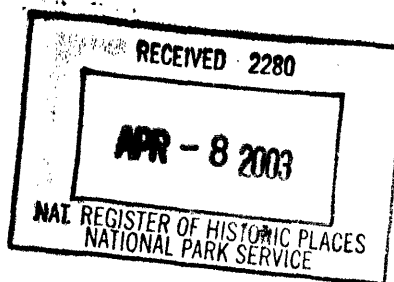


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Multiple Property Documentation Form



This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

  X   New Submission        Amended Submission

**A. Name of Multiple Property Listing**

Dude Ranches Along the Yellowstone Highway (U.S. 14-16-20) in the Shoshone National Forest

**B. Associated Historic Contexts**

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Transportation: Evolution of the Yellowstone-Cody, WY Corridor, 1896-1915  
Recreation and Tourism: Origins of Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest, 1904-1950

**C. Form Prepared by**

name/title Jeannie Cook, Curator, and Joanita Monteith

organization Park County Historical Archives

date July 1, 2002

street & number 1002 Sheridan Ave.

telephone (307) 527-8530

city or town Cody

state WY

zip code 82414

**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Jean L. Lissman  
Signature and title of certifying official

4/2/03  
Date

Rocky Mtn. Region, USDA Forest Service  
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Elson A. Beall  
Signature of the Keeper

5/24/03  
Date

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## Table of Contents for Written Narrative

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	<b>Page Numbers</b>
<b>E. Statement of Historic Contexts</b> (If more than one historic context is documented, present them in sequential order.)	
<b>Background Information for Historic Contexts</b>	<b>3-4</b>
<b>Transportation: Evolution of the Yellowstone-Cody, WY Corridor, 1896-1915</b>	<b>4-8</b>
<b>Recreation and Tourism: Origins of Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest, 1904 to 1950</b>	<b>8-12</b>
<b>F. Associated Property Types</b> (Provide description, significance, and registration requirements.)	
<b>Property Type Description</b>	<b>13-17</b>
<b>Property Type Significance</b>	<b>17</b>
<b>Property Type Registration Requirements</b>	<b>17-18</b>
<b>G. Geographical Data</b>	<b>18</b>
<b>H. Summary of Identification and Evaluation</b>	<b>18-19</b>
<b>Methods</b> (Discuss the methods used in developing the multiple property listing.)	
<b>I. Major Bibliographical References</b> (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	<b>19-24</b>

## Additional Documentation

<b>Photographs of Area Prototypes:</b>	
--Old Faithful Inn	<b>25</b>
--Pahaska Teepee	<b>26</b>
--Wapiti Inn	<b>27</b>
--Palette Ranch	<b>28</b>

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**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. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 120 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E Page: 3**

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**E. Statement of Historic Contexts**

**Background Information for Historic Contexts**

Tourism is an important sector of the national economy, responsible for employing one of every eight people in the United States. In Park County, Wyoming, conservative estimates indicate that 26% of the countywide economy is currently based on tourism. Early Western tourism is rooted in dude ranches, places that provided lodging and entertainment in a setting and style that let the American public experience the "vanishing West."

The dude ranches that are the subject of this nomination were clearly the products of the developing road system, i.e. as people became more mobile and more affluent, travel to previously inaccessible areas was possible for increasing numbers of people. The dude ranches are also a reflection of the American psyche and culture in the first half of the twentieth century as they sought to glamorize the colorful characters and simple lifestyles of a Western frontier that no longer existed. These are the two historic contexts that will be explored in greater depth in this application.

The subject dude ranches are located in Park County, Wyoming, on a 30-mile-long section of the historic Yellowstone Highway (currently known as U.S. Highway 14-16-20), beginning near the East Gate of Yellowstone National Park and extending east through the Shoshone National Forest. The road continues eastward for another twenty miles where it reaches Cody, Wyoming, creating what President Theodore Roosevelt called "the most scenic fifty miles in America."

The lodges were built along the North Fork of the Shoshone River, along a route with evidence of human activity dating back to 7,000 B.C. (In the 1960's, the Smithsonian Institution and the Buffalo Bill Historical Center jointly sponsored the exploration of the locally famous prehistoric and protohistoric site known as "Mummy Cave," which sits along this stretch of roadway.) With spectacular views of the snow-capped, pine-covered Absaroka Mountains, the region abounds with fish and wildlife, most notably trout, grizzly bear, black bear, elk, deer, Big Horn sheep, moose and bison.

