

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name The Dipsea Trail
other names/site number _____

2. Location

street & number Throckmorton Ave., Sequoia Valley Rd., Panoramic Hwy., State Rt. 1 not for publication
city or town Mill Valley and Stinson Beach vicinity
state California code CA county Marin code 041 zip code 94941, 94970

3. State/Federal Agency Certification

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

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

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

___ national ___ statewide ___ local

Signature of certifying official Date

Title State or Federal agency/bureau or Tribal Government

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)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input checked="" type="checkbox"/>	public - Federal

Category of Property
(Check only **one** box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION: outdoor recreation

LANDSCAPE: natural features

TRANSPORTATION: pedestrian-related

Current Functions

(Enter categories from instructions)

RECREATION: outdoor recreation

LANDSCAPE: natural features

TRANSPORTATION: pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation: _____

walls: _____

roof: _____

other: earth, stone, wood, asphalt, concrete

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Description

Location: The Dipsea Trail is located on the southern slopes of Mt. Tamalpais in Marin County, starting near San Francisco Bay and ending at the Pacific Ocean. The majority of the trail length is on public parklands: Mt. Tamalpais State Park, Muir Woods National Monument, and Golden Gate National Recreation Area.

Setting: The trail begins in a wooded suburban community but soon enters and remains in undeveloped park lands until reaching the Pacific Ocean. It traverses mountainous terrain with dramatic changes in elevation and environments ranging from vast open views to deep forests with creek crossings. Vegetation is diverse, including redwood and coast live oak trees, open grasslands, and coastal scrub.

Materials: Earth, rock, wood, concrete, asphalt.

Start: Lytton Square, Mill Valley, California.

Destination: Stinson Beach, California.

Trail length: Approximately 7.44 miles.

Trail width: Ranging from 2 to 8 feet (foot trail) and 10 to 22 feet (public roadway).

Significant built features: Compressed earth trail bed, wooden and stone steps, 19th century roadbeds, wooden bridges.

Significant natural features: Views of Mt. Tamalpais, San Francisco, and Pacific Ocean; Muir Woods [National Monument]; Steep Ravine; Stinson Beach.

Built: Portions used as early as 1855; first complete route established in 1904-1905.

Alterations: Public road sections paved in 1920s; bridge repaired and replaced in kind at Steep Ravine 1920s through 2000s; minor adjustments in alignment at Flying Y Ranch, Windy Gap, north end of The Moors, and at Stinson Beach in 1970s; bridge constructed Cascade Creek circa 1990; compatible trailbed reconstruction at Lone Tree in 2008.

Narrative Description

The Dipsea Trail is a popular hiking and running trail and the route of the annual Dipsea Race, held since 1905. The trail begins in the city of Mill Valley, California, and ends in Stinson Beach on the Pacific Ocean. Although predominantly a narrow foot trail, most of which is formally named the Dipsea Trail, the route is not entirely a trail; short portions of the race and trail route include paved streets, rural roads, and stairways. The Dipsea Trail as the subject of this nomination is a prescribed route of varying width that includes trails, streets, stairways, and bridges. As described in more detail below, the trail is rarely level, and features torturous uphill grades and dangerous descents. Trail altitudes range from sea level to over 1,360 feet.

The trail traverses, in a roughly east-to-west direction, the southern portion of Marin County comprising the southern slopes of Mt. Tamalpais, elevation 2,571 feet. A majority of the distance is on public parklands: Mt. Tamalpais State Park (approximately 55%); Muir Woods National Monument (approximately 10%); and the national monument's parent federal park unit, Golden Gate National Recreation Area (approximately 20%). Vegetation along the trail is diverse, characterized by redwood, coast live oak, Douglas-fir and other species of trees including non-native eucalyptus. Open grasslands and dense coastal scrub are a major feature, and in the suburban locations at Mill Valley, numerous-non-native trees and plantings mix with the native cover. The soil is rocky, of the Franciscan Formation. Weather is characterized by a temperate, Mediterranean climate with moderate rainfall during the winter and long, dry summers and falls subject to coastal fogs.

The Dipsea Trail is comprised of a string of older trails, roads, and routes. By the 1930s and 1940s, the popularity of the Dipsea Race led to the entire route being informally called the Dipsea Trail. Today, about 95% of the trail's 7.44-mile length is officially designated as the Dipsea trail by its owner agencies.

[see continuation sheets]

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The route of the Dipsea Trail has changed little since 1905, with approximately 92% of the trail route virtually the same as that used in the early days of the race and the remaining 8% consisting of minor variations. Although nominated as a single structure, the following features are considered non-contributing and are detailed below: one abandoned portion with no remaining integrity; two portions altered by suburban construction; and three newer trail structures not compatible with the older trail. Three parallel trail segments constructed since the 1970s, the Hikers Dipsea Trail, the Rangers Trail, and the Gail Scott Trail, are not subject to this nomination.

The Dipsea Trail traverses four governmental jurisdictions: the city of Mill Valley (population 13,250 as of July 2007), a small suburban town nestled in the lower canyons of Mt. Tamalpais; unincorporated areas of the County of Marin, specifically the public roads that the trail crosses and unpaved shoulders that are used for short distances; National Park Service lands within Muir Woods National Monument and its parent, Golden Gate National Recreation Area (GGNRA); and lands within Mt. Tamalpais State Park, a unit of the California State Parks system.

The Dipsea Trail features many trail segments that have acquired distinctive names over the years. These include the Dipsea Steps, Suicide, Dynamite, Cardiac, The Swoop, Insult, and The Moors. All are contributing features to this nomination. These areas will be noted in the description below, and printed in *italics*.

The descriptive summary following is broken down into three sections, based on geography and terrain: Lytton Square to *Windy Gap*; *Windy Gap* to Lone Tree Spring; and Lone Tree Spring to Stinson Beach. Trail sections described below are considered to be contributing resources, unless noted as non-contributing. The trail as a whole possesses integrity in location, design, setting, materials, workmanship, feeling, and association.

Lytton Square to *Windy Gap*

The first section described lies mostly within the city limits of Mill Valley and covers the distance between downtown Mill Valley and the first trail summit at *Windy Gap* above the western city limits. The trail route starts on a relatively level city street, passes through a small city park, and then ascends steeply into the upper hillside neighborhoods of Mill Valley until reaching the first of three summits on the Dipsea Trail.

Throckmorton Avenue: The Dipsea Trail starts at Lytton Square, a landscaped median on Throckmorton Avenue in downtown Mill Valley adjacent to the former railroad depot; the current location of the annual footrace is the flagpole (photo 0001). It proceeds about ¼ mile westward on Throckmorton Avenue, a narrow asphalt-paved two-lane city street. Hikers use the concrete sidewalk, runners the whole street which is closed to traffic on race day.

