

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

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United States Department of the Interior
National Park Service

FEB 25 1987

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

1. Name of Property Log Cabin Motel

historic name: Camp O' The Pines

other name/site number: Skyline Cabins; Log Court
Smithsonian #48SU1286

2. Location

street & number: 49 E. Magnolia Street

not for publication: N/A

city/town: Pinedale

vicinity: N/A

state: WY county: Sublette code: 035 zip code: 82941

3. Classification

Ownership of Property: Edward Walter and Mary Ann Carlson

Category of Property: District

Number of Resources within Property:

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| <u>7</u> | <u>2</u> | buildings |
| <u>0</u> | <u>0</u> | sites |
| <u>0</u> | <u>0</u> | structures |
| <u>0</u> | <u>0</u> | objects |
| <u>7</u> | <u>2</u> | Total |

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: N/A

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4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1986, 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 meets does not meet the National Register Criteria. See continuation sheet.

John J. Keck
Signature of certifying official Date 2/19/93

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

=====
5. National Park Service Certification
=====

I, hereby certify that this property is:

- 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
- other (explain): _____

~~Entered in the~~
National Register

William Byers 3/25/93

Signature of Keeper Date of Action

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6. Function or Use
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Historic: DOMESTIC Sub: hotel

Current: DOMESTIC Sub: hotel

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7. Description

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Architectural Classification:

OTHER: Log Cabin

Other Description: N/A

Materials: foundation CONCRETE roof ASPHALT
walls WOOD/Log other _____

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: State Local.

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions) : N/A

Areas of Significance:
ENTERTAINMENT/RECREATION
ARCHITECTURE

Period(s) of Significance: 1929-39

Significant Dates : N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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9. Major Bibliographical References

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See continuation sheet.

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: First American Title Guarantee 367-2588

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10. Geographical Data

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Acreage of Property: Less than 1 acre

UTM References: Zone Easting Northing Zone Easting Northing

| | | | | | | | |
|---|-----------|---------------|----------------|---|-----|-------|-------|
| A | <u>12</u> | <u>593165</u> | <u>4746560</u> | B | ___ | _____ | _____ |
| C | ___ | _____ | _____ | D | ___ | _____ | _____ |

___ See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

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11. Form Prepared By

=====

Name/Title: Mary Ann Carlson, Owner
 Rheba Massey, Survey Historian, WY SHPO

Organization: _____ Date: July 1992

Street & Number: 49 E. Magnolia Box 217 Telephone: 367-4579

City or Town: Pinedale State: WY ZIP: 82941

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Section number 7 - Log Cabin Motel Historic District Page # 1
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The Log Cabin Motel Historic District is located 1 block off of highway 191 in Pinedale, Wyoming. The Motel is surrounded by residences and another motel across the street. Situated on the corner of Pine and Magnolia, the motel provides excellent access for the automobile tourist. The motel complex consists of 9 historic buildings and 2 non-historic buildings. The historic buildings are located on Block 14 Lots 8-12, and comprise the original Camp O'the Pine complex. The two non-historic buildings, formerly residences which are now used for cabins, were added in 1985 and are on Block 14 Lots 6 and 7. These 2 buildings are not included within the boundaries of this nomination. In the district there are seven contributing buildings--the seven tourist cabins; and there are two non-contributing buildings--the laundry and the bathhouse/residence.

The spatial arrangement of the complex is U-shaped with the bathhouse/residence in the center. The U-shaped gravel driveway has two entrances, one on each side of the residence. Cars were originally parked next to the cabins; today there is parking to the front and rear of the complex to allow for the larger cars and recreational vehicles.

Cabins #1-#7

Contributing-1929

All of the seven tourist cabins are one-story, two-unit, *front*-gabled log cabins. The overall dimensions of the cabins are approximately 25'x 14'. The cabins have concrete foundations and asphalt shingled roofs. The logs are saddle-notched, and the logs at each corner were originally in a stepped log design (the projection of the logs is wider at the bottom and decreases as the logs ascend to the roof). Due to decay, the log^{ends} were sawn off in the 1960s; they no longer extend beyond the eave of the roof. The buildings were painted in the 1980s, and the paint has been recently removed. The logs are being restored to their original finish.

