

## Application Checklist

Include all items listed below, as specified in the Cost-Share Grant Guidelines and Application materials. Completeness of the application is a priority evaluation factor. **Failure to include MANDATORY STANDARD FORM 424 SERIES WILL RENDER THE APPLICATION UNACCEPTABLE AND INELIGIBLE FOR AWARD CONSIDERATION (SEE PAGE 3, SECTION 8.6).** Please use the boxes to show that the application is complete, and include this sheet with your application.

**APPLICATIONS MUST BE RECEIVED BY THE PROGRAM OFFICE ON OR BEFORE MAY 10, 2018, COB 5:00 PM MT.**

Please submit all documents to:

Trish Fresquez-Hernandez, Contracting Officer  
National Park Service  
P.O. Box 728  
Santa Fe, NM 87504

Physical address:  
1100 Old Santa Fe Trail  
Santa Fe, NM 87505

**Project Title:** PAINTED DESERT TRADING POST RESCUE

One (1) digital copy on CD/DVD and four (4) paper copies each of:

- 1. Application Cover Sheet
- 2. Evaluation Criteria
- 4. Attachments
  - Letters of Recommendation
  - Graphics and Maps (if applicable)
  - State/National Register of Historic Places Nomination Forms (if applicable)
  - Signed Property Maintenance and Protection Agreement (if applicable – for construction [preservation, restoration, and rehabilitation] projects only)
  - Signed Laws and Standards Agreement (if applicable – for construction [preservation, restoration, and rehabilitation] projects only)
  - **MANDATORY (YOUR APPLICATION WILL NOT BE CONSIDERED FOR AWARD UNLESS THESE ARE INCLUDED):** Standard Forms SF-424, 424A, 424B if submitting a non-construction project, or SF-424, 424C and 424D if submitting an application for a construction (preservation, rehabilitation, or restoration) project which can be found at: <http://www.grants.gov/web/grants/forms/sf-424-family.html#sortby=1>

# Application - Cover Sheet

**Project Name:** Painted Desert Trading Post Rescue

**Applicant Information:**

Organization/Agency Route 66 Co-op

Contact Name/Title Jim Ross, Route 66 Co-op Director

Address 13100 E. Old Hwy. 66, Arcadia, OK 73007

Phone 405-396-2166

Email pathfinder66@earthlink.net

**Applicant Type:**

City \_\_\_\_\_ State \_\_\_\_\_ Nonprofit Organization  Private \_\_\_\_\_  
County \_\_\_\_\_ Tribe \_\_\_\_\_ Educational Institution \_\_\_\_\_ Other (specify) \_\_\_\_\_

**Project Location (for preservation, rehabilitation and restoration projects only):**

Property Address The southwest quarter of Section 28, Township 20N, Range 25E of the Gila and Salt River Base and Meridian

County in which property resides Apache County, Arizona, approximately 30 miles east of Holbrook

**Project Area: Congressional Representation:**

U.S. Representative(s) Tom O'Halleran

U.S. Senators John McCain and Jeff Flake

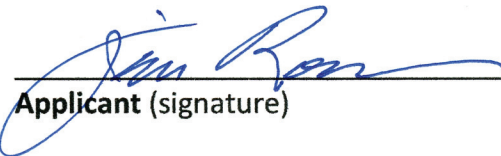
**Project Cost (in dollar amounts):**

NPS Grant Request	Applicant Cost-Share	Total (grant + cost-share)
\$20,000.00	\$20,000.00	\$40,000.00

**Applicant signature certifies that the information contained within this application is true and correct (original signature required on a minimum of one copy):**

Jim Ross, Route 66 Co-op Director

**Applicant Name and Title** (print or type)

  
**Applicant** (signature)

**Submit to:** Trish Fresquez-Hernandez, Contracting Officer  
National Park Service  
P.O. Box 728  
Santa Fe, NM 87504

Physical address:  
1100 Old Santa Fe Trail  
Santa Fe, NM 87505



**Application for Federal Assistance SF-424**

\* 1. Type of Submission:

- Preapplication  
 Application  
 Changed/Corrected Application

\* 2. Type of Application:

- New  
 Continuation  
 Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

**State Use Only:**

6. Date Received by State:

7. State Application Identifier:

**8. APPLICANT INFORMATION:**

\* a. Legal Name:

ROUTE 66 COOP

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

EIN 82-5325158

\* c. Organizational DUNS:

0812000170000

**d. Address:**

\* Street1:

165 Arnold Drive

Street2:

\* City:

St. Peters

County/Parish:

\* State:

MO: Missouri

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

63376-1763

**e. Organizational Unit:**

Department Name:

Division Name:

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix:

Mr.

\* First Name:

Jim

Middle Name:

\* Last Name:

Ross

Suffix:

Title:

ROUTE 66 COOP Director

Organizational Affiliation:

\* Telephone Number:

405-396-2166

Fax Number:

\* Email:

pathfinder66@earthlink.net

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

N: Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Department of Interior, National Park Service

**11. Catalog of Federal Domestic Assistance Number:**

15.958

CFDA Title:

Route 66 Corridor Preservation Program

**\* 12. Funding Opportunity Number:**

NPSNOFOP18AS00134

\* Title:

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Construction Project to stabilize the historic Painted Desert Trading Post

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments



**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="\$20,000"/>
* b. Applicant	<input type="text" value="\$20,000"/>
* c. State	<input type="text"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="\$40,000"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative: 

\* Date Signed:

**BUDGET INFORMATION - Construction Programs**

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 1,200.00	\$	\$ 1,200.00
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$	\$	\$
5. Other architectural and engineering fees	\$	\$	\$
6. Project inspection fees	\$	\$	\$
7. Site work	\$ 650.00	\$	\$ 650.00
8. Demolition and removal	\$ 2,950.00	\$	\$ 2,950.00
9. Construction	\$ 32,200.00	\$	\$ 32,200.00
10. Equipment	\$ 1,500.00	\$	\$ 1,500.00
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 38,500.00	\$	\$ 38,500.00
13. Contingencies	\$ 1,500.00	\$	\$ 1,500.00
14. SUBTOTAL	\$ 40,000.00	\$	\$ 40,000.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 40,000.00	\$	\$ 40,000.00
<b>FEDERAL FUNDING</b>			

17. Federal assistance requested, calculate as follows:  
(Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X  %  
Enter the resulting Federal share.



Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**


**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant:, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.



11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
	Route 66 Co-op Director
APPLICANT ORGANIZATION	DATE SUBMITTED
ROUTE 66 COOP	9-30-18



## STATEMENT OF PROJECT NEED, PURPOSE, GOALS, AND POTENTIAL PUBLIC BENEFIT

The need, purpose, and goal for the project is to save Arizona's historic Painted Desert Trading Post from collapse and to insure its survival as an historic site for future generations.

Since its decertification in 1985, Route 66 roadside structures have undergone tremendous change, due in part to the passing of time and progress within the communities through which the highway passed, and in part to exposure to the elements, lack of maintenance, vandalism, fire, repurposing, and destruction or neglect by property owners and those otherwise responsible.

On the upside, entrepreneurship, positive action by grassroots organizations, Route 66 associations, local, county, and state governments, and the Route 66 Corridor Preservation Program have kept the roadside viable and have saved or helped save countless structures while raising awareness across the board.

Only automobiles and locomotives are more emblematic of our transportation history than historic highways and associated roadside culture. The Route 66 Co-op was created with this in mind and, more strictly, to rescue the Painted Desert Trading Post, considered by road scholars and enthusiasts alike to be one of the crown jewels of historic Mother Road sites—harkening to the highway's glory years while illustrating the slow death of those glory years due to bypass, a necessary evil caused by evolving transportation needs.

But the appeal of the Painted Desert Trading Post goes beyond this. Its allure borders on the mythical, creating a fascination that stems from its isolation, desolate landscape, and limited accessibility. Additionally, comparatively few authentic Route 66 trading posts survive, abandoned or otherwise. Credit for the trading post's remarkable durability is due to builder Dotch Windsor and the arid Arizona climate. Sadly (and alarmingly), time has caught up, and without immediate action, the building is in danger of total collapse in the very near future.