Old Mill Park: The route here is a five-foot-wide dirt trail of approximately one-tenth of a mile in length through shaded Old Mill Park (a block-long city park commemorating the historic site of the first sawmill in the San Francisco Bay Area), crosses over Cascade Creek on a long wooden footbridge with handrails built in the 1980s (non-contributing).

City streets: The trail crosses paved Molino Avenue at its intersection with Cascade Drive and for about 30 yards ascends the short and narrow (average 10 feet width) dead-end paved road called Cascade Way.

Dipsea Steps: At the end of the pavement, the runners ascend a steep hillside consisting of three stairways. These were built beginning in the early 1900s to provide pedestrian access to homes in the steep terrain of the newly developed neighborhoods. The steps are narrow (from three to four feet wide on average) and lined with trees and suburban private property. The structures have been repaired and rebuilt over the years but as a whole retain integrity in location, design, setting, materials, workmanship, feeling, and association.

The first (lowest) flight is a 313-tread wooden plank stairway with wood railings on both sides in the lower section (photo 0002). It is built of wood, concrete. At the top and steepest portion of this flight, steps are older and narrower, constructed of stone and mortar.

The route then travels a short distance (about 35 yards) northwest on one-lane paved Millside Lane, then crosses Marion Avenue, also a one-lane paved street.

The second flight of stairs is comprised of 221 steps which are constructed of wood, flagstones (at the bottom treads, photo 0003), and concrete. Much of this flight is constructed of wood planks with a wood railing on the right edge,

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and there are short sections of paved ramp near the top. At the top of the second flight, the trail route turns southeast for about 30 yards on one-lane paved Hazel Avenue.

The third and last flight was entirely rebuilt in 2008 and is a non-contributing feature. The new section consists of 147 concrete steps with six brick-surfaced landings and wood railings on both sides of the stairway; small oval donor plaques have been inset on the faces of each step. While this shortest section of the *Dipsea Steps* retains integrity in location, setting, and association, it does not retain integrity in design, materials, workmanship, and feeling.

Sequoia Valley Road: At the top of the *Dipsea Steps*, users turn right (west) on Sequoia Valley Road, a county-owned two-lane asphalt-paved roadway for about one-tenth of a mile. Here the route leaves Mill Valley city limits and enters unincorporated County of Marin lands. Hikers walk on a dirt shoulder, runners use the entire roadway on race day; it is an easy uphill grade.

Walsh Drive/Flying Y Ranch: At a gated entrance to a subdivision, site of the former Flying Y and Dias Ranch, the trail turns southwest. The trail, again rising in elevation, follows a deeded right-of-way about .15 mile on a paved road with a grassy trail shoulder. Because of changes in the landscape and trail structure in the subdivision, this section does not contribute.

Fire Road: A gate at the end of Walsh Drive leads onto a short stretch (about one-tenth of a mile) of dirt road averaging eight feet wide (photo 0004), continuing a fairly steep rise in elevation.

Bay View Drive: The dirt trail becomes a one-lane paved residential road called Bay View Drive, about .15 mile long and ending at county-owned Panoramic Highway; this is the first summit, known as *Windy Gap*.

In the section of trail described above, the Cascade Creek footbridge, Dipsea Steps section #3 (approximately .04 mile), and the segment through Flying Y subdivision (approximately .15 mile) are non-contributing.

Windy Gap to Lone Tree

After a short detour on Panoramic Highway, the foot trail descends a hillside, turns to two-lane pavement, and then plunges down a foot trail so steep that it has long been dubbed *Suicide*. After crossing a road and Redwood Creek, the longest ascent begins and the highest elevation on the Dipsea Trail is reached, near a natural landmark called *Lone Tree*. Hikers and runners are rewarded at the top with ocean breezes and a sense that the worst is over. With the exception of two short portions on paved roadways and a road crossing, all the trail in this section is compacted earth varying from two to four feet in width.

Panoramic Highway: Until the mid-1960s the trail crossed straight over the ridge at *Windy Gap* and plummeted down towards Muir Woods, but construction of two houses blocked the original .07-mile trail section and required a detour, now the official hiking and race route. Now hikers and runners head northwest a short distance on Panoramic Highway to continue on the foot trail.

Sun Trail/Hauke Hollow: The narrow dirt trail, about one-tenth of a mile in length, follows a line north of the old route, descending into a gulch as part of the Sun Trail (in Mt. Tamalpais State Park) and then descending further to Muir Woods Road; the last section features a set of railroad tie stairs. This segment is non-contributing.

Muir Woods Road: The trail users and foot racers use this paved two-lane county road and dirt shoulder for about .4 mile (photos 0005 & 0006). There is an alternate, recently-built Dipsea Hikers Trail parallel to the south which is not part of this nomination.

Suicide: Leaving the paved Muir Woods Road at Camino Del Canyon marked by a group of mailboxes on the left, and entering Muir Woods National Monument, a steep trail known as *Suicide* takes the runners for about .12 mile through shade into the bottom of Redwood Canyon; there is an alternate "Ranger's Trail," built in the 1980s, that offers an easier grade and is not part of this nomination. The *Suicide* segment includes occasional railroad tie steps in steep parts.

Muir Woods National Monument infrastructure: The foot trail ends at a paved park maintenance parking area, passes a historic former park concession building, crosses the paved, county-owned Frank Valley Road, and skirts a paved parking lot serving Muir Woods National Monument. The trail then descends a set of stone and wood stairs to Redwood Creek, a major drainage on the south slopes of Mt. Tamalpais that passes through the core of Muir Woods National Monument.

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Redwood Creek footbridge: Hikers cross Redwood Creek on a seasonal wood plank footbridge (photo 0007); during high water in winter passage is discouraged. The bridge is comprised of two parallel two-by-twelve planks about 24 feet in length.

Dynamite: Upon crossing the creek, the Dipsea Trail begins an ascent up a long ridge to the highest point on the trail. The trail in this section is entirely comprised of dirt, rock, and roots, varying from two to four feet in width, with occasional wood block risers on steep sections. The first ascent, in the woods, is steep and has long been called *Dynamite*; it was slightly rerouted in the 1980s for erosion control, but the route is nearly the same.

The Hogsback: Leaving the woods the trail, now reentering Mt. Tamalpais State Park, veers right in a northwesterly direction and remains on the spine of the ridge known as the *Hogsback*. This is one of the older portions of the trail, having been depicted on a U.S. Coast Survey map dated 1873 and on subsequent hiking maps beginning in 1898, named the Lone Tree Trail until the 1930s or 1940s. The trail parallels and occasionally crosses over the Dipsea Fire Road, constructed in the 1950s. The vegetation here is comprised of grassland, coastal scrub, and redwood/mixed hardwood forest (photo 0008). The open coastal prairie on this section of trail affords sweeping views that culminate in ocean vistas where, in clear weather, the distant Farallones Islands can be seen. Often, however, the atmosphere here is foggy, as runners move from the sheltered bayside valley to the exposed California coastal environment.