All of these cabins are virtually the same design with some minor variations. A front-gabled porch is centered on the facade of each cabin. The porch covers two separate doors located in the center of each cabin facade. Each wooden door has 3 panels on the bottom and a fixed pane window on the top portion. The three columns supporting the porches are either square white columns or white round log columns. A white round log handrail extends between the two outside columns and the cabin; a log column is placed in the middle of the log handrail for support and decoration.

Some of the cabins have one hopper window on the rear elevation and some have two casement windows. Each window is approximately 24" wide and 18" in height. On each of the two side elevations is a single 6 x 6 pane casement window or sliding window. They are approximately 3 feet high and 5 feet wide.

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Originally the 2 unit cabins were quite rustic like the early cabin camps; however, in the early 1930s they remodeled the cabins into a two room cabin making a single unit cabin with indoor plumbing. The floors were wood plank, and coal burning stoves were used for heating and cooking. During the 1940s the cabins were once again remodeled on the interiors. The cabins now are carpeted or have linoleum. Propane is used for heating, and there are modern stoves for cooking.

Laundry Room

Non-Contributing-ca. 1935

The laundry room was originally a garage. Overall size is 20'5" x 12'9". The garage has wood clapboard siding and is on a concrete foundation with an asphalt shingled gable roof. On the north side are 2 six light fixed windows, both measure 28" x 24". On the south side are 2 25 1/2" wide x 46" high windows; they are 6 over 6 light-double hung. The garage is still intact with its garage doors; the doors' overall dimensions are 8'2" side x 7'1" high. The hinges are on the sides and they swing out to open. However, the garage does not retain the integrity of its historic period; in 1988, a log addition was built on to the front elevation of the garage. This addition has one door--3 panels on bottom and a fixed window on top.

Bathhouse (#8 & #9)/
Residence

Non-Contributing-1929
Addition-1980s

The bathhouse is constructed of board and batten siding, and a board and batten addition now connects the bathhouse to the residence. This addition was constructed in the 1980s, making the bathhouse and residence one building. The bathhouse and residence therefore do not retain their historic integrity. The bathhouse has now been remodeled into two cabin units. The north elevation, has 2 wooden flush doors. There is a 4' 2 1/2" wide x 2' 6" high 1 pane window between the 2 doors. On the east elevation are 2 windows--a stationary window that is 1'7" x 2'11 1/2" and a 1 X 1 pane sliding window that is 2'7 1/2" x 2' 5". On the west side there are 2 windows--a stationary window that is 1'7 1/2" x 2' 11 1/2" and a 1 X 1 pane sliding window that is 2'9" x 2'6". The overall dimensions of #8 and #9 are 27'6" x 16'4". All windows have metal frames in #8 and #9.

The log residence has overall dimensions of 24'1" x 23'10", and has a concrete foundation. The front gable roof has asphalt shingles. The addition which connects the residence with the bathhouse has altered the residence's physical integrity. This addition on the north side of the residence measures 20'1". On the east side of the addition are 2 windows-- a 2'x2', 1 x 1 pane sliding and a 2'x2'10", 1 over 1 light double-hung. There is a wood flush door between the 2 windows. On the west side is a sliding glass door, 5'10" x 6'8" and a 48" x 36", 1 x 1 pane sliding window.

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The 18'10" x 6'2" porch of the residence was enclosed sometime between 1950 and 1960 to make the office. The storm door is in the center of the front porch. There are three stationary 8 light windows (2' wide x 4'5" high) on each side of the door. The lower portion of the facade and sides of the porch are covered with horizontal flush shiplap joint siding. Above the windows, cedar shingles cover the front gable end of the porch. On the east and west sides of the porch, there are two 8 light casement windows the same size as the front windows.

