NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Wheeler Peak Campground
Other names/site number: _____
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

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2. Location

Street & number: Great Basin National Park (GRBA)
City or town: Baker State: NV County: White Pine
Not For Publication: ☐ Vicinity: ☐

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination _X__ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national _X_statewide ___local

Applicable National Register Criteria:

_X_A ___B ___C ___D

_____
Signature of certifying official/Title: **Date**
_____
State or Federal agency/bureau or Tribal Government

Wheeler Peak Campground
Name of Property

White Pine, Nevada
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☐
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☒
Site	☐
Structure	☐
Object	☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
4	-	buildings
1	-	sites
1	-	structures
-	-	objects
6	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

CATEGORY: RECREATION AND CULTURE
SUB: OUTDOOR RECREATION

Current Functions

CATEGORY: RECREATION AND CULTURE
SUB: OUTDOOR RECREATION

7. Description

Architectural Classification

NO STYLE

Materials:

Other: CONCRETE
ASPHALT
STONE
WOOD Redwood Board
METAL Steel

Foundation: CONCRETE
Walls: CONCRETE Concrete Masonry Unit
Roof: SYNTHETIC

Narrative Description

Summary Paragraph

Wheeler Peak Campground is a 37-unit campground located at the base of Wheeler Peak in Great Basin National Park. The campground was planned and developed within Humboldt National Forest as part of the United States Forest Service's Operation Outdoors program, which was initiated in 1957. The campground is accessed by Wheeler Peak Scenic Drive, a twisting ascent up the Snake Range that gains 4,000 feet of elevation in 12 miles from its intersection with State Route 488 near the park boundary. The campground covers 18 acres at an elevation of 9,886 feet. Built between 1966 and 1971, the campground includes an asphalt paved loop road with parking spurs to 37 campsites. Concrete block comfort stations are the only buildings. Campsite features include concrete picnic pads edged with stone; redwood topped picnic tables and benches on concrete legs; and metal firepits and grills.

The design implemented by the Forest Service used principles developed years earlier in the 1930s for campground layout while incorporating elements of the Modernist Movement, popular in the mid twentieth century. The campground is set in a highly scenic area, and campsites are spaced far apart with campsite views and proximity to natural features. Trails connect to Stella and Teresa Lakes above the campground at 10,400 feet, and to Lehman Creek Campground below at 7,750 feet. Vegetation consists of groves of native aspen, spruce, and limber pine, and a high mountain meadow. Each campsite is uniquely designed to provide a natural experience, such as access to Lehman Creek, views to Wheeler Peak or the meadow, and privacy from other

campers. The campground and its features are intact, reflecting the era of construction. The district retains integrity of setting, location, feeling, design, workmanship, materials, and association.

Narrative Description

Introduction

Great Basin National Park encompasses over 77,000 acres that encapsulates the diversity of the larger Basin and Range Province (aka the Great Basin), which covers much of the inland western United States. The Great Basin is characterized by abrupt changes in elevation alternating between high mountain ranges and flat arid valleys/basins. The park varies from dry shrublands in the valley to the rocky summit of Wheeler Peak, Nevada's highest mountain at 13,000 feet. Notable features include groves of ancient bristlecone pines and the Lehman Caves at the base of Wheeler Peak, both of which have attracted visitors since the beginning of the twentieth century.

General Campground Description

Wheeler Peak Campground is in a high mountain valley at the foot of Wheeler Peak. It is accessed by Wheeler Peak Scenic Drive, which makes a winding ascent from the valley floor to the campground. A trailhead parking area, comfort station, amphitheater, and trail to the summit of Wheeler Peak are located at the entrance to the campground. This development is not part of the historic district and was added in 1993. Its construction removed one of the original comfort stations associated with the campground.

Wheeler Peak Campground is arranged around a curving roadway with parking spurs that create a herringbone pattern. The one-way campground road follows the natural topography and forms two loops with parking spurs to 37 campsites. The campsites are separated by an average of 100 feet, providing privacy for each. They are integrated into the natural topography which slopes generally from the highest at the north to lowest at the south, adjacent Lehman Creek. Campsites are enclosed by trees, and many have a view to a natural feature – Lehman Creek, forest, meadow, or Wheeler Peak. Lower campsites (1 through 6; and 28 through 37) are situated along Lehman Creek with a secluded feeling provided by dense groves of spruce and aspen. Campsites in the center section of the campground engage the aspen-bordered meadow with clear views to Wheeler Peak. Upper campsites (16 through 22) are surrounded by limber pines and generally have more sweeping views to Wheeler Peak and the valley.

Four comfort stations service the campground. These are set away from the edge of the campground road, outside of significant views and screened by trees. They are accessed by informal/social trails from the campground road. The comfort stations are split block construction with privacy wing walls, divided into men's and women's sides. The comfort stations contribute to the historic district.

Campground check-in is located at a narrow pull-out and kiosk near Campsite 6. The wood kiosk is approximately 8-feet by 4-feet, has a fee box for camper check-in and provides visitor

information. The kiosk does not appear on original plans for the campground. It is a newer structure and non-contributing feature to the historic district.

Thirteen water spigots are located at regular intervals along the campground road. Informal paths, some lined with stone, provide access from the campground road to the spigots. The water system is fed by a well and pump house located uphill and west of the campground. The water system dates from the original construction of the campground in the 1960s; the spigots, pump house, and stone paths have been replaced since that time.

Campsite materials are primarily concrete with wood and local stone that complement the natural setting. Each campsite has a poured concrete picnic pad that separates the man-made features from the surrounding landscape. Historic features include these concrete picnic pads, stone walls, and picnic tables. Site features are common among the campsites, but their arrangement varies depending upon unique aspects of shade, sun, and views.

Comfort Stations
Comfort Station 2 (ca. 1968) – Contributing Building
Comfort Station 2 is located between campsites 10 and 11, approximately 45 feet north and upslope of the campground road. Situated at an angle from the road along a north-west axis, Comfort Station 2 is in a small clearing surrounded by vegetation. The building is one story, rectangular in plan with two single user vault toilet compartments. Exterior walls are comprised of a beige split face half height block on a concrete foundation wall and curbed base approximately 4” above the slab elevation. Wing walls on opposite ends of the structure provide privacy screens for the restroom doors. The wing wall opposite of the door to the women’s restroom is missing four blocks from the top row. Women and men restroom doors are 2’-4” wide painted hollow metal. The men’s restroom door is operated by a lever handle. The women’s restroom door handle was not visible. Two vents penetrate the long walls (north and south) at the base of each wall. A vertical black vent pipe is anchored to the building with metal tube steel attached to the painted wood fascia. (Site investigations on Comfort Station 4 have determined the vent pipe was a later modification, although the year is undetermined.) Comfort Station 2 has a 2x wood gable roof framing with 12” eave and translucent corrugated roofing at a 9/12 pitch, a corrugated painted metal ridge cap, and a metal ridge cap ball terminator. Exterior trim and doors are painted dark brown. A metal turbine vent penetrates the roof opposite the vertical vent pipe, reportedly replaced in 2015 by park staff. The gable ends material is screening with the painted 2x framing visible.

Interior finishes are nearly identical across the four comfort stations and include painted exposed half height block at the interior side of exterior walls, and a painted concrete floor. A demising wall built of full height concrete block separates the two toilet rooms. The exposed painted wood structure allows light from the translucent roofing and screened gable ends into the restroom. As detailed in the plans for a “2 Unit Comfort Station Split Block Construction” in the *Recreation Handbook Forest Service United States Department of Agriculture Intermountain Region 1957,* a plastic pit toilet sits at an angle, opposite from the door in each of the restrooms.