The guest lodges are linked to the early decades of the conservation movement in the

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E Page: 4**

---

United States. They are all located on land leased from the Shoshone National Forest, the first national forest, which is adjacent to the eastern boundary of Yellowstone. The land was originally set aside as the Yellowstone Forest Reserve in 1891 during the presidency of Benjamin Harrison, almost twenty years after Yellowstone had become this country's first national park. In 1902 the reserve was enlarged by President Theodore Roosevelt and divided into four divisions under the supervision of A. A. Anderson. These divisions were officially re-designated "National Forests" in 1907 to correct the mistaken impression that they had been withdrawn from public use.

These rustic dude ranches reflect the early successful partnership between the federal government and private enterprise that created overnight accommodations for the public that were proximate to national treasures, without over-commercialization of the natural forest settings. With relatively minor renovations for plumbing and mechanical system improvements, the subject dude ranches generally have the same appearance and function that they have had for many decades.

**Transportation: Evolution of the Yellowstone-Cody, Wyoming Corridor, 1895-1915**

Evolving between 1904 and 1950, these dude ranches mirrored the increasing affluence and mobility of an American public eager to explore the natural wonders of Yellowstone. Their emergence directly correlates with the development and improvement of the roadway between Yellowstone and the fledgling city of Cody, Wyoming. The route that is dotted by these dude ranches went through a number of stages: an animal migration route, a walking and horseback trail, a crude, narrow wagon road, and finally a highway suitable for automobile traffic. As more people traveled this road, the demand for overnight lodging facilities arose. Dude ranches filled this need with a unique Western appearance and flair.

The central figure in the sequence of events that led to these dude ranches is the legendary scout, frontiersman and Wild west showman, Buffalo Bill Cody. Cody's vision was to make his namesake town of Cody the eastern gateway to Yellowstone. Circa 1895, Bill Cody pioneered the rugged Sylvan Pass route between the Grand Loop of Yellowstone and what would become its East Gate. In 1896, Cody and his associates founded the town of Cody, (slightly west of where the present-day town sits,) correctly predicting the town's tremendous economic potential as a hub city for Yellowstone. By

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E                      Page: 5**

---

1898, the federal government began building a stage road to access the eastern entrance to the park.

The growth of Cody was guaranteed with the completion of the Chicago, Burlington & Quincy Railroad's spur line to Cody in 1901, the opening of the East Entrance Road in Yellowstone to the public in July of 1903, and the completion of the government road between Cody and Yellowstone in 1904. The construction of the Shoshone Dam (later renamed the Buffalo Bill Dam) between 1905 and 1910, insuring an adequate, year-round water supply for domestic use and irrigation, also contributed to the growth and stability of the region.

The influx of tourists created a need for tourist accommodations, not only in Cody, but also at intervals along the route into the park. Wagon and horseback travel was slow, covering approximately 20-25 miles per day. Between 1902 and 1905, Buffalo Bill built three hotels in the region: the Irma Hotel near the Cody railhead; the Wapiti Inn, a day's wagon ride west of town; and Pahaska Tepee (one of the nominations in this application), two day's wagon ride west, just outside Yellowstone's East Gate. Until 1915, only horse- or mule-drawn vehicles were permitted to enter Yellowstone, so Pahaska Tepee was literally the end of the trail for early automobiles. Eventually other entrepreneurs followed Bill Cody's lead, creating camping companies and dude ranches to accommodate the increasing number of tourists along the route into Yellowstone.

Roads in the early decades of the 1900's were little better than wagon trails, as vividly described by traveler Calvin W. Williams on a trip through Wyoming in 1909: " 'Highways, as we know them were non-existent in those days. Roads? Yes. The state had plenty of roads...but most of them...were worse than none. Deep ruts; high centers; rocks, loose and solid; steep grades; washouts and gullies; stumps; sage brush roots; un-bridged streams; sand; alkali dust; gumbo; and plain mud, were some of the more common abominations the cross-country traveler had to contend with.' " (The Yellowstone Highway, p. 16)

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E      Page: 6**

---

The same Calvin W. Williams was, however, complimentary about the "Cody Road" (as this 50-mile stretch of highway was originally called): " West of Cody, going into Yellowstone Park, we found the best roads in the state...it gave us something to talk about in an un-profane way." (The Yellowstone Highway, p. 142) Even as late as 1910, the 48-mile trip from Cody to Pahaska on this relatively passable road took eight hours by automobile.