Deer Park: Less than two miles up the *Hogsback*, the trail reenters Muir Woods National Monument for a short portion at a location called Deer Park by hikers and *The Rainforest* by Dipsea runners.

Cardiac: The Trail reenters Mt. Tamalpais State Park and ascends a steep grade long long known as *Cardiac* because of the challenge to already-tired runners (photo 0009). The summit here is the highest point of the race: more than 1,360 feet above sea level; it also brings runners and hikers into the open light.

The distance from Redwood Creek to the high point is about two and a half miles.

In the section of trail described above, only the bypass trail at Windy Gap (approximately .1 mile) is non-contributing.

Lone Tree to finish line at Stinson Beach

Runners in this downhill section face dangerous obstacles along the way; it is challenging even for hikers. The steep downhills and risky stairs make for accidents and falls. It is also a very pretty section, crossing Steep Ravine with its mature redwood trees and year-round creek. The trail makes a final short ascent, then leads downhill for more than half a mile through an open grassy area referred to as *The Moors*. Two historic parallel routes are found in this section. The foot trail meets State Highway 1 and leads to Stinson Beach, part of which is within Golden Gate National Recreation Area.

Lone Tree Hill: At this point the trail is heading west and soon turns to the southwesterly direction (photo 0010). This section of trail was rebuilt in the same location in 2008 but retains integrity; an adjacent non-historic fire road was removed in the process. Beyond the summit and above the trail is the landmark *Lone Tree*, once a single redwood marking a spring on the sloping pasture land but now surrounded by a young forest of Douglas-fir trees. At this point the trail, still a narrow dirt footpath two to four feet in width (photo 0011), descends into Steep Ravine.

The Swoop: Descending from Lone Tree, the trail includes a steep section known as *The Swoop*, which is open only on race day and is subject to this nomination. A newer parallel bypass, which makes an easier, but longer, descent to the north, is called the Gail Scott Trail and is not part of this nomination. The first downhill section into *The Swoop* is largely grassland and scrub, and soon enters dense forest with steep parts that include short lengths of stairs (photo 0012). This section can be slippery and is one of the most notorious for injuries.

Steep Ravine Bridge: The trail crosses Webb Creek on a wooden bridge that has been maintained and rebuilt over time but retains its location, design, setting, materials, workmanship, feeling, and association (photo 0013).

Steep Ravine Trail: The Dipsea Trail shares a short stretch of the Steep Ravine Trail (Mt. Tamalpais State Park). It follows the creek about .15 mile downstream to a trail junction.

Old Highway: The trail leaves the creek and ascends a portion of the old roadbed of the original public coastal highway, built in 1870 between Sausalito and Bolinas Lagoon and replaced around 1910 by the current State Highway 1 (Shoreline

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Highway) about half a mile to the west. The old roadway is six to eight feet wide and is composed of dirt and rock. A foot trail built since 1960 parallels the old road bed and offers an alternate route for hikers and runners. As the trail ascends this section, called *Insult* for its late-race steep ascent, runners enter Golden Gate National Recreation Area (photo 0014).

The Moors, west route: Following the punishing hill called *Insult*, runners and hikers then and now choose between two routes through *The Moors* to the finish line, both of which contribute (with one portion excepted noted below). The older and more western path, depicted on a U.S. Coast Survey map dated 1855, follows the crest of the wide ridge (photo 0015), culminating in a steep downhill into Stinson Beach. This path, which ranges between two and five feet wide, is one of the older route choices but near the bottom at its steepest point it has been closed for environmental protection; the route now veers east into a gulch to join the eastern trail option. The abandoned lower portion of the original trail (about .15 mile in length) is a non-contributing section, and the new bypass alignment is not part of this nomination.

The Moors, east route: The alternate route, favored by most runners then and now but not by hikers, largely followed the abandoned 1870 roadway into Stinson Beach (photo 0016). By the time the first race was run in 1905, a new road from Mt. Tamalpais to Willow Camp/Stinson Beach (now Panoramic Highway) had been built, portions of which joined the 1870 road but with an easier grade downhill. Runners use two paved sections of Panoramic Highway, widened and paved in the 1930s, totaling about .3 of a mile, on their way down, alternating with the remaining 1870 road, now a narrow foot trail. A small foot bridge crosses the south fork of tiny Easkoot Creek. The trail merges with the bypass described above, and the rejoined Dipsea Trail reaches the bottom of the hill where Panoramic Highway meets State Highway 1. At this point, runners jump a low wooden stile and land on a steep, five-foot road cut (another site where injuries are common), and cross a drainage ditch.

State Highway 1: On race day, participants run one-tenth of a mile northward on paved Highway 1. Hikers continue north into the town of Stinson Beach.

GGNRA roadways: Runners turn left off Highway 1 and follow a paved maintenance road through a gate and then left (southeast) into the federally-owned parking lot of Stinson Beach Park, where the finish line (photo 0017) has been placed since course changes in the 1960s and 1970s. This last section is an alteration of the race route from the period of significance and does not contribute.

In the section of trail described above, only the rerouted trail section near the bottom of *The Moors* (approximately .15 mile), and the GGNRA roadways (approximately .25 mile), are non-contributing.

Conclusion

As stated before, the Dipsea Trail possesses historical integrity. While there have been cumulative changes to the Dipsea Trail in the span of 105 years, including trail erosion repairs and increased vegetative growth, only six specific alterations noted above have affected its historic integrity accounting for about 6% of the Dipsea Trail. Changes have been minor, leaving intact the overall route from Mill Valley to Muir Woods to Stinson Beach. Development and modern intrusions are few. The most noticeable visual difference since the early races is the vegetation in the former cow pastures which are now within protected parkland and showing accumulations of high grass, low brush and young forests alongside the trail in contrast to the mostly-bare pastures of 50 years ago and more. Despite this, the trail retains the feel of open parkland and most scenic views.

In breaking up the Dipsea Trail into contributing and non-contributing features, it is considered that the entire trail as an linear entity is a contributing structure that remains true to its founding purpose and historical uses.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- 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.

Areas of Significance

(Enter categories from instructions)

Entertainment/Recreation (sports)

Period of Significance

1904-1964

Significant Dates

1904, 1905

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- 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.

Period of Significance (justification)

The Dipsea Trail's period of significance starts at 1904, the date of the first unofficial Dipsea Race. The organized race was established the next year, but the course and many of the standards that were subsequently used were set in place in 1904. While the trail had been in use prior to 1904 and is locally significant in its own right, it is the Dipsea Race that provides much of the significance to the route and provided continuity to the many trails evolving into one Dipsea Trail popular with both hikers and runners. The period of significance ends in 1964, a turning point in the race's history that coincided with the explosion of physical fitness awareness in America. After 1964 the Dipsea Race's handicapping rules changed, its number of runners significantly increased, and its continued evolution into a modern competitive foot race began.