A painted wood shelf, stainless-steel toilet paper dispenser, and stainless-steel toilet seat cover dispenser are the only accessories attached to the interior walls in the men and women restrooms.

Exterior and interior finishes are generally intact, with minimal alteration. Comfort Station 2 retains its location, primary design elements, materials, feeling, setting and association and is contributing to the historic district.

Comfort Station 3 (ca. 1968) – Contributing Building
Comfort Station 3 is located inside the loop drive and north of campsite 21, approximately 30 feet south of the campground road. Situated at an angle from the road, Comfort Station 3 is visible from the road but offers privacy due to its proximity to a large tree. The building is one story, rectangular in plan with two single user vault toilet compartments. Exterior walls are comprised of a beige split face half height block on a concrete foundation wall and curbed base approximately 4" above the slab elevation. Wing walls on opposite ends of the structure provide privacy screens for the restroom doors. Women and men restroom doors are 2'-4" wide painted hollow metal. Each door is operated by a door knob. Two vents penetrate the long walls at the base of each wall. The vertical black vent pipe, similar to Comfort Station 2, was a modification to the building. Comfort Station 3 has a 2x wood gable roof framing with 12" eave and translucent corrugated roofing at a 9/12 pitch, a corrugated painted metal ridge cap, and a metal ridge cap ball terminator. Exterior trim and doors are painted dark brown. A metal turbine vent penetrates the roof opposite the vertical vent pipe. The gable ends material is screening with the painted 2x framing visible.

The interior finishes of Comfort Station 3 are identical to Comfort Station 2 as described above.

Exterior and interior finishes are generally intact, with minimal alteration. Comfort Station 3 retains its location, primary design elements, materials, feeling, setting and association and is contributing to the historic district.

Comfort Station 4 (ca. 1968) – Contributing Building
Comfort Station 4 is located between campsites 26 and 27, approximately 20 feet north and upslope of the campground road. Situated almost parallel to the road, Comfort Station 4 is highly visible from the road with little vegetation offering privacy. The building is one story, rectangular in plan with two single user vault toilet compartments. Exterior walls are comprised of a beige split face half height block on a concrete foundation wall and curbed base approximately 4" above the slab elevation. Wing walls on opposite ends of the structure provide privacy screens for the restroom doors. The wing wall opposite of the door to the men's restroom is missing eleven blocks from the top five rows of block. Women and men restroom doors are 2'-4" wide painted hollow metal. Each door is operated by a lever handle. Two vents penetrate the long walls at the base of each wall. Site investigations by park staff excavated down to expose the vault below the building. It was determined that the vertical black vent pipe was a later modification due to the observed removed concrete at the vault's connection to the vent pipe. Similar to the other buildings, the vent pipe is anchored to the building with metal tube steel attached to the painted wood fascia. Comfort Station 4 has a 2x wood gable roof framing with

12" eave and translucent corrugated roofing at a 9/12 pitch, a corrugated painted metal ridge cap, and a metal ridge cap ball terminator. Exterior trim and doors are painted dark brown. A metal turbine vent penetrates the roof opposite the vertical vent pipe. The gable ends material is screening with the painted 2x framing visible.

The interior finishes of Comfort Station 4 are identical to Comfort Station 2 as described above. Exterior and interior finishes are generally intact, with minimal alteration. Comfort Station 4 retains its location, primary design elements, materials, feeling, setting and association and is contributing to the historic district.

Comfort Station 5 (ca. 1968) – Contributing Building
Comfort Station 5 is located between campsites 33 and 34, approximately 75 feet northeast of the campground road. Situated parallel to the road, Comfort Station 5 is surrounded by vegetation and is not highly visible from the road. The building is one story, rectangular in plan with two single user vault toilet compartments. Exterior walls are comprised of a beige split face half height block on a concrete foundation wall and curbed base approximately 4" above the slab elevation. Wing walls on opposite ends of the structure provide privacy screens for the restroom doors. The wing walls at the women's restroom are missing a total of nine blocks from the top two rows. Women and men restroom doors are 2'-4" wide painted hollow metal. Each door is operated by a door knob. Two vents penetrate the long walls at the base of each wall. Similar to the other Comfort Stations, a vertical black vent pipe is anchored to the building with metal tube steel attached to the painted wood fascia, determined to be a later modification. Comfort Station 5 has a 2x wood gable roof framing with 12" eave and translucent corrugated roofing at a 9/12 pitch, a corrugated painted metal ridge cap and a metal ridge cap ball terminator. Exterior trim and doors are painted dark brown. A metal turbine vent penetrates the roof opposite the vertical vent pipe. The gable ends material is screening with the painted 2x framing visible.

The interior finishes of Comfort Station 5 are identical to Comfort Station 2 as described above.

Exterior and interior finishes are generally intact, with minimal alteration. Comfort Station 5 retains its location, primary design elements, materials, feeling, setting and association and is contributing to the historic district.

Campground Road (1966) – Contributing Structure
The campground road is a 1.1-mile, asphalt paved road that is typically 18 feet in width in the one-way portions of the road. At the entrance to the campground the two-way road is 20 feet wide. Several metal pipe culverts direct water under the road. The road was designed and built to have minimal disturbance on the natural topography and existing forest and meadow vegetation. It winds and twists, rises and falls with the natural terrain. Originally, the campground road had an integral rolled asphalt curb that has since been removed at an unknown date, likely to facilitate the drainage of snowmelt across the road. Despite this alteration, the campground road retains integrity and is contributing to the historic district.[1]

[1] Firsthand accounts have indicated that originally low stone walls lined the road at the entry to the campground. Neither physical evidence nor archival data support this account.

Campsites (ca. 1969) – Contributing Site
Campsites are typically nestled into the trees, oriented away from the campground road. Each campsite has a unique setting, dependent upon the topography and adjacent vegetation type (aspen, spruce, pine, or meadow). The individual campsites have distinct spatial identities, views, and character-defining features. Separated by a minimum of 100 feet, each campsite is small at an average of 4,000 square feet, with informal, non-designated tent sites. Stone and concrete picnic pads are part of the original design and are used to define the picnic area. The terraced stone walls sometimes serve as seat walls or retaining walls, and vary in height and dimension, depending on local conditions. The stone walls are built of stone locally sourced. Concrete pads vary in dimensions across all campsites, and are individually tailored to each campsite, dependent upon topography, views, and vegetation. Campsite 37 is accessed by a low footbridge that crosses Lehman Creek. The footbridge is a replacement of the original, and is not historic.

Each campsite has a picnic table and firepit. Picnic tables have precast, red integral color legs with thick, painted wooden planks for benches and table tops. All but two of the picnic tables are original. Firepits are circular metal pits approximately 30-inches in diameter, set into the concrete picnic pad. The firepits are in original locations but are newer installations. The original pits were designed as square concrete frames with metal grates. Five campsites have a bench made of precast concrete legs with redwood planks for the bench. Twenty-four campsites have standing metal grills; these are replacements of the originals in the same style and location.

All campsites retain integrity except for Campsite 1 and Campsite 5. Campsite 1 was altered in 1993 and enlarged to serve as the campground host site. Campsite 5 has been altered and enlarged, with all features replaced and set in different relationships from the original features. Campsites 1 and 5 lack the historic character of the original campsites.