As you enter the office, a dutch door is centered on the facade of the original log residence. There is a 3'3" wide x 4'9" high 1 over 1 pane wood framed, double-hung window which operates on the pulley system on each side of the door (original). On the east side of the residence is a 55" wide x 35 1/2" high stationary window. On the West side is a 6" wide by 36" high 1 x 1 pane sliding window.

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The Log Cabin Motel is significant under Criterion A for its significant role in the early development of Pinedale's auto tourism. It is also eligible under Criterion C for its excellent representation of the property type "cabin camps" in Wyoming's statewide historic context, "Automobile Tourism of the Depression Period (1920-1939)". The Camp of the Pines (now Log Cabin Motel) was built in 1929 to serve the growing auto tourism business, and was the first and only "cabin camp" built in Pinedale. Wyoming historian T.A. Larson states in his book History of Wyoming: "Some of these early camgrounds and dude ranches, with refinements added, have survived, but the primitive 'cottage camps' of the 1930s, with rare exceptions, have been displaced by motels and great motor hotels."¹ Therefore, the Log Cabin Motel is significant statewide, as well as locally. The Log Cabin Motel's period of significance is from the date of construction, 1929, to 1939, the end of the Depression Period.

The early automobile tourists, the leisure class who took to the road before the First World War, were the pioneers in a new tradition of American travel. They experimented with and set standards for a sort of mobility that no one had previously imagined, a mobility made possible by the automobile. Their established patterns for this new method of travel became an American culture--the automobile culture. It was only the leisure class who could afford to purchase and operate an automobile, buy fuel, repairs, food, and lodging en route, and afford to take sufficient time from jobs to make a cross-country trip. At a time when a blown tire was worth two weeks' wages to a working man--and several tires could go in a single day of hard, hot driving--auto touring was definitely the province of the well-to-do. They drove automobiles with imported leather upholstery, large cars with classy names like Overland, Winton, Maxwell, and Packard. These were the first "all-electric cars", with lamps for every purpose, and the cars with the big, multi-cylinder engines. They cost as much as a house. In this era of open cars, travelers chose the best in motoring attire: for men, a long leather coat, heavy gloves, and cap; for the ladies dusters made of fine linen, calf gloves, and silk or crepe de chine veils; goggles for everybody.²

In the cities along the East Coast, it became fashionable to take a long automobile trip; making it to the Pacific would get mention in the papers. The Lincoln Highway, which was the first transcontinental highway, provided the means for this elite group of people to explore the continent clear to California. Freed from confining train schedules and routes, the motorist could make decisions about destination, time, and route on whim, and exercise them with simple ease. These early long-distance auto travelers made much of themselves as pioneers: they carried extra parts, block and tackle, food, and emergency supplies; were often their own mechanics, reattaching things that had fallen off or changing fouled spark plugs by the roadside; and blazed new trails while taking life as it came.

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Certainly the automobile had less grandiose functions and supporters than long-distance touring by the well-to-do; rural doctors were among the first to buy automobiles because they made it much easier to conduct a house-call practice among scattered homesteads. Farmers flocked to the Model T Ford by the thousands; it made the trip to town a quick jaunt when the roads were dry. However,⁴ the vanguard for 'automobility' were those who set off to see the country.

There were roughly four types of automobile roads based on the types of transportation routes which preceded them. First were the automobile roads that began as foot or horse trails, sometimes of Indian origin, paths that were pushed from one settlement to the next and widened to make wagon roads. They languished in mud during the railroad-building age, and when the automobile appeared they were improved and paved. Second, and less common, were roads that began as planned long distance routes. Most of these roads were built during the turnpike boom in the early nineteenth century. They were planned and constructed as great thoroughfares of the day and after 1900, automobile-style improvements were often added directly to the existing path.⁵ Third were roads that appeared alongside the railroad during the days when the train was the way most people traveled. Common in the Midwest and on the Lincoln Highway from Ohio through Wyoming, this kind of road followed the railroad because the rails often made the shortest distance between towns, and the towns had often been laid out along the tracks in the first place. In addition, a road along the tracks would disturb the least amount of valuable farm ground. Lastly comes the roads and routes that came solely in the age of the automobile, they follow neither an older path nor a railroad but were a latter-day sort of road.⁶

