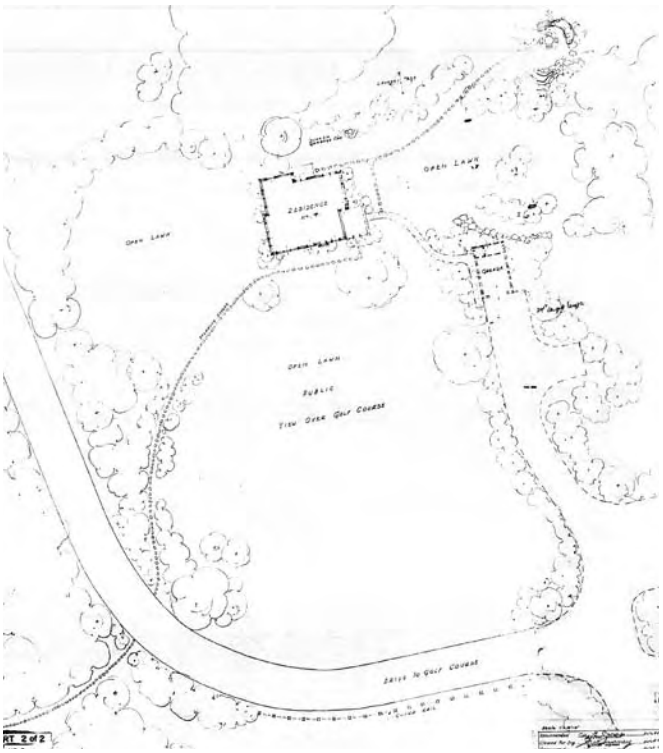

Figure 4-64. Portion of "Landscaping Plan for Employee Residence #2," Drawing NP-PLA-3020, 1934.

park housing."[152] The structural details of the rebuilding were not recorded. Outside, a stone wall in the front of the house and rock outcroppings near the south were removed, and the area was regraded "to give a more pleasing contour." It appears that the extant stone table, flagstone patio and small concrete pond located about 100 feet northeast of the residence were also constructed at this time, since they appear on the landscape plan for this area.[153] "Ornamental plantings" were also added to both residences during this first summer.[154] In the summer and fall of 1934, two garages were constructed for Residences 3 and 4. The one-car garages, stained dark brown, were wood frame structures with wide pine siding and had a "wood and coal compartment incorporated in the rear."[155] Driveways to the residences and concrete walkways were also completed.[156]

Other work was undertaken at then-numbered Residence 2 (now Building 6), which had been moved from the new Buffalo Pasture and relocated into the Maintenance Area (see below). The building was repaired, re-sided with a rough-sawn wood siding and stained brown in the summer of 1934.[157] A planting plan for this residence was completed in January of 1935, but the plan is no longer part of park files and it is unclear if it was ever implemented.[158] A driveway for this residence, along with

Figure 4-65. New wall and planting at Employee Residence #3, circa 1934.

Figure 4-66. Maintenance Area entry way, circa 1935. Note limestone piers and walks and chain link fence.

one for Residence 1 at Bromide Springs were constructed in the winter of 1935; these were followed by garages for both buildings built that summer. The two "inexpensive and serviceable" garages were built of rough-sawed yellow pine and were "covered on the exterior with twelve inch rough sheeting, and stained a nut brown."[159]

Less is known about the work done on the other residences. As noted earlier, the Bromide Springs residence was rebuilt in the 1920s and a garage and driveway added in 1933-35. Less was apparently done at Residences 5 and 6, located further west. Russian mulberry (*Morus alba*) trees were removed at Residences 5 and 6 during the first enrollment period.[160] In the fall of 1934, the barn at Residence 5 south of Central Campground was torn down.[161] Improvements at Residence 5 continued and in January 1935 its two chimneys were repaired, bringing the building up to code. Yet Residence 5 and 6 seem to have been of questionable construction, since in the summer of 1935, the designers scratched plans to build their garages, deciding instead to move and rebuild the residences at a later date.

Sometime after 1935, plans for the residences became less of a priority, and little information has been located regarding changes between 1935 and 1940. The 1940 Master Plan indicates that Residences 5 and 6 were intended to be moved to the residence group, and that an additional three new residences were planned to be built in the grouping. However, these actions were never undertaken. The 1940 aerial photograph shows both Residence 5 and 6 located in their original settings.

Maintenance Area

The second major project begun by the CCC was the construction of the Maintenance Area in November of 1933. Completed by the beginning of 1935, this project seems to have been one of the largest, yet most rapidly completed, probably because of its convenience and utility for future work. It replaced the existing Utility Area, which was torn down in late 1934.[162] The location of this first Utility Area is not known.

The new "Industrial Area" or "Utility Area", as it was also known, was designed as three buildings built in a quadrangle with all buildings facing an open courtyard 100 feet by 90 feet. The area was built on the back side of Hillside Spring hill, and the flat courtyard was terraced into the hillside. A low limestone rubble retaining wall, two feet high and eighteen inches thick, accommodated the cut and fill for the quadrangle and connected the three buildings, further enclosing the utilitarian compound. The low wall was topped by five-foot-high chain link fence with three strands of barbed wire at the very top. A gateway was located on the open, east side of the quadrangle. Limestone piers, three feet square and nine feet tall and similar to those at the park entrances, marked the twelve-foot wide entrance in the wall (Figure 4-66). The road leading past the park office dead-ended at the courtyard; a small parking area for about six cars was located outside the courtyard along the south side of the entry road.

The buildings in the compound consisted of a truck shed or garage on the north, a mule and hay barn on the west, and a maintenance office on the south. The buildings (Figure 4-67 and 4-68) were designed to be in keeping

Figure 4-67. Overview of just completed Maintenance Area, circa 1934.

Figure 4-68. Office building (left) and mule barn (right) in the Maintenance Area, circa 1934.

Figure 4-69. Residence 2 (now Building 6) relocated at the Maintenance Area, circa 1935.

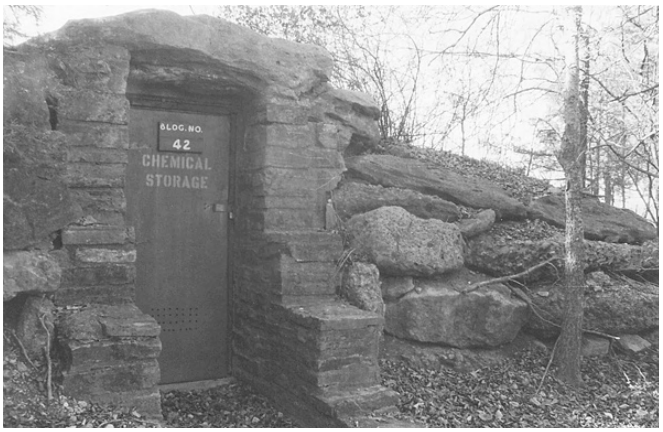

Figure 4-70. Explosives storage, circa 1935.

with NPS rustic design, and were constructed of creosote-oil stained wood and limestone masonry. The office, built mostly of limestone, was fifty by thirty feet, and housed the construction superintendent, tool storage and a combined office and drafting room for the landscape architects, engineers and foresters.[163] The garage, sixty feet by twenty-five feet, was the repair shed for the park's nine trucks, and sometimes a carpentry and machine shop. The garage's end walls were limestone, but the side walls were stained wood. In contrast to the truck shed and the office—low, one-story buildings—the mule barn, sixty by thirty feet, was a two story building with the lower story accessed from the lower grade to the rear. Though the basement foundation was constructed of limestone masonry, the upper story was wood framed with vertical board and batten siding. It primarily stored horse, bison, mule, and elk food, and sometimes construction materials.[164] The initial construction of the entire maintenance area cost a total of $440.00 in materials and 1,224 man-days.[165]

Although the compound appears small on the park's 1937 and 1940 Master Plan drawings, the maintenance area actually encompassed a much larger zone. To the east and north was Residence #2, which was relocated there in 1934 to provide a resident to police the area during off hours. The residence and its garage are shown in Figure 4-69. To the west, a network of dirt or gravel roads and parking areas spilled out on the surrounding hillside behind the mule barn. Labeled on some drawings as the "Maintenance Yard," this area beyond the quadrangle contained a number of additional buildings, including an earth-sheltered building that stored explosives (Figure 4-70), and at least two large sheds. The largest of these sheds (Figure 4-71), was a long, three-bay shed apparently used for equipment and vehicle storage. Materials were also stockpiled in the area. To the north of the mule barn and truck shed was another area that on the 1940 aerial photograph appears to be fenced. It is possible, but not known for sure, that this was the mule pasture, since an area adjacent to the Utility Area was graded and fenced

Figure 4-71. Equipment shed, located West of Maintenance Area Quadrangle, circa 1940.

Figure 4-72. View of Hillside Springs parking area from above, circa 1935.

for mules in August 1934.[166] Finally, there was also a temporary blacksmith shop, though its location is not known.[167] Overall, these varied features seem to have accreted in the area over the years after the quadrangle's completion; there is little known documentation of these additions.

Administration Building and Hillside Springs

Located just east of the Maintenance Area, the Administration Building (also known as the Leeper House, the park office or the Superintendent's Office) and Hillside Springs were slowly transformed during the mid 1930s. Design work and plans seem to have been completed by the spring of 1934 during the third enrollment period.[168] Construction was delayed, a bit, until the state approved the realignment of Buckhorn Road (then State Highway 18) from the east to the west side of Pavilion Springs.

The first element completed was the U-shaped parking area at Hillside Springs, begun in August and completed by December of 1934. The parking area was designed to hold twenty-two cars for both the spring and the administration building up slope,[169] and a stone staircase approximately 120 feet long was constructed from the southwest corner of the parking area up to the park office (Figures 4-72 and 4-73). The parking lot was paved with a gravel surface and delineated with stone curbs. Planting around the parking lot was an important part of the design, and included many cedars. The cedars (Figure 4-52) were intended to screen the parking area and provide vertical interest and enclosure in the otherwise open landscape. Many of these trees are extant today.

In the early spring of 1935 the CCC removed the old pavilion structure at Hillside. The new spring was designed as a retaining wall inserted into the hillside (Figure 4-74). In the central portion of the wall was a pool situated in an arched grotto. The water, supplied from a concrete holding tank behind the wall, bubbled into the pool from two round bubblers and drained from the pool in a runnel across a flagstone terrace to the slope below. Two curving walls on either side of the grotto wall embraced the terrace, creating a private, enclosed area around the pool. Visitors could collect water in bottles or dip it up in cups, from the bubblers or pool.[170] Access was provided by a flight of stone steps, which led down from the parking lot located above the grade of the enclosed terrace.

Landscape foreman Ed Walkowiak supervised the construction and the project was completed in June 1935. [171] The neatly faced blocks of yellow limestone and the curves of the walls were similar to those of the main entrance and the Bromide fountain constructed more or less simultaneously. Much of the stonework at Hillside was done by a crew of foreman in three weeks in February and March when the CCC boys were quarantined during an outbreak of spinal meningitis.[172] Some of the planting around Hillside Springs was also completed by the foremen during this time.

Meanwhile, work was proceeding at the Administration Building, where an addition was constructed on the building's west end. The addition provided space for a museum, a washroom, and a filing room and an opportunity to reorganize the existing office. Work began on November 23, 1934.[173] The addition was thirty-two by forty-three feet and was constructed of a gray-blue

Figure 4-73. View of stairs, cedars and stone curb at Hillside Springs, 1935.

Figure 4-74. Hillside Springs, shortly after completion and fine grading, circa 1935.

limestone. According to Superintendent Branch, "a very successful attempt was made to duplicate the masonry of the existing structure which was of the rubble type by using rock (a gray-blue limestone) from the quarry where the original rock was obtained."[174] In addition, the old building was repointed to match the new. The CCC masons also made a concerted effort to replicate the arched windows of the existing building in the new addition, with the exception of a bay window installed on the north side of the addition. The entire building was shingled, new stone steps were installed to access the verandah on the north, and the main entrance to the building was moved from the east end to the south. Based on historic photographs, a few trees and foundation plantings were planted around the building (Figure 4-75). Sometime before 1940, a small stone-lined parking area just southwest of the building was installed along the access road.

Figure 4-75. Reconstruction of the Leeper House, 1934.