Criteria Consideratons (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Dipsea Trail is locally significant under Criterion A within the context of the social and recreational development of physical fitness through hiking and long distance running in America. Over the last century, physical fitness through competitive running and recreational hiking has found a significant place in American culture. Long-distance running events, which often draw thousands of competitors and large groups of spectators, have joined other sports such as baseball, football, and track events as one of our nation's cherished recreational pastimes. The Dipsea Race, a traditions-rich annual event held for 105 years, has contributed to the social and recreational development of competitive long distance foot racing in the San Francisco Bay Area. The race's history illustrates locally how early running competitions coalesced into a longstanding national tradition and promoted physical fitness as a way of daily life. The Dipsea Race spawned the creation of other iconic foot races such as the Bay To Breakers as well as smaller but long-lived regional sporting events like the Woodminster Cross Country Race. The trail has also been a popular route for hikers since early in the 20th century and is one of the signature trails in Mt. Tamalpais State Park.

The Dipsea Trail and Race emerged at a distinct period when sports and physical activity became an American pastime. In the late 19th and early 20th century, as people felt the need for respite from their working lives in offices and factories, participation in sport and recreation became a way of life for the average citizen. The expansion of recreational opportunities included public parks, trails, and sport clubs, and reached most people either directly or indirectly as they participated in or witnessed organized races, competitions, and events. Recreational hiking and organized running races were particularly popular. A significant manifestation of this trend in the San Francisco Bay Area was the Dipsea Trail. The development of the Dipsea Trail and Race was a part of a trend for physical fitness, and Mt. Tamalpais was in the center of San Francisco Bay Area hiking and running activity. As time passes, the Dipsea has become a legacy race, one which emerged in the context of early public interest in sports and physical fitness a century ago and endures as a unique event with deep roots in Bay Area history.

The Dipsea Trail possesses historical integrity of location, design, setting, materials, workmanship, feeling, and association. The route follows the traditional dirt foot trail for most of its length. The majority of the trail is a narrow footpath featuring occasional stairs and bridges, with other segments comprised of paved roadways and road crossings.

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

The Dipsea Trail has been used by recreational hikers since the 1890s and is the location of the Dipsea Race. First run in 1905, the race used an existing network of trails that connected the San Francisco Bay shore to the Pacific Coast. The trails and roads used for the race soon became known as the Dipsea Trail, and while it originally traversed private property, the trail is today located largely within public park lands. The annual Dipsea Race, the oldest cross-country trail race in the United States, continues today as an extremely popular running event with over 1,500 participants.

The history of the Dipsea Race reflects the nation's history: as late-nineteenth century industrialization allowed working class people to pursue recreation and leisure, organized athletic activities became common around the country. These quickly evolved into spirited regional competitions whose developing traditions and innovation were soon woven into the national fabric. The inclusion of minorities, immigrants, and eventually women resulted in a true democratization of public sporting events that ultimately developed into a leading example of the nation's quest for health, longevity, equality, and the inclusive competitive glory long a part of the American Dream. Locally, the Dipsea Trail exemplified the story of wildness put to use not for industry but recreation, fitness, and public enjoyment of nature, and the Dipsea Race one of inclusion, competitive drama, and community activity. The Dipsea Race spawned other races in San Francisco and the region, where today dozens of running races afford opportunities to runners and spectators throughout the year and are an established part of Bay Area culture.

Hiking and Recreation on Mt. Tamalpais and the Origin of the Dipsea Trail

The period in which the Dipsea Trail was created was one of growth in the San Francisco Bay Area and the county directly north of the Golden Gate, Marin. San Francisco's importance increased following the Gold Rush, and by the turn of the century it was one of the great world cities and ports. To its north, residents of Marin County experienced prosperity with improved transportation systems and the establishment of commuter-oriented suburban communities. However, the majority of Marin County's lands remained undeveloped and the fine scenery proved an attraction to city

[See continuation sheets]

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residents. A strong relationship developed as Marin County lands became available for recreational use by San Franciscans and all in the Bay Area. Marin County's relationship to San Francisco is illustrated in the development of the Dipsea Trail, which was a favorite of city people for weekend excursions, and the Dipsea Race, in which San Francisco residents created a long-lived traditional sporting event on Marin County soil.

Since the late 1800s, the Dipsea Trail has followed a route west from the San Francisco Bay community of Mill Valley to the sands of the Pacific Ocean at Stinson Beach. The trail crosses the southern flanks of Mt. Tamalpais, the iconic northwestern promontory of the San Francisco Bay Area. Mill Valley, Mt. Tamalpais, and Stinson Beach all hold places in San Francisco history, and the predominant theme that ties them together is enjoyment of the outdoors and the spirit of lands conservation for the enjoyment of future generations.

Mill Valley, the starting point of the Dipsea Trail and Race, was founded as Eastland in 1889. The first road laid out by prominent engineer Michael M. O'Shaughnessy was named Throckmorton Avenue, after an early major landowner. The same year, the North Pacific Coast Railroad laid track into the new town, which connected it with San Francisco (via a ferry connection) as well as points north. The town, under the shadow of Mt. Tamalpais, soon took the name Mill Valley and grew as working San Francisco residents, and those seeking a woodsy setting in commuting distance of the city settled there. By the 1920s its hillsides were dotted with fine, shingled homes, and Mill Valley rivaled Berkeley for its architectural excellence.

On the coast side, the area surrounding Bolinas Lagoon had grown during the Gold Rush as a small center for logging, dairy ranching, and shipbuilding. The town of Bolinas had long attracted summer visitors and by the 1880s an adjacent area had developed as a tent resort called Willow Camp that attracted San Francisco residents. Soon, talk of extending a railroad to the area brought speculators who laid out plans for resorts and recreation. A group of Marin county businessmen, including future Congressman William Kent, floated ideas for the grand development of the railroad and resorts; Kent purchased large tracts of land and railroad rights-of-way in anticipation. Kent had a road constructed from Mt. Tamalpais to Willow Camp designed to accommodate future rails; for the time being, the road acted as a stage route.

Kent sold a 10-acre lot on the sand spit next to Willow Camp to William Neuman in 1903 with the intent of establishing a resort that would cater to his future rail passengers. Neuman constructed a small hotel that year and called it the Dipsea Inn. Soon after that, Archie Upton developed an adjacent subdivision, which he named Stinson Beach in honor of his father-in-law's family, long-time owners of land there. The easy access to bayside Mill Valley and popularity of oceanside Willow Camp/Stinson Beach, with beautiful scenery and natural sites between, naturally led to the establishment of a popular hiking route, the Dipsea Trail.