In 1916 President Woodrow Wilson signed into law the Federal Aid Road Act, the first of many that eventually would see the highways of America built at public expense. It appropriated \$75 million to be spent over five years by the state highway departments to improve rural post roads. The funds were to be granted on a 50/50 matching basis. There was no coordination, however, so the improved road of one state could end at the state line in a mudhole or at a fence. Before much of this money was granted for road building, the U.S. was swept into World War I and the road projects stopped.⁷ During the peak of conflict, the railroads of American were jammed with material of war. In an attempt to relieve this pressure, many shipments were diverted to the roads. State and county road commissions worked hard to keep the roads open summer and winter for trucks hauling supplies for the campaign in Europe. Trucks had been around since the beginnings of the automobile, but had generally been used for intra-city delivery. Once they left the city limits, the railroad had the distinct advantage in speed, load size, and reliability. Bad roads and primitive tires kept trucks lightly loaded and crawling in Conestoga wagon speeds.⁸ However,

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through the Goodyear Wingfoot Express trucks, which successfully hauled freight cross-country during the war, Goodyear's pneumatic tire gained credibility by 1918. This tire was continually improved to haul heavy loads. Therefore a system of freight transportation had begun; heavy trucks would soon share the road with the automobile.

After the war, the public began to demand paved roads. They had experienced short stretches of paved road through the "seedling mile program", where several miles of concrete were built as demonstration projects in some of the states. This program ended in 1919 when the public no longer needed to be convinced about the value of good roads.⁹

In 1921 another Federal Highway Act was passed which also provided \$75 million to be used for 50/50 match by the states. However, it required that the states spend the money on projects which would expedite the completion of an adequate and connected system of highways, interstate in character. Within two years, the skeleton of a national network of highways began to emerge.¹⁰ By 1922 there was a total of nine named transcontinental highways: Theodore Roosevelt International Highway between Portland, Maine, and Portland, Oregon; the Yellowstone Trail connected Boston and Seattle; Bankhead Highway between Washington, D.C. and San Diego; National Old Trails Road between Baltimore and Los Angeles; Old Spanish Trail Between St. Augustine, Florida, and San Diego; Pikes Peak Ocean to Ocean Highway between New York City and Los Angeles; Midland Trail between Washington, D.C. and Los Angeles; and the Lincoln Highway and Victory Highways between New York City and San Francisco.¹¹

By 1925 the map of the United States showed a dense and unruly matting of named roads. Each of these named roads had its own color markings which were painted in bands on telephone poles, trees, sides of buildings, or any other stationary object.¹² In March of 1925, The American Association of State Highway Officials suggested a framework for a numbering plan to the Secretary of Agriculture. He appointed a board of state and federal highway officials to devise a comprehensive and uniform scheme for selecting and designating a system of through interstate routes. By the fall of 1925 a plan had been devised for numbering highways. Transcontinental or near-transcontinental highways would bear numbers in multiples of ten--U.S. 10 across the northern tier of states, U.S. 20, 30, and so on to U.S. 90 across the South. Key north-to-south routes would have numbers that ended with 1: U.S. 1 would follow the East Coast from Maine to Florida; U.S. 101 would follow the Pacific Coast from Canada to Mexico. All the federal Highways would be identified by the now-familiar federal shield. The individual States would number their own state routes as they saw fit. This number system was a fatal blow to the previous system of naming highways after notable people or geographic features in the country. These highways such as the Lincoln Highway were broken up into several numbered roads. Markers for all named highways came down.¹³