Pavilion Springs

Pavilion Springs was the last element completed in the central core of the park. Designs for the area and a new pavilion were produced as early as late 1934, when master plan drawings of the area were completed.[175] About a year later, more detailed plans were sent to the San Francisco office for study.[176] However, work on the pavilion did not begin until the summer of 1936, and then proved beset with problems. The first were seen as Big Tom was re-plumbed:

> Considerable difficulty has been encountered in uncovering the old underground facilities at Pavilion Springs Pavilion. A good many old water lines, drain lines, walls, and floors were found in the course of the excavation. The old inverted funnel over the main flow of the spring is of concrete and may be left in place and used as a form for a more substantial one. The old funnel is leaking badly and does not cover the entire area of the spring. This underground work will take more time than was anticipated, and probably delay completion of the structure to sometime in November.[177]

By September, a new funnel was installed and a layer of clay four feet thick had been packed over everything to stop any leaks. Thus constricted, the outflow of the spring increased by fifty percent.[178] A large elegant stone fountain replaced the concrete fountain pictured on the building plans.[179] The sub-floor and footings for the pavilion were poured. By the winter, however, there were new problems: freezing weather halted the masonry work and then the stone proved difficult to work with, causing further delay. In May of 1936, Miller wrote:

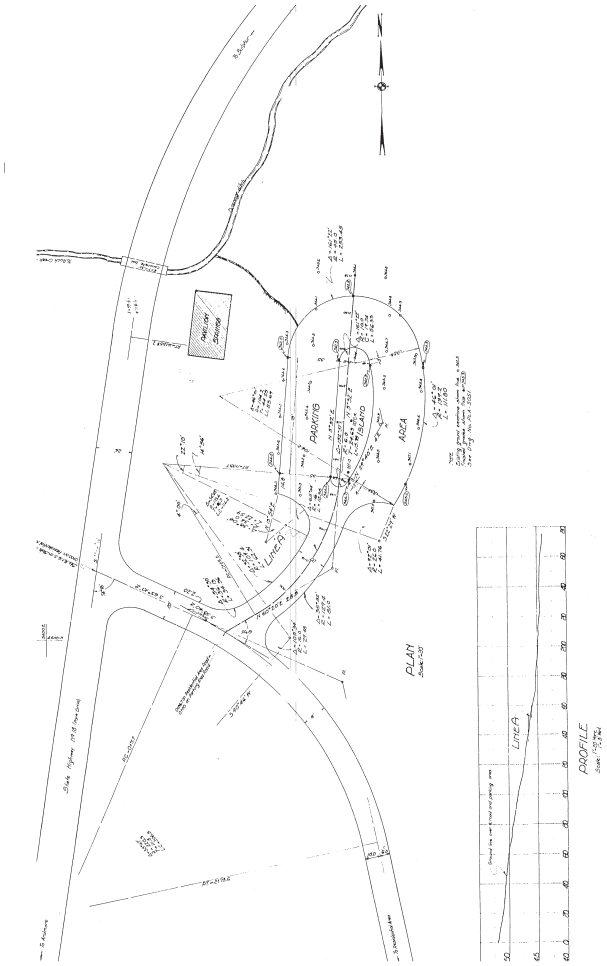

Figure 4-76. "Proposed Pavilion Springs Parking Area," Drawing NP-PLA-5043, 1936. Note that no footpath is shown at the Highway 18 underpass, though the box culvert is clearly drawn.

> Pavilion Springs Pavilion is still far from completion. The fault seems to lie in the character of the stone obtained for the structure. A great deal of hand cutting is necessary before putting the stone in the structure. However, the finished result should be satisfactory. This sand-conglomerate cap rock will not be used in further structures if any other type of stone can be found available.[180]

A parking area was laid out in June and July, (Figure 4-76). The pavilion was finally finished and opened to the public on August 22, 1937. Although Miller deemed the building "generally satisfactory," it was still a fine example of NPS rustic architecture (Figure 4-77). The building was low to the ground, emphasizing horizontal lines; the yellow pine used for structural members was rough sawn and hard hewn, for a pioneer look; and

Figure 4-77. Pavilion Springs Pavilion, 1937. Note large wood bollards at entry.

the locally quarried stone married the buildings to its surroundings in color and texture. The building's stonework specifications for exemplify typical NPS Rustic architecture standards:

> Stonework shall have a rough natural character, using weathered surfaces on the outside. Stones shall be as large as possible, and this is to be emphasized where the stonework projects from the ground. Sizes of stones shall decrease toward the top of the walls. The buttress proportions shall be untrimmed and have the appearance of natural ledge outcropping. The buttresses alongside the steps shall also be of sandstone. The inner surfaces may be both weathered and trimmed surfaces.
>
> The sizes of the stone shall be as directed by the Superintendent. Lay all stonework in full beds of mortar, placing the major axis horizontal. Jointing in the sandstone may vary from 1" to 2-1/2 inches, averaging one inch in width. The joints shall be raked to a depth of about 1-1/4 inches.[181]

The thick buttressing of the pavilion walls blended into surrounding rock outcroppings, giving the structure the appearance of having grown out of the ground. The last element added to the building was the analysis sign. This was added in 1938.[182] Little information has been located on the design of the footpath and underpass at State Highway 18.

1940 Overview

By the end of 1937 all of the major elements within the central core of the park were complete landscape compositions. Yet by the end of the period, the sites were also integrated, in part due to the consistent architectural themes utilized in each area. Perhaps more important, however, were the pedestrian and vehicular circulation routes that fundamentally linked the areas together. These included the main spine of Highway 18 running through the area, the shared entry road for Pavilion Springs and Residences 3 and 4, and the shared drive for the Administration Building, the Utility Area, and Residence 2. The Administration Building and Hillside Springs also shared a common parking lot. The 1940 Master Plan indicates that all of these vehicular routes were paved in asphalt by 1940.

Pedestrian trails and steps also linked all the areas. A stepping stone path led from the Residence Group across Highway 18 to the Administration Area. The Buffalo Pasture Trail paralleling Buckhorn Road linked the Administration Building to Flower Park. Also important was the underpass under State Highway 18 connecting Pavilion Springs to Hillside Spring and to the Cliffside Trail.

Unfortunately, little information has been located documenting the construction of this underpass. Although a six- by seven- by thirty-two- foot concrete box culvert appears on the 1936 plan for the Pavilion Springs parking lot, no detail about its design as a utilitarian yet elegant combined stream channel and foot path are shown. The 1940 Master Plan, however, depicts the extant path and steps running from the north end of the pavilion down to the underpass to connect with the paths on the other side of Buckhorn Road.

DRAWING 8: CENTRAL CAMPGROUND PERIOD PLAN, 1940

By 1933, more than 60,000 people were camping in the park each year and the campgrounds were an immediate focus for CCC improvements.[183] Between May 1933 and April 1934, Central Campground seems to have been "cleaned up" and reorganized. The area was graded, and 2,835 feet of new camp roads were constructed. [184] These were either ten or twelve feet wide (minor and major roads, respectively) and efforts were made to adapt roads to vegetation and topography as was also done at Bromide and Cold Springs campgrounds. Some new shade trees were also installed in the campground.

In December of 1934 a topographic plan of the campground was completed, and this drawing presumably shows the improvements that were undertaken in the summer and fall of 1933 (Figure 4-78).[185] The layout of the area shows two campground loops accessed from the west off of a single road from Highway 18. Each oval-shaped loop is bisected by a central road. Two comfort stations, one for men and one for women, are shown along the road connecting the loops. The plan shows numerous trees and some patches of shrubs scattered across the southern part of the area, along the creek banks, yet shows the northern, uphill part of the campground site as predominantly open upland. A number of culverts are also shown along the campground roads to accommodate drainage across the site into the creek. Finally, Travertine Creek is shown as an open stream, without the dam that would later be constructed near the campground.

Significantly, the plan shows no specific pull-in or pull-through campsites defined in an organized pattern as was typical of most campgrounds being designed in the NPS at this time. It appears that the topographic survey might have been the first step toward a more defined development of the campground that was never implemented.

In early 1935, Richey and Miller wrote that a "preliminary plan for the development of Central Campground was worked out, but never approved, due to the question of its desirability as a future campground."[186]

Even though its desirability as a campground was questioned, its use as such continued, only without the benefit of a more defined campground plan. By September 1936, it had been decided that the area would become a campground for African-Americans, replacing the previous "Negro area" at Panther Falls. Jerome Miller described the work as follows:

> Completion of this area will fulfill a definite need for sufficient space to allow colored people to camp, picnic and swim in one special area set aside for that purpose. The present Negro area, available only for

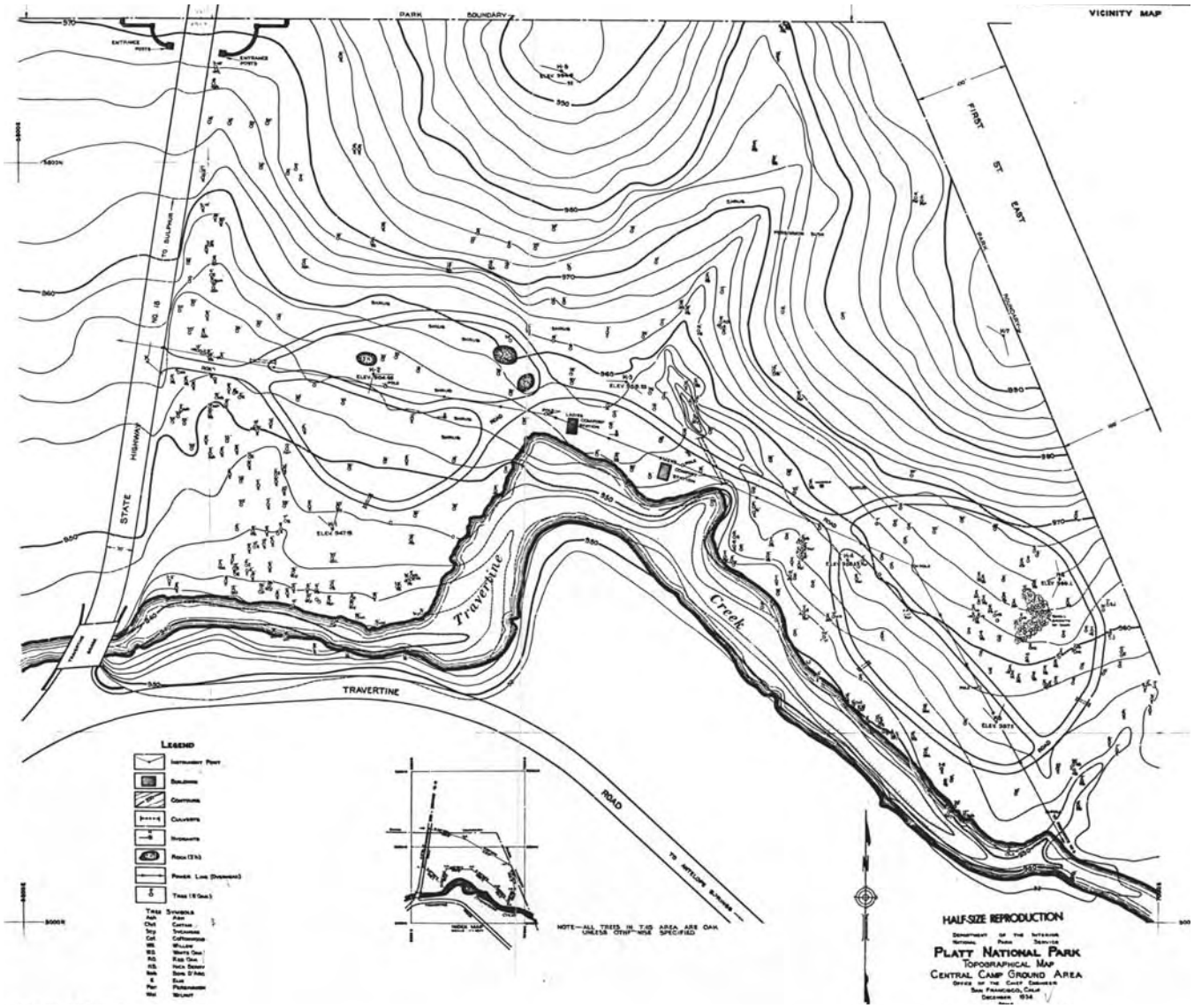

Figure 4-78. Portion of "Topographical Map, Central Campground Area," Drawing NP-PLA-4998, December 1934.