The property has passed through several hands since closing for good in the early 1960s. The most recent owner decided to sell recently after several years of absentee ownership. This offering inspired the creation of the Route 66 Co-op for the purpose of purchasing the trading post in order to: 1) undertake a rescue effort to stabilize and make repairs to the building; and 2) provide managed access to the site by tourists and other interested parties. The ten members of the co-op are all long-time, active Route 66 advocates. Counted among them are three individuals with doctorates, several road scholars, and other high-profile members active within the Route 66 community at large. Route 66 Co-op is a non-profit organization now seeking 501 (c) 3 status.

The immediate plan is to stabilize the building by repositioning slumped, disjointed walls, putting them back on grade with the concrete floor and cementing them in with a new foundation, and replacing the roof. Once this is accomplished, the structure will be sound and no longer in danger of collapse. Additional improvements will be made over time, though it is not the co-op's intent to renovate or return the trading post to like-new condition. It is a relic, and as such will keep as much of its patina as possible. Achieving this will meet the goal of both preserving the building and commemorating the rich and storied history of the Mother Road. While the PDTP will serve as an historic site rather than an operating business, economic benefits will include increased tourism to local communities and parks, such as Holbrook, Arizona, and the nearby Petrified Forest National Park. Park Superintendent Brad

Traver has already expressed interest in leading (guided) visitors to the site. Two separate tour operators have also inquired about access.

The Painted Desert Trading Post should have been rescued long ago, when sinking walls and damage by cattle was minimal. Even so, the teetering old building, nearly pristine in its originality, still stands, and with some financial help and the efforts of the Route 66 Co-op, it will remain in place well into the future.



## SECRETARY OF THE INTERIOR PRIORITIES

3b. Expand the lines of communication with Governors, state natural resource offices, Fish and Wildlife offices, water authorities, county commissioners, Tribes, and local communities.

Our neighbor to the north, south and east of the Painted Desert Trading Post property is the Padres Mesa Ranch, which is leased from the OHNIR (Office of Hopi and Navajo Indian Relocation). The property bordering the west is privately owned by an absentee owner. Access to the Painted Desert Trading Post property is gained via Pinta Road and abandoned US 66, both of which pass through the Padres Mesa ranch. Grazing pastures are separated with a fence running parallel to old US 66, requiring passage through a gate at the former highway's junction with Pinta Road. Our existing relationship with Padres Mesa Ranch (and by extension OHNIR) assures that due diligence will be maintained in allowing access to the trading post without adverse effect to the ranch. We have recently renewed dialog with ranch manager Bill Inman and will be making contact with Scott Kuhr at OHNIR before work on the project begins. It is a primary goal of the Route 66 Co-op to have a positive, cooperative relationship with our neighbors.

This effort will include ongoing outreach to the Petrified Forest National Park, the City of Holbrook, OHNIR, the Padres Mesa Ranch, local historians and museums, and all other pertinent entities or interested parties to include county government, wildlife management agencies, and the like.

## HISTORY AND DESCRIPTION OF HISTORIC PROPERTY

The first pathway of US 66 followed a faint scar still visible on the land between the trading post and I-40. When paving arrived in the early 1930s, this pathway was improved with a wider roadbed constructed of asphalt just to the north. That first paved two-lane is now the abandoned roadway that passes in front of the trading post.

Rancher Dotch Windsor (1896-1964) and his wife Alberta arrived here from New Mexico in the 1930s, looking for a place to graze cattle. They bought 60 acres fronting the highway next to the Dead River, located 5 miles east of the Painted Desert and 30 miles east of Holbrook.

It is not clear exactly when they arrived or when the trading post was constructed, but it would have been in the mid-to-late 1930s. Census data shows that Dotch had a ranch in Quemodo, New Mexico in 1932, and it is known that he was in Arizona by 1940. In any case, it wasn't long before Dotch realized there was money to be made from all of the cars passing by his place, so he built the trading post and called it DOTCH WINDSOR'S TRADING POST. The building was approximately 40 feet by 30 feet, and included living quarters. The Windsor's sold Gulf gasoline, Navajo rugs, curios, soft drinks, and other sundry items.

To capitalize on the nearby park, they soon added the words PAINTED DESERT to the building's front façade. Other improvements included a windmill-generated water well with piping into the building, a septic tank, and electricity, also generated by the windmill with assistance from a fossil fuel generator. There was no telephone, but there was a privy out back for customers.

The Windsor's divorced in the late 1940s. In 1950, Dotch remarried, this time to Joy Nevin (1924-1998), a Holbrook resident who was 28 years his junior. They had a daughter, Dee, born in 1952. Unfortunately, the marriage didn't last, as they divorced in 1956, not long before the route was moved and business evaporated.

Following passage of the 1956 Interstate Highway Act, the end of Route 66 became inevitable. It took roughly 20 years for the Mother Road to be replaced across all eight states, and another 10 before litigation over the final section to be bypassed (in Williams, Arizona) was adjudicated. No doubt, Dotch Windsor saw the writing on the wall as construction began on a new alignment along the I-40 corridor only a mile to the south of his trading post. By the late 1950s, traffic was being moved piecemeal onto the new four-lane, and by 1961 new bridges on the Dead River were completed. A detour that had kept traffic in front of his business was then removed. Soon after, the twice-divorced Dotch moved to Show Low, where he died of a pulmonary embolism in 1964 at age 68. He is buried in the Holbrook Cemetery.

Abandoned since the early 1960s, the Painted Desert Trading Post slowly devolved and ultimately lost its stability due to a crumbling foundation. Today, other than the four outside walls, the inside is stripped bare except for some partition walls, a few scraps of drywall, and old plumbing pipes. Surprisingly, the lettering on the front and ends of the building is still

legible, and there have been no alterations to the structure since it was occupied by Dotch Windsor, leaving its historic integrity intact.

The trading post was constructed with a 3-inch thick concrete slab floor and exterior walls supported by an 8 x 8-inch concrete stem-wall poured at-grade with no footing underneath. The walls, roof, and ceiling were built of wood construction, with drywall covering the interior walls and ceiling and sheet metal covering the roof. The exterior walls were sheathed with diagonal wood planks, onto which a wire mesh and stucco façade was applied.

Its current condition exhibits disjointed, sinking walls caused by deterioration of the slab floor and stem wall, missing stucco in places, rotted window openings, missing partition walls and drywall, and a severely deteriorated roof. Otherwise the building remains unchanged since its origin. Currently it is vacant and in danger of collapse due to exterior walls having lost their footing, caused by erosion beneath the stem-wall and slab. The Route 66 Co-op has recently purchased the property for the express purpose of returning the walls to their proper positions, pouring a new foundation, and replacing the roof, with other possible repairs to come later.

## SIGNIFICANCE OF HISTORIC PROPERTY

Recently, the Arizona State Historic Preservation Office determined that the Painted Desert Trading Post is eligible for the National Register of Historic Places. This is due primarily to the building's originality and its significance to transportation history. The trading post has had a direct association with US 66 since it was built in the late 1930s, only a few years after the route was moved from its original alignment and paved. Abandoned in the early 1960s, it has remained in place on the historic route, virtually untouched, with no additions or alterations other than the already described deterioration from the passage of time. Its significance is found in its location and as a place of service to Route 66 travelers from the closing years of the Dust Bowl migration through the post-WWII tourist boom. Its continued significance is evidenced by its popularity with Route 66 tourists and historians, many of whom recognize it as the "holy grail" among historic roadside structures. Once stabilized, the Painted Desert Trading Post will provide managed access to all concerned, and will be of benefit to surrounding communities as well as providing economic benefits from tourists who will journey from all over the world to see this historic building. Once its rehabilitation is completed, the trading post will demonstrate that 1) with the right team and a professional plan, structures as distressed as this one can be saved; and 2) it will serve as a model for similar projects in the future by other preservationists.