The founding of the Dipsea Race in 1905 was preceded by a generation's worth of hiking on Mt. Tamalpais. The 2,571-foot mountain attracted hikers, campers, poets, and artists since Gold Rush days; by 1875, ferries and trains allowed city dwellers easy access to the mountain's slopes. People ranging from volunteer groups to mountain-dwelling hermits developed a network of trails, and numerous clubs, many born of ethnic origins, made Mt. Tamalpais their home. Hiking on Mt. Tamalpais became a ritual for thousands of Bay Area residents and attracted people from all over the world who enjoyed its unsurpassed views, interesting trees including a canyon full of huge virgin redwoods, diverse wildlife, and the peace and quiet obtained a surprisingly short distance from the city. Shortly after the turn of the 20th century and less than three years following the founding of the Dipsea Race, public appreciation of this environmental wonderland led to the creation by President Theodore Roosevelt in 1908 of Muir Woods National Monument on the south slopes of Mt. Tamalpais, saving the aforementioned virgin redwood forest from development and taking its place as a landmark portion of the Dipsea Race. (Muir Woods National Monument was listed on the National Register of Historic Places in 2008, determined nationally significant for its contribution to conservation.) As suburban pressures increased, the public called for continued conservation of undeveloped lands. More of the Dipsea Trail was saved in the 1920s when Mt. Tamalpais State Park was established, and since then the majority of Mt. Tamalpais and its environs have been protected in parks and preserves.

These lands were not entirely free of development, however. Entrepreneurs rushed to exploit the public's desire to get out of the city. Starting in 1896 the Mill Valley & Mt. Tamalpais Scenic Railway, dubbed the "crookedest railroad in

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the world,” transported tourists on a spectacular ride from Mill Valley to the summit, where an inn and unsurpassed views welcomed the visitor. In 1904, the railroad company constructed the West Point Inn, today the only railroad-era building still standing on the mountain, and it was from that point that Kent built the road to Willow Camp. The mountain railroad remained in service until 1929, the Kent road became a public highway, and the West Point Inn remains a rustic retreat, the last of its kind in the area.

The growing popularity of Marin County’s scenic wonders and development of facilities to accommodate visitors occurred in tandem with the more formalized development of the Dipsea Trail, which is comprised of a handful of older trails on the southern slopes of Mt. Tamalpais. Some of these trails were likely routes used by the Coast Miwok, the native peoples of present-day Marin County. People from scattered villages on the San Francisco Bay side of the Marin Peninsula trekked west to gain access to rich hunting grounds and estuaries. Their trails were in many cases adopted by Spanish and Mexican settlers in the early 1800s. By 1850 when California joined the Union, a trail linked the bayside community that would become Sausalito to Bolinas, already a busy Gold Rush settlement. A U.S. Coast Survey map dated 1855 shows a trail (the only one in the vicinity) linking the Lone Tree area with the future site of Stinson Beach. This is the oldest documented link in the later Dipsea Trail. A map dated 1873 depicts the portion of the trail between Lone Tree and Redwood Creek, now in Muir Woods National Monument. It can be assumed that the major 19th century uses of the trail were practical (hauling wood, moving livestock, travel to work sites) rather than recreational. However by 1898, the publication date of the first exhaustive hiking map of Mt. Tamalpais, the entire trail route that would be soon tied together as the Dipsea Trail was documented and established as a recreational resource.

As Mill Valley developed, San Franciscans took to hiking on Mt. Tamalpais; few other places in the Bay Area offered such an expanse of wild lands where the public was welcome. The most direct access to the trails of Mt. Tamalpais was via the depot at Mill Valley. On weekends hikers crowded the rail coaches and by 1900 one of the most popular hiking trips was from the Mill Valley depot to Willow Camp over the Dipsea Trail route, much of which had been named Lone Tree Trail. Hikers, whether alone, in family groups, or as organized clubs, typically hiked over in the morning, had lunch and time to play at the beach, then trekked back in the evening for the return train to the city. Others camped or spent the night in rustic hostelries at the beach or in hotels in Bolinas.

Following the establishment of the Dipsea Race in 1905, the trail became more formalized as a route, for both runners and hikers as well as horsemen. As time passed, the trail name Lone Tree Trail disappeared and the Dipsea Trail became a cohesive route to the seaside. As the race evolved, features along the trail were given names for their particular challenges, such as *Cardiac* and *Insult*, or their physical qualities such as *The Hogsback* and *The Moors*.

The hiking tradition continued through the depression, but the increasing popularity of the automobile and the abandonment of the rail line in 1941 slowed hiking activity and few people made the full trek from Mill Valley to Stinson Beach. Instead, lured by Muir Woods National Monument and Mt. Tamalpais State Park, visitors drove to selected places around Mt. Tamalpais and made shorter hikes. Not until the 1970s did the trails of Mt. Tamalpais see a renewed interest in hiking and running, and the Dipsea Trail, used for many years mainly as a running trail, again saw significant numbers of hikers and non-competitive runners. And in the meantime, other Bay Area communities grew to appreciate the value of public open space and recreational trails, and so also by the 1970s the number of local parks and preserved open spaces began to grow significantly, following Marin County’s lead.

As noted above, the accessibility of Mill Valley and attraction of Stinson Beach, coupled with the plans of entrepreneurs, led to the development of hiking and recreation on Mt. Tamalpais and laid the seed for the long-lived Dipsea Race that linked the suburb with the coastal resort and instituted a sporting tradition.

The Origin of Running Races and Development in the United States

The Dipsea Race, which utilizes the Dipsea Trail and lends the trail much of its significance, has roots dating back to ancient Greece. Organized running competitions came to America and gained popularity in the mid-1800s and by the turn of the twentieth century had become part of the sporting landscape. With the founding and success of the Dipsea Race in 1905, cross-country foot racing was formalized as a popular sport in the San Francisco Bay Area.

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Until the 1800s, competitive running worldwide had been limited to ancient Greek competitions, including the original Olympic Games in which running was the first event, as well as scattered tribal rites around the world and in certain Native American cultures that enjoyed running games. Prior to the Industrial Revolution, recreational sports and fitness were unimportant, with long working hours allowing no time and laborers obtaining "exercise" through long hours in strenuous occupations. Leisure and recreation were generally not available to the working classes, leaving enjoyment of the sporting life to royalty or the rich.

A discipline known as Pedestrianism, usually comprised of fast walking over long distances, led the way to modern foot races. Pedestrianism in the form of organized foot races and cross-country running became popular in 19th century England. Most of these races were based on the traditional steeplechase (horsemen race in a straight line over obstacles towards a landmark such as a village steeple) or the "Hare and Hounds" competitions. The "Hare and Hounds" tradition dates to the 16th century and was based on older hunting traditions: a small number of young runners were sent out in rugged terrain as "hares" to be chased and caught by "hounds" who followed bits of paper dropped by the hares (hence the term "paper chase"). These races became more formalized and developed into standard competitions. Perhaps the first race that can be directly associated with the later origins of the Dipsea Race is the Rugby School's "Crick Run," a 12.5-mile cross-country race established in England in 1838 that is still being run today.