> picnicing [sic] and swimming will remain a picnic area for general use. The old concrete dam will be removed to better naturalize the creek at this location.[187]

Although the dam at Panther falls was not removed as Miller predicted, the dam added along Travertine Creek immediately south of the east campground loop provided a swimming area for African-Americans. The exact construction date of this dam is not known, but it occurred sometime after 1935, likely when the other dams on the Travertine were constructed. It is unclear whether this occurred before or after the comfort station was completed.

It is also not fully clear if the entire area, or just the eastern loop, was intended for the "Negro Camp." By September 1936, a new entrance road to the eastern loop was under construction. This new entrance accessed the eastern loop of the campground, and entered from the perimeter road just after it crossed Travertine Creek, at a point south of the campground. This was the designated entrance to the "Negro area," yet it does not seem to have replaced the western entrance off Highway 18 at this time.[188] The new entry road was complete by February 20, 1937.[189] Signs designating the area as "Colored People Only" were located in the campground and near the pools along the creek, but the exact locations of these signs are not known.[190]

Figure 4-79. Revised roads and guardrails at Cold Spring Campground, along Travertine Creek, 1933.

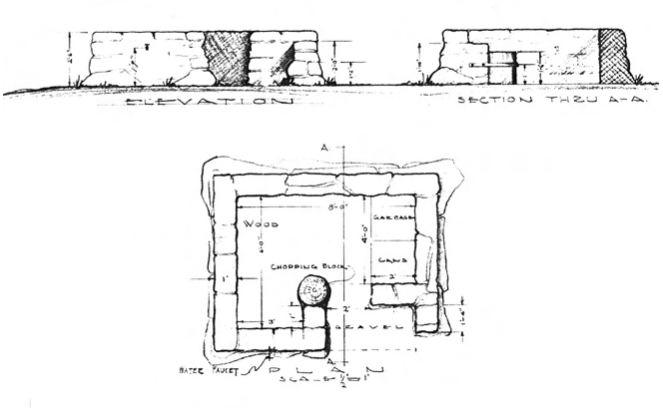

Figure 4-80. "Garbage and Wood Container," Drawing NP-PLA-3048, 1935.

In the summer of 1937, construction was started on a "Negro area" comfort station. It was located on the northeast side of the eastern campground loop road, and was designed as a replica of the NPS Rustic style Cold Springs comfort stations, with heavy stone walls, wooden beams and rafters and wood shake roof. Footings were complete and stonework was underway by August and the entire building was complete by November.[191] Documentation of the building – and indeed the whole campground is sparse, perhaps indicating that the area was considered less important because of its users.

Once the comfort station was complete, little else occurred in the campground during the CCC years. Between 1937 and 1940, numerous plans were made for Central Campground, but none of them were implemented. Mostly, these plans included retaining the eastern camping loop as an African-American campground while converting the western loop to a picnic or day use area. In the 1940 Master Plan, for example, the western loop is depicted as reduced in diameter, with additional foot trails and a new parking area located along the perimeter road south of the western loop.

DRAWING 9: COLD SPRINGS CAMPGROUND PERIOD PLAN, 1940

By 1933, Cold Springs Campground was considered "the most abused of all the camp areas" and during the first two CCC enrollment periods work seems to have focused mostly on bringing the area up to some basic standard of "appearance and utility."[192] Existing trees were pruned, some new plantings were added, the area was graded and drained, and new roads were installed. About a half mile of roads (2,607 feet) were constructed; this was comparable to the amount constructed in the other two campgrounds.[193] New campground roads were designed for use by campers only, and were adapted to topography and vegetation. Major camp roads were twelve feet wide, minor ones ten feet wide. Specifics on surfacing or orientation of campsites are not described in CCC reports for this phase of the work.

Guardrail installation was also a significant portion of the 1933 work and more was installed in Cold Springs—1320 feet—than anywhere else in the park. Most, if not all, of it seems to have been installed along Travertine Drive outside the campground and parking areas.[194] The guardrail was constructed in twelve- foot sections of eight-inch by eight-inch rail, set eighteen inches above the ground on ten-inch by ten-inch posts.[195]

During the summer of 1934 (the third enrollment period) work on the campground primarily consisted of tree trimming.[196] In August, after the summer camping season, the campground was closed, pending construction[197] and over the fall and winter, a topographic plan and preliminary designs for a reorganized campground were worked out.[198] A final plan was completed by March 1935 and sent to San Francisco for approval.[199] Detailed plans for lighting fixtures and stone-enclosed wood and garbage containers (Figure 4-80) were completed and approved later that summer.[200] Little is known about the design of the light fixtures and they were likely never installed.

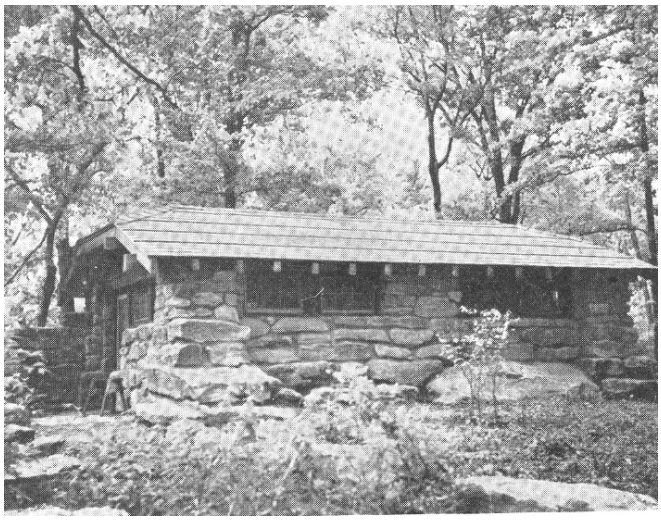

Figure 4-81. Cold Springs Comfort Station, published in *Park and Recreation Structures* **by Albert H. Good in 1938.**

The reconstruction of the campground began in April 1935 with the staking of roads, parking spurs, and water and sewer lines and later, fireplace, table, and tent locations.[201] In August, roads and parking spurs were constructed with a four-inch-thick gravel base and a one-inch-thick surface course of "fine gravel."[202] The roads were twelve feet wide and created a one-way loop system, oblong in shape and about 1300 feet long. A central road bisected the loop, and carried traffic into the campground; it met the outer roads of the loop handled traffic leaving the campground. At about the halfway point of the central road, two small spurs provided access to the outer exit roads in the middle of the campground. A total of sixty-six parking spurs were built.[203] Most were thirty feet long, but ten were built 36 feet long, to accommodate "extremely large trailers." The locations of the longer spurs are not shown on any known drawing. In fact, drawings of the campground show sixty-two spurs, rather than the sixty-six constructed, and the drawn sites are located in different places than those occurring to the field. It would thus appear that the field crews accommodated the site conditions and therefore as-built conditions varied from what was shown on the drawings. Apparently, field changes never made it back to the drawing board when future drawings of the area were made.[204,205]

While the roads were being built, work was also proceeding on the two comfort stations designed for the campground. Construction of the first (in the western half of the campground) was started on July 19, 1935 and construction of the second (in the eastern half of the campground) began on August 17, 1935; by September 30 they were both substantially complete.[206] The two buildings were approximately thirty-two by twenty-eight feet and were constructed of limestone (though it is often called sandstone in historic documents). The masonry walls were buttressed with stones decreasing in size as the walls reached the hip-end gable roofs with their exposed beams and rafter tails. Individual stones were randomly-sized, further emphasizing the buildings' irregular, chunky profile. Their entry ways were wrapped by similar walls that provided privacy, and both buildings faced south, catching the warmth of the sun.[207] Historic photographs show the roofs with twenty-four-inch wood shingles, with seven and one-half inches to the weather and every fifth row doubled.

The comfort stations were more subdued in color and much more massive and heavier in appearance than, for example, the comfort station at Flower Park. As Miller and Richey described them, the buildings set a new standard for both design and construction of features in the park:

> The construction of these buildings has been a departure from any previous masonry done in the park. The material used is a rough, dark gray and brown sandstone. The units are large and irregular in shape, the largest individual stone weighing approximately six tons. The appearance is much more natural in effect than the yellow-brown limestone previously used, and blends more inconspicuously into the landscape.[208]

The buildings were exemplary NPS Rustic architecture, and were eventually featured in the "manual" of NPS design, Park and Recreation Structures by Albert H. Good (Figure 4-81). And, in fact, in 1937 Thomas Vint recommended that the comfort stations be used as a model for the design of toilet facilities in a campground in Acadia National Park in Maine.[209]

Upon completion of the comfort stations, Richey and Jerome Miller wrote "the two comfort stations in the Cold Springs Campground are fine examples of 'Rustic' architecture and without doubt are the most picturesque buildings in the park."[210] However, the campground's next building, the checking station, rivaled the comfort stations for that title (Figure 4-82). The drawings for the small building were begun in the summer or fall of 1935, and were completed and approved in the spring

Figure 4-82. Cold Spring Checking Station, circa 1949.

of 1936.[211] However, construction does not appear to have begun until a year later, with the building more or less complete in March, 1938.[212] The small NPS Rustic building, approximately twenty-seven by twenty-one feet, was constructed of materials similar to those of the two comfort stations: Large boulder masonry formed the walls and rough sawn timbers were used to frame the gable roof. The design called for the roof to be surfaced with thirty-inch wood shakes laid nine and one-half inches to the weather on a 12:7 pitch. However, historic photos show that the reveal was somewhat less—closer to six and one-half inches to the weather. The building also sported a stone fireplace and chimney, and window shutters with leather hinges.[213] Constructed after the comfort stations, it apparently exceeded the picturesque nature of even the Cold Springs comfort stations: A landscape architect reported that "[t]he appearance of this structure is unusually pleasing."[214]

The smaller features in the campground were designed to complement the larger structures in creating a rustic campground scene. Most of these were constructed in the summer of 1935. These included ten of the rectangular stone trash can containers that were also equipped with water hydrants for visitor use. Fireplaces were also constructed, one for each campsite (Figure 4-83). "[U]nobtrusive yet serviceable," these were lined with firebrick and it was noted that "with proper planting, they will fit very well in the campsites."[215] A picnic table of rough sawed dimension lumber was also designed for the campsites (Figure 4-84). The picnic table was promoted as model in *Park and Recreation Structures*, where it was described as "substantially braced and . . . [with] a center of gravity so low that it could only be overturned by intent and much effort."[216] It was also lauded for its "sanitary" table top, which was constructed

Figure 4-83. Stone masonry fireplace at Cold Springs Campground, circa 1935.

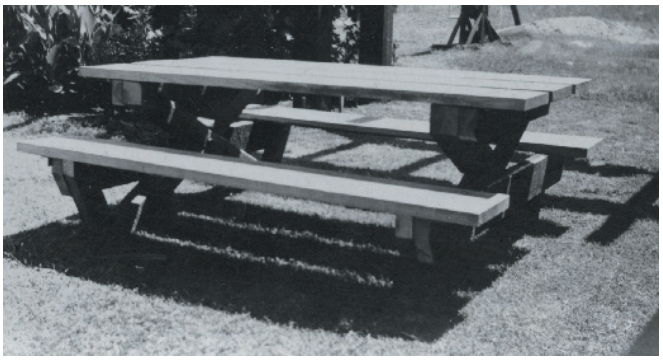

Figure 4-84. Wooden picnic table at Cold Springs, circa 1935.

with a two-inch gap between boards so that crumbs would fall through.[217] A total of 114 tables were built, including 66 for the campground and 48 for elsewhere in the park. Finally, in keeping with the rustic scene, large conglomerate or sandstone boulders were installed "as protection rail" along the campground roads and spurs once they were finished. Two new parking areas, either inside or outside the camp, were also lined with these rocks, which each weighed "upwards of a ton."[218]

By March 1938, Miller was hurrying to finish the campground—particularly signs—for opening that summer, noting that it "is important that priority be given to completion of all details in Cold Springs campground so that the area will be ready for use when the season opens."[219] The campground had been closed for two years for all the construction. However, continuing drought in early 1938 (Buffalo and Antelope Springs had dried up in September 1937) conspired to postpone the opening for another year. This "extra" year of no use, combined with the silviculture program supervised by Forester Donald Stauffer probably allowed existing vegetation to recuperate from previous heavy use and from the trauma of construction. New plantings were

Figure 4-85. "Cold Springs Campground, Part of the Master Plan," Drawing NP-PLA-3049D, 1940.

also likely able to properly establish themselves with the extra time and care. The campground finally opened for use in 1940, after four years of closure.[220]

Nursery

Located just west of Cold Springs Campground and south, across Travertine Creek, from Residence 6, was the park's nursery. Previously the site of a simple barn, in 1933, the area, which was relatively level, was established as a plant nursery. By the end of the first year of CCC enrollment, the nursery had 2,303 plants, most of which had been dug in the park.[221] Descriptions of the nursery indicate that seeds and bulbs of persimmon, bois d'arc and two plants called "Spanish larkspur (Gilia)," and "Oamassia" were collected in the park and were perhaps started or stored in the nursery.[222] It's not clear what the latter two plants in the list are; these seem to be common names no longer in use. In the fall of 1934, the barn at the nursery was torn down,[223] and by March of 1935, the area of the nursery had doubled in size.[224] In the fall of 1935, the nursery contained 3,500 lined-out shrubs as well as 10,000 cedar seedlings started from seed that spring.[225] In addition to plants, the nursery also contained a compost heap, built during the third enrollment period. The compost heap was about 400 cubic yards in size—enough space to store and process 7,000 pounds of cotton bolls received from a local cotton gin. Another area was demarcated for storing and burning brush collected in the park.[226]

Thus, in 1940, when the CCC left Platt, Cold Springs Campground was still quite new, with presumably little wear from visitor use. No other known changes were made to the area following completion of the Checking Station. The 1940 Master Plan of the area shows only the replacement of the community house by a proposed ranger residence (Figure 4-85).