## PROJECT DESCRIPTION AND PROJECT BUDGET

### Description:

Damage to the walls resulted because the stem wall supporting the structure's weight contained no reinforcing steel bars (rebar), and did not have a below-ground concrete footing underneath. Instead it was constructed at-grade (on ground level). Over time, water caused the sand below the concrete to wash away (both around the stem-wall and the concrete slab floor at the corners and along parts of the building's edges). As a consequence, the stem wall failed. Parts of it, as well as the slab floor adjacent to it, weakened and broke under the weight of the building. Other parts of it pulled away from the building. The walls, especially at the corners, either slipped off of the stem wall or dropped as the stem wall sank pulled away, resulting in its present state. The most severe slumping is at the southeast corner, where the east and front walls there have dropped approximately 17 inches. Likewise, parts of the wooden base plate for the walls and the bottoms of some wall studs have broken free, causing walls to bulge in places and become weakened. Of the four corners, the southeast is the worst. The southwest corner is somewhat less severe, and the other two will require only slight correction. In addition, sections of all four walls will need to be straightened and made plumb. All of the window and door openings are in need of replacement, as the exposed lumber is weathered and split. The roof now contains only about 50% of its sheet metal and the wooden roof decking is either missing or rotted, causing the rafters and ceiling joists to sag and for rainwater to freely enter. Without replacement, the roof will ultimately collapse, possibly taking the rest of the building with it. The exterior stucco is damaged and missing in places, but this does not affect the stability of the building.

It should be explained that the nature of the needed repairs does not call for architectural blueprints. The process of stabilizing the building only requires skilled contractors experienced in making such repairs. A drawing is included illustrating the original layout and the areas of damage to the floor. Numerous photographs detailing the areas to be repaired are included also.

Finally, it should be stressed that both labor and materials will be considerably more expensive than they would be otherwise due to the remoteness of the site and limited resources in the closest city, that being Holbrook. The closest bigger city is Gallup, New Mexico, about 65 miles away versus 35 miles to Holbrook. For example, concrete delivered to the site from Holbrook will cost around \$200 per cubic yard, about 75% more than it would cost in a city with competitive pricing that is reasonably close to a job site.

The work to be accomplished is itemized below.

- a. Strap the entire circumference of the building using a double band of 4" ratchet straps. This will prevent sudden or damaging movement of the walls as they are elevated.

- b. Remove approximately 12 feet of the roof from each end of the building toward the center to relieve weight from the walls, especially at the corners. The middle section of the roof will remain in place to secure the front and rear walls.
- c. Beginning at one of the corners, steel plates will be inserted beneath the wooden base plate of the walls. Hydraulic jacks, placed under the steel plates, will be used to gradually raise the walls to the original level of the floor, pre-determined by a transit level.
- d. As the walls are raised to the correct elevation, they will be returned to their original positions, held in place with timber or steel props. Cinder blocks and additional hydraulic jacks will then be placed underneath, where they will be left in place.
- e. Wooden forms will be placed along the outside of the buildings walls up to the level of the floor to retain concrete, which will be poured around the cinder blocks and hydraulic jacks used to elevate the walls. This, effectively, will provide a new foundation.
- f. New base plates for the walls and new wall studs (where needed) will then be installed and anchored to the concrete, completing the wall-correction phase.
- g. New 2x6 rafters will then be installed in place of the roof sections already removed. Following this, the remainder of the existing roof will be removed and replaced, with a support beam using vertical supports installed the length of the front room, where the span is approximately 19 feet. Finally, new roofing will be installed and sealed using standard gauge sheet metal.

Project Budget: Please see attached table.

<b>Task Description</b>	<b>Task Timeline</b>	<b>Task Budget</b>	<b>NPS Contribution (\$ AMOUNT)</b>	<b>Applicant Contribution (\$ AMOUNT)</b>	<b>Applicant In-Kind Contribution</b> <small>SERVICE/ITEM DESCRIPTION</small>	<b>Source of Cash or In-Kind Contribution</b>
Insurance	Duration of Project	\$ 1,200.	\$ 600.	\$ 600.	\$ 0	Cash on Hand
Strap the building	4 hours	\$ 600.	\$ 300.	\$ 200.	\$ 100.	Cash on Hand + Labor
Equipment Rental	24 Days <small>(Estimated Days of Use)</small>	\$ 1,500.	\$ 750.	\$ 750.	\$ 0	Cash on Hand
Demolition of Roof <small>(Completed in Two Phases)</small>	8 Days	\$ 2,950.	\$ 1,475.	\$ 0	\$ 1,475.	Labor
Elevating and Positioning Walls	5 Days	\$ 14,000.	\$ 7,000.	\$ 5,800.	\$ 1,200.	Cash on Hand + Labor
Concrete, Rebar, & Forms	2 Days	\$ 3,500.	\$ 1,750.	\$ 950.	\$ 800.	Cash on Hand + Labor
Replacement of Studs, Base Plates & Anchoring of Walls	2 Days	\$ 1,050.	\$ 525.	\$ 0	\$ 525.	Labor
Grading for Proper Drainage Around New Foundation	5 Hours	\$ 650.	\$ 325.	\$ 325.	\$ 0	Cash on Hand
Replace Roof	12 Days	\$ 10,500.	\$ 5,250.	\$ 1,650.	\$ 3,600.	Cash on Hand + Labor
Replace Window Openings; Install Beam	2 Days	\$ 1,200.	\$ 600.	\$ 0.	\$ 600.	Labor
Seal & Paint Window Openings	1 Day	\$ 350.	\$ 175.	\$ 0.	\$ 175.	Labor
Cleanup & Disposal	2 Days	\$ 1,000.	\$ 500.	\$ 0.	\$ 500.	Labor
Contingencies	To be determined	\$ 1,500.	\$ 750.	\$ 375.	\$ 375.	Cash on Hand + Labor



## PROJECT COMPLETION AND ONGOING PROJECT MAINTENANCE

The Route 66 Co-op is a non-profit organization consisting of ten members, each of whom contributed equally toward the purchase of the property. As needed, members will also contribute equally to maintain a sufficient bank balance for the purpose of necessary expenses related to the property, such as insurance, taxes, and maintenance. As required by the grant, matching cash funds will be in place by the time the grant is submitted. Likewise, continued member contributions combined with fundraising efforts within the Route 66 community and beyond will be ongoing in order to provide for additional restorative work in the future, such as replacing damaged or missing stucco, enhancing the lettering on the walls, interpretive signage, and the like. It is not the purpose or intent of the co-op to fully restore the structure, but to instead retain as much of its patina as possible while ensuring that the building is structurally sound. It is, after all, a relic, and should remain so. The care, maintenance, and enhancement of the property will extend into the distant future, well beyond the 10 years required by the grant. The co-op is now in the process of attaining 501 (c) 3 status for their organization.

## PROJECT TEAM

The Route 66 Co-op's 10 members consist of the following:

Two PhDs; one in marketing (Nick Gerlich), one in astrophysics (Frank Maloney)

A Dentist (Ken Krauss)

Two law enforcement officers (Judy & Richard Walker, as one member)

A retired Air Force Master Sergeant (Mike Ward)

One recent college graduate in engineering (Ryan Maloney)

One construction company owner (Rich Dinkela)

Two former general contractors (Jim Ross and David Wickline)

A retired school teacher (Steve Rider)

All of the above, as well as Jim Ross' wife Shellee Graham, will participate in the project, either remotely or on-site as supervisors or laborers. The on-site supervisory team will primarily consist of 1) construction company owner Rich Dinkela; 2 & 3) former general contractors Jim Ross and David Wickline; and 4) local contractor Randy Murph, who is experienced in both steel fabrication and stabilizing distressed buildings.

Supervisory Co-op Project Team Members:

### Richard Dinkela – Route 66 Co-op

Rich Dinkela is the owner of Creve Coeur Paving in St. Louis, Missouri. He has more than 20 years of experience as a general contractor, businessman, estimator, and job site supervisor. He has extensive knowledge of and is skilled in using all types of construction related tools and equipment. Rich is also a long-time Route 66 advocate and preservationist who understands the nature and requirements of successfully completing a project such as the Painted Desert Trading Post.