In the United States, the first significant organized foot races occurred in 1835 and 1844. The latter, held in Hoboken, New Jersey, was a highly promoted ten-mile foot race that attracted famous entrants from England and a group of previously unknown American Indians (one of the latter won, and others were known by names like "Deerfoot"); this race has been considered to be the key event that launched the sport of foot racing in the United States. At this point, foot racing became almost as popular as horse racing. Early participants tended to be from the socially lower classes, including African Americans and Indians, who competed alongside elite athletes from England and elsewhere. Organizers and audiences developed a strong sense of nationalism that led to promotion and acceptance of the American minorities as the crowds chauvinistically cried for the defeat of the English and Europeans. Most of these races involved wagering, which eventually led to their disfavor.

Immigrants from Scotland organized amateur games including running races in Boston in the early 1850s, and soon the leading universities established track and field events that became lasting traditions and popularized amateur running sports that tended to bring the American social classes together. Cross-country racing, which entails distance running over diverse terrain including trails, city streets and country byways, was introduced in the United States in 1878 by William C. Vosburgh. Cross-country became popular in college environments beginning in the 1880s, and the National Cross-Country Association was founded in 1887. Not until the 1930s did cross-country become a staple in high school sports, and by that time the Dipsea Race had been held for 30 years.

The revival of the Olympic Games in 1896 brought competitive running (as well as other sports) to new heights at the international level and it promoted not only sport but also world peace and the opening of connections between cultures. The Games brought a renewed interest in cross-country (introduced in 1912) and marathon (or long distance, 42 km standard) running.

A year after the first modern Olympic Games, the Boston Athletic Association founded the Boston Marathon, first held in 1897. The race was run in rural areas before entering Boston. The Boston Marathon grew into a major international sporting event with numerous categories of competitors and drawing entrants from around the world, women runners, and even competitors in wheelchairs. The numbers of participants rose with the popularity of jogging in the 1960s. The 100th running of the race in 1996 included a record-breaking 38,708 entrants, although today numbers are restricted to about 25,000; over half a million spectators watch the race. The Boston Marathon is well covered by the media and is without a doubt the oldest and most-famed road-based foot race in the country.

The size of the Boston Marathon and its smaller west Coast counterpart, the Dipsea Race, mirrored the growing fitness of Americans through the 20th century, as more and more people adopted exercise regimens. The number of races grew as running became more popular. Running races quickly evolved from local novelties (and the distant yet well-publicized Olympic events) to widespread community traditions driven by the quest for health and competition. A handful

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of runners were well known by readers of newspapers and popular magazines. Marathon events especially grew in popularity with the success of the Boston Marathon, and by 1972 there were over 100 such events in the United States. The Olympics featured a marathon race and, until being removed following the 1924 games, a "brutal" 10,000-meter cross-country race that could be considered the closest in spirit and length to the Dipsea, but with the latter, a "regular" citizen could participate without devoting a lifetime to training. Similar races detailed below were established locally and also continue to contribute to the Bay Area sports culture.

Historical long-distance races in California included so-called "Indian foot races" in which California Indians competed over distances that might cross the state. Traditional Indian races and their non-Indian offshoots appear to have provided the name to the original runners of the Dipsea, the "Dipsea Indians" as detailed in the narrative following.

In the 1920s and 1930s runners and coaches teamed with physicians and scientists to explore strength and endurance, which not only raised the stakes in racing but brought in a new group of runners with an interest in improving their health. With the election in 1960 of John F. Kennedy, who projected a youthful and vigorous image to the public, participation in hiking and running surged. By 1964, the popularity of hiking exploded in Marin County and soon the trails of Mt. Tamalpais were crowded with hikers, runners, and bicyclists. The 1960s also saw great strides in social equality in the sports world. Women had been traditionally barred from most races for various reasons, and countered during this tumultuous decade by entering races without official approval. By 1971 women runners had broken the barriers nationwide, from the Boston Marathon to the Dipsea Race.

The Dipsea Race and Trail in Context with American Foot Racing History

As Americans adopted fitness regimens during the 20th century, running dominated the various trends that included weightlifting, bicycling, and hiking. Advances in the understanding of the human body coupled with increasing leisure time, not to mention reactions to environmental preservation issues, led to the success and importance of competitive running races. Since 1905, the Dipsea Race has remained a stable institution as its participants benefited over the years from fitness trends and medical advances.

Cross-country races take place on variable routes through mostly natural terrain with uneven surfaces and challenging obstacles. By the time running on trails became a popular American athletic pastime, the Dipsea Race and Trail was over 70 years old. The Dipsea Race is also a very Western race. The availability of public open spaces and trails is greater in the West than the East or South. By the 1970s, hikers from Mt. Tamalpais to Yellowstone National Park shared the trails with runners. The Dipsea is more aligned with this less-regulated discipline of trail running, which is especially popular in California and the Western states with their large parks and public open spaces.

As parks and open spaces, both small and large, were created within and near urban areas, running races were organized on public lands, many of which purposely included hills and challenging obstacles such as creeks and uneven terrain. The Dipsea Race was the "granddaddy" of such competitions, one that took advantage of the challenges of the outdoors and set precedents for races around the country.

The Dipsea Race was and continued to be unique: it was distinctly different from other popular long distance races in the country. Race organizers utilized time-handicapping and allowed an open course, described below. The Dipsea Race is a variation of a standardized cross-country race. The International Amateur Athletic Federation (IAAF, founded in 1914) guidelines defined a proper cross-country course as one in a natural setting comprised, for the most part, of "open country, fields, heath land, commons and grasslands" with a minimum of road use. Cross-country has become a popular school sport and many competitions are held around the country.

One of the most influential places where this sporting tradition coalesced into an organized race was the Dipsea Trail, where this precedent-setting annual event was born and developed into a popular national running race.

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History of the Dipsea Race and Trail

The Dipsea Race

The Dipsea Race was born during a period of American history when prosperity was returning to the cities and more people left the rural life for occupations in business and manufacturing. Immigration to California boomed during the early 20th century and San Francisco was a melting pot of nationalities, many of which had interests in hiking, swimming, and outdoor recreation. The first four decades of the race saw two world wars, the opening of the Panama Canal, the development of planes and automobiles, improvements in food production and distribution, the invention of radio (and eventually television), a worldwide depression, and the creation of a leisure class whose members had time and energy for recreation. Despite this tumult, the era provided a rich opportunity for aspirations of greatness—whether it be winning a race, accomplishing a challenging goal, or merely trying to push beyond one's comfort level.