DRAWING 10: TRAVERTINE ISLAND & LITTLE NIAGARA FALLS PERIOD PLAN, 1940

When the CCC camp began work at Platt, improvements to Travertine Island seems to have been one of the first projects undertaken by the crews, as part of park-wide

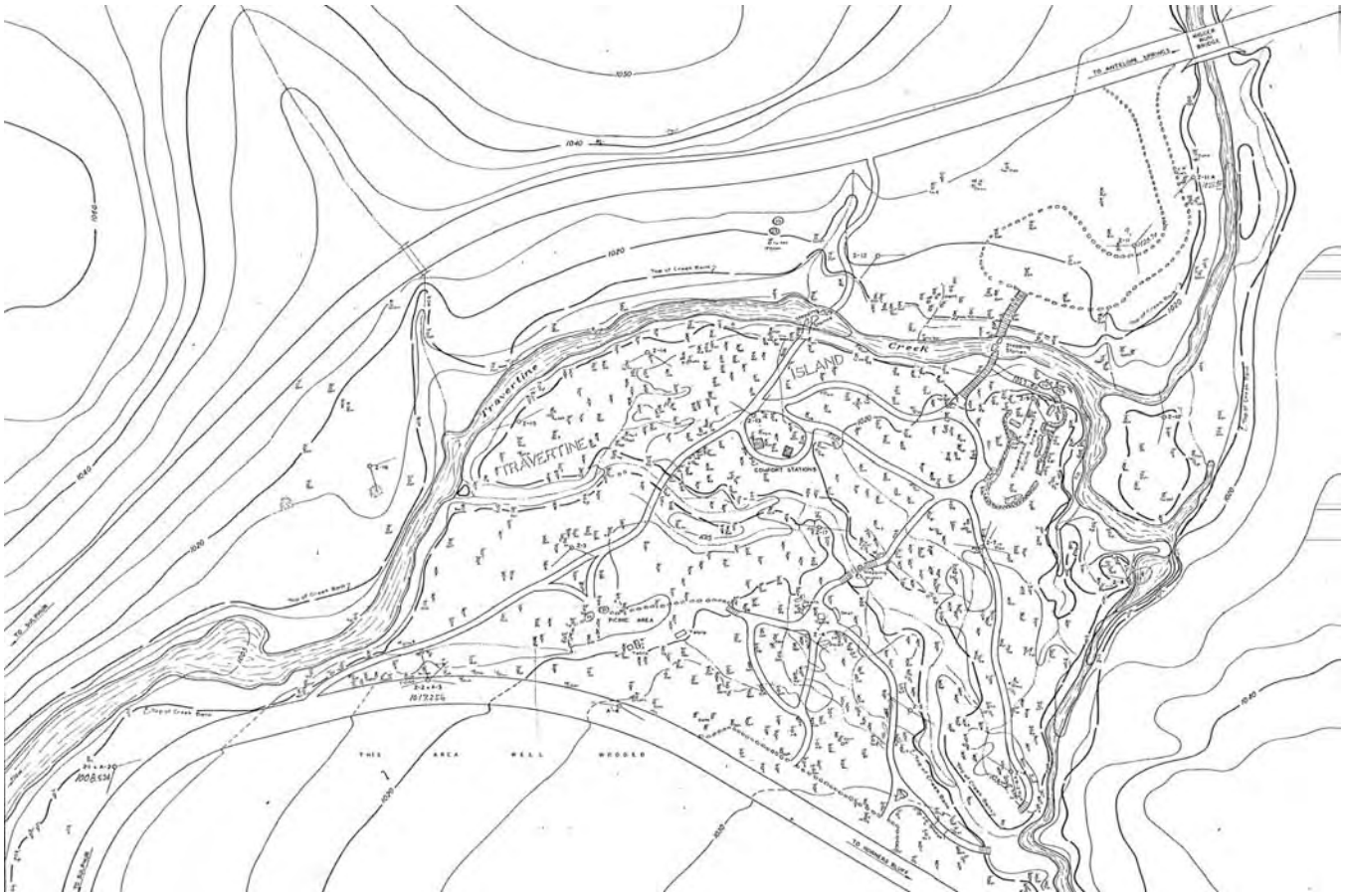

Figure 4-86. "Topographic Map, Travertine Island Area," Drawing NP-PLA-5038, 1936.

work to control the impact picnicking had on the landscape. Park designers wrote that:

> Picnicking constitutes one of the major attractions of Platt Park, and continues during every month of the year….Formerly, indiscriminate picnicking has been permitted all over the park, but one of the major tasks of the present program is to provide certain definite places for picnicking, and to develop them for the maximum of convenience and attractiveness to the public, in this way hoping to lessen the present abuses of certain areas by picnic groups.[227]

Landscape Foreman George Merrill was put in charge of developing the "major picnic spot" at Travertine Island.[228] According to Merrill, the area was "one of the most interesting spots in the park….with presence of the most magnificent trees within the park; with a natural topography exceedingly fascinating for its travertine formations."[229] Unfortunately, the work does not seem to have been recorded in as much detail as work in other parts of the park. As with Buffalo Springs, design drawings were either never done because of the fast-track nature of the work or were lost over time, since they have not been found. Richey and Popham wrote one short paragraph describing the specifics of the design:

> A number of minor areas have been developed for small parties. In some of these stone tables and seats, with near-by fireplaces, have been developed. In addition to these, Mr. Merrill has developed one area for large parties with a large table and seat, a smaller table nearby for children, and a fireplace. Attractive paths have been developed throughout the area. This development promises to be unusually popular with the park visitors. Because of the limited area available for parking cars, Travertine Island will be closed to automobile traffic and a parking area developed nearby at Little Niagara Falls. In his work here, Mr. Merrill has tried to take advantage of the Natural Travertine stone formations which characterize this area.[230]

Figure 4-87. Large picnic area on Travertine Island, 1935. The Large table is to the left.

Figure 4-88. Barbecue, food preparation area and wood bin at large picnic area, no date.

These features are shown in greater detail on a topographic survey (NP-PLA-5038) dating to 1936 (Figure 4-86). Though the survey post-dates plans made in 1935 for alterations that eventually created the extant swimming pool at Little Niagara, the 1936 drawing still shows the area prior to these changes.

Three distinct areas of activity appear on the 1936 survey. The area described by Richey and Miller, above, as being for "large parties" is shown as a curved, oblong area, ringed by a stone seatwall. Access is shown from the northern parking via steps and stepping stones across the creek. Within the walled area are two tables, one large and one small (Figure 4-87), as well as a barbecue fireplace with an adjacent wood storage area and "counter top" built into the nearby wall (Figure 4-88). A number of trees were located within the walled area and provided overhead canopy and shade (Figure 4-87). A small circular table appears in other historic photos (Figure 4-89), but is not shown on the 1936 survey.

Merrill wrote a rather detailed description of the large picnic area and its uses, noting that it

> might supply seats for an audience of three hundred people or more, whether this audience were enjoying a musical, a lecture, or some general entertainment. We feel however, that the main use of this area will be for large picnic lunches. The large paddle-shaped table will accommodate at least twenty-five people, whom we may conceive to be the officials or other dignitaries of some organization such as that of the American Legion. The bean-shaped table was designed primarily for the children who might be holding their own party, or who might be along with their parents in a general picnic party. The oven and wood-box-table combination are adequate to the obvious uses for which they are intended.[231]

The second area is shown on the 1936 survey just north of the parking area, at the intersection of four paths. Here a central table is shown surrounded by three seats. No photographic records of these features survive, but they were likely made of stone to match the other features in the area. The third area on the survey is shown just northwest of the southern parking area along the perimeter road. Two stone tables are shown located in an area delineated by large boulders to the north (along the side that faced the creek) and by a steep bank along the south side. There is also a symbol indicating a fire pit or barbecue similar to that shown for the large picnic area. Only one historic photograph of the area is known to exist and shows one of the tables was backed by the bank of conglomerate stone (Figure 4-90). This area was sometimes known as the "End of the World" or "Lost Cave Falls" picnic area. The origins of these names are unclear, and neither is listed in the park's list of "Place Names Recommended for approval or Abandonment," compiled for the Department of the Interior in 1937. Perhaps they come from the area's somewhat remote location. Lost Cave Falls is a particularly curious name, given that both Lost Falls and Cave Island Falls are located further south on the 1909 map and 1931 maps.

Merrill noted that "the topography…suggested the three subdivisions of the area which we have effected. While the three subdivisions are intimately connected, each

Figure 4-89. Small circular table in the large picnic area, 1935. The table, chairs and adjacent wall are not seen in Figure 4-86.

Figure 4-90. Square stone table at the "End of the World," no date. Note paving and travertine edging around table.

affords a certain degree of privacy from the others and each may serve a special use."[232]

The 1936 survey shows numerous other features as well. "Nigger Run" Bridge is located to the northeast; it was constructed as part of the perimeter drive (see Road System, above) over what is now known as Limestone Creek. The little tributary's name was changed in 1937, when it was deemed inappropriate by NPS officials.[233] The construction of the bridge, which was completed in 1934, required changing the channel of the creek.[234] In September 1935 a small parking area for six vehicles was designed and constructed just east of the bridge, in preparation for the construction of a new picnic area there.[235]

Also installed at Travertine Island and Little Niagara in 1933 and 1934 were 144 feet of wooden guardrail. The same as that installed elsewhere in the park, the guard rail was designed as twelve-foot-long, eight- by eight-inch square rails mounted eighteen inches above grade on ten- by ten-inch square posts.[236] And a year later, in 1935, not one, but two picnic area parking lots were constructed, one north and one south of the island:

> The area on the south was built parallel to the park road, with accommodations for twelve cars. The area to the north was constructed about 70 feet from the perimeter road and connected with it by a sixteen foot entrance road. This parking area accommodates twenty cars.[237]

The two parking areas are also shown on the 1936 survey (Figure 4-86) in their respective locations and defined by boulder guardrails. Wandering paths lead from the picnic areas down steps made of huge stone blocks and across the creek channels on large stepping stones to the island. Based on extant remains, these paths were between two and four feet wide, with stone edging in at least some locations. It is not known of what the one bridge in the area, no longer extant (and shown in the lower right-hand corner of the drawing), was made. Two comfort stations, surrounded by paths, are shown on the island. It is not known when these comfort stations were built, but it is likely they were simple stucco buildings like those in Flower Park and Central and Bromide Campgrounds, and built sometime in the 1920s. They do not appear in the 1915 building inventory conducted by Superintendent Sneed. Another notable set of features on the island are a series of electric poles, indicating that the picnic areas, or at least the comfort stations, were probably illuminated for night use as were Bromide Springs and Flower Park.

Though little more additional graphic or textual documentation of CCC design and construction work undertaken at Travertine Island and Little Niagara dating after 1936 has been located, additional changes were made to the area. The first changes were likely the alterations to the swimming area at Little Niagara just to the west of the south parking area. A plan (Figure 4-91) to create a swimming hole in this location was completed and approved during the fifth enrollment period. The project installed a curved stone dam in Travertine Creek, just east of the tip of Travertine Island, creating a deep pool below Little Niagara Falls. Construction likely occurred in the 1937 or 1938, the years for which there is less documentation of work.