Prior to 1915, animal drawn wagons were the only vehicles permitted to enter Yellowstone. Bill Cody quickly recognized that overturning the ban on cars in the park was vital to the economic growth of Cody. (They had been banned under an early general law against steam-powered vehicles that was enacted to keep the railroads out of the park.) He unsuccessfully petitioned the federal government in 1908 to allow motor vehicles into Yellowstone. In the same year, however, Harry Thurston, the Shoshone Forest Supervisor, did manage to interest officials from Washington, D.C., in improving the Yellowstone Highway from Shoshone Canyon (just west of Cody) to the East Gate. Alice Roosevelt Longworth, daughter of President Theodore Roosevelt, and other dignitaries toured the road, stopping at Pahaska Tepee. Through their influence, the urgent need for road improvements was realized and government funds were approved.

The early decades of the 1900's gave rise to a grassroots movement called the "Good Roads Clubs." These consisted of loose confederations of far-sighted business and community leaders who realized the tremendous economic potential that auto-tourism might have on their communities. Members of the clubs would close their shops and volunteer to make repairs to roads, bridges and culverts on designated "Good Roads Days." Often, members would serve as ad-hoc road repair crews, filling chuckholes with bags of sand that they carried in their cars. With amazing marketing skill, these private clubs also published brochures and guidebooks, comparable to modern-day AAA manuals, to guide the auto-tourist along the route and to provide information about food, lodging, gasoline and attractions in their communities.

Before the federal government began a standard program for numbering major highways in 1925, the "Good Roads Clubs" were marking different auto trails with unique symbols painted on poles, bridges and rocks along the side of the road to help

United States Department of the Interior  
National Park Service

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E                      Page: 7**

---

keep the traveler on the proper route. Interestingly, many numbered federal highways started as these early auto trails, directing patterns of modern day growth and development.

By 1912, the Cody Road officially became part of the Yellowstone Highway, the earliest auto trail network connecting Denver and Cody. Appropriately, the symbol for marking the Yellowstone Highway was a large black "H" emblazoned over yellow-painted rocks. In September of 1915, the same year that Yellowstone was opened to automobile traffic, the Yellowstone Highway Association was formed in Douglas, Wyoming, to promote and to maintain this roadway as a major tourist route. Gus Holm's (proper spelling) of Cody, its first chairman, and others were quick to realize that they could tap into potentially large numbers of tourists by publicizing this network of roads between Yellowstone, Cody and Denver, the nearest major metropolitan center.

The Yellowstone Highway Association hoped to lure tourists from the newly opened Rocky Mountain National Park to Yellowstone via Cody. This club cooperated with groups from Colorado as they "...re-logged the road and placed over a thousand yellow and gray markers along the entire length to guide the traveler diagonally across the state." (The Yellowstone Highway, p. 26 quoting the Wyoming State Tribune of June 9, 1920.) Holm's efforts were part of an even grander plan to develop a National Park Highway connecting all national parks in the Rocky Mountains with those on the Pacific Coast.

As America grew more affluent and automobile travel grew more common, in part because of the efforts of the "Good Roads Clubs," public sentiment in favor of allowing cars into Yellowstone increased. In 1913 preparations began on the internal roadways of Yellowstone to permit car traffic, and the ban was lifted on August 1, 1915. For several years, cars and horses shared the roadways of Yellowstone, until the latter were rendered obsolete.

Between 1915 and 1916, the percentage of Yellowstone visitors arriving by car jumped from 7% to almost 50%. East Gate entrance statistics jumped from 300 in 1903 to 3,056 in 1915 with the advent of automobile traffic.

United States Department of the Interior  
National Park Service

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E Page: 8**

---

Later years saw continued growth. By 1922, "...the east entrance again proved first in attracting automobile travel, 20,039 motorists favoring Cody and the scenic Shoshone Canyon as an approach to the park." (Cody Enterprise of 10-18-1922) By mid-July of 1936, 14,720 cars entered through the East Gate, compared to 11,554 for the same time period in 1935. Except for the period covering World War II, East Gate entrance statistics continued to grow to the current level of approximately 250,000 visitors for the May to October season.

The development of this Cody-Yellowstone corridor had clearly provided the opportunity for the emergence of dude ranches along the Yellowstone Highway in the Shoshone National Forest to accommodate the increasing number of travelers.