List of Features

Name	**Construction Date**	**Type**	**Contributing Status (C / NC)**	**Notes**
Comfort Station 2	1968	Building	C	
Comfort Station 3	1968	Building	C	
Comfort Station 4	1968	Building	C	
Comfort Station 5	1968	Building	C	
Campground Road	1966	Structure	C	Missing original rolled curb. Road includes parking spurs and culverts
Campsites 2 to 4; 6 to 37	1969	Site	C	Campsites 1 and 5 lack integrity

Overall Integrity Statement

Wheeler Peak Campground retains integrity of setting, location, feeling, design, workmanship, materials, and association. Of the 37 campsites, 1 and 5 have diminished integrity due to modifications to their historic appearance. Despite these alterations, both campsites remain in their original locations and contribute to the overall layout and arrangement of the campground.

The campground retains its original location, set within mountain meadows and forests. Views to Wheeler Peak and the meadow convey the historic setting and feeling. The original design retains integrity and is evident in the sinuous curve of the campground road, the unique and private setting of each campsite, and the Modernist design of the comfort stations. Extant features embody the workmanship and materials of the 1960s. The buildings retain original materials of concrete block, fiberglass and wood. Campsites retain original materials including concrete, local stone, and redwood for bench and picnic table tops. Some original materials have been replaced within individual campsites. These occur where two of the original picnic tables and one bench are non-extant and have been substituted with contemporary equivalents. The campground retains integrity of association for its connection with Operation Outdoors which provided funding for its construction.

8. Statement of Significance

Applicable National Register Criteria

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

Criteria Considerations

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

Areas of Significance

POLITICS/GOVERNMENT
CONSERVATION

Period of Significance

1966 to 1971

Significant Dates
1966
1971

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
George W. Noble, Recreation Planner
Kenji Shiozawa, Landscape Architect

Statement of Significance Summary Paragraph

Wheeler Peak Campground is significant at the State level under Criterion A for its association with the United States Forest Service's efforts to promote recreational use in the national forests following World War II, and associated with Forest Service attempts to retain control of the Wheeler Peak Scenic Area. The campground was developed out of the Forest Service's Operation Outdoors program, the National Outdoor Recreation Act of 1963, and the Bureau of Outdoor Recreation (BOR), all of which planned and funded outdoor recreation opportunities throughout the nation's public lands. Wheeler Peak Campground is one of the few extant examples in Nevada of Forest Service campgrounds that were constructed in the late 1950s and 1960s.

Wheeler Peak Scenic Area was established in 1959 and was one of the Forest Service's first efforts to set aside land for recreation and conservation, rather than resource extraction. Planning for the Wheeler Peak Campground began in 1959, with construction commencing in 1966 and completion in 1971. The development of Wheeler Peak Campground embodied the struggle between the Forest Service and National Park Service over who should control recreation on public lands, and specifically the struggle for control of Wheeler Peak.

The campground embodies design principles put forth by the Forest Service's Operation Outdoors program, which provided camper access to scenic locations but limited the size of

development to protect adjacent wild areas. Campgrounds were designed to provide adequate space between each camper and to facilitate connection with nature. Wheeler Peak Campground was conceived of as one of a series of campgrounds that illustrated that the Forest Service knew how to and could develop high quality campgrounds. The campground illustrates the pattern of development and features common to Forest Service campgrounds in the 1960s, which influenced campground design throughout other public agencies.

The period of significance is 1966 to 1971, which encompasses the beginning and completion of campground construction. It is significant at the State level for its association with events that have shaped the State of Nevada's history.

Narrative Statement of Significance

The Nevada National Forest, administered by Region 4 of the United States Forest Service, was established in 1909. It encompassed the states of Nevada and Utah, and portions of Idaho and Wyoming. What would become the Humboldt National Forest, Wheeler Peak Campground, and subsequently Great Basin National Park, was part of this original national forest. The Organic Act of 1897 stated that forest reserves were to be set aside for timber production and protection of watersheds and forests.[2] In the beginning, the Nevada National Forest was essentially created to oversee conflicts between sheepherders and cattle ranchers.

Initial development of Nevada National Forest was minimal and included some boundary marking, trail construction, and waterway development. In 1922, Lehman Caves National Monument was established at the base of Wheeler Peak, encompassing a square parcel of land (640 acres) surrounded by national forest, and administered by the National Park Service. In the 1920s, the National Park Service considered including Wheeler Peak as part of the national monument, although the idea was soon dropped.

Due to the limited amount of land administered by the National Park Service at the monument, visitors to Lehman Caves would camp overnight at Lehman Creek on Forest Service property. At that time, the Lehman Creek Campground was an informal campground with no designated roads, parking, or individual campsites. People were welcome to camp on national forest lands, but district rangers managed campsites only as time permitted – clearing vegetation, building simple rock fireplaces, and installing outhouses and garbage pits. With no standard plans, these facilities were vernacular in construction, often built by foresters using available materials. Forest Service personnel were more focused on issues related to management of timber, water, grazing, and mining; recreation was considered a lesser use.

[2] The Organic Act of 1897 provided the legal basis for establishment and administration of forest reserves in the United States. In 1905, the forest reserves were transferred from the Department of the Interior to the Department of Agriculture, further underscoring their economic role, and the Division of Forestry was renamed as the US Forest Service. The National Park Service was established in the 1916 Organic Act.

Across the nation's public lands, informal camping, like that at Lehman Creek Campground, prevailed in the early twentieth century. Campers parked their cars randomly in open meadows or cleared areas, hanging tents from automobiles or trees, which damaged vegetation. In the 1920s, E.P. Meinecke, plant pathologist with the Forest Service, discovered camping was damaging the root systems and ecology of giant sequoias and redwoods. In response, he developed a theory of campground planning and construction which has since influenced the design of campgrounds in national forests, as well as state and national parks.[3]

In 1932, the Forest Service issued *A Camp Ground Policy*, which set forth Meinecke's ideas. Meinecke advocated two characteristic elements of successful campground planning – the campground road and division of the campground into individual campsites. His plans minimized the chances that cars would leave the road and damage vegetation, by defining the roadway and parking areas with logs, boulders, or vegetation. Campsites were reached by a system of one-way roads with parking spurs at angles. Individual campsites were to offer as much privacy and other advantages as the other, and each had a clearing with a fireplace and picnic table. Trees and shrubs enclosed each campsite, affording campers with privacy and providing the natural setting that visitors had come to experience. Meinecke's pioneering designs for campgrounds served as the basis of design for the Wheeler Peak Campground and others throughout the national forests.