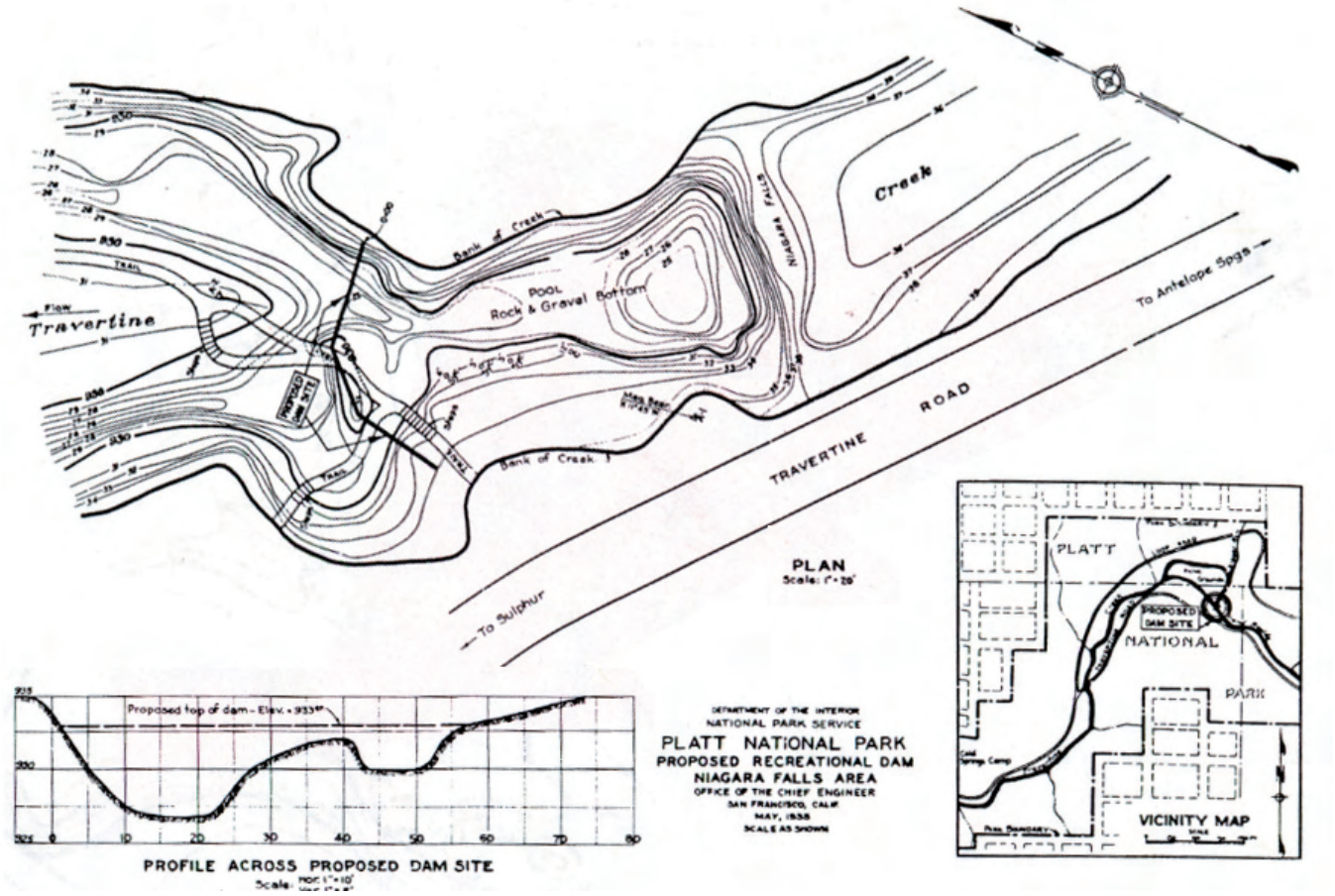

Figure 4-91. Portion of "Proposed Recreational Dam, Niagara Falls Area," Drawing NP-PLA-5008, sheet 5, 1935. The dam was actually constructed a bit further upstream than shown on this plan. The elements of this drawing have been rearranged to allow a larger reproduction in this document.

The rustic-style comfort station built on the island was also begun in 1938 or 1939.[238] This comfort station replaced the two shown on the 1936 survey and was designed to be similar to the comfort stations built in Cold Springs Campground. Also added around this time was the large interpretive sign describing the creation of "Travertine Rock." The sign was made in a typical NPS rustic style, a large plank sign with carved letters, mounted between large logs of varying heights.

The 1940 Master Plan drawing of the area does not provide much additional information about either existing conditions at the end of the CCC era or proposed future changes. Completed at the overall park scale, the plan simply shows the existing parking lots, roads, creeks and trails, without showing any detail of the picnic areas. Thus it is difficult to tell if these were intended for removal, or just not shown because of the scale of the drawing.

DRAWING 11: BUFFALO AND ANTELOPE SPRINGS PERIOD PLAN, 1940

Buffalo Springs

If little had been done to alter the natural setting of Antelope and Buffalo Springs under early NPS guidance, the 1930s marked a significant change. In just months after Camp 808 arrived at Platt, major work on the area was underway. Though most intense in the first and second enrollment periods, the re-working of the entire area of Antelope and Buffalo Springs proceeded through the 3rd, 4th and 5th periods of enrollment.

Edmund Walkowiak was put in charge of the work at Buffalo Springs in 1933 and 1934. He began by noting the area's "deplorable condition" and inventorying the site's numerous problems. These included uncontrolled parking; erosion along the creek banks; the pergola,

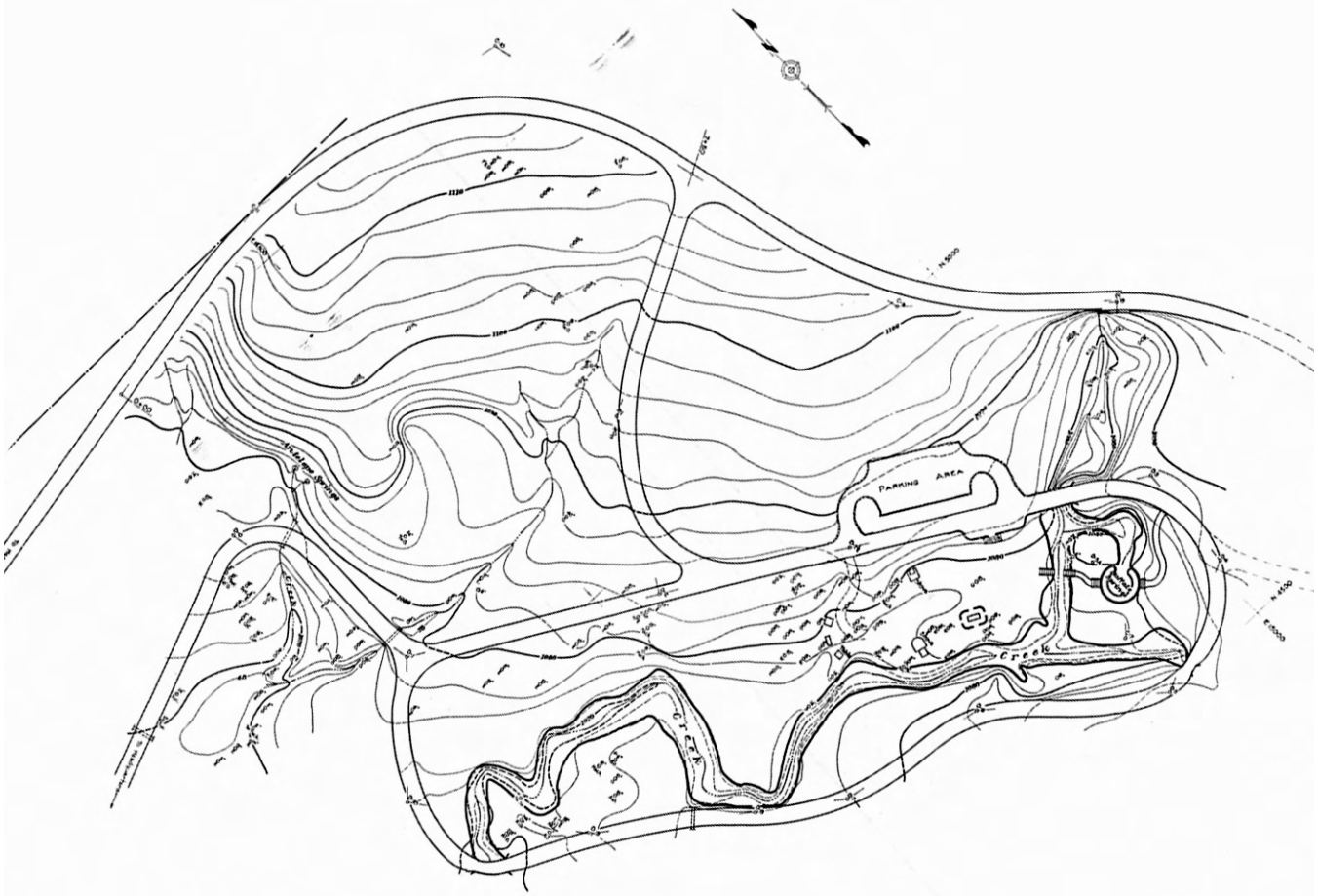

Figure 4-92. Portion of "Topographical Map, Buffalo Springs Area," Drawing NP-PLA-4999, 1935.

"whose design and construction was quite foreign to National Park Service standards"; fires and fire pits places strewn willy-nilly about the area; and simply the area's "unwholesome picture" created by disorganization, overuse, and overgrown and dead and dying vegetation.[239]

Walkowiak remedied all of these, and other, problems, through projects described in perhaps the most detailed report of any work done in the park.[240] Work began by clearing overgrown and dead vegetation and removing the old pergola. Trees were cleared from the creek and in some places were used as reinforcing "web-work" in the newly straightened and sculpted creek channel. Small dams were installed to improve water flow and reduce erosion and large rocks were also placed at sharp channel corners to help prevent bank scouring. Overall, the creek work helped to prevent flooding and overflow and added 2,500 square feet of usable land to the springs area.

Once the creek was under control, work focused on controlling automobiles. This was basically accomplished by separating vehicles and pedestrians and defining use areas. A survey completed after 1934 (Figure 4-92), indicates that three major areas were defined: a parking area, a picnic area and an area around the springs. The first of these, the parking area, was located on the north side of the existing road that looped around Buffalo Springs. The 22-car parking area was sited on a slab of solid rock that had to be dynamited to create a level surface.[241] The area was retained against its northern back slope with a low stone wall that also added an appearance of "permanence."

On the south side of the road, across from the parking area was a loading and unloading area for the picnic area. The road, parking and unloading areas were all filled about two feet above existing grade, and as a result, a stone retaining wall was built to accommodate the grade change and separate vehicular traffic from the picnic area. The retaining wall (Figure 4-93), was eighteen inches thick, and varied in height on the picnic side from fifteen to forty inches. The wall extended southeast along the

Figure 4-93. Retaining wall at Buffalo Spring parking area, circa 1933.

Figure 4-94. Barbecue pit located in picnic area near Buffalo Spring, circa 1935.

Figure 4-95. Large stone table at Buffalo Spring, circa 1934; note barbecue to the left.

Figure 4-96. Steps and stepping stones at Buffalo Spring, no date. Note bridge in background.

road to meet an old concrete road culvert, which was reconstructed with new native-stone veneered walls two feet higher than the old to accommodate the raised road grade. The new culvert was constructed with cast-in-place concrete lintels above the opening; these were later bush-hammered and stained buff in color.

At the picnic area, a five-foot, four-inch wide opening was constructed in the wall in the center of the loading area. Steps with six-inch risers and sixteen-inch treads led from the wall opening to the picnic area below. The picnic area and the adjacent spring area were also filled fifteen to eighteen inches, primarily to raise them above flood level. Graded areas were sown to grass. The picnic area was mostly cleared, but some large trees were left for shade. A large barbecue pit (Figure 4-94) was the central feature of the area. Constructed of brick, lined with firebrick, and veneered with native stone, it was large, with inner dimensions of two and one-half by two and one-half by ten feet. Seats of solid native stone, sixteen inches high and eighteen inches wide were constructed around the barbecue. A large stone picnic table (Figure 4-95) similar to those at Travertine Island was also built in 1934, and traditional wooden picnic tables were also liberally sited around. Three additional stone fireplaces and another stone picnic table were planned to be built later, these were completed in the summer of 1934.[242] The 1934 survey (Figure 4-92) shows what appear to be a total of three stone tables, two large stoves, and an additional symbol likely indicating additional tables.