**Recreation and Tourism: Origins of Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest, 1904 to 1950**

While the development and improvement of the Yellowstone-Cody corridor within the social context of an increasingly mobile and affluent society provided the *means* to travel, the *motivation* to travel also played an important role in the emergence of dude ranches along the Yellowstone Highway.

By the turn of the century, America realized that it had no longer had a frontier to conquer. A sense of nostalgia overtook the nation, a longing for the adventure, open spaces and Western heroes described in the popular dime novels of the day. Frederic Remington and Charles Russell, famous artists of the period, depicted Western scenes and characters that contributed to the public's fascination with the West. The pageantry of Buffalo Bill Cody's Wild West Show fueled a national, if not international, interest in the rugged and remote parts of the West that had previously been overlooked as settlers moved on to California, Washington, Oregon and Idaho.

The press in general did much to publicize Western vacation destinations such as Yellowstone, the Rocky Mountain National Park and others. Railroads were at the forefront of this organized drive to interest the American public in a Western vacation. They mounted relatively sophisticated advertising campaigns to lure passengers to remote Western vacation spots in an effort to increase their own business. An example of an early, undated Burlington Railroad brochure follows:



**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section: E                      Page: 9**

---

"The Cody Road is a pioneer's trail blazed through a region primeval, and in all the distance from Cody to the Lake Hotel there is no suggestion of anything else. No stores, no shops, no furnace smoke, no 'social etiquette'—nothing but the great rugged West, crude, heroic and cordial. The invader finds no sign-boards warning him off the grass or forbidding him to enter private grounds.'" (The Yellowstone Highway, p. 141)

In an ironic twist, it can be argued that the railroads were almost "too successful": the public became so enamored of the West that the demand led to improved roadways and individual automobile travel, eventually tolling the death knell for railroad passenger travel in later decades.

Easterners, affectionately called "dudes", were looking to the West to provide a new frontier for wilderness vacations. The rustic mountain lodges of the Adirondacks in upstate New York had entertained vacationers since the 1870's; however, civilization was fast encroaching and their patrons became interested in enjoying more remote Western locations. Yellowstone, Rocky Mountain National Park and others provided the perfect national playgrounds for a public eager for a Western adventure. Interestingly, it was the Adirondack style that most influenced the architectural style of the grand lodges and dude ranches that evolved in the West.

Howard Eaton, originally of Pittsburgh, is credited with being the father of dude ranching. He established the Custer Trail Ranch near Medora, North Dakota, in 1879, and his two brothers joined him within a few years. Eaton's friends from the East enjoyed visiting him and dabbling in cowboy activities. Not wanting to be a financial burden on his host, Bert Rumsey, a guest from Buffalo, New York, insisted on paying the Eatons for his room, board and use of a horse in 1882 and "dude ranching" was created. Over time, the Eatons embellished the activities to entertain their guests with excursions to Yellowstone and Indian reservations.

In 1904 Eaton moved his ranch to Sheridan, Wyoming, in the foothills of the Big Horns to be closer to the sights that his guests enjoyed. This is considered to be the first "perfected" dude ranch in Wyoming, although by the late 1800's and early 1900's many other ranchers were already taking in paying summer guests and escorting fall hunting

**United States Department of the Interior**  
**National Park Service**

**National Register of Historical Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E**                      **Page: 10**

---

parties to supplement the income of their cattle operations.

The dude ranches in the Shoshone National Forest along the Yellowstone Highway are a variation of these cattle ranches/dude ranches, previously referred to as "mountain ranches", i.e. dude ranches that never functioned as cattle operations but relied solely on vacationers for their income. Mountain ranches in general were located within one or two days journey of a railroad hub, and within one or two days journey of a national park, clearly to take advantage of the free recreational opportunities. The majority of dude ranches in Wyoming are clustered in this type of pattern around Yellowstone and Jackson Hole.

The guest lodges which are the subject of this nomination never controlled large tracts of land but rather leased relatively small parcels from the Shoshone National Forest. In appearance, they patterned themselves after the Adirondack lodges, but on a smaller scale. The dude ranches generally consist of log structures and other natural materials that blend into the scenery. They sit unobtrusively back from the highway, tucked away for the most part along creeks that flow into the North Fork of the Shoshone River.

The subject dude ranches have rustic grand lodges that are the heart of the operation, functioning as centers for socializing, eating and organizing guest activities. Guests stay in smaller cabins that are clustered around the main lodge. A barn, corral and other support buildings complete the operation. Guests are entertained with day and overnight horseback riding trips, excursions into Yellowstone and other outdoor, Western-oriented activities. In appearance and function, the subject dude ranches are much as they have been for at least half a century.