During World War II, funds were diverted away from projects in the national forests and went towards the war effort. Once the war ended, visitation to the nation's public lands skyrocketed. Increased leisure time, economic prosperity, and improvements in the highway system brought thousands of American vacationers to public lands. Visitors to national forests were seeking hunting and fishing opportunities, developed campgrounds, downhill ski areas, picnic areas, wilderness experiences, water access, and hiking trails. The supply of recreation sites was overwhelmed by the demand. In national forests, recreational visits increased by 213 percent from 26 million in 1949 to 81.5 million in 1959.[4]

In Nevada, the completion of Highway 6 through White Pine County in 1950 increased access to Wheeler Peak and Lehman Caves National Monument. Tourism was encouraged by various periodicals that advertised the recreational opportunities in the Lehman Caves and Wheeler Peak as the State of Nevada sought to draw attention to the distinctive qualities of the region.[5]

To meet increased recreational demands, the Forest Service and the National Park Service developed plans to address needed updates and expanded visitor amenities. The National Park Service's Mission 66 program was established in 1955 as a systematic approach to modernize administration and facilities in the national parks.[6] At Lehman Caves National Monument,

[3] Linda Flint McClelland, *Building the National Parks* (Baltimore, Maryland: Johns Hopkins University Press, 1998) 277.
[4] George A. Garrett, "Six Decades of Growth," in *American Forestry: Six Decades of Growth,* ed. Henry Clepper and Arthur B. Meyer, (Washington, D.C.: Society of American Foresters, 1960).
[5] Harlan D. Unrau, *Basin and Range: A History of Great Basin National Park, Nevada,* (U.S. Department of the Interior, National Park Service, 1990), 277.
[6] Ethan Carr, Elaine Jackson-Retondo, and Len Warner. "The Mission 66 Era of National Park Development, 1945-1972," Multiple Property Documentation Form. Oakland, CA: National Park Service: January 2006, revised 2015.

Mission 66 funding provided a new visitor center (opened in 1963), picnic area, utility building, and employee housing. Due to the adjacency of the Humboldt National Forest, the Park Service collaborated with the Forest Service on design and construction of the visitor center. The Forest Service provided funds and ultimately the two agencies shared office space within the building.[7]

Part of Mission 66 planning for Lehman Caves National Monument was to expand the scope of the existing monument. Nevada and the Great Basin did not yet have a national park, and the landscape of Lehman Caves and Wheeler Peak was a uniquely American landscape worthy of incorporation into the national park system.[8] In 1956, Nevada's congressional delegation requested a field investigation to evaluate the viability of a Great Basin National Park. The delegation included members from the Forest Service, Park Service, Sierra Club, and local organizations who investigated the Wheeler Peak area for its suitability. Drawings prepared by the Park Service from the early 1960s illustrate the potential Great Basin National Park, with a visitor center located at Lehman Caves, a mountain road to Stella Lake at the base of Wheeler Peak, and a campground located at the lake. Situated in a high meadow above the valley floor, this was the Park Service's plan for what would become Wheeler Peak Campground.[9]

The idea for a national park in Nevada had support from conservation organizations including the Sierra Club, National Parks Association, Wilderness Society, and Desert Protective Council. Local community members, many of whom were supportive, realized the local mining industry was the only economic generator and faced an uncertain future. The foundation of a national park would generate tourism dollars for the local and neighboring communities.[10] In 1961, the Ely *Daily Times* published an article expressing public desire for the national park, letting people know to contact their congressmen "right away and let them know how urgently the park is wanted and needed to bolster our sagging economy."[11] Others, including the timber industry and the Forest Service, opposed the national park idea. The February 1959 issue of *American Forests* published an article titled "The Proposed Invasion at Mt. Wheeler" which reasoned that a national park would be "dis-advantageous to the public" especially for ranchers, miners, lumbermen, and hunters.[12]

In 1957, the Forest Service created the Operation Outdoors program for the development of recreation facilities on the national forests. Similar to the National Park Service's Mission 66 program, Operation Outdoors sought to increase visitor access, improve visitor amenities, and protect natural resources to meet "the requirements of 66 million visits by 1962 and keeping up with the increased use as it occurs thereafter."[13] The Operation Outdoors program established

[7] Lehman Caves National Monument Superintendent's Report 1967, Great Basin National Park Archives.
[8] Leisl Carr Childers, *The Size of the Risk: Histories of Multiple Use in the Great Basin* (Norman, OK: University of Oklahoma Press and Charles Redd Center for Western Studies, Brigham Young University, 2015), 126.
[9] Map, "Proposed Great Basin National Park" National Park Service, 1961. Great Basin National Park Archives.
[10] Fred P. Frampton, *History of the Humboldt National Forest*, Humboldt NF Cultural Resource Series #1 (Nevada: USFS, 1992; revised 2008), 16.
[11] Editorial, "Tourists Are Lifesavers," *Ely Daily Times*, March 28, 1961.
[12] American Forestry Association, "American Forests," February 1959. Quoted in Darwin Lambert, *Great Basin Drama.* (Niwot, Colorado: Roberts Rinehart Publishers, 1991), 115.
13 U.S. Department of Agriculture, Forest Service, Operation Outdoors, n.p.: 1957.

long-term objectives and cost estimates to win administration and congressional support for substantial funding increases.

Although camping had been a component of national forests since their inception, it was only during the Operation Outdoors period that adequate financial support was provided for campground construction. Importantly, for the first time in Forest Service history recreation, wilderness, and wildlife were recognized as legitimate forest values on par with the production of commercial commodities.[14] This was a fundamental shift in Forest Service management.

Operation Outdoors was developed in two parts. Part one was aimed at solving the "mounting problem of increased family outdoor activity such as picnicking and camping on the national forests." [15] Part two dealt with improvement and management of wildlife habitat in cooperation with State Fish and Game Departments. To the dismay of the Forest Service, the second part was shelved by President Dwight Eisenhower's administration.

Operation Outdoors planners identified the type of facilities considered appropriate and suitable for forest recreation. These facilities included campgrounds, picnic areas, boat ramps and swimming areas, and trails. Active recreation facilities such as golf courses, tennis courts, and other sports fields were not permissible. Structures such as visitor centers, stores, restaurants, filling stations, employee housing, shower rooms, and amphitheaters were not considered appropriate within the national forests. In a few instances, visitor centers were constructed, but mostly these were under the guise of ranger stations.

In addition to funding provided for facilities construction, the Forest Service was able to expand its personnel to include full-time recreation staff for the first time in its history.[16] This included professionals with expertise beyond timber management and engineering to include those trained in land planning and landscape architecture. In 1957, the Forest Service had 10 regions, and Operation Outdoors provided funding for each region to have its own design and construction office. Projects were led by landscape architects and planners who set out to implement the national priority of improving and expanding the system of recreation on public lands.

Forest Service landscape architects planned and designed recreation facilities at various scales, from master plans to detailed design for individual areas and site features. Operation Outdoors funding led Region 4 to issue a *Recreation Handbook* in 1957, which established planning and design methods and standards.[17] Recreation plans determined facilities for an entire national forest, which included maps with identified locations for existing, planned, and potential campgrounds, picnic areas, overlooks, scenic drives, and existing and proposed wilderness and wild areas. More detailed plans were developed for individual picnic areas, overlooks, and campgrounds. Drawings were typically prepared through the schematic design phase, allowing for field adjustments by the construction crews.[18] Standard details were provided for comfort

[14] The Multiple Use Sustained Yield Act of 1960 would legally authorize recreation as a national forest use.
[15] U.S. Department of Agriculture, Forest Service, *Operation Outdoors*, n.p.: 1957.
[16] Richa Wilson, *Historic Landscapes of Forest Service Administrative Sites in the Intermountain Region*, 2010.
[17] U.S. Forest Service, *Region 4 Recreation Handbook*, US Dept. of Agriculture, Intermountain Region, 1957.
[18] U.S. Forest Service, *Region 4 Recreation Handbook*, US Dept. of Agriculture, Intermountain Region, 1957.

stations, kiosks, and smaller features including walls, signs, guardrails, benches, picnic tables, and firepits.