The picnic area was connected to the spring area by steep steps and a set of stepping stones. The stone stairs were four feet wide and were located on both sides of the creek bank. Large, fifteen-inch-high stones flanked the steps, and were meant to act as both seat and railing. On each side of the creek, the lowest two steps were set in concrete (eighteen inches deep) while the others were simply set on clay and had mortar joints. Four large stepping stones bridged the creek, and a flagstone walk led between the top of the creek bank and the Buffalo Springs pool (Figure 4-96).

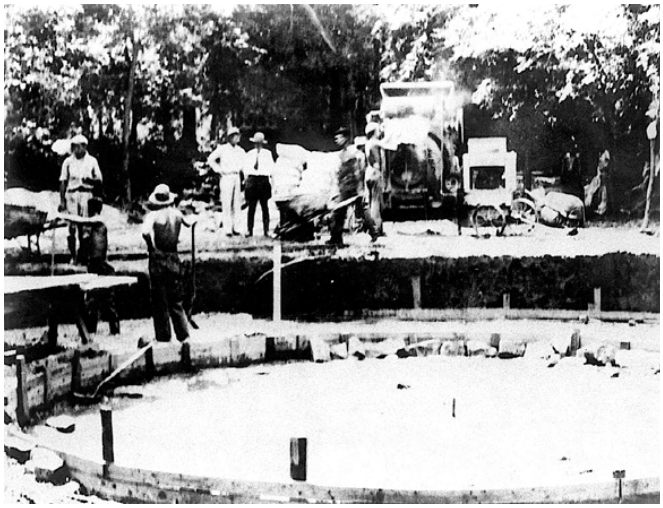

Figure 4-97. Buffalo Spring enclosure, under construction, 1934, showing concrete formwork.

Figure 4-98. Buffalo Spring under construction, 1934, showing concrete reinforcing.

The design and construction of the circular enclosure and stone walls at Buffalo Springs area was the most complex of all the work done in the area. Little is known about the inspiration for the design; Walkowiak only notes that it was done to "give that natural Springs a fine setting and to make the water [? Word unclear due to typeover] more appetizing and sanitary."[243] It is not known if he or any of the other landscape architects were influenced (or even knew of) Superintendent Ferris' 1921 design for a circular enclosure for Buffalo Springs (Figure 3-77!). At any rate, work began by excavating a hole forty-seven feet in diameter and three feet deep. The process "revealed a gravel and fine sand subsoil which necessitated a change in the plans of construction from ordinary wall footings to a ring of concrete reinforced by steel resting on piles as a base for the stone upper structure."[244] A pile driver was built on site to drive the white pine piles. The construction process, including driving the piles and pouring the concrete ring and walls, appears arduous in historic photographs (Figures 4-97 and 4-98). The stone used in the masonry was a native yellow-brown limestone with large flat flagstones creating the walkways. The outer seat wall was broken in two places to provide access via stone steps flanked by low stone piers.

The result of the work was succinctly described by Richey and Popham as

> A native stone basin surrounded by a six-ft. walk, with a stone seat back of it. The new basin is 25 ft. in diameter, with the wall resting on a concrete slab 8 inches thick, which in turn rests on 32 8" x 8" wooden piles driven 9 ft. into the sand to solid rock. The water of this Spring bubbles up into the basin through white sand and spill out over a natural stone spillway, with a series of small pools, eventually reaching Travertine Creek.[245]

Figure 4-99. Finish grading at Buffalo Spring, 1934.

The finished area was smoothly graded (Figure 4-99). A panoramic view of the area (Figure 4-100) gives an idea of the grade changes and the overall landscape composition, as well as the skilled masonry at the spillway leading to the creek.

Just southwest of the spring enclosure, along "Spring Creek," which fed into Travertine Creek, four dams were constructed. These were built to

Figure 4-100. Panoramic view of Buffalo Spring, including spring enclosure (center), parking area (right), and steps and stepping stones leading to

Figure 4-101. Rock formation from which Antelope Spring emanates, circa 1935.

> add interest to the creek and to create the noise of falling water. Also, the added pressure created along the Spring creek, due to the pools behind the dams, keeps the Springs from breaking out along this creek bed.[246]

Remarkably, the design simultaneously addressed sensorial issues as well as hydraulic engineering issues.

Planting was another element added to Buffalo Springs. Walkowiak reported that a total of 142 trees were planted in the area. Shade or canopy trees included red oak, American elm, winged elm, hackberry, and red haw (likely *Crataegus crus-galli* or *C. mollis*), ranging from one-half inch to four inches in diameter. These were "promiscuously planted," except for eleven large balled and burlapped trees that were planted in "special locations." Flowering trees—flowering dogwood, wild plum (likely *Prunus angustifolia*), and redbud—were also planted in special locations. One thousand forty shrubs were planted "in masses as screens or borders" and included chapperal, dogwood euonymous, bush plum, redbud and sumac. Species were not indicated, and "chapperal" seems to be a common term no longer used for a specific shrub, since its current meaning is general shrub land. Thirty-seven evergreens were also planted. These were "all nursery stock, planted en-masse or as specimens" and included pfitzer junipers, American holly, magnolia, and jasmine. While many of these plantings were ornamental, given the open nature of the area seen in historic photographs (Figure 4-100), it also seems likely that one of the goals of planting was to provide enclosure and shade.

The competent execution and high craftsmanship of the work at Buffalo Springs seems to have been almost surprising to the designers and received much praise. Richey and Popham commented that the entire Buffalo Springs area was "in all respects a very beautiful piece of work and constitutes a splendid tribute to the skill of Mr. Walkowiak in directing the untrained CCC boys, none of whom had done any stone work before."[247] Walkowiak himself noted that the work "resulted in a number of stone structures of definitely horizontal lines, to me very pleasing and in all instances permanent." Walkowiak's emphasis on the design's horizontality is likely a reference to the NPS rustic design guidelines which stated that "[a]s a rule park structures are less conspicuous and more readily subordinated to their settings when horizontal lines predominate and the silhouette is low."[248] The spring enclosure surely fit this description.

Other minor work at Buffalo Springs in the first year of the CCC included topographic surveying and installing

the picnic area (left), circa 1935.

152 feet of guard rail. Where the guardrail was located is unclear; however, it does not seem to have lasted very long, since it does not appear on later surveys. No descriptions of the construction of the stone picnic tables and fire pits seen in historic photographs have been located.

Though completed rapidly, the detailed design of Buffalo Spring was also envisioned as part of a larger plan for the Antelope and Buffalo Springs area. Part of this larger vision was the revision of the roads in the area as part of the plan for Platt's perimeter road, described above. Another part were the foot trails around the springs. When the old loop roads around the springs were obliterated in 1935 they were re-configured as part of the trail system for the whole area, also described above.

Antelope Springs

Work on Antelope Springs was begun during the third enrollment period, on August 21, 1934, in part because of low water levels; Buffalo and Antelope Springs had ceased flowing that month.[249] Prior to construction two springs flowed from the base of a hill into a culvert underneath the old loop road (Figure 4-92). Although no specific design plans for the area have been located, the approach taken at Antelope Springs was clearly different from that at Buffalo Springs. No structures were designed for the area; instead the stream was simply re-configured to create a natural-appearing site. It was, in a sense, a reconstruction of nature, yet a nature improved to be more scenic and more beautiful than the original. According to a CCC mason Frank Beaver who worked

Figure 4-102. Falls flowing from Antelope Springs, with springs in background, circa 1937.

on Pavilion Springs and Bromide Springs Pavilion, soil and rock was removed from the front of Antelope Springs to reveal the fresh water spring emerging from the solid rock formation below (Figure 4-101). [250] The flow was used to create two "lily ponds" by constructing a water fall and then two gravity dams, in sequence, along the stream emerging from the spring (Figure 4-102). Water flowed from one tranquil pond thus created into the next. Trails looped around the two ponds, with stepping stones crossings created at the waterfall at the top of the upper stream pool and the dam between the two (Figure 4-103). A comparison of Figure 4-101 with Figure 3-76 shows the extent of the changes made to the area by the CCC designers and crews.

Although the paths from Buffalo Springs provided pedestrian access to Antelope Springs, another access point was provided from the perimeter road to the north. Two parking areas were constructed along the perimeter road, and a set of steps and a path led down the slope to

Figure 4-103. First and second falls at Antelope Spring, circa 1941.

Antelope Springs. Though the date of construction of these features is unknown, it is possible these elements would have been completed with the construction of the perimeter road in this area, by the end of 1935.[251]

Little or no work seems to have been done in 1936. The mid-1930s were droughty years and the two springs stopped flowing for August and part of September in 1936.[252] They dried up again in September 1937, and though they flowed again in February, they stopped yet again in November 1938. [253] This time they would remain dry for 20 months, until July 1940.

Despite the drought, and the corresponding lessening of visitors, a comfort station was built northwest of the picnic area in 1939, replacing two pit toilets.[254] Sewer and water lines were extended out to the station via Little Niagara and Travertine Island, where a similar station was also being constructed. Though little documentation of these two comfort stations has been located, based on their appearance, they were modeled on, if not replicas of, the Cold Springs comfort stations. Though delayed in construction, they were planned as early as 1935, since drawings for the sewer line extensions were completed in January 1936. Once the Buffalo Springs comfort station was built, a new parking lot, just to the north of it, was added.

After 1938, work on the area around the two springs appears to have ceased, though in 1939, Miller recommended that a redesign of the Buffalo Spring picnic area be prepared "in order to better organize the facilities and to properly protect vegetation now being damaged by excessive use."[255] The 1940 Master Plan drawings and outline of development propose little change to any of the features, with the exception of "general planting and landscape work" and a picnic area between Antelope Springs and its up slope parking area. Though little is known about this picnic area, stone steps were constructed between Antelope Springs and the parking lot.

CONCLUSION

The work completed by the CCC in Platt National Park in the 1930s was truly remarkable. The designers and crews recast the entire park, both in terms of its physical construction and in terms of the way it would be experienced. In many ways, the CCC era brought a uniformity to the landscape that had not existed previously. This was embodied in the use of a consistent, NPS Rustic style throughout the park, in all the buildings and structures; and in the similarity of materials—local stone and wood—utilized from Bromide Springs in the west to Buffalo Springs in the east. The experiences within the park were also homogenized: gone were the golf course and the riotous flower beds, and the exotic animals were removed from the center of the park. In their place was a more consistent landscape of trails, stone buildings, and swimming holes, which emphasized the physical experiences of swimming, hiking, and camping in a natural setting. In a similar way, the perimeter road regularized the experience of the park by providing access to all parts on a sinuous winding road. Interpretive signs describing the natural features were also added to the park, in contrast, perhaps to the commercial billboards which once existed in Bromide Springs. In short, where previously a local health resort had existed in 1900, by 1940 there was now a National Park, albeit wrought on a much less grand scale than the famous western parks. Platt had been brought into the National Park System, and in the coming decades, would struggle to maintain that status.