While some changes have taken place over time (e.g. the addition of more cabins, updates of plumbing and mechanical systems, movement of structures, etc.) the changes have not degraded the physical and associative qualities of these dude ranches, the ongoing examples of the root of tourism in Wyoming. The subject dude ranches arose to fill the needs of the increasing number of visitors to Yellowstone in the first half of the 1900's. Adaptations are an integral and rich part of the history of these dude ranches, (e.g. some of the guest cabins at Pahaska were built of logs removed from the original Wapiti Inn, when it was rendered obsolete by automobile traffic; in 1929 the UXU Ranch arose out of a forest sawmill operation.)

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: E Page: 11**

---

The earliest guest lodges originally catered to the wealthier segments of society. Only the most affluent could afford the time and expense involved in hiring an outfitter for the three weeks that it took to tour Yellowstone at the turn of the century. As a broader middle class grew in American society and cars became more affordable, more and more Americans took to the road in search of the Yellowstone adventure. By 1929, there were more than two dozen dude ranches in the region.

As an industry, dude ranching grew haphazardly. Larry Larom, owner of the Valley Ranch on the South Fork of the Shoshone River, is considered the leader of dude ranching in Cody. Having been raised and educated in the East, Larom opened the Valley Ranch in 1915. He had many New York journalist friends and used these connections to promote his operation. In 1926 Larom and 25 other dude ranch owners met in Bozeman, Montana to form the Dude Ranchers' Association (DRA). It was an indication of the maturing of the industry—a recognition that they had common goals and interests and that there was an advantage to be gained in promoting themselves as an industry.

The railroads, especially the Northern Pacific, were instrumental in helping to promote the fledgling industry, since they stood to gain with increased passenger traffic. The railroads assisted the DRA by providing technical expertise in advertising and public relations. By 1929 there were 91 members in the association, half of whom were from Wyoming.

In general, the peak year for dude ranching is considered to be 1929, after which dude ranching fell into a decline because of the Depression. Even in these hard economic times, it appears that the Yellowstone-Cody corridor bucked the national trend by enjoying increased numbers of tourists and relative prosperity.

By 1937 there were 100 dude ranches in Wyoming that had become a significant part of the economy. A Wyoming newspaper clipping from that year said that "According to the Wall Street Journal, 97 dude ranches in Wyoming did a business...of approximately \$2,000,000. 'Guests of those ranches,' says the Journal, 'of the wealthy class for the most part, are said to have spent an average of close to \$500 each during the last season.

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section: E                      Page: 12**

---

Most years it takes several 'beef critters' to clear that much for a rancher.'" Rates in this era ranged from about \$20 to \$77 per week, averaging about \$40. Dude ranching had become so important that the University of Wyoming instituted a course in recreational ranching in 1935.

Between 1941 and 1945, times were very tough on dude ranches. Gas and tire rationing and other conservation measures during the war years had severely curtailed travel and many Park County dude ranch owners sold out just after the war ended. After World War II, tourism picked up again sharply, continuing into modern times. The revitalized economy, mass production and the relative availability of new cars made cross-country travel the American past-time. People were taking the advice of an automobile advertising slogan of the day: "See the USA in your Chevrolet."

As the tourism industry greatly diversified over time, dude ranching's role in the overall economy diminished, although it still remains an important segment of the regional tourist economy. According to Jim Futterer of the Dude Ranchers Association (which now covers the western United States and recently moved its headquarters to Cody) the average dude ranch in Wyoming grossed about \$502,472 for 1999. With a total of about 110 dude ranches in Wyoming, Futterer estimated that the Wyoming group grossed about \$55,271,900 in 1999. The average rate at a dude ranch in Wyoming was about \$1,174 per week. (Individual data for the dude ranch nominations is not available.)

Historically, dude ranching is important because it is the cornerstone of modern day Western tourism. Dude ranching arose from a culture trying to perpetuate its western heritage. In the process, the dude ranch rustic architectural style was created. Additionally, a widespread interest in recreational activities that were concerned with the preservation and judicious use of natural resources developed.