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Also Post World War I brought more leisure time to working class America. The work week was beginning to shrink, and wages had risen so that there was a little money left for trips. The automobile which allowed the workers to travel was Henry Ford's Model T. It was cheap to buy and cheaper still to operate. When first introduced in 1908 the open touring model sold for \$850, but by 1926 the price had plummeted to \$290.¹⁴ It was built rugged and built to repair easily. Ranchers ran hard over open country herding cattle with it, and farmers pulled plows with it.¹⁵ Although it was well established before World War I, it wasn't until after the armistice that many Americans set out in the Model T for the far corners of the country. Shoestring travelers loaded their Fords with all manner of camping gear, luggage, children, and pets. They bought and studied guidebooks and maps; and camped in schoolyards, pastures, and along streams, often without asking permission, and sometimes leaving a mess when they left. Partly as an effort to reduce tent squatting, and partly as an effort to draw this new sort of traveler to town to buy groceries and gas, cities across the country soon began to set up free municipal auto campgrounds. At first these were just large, open areas at the edge of town or down by the river, often with some sort of running water and bath facilities. Travelers would pull in at the end of the day, find an open spot on the grass, and erect a portable home, be it an elaborate tent, a tarp that hung over the car, or a simple ground cloth.¹⁶ However, by the mid-1920s municipal officials began to worry about the unsavory element of motorized transients; and they decided to charge a small fee to weed out these "undesirables".¹⁷ When communities began charging for overnight stays, private operators got into the act, and soon competition had them all adding amenities like laundry buildings, picnic tables, hot showers, even electric hookups.¹⁸

By the 1930s the average new car had four-wheel brakes and smooth-riding, puncture-resistant balloon tires, and stood much lower than cars ever had before. Most automobiles now spent their lives on 800,000 miles of improved highways. Heaters and radios were available in several models. In 1919, nine out of ten new cars had been open touring models. By 1929, the ratios was reversed: for every new open car sold, nine hard-topped sedans or coupes went to eager owners. The new breed of motorist wanted comfort; they were tired of the rain, the cold, the insects, the dust, and the wind.¹⁹

As they turned away from riding in open cars, they also turned away from sleeping in open tents. Operators soon began building tiny cabins which still provided the feeling of camping, yet added privacy and protection from the elements. These "cabin camps" soon added the comforts of home: bedding, electricity, heating, kitchenettes; camping was forgotten. The "cabin camp" made it easy for the traveler to bed down without having to tip bellhops and doormen. Three varieties of the cabin camp evolved: 1) the auto camp with cabins added, 2) the cabin camp built from scratch without tent camping or

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tourist home facility, and 3) the tourist home with cabins added. Cabin camps tended to be arranged in a row, row-on-rows, U-shaped, clustered, or in a crescent.²⁰ Many cabin camps were combined with gasoline stations and other businesses. As cabin camps became more substantial, the word "cottage" crept increasingly into their naming. Cottages were not only of more permanent construction they were also larger and were winterized for year-round business. Cottages were usually arrayed as individual units with open spaces between the units.²¹

After 1930 these establishments were called "motor courts" which better defined the little hamlets of cabins and connoted enclosure and safety; the cabins were increasingly arranged in L or U shapes geometrically centered on open spaces or courts. Owners frequently lavished the most visual attention on the focal point of the cabin ensemble, a building, larger than all the rest, containing an office and the owner's living quarters. Usually located near the road in front of the cabins to serve as a gateway between highway and lodging, this structure was commonly designed to emphatically communicate the court's selling theme--hence the biggest cabin in the camp.²² Attached garages became popular, and during the depression the construction of motor courts grew by leaps and bounds.²³

However, this new industry was soon pressured to cast aside the older visual metaphors in favor of Moderne and Modern images. In 1935 Architectural Record featured modern designs for "Tourist Cabins" in a portfolio of special building types. The Tourist Court Journal featured scores of articles advising court owners to modernize their establishments in the late 1930s. Although villages of quaint cabins continued to be built in large numbers into the early 1950s, after 1940 the cottage and garage were linked wall-to-wall to form continuous facades and the Streamline Moderne began to appear in the design of motor courts across the country.²⁴