Notes to Chapter 4

[1] Charles A. Richey and Walter D. Popham, "Report to the Chief Architect through the Superintendent of Platt National Park: Construction Report: Conservation Work, CCC Camp No. 808, May 16, 1933–April 1, 1934" (typewritten report with photographs, 12 June 1934), 2. CNRA Archives.
[2] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 4, 22.
[3] James W. Steely, "National Historic Landmark Nomination," (draft nomination, September 2002), 45.
[4] Charles A. Richey, "Report to the Chief Architect through the Superintendent of Platt National Park: Field Trip—May 19–June 5, 1934" (short typewritten report, 13 July 1934), 1. CNRA Archives.
[5] Steely, "National Historic Landmark Nomination," 42.
[6] Ann Baugh, telephone conversation with Heidi Hohmann, 13 August 2002.
[7] Jerome Miller, "Field Report, Plans and Design Division, Platt National Park, July 2-3, 1939" (brief typewritten report). CNRA Archives. Walkowiak is mentioned in this report as discussing fieldwork with Miller. Walkowiak attended Iowa State in the early 1930s, as demonstrated by his completion of projects in the landscape architecture department's *Horizons* magazine. However, Wray and Roberts, "Ethnohistory of Associated Park Use," indicates that Walkowiak attended the University of Michigan.
[8] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934,"16.
[9] H. A. Kneinkamp, "Report to Chief Landscape Architect through the Superintendent of Platt National Park," 17 October 1932 (short, typewritten memorandum). File 620–Buildings, National Archives, Fort Worth. Under a heading of "Master Plan" Kneinkamp says he reviewed the "general plan" with Superintendent Branch and made notations in pencil. He also noted that the "five year outline" was re-edited and recommended "making the park plan at a larger scale, so that the details will be readable and exact."
[10] Charles A. Richey and Jerome Miller, "Report to Chief Architect through the Superintendent of Platt National Park: Construction Report: Conservation Work, CCC Camp No. 808, April 1 to September 30, 1934" (typewritten report, with photographs, December 1934), 3. CNRA Archives.
[11] Boeger, *Oklahoma Oasis*, 149.
[12] Ken Ruhnke and Heidi Hohmann, Field examination, August 2002. The idea that the upper dam was also constructed may make sense, if one considers that it was constructed prior to 1933, perhaps as part of the town's removal of the water reservoir. As noted in Chapter 3, the original location of Little Niagara Falls (shown on the 1909 *Map of Platt National Park*) is not at its present location.
[13] Ken Ruhnke indicates that only four of the five dams have clean-outs: lower Bear Falls, lower Garfield Falls, Lower Niagara, and the falls at Central. Panther Falls, constructed earlier, also has a clean-out.
[14] Wray and Roberts, "Ethnohistory of Associated Park Use," chapter entitled "'The Voice of the 808th'", n.p.
[15] Richey and Miller, "Report to Chief Architect . . . April 1 to September 30, 1934," 9.
[16] Ibid.
[17] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 16.
[18] S. G. Whittlesey, "Report on Reconstruction of Black Sulphur Causeway, Public Works Project #124," (typewritten report, with photographs, no date, circa November 17, 1933), n.p. CNRA Archives.
[19] William E. Branch, "Construction Report on Widen Culverts and Rebuild bridge abutments, existing roads, Account FP 125.8, NIR 1933-35" (typewritten report, with annotated map, no date), n.p. CNRA Archives.
[20] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 18.
[21] Ibid., 19.
[22] William E. Branch, "Construction Report, Account No. F.P. 127.8 Public Work 1933: Road Construction and Surfacing," 10 January 1935 (typewritten report), n.p. CNRA Archives.
[23] Edmund B. Walkowiak, "Yearly Report: Conservation Work, First and Second Periods, May 27, 1933 – March 31, 1934. Report to the Park Superintendent through the Resident Landscape Architect" (typewritten report with photographs, 1 April 1934), n.p. CNRA Archives.
[†] The construction of this road, which was completed by June 1934, conflicts somewhat with information on a park-wide culvert widening project begun in November 1933 and lasting until March of 1934. This project, under Account FP 125.8 NIR 1933-35, indicates that a culvert on the old Bromide Road following the curve of Rock Creek was extended 9 inches on both sides of the road. However, this road would have been obliterated during the changes to the Bromide area. It is possible that the old road, with the newly widened culvert, was converted to a camp road when the new perimeter road was built.
[24] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 19.
[25] Ibid., 21.
[26] Charles A. Richey and Jerome Miller, "Report to the Chief Architect through the Superintendent of Platt National Park: Construction Report: Conservation Work, CCC Camp No. 808, October 1, 1934 – March 31, 1935" (typewritten report, 31 March 1935), 5. CNRA Archives.
[27] Richey, Charles A. "Report to the Chief Architect through the Superintendent of Platt National Park: Field Trip July 21 to 30, 1934" (short typewritten report, 31 July 1934), 2. CNRA Archives.
[28] Jerome C. Miller, "Report to the Chief Architect through the Superintendent of Platt National Park: July 26 – August 26, 1934" (short typewritten report, 27 August 1934), n.p. CNRA Archives.

[29] "Sketch Showing Alignment of Travertine Bridge," Drawing NP-P-4966, (sketch drawing, no attribution, 20 January, 1934).
[30] Anonymous, "Platt Park News," (a series of park newsletters, undated (circa 1934), unpaginated), n.d. File 000-29, Box 52, National Archives, Fort Worth.
[31] Jerome C. Miller, "Report to the Chief Architect through the Superintendent of Platt National Park, December 26, 1934–January 26, 1935" (short typewritten report, 7 February 1935), n.p. CNRA Archives.
[32] "Proposed Line Change, Sycamore Falls to Horner's Bluff," Drawing NP-PLA-5027 (Office of the Chief Engineer, approved 1 January 1936). CNRA Archives.
[33] "Rock Creek Causeway—Bromide Area," Drawing NP-PLA-5009 (Branch of Plans and Design, 1937); Jerome C. Miller, "Monthly Narrative Report to the Chief Architect through the Superintendent of Platt National Park, January 20 to February 20, 1937" (short typewritten report). CNRA Archives.
[34] Jerome C. Miller, "Monthly Narrative Report to the Chief Architect through the Superintendent of Platt National Park, August 21 to November 20, 1937" (short typewritten report). CNRA Archives.
[35] Jerome C. Miller, "Monthly Narrative Report to the Chief Architect through the Superintendent of Platt National Park, April 21 to May 20, 1937" (short typewritten report). CNRA Archives.
[36] Jerome C. Miller, "Monthly Narrative Report to the Chief Architect through the Superintendent of Platt National Park, June 21 to July 20, 1937" (short typewritten report), 2. CNRA Archives.
[37] Jerome C. Miller, "Monthly Narrative Report to the Chief Architect through the Superintendent of Platt National Park, August 21 to November 20, 1937" (short typewritten report), 2. CNRA Archives.
[38] Miller, "Field Report, Plans and Design Division, Platt National Park, July 2-3, 1939." See also "Park Roads—Betterment, Section C," Drawing NP-PLA-5310 (Division of Engineering, Regional Office, 1939) for curbing plans. CNRA Archives.
[39] Boeger, *Oklahoma Oasis*, 150.
[40] Ibid., 150-51.
[41] William Branch, "Annual Report, Platt National Park, Fiscal Year Ending June 30, 1940" (typewritten report), 6. CNRA Archives.
[42] Miller, "Monthly Narrative Report . . . January 20 to February 20, 1937."
[43] Jerome C. Miller, "Monthly Narrative Report to the Chief Architect, March 1938" (short typewritten report). CNRA Archives.
[44] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 20.
[45] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935." 11.
[46] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 20.
[47] Ibid., 20-21.
[48] Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935."
[49] William E. Branch, "Emergency Conservation Work, Camp NP 1, Narrative Report, 4th period: October, November, December" (typewritten report with photographs, 7 January 1935), n.p. CNRA Archives.
[50] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935." 11.
[51] Charles A. Richey, "Report to the Chief Architect through the Superintendent, Platt National Park, Field Trip May 19–June 5, 1934," cited in Kristin Miller, "National Register Nomination for the Travertine District, CNRA" (draft nomination, 1993), n.p. CNRA Archives.
[52] "Footbridge," Drawing NP-PLA-5041 (Branch of Plans and Design, 1935).
[53] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935." 11.
[54] Richey, Charles A. and Miller, Jerome C., "Report to the Chief Architect through the Superintendent of Platt National Park: Construction Report: Conservation Work, CCC Camp No. 808 (NPI), April 1, 1935 – September 30 1935," 30 September 1935, page 9.
[55] Charles A. Richey and Jerome C. Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 6-7, 9.
[56] Anonymous, "Platt Park News," (a series of park newsletters, undated (circa 1934), unpaginated). File 000-29, Box 52, National Archives, Fort Worth.
[57] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 7.
[58] William E. Branch, "Construction Report on Two Comfort Stations, Bromide Campground, Account No 401-402," 15 June 1934 (typewritten report with photographs). CNRA Archives.
[59] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 13.
[60] Ibid., 19-20.
[61] Ibid., 6-7.
[62] "Topographic Map, Bromide Springs Area," Drawing NP-PLA-5036 (1936) calls it the "Well at the Bathhouse;" "Reconstruction—Water and Sewer Systems, Bromide Area" Drawing NP-PLA-5318 (1943) calls it the "Bathhouse Well;" and "Sulphur Water Supply and Distribution," Drawing NP-PLA-7103 (1962) calls it the "Jack Diamond Well." The Jack Diamond moniker may therefore be a later name.
[63] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 6.
[64] Ibid., 7.
[65] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," 3.
[66] Anonymous, "Bridges and Culverts," article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[67] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," 4.

[68] Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935."
[69] "Topographical Map and Crossing Plan, Proposed Bridge Site at Bromide Springs, Drawing NP-PLA-5007 (Office of the Chief Engineer, April 1935), still shows the proposed new pavilion on the south side of the creek. A letter accompanying the survey notes that the contours on the survey do not reflect the already completed excavation for the proposed retaining wall. Fielding, Vernon H. to C. W. Older, Associate Engineer, Carlsbad National Park, 4 April 1935. CNRA Archives.
[70] William Branch, "Emergency Conservation Work, Camp NP 1, Narrative Report: 4th period, October 1, 1934 to April 1, 1935," (typewritten report with photographs, 15 April 1935), n.p. CNRA Archives. Richey and Miller report the same in their "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," but describe good soil as "compost" on page 6.
[71] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935." 11.
[72] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 10.
[73] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 16.
[74] Miller, "Monthly Narrative Report, August 21–November 21, 1937" (short typewritten report). CNRA Archives.
[75] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 6.
[76] Boeger, *Oklahoma Oasis*, 145.
[77] "Spring Development, Bromide Pavilion Springs," NP-PLA-3048B indicates "rough sandstone;" Boeger indicates that it is "red limestone" (page 140); and Ken Ruhnke notes that geologists have determined it to be limestone.
[78] Miller, Jerome C. "August Report of Associate Landscape Architect Jerome C. Miller, assigned to the Third Region," September 1936 (short typewritten report). CNRA Archives.
[79] Miller, Jerome C. "September Report of Associate Landscape Architect Jerome C. Miller, assigned to the Third Region." October 1936 (short typewritten report). CNRA Archives.
[80] Miller, "Monthly Narrative Report . . . June 21 to July 20, 1937."
[81] Boeger, *Oklahoma Oasis*, 140.
[82] Boeger, *Oklahoma Oasis*, 146.
[83] Miller, "Monthly Narrative Report to Chief Architect . . . April 21 to May 20, 1937."
[84] Miller, "Monthly Narrative Report to Chief Architect . . . January 20 to February 20, 1937.
[85] Boeger, Oklahoma Oasis, 149.
[86] The intent for another rustic style comfort station is tied to the removal of the caretaker's cottage, as described in Miller, "Monthly Narrative Report to Chief Architect . . . August 21 to November 21, 1937, page 2. Miller hopes "that the caretaker's house may be moved from Bromide to the residence group during the next period. This will allow the second and last new comfort station to be built on the site of the residence. The present undesirable latrines will be razed as soon as they are replaced."
[87] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 2.
[88] Wray and Roberts, "Ethnohistory of Associated Park Use," chapter entitled "The Voice of the 808th," n.p.
[89] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 6.
[90] Ibid., 11.
[91] Ibid., 8
[92] "Topography, Black Sulphur Springs Area," Drawing NP-PLA-5351 (Branch of Plans and Design, date illegible). CNRA Archives.
[93] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 11.
[94] Wray and Roberts, "Ethnohistory of Associated Park Use,"
[95] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 8-9, 20.
[96] "Topographical Map, Flower Park Area," Drawing NP-PLA-5033, (Office of the Chief Engineer, 1935).
[97] Miller, "Monthly Narrative Report to Chief Architect, November 21 to December 20, 1937."
[98] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 23 and 6-7. Unfortunately, no topographic survey dating to 1933 has been found.
[99] S. G. Whittelsey, "Report on Construction of Flower Park Comfort Station, Public Works Project #198," June 20, 1934, n.p. CNRA Archives.
[100] Whittelsey, "Report on Construction of Flower Park Comfort Station," n.p.
[101] Charles A. Richey and Jerome C. Miller, "Report to the Chief Architect . . . April 1–September 30 1934," 3 and 7.
[102] Anonymous, "Flower Park," article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[103] The authors have been unable to find a source indicating when the flagpoles were removed.
[104] Good, *Park and Recreation Structures*, *Part I—Administrative and Basic Service Facilities* (Washington, D.C.: U.S. Government Printing Office, 1938), 20.
[105] Anonymous, "Flower Park," article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[106] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30, 1935," 7.
[107] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30, 1934." 7
[108] Anonymous, "Flower Park," article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[109] Ibid.
[110] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 5.
[111] Richey and Miller, "Report to the Chief Architect . . .April 1, 1935–September 30 1935," 9.
[112] Miller, "Monthly Narrative Report to the Chief Architect, February 21 to March 20, 1937. Miller notes "significant planting" was undertaken in Flower Park.