As a result of Operation Outdoors, for the first time since the New Deal the Forest Service had funding for facilities construction. The federal government doubled funding from $4 million to more than $9 million for the 1958 fiscal year, and funds were steadily increased throughout Eisenhower's term.[19] To implement Operation Outdoors, each national forest recommended specific recreation projects. The Humboldt National Forest established plans for development of the Wheeler Peak Scenic Area, established the Jarbridge Wild Area in 1958 (it received wilderness designation in 1964), established the Ruby Mountain Scenic Area in 1965, and identified existing facilities that needed improvements. Within the Ely Ranger District, funding was provided for improvements to existing campgrounds including Ward Mountain, Timber Gulch, Cleve Creek, White River, and Lehman Creek.[20]

Within the Humboldt-Toiyabe National Forest, over 30 campgrounds, 9 Scenic Byways, and 4 designated Scenic Areas – Ruby Mountain, Mt Rose, Mt. Charleston, and Wheeler Peak – were established in the 1950s and 1960s.[21] Many of these campgrounds are extant but lack integrity. Roadways and parking spurs have been altered to accommodate wider vehicles, and original materials have been removed. Four campgrounds were envisioned for the Wheeler Peak Scenic Area: the new Wheeler Peak Campground, and three existing campgrounds that were to be improved (Lehman Creek, Baker Creek, and Grey Cliffs) for a total cost of $255,300. [22]

During this period, many in the Forest Service felt the agency was in direct competition with the National Park Service over who should control recreation on public lands. Handwritten notes on Forest Service records and maps indicate that the feeling was rampant in the Ely Ranger District, centered around the struggle for control of Lehman Caves and Wheeler Peak.[23] The Operation Outdoors program brought much needed funding to Region 4, and the threat of a national park led the Forest Service to develop plans for the Wheeler Peak area. A 28,000-acre area was designated the Wheeler Peak Scenic Area on February 3, 1959, and this represented the first effort by Humboldt National Forest to set aside a natural area for resource protection and recreation as part of Operation Outdoors.[24] Plans were created to construct the Wheeler Peak Scenic Drive, Wheeler Peak Campground, and a system of trails to Stella Lake and the summit

[19] James G. Lewis, *The Forest Service and the Greatest Good: A Centennial History* (Durham, NC: Forest History Society, 2005) For comparison, the funding amount for recreation facilities in FY 2015 was $261.7 million.
[20] Humboldt National Forest Inspection Report 1959, file 1440, 95-93-055, RG 95, San Bruno National Archives.
[21] In 1957 the Nevada National Forest was eliminated, and its districts were split between the Humboldt National Forest and the Toiyabe National Forest. The Ely Ranger District, including the Wheeler Peak area, was consolidated with the Humboldt National Forest. Today managed as the Humboldt-Toiyabe National Forest, this area became the largest national forest in the lower 48 states.
[22] Memorandum, John Glenn District Ranger to Forest Supervisor Humboldt NF, February 4, 1969. Great Basin National Park Archives.
[23] U.S. Forest Service, *Cultural Resource Narrative Report: Ward Mountain Campground Reconstruction* FS Report No. R2011041702095 (Humboldt-Toiyabe National Forest, 2011.)
[24] John Seiker, Inspection Report October 26, 1956, Subject: Inspection, R-4, Recreation and Land Uses Activities, August 6-23, 1956, file 1440, 95-93-055, RG 95, San Bruno National Archives.

of Wheeler Peak.[25] The campground would be "carefully designed…with a hundred or more foot space between units for those who want a quality camping experience."[26] This development was seen by park advocates as an attack on the national park movement, and the Sierra Club and other environmental groups decried the plans as an attempt to destroy its wilderness character and make the area unsuitable as a national park.[27] The Forest Service claimed it had plans dating from 1955 to establish the Scenic Area.[28]

At the end of the 5-year Operation Outdoors program, its goals were transferred to the Outdoor Recreation Resource Review Commission (ORRRC). Edward C. Crafts, assistant chief of the Forest Service in 1962, drafted the first versions of the ORRRC legislation. The Outdoor Recreation Resource Review Commission was established to inventory and evaluate outdoor recreational resources, and estimate the amount and type of recreation facilities that would be needed to meet the demands through the year 2000.[29] The ORRRC led to the National Outdoor Recreation Act of 1963 and formation of the Bureau of Outdoor Recreation (BOR) which then continued the mission of planning and funding outdoor recreation opportunities throughout all of the nation's public lands.

Once Wheeler Peak Scenic Area had been established, construction began on the Wheeler Peak Scenic Drive. The design of the road, according to an official Forest Service statement "has been one of the most carefully considered projects of this type in the Intermountain Region. Every effort has been made to lessen the impact of construction on the area's resource values, both material and intangible."[30] In an effort to preserve the ancient bristlecone pines, the road was resurveyed in places during construction to avoid the large trees. However, construction was halted in the summer of 1965, due to pressure from environmental groups who opposed building the road to Stella Lake because of the potential harm to the fragile ecology. After further study, the Forest Service announced plans to end the road one mile below the lake.[31]

Once Wheeler Peak Scenic Drive was completed, construction could commence on the campground. Funding did not come through for the construction of the campground until several years after the initial planning phase. Design drawings for the Wheeler Peak Campground were first drafted in 1963 and were revised in August 1966, to show the revision of the scenic road and addition of trailhead parking. Construction of the Wheeler Peak Campground commenced in 1966, with the layout of the campground road. Designed by Kenji Shiozawa, Regional

[25] George D. Swainson, General Intergrating (sic) Inspection, Ely Ranger District, Inspected August and September 1959, file 1440, 95-93-055, RG 95, San Bruno National Archives.
[26] "Management of the Wheeler Peak Scenic Area," June 1966, Mt. Wheeler, Incidents, 1961-1969, Nevada Outdoor Recreation Association Papers, Nevada Historical Society, Reno. Quoted in Unrau, Basin and Range: A History of Great Basin National Park, Nevada. Historic Resource Study (U.S. Department of the Interior, National Park Service, 1990), 284.
[27] Fred P. Frampton, *History of the Humboldt National Forest*, Humboldt NF Cultural Resource Series #1 (Nevada: USFS, 1992; revised 2008), 16.
[28] Lambert, *Great Basin Drama*, 116.
[29] Carr, *Mission 66: Modernism and the National Park Dilemma, (*Boston: University of Massachusetts Press, 2007), 200.
[30] "Management of the Wheeler Peak Scenic Area," June 1966, Mt. Wheeler, Incidents, 1961-1969, Nevada Outdoor Recreation Association Papers, Nevada Historical Society, Reno. Quoted in Unrau, Basin and Range: A History of Great Basin National Park, Nevada. Historic Resource Study (U.S. Department of the Interior, National Park Service, 1990), 284.
[31] Harlan D. Unrau, *Basin and Range: A History of Great Basin National Park, Nevada. Historic Resource Study* (U.S. Department of the Interior, National Park Service, 1990), 283.