During the post World War II years, the term "motel" came into common use and the motorist was sleeping in a miniature, idealized version of home, complete with paintings on the wall, a Bible, and hangers in the closet.²⁵ Individual cabins slipped from fashion as single buildings comprising a string of rooms, less costly to construct, gained in favor. These long, low structures were often laid out parallel to the highway in straight lines, V-shapes, or crescents to attract maximum attention. In response to building-material shortages and the growing influence of Modern architectural prescriptions, the motels exhibited the bare-bones, stripped-down utilitarian functionalism that influenced the design of other roadside businesses.²⁶

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Wyoming followed the national trend in the development of automobile tourism. In the early 1900s, new hotels began to sprout up to service these tourists; the Plains in Cheyenne and the Virginian in Medicine Bow opened in 1911.²⁷ In the 1920s almost every Wyoming town, urged on by national promotions, set up a municipal campground of some kind as autos multiplied. Cheyenne opened a free campground in 1922; and the following year, an area of the campground with the best facilities available was set aside for tourists able and willing to pay fifty cents a night. Cabin camps and dude ranches sprang up during the 1920s and 1930s; however, most of these cabin camps²⁸ were displaced by motels and great motor hotels after the Depression era.

Fortunately, today Pinedale retains one of the few surviving "cabin camps" in the state, the Log Cabin Motel. The Log Cabin Motel was built 1 block off Highway 191, which was constructed as a scenic highway. Highway 191 was built in the early 1920s to link the Lincoln Highway at Rock Springs with the south entrance of Yellowstone National Park. Pinedale, nestled at the bottom of the Wind River Mountain Range in the Green River country, became the southern approach to the Teton and Yellowstone scenic areas. Pinedale, called the "City Beautiful", was officially incorporated on February 12, 1912. When Sublette County was established in 1921, Pinedale became the county seat. In the 1920s and 1930s the Green River country became popular with the tourists, and dude ranches and summer cabins proliferated.²⁹

Pinedale's population in 1929 was only 215; however, the construction of the scenic highway and the increasing use of the automobile for leisure travel, provided the perfect opportunity for the locals to develop their tourism facilities. Walter Scott, an ambitious man, owned the Pinedale Cash Store and Scott Stage Company, a Chevrolet dealership. The Stage Company was originally constructed on Pine Street and then moved to Main Street in 1928. In the spring of 1929, Scott decided to build the Camp O' the Pines on the Stage Company's former site; it was the first and only "Cabin Camp" built in Pinedale. Scott enlisted the help of various people in town, some craftsmen and others who were paying off debts. Local people would come into the Pinedale Cash Store and buy on credit; Scott then allowed them to pay off their debts by building his cabins.

Although the Camp was built for tourism purposes, it also fulfilled the needs of the community by providing temporary housing for local people. It was open all year-round and often rented by the month. Women from the surrounding ranches and small communities, who were waiting to deliver their babies, rented the cabins, as well as CCC (Civilian Conservation Corp) workers. In August, 1935, Dr. Jacoby of Evanston rented cabins to perform tonsillectomies on 12 youngsters from the Pinedale area. The people who rented the cabins usually did their own cleaning; however Scott sometimes allowed people to pay their

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grocery bills at his Pinedale Cash Store by painting, repairing, or cleaning the cabins.

Scott built 8 cabins in a U-shaped configuration: one for the residence--a three room cabin in the center of the U, and seven 2 unit cabins that surrounded the residence. A bathhouse was built behind the residence. The cabins were rustic, and the cars pulled up beside the cabin to park. This typified the early development of "cabin camps", which was to provide shelter from the weather as well as the "undesirable transients".

