

Trail Shop (Trail Inn)
2750 North Fork Highway
~~24 miles west of Cody Vic.~~
Park County
Wyoming

HABS No. WY-115

HABS
WYO
15-CODY.V,
3-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
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Historic American Buildings Survey
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

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Trail Shop
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HISTORIC AMERICAN BUILDINGS SURVEY
TRAIL SHOP (TRAIL INN)

I. INTRODUCTION

Location: NE/NE/SW Section 20, T52N-R105W
2750 North Fork Highway
24 miles west of Cody *Cody vic.*
Park County, Wyoming

USGS Quad: Flag Peak, Wyoming 7.5' (1970)

UTMS: A: 12/617510 mE 4924060 mN
B: 12/617520 mE 4923915 mN
C: 12/617400 mE 4923915 mN
D: 12/617390 mE 4924060 mN

Dates of Construction: 1922 to circa 1930s

Present Owner: Land: U.S. Forest Service; buildings:
Wyoming Transportation Department

Present Use: Tourist lodge

Significance: The Trail Shop represents one of the early businesses along the Yellowstone Highway built specifically to cater to the developing auto tourist trade to Yellowstone National Park. The log buildings that comprise the Trail Shop are characteristic of the Rustic or Western Craftsman architectural style commonly represented by the dude ranches, tourist lodges, vacation homes, and hunting lodges built during the early twentieth century.

Project Statement: Proposed reconstruction of U.S. Route 14-16-20 in the vicinity of the Trail Shop will result in realigning the route to pass to the south of the core buildings. However, the realignment will directly impact a modern mobile home, a small storage shed, a tackroom/storage building, and a small modern outbuilding, and will isolate two water cisterns from the remainder of the site. The approved mitigation plan for this National Register eligible site consists of Historic American Building Survey (HABS) recordation.

Historian: Robert Rosenberg
Rosenberg Historical Consultants
739 Crow Creek Road
Cheyenne, Wyoming 82009

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II. HISTORY

A. TRANSPORTATION: THE YELLOWSTONE REGION

Yellowstone National Park was created by an act of Congress and signed by President Ulysses S. Grant on March 1, 1872. It became the first national park, although the legislation was based on a similar bill passed in 1864 to set aside the Yosemite region of California as a State park. The significance of the act is noted by historian Aubrey Haines:

That legislation completed the evolution of the park idea: from roots in the Saxon concept of holding village lands 'in common', through economic and philosophical developments of the early nineteenth century leading to the scenic cemetery, the landscaped city park, the state park, to arrive at last at the idea of reserving wild lands 'for the benefit and enjoyment of the people' under the federal government [1].

Although Yellowstone National Park had been set aside for the "enjoyment of the people," in fact very few people visited the park, due to the lack of adequate transportation systems. It lay in one of the least developed and rugged locations in the United States. Although the Northern Pacific Railroad had been one of the leaders in promoting the creation of the park, the Panic of 1873 effectively ended the railroad's western expansion at Bismarck, North Dakota, for the next six years. A comparatively small number of visitors came to the Park during its first decade, generally via Montana. However, the expansion of the railroad system in the late nineteenth and early twentieth centuries made Yellowstone more accessible to the more populated sections of the country. The Northern Pacific expanded into southwestern Montana, and the town of Livingston was only fifty-six miles from the northern perimeter of the Park. The Northern Pacific soon built a branch line up the Yellowstone Valley to Cinnabar (later Gardiner) near the park's north entrance. The Burlington line built to Cody on the east in 1900-1901, and the Union Pacific system reached near West Yellowstone by 1908. Gradually, roads were built from these rail points so that visitors could take stages into the Park. Others transported themselves by team and wagon or buggy, horseback, bicycle, or on foot. The wealthier tourists stayed at the various Park lodgings, such as the Mammoth and Fountain Hotels, while the more adventurous and less wealthy visitors camped in tents. [2]

The Yellowstone Park road system was gradually established and improved by engineers under the Secretary of

War. A circuit or loop road around the park had been conceived by Nathaniel P. Langford, the first superintendent, but Congress did not appropriate any funds for park improvements until 1878. By the end of 1882, 104 miles of a planned 140-mile long circuit road had been completed, linking the most significant scenic attractions. The United States Army Corps of Engineers assumed control of road building in the park after 1883 and began a tenure of thirty-four years, during which the program was strongly influenced by Dan Kingman and Hiram Chittenden, the engineering officers. These men developed a philosophy based on harmonizing the manmade features with the natural landscape. [3]

Meanwhile, approaches to the Park were conceived and constructed. Of the various roads leading to Yellowstone, the east entrance and approach are germane to this study and will be discussed in greater detail.

While the Shoshone Canyon and Wapiti Valley represented a logical east approach to the Park, the terrain in the canyon was difficult and there was no nearby rail service. However, the Chicago, Burlington, and Quincy Railroad built a 131-mile spur line from Toluca, Montana (east of Billings) southwest to Cody in 1900-1901. William F. "Buffalo Bill" Cody and his business associates founded the Town of Cody in 1896 as part of a larger scheme to irrigate and reclaim thousands of acres of farmland in the Shoshone River Valley under the Carey Act of 1894. The Cody Canal was the conduit by which water was carried from the South Fork of the Shoshone River to the Corbett Dam on the same river. Buffalo Bill Cody was also instrumental in getting the railroad to build to the new town. Buffalo Bill and the Burlington interests worked together in acquiring funding to build the road from Cody to the east entrance of Yellowstone National Park.

