

United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form

OCT 17 2007

1213

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Covered Wagon Resort

other names/site number Covered Wagon Motel, Wagon Wheel Resort

2. Location

street & number 14189 Hwy 79 [] not for publication

city or town Piedmont [x] vicinity

state South Dakota code SD county Meade code 093 zip code 57769

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this
[X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In
my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be
considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title Jay D. Vogt State Historic Preservation Officer Date 09-17-2007

South Dakota State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria.
([] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register
[] See continuation sheet.
[] determined eligible for the
National Register
[] See continuation sheet.
[] determined not eligible for the
National Register.
[] removed from the National Register
[] See continuation sheet.
[] other, explain
[] See continuation sheet.

Signature of the Keeper Edson H. Beall Date of Action 11-20-07

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Jay D. Vogt State Historic Preservation Officer 09-17-2007
Signature of certifying official Title Date

South Dakota State Historic Preservation Office
State or Federal agency and bureau

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 See continuation sheet.
- other, explain
 See continuation sheet.

Edson M. Beall Signature of the Keeper 11-20-07 Date of Action

Covered Wagon Resort
Name of Property

Meade County, South Dakota
County/State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
11	4	buildings
0	0	sites
1	0	structures
1	0	objects
13	4	Total

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

Number of contributing resources previously listed in the National Register.

N/A

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Domestic/Hotel

Current Functions

(Enter categories from instructions)

Domestic/Hotel

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation	Stone
walls	Stucco
roof	asphalt shingle, metal
other	_____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- [] A owned by a religious institution or used for religious purposes.
[] B removed from its original location.
[] C a birthplace or grave.
[] D a cemetery.
[] E a reconstructed building, object, or structure.
[] F a commemorative property.
[] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

Entertainment/Recreation

Periods of Significance

1945-1957

Significant Dates

1945, c1950

Significant Person(s)

(Complete if Criterion B is marked above).

n/a

Cultural Affiliation

n/a

Architect/Builder

Builder: John Honerkamp

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [] preliminary determination of individual listing (36 CFR 67) has been requested
[] previously listed in the National Register
[] previously determined eligible by the National Register
[] designated a National Historic Landmark
[] recorded by Historic American Buildings Survey

- [] recorded by Historic American Engineering Record

Primary location of additional data:

- [x] State Historic Preservation Office
[] Other State Agency
[] Federal Agency
[] Local Government
[] University
[] Other

Name of repository:

Covered Wagon Resort
Name of Property

Meade County, South Dakota
County/State

10. Geographical Data

Acreage of Property approx. 2 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1.	13	629862	4897255
	Zone	Easting	Northing
2.	13	629905	4897287
	Zone	Easting	Northing
3.	13	629959	4897225
	Zone	Easting	Northing
4.	13	629916	4897191
	Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Chris Nelson

organization SD State Historic Preservation Office date 30 October

street & number 900 Governors Drive telephone 605-773-3103

city or town Pierre state SD zip code 57501

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Covered Wagon Resort

street & number 14189 Sturgis Road telephone 605-787-4440

city or town Piedmont (vicinity) state SD zip code 57769

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 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Section number 7 Page 1Meade County, South Dakota

DESCRIPTION

The Covered Wagon Resort is located in the Piedmont vicinity, Meade County, South Dakota, in the foothills of the Black Hills.

The cabins have, unless otherwise noted, stone foundations, stucco, and gabled roofs with asphalt shingles.

**Cabins 1, 2, and 3
Noncontributing
1945**

Cabins 1-3 were the first cabins built in 1945. Originally, the cabins were three separate structures. In circa 1970, the cabins were connected and enlarged. The cabins are now one structure, with the original cabin number 2 recessed. The cabins have a mixture of new and original windows.

**Lodge and Cabins, 4, 5, and 6
Contributing
Lodge 1945, Cabins circa 1950**

The Lodge and Cabins 4, 5, and 6 were built in circa 1945. The Lodge and the cabins are connected; the lodge has a gabled roof and the cabins share a common gable roof.

The Lodge has a gable roof and a mixture of casement and double hung one-over-one windows. The cabins run in a row north from the lodge. A shared porch for the cabins runs along the east elevation; the porch has log railings and columns. The cabins have one-over-one windows on the east elevation. The south elevation connects to the lodge. The north elevation has no openings. The west elevation has one window per room, infilled with a window air-conditioning unit. There is also a small gabled addition on the west elevation that houses the laundry.