Landscape Architect for Region 4, the campground followed the design precedent established by Meinecke decades before and the standards set forth in the Region 4 *Recreation Handbook*. The design, although following standards, expressed the unique qualities of the natural setting. The alignment of the road and campsites were actively adjusted in the field to respond to site constraints, protect existing stands of vegetation, provide views, and to tailor each campsite to its unique microclimate. Every effort was made to lessen the impact of construction on resources, including limited movement of soil and limited removal of vegetation.[32]

To thwart establishment of a national park in Nevada, the designers of Wheeler Peak Campground included additional details such as concrete picnic pads and stone walls, used to prove that the Forest Service was capable of developing outdoor experiences better than the Park Service could. The campground was designed so that no two campsites were alike, and each was oriented towards prominent vistas or natural features while still affording a sense of privacy. Campsites were built with "a high standard of job construction to make this campground the best in the state and still remain within reasonable economic bounds."[33] Materials and details complemented the landscape while being indicative of the time period of construction. Stone walls were built of native stone, while picnic tables and benches were constructed from pre-cast concrete legs with redwood tops. Tables and benches were oriented "where spectacular vistas can be found." [34] In contrast to the other more rustic campgrounds in Humboldt National Forest, each campsite had a concrete pad "that complete[s] the finished job. Their cost is higher than asphalt; however, they are neater, require no maintenance, and provide a welcome contrast to the asphalt road and spurs. Clean up is made easier and it is possible to complete it to a much higher standard. The slabs can be scrubbed, washed off, and the debris picked up around the edges." [35]

Construction of campsite features and comfort stations began in 1967. Completion of the campground was slow due to funding limitations and the short construction season at the high mountain elevation. In addition, "not having a man on the crew, including leaders, with experience in building a high standard campground, also slowed progress…our strict supervision of the job (to prevent undue disturbance of soil and vegetation) were the major factors."[36]

By 1966, there were 5.81 miles of trails in the Wheeler Peak Scenic Area, for a total cost of $24,302.[37] These trails connected the Wheeler Peak Campground with Stella Lake, and the Wheeler Peak saddle. By July 1969, nineteen campsites were ready, and the campground was mostly complete (except for the expanded water system) in 1971. Wheeler Peak Campground cost approximately $68,000 to construct.[38]

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[32] Memorandum, John R. Glenn District Ranger to Forest Supervisor, Humboldt N.F. "Subject: Plans (Wheeler Peak Campground)" February 4, 1969, Great Basin National Park Archives.
[33] Memorandum, John R. Glenn, District Ranger to Forest Supervisor, Humboldt N.F. "Subject: Plans (Wheeler Peak Campground)" July 26, 1967, Great Basin National Park Archives.
[34] Ibid.
[35] Ibid.
[36] Memorandum, John R. Glenn District Ranger to Forest Supervisor, Humboldt N.F. "Subject: Plans (Wheeler Peak Campground)" February 4, 1969, Great Basin National Park Archives.
[37] Memorandum, "Wheeler Peak Scenic Area Accomplishments CY 1966," Great Basin National Park Archives.
[38] Memorandum, John R. Glenn District Ranger to Forest Supervisor, Humboldt N.F. "Subject: Plans (Wheeler Peak Campground)" February 4, 1969, Great Basin National Park Archives.

After construction of the Wheeler Peak Campground, the Forest Service continued to maintain the campground until the establishment of Great Basin National Park in 1986. The trailhead parking area was modified in 1993, including the removal of one comfort station. The campground road has been repaved multiple times since its original construction but retains its original alignment. Two campsites were altered in the 2000s to provide for a campground host and accessibility (campsites 1 and 5). Since 1971, the original firepits of square concrete were replaced with round metal firepits, and standing metal barbecue grills have been replaced in-kind.

Wheeler Peak is an example of a once-common type of Forest Service campground found throughout Region 4, but is now one of the few left with integrity. Of the over 30 campgrounds built by the Forest Service in Humboldt National Forest during this time period, Wheeler Peak is one of the few extant with intact features and materials from this period. Others have been altered since their original construction and no longer exhibit characteristics typical of the Operation Outdoors period, and do not contain original road alignments, materials, or comfort stations.[39]

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested

____ previously listed in the National Register
____previously determined eligible by the National Register
_____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
_____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
__X_Federal agency
____ Local government
____ University
___ Other

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property __18_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

		Latitude	Longitude
1	Point A	39° 0'37.90"N	114°18'23.17"W
2	Point B	39° 0'39.48"N	114°18'19.10"W
3	Point C	39° 0'40.54"N	114°18'16.85"W
4	Point D	39° 0'41.57"N	114°18'15.04"W
5	Point E	39° 0'42.91"N	114°18'12.01"W
6	Point F	39° 0'44.63"N	114°18'9.62"W
7	Point G	39° 0'46.46"N	114°18'7.79"W
8	Point H	39° 0'46.61"N	114°18'5.91"W
9	Point I	39° 0'46.53"N	114°18'4.17"W

10	Point J	39° 0'46.00"N	114°18'3.18"W
11	Point K	39° 0'45.46"N	114°18'2.70"W
12	Point L	39° 0'44.48"N	114°18'2.22"W
13	Point M	39° 0'43.15"N	114°18'2.43"W
14	Point N	39° 0'41.94"N	114°18'3.73"W
15	Point O	39° 0'41.58"N	114°18'3.78"W
16	Point P	39° 0'41.20"N	114°18'3.44"W
17	Point Q	39° 0'38.89"N	114°18'1.82"W
18	Point R	39° 0'36.71"N	114°18'4.69"W
19	Point S	39° 0'35.58"N	114°18'6.98"W
20	Point T	39° 0'35.17"N	114°18'9.01"W
21	Point U	39° 0'35.29"N	114°18'11.15"W
22	Point V	39° 0'36.12"N	114°18'13.96"W
23	Point W	39° 0'36.24"N	114°18'15.90"W
24	Point X	39° 0'35.85"N	114°18'18.90"W
25	Point Y	39° 0'35.53"N	114°18'21.54"W
26	Point Z	39° 0'35.38"N	114°18'24.61"W
27	Point AA	39° 0'34.27"N	114°18'31.41"W
28	Point AB	39° 0'33.76"N	114°18'29.12"W
29	Point AC	39° 0'34.30"N	114°18'33.88"W
30	Point AD	39° 0'34.56"N	114°18'33.92"W
31	Point AE	39° 0'35.39"N	114°18'33.27"W
32	Point AF	39° 0'35.35"N	114°18'31.08"W
33	Point AG	39° 0'35.91"N	114°18'28.55"W
34	Point AH	39° 0'36.02"N	114°18'26.84"W
35	Point AI	39° 0'36.61"N	114°18'24.40"W
36	Point AJ	39° 0'37.70"N	114°18'23.61"W

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

Verbal Boundary Description

The boundaries of the district include the general area of the campground in a relatively flat meadow at the base of Wheeler Peak. The district is bounded by Lehman Creek on the southern edge, and extends west to the source of the water system on Upper Lehman Creek, to encompass the entrance drive. Wheeler Peak Scenic Drive and trailhead parking form the western boundary, and steep hillsides on the north and east sides. The boundary roughly follows the campground road, offset by approximately 200 feet.

Boundary Justification

Boundaries are based upon the design and construction of the campground, which included an entrance drive, water system, loop campground road, and campsites. This boundary encompasses the landscape and structures that were developed as part of the campground construction between 1966 and 1971, and a portion of the natural setting including meadows, spruce and aspen forests.