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: F Page: 13**

---

**F. Associated Property Types**

**Property Type Description**

The associated property type that has relevance and importance for these historic contexts is the early twentieth century Western dude ranch. This design tradition includes the grand lodge, guest cabins, barns and related support buildings that were built during the period of significance of dude ranching in Wyoming from 1904 through 1950.

The clusters of buildings that comprise a dude ranch were often remodeled over the years to suit the needs of the dudes. New buildings were sometimes added to the group, some buildings were torn down, others may have been re-arranged on the site. Such adaptations were merely a reflection of Western pragmatism. It is important to note that from 1950 to the present day, remodeling and revamping of the buildings and sites continues, much as it did during the first half of the twentieth century and that this ongoing process, if properly done, does not degrade the integrity of a site.

The dude ranch basically consists of a grand lodge, guest cabins that surround it, a barn, corral and other small support buildings. The overall flavor of the Western dude ranch is rustic and natural, with simplicity of form and function. The grand lodge tends to be a smaller representation of the Adirondack style of architecture with strong evidence of a Western flavor. It is the heart of the dude ranch—usually where meals are served for the guests, activities are coordinated and the business of the ranch is conducted. For convenience the smaller guest cabins are proximate to the grand lodge. The barns and corrals house the horses that are used for day and overnight horseback riding excursions.

Adirondack style was widespread by the turn of the century, developing in the region for which it was named between 1870 and 1930. These camps of the Gilded Age were “odd, artful, studiously rustic compounds...vacation retreats that industrialists, financiers, and railroad builders constructed for their families...” Although no one knows for sure how much this style influenced the massive lodges at Yellowstone National Park. Harvey Kaiser has speculated that the railroad barons were friends of those

**United States Department of the Interior**  
National Park Service

**National Register of Historical Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: F Page: 14**

---

owning Adirondack retreats and, when great lodges were built in the west, they knew the Adirondack look was "right" for such a natural setting.

When it was founded in 1916, the National Park Service pronounced that it was adopting an attitude of "harmony with landscape." Requiring that its buildings fit into the natural environment, the NPS policy of "parkitecture" made rustic design flourish and spread across America. The resurgence of the environmental movement in the 1980's and 1990's has created renewed interest in rustic styles.

Significantly, dude ranch rustic architecture is a unique American style that evolved over 30 years. Along with its Adirondack roots, it is an interpretation of several architectural styles, including "Shingle, Prairie and Mission styles, often with a heavy dose of European alpine chalet design...The overriding premise was that the buildings must blend with the landscape, be part of the environment."(quoting Christine Barnes in Great Lodges of the West.)

The grand lodges of these nominations are smaller variations of the four area prototypes: the big house at Palette Ranch near Meeteetsee, the grand lodge at Old Faithful Inn in Yellowstone; the grand lodge at Pahaska Tepee near the east gate of Yellowstone; and the grand lodge at Wapiti Inn, halfway between the East Gate and Cody. (Pictures of these area prototypes are attached to this application.) It is clear that all of these prototypes were strongly influenced by the Adirondack Rustic style.

The Palette Ranch was founded as a homestead in 1882 by Abraham A. Anderson from New York City. Its series of grand lodges were designed by its owner as a vacation getaway and hunting lodge where he entertained his wealthy circle of friends. An avid rancher, conservationist, hunter and artist, Anderson was born to a wealthy middle-class New Jersey family. He received a fine education and studied art in Paris. Although his experience as an architect was limited, he designed a Beaux Arts building in New York City. He painted watercolors and portraits of the elite of his day and mingled with the world's rich and famous. He convinced Theodore Roosevelt to set aside more forest reserve land in 1902, increasing the Teton and Yellowstone Forest Reserves which Anderson supervised. His western lodge architectural designs were probably influenced by Eastern Adirondack styles.

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: F Page: 15**

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Old Faithful Inn was completed in 1904 in Yellowstone for the Yellowstone National Park Association and its silent partner, the Northern Pacific Railroad. It was designed by architect Robert C. Reamer of Seattle and served a wealthy group of guests in luxurious style. The massive and elegant look of the main lodge with its gnarly lodge pole pine decorative timbers, enormous stone fireplace, and fine Arts and Crafts furniture were considered the epitome of rustic style which was designed to bring the outdoors indoors. Barnes states in Great Lodges of the West that Old Faithful Inn "became the model for lodge design in the West...simplicity, use of native materials, handwork and blending of the building with the site were the movement's fundamental principles...The lodge, rooted in its landscape, also has an element of high drama."