**Cabin 7
Contributing
1945**

Cabin 7 has a hipped roof and overhanging eaves. It has a central entry on the façade (east elevation) that is flanked by two windows. The north and south elevations each have one window. The west elevation has a large nine-pane window flanked by smaller windows.

**Cabins 8 and 9
Contributing
Circa 1950**

Cabins 8 and 9 share a common hipped roof with overhanging eaves. The façade (east elevation) from south to north has an eight-over-eight double hung window with shutters, a wood door and screen, another wood door and screen, and an eight-over-eight double hung window with shutters. A porch is centered on the façade; log railings and columns support a shed roof over the porch. The north elevation has a six-over-six double hung window and a smaller one-over-one window. The south elevation is identical to the north. The west elevation has a bump-out for the bathrooms flanked by windows.

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Cabins 10 and 11**Contributing****Circa 1950**

Cabins 11 and 12 share a common hipped roof with overhanging eaves. The façade (east elevation) has a central bump-out; flanking the bump-out on both sides is a wooden door with screen and a six-over-six double hung window. The north and south elevations have no openings. The west elevation has a bump-out flanked by windows.

Cabins 12 and 14**Contributing****Circa 1950**

Cabins 11 and 12 share a common hipped roof with overhanging eaves. The façade (east elevation) has a central bump-out; flanking the bump-out on both sides is a wooden door with screen and a six-over-six double hung window. The north and south elevations have no openings. The west elevation has a bump-out flanked by windows.

Cabin 15**Circa 1950****Noncontributing**

Cabin 15 has a gable roof covered in metal. The façade of Cabin 15 has a wood door at the southeast corner, a fixed pane window, and a one-over-one double hung window. The other elevations have combinations of newer windows.

Stone Bridge**Contributing****Circa 1950**

In between the Lodge and Cabins 10 and 11 is a stone bridge that crosses a creek. The bridge has a flat platform, stone columns, and a log railing.

Stone Fence**Contributing****Circa 1950**

Located in front of the Lodge and running in a semi-circle is a stone and log fence. The fence has a stone base, stone posts, and log rails.

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Section number 8 Page 3

Meade County, South Dakota

SIGNIFICANCE

The Covered Wagon Resort is located in the Piedmont vicinity, in Meade County, South Dakota. The main economic activities in the area are agriculture and tourism. The Covered Wagon Resort is eligible under Criterion A as a fine example of the type of roadside structures built in the first half of the 20th century as a result of the mass production of the automobile.

The Custer Expedition of 1874 confirmed that gold existed in the Black Hills and consequently created an influx of Euro-American prospectors to the region. The Black Hills had been promised to the Sioux in the Fort Laramie Treaty of 1868 as part of the Great Sioux Reservation, however, the military was unable and unwilling to remove the prospectors. The Black Hills were eventually ceded to the federal government in 1877.

The Covered Wagon Resort sits on the old townsite of Sacora, which was platted in 1887. Sacora's neighbor to the south, Piedmont, was platted three years later in 1890. Piedmont eventually became the more popular of the two because it was at terminal point for the Homestake Mine's narrow gauge railroad and the Elkhorn standard gauge railroad. The railroad and the easy access of water in Piedmont from numerous springs and streams also made it a more attractive location. The result was the relocation of the settlers of Sacora to Piedmont.¹

In 1935, the Census of Business listed 35 tourist courts^{*} in South Dakota, a number that grew to 601 by 1958.² The main concentration of tourist courts was in the Black Hills and the eastern one quarter of the state. Although the number of tourist courts increased by the 1950s, the centralized highway system bypassed many small tourist courts and in turn encouraged more corporate development along the expressways and highway interchanges.³ As a result, smaller off the beaten path tourist courts began to disappear completely or become absorbed into other uses.