### Jim Ross – Route 66 Co-op

Jim is a former building contractor whose fulltime business was construction of new homes, remodels, and other construction projects. He has extensive experience in project assessment, budgeting, job site supervision, and troubleshooting. He has worked as both a job site supervisor in all phases of residential construction and as a hands-on sub-contractor with particular skills in wood framing and repairs. As a home builder, he was known for efficiency of design, a focus on detail, and for completing projects ahead of schedule. He is analytical and precision-oriented. Jim is also an authority on the history of the route and is the author or co-author of more than 10 books. He has worked as a Route 66 preservationist at large for more than 25 years.

### David Wickline – Route 66 Co-op

David began his construction career at an early age, working for his father, owner of Wickline Builders in Columbus, Ohio. He attended Ohio State University, where he majored in Structural Engineering and Architectural Design. For 26 years he was president of Cedar Creek Builders, where he worked in new construction, remodeling, and structural design. David has extensive experience in supervising structural framing crews in the construction of new homes up to 10,000 square feet in size. He also served on the Ohio Building Industry Association's Professional Standards Committee. David is a long-time Route 66 enthusiast and advocate, and has published three books documenting the route's roadside architecture.

### Outside Contractor Randy Murph – Local Fabrication and Building Contractor

Randy is the owner of Welding Services and Supply, LLC, in Holbrook, Arizona. Randy's family has lived in the area for generations and owns various properties, including ranch lands. Recommended to the Co-op by two different locals—one the manager of the hardware store and the other a store customer who works for the Arizona Highway Patrol—he is the “go-to” guy when it comes to anything needing fabrication or for historic buildings needing attention, having worked on projects similar to the PDTP in the past. He is also a preservation-minded collector of automobilia and other historic artifacts, and is familiar with the trading post. Randy made an on-site inspection (without charge) and readily convinced the supervisory Co-op team project members present (Jim Ross and Rich Dinkela) that he possessed the knowledge, experience, and skills to be an asset to the project team. He has the local connections to arrange for much of the equipment, materials, and outside labor needed to complete the wall correction and foundation phase of the project.

## FUNDING CONSIDERATIONS

As listed in the budget table, the Route 66 Co-op's \$20,000.00 grant match will consist of existing cash on hand of \$10,650.00, contributed by Route 66 Co-op members and verified by the co-op's bank balance, and \$9350.00 of in-kind contributions, consisting entirely of labor provided by co-op members and other volunteers. It is expected that 3-8 co-op members/volunteers will be working on-site during all phases of the project. At least one co-op member will be on-site throughout the project's timeline whenever work is underway.



## Arizona's Historic Route 66 National Scenic Byway Program



April 23, 2018

### Support for the Painted Desert Trading Post Stabilization/Restoration

On behalf of the Arizona Historic Route 66 National Scenic Byway Program, a Route 66 community's grass-roots collaborative, I appreciate this opportunity to lend support to the initiative to stabilize and restore the historic Painted Desert Trading Post.

The Painted Desert Trading Post is one of the Arizona Route 66 treasures that we have had to helplessly watch deteriorate since it was abandoned, yet it has remained a destination stop and an important icon for Route 66 enthusiasts from around the world. Knowing the passion and dedication of the new owners, we are certain the Trading Post is finally in the right hands to stabilize it and eventually restore it.

In addition to the stand-alone merits of this grant request, having the Route 66 "Roadies" community, across State lines, come together to save an important piece of Route 66 history is trail blazing and we believe the success of this initiative will open doors for additional grass-root collaborative efforts across this beloved Route. We also believe these types of collaborative initiatives will be important to the work that will need to be done when Route 66 becomes a National Historic Trail.

The Arizona Route 66 communities appreciate the grant awards and support our All-American Road has received over the years from the National Park Service Route 66 Corridor Preservation Program, and hope the merits of the Painted Dessert stabilization/restoration project will lead to a much needed grant award. The Arizona National Scenic Byway Program has offered assistance wherever needed, and hopes to be a valuable resource as the initiative moves forward.

Thank you in advance for your consideration. Please let me know if I can provide further information or assistance.

A handwritten signature in black ink, appearing to read "Sharlene Fouser". The signature is fluid and cursive, with a long horizontal line extending from the end.

Sharlene Fouser, Byway Coordinator  
Arizona's Historic Route 66 All-American Road





*Historic Route 66 Association of Arizona*

*PO Box 66*

*Kingman, AZ 86402*

*www.historic66az.com ■ 928.753.5001*

Jim Ross  
National Park Service

April 24, 2018

Dear Mr. Ross,

I am writing you concerning the Painting Desert Trading Post, on an old alignment of Route 66 approximately 30 miles east of Holbrook, AZ. Over the past decade or so it has become the "holy grail" to many Route 66 enthusiasts both for its uniqueness as well as its isolation.

The property which has been sitting unoccupied in the Arizona desert for more than 50 years is in need of work to help slow or stop its deterioration. The Trading Post was recently purchased by a group of dedicated Route 66 "roadies". The group will be applying for a matching grant through the National Park Service to cover some of the repair costs to stabilize the structure.

This group's preservation work is in line with the Association's goal is to preserve and promote Route 66 in Arizona. We applaud and appreciate their enthusiasm and dedication to preserving one of our Route 66 landmarks.

We are pleased to provide this letter of recommendation. It is rare to find such a dedicated group of individuals working selflessly to preserve history.

Please don't hesitate to contact me if I can be of further assistance. I can be reached at 928-753-5001 or at [nikki@historic66az.com](mailto:nikki@historic66az.com).

Sincerely,

A handwritten signature in cursive script that reads "Nikki Seegers".

Nikki Seegers  
Director of Operations

Dutch Route66 Association  
Weiver 43  
1551SE Westzaan  
The Netherlands  
+31-6-4402-8346  
www.rte66.nl



Westzaan, 25 april 2018

Dear Mr. Ross,

We recently heard from your group that bought the Painted Desert Trading Post in Arizona. We are very glad to hear this news as the Painted Desert Trading Post is a very vulnerable and very important icon on Route66.

We have been visiting it with groups of Dutch and Belgian tourists for the last 10 years and the continuing deterioration of the building is obvious. Every year when I am there I am almost surprised but also very happy to see it is still standing.

When we heard that your group has bought the building we decided we should support the effort. Therefor we donated 1000 euro's to help the group in the hope this will help their applaudable effort to preserve and maintain this 'jewel of Route66'.

If needed please use this as a letter of recommendation since your effort is highly appreciated.

Many thanks,

A handwritten signature in blue ink that reads 'A. Bessels'.

Dries Bessels  
Chairman, Dutch Route66 Association

From: Michael O'Dell

April 27, 2018

To: Route 66 Corridor Preservation Program

Subject: Historic Painted Desert Trading Post

Hello,

My name is Michael O'Dell. I was born in Holbrook in 1956 and can still remember our town during the Heyday of Route 66. I work for the City of Holbrook and have been employed by them for 39 years. Because of my interest and knowledge of Holbrook history I had the opportunity to work at the information desk in the Historic Court House Museum. I also have been involved with the Restoration project at the Old West Section of the City Cemetery. I'm now the Tour Guide at the Holbrook Hidden Cove Petroglyph Park, also owned and promoted by the City. Over time, while working at these Historic Sites, I gained more knowledge and have become a well-known historian in our area.

Route 66 is an important part of Holbrook's History. The city has an annual Route 66 festival each summer. One very popular aspect of the festival has been the Route 66 Relics Tours. Guided tours to the Petrified Forest taking visitors along the old section of 66 that long ago ran through the Park. The old historic Painted Desert Trading Post has always been a highlight of this tour, and has numerous stories associated with it. Saving this building and any restoration work would not only be an asset for the Petrified Forest National Park, but would also be valuable to Holbrook by enhancing our Route 66 attractions.

On behalf of the City of Holbrook I would like to endorse the approval of this grant. I also offer my support to the endeavors of the Route 66 Co-op.

Thank you for your time and efforts. The spirit of 66 lives on.