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11. Form Prepared By

name/title: Tina Bishop, Principal; Shelby Scharen, Landscape Historian; Earen Hummel, Project Lead; Elizabeth Hallas, Historic Architect, AIA; Susan Hacker, Historic Preservation Specialist.
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e-mail shelby@mundusbishop.com
telephone: 303-477-5244
date: January 5, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Name of Property	Great Basin National Park, Wheeler Peak Campground
City or Vicinity	Baker
County	White Pine
State	Nevada
Name of Photographer	Mundus Bishop
Date of Photographs	June 2017
Location of Original Digital Files	1525 Raleigh Street Suite 310 80204
Number of Photographs	4

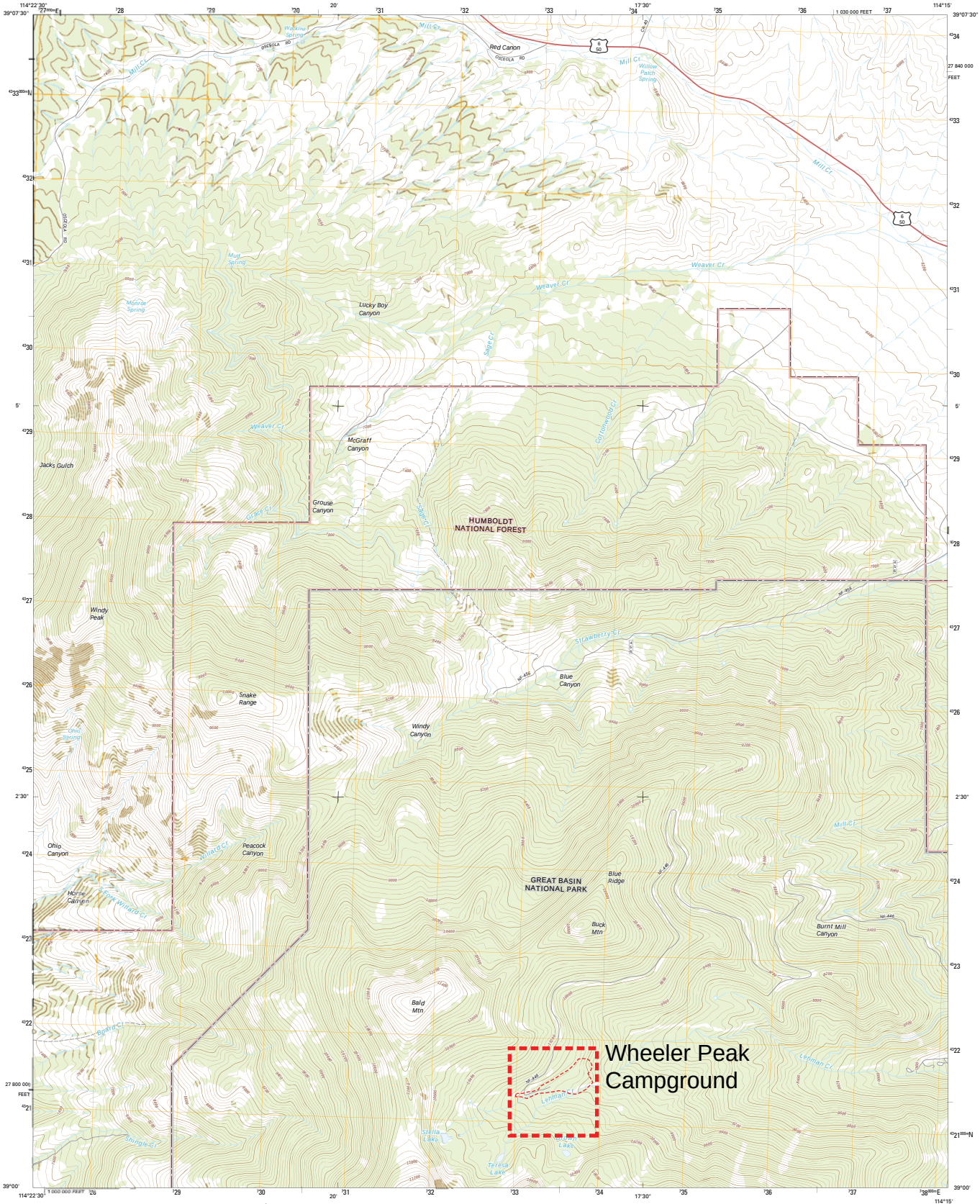
Photo #1 (NV_WhitePineCounty_WheelerPeakCampground_0001)
Entry road, showing entrance sign and road. Camera facing east.

Photo #2 (NV_WhitePineCounty_WheelerPeakCampground_0002)
Campground Road. Camera facing south.

Photo #3 (NV_WhitePineCounty_WheelerPeakCampground_0003)
Meadow in the foreground, view to Wheeler Peak behind. Camera facing south.

Photo #4 (NV_WhitePineCounty_WheelerPeakCampground_0004)
View of Wheeler Peak, campsite 26 in the foreground. Camera facing south.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Produced by the United States Geological Survey

North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 11S
10 000-foot ticks: Nevada Coordinate System of 1983 (east zone)

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, August 2013
Roads.....HERE, ©2013
Roads within US Forest Service Lands.....FSTopo Data with limited Forest Service updates, 2013
Names.....GNIS, 2013
Hydrography.....National Hydrography Dataset, 2013
Contours.....National Elevation Dataset, 2004
Boundaries.....Multiple sources; see metadata file 1972 - 2014
Public Land Survey System.....BLM, 2011

UTM GRID AND 2015 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
QD
Grid Zone Designation
11S

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 MILES 1
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 40 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.18

NEVADA
QUADRANGLE LOCATION

1 South Bastian Spring
2 Sacramento Pass
3 Old Mans Canyon
4 Hogum
5 Lehman Caves
6 Baking Powder Flat
7 Wheeler Peak
8 Kious Spring
ADJOINING QUADRANGLES