The Dipsea Race began as a friendly competition between two San Francisco men, members of the Olympic Club, the oldest athletic club in the United States, founded in San Francisco in 1860. Their wager prompted the founding of the Dipsea Race. The origin of the race was recorded by one of the pioneer organizers, Michael Buckley. One day in 1904, a group of friends and fellow Olympic Club members who had been hiking Mt. Tamalpais for some years, came upon the newly built hostelry on the Bolinas Lagoon sand spit called the Dipsea Inn. At the Inn, two of the group, Charles Boas and Alfons Coney, challenged each other to a foot race from the Mill Valley depot to the Dipsea Inn, following a long-established series of trails. While accounts of this first race differ somewhat, it is known that Mr. Boas was the victor and soon the men organized themselves as "The Dipsea Indians." The group took its name from the inn on the beach coupled with a popular use of "Indians" in organized clubs across the country, no doubt inspired by the successes of Indian runners in 19th century Pedestrian competitions. The adoption of Indian mascots in sports and other areas was meant to invoke an athletic persona, a person close to nature and fully active without the burdens of civilization.

The Dipsea Indians decided to establish an annual race along the route Boas and Coney had run. As an unofficial offshoot of the Olympic Club, the Dipsea Indians created an organization that included officers (Grand Chief, Medicine Man, etc.), course marshals, timers, medical personnel, and publicists. The event, expected to attract perhaps a few dozen runners, drew over 100 entrants from around the San Francisco Bay Area for the first race on November 19, 1905. The inaugural race, which garnered headlines in San Francisco papers, was a great success and an exciting event for all involved. The race started in a rainstorm and the course, although well marked, was muddy and treacherous. Despite the high number of entrants, only 84 started and 71 finished the race. Most of the runners acted on behalf of clubs and schools. The winner was a 17-year-old high school student, John Hassard, who was given a ten-minute handicap (head start) and ran the 8.16-mile course in 1:12:45; the day's best time was 1:04:22, accomplished without handicap by a known cross country runner, age 28, named Cornelius Connelly of the Emerald Gaelic Athletic Association.

The first race set as tradition two distinctive aspects of the Dipsea Race: its handicapping system and open course. Handicaps, or measured head starts, were first used in the original Greek Olympic Games. Dipsea Race organizers use handicapping to attract runners of all capabilities, allowing them equal opportunities for a win relative to their condition. It has resulted in a more fair competition in which women, elders and children have the opportunity to win (the oldest winner was 70, the youngest 9; there have been 17 women winners in the 38 races since women were admitted). For many years, the length of a runner's handicap was determined after an evaluation by judges who awarded these to less experienced, older, or under-prepared runners. Those deemed best prepared started from "scratch," with no handicap. The system was revised in 1965 to set handicaps based on age and, starting in 1971, on sex. The handicapping system helped Jack Kirk, known as the "Dipsea Demon," who finished the race 73 times consecutively and ran his last at age 97.

The open course has allowed runners to choose any route they pleased as long as they start and finish in the right places. Some concocted shortcuts and diversions, but for the most part, runners followed the established route as described. More recently, runners have been restricted in sensitive areas to specific trails, usually to avoid environmental damage, and portions of the original trail are only open on race day.

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Not until the second race, on October 7, 1906, did the name "Dipsea Race" come into use. The origin of the name is still debated; the Dipsea Inn sat on the sand at the terminus of Congressman William Kent's new road, built in the hope that it would become a rail extension of the Mt. Tamalpais Railway and link Mill Valley and Southern Marin with the Point Reyes area. That the Inn faced the sea is well known, but no one to date has been able to explain the name Dipsea. The longest pre-established trail used for the race, from Redwood Canyon (Muir Woods) to Willow Camp, had been called the Lone Tree Trail, but within a couple of decades it was renamed the Dipsea Trail.

The original route, still followed today with few exceptions, consisted of a short run on level, unpaved city streets, a steep ascent to the crest of Throckmorton Ridge and then down into Redwood Canyon. This latter section followed for part of the way a graded dirt road called Sequoia Valley Road (built in 1892) and then plunged down a steep and rocky stretch later known as *Suicide* to the crossing of Redwood Creek. Within two and a half years of the first race, President Theodore Roosevelt created Muir Woods National Monument, which comprised much of Redwood Canyon, and after that the trail crossed the lower end of the new park. Runners then again headed up, taking a shortcut to the old trail named, by 1898, Lone Tree Trail which ascended the *Hogsback* of an unnamed ridge to the high point near Lone Tree Spring. The trail then descended steeply into the aptly named Steep Ravine. In the darkness of the redwood forest, the trail crossed Webb Creek and ascended the unpaved public highway (soon to be abandoned for a new alignment and designated as State Highway 1) a short distance to the final summit. The last downhill of about a mile provided runners a choice: to follow the oldest existing trail, likely an old Indian trail and documented on a 1854 survey of the area; or running on the aforementioned unpaved 1870 public highway (portions of which were usurped by the construction of Kent's road in 1904), down into Willow Camp/Stinson Beach. The first race demanded that runners make their final sprint in the sand for over a mile; this punishing finish to the race was soon dropped and the finish line established just short of the sand.

During the first five or six decades of the Dipsea Race, the trail passed largely through cow pastures, entirely private property. Over the years, almost all of this became public land. After the third set of stairs in Mill Valley, the trail went up and over Throckmorton Ridge through the Dias family's dairy ranch, and plunged down into Redwood Canyon on grazed grassy hills to the bottom. After a short stretch uphill in woods, again the competitors ran in open pasture, with a short interlude in heavy redwoods at the Deer Park. Cow pastures continued up to the landmark redwood called the Lone Tree, and part way down into wooded Steep Ravine. The final mile in the grazed hills above Willow Camp/Stinson Beach, called *The Moors*, passed through the Kent family's White Gate Ranch, a tenant-operated dairy. Runners had to navigate countless fences, most of which were outfitted with stiles and which helped define the route. Today there are no cows or operating ranches in the vicinity, and the route is publicly owned.

Women were not allowed to officially compete in the Dipsea Race until 1971. However, for five years between 1918 and 1922, a separate organization sponsored the "Dipsea Women's Hike," a misleading name out of necessity due to a nationwide ban on women's long distance racing. The Dipsea Women's Hike, held in the spring, used the same course and attracted more participants than the original Dipsea Race. Local runner Emma Reiman set a women's record of 1:12:06 at the last race in 1922. Many of the women outperformed men in the traditional Dipsea Race. The women's race was discontinued in response to objections of church groups that disapproved on moral grounds, and doctors who considered the activity as dangerous to women. Women and girls did run the Dipsea Race a number of times in the 1950s and 1960s but were not formally recognized. The Dipsea Women's Hikes are significant, as Dipsea historian Barry Spitz writes, for their "pioneering role in women's sports in this country as the first cross country races for women and the largest women's distance races of any kind until the 1970s."