Michael O'Dell  
[mwodell@cablone.net](mailto:mwodell@cablone.net)  
928-241-0293



**Route 66 Association of Missouri  
P.O. Box 8117  
St. Louis, MO 63156**

April 28, 2018

National Park Service  
Route 66 Corridor Preservation Program  
1100 Old Santa Fe Trail  
Santa Fe, NM 87505

To Whom it May Concern:

Dotch and Alberta Windsor opened the Painted Desert Trading Post in the early 1940's along Route 66 between Holbrook and Chambers, Arizona. Even along the Mother Road at the time, it was still a remote outpost with no electricity or phone service. They sold Indian curios, cold drinks and sandwiches, as well as gasoline from gravity pumps.

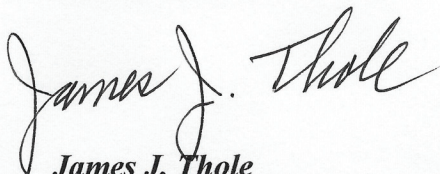
The section of Route 66 that ran past the business was relocated, widened and designated Interstate 40 in the late 1950's, and the trading post has sat empty and abandoned ever since. Nevertheless, the brief 15-year life of this business is a quintessential example of a western trading post operating along Route 66 in its heyday – the kind of historic icon that has become a well-known landmark and direct link to the history of Route 66.

Thankfully the Route 66 Co-op, a group of respected preservationists within the Route 66 community, has stepped forward to assume responsibility for saving and preserving this historic trading post along the Mother Road.

The grant funds which they seek will be used primarily for the required measures needed to stabilize and protect the structure from further deterioration. Since many other Route 66 landmarks have disappeared in the last few decades, the importance of this property as a survivor of the Mother Road era out west is significant.

I would certainly endorse their proposed preservation project, and recommend that you give their grant request strong consideration. It is an uncommon opportunity to save a Route 66 icon that is exceptionally distinctive.

Yours very truly,



**James J. Thole**

Chairman, Neon Heritage Preservation Committee





# New Mexico Route 66 Association

Dedicated to education, promotion, and preservation of New Mexico's Historic Route 66 Scenic Byway and economic revitalization along its 604 mile stretch throughout the state since 1989. - Est. 1989. A 501-(c)3 Non-Profit.

- **2004 New Mexico Heritage Preservation Award Winner**
- **National Scenic Byways Best Practices Recognition**
- **2003 Preservation Project of the Year: Route 66 Magazine**

April 27, 2018

Kaisa Barthuli  
Route 66 Corridor Preservation Program  
National Trails Intermountain Region  
National Park Service  
P.O. Box 728  
Santa Fe, NM 87504-0728

**RE: Painted Desert Trading Post, Route 66 Arizona**

Dear Ms. Barthuli,

The New Mexico Route 66 Association welcomes the opportunity to support the preservation of the Painted Desert Trading Post in Arizona through the National Parks Service Route 66 Corridor Preservation Grant program.

The New Mexico Route 66 Association is thrilled to see Route 66 enthusiasts from across the 2,400 mile corridor and beyond coming together to form the Painted Desert Trading Post Co-Op to focus on preserving this rare surviving example of a rural commercial property associated with Historic Route 66.

If you have any further requests beyond this endorsement, you may contact me by email at [president@rt66nm.org](mailto:president@rt66nm.org).

Sincerely,



Melissa Lea Beasley  
President  
505.803.6966  
[president@nmrt66.org](mailto:president@nmrt66.org)  
[melissa@melissalea.com](mailto:melissa@melissalea.com)



## Oklahoma Route 66 Association

P.O. Box 446  
Chandler, OK 74834  
www.oklahomaroute66.com  
(405) 258-0080

### Route 66 Counties

Ottawa  
Delaware  
Craig  
Rogers  
Tulsa  
Creek  
Lincoln  
Oklahoma  
Canadian  
Caddo  
Blaine  
Custer  
Washita  
Beckham

April 26, 2018

The Oklahoma Route 66 Association welcomes the chance to offer our support to the Painted Desert Trading Post Co-Op in their efforts to stabilize the Painted Desert Trading Post along Arizona's section of Route 66. Route 66 enthusiasts from across the 2,400 mile corridor have come together to save this property. In that same spirit of cooperation, it's only fitting that a project in Arizona receives a letter of support from the great state of Oklahoma.

Every state has suffered historic property loses and many more are looming on the horizon. With the National Parks Service Route 66 Corridor Preservation Grant program, the Painted Desert Trading Post could go from critical condition to stable condition. Time is not our friend on this urgent project.

It's my personal hope, and of the Oklahoma Route 66 Association, that the Painted Desert Trading Post Co-Op's grant proposal exceeds your requirements for consideration and is successful in securing an adequate matching grant.

A handwritten signature in cursive script that reads "Brad Nickson".

Brad Nickson  
President





April 24sert, 2018

To whom it may concern:

This letter will confirm the support of California Historic Route 66 Association for the National Park Service grant submitted for restoration work on the Painted Desert Trading Post. That building is a favorite icon along Arizona Route 66 and a priority for preservation.

The generous investors in the Desert Trading Post Co-op have used their personal funds to purchase the property. We support their commitment and innovative way of saving this historic structure. A Cost Share Grant from the National Park Service will help them fund the work necessary to stabilize the building and prevent further deterioration.

We hope that this application receives a favorable review.

Sincerely,

A handwritten signature in cursive script that reads "Lynne Miller".

Lynne Miller  
Secretary

On behalf of  
*Sharon Foster*  
President

California Historic Route 66 Association  
17868 Highway 18, #153-66  
Apply Valley, CA 92307  
[www.Route66CA.org](http://www.Route66CA.org)

April 27, 2018

Route 66 Corridor Preservation Program  
National Park Service  
1100 Old Santa Fe Trail  
Santa Fe, NM 87505

RE: Cost-Share Grant Application for the Painted Desert Trading Post in Arizona

To whom it may concern,

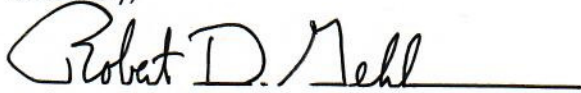
As Team Advisor for the Neon Heritage Preservation Committee of the Route 66 Association of Missouri, I have been intimately involved in preserving and restoring vintage neon signs along the route over the past 10 years. Like the classic neon signs along the road, the Painted Desert Trading Post, east of Holbrook, Arizona, is another iconic cultural touchstone that provides Historic Route 66 with its character and color. The grant application to stabilize and reinforce the existing structure, abandoned since 1956, will be of invaluable assistance to the cause of preserving this site for future generations of Route 66 travelers. The Painted Desert Trading Post, with its remoteness along the road and the natural beauty of its location, is considered a true "high point" for many Route 66 pilgrims from around the world in their quest to interpret the historical significance of the Mother Road.

I fully support this application for an NPS preservation grant via the Route 66 Corridor Preservation Program. This project represents a prime example of the mission of the program, as its existence as one of the road's key western trading posts lured in motorists since its opening in 1940 and continues to live on – decades after its closure – as a prime example of what the road offered, and still does so today.

The need to maintain this living "ghost" of Route 66 is of vital importance to the Route 66 community so that it can continue to offer intrepid travelers an insightful glimpse back to the heyday of Route 66. Now is the time to strengthen the integrity of the building and this grant will greatly assist that effort.