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

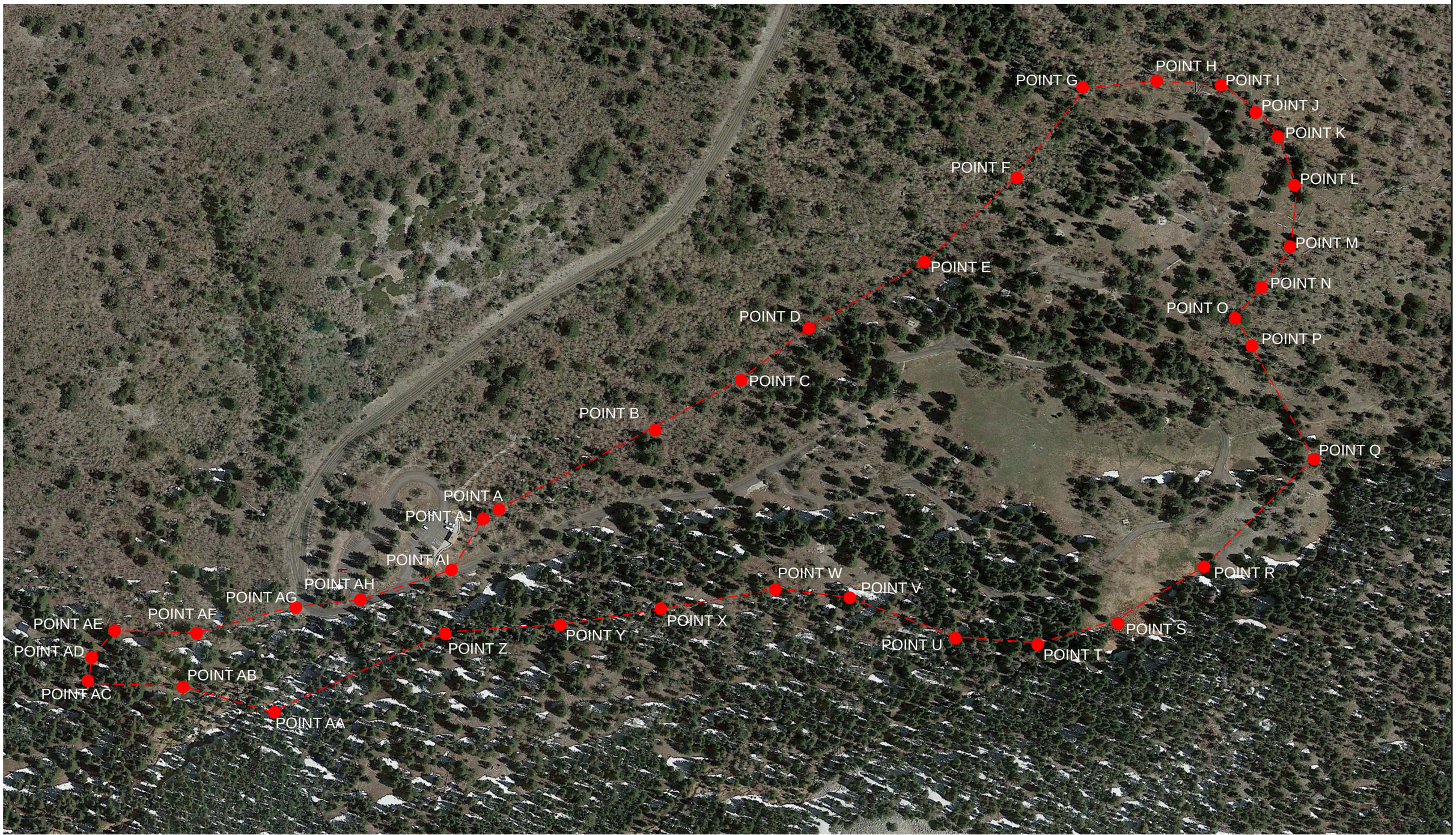
WINDY PEAK, NV
2015

NSN 7643-01-465-0439
USGS X24439
NGA REF NO. USGS X24439

WINDY PEAK QUADRANGLE
NEVADA-WHITE PINE CO.
7.5-MINUTE SERIES

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo



N
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AUGUST 2017

UNITED STATES
DEPARTMENT OF THE INTERIOR

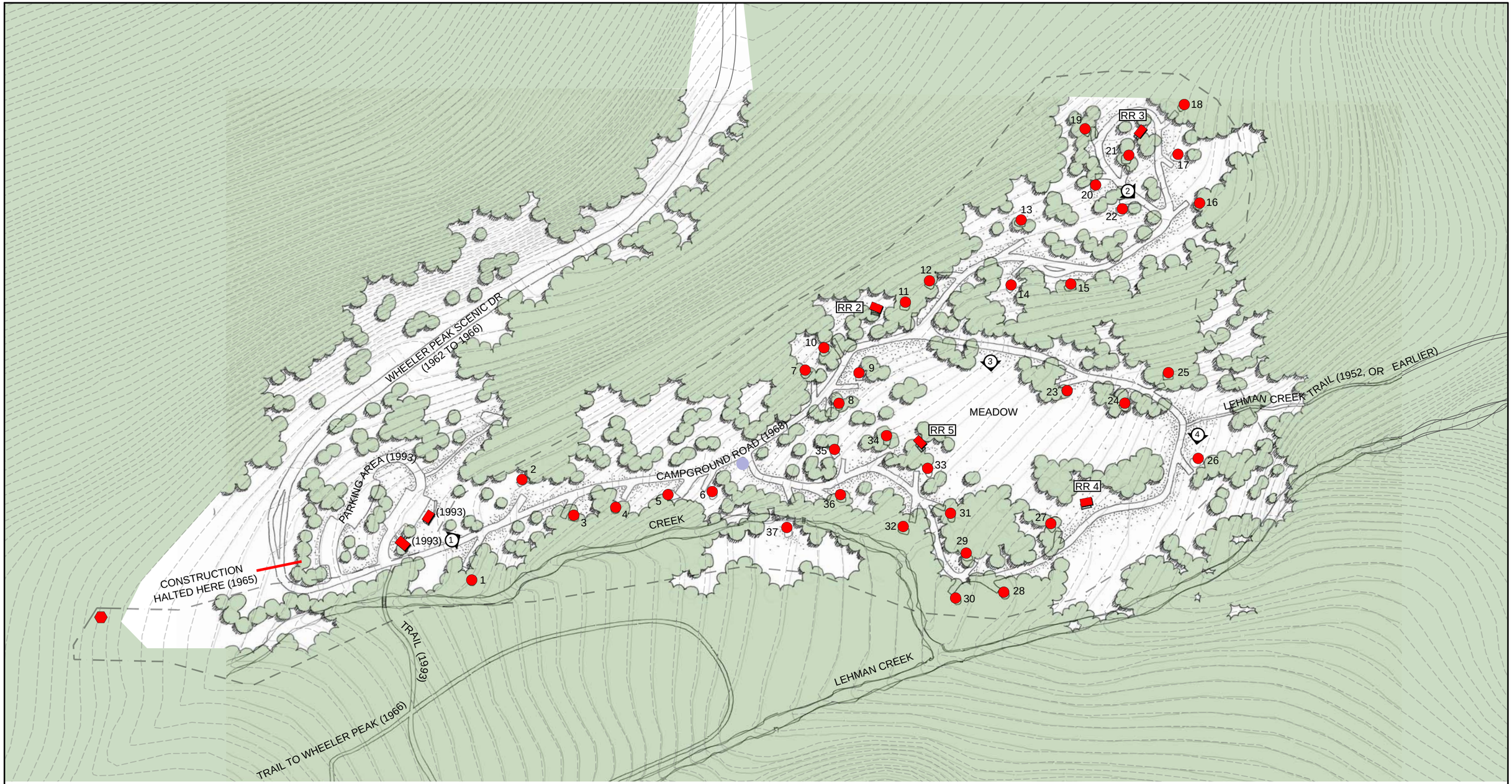
GREAT BASIN NATIONAL PARK

TITLE OF PROJECT
NATIONAL REGISTER DETERMINATION OF ELIGIBILITY
WHEELER PEAK CAMPGROUND

TITLE OF DRAWING
SITE BOUNDARY MAP

NAME OF PARK
GREAT BASIN NATIONAL PARK

REGION	COUNTY	STATE
PACIFIC WEST	WHITE PINE	NEVADA



LEGEND

- HISTORIC DISTRICT BOUNDARY
- ROAD
- BUILDING
- TRAIL
- CAMPSITE
- WATER SYSTEM - PUMP HOUSE
- CREEK
- 30 CAMPSITE IDENTIFICATION
- RR 5 COMFORT STATION
- KIOSK AND FEE STATION
- (1) PHOTO NO. (RE: PHOTO LOG)

N W E S

0 200

1" = 200'-0"

JANUARY 2018

UNITED STATES
DEPARTMENT OF THE INTERIOR

GREAT BASIN NATIONAL PARK

TITLE OF PROJECT
NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
WHEELER PEAK CAMPGROUND

TITLE OF DRAWING
HISTORIC DISTRICT

NAME OF PARK
GREAT BASIN NATIONAL PARK

REGION	COUNTY	STATE
PACIFIC WEST	WHITE PINE	NEVADA



Photo #1 (NV_WhitePineCounty_WheelerPeakCampground_0001)



Photo #2 (NV_WhitePineCounty_WheelerPeakCampground_0002)



Photo #3 (NV_WhitePineCounty_WheelerPeakCampground_0003)



Photo #4 (NV_WhitePineCounty_WheelerPeakCampground_0004)