The automobile transformed Americans in almost every way in the early 1900s. There were 458,000 private automobiles in 1910, eight million by 1920, and 23 million by 1930, creating a more transient society than ever before.⁴ Although initially a privilege of the upper class, the rapidly growing middle class would soon embrace this trend and create a new autotouring industry. The first autotourers were self-sufficient tourist who carried their own supplies and pitched tents randomly along the roadside. Railroad travel was paramount in the 19th century, but was now falling off due to the growing number of people returning to the road, albeit this time they drove automobiles instead of wagons.⁵ Cities and private landowners soon became upset with the mess left behind by the transient campers and began establishing autocamps to regulate and profit off the growing number of travelers. Businesses soon realized the economic potential of the industry and began locating garages, gas stations, and

¹ John Honerkamp. *At the Foot of the Mountain*. (Stickney:SD, Argus Printers, 1978)73-75.

* *Tourist Court* in this study includes cabin courts, cabin camps, cottage courts, and motels; i.e. they all have built structures for rent.

² C.S. Van Doren. *The Motel Industry of South Dakota*. (Vermillion: SD, University of South Dakota, 1959), 6.

³, Warren James Bellasco. *Americans on the Road: From Autocamp to Motel, 1910-1945*. (Baltimore: MD, John Hopkins Press, 1997), 171

⁴John A Jakle. *The Tourist: Travel in Twentieth Century North America*. (Lincoln: NE, University of Nebraska Press, 1985) 120-121.

⁵ Jakle, 101.

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restaurants in the vicinity of the autocamps.

Early autocamping enthusiast sought a break from civilization, a vacation that allowed them to get in touch with nature without the constraints of railroad timetables or hotel schedules. Autocamping was also a communal event where families gathered with other families to create a fellowship among travelers. Word of mouth and a growing trade industry geared toward tourists increased the number of autocampers hitting the road, which created a demand for accommodations. By the mid 1920s, municipal autocamps and pay-to-stay private autocamps evolved to replace the free camps of the previous decade.

Autocamping was a labor intensive endeavor. After a long day of touring, travelers still had to set up camp, prepare food, clean up and tear everything down the next day, inspiring early autocamper Mary Roberts Rinehart to comment, "The difference between the men I camp with and myself, generally speaking, has been this: they have called it sport: I have known it was work."⁶ Although the middle class tourists sought simplicity and a reconnection to nature, as modern consumers they valued comfort even more.⁷ Camp owners soon realized the potential in reducing the traveler's workload, and soon began building and renting cabins and cottages complete with everything the traveler desired. Autocampers responded by leaving their tents at home and patronizing the cabins and cottages of the roadside tourist court. By the late 1920s, the autocamp was in decline while the tourist court continued to grow. During the Great Depression, many farmers began putting up a few cabins to supplement their income, although some of these were nothing more than converted farm outbuildings.

Extensive tourist travel in the 19th century was primarily done by train, which by design accessed only limited areas, and was largely a pastime of the rich. Wealthy tourists seeking off the beaten path adventures could charter guides and outfitters to explore the backcountry, but their numbers and economic impact were relatively low. The mass production of the automobile created the desire for new roads, which conversely created new destinations. Tourists traveling cross country were looking for accommodations outside of the city's traffic and the hotel's formal decorum. This convenience developed as tourist courts were constructed along the highways. Following suit, cafes and roadside diners sprang up offering quick inexpensive meals next to service stations that catered specifically to travelers. These industries bonded together to form highway associations that promoted tourist travel.⁸ Strung out in strips along the highway, this combination of service industry businesses began to change the landscape of America.

Tourist court owners soon began providing other services to entice customers as the business became more competitive. Recognizing the love Americans had for their automobiles, many tourist courts built garages and carports for their guests, as well as a service garage for convenience. The exteriors of the cottages and cabins were also designed and painted attractively to draw customers. Many designs followed regional styles, which included many variations mimicking Victorian styles, tipis, and log cabins.

Over the next few decades, the cabins and cottages of the tourist court began to evolve into the single roof, multilevel motor hotels or "motels" seen today. Chain developers such as Howard Johnsons and Best Western began building large multilevel motels complete with restaurants, swimming pools and

⁶ Bellasco, 85.

⁷ Jakle, 163.

⁸ Jakle, 120.

**National Register of Historic Places
Continuation Sheet**

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

Nora Store
Union County, South Dakota

Section number ___ Page 6

PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-2__ except as noted:

Photographer: Mike Vogel
Date of Photographs: March 30, 2007
Negatives:

Photo No.	Photographic Information
	SD Union County, Nora Store

1. Tiff
2. Tiff