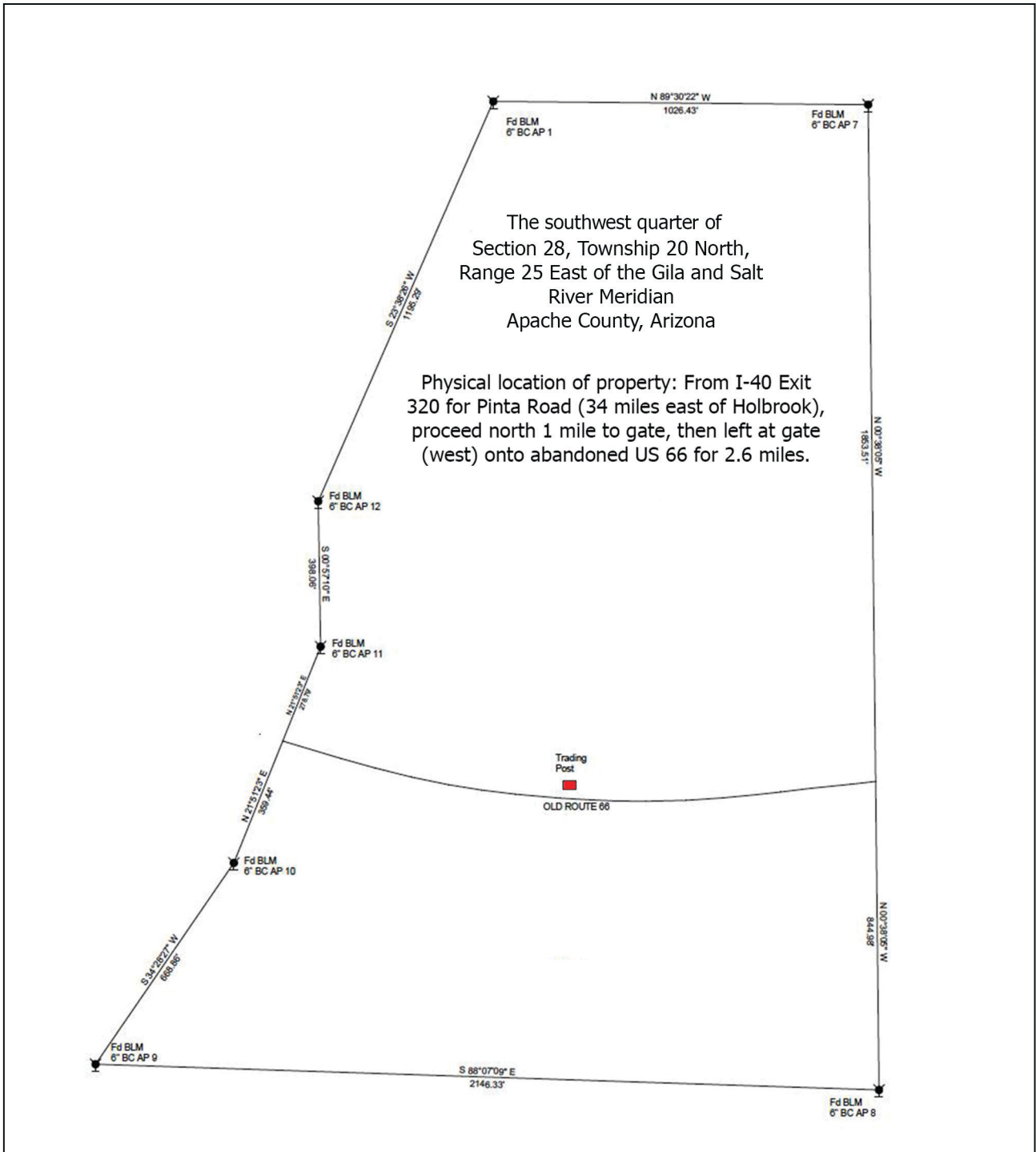
Thank you for your consideration of this proposed preservation initiative for this treasured site along Historic Route 66.

Sincerely,



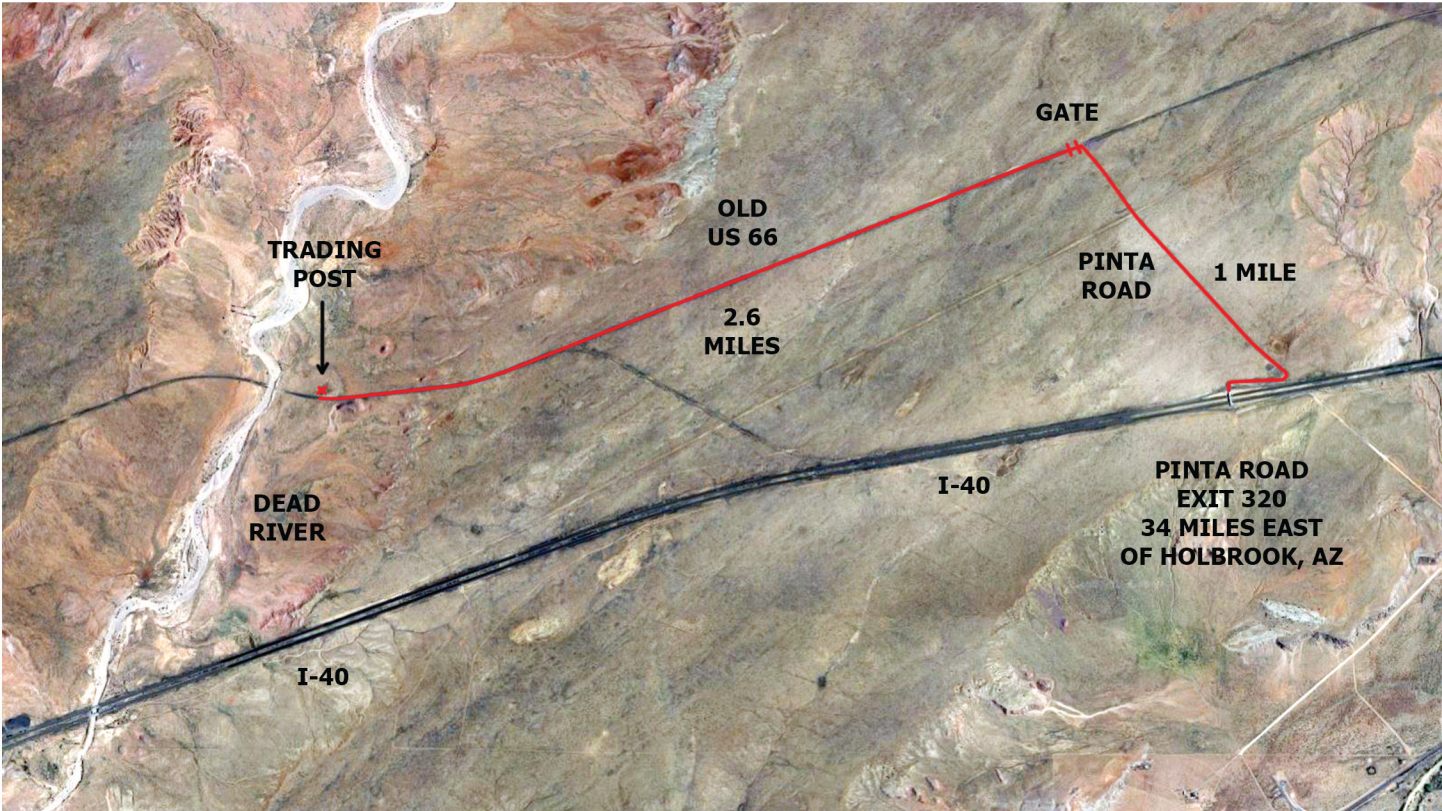
Robert D. Gehl

Team Advisor, Neon Heritage Preservation Committee  
Director of Membership Services  
Route 66 Association of Missouri  
1667 Timber Ridge Estates Dr.  
Wildwood, MO 63011-1971  
rgeh166@earthlink.net  
314-971-6366