The Dipsea Race has been held every year since 1905 except for six: 1932-1933 because of the Depression, and 1942-1945 during World War II when much of Mt. Tamalpais was closed for military uses. The dates have changed, with fall and late summer starts the norm in the early years, and a June start since 1977. The field of finishers ranged in number from a low of 31 in 1935 to a high of 1,638 in 1976. Typical numbers ranged below 100 until the running boom of the 1960s brought numbers up into the hundreds and then over a thousand. Today, entrants are limited to 1,500, with runners attracted from around the world and hundreds typically turned away. A dedicated organization called The Dipsea Committee now organizes the race, with support of the Dipsea Foundation.

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Details of each Dipsea Race, including preparation, personalities, race day events, and follow-up, has been reported by San Francisco and Marin County newspapers since the first race. The race was also documented in two substantial books, the first published in 1979 and the second in 1993 and now being updated. The race and trail has even inspired a feature Hollywood film in 1986, "On the Edge." In addition to the annual Dipsea Race, other organizations hold challenging Double Dipsea (15 miles) and Quad Dipsea (30 miles) races on the same course with similar rules.

Influence of the Dipsea Race in the San Francisco Bay Area

The Dipsea Race spawned dozens of Bay Area foot races in the ensuing decades. The publicity generated by the first Dipsea inspired athletic clubs and communities to follow suit, in quest of not only the excitement of the race and positive publicity but in attracting new membership, bolstering civic pride, and increasing both public and private revenues. Among the new races following the first Dipsea was San Francisco's 7.46-mile Cross City Race (1912, now known as Bay to Breakers), and the Statuto Race (1919). These spirited foot races were created to bring residents together through events that inspired cooperation, community pride, and personal health.

Intending to inspire San Francisco residents following the 1906 earthquake, city leaders created the Cross City Race, which was first run on January 1, 1912. Mimicking the Dipsea Race, the runners started at the San Francisco Bay side of the city and ran over hilly streets to end at the Pacific Ocean. The race grew in popularity and in 1964 the name was changed to the Bay to Breakers. Today it is one of the largest footraces in the world with over 65,000 participants (a record 110,000 people entered in 1986) and more than 100,000 spectators. While the Bay to Breakers differs from the Dipsea in that it is run entirely on city streets and now tends to be as much a spectacle of costumes and revelry as a competition for serious runners, the historical ties are strong and many runners have and continue to compete in both.

An Italian athletic and social club, Unione Sportiva Italiana, sponsored the first Statuto Race in 1919. The annual foot race across city streets energized the North Beach community, largely composed of Italian immigrants looking for a better life in America. The club's activism in community improvement included not only the foot race and other sports but also culture and community service. The Statuto foot race is now among the oldest footraces in the United States.

Elsewhere in the San Francisco Bay Area, traditional races include the 9-mile Dick Houston Memorial Woodminster Cross Country Race (1965) and the Kenwood Foot Race (1971). The Woodminster race in the Oakland hills is, like the Dipsea race, a challenging run through mountainous terrain on dirt trails, although runners do not run on streets like the Dipsea. It is also an age and gender handicapped race. The Kenwood Foot Race has been held on the Fourth of July for almost four decades and offers two courses (10 km and 3 km) through countryside hills on rural roads. These races, founded during the fitness boom of the 1960s and 1970s, also mimic the Dipsea Race in style and yet also dedicate the events in the spirit of civic and cultural improvement.

As of this day, there are dozens of rural and urban foot races held throughout the year in the area, many of which raise funds for causes or merely promote competition and personal health. The Dipsea Race was the founding foot race that laid the groundwork for a long Bay Area tradition that linked community with fitness and civic wellbeing.

Conclusion

The Dipsea Trail has long been the major bay-to-ocean trail artery among the network of public hiking and running trails in the largely unexploited landscapes that eventually became Muir Woods National Monument (1908), Mt. Tamalpais State Park (1928), and Golden Gate National Recreation Area (1972). These trail networks allowed access to the mountain areas of Marin County and added to a wider public appreciation of recreation and wildland conservation, for which California and the San Francisco Bay Area have long been nationwide leaders. As a popular early twentieth century hiking route and the location of the Dipsea Race, the existence of this trail with its strong hiking and racing traditions has influenced the San Francisco Bay Area in the creation of parks, preservation of open space, and proliferation of running competitions and similar community events.

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Freese, Harry. *Trail Map of the Mt. Tamalpais Region*. circa 1945.

U.S. Geological Survey. Mt. Tamalpais, California Quadrangle. 1950. 1:62,500.

Livingston, Dewey and Barry Spitz. *Official Hikers and Runners Trail Map, Dipsea, Mill Valley to Stinson Beach, California*. The Dipsea Committee, 1993.

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 # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Mill Valley Library

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property N / A
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u> 10 </u> Zone	<u> 539738 </u> Easting	<u> 4195532 </u> Northing	3	<u> 10 </u> Zone	<u> 535104 </u> Easting	<u> 4194487 </u> Northing
2	<u> 10 </u> Zone	<u> 537778 </u> Easting	<u> 4193815 </u> Northing	4	<u> 10 </u> Zone	<u> 531772 </u> Easting	<u> 4194362 </u> Northing

Verbal Boundary Description (describe the boundaries of the property)

The Dipsea Trail is a linear feature on the southern slopes of Mt. Tamalpais, California. It begins at the Lytton Square flagstaff on Throckmorton Avenue in the city of Mill Valley, California, passes through Mt. Tamalpais State Park and Golden Gate National Recreation Area (GGNRA), including the latter's administrative unit Muir Woods National Monument, and ends at the south parking lot of Stinson Beach within GGNRA. Sections of the trail are in actuality a city street (Throckmorton Avenue and others in Mill Valley, and three roadways under the jurisdiction of the County of Marin); within these sections, the "trail" is defined as the width of the street and sidewalks in the city sections, and the roadway and shoulders in rural areas. At the Dipsea Steps, which are tightly located between private property parcels in Mill Valley, the boundary is defined as the city-owned public rights-of-way. The foot trail, which comprises the majority of the Dipsea Trail, is on average two to six feet wide, with the boundary being the edge of the trail tread.

Boundary Justification (explain why the boundaries were selected)

The boundary as stated includes the entire Dipsea Trail as described in Section 7, including all dirt trail sections, structures such as bridges and stairs, and streets and highways.

11. Form Prepared By

name/title D. S. "Dewey" Livingston, Historian

organization The Dipsea Foundation date March 15, 2010

street & number PO Box 296 telephone 415-669-7706

city or town Inverness state CA zip code 94937

e-mail dlive@svn.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

[See continuation sheets.]

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Multiple owners: National Park Service, State of California, County of Marin, City of Mill Valley, Flying Y
Homeowners Association

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 18 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.