However, in the early 1930s, they remodeled the cabins into 1 unit, making each cabin a 2-room cabin with indoor plumbing. They provided coal-burning stoves for cooking. The traveling public was demanding more amenities and the Camp O' the Pines followed this upgrading of "cabin camps". During the 1940s, the complex was once again remodeled. The floors were carpeted or covered with linoleum, and propane was used to heat the cabins. Modern stoves were added for cooking. The ownership changed several times during this period, and in 1948 the Camp O' the Pines became the "Skyline Cabins". In 1956 the name was changed to "Log Court"; and in 1988, the present owners changed the name to "Log Cabin Motel".

Camp O' the Pines has continued to upgrade their facility and meet the demands of the public since the Depression Period. However, the various owners have retained its original "cabin camp" configuration, and therefore it conveys the feeling and association of that particular period of auto tourism. The location is still the same, although the setting has been slightly altered. A residence that became a mortuary, was added to the Log Cabin Motel in 1985. It has now been remodeled into units #10 and #11, which are not a part of this nomination. The tourist cabins have retained their integrity of design, workmanship, and materials, and the present owners take pride in faithfully restoring the exteriors and interiors of the buildings.

Today Pinedale is a small quiet town of approximately 1,000 which serves the surrounding ranching community, as well as the summer tourists. The Log Cabin Motel continues to fulfill its historic function of servicing the local people and tourists with its cabins and hospitality. It is appropriate to nominate this property for the National Register of Historic Places for its excellent representation of the architecture associated with "Auto Tourism", as well as its contribution to the early development of Pinedale's tourism.

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ENDNOTES

1. Larson, T.A., History of Wyoming (Lincoln and London: University of Nebraska Press, 1978), p. 531.
2. Hokanson, Drake, The Lincoln Highway (Iowa City: University of Iowa Press, 1988), p. 32.
3. Ibid., p. 37.
4. Ibid., p. 33.
5. Ibid., p. 42.
6. Ibid., p. 43.
7. Ibid., p. 77.
8. Ibid., p. 80.
9. Ibid., p. 82.
10. Ibid., p. 93.
11. Ibid., p. 95.
12. Ibid., p. 106.
13. Ibid., p. 108.
14. Ibid., p. 85.
15. Ibid., p. 86.
16. Ibid., p. 87.
17. Liebs, Chester H., Main Street to Miracle Mile (Boston: Little, Brown and Company, 1985), p. 172.
18. Hokanson, p. 122.
19. Ibid., p. 111.

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21. Ibid., p. 41.
22. Liebs, p. 177.
23. Jakle, p. 41.
24. Liebs, p. 179.
25. Hokanson, p. 122.
26. Liebs, p. 182.
27. Larson, p. 345.
28. Ibid., p. 531.
29. Rosenberg, Robert G., Wyoming's Last Frontier, Sublette County, Wyoming (Glendo, Wyoming, High Plains Press, 1990), p. 98.

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Dareld Allen...January 1990, February 1992, August, 1991
Esther Bolinger...September, 1989
Joe Bolinger...September, 1989
Miriam Davison...March, 1990
Crowell Orcutt Dean...May, 1989
Elmer Faler...October, 1988
First American Title Guarantee...September, 1988
Angeline Feltner...October, 1988
Gladys Finch...February, 1990
Joe Jons...February, 1990
Roberta King...February, 1990
Albert Korfanta...February, 1990
Madeleine Lundbeck...September, 1989
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Verbal Boundary Description:

The boundary of the historic Camp O' the Pines is defined as Block 14 Lots 8-12, Hennick 1st Addition.