Pahaska Tepee, Buffalo Bill Cody's hunting lodge and overnight lodge was built between 1903 and 1905 near the East Gate of Yellowstone. Cody asked Abraham A. Anderson of the Palette Ranch to design the building with Frank Powell acting as the building supervisor. During this same period of time, Buffalo Bill's Wapiti Inn was constructed fifteen miles to the east on the same government road. By 1910, four small log guest cabins were built in a line directly southwest of the grand lodge at Pahaska. Three of them remain today, constituting the prototype for dude ranch rustic guest cabins and support buildings for that nomination. Typically, cabins and support buildings are much smaller than the grand lodges, although they have some of the design elements in common. These common elements often include log walls or log slab siding and similar decorative details.

Wapiti Inn was also built between 1903 and 1905 for Bill Cody under the supervision of Frank Powell. Although the building's designer is unknown, it was probably also A. A. Anderson. In the days before automobiles, Wapiti Inn was situated just a day's wagon ride west of Cody, serving as the first overnight stop on the way to Yellowstone after leaving Cody. The second night's stop was at Pahaska Tepee. In a pragmatic fashion typical of the west, Wapiti Inn was disassembled in 1913 and the logs were re-used at Pahaska when the original Wapiti Inn became obsolete with growing automobile traffic.

Furnishings are an important part of the dude ranch rustic style. Some early dude ranches at first were furnished with Eastern Adirondack, Mission, or Arts and Crafts pieces. The Western High Style or Cowboy High Style later emerged from designs of highly skilled architects, artists and craftsmen.

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: F Page: 16**

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Thomas Molesworth of Cody emerged at the forefront of this movement. He manufactured furniture in this style in the 1930's that was used in many of the area's finest dude ranches. The Cowboy High Style also made use of fine Indian artifacts and generously dispersed Navajo rugs.

Other dude ranches had furnishings that were made by owners and ranch hands with little or no formal training. They used locally available, inexpensive, or naturally occurring materials. Sometimes these furnishings had a rather homemade and crude appearance, reminiscent of the old "plank and pole" furniture built out of necessity by early homesteaders who were trying to make do. This pragmatic style was affectionately called Cowboy Low Style. According to Elizabeth Clair Flood, Larry Larom of the Valley Ranch on the South Fork near Cody "...furnished his cabins with some Adirondack furniture he had brought from home in 1915 to make the experience more rustic and appealing to the eastern tourists. When these wore out, he had his ranch hands cover the chairs with rawhide."

Both the high and low styles decorate with hides, furs, antlers, and head mounts of elk, deer, buffalo and other animals.

Locational patterns of these guest ranches are likely to be in mountainous and wooded areas, near streams, within a few hundred yards of the Yellowstone Highway. They range from the east gate of Yellowstone to a point approximately 30 miles east, all falling within the boundaries of the Shoshone National Forest. Most are comprised of a large central lodge building, surrounded by guest cabins, barns, and support buildings, with the condition of buildings ranging from fair to excellent.

Just as furnishings were adapted over time, early owners of these guest lodges maintained and altered their facilities to suit their needs. Struther Burt, one of Jackson's earliest dude ranchers, described the process of building his ranch with his partner:

"Such a task might seem impossible unless you bear in mind the astonishingly short time it takes experts to build a log-house and the genius of the westerner for turning his hand to anything. Our fireplaces were built by a man who had never built a fireplace before in his life and the rocks with which he had to work were the worst that can be imagined—slippery cobblestone and unshaped granite. The same man who one day is



**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: F Page: 17**

---

laying lots, the next can manufacture the pleasantest kind of an easy chair or a dining room table."

Just like their predecessors, modern owners also have incorporated their own ideas about placement of buildings, new additions, remodeling and maintenance. Despite this, the nominees all have integrity of design, feeling and function with their early roots.

**Property Type Significance**

All of the included nominations illustrate the development of a uniquely Western institution at the root of the early Western tourist industry. The dude ranches evolved between 1904 and 1950 to meet the recreational needs of the American public. There is clearly a direct relationship to the development of the Yellowstone-Cody corridor and the rise of these dude ranches. This took place in the broader context of an increasingly affluent and mobile American public.

The rustic Western dude ranch of the early twentieth century is also the product of the cultural glamorization of the rugged Western culture. "Everyman" wanted a taste of the West that had previously only been available to the rich and famous at the turn of the century. People wanted to see the places and characters that had been romanticized in popular culture by dime novels, railroad brochures, artwork and Bill Cody's Wild West Show. Tourists could enjoy the spectacular natural features of Yellowstone while sampling the West. The Western dude ranch of the early twentieth century provided the Western experience to the American traveling public.