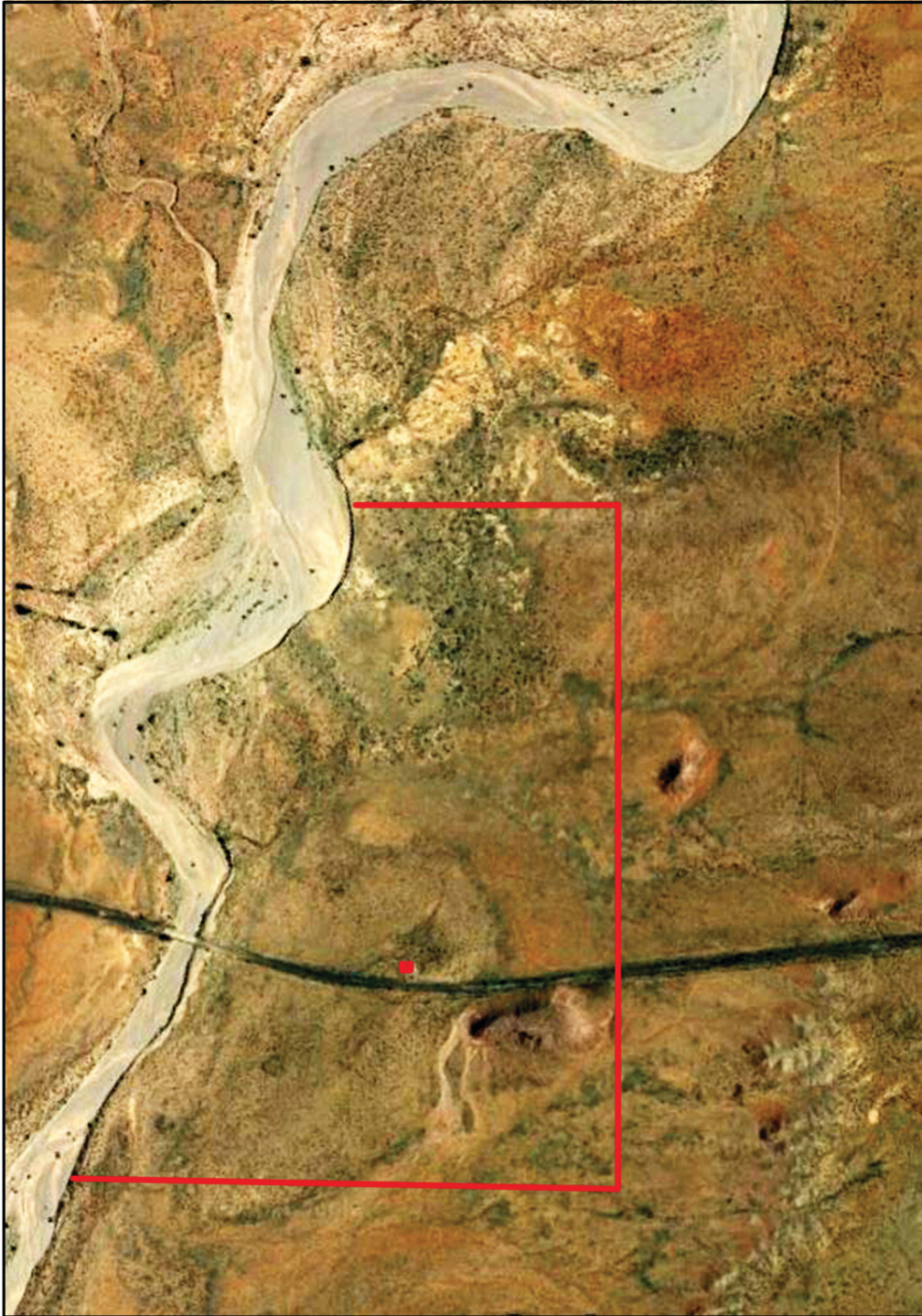


Legal description and physical location of the Painted Desert Trading Post Property.







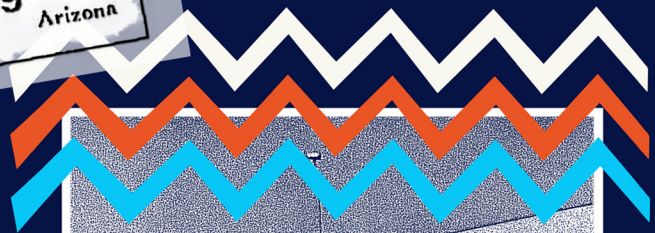


Aerial view of the property in context with its surroundings.





**"WELCOME"**  
Ceremonial Visitors  
Stop By and See  
**JOY & DOTCH WINDSOR**  
Just 64 Miles W. of Gallup  
We Specialize in Petrified Wood  
—We Ship C.O.D.—  
**Dotch Windsors Trading Post**  
Navajo, Arizona



**PAINTED · DESERT · TRADING · POST**  
**HIGHWAY 66 · ARIZONA**





The only known postcard of the Painted Desert Trading Post, circa 1950.



Dotch Windsor and first wife Alberta at their trading post in the 1940s.





The 2016 Route 66 Relics Tour at the Painted Desert Trading Post, guided by National Park Service rangers. Photo by co-op member and participant Frank Maloney.





The Painted Desert Trading Post in recent years.



The trading post in context with its surroundings, looking west.





The trading post in its current condition. Front and east walls.



East wall.





West Wall. Note the void beneath the southwest corner.



Interior view of the southwest corner.





Southeast corner of the trading post. View toward front wall.



Southeast corner. View toward the east wall.





Interior view of the southeast corner, showing the relationship between the slab floor and the walls.





View of the northwest corner and back wall, showing failure of stem wall that once supported the building's exterior walls.



Detail view of the northwest corner, showing the broken and collapsed stem wall.





Interior view in present condition looking toward the northeast. Debris has been raked into piles and temporary supports installed to help stabilize the structure.



Interior view in present condition looking toward the northwest.





View of the roof's edge along the back wall at the east end of the building.



View of the roof from above showing the condition of the sheet metal and the rotted condition of the decking. The building's front is at the bottom of photo.