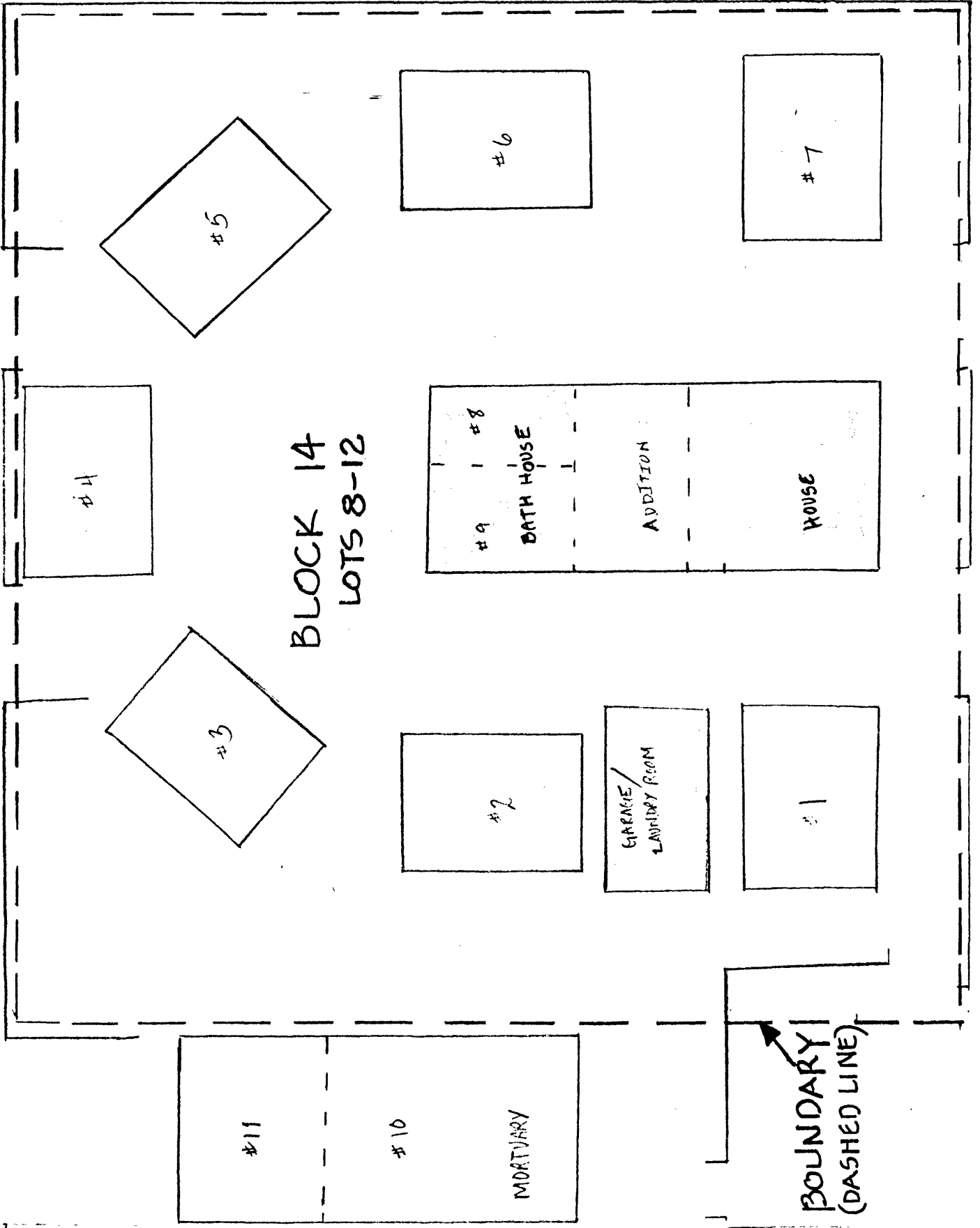
Boundary Justification:

The verbal boundary includes that original portion of land that was the Camp O' the Pines as defined by the County Tax Assessor. In 1985 another house, which is on Block 14 Lots 6 and 7, was converted to two units and became a part of the Log Cabin Motel. Lots 6 and 7 are not included within the boundary of this historic complex.

← FREMONT ST →

← ALLEY →

BLOCK 14
LOTS 8-12



BOUNDARY
(DASHED LINE)

← PARALLEL ST