[113] Anonymous, "Flower Park," article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth. .
[114] Ibid.
[115] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30 1934," 8 (see photo caption).
[116] Anonymous, "Rock Creek" article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth. The sediment would re-accumulate after heavy rains, and was used as subgrade fill in many locations in the park.
[117] Boeger, *Oklahoma Oasis*, page 131.
[118] Anonymous, "Rock Creek" article in "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[119] Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935."
[120] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30 1934," 8.
[121] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 4.
[122] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933 – April 1, 1934," 6.
[123] Ibid., 15.
[124] Ibid.
[125] Ibid., 8.
[126] Ibid., 15-16.
[127] Ibid., 16.
[128, 129] Ibid., 21.
[130] Ibid., 6-7.
[131] Ibid., 6-7. These two pages indicate moving date; National Park Service, Draft "Buffalo Management Plan," June 1991 (draft typescript), 1-2. This latter document indicates the number of bison in the herd at that time. It should be noted that Boeger says the moving date was in August 1934.
[132] Boeger, *Oklahoma Oasis*, 135.
[133] William Branch, "Annual Report, Platt National Park, Fiscal Year ending June 30, 1939," (typewritten report), 10. CNRA Archives.
[134] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 22.
[135] George M. Merrill, "Report for September 1934 of George M. Merrill, Landscape Foreman to J. C. Miller, Resident Chief Landscape Architect," 1 October 1934 (typewritten report), n.p. CNRA Archives.
[136] Boeger, *Oklahoma Oasis*, 133.
[137] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 19.
[138] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30, 1935," 5.
[139] A. W. Burney, "Final Construction Report on Improvement and Surfacing a Portion of the Buckhorn Road Account No. 505," 3 March 1931 (typewritten report, with photographs), n.p. CNRA Archives.
[140] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 7. Document notes that work on the southern entry was abandoned.
[141] Miller, "September Report"; Boeger, *Oklahoma Oasis*, 145.
[142] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30, 1935," 7.
[143] Boeger (*Oklahoma Oasis*, 138) indicates that "In June of 1934 CCC crews built the south entry piers as the gateway to the park. Stone for the piers was quarried from within the park, at a site approximately 300 feet from entrance". Based on other sources used to write this section, his account seems incorrect, unless he means the Fairland Avenue entrance at the Veteran's Hospital.
[144] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 4. See also Branch, "Emergency Conservation Work. . . October 1, 1934 to April 1, 1935," n.p.
[145] William Branch to the Director, 19 September 1936. CNRA Archives. In the letter, Branch describes the asphalt component of the springs: "There are asphalt deposits in the vicinity of the spring and the mineral content of the spring water appears to be more or less sulphur and asphalt compounds."
[146] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 12.
[147] "Topography, Sulphur Springs," Drawing NP-PLA-5352, (Branch of Plans and Design, 25 October 1938).
[148] Good, *Park and Recreation Structures*, *Part I—Administrative and Basic Service Facilities*, 73.
[149] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 14.
[150] Ibid., 14.
[151] Ibid., 23.
[152] Ibid., 15.
[153] These features appear on the 1940 Master Plan, Drawing NP-PLA-3045J.
[154] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 6, 15, and 22. On page 15, the numbers of the two residences seem to have been accidentally reversed by Richey and Popham.
[155] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 12.
[156] Miller, "Report to the Chief Architect . . . July 26–August 26, 1934"; Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935, 1.
[157] Miller, "Report to the Chief Architect . . . July 26–August 26, 1934."
[158] Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935,1.
[159] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 10.
[160] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 16.
[161] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," n.p.
[162] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," n.p.
[163] Anonymous, "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[164] Ibid.

[165] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 10.
[166] Miller, "Report to the Chief Architect . . . July 26–August 26, 1934."
[167] Anonymous, "Platt Park News," n.p. File 000-29, Box 52, National Archives, Fort Worth.
[168] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30, 1934," 3.
[169] Ibid., 8.
[170] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935,"13. This report also says that "two drinking fountains were designed into the wall," but these fountains were apparently not constructed.
[171] Ibid, 13.
[172] Ibid., 1; Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 2.
[173] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 10.
[174] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," n.p.
[175] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30, 1934," 3.
[176] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 2.
[177] Miller, "August Report," 1.
[178] Miller, "September Report," 1.
[179] "Pavilion Springs Development" Drawing NP-PLA-3050A (Branch of Plans and Design, 1936).
[180] Miller, "Monthly Narrative Report to Chief Architect . . . April 21 to May 20, 1937."
[181] National Park Service, "Specification for Pavilion at Pavilion Springs, Drawing No. NP-PLA-3050A, ECW Project No. 15" (typed project specifications) 3. CNRA Archives.
[182] "Signs for General Park Area," Drawing NP-PLA-8010, (Branch of Plans and Design, 1938) shows the "Analysis Sign for Pavilion Springs" in the upper left-hand corner. Miller, "Monthly Narrative Report, July 21 to August 20, 1937.
[183] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 12.
[184] Ibid.
[185] "Topographical Map, Central Campground" Drawing NP-PLA-4998 (Office of the Chief Engineer, 1934).
[186] Richey, and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 3.
[187] Miller, "Monthly Narrative Report, July 21 to August 20, 1937."
[188] Miller, "September Report."
[189] Miller, "Monthly Narrative Report, July 21 to August 20, 1937."
[190] Wray and Roberts, "Ethnohistory of Associated Park Use" chapter entitled "Colorado People Only," n.p.
[191] Miller, "Monthly Narrative Report, July 21 to August 20, 1937;" Miller, "Monthly Narrative Report, August 21 to November 20, 1937."
[192] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 12.
[193] Ibid., 20.
[194] "Utilities Layout, Cold Springs Campground" Drawing NP-PLA-5028 (Office of the Chief Engineer, 1937). This plan, dating to 1937, shows more than 2000 feet of guardrail lining the road and parking areas next to Travertine Creek.
[195] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 21.
[196] Richey and Miller, "Report to the Chief Architect . . . April 1–September 30, 1934," 5.
[197] Boeger, *Oklahoma Oasis*, 140.
[198] Miller, "Report to the Chief Architect . . . December 26, 1934–January 26, 1935."
[199] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 3.
[200] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 2.
[201] Ibid.
[202] Ibid., 3.
[203] Ibid., 3.
[204] Master Plan drawings of Cold Springs Campground, NP-PLA-3049B (1940) and NP-PLA-3049D (1950) both show 62 campsites, but the 1940 aerial photograph combined with existing conditions data support the written accounts of number of campsites staked.
[205] It is perhaps worth noting that Wray attributes the campground design to E. P. Meinecke. Meinecke was a plant pathologist hired by the NPS in 1926, and eventually developed a campground planning system, that, by the 1930s, was commonly in use throughout the Park Service. The authors have found no direct evidence to show that Meinecke was specifically involved in the design of Cold Springs; rather, it seems likely that the campground was simply designed according to his well-known methods. See Wray, "Ethnohistory of Associated Park Use," chapter entitled "'Voice of the 808th,'" n.p. Wray cites a 1936 report by Branch as her reference to Meinecke. See also McClelland, *Presenting Nature*, 161-166 for more information on Meinecke.
[206] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 3.
[207] "Title," Drawing NP-PLA-3037 (office, date).
[208] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 3.
[209] Eliot H. Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds* (Boston: National Park Service, 1996), 21.
[210] Quoted in Wray, "Ethnohistory of Associated Park Use," chapter entitled "'Voice of the 808th,'" n.p.
[211] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 2. See also "Title," Drawing NP-PLA-3047A (office, date)
[212] H. H. Cornell, "Monthly Narrative Report to Chief Architect," March 1938 (short typewritten report), 2. CNRA Archives.

[213] "Checking Station at Cold Springs Camp," Drawing NP-PLA-3047A (Branch of Plans and Design, 1936).
[214] Cornell, "Monthly Narrative Report," March 1938. [215] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 4.
[216] Good, *Park and Recreation Structures*, *Part I—Administrative and Basic Service Facilities*, 11.
[217] Ibid.; Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 5.
[218] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935,"10.
[219] Cornell, "Monthly Narrative Report," March 1938.
[220] Boeger, *Oklahoma Oasis*, 152; William Branch, "Annual Report, Platt National Park, Fiscal Year Ending June 30, 1941" (typewritten report). CNRA Archives.
[221] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 7.
[222] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935." 4; Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 7.
[223] Branch, "Emergency Conservation Work . . . 4th period: October, November, December," n.p.
[224] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 9.
[225] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 8.
[226] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 8, 9.
[227] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934,"13.
[228] Note: Wray and Roberts contradict this quote, saying that Walkowiak was in charge. Wray and Roberts, "Ethnohistory of Associated Park Use," chapter entitled "Voice of the 808th," n.p. This document refers to a construction report the authors have not seen, dated 1 October 1934 to 31 March 1935.
[229] This description is also found in Wray and Roberts, "Ethnohistory of Associated Park Use," in an untitled portion, and presumably comes from the cited construction report dated 1 October 1934 to 31 March 1935.
[230] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 13.
[231, 232] These descriptions are also found in Wray and Roberts, "Ethnohistory of Associated Park Use," in an untitled portion of the draft and presumably come from the cited construction report dated 1 October 1934 to 31 March 1935.
[233] William E. Branch to the Director, National Park Service (Arno Cammerer), 30 July 1937. Branch noted that "a new name given to the feature would be acceptable locally. . . .In fact, it appears no one with whom I have talked likes the designation Nigger Run." There is quite a bit of correspondence on the pejorative nature and impropriety of the creek's name. The Board on Geographical Names brought the issue of all such inappropriate names throughout the park system to the attention of the NPS after the National Association for the Advancement of Colored People (NAACP) wrote a letter to the Secretary of the Interior protesting such names on a USGS quadrangle map in Illinois.
[234] Branch, "Construction Report, Account No. F.P. 127.8 Public Work 1933: Road Construction and Surfacing," n.p.
[235] Richey and Miller, "Report to the Chief Architect . . . October 1, 1934–March 31, 1935," 8.
[236] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 21.
[237] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935."
[238] Boeger, *Oklahoma Oasis*, 149. Miller, "Field Report, Plans and Design Division, Platt National Park, July 2-3, 1939." Boeger says February 1938, but in the field report, Miller says that the location for the comfort station was being "checked" in July 1939.
[239] Walkowiak, "Yearly Report: Conservation Work, First and Second Periods, May 27, 1933 – March 31, 1934," n.p.
[240] Ibid. The information in the following paragraphs on Buffalo Springs in 1933 and 34 comes from this document unless otherwise noted.
[241] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 12.
[242] Ibid., 11. Miller, "Report to the Chief Architect . . . July 26–August 26, 1934."
[243] Walkowiak, "Yearly Report: Conservation Work, First and Second Periods, May 27, 1933 – March 31, 1934," n.p.
[244] Walkowiak, "Yearly Report: Conservation Work, First and Second Periods, May 27, 1933 – March 31, 1934," n.p.
[245] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 11.
[246] Walkowiak, "Yearly Report: Conservation Work, First and Second Periods, May 27, 1933 – March 31, 1934," n.p.
[247] Richey and Popham, "Report to the Chief Architect . . . May 16, 1933–April 1, 1934," 12.
[248] Good, *Park and Recreation Structures*, *Part I—Administrative and Basic Service Facilities*, 7.
[249] Richey and Miller, "Report to the Chief Architect . . . April 1, 1935–September 30 1935," 7.
[250] Miller, "Report to the Chief Architect . . . July 26–August 26, 1934."
[251] Wray and Roberts, "Ethnohistory of Associated Park Use," chapter entitled "It's the Water," n.p.
[252] Boeger, *Oklahoma Oasis*, 146-147.
[253] Boeger, *Oklahoma Oasis*, 147-148.
[254] Boeger, *Oklahoma Oasis*, 149; William Branch, "Annual Report . . . June 30, 1939," 9; Miller, "Field Report, Plans and Design Division, Platt National Park, July 2-3, 1939." Miller states that the comfort station was under construction, but not yet complete on July 2-3, 1939.
[255] Miller, "Field Report, Plans and Design Division, Platt National Park, July 2-3, 1939."