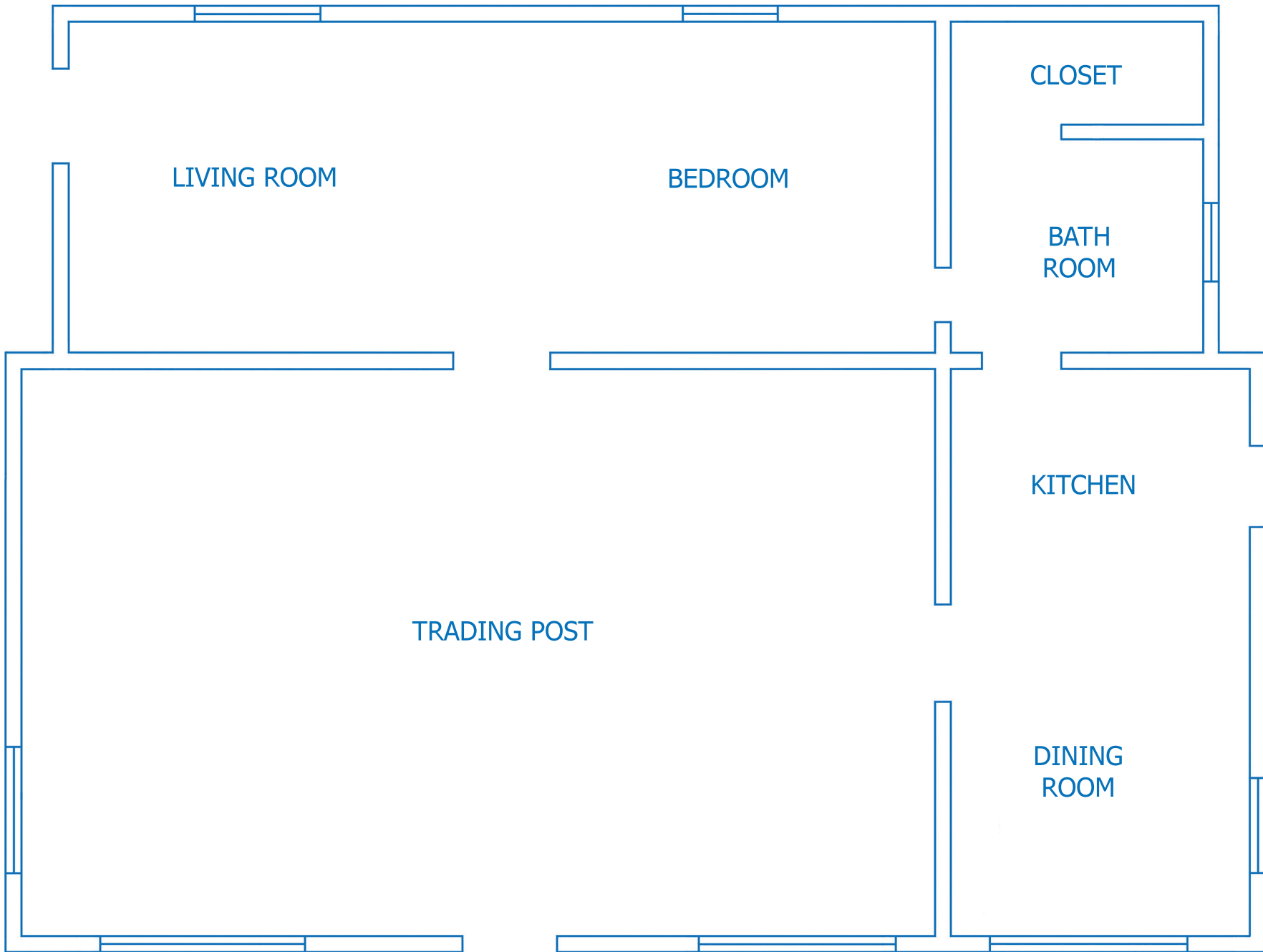


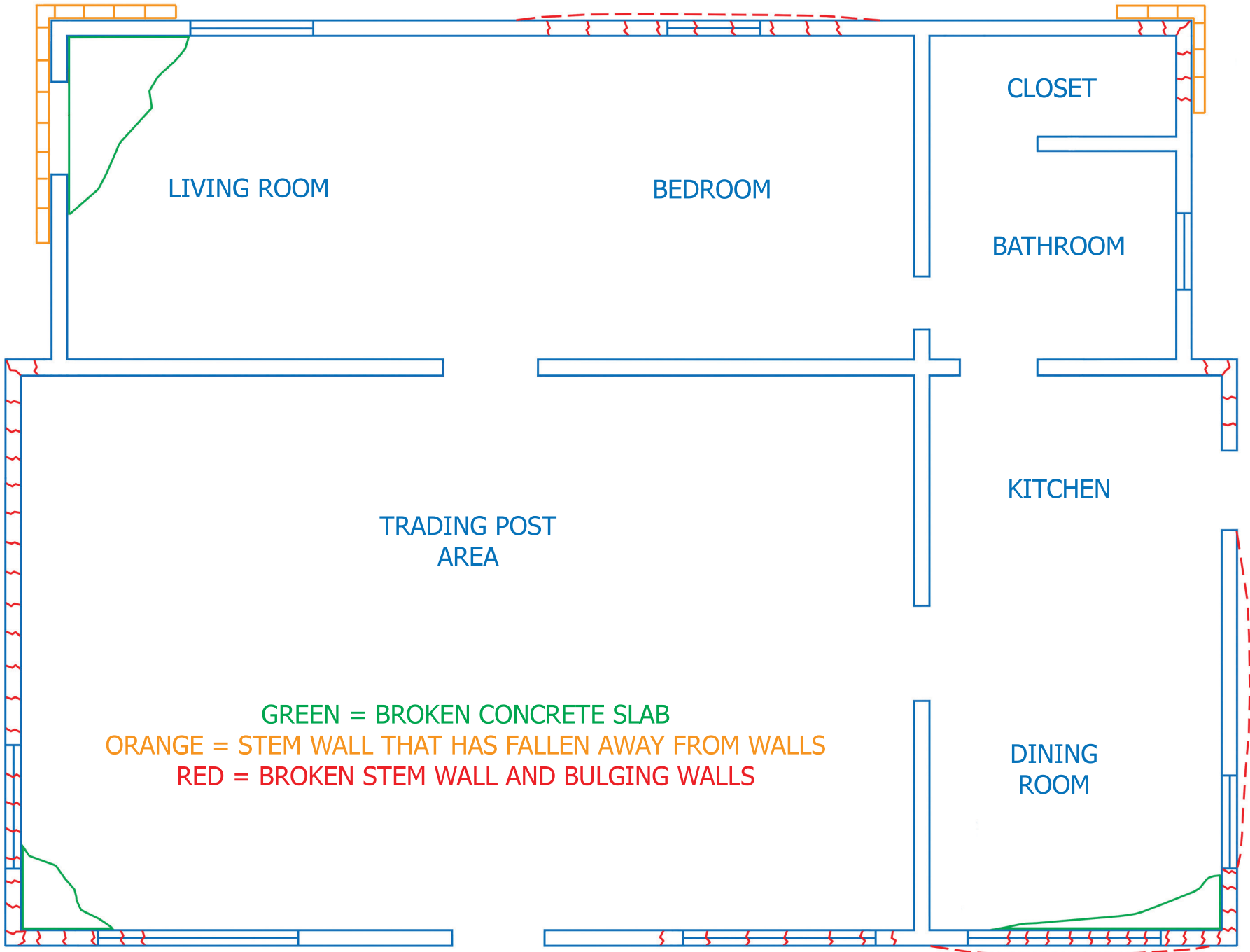


Westward view of overall structure, showing slumped walls and damage to roof.



Eastward view of overall structure.









Doug Ducey  
Governor

# ARIZONA STATE PARKS & TRAILS

Celebrating 60 Years!

Sue Black  
Executive Director



April 26, 2018

Kaisa Barthuli  
Route 66 Corridor Preservation Program  
National Trails Intermountain Region  
National Park Service  
P.O. Box 728  
Santa Fe, NM 87504-0728

**RE: Painted Desert Trading Post, Route 66**

Dear Ms. Barthuli:

At the request of Mr. Nick Gerlich, I am please to submit for your consideration this letter confirming the opinion of the Arizona State Historic Preservation Office that the above referenced property is eligible for listing in the National Register. The property retains a high level of integrity though its condition warrants concern. It is significant as a rare surviving example of a rural commercial property associated with Route 66. I understand Mr. Gerlich intends to submit a grant for the stabilization of this property, which I am also please to endorse.

If you have any questions or requests, you may contact me by email at [wcollins@azstateparks.gov](mailto:wcollins@azstateparks.gov).

Sincerely,

A handwritten signature in cursive script that reads "William S. Collins".

William S. Collins, Ph.D.  
State Historic Preservation Office  
Arizona State Parks & Trails



## Application - Laws and Standards Agreement

For Construction Projects Only (Preservation, Rehabilitation, and Restoration)

I/we, ROUTE 66 COOP, if awarded a cost-share grant from the National Park Service Route 66 Corridor Preservation Program for the project known as THE PAINTED DESERT TRADING POST, agree to comply with laws and standards set forth in the Secretary of the Interior's *Standards for Treatment of Historic Properties*; Section 106 of the National Historic Preservation Act again, as amended; Occupational Health and Safety Administration Regulations; and all appropriate local and state building codes.

If awarded a cost-share grant, I will ensure that the project is implemented in compliance with these laws and standards, and provide documentation and reporting of this compliance as specified in the final award contract.

  
Jim Ross, Director, ROUTE 66 COOP

Name of Owner

Date 4-30-18

PAINTED DESERT TRADING POST

Project Name

# Application - Property Maintenance and Protection Agreement

For Construction Projects Only (Preservation, Rehabilitation, and Restoration)

I/we, ROUTE 66 COOP, owner of the property known as THE PAINTED DESERT TRADING POST, agree that if funds from the National Park Service Route 66 Corridor Preservation Program are used towards the preservation, restoration, or rehabilitation of the property, I/we will ensure that the property is maintained and kept in a state of good repair for no less than 10 years after the project work is completed. This will be done in order to preserve the historical and architectural integrity of the property in its improved condition, and to protect the investment of public federal funds.

If I/we are personally unable to maintain the property, I/we will ensure that another entity assumes these responsibilities.

If I/we must sell the property, I/we will encourage the new owner to continue the care and protection of the property.

  
Name of Owner  
Date 4-30-18

Jim Ross, Director, ROUTE 66 COOP

PAINTED DESERT TRADING POST  
Property Name