**Property Type Registration Requirements**

All of the nominated properties are located along the historically significant Yellowstone Highway leading to Yellowstone within the Shoshone National Forest. Individual nominees are defined by their traditional Forest Service lease boundaries. All of the nominees are dude ranches which arose between 1904 and 1950, evidencing stylistic consistency with early twentieth century rustic dude ranch architecture, i.e. they all have a grand lodge, surrounded by smaller cabins, support buildings, a barn and a corral. They are built of natural materials and blend well with their surroundings. The contributing buildings with relevance and importance for the National Register have the look of the location, design, setting, workmanship and feeling

**United States Department of the Interior**  
National Park Service

**National Register of Historical Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number:** F,G,H **Page:** 18

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that is associated with the four particular prototype grand lodges in the locale. Alterations, remodeling, or movement of structures (as long as it is generally consistent with rustic dude ranch architecture) should not preclude registration, since these traits are part of and consistent with the dude ranch tradition.

Generally, the nominations are based on Criterion A, illustrating important historic contexts for the region and the nation; therefore, integrity of association, function and feeling with the Western dude ranching tradition as it emerged and evolved over half a century is more important

as a registration requirement than purity of architectural form. Individual nominees may meet additional criteria, such as Pahaska Tepee's direct association with Buffalo Bill Cody and its significance as a local architectural prototype.

**G. Geographical Data**

This multiple property group falls within the boundaries of the Shoshone National Forest, adjacent to the eastern border of Yellowstone National Park in Park County, Wyoming. The properties are all accessible off a 30-mile stretch of U.S. Highway 14-16-20, previously part of the historic Yellowstone Highway.

The highway roughly follows the valley of the North Fork of the Shoshone River, located in the Absaroka Mountains in northwest Wyoming. The Absarokas are the only volcanic mountain range in the state, nestled between the following geographical features: the Bighorn Basin to the east, the Yellowstone Plateau to the west, the Beartooth Mountains to the north and the Washakie-Owl Creek Mountains to the south.

**H. Summary of Identification and Evaluation Methods**

This multiple property listing of dude ranches along the historic Yellowstone Highway within the Shoshone National Forest arose from a more general project identifying the important historical, cultural and natural resources in the region surrounding Cody, Wyoming. Participants in the process included members of the Park County Historical Society, Wyoming SHPO officials, representatives of the Office of the Wyoming State Archaeologist, (OWSA.) and other local historians. In the course of this identification process, clusters of important resources became apparent, including these historic dude

**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: H,I Page: 19**

---

ranches and their importance to the growth of the tourism industry in the region. Using the geographical boundaries of the Shoshone National Forest helped to limit the number of nominations, in addition to highlighting the transportation issues involved in this nomination. It is anticipated that other nominations of significant properties in the entire historic Cody-Yellowstone corridor will follow in years to come.

Over a two-year period various individuals have participated in collecting information about specific nominations; owners of the ranches have been contacted and local resources have been extensively used to gather information. Much research has been done to put the significance of these dude ranches into a broader historical perspective. During this general research, the two important historical contexts became clear: 1.) that these dude ranches arose because of the creation and improvement of the road corridor between Cody and Yellowstone; and 2.) that public interest in Western tourism arose in the broader social context of the romanticizing of the vanishing West.

The requirements for property registrations are based on a thorough knowledge of the resources that fall within the identified zone. The emphasis of this nomination is on function, rather than architectural purity, to underscore the broader social patterns and transportation issues that gave rise to these dude ranches. The dude ranches run the gamut from a local prototype, Pahaska Tepee, to nominees that evolved decades later out of necessity. Even so, they are linked by their distinctive rustic style of architecture, natural materials, common purpose and setting.

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**United States Department of the Interior**  
**National Park Service**

**National Register of Historical Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: I** **Page: 20**

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**United States Department of the Interior**  
National Park Service

**National Register of Historical Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: I                      Page: 21**

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**United States Department of the Interior  
National Park Service**

**National Register of Historical Places  
Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number: I                      Page: 22**

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest

Section Number: I Page: 23

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**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

**Dude Ranches Along the Yellowstone Highway in the Shoshone National Forest**

**Section Number:**   I   **Page:**   24  

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