The first authorization for the East Entrance Road from the government came in 1900, and actual work began on July 1, 1901, under the direction of Captain Hiram Chittenden. There were two possible routes utilizing either Jones Pass or Sylvan Pass. Both were considered extremely difficult, but the lower elevation and scenic beauty of the Sylvan Pass route led to its selection. Construction of the road from within the Park began at the outlet of Lake Yellowstone and continued southeast to the Sylvan Pass summit via the Clear Creek Valley and Sylvan Lake. This portion of the route was opened to the public on July 10, 1903. However, the route east of Sylvan Pass was excessively steep, and several more years were required for its completion. [4]

The route between Cody and Yellowstone, the east approach, featured incredible rock formations such as Laughing Pig Rock, Hanging Rock, the Holy City, Anvil Rock, Goose Rock, Window Rock, Elephant's Head, and Chimney Rock. The East Entrance of Yellowstone Park was officially opened to auto traffic in 1915. Once visitors crossed the Park boundary, they began the steep ascent over Sylvan Pass. The most impressive portion of the climb was the Corkscrew Bridge, an ingenious engineering system whereby the ascending road crossed itself in a circular climb to ease the grade and achieve the summit. The Corkscrew was originally a wooden trestle constructed in 1906; it was later filled in with earth and replaced by a concrete overpass. [5]

The Buffalo Bill Dam was constructed in the lower Shoshone Canyon in 1910, a part of the gigantic irrigation system for the Shoshone Valley. It was 328 feet high, 80 feet wide at the bottom, and 200 feet wide at the top. The dam created a large reservoir extending several miles along the North and South Forks of the Shoshone River. The road to Yellowstone clung to the sheer rock walls of Rattlesnake Mountain on the north side of the dam and reservoir and necessitated the building of several tunnels. This portion was later reconstructed during World War II to better accommodate travel trailers. [6]

Numerous campgrounds and lodges were built along this route to cater to the growing tourist trade. Among the earliest was Buffalo Bill's Pahaska Tepee, located just outside the east entrance. Roughly translated, it meant "Long Hair's Lodge" in the Crow language. Cody built a hand-hewn log hotel here in 1901, anticipating increased tourism with the development of the east entrance. The lodge was primarily reached by horseback and stage. It marked the end of the road to those braving the route by automobiles until 1915. The original Pahaska Lodge building still stands and is enrolled on the National Register of Historic Places. Another early lodge was built several miles east on Libby Creek and was known as Holm's Lodge. According to an early advertisement, Holm's Lodge offered log cabins with open fireplaces, baths free to guests, alluring horseback trips, and big game hunting in season. Today there are a dozen lodges within the Shoshone National Forest located along this route to cater to the tourist trade. [7]

Gus Holm, the owner of Holm's Lodge, was also chairman of the Yellowstone Highway Association, organized in 1915 to publicize the route and its attractions and to provide road information to tourists. The Yellowstone Highway started in

Denver and ran northward through Cheyenne, Douglas, Casper, Thermopolis, Worland, Basin, and Cody, thence on to Yellowstone National Park. The Black and Yellow Trail was established in 1914 and ran from Minneapolis westward through the Black Hills, Newcastle, Gillette, Buffalo, Tensleep, Worland, Cody, and to Yellowstone Park. Therefore, the east approach and entrance to Yellowstone was accessible from two major interstate highway routes as well as the railroad before 1920. [8]

In February 1917, The Casper Record announced that "the stagecoach has been kicked out of Yellowstone Park and succeeded by the automobile. The Department of the Interior has decided that the national parks must keep pace with the rest of the country." The American Automobile Association (A.A.A.) took a special interest in motorizing the national parks, and was aided by the Burlington Railroad, which announced that it would furnish special accommodations for motorists through its automobile bureau. Cooperation from the railroad, which brought passengers as far as Cody, was greatly appreciated due to the popularity of the "new eastern entrance to Yellowstone from Cody." The A.A.A. planned a special occasion to commemorate the motorization of Yellowstone. According to the article, half a million dollars had been expended in elaborate automobile equipment, with conveyances with room from four to twenty people to be installed at Cody for the east entrance and at Gardiner, Montana, for the north entrance. "New roads and the extension of old roads in Yellowstone insure a motorist's paradise in Uncle Sam's oldest playground." [9]

Later that same month (February 1917), The Casper Record announced the plans to pave the entire route from Cheyenne to Yellowstone. The estimated cost was \$7,000,000, to be financed by both state and federal programs, as well as by individual donors, such as sheep rancher J.B. Okie, who planned to donate \$10,000. Fred Patee of Casper was the driving force behind this project. He exclaimed: "Just think of it! A 700-mile cement highway through the wildest, woolliest natural mountain scenery in the whole world, where an automobile tourist can photograph the buffalo, deer, antelope, mountain lion, bob cat, and dozens of other wild game from his car, and still be on a solid cement highway that he will not have to leave for a minute before he gets back to Cheyenne. Can you beat it!" [10]

Automobile travel to Yellowstone National Park began to increase significantly after the end of World War I. In 1917, a total of 5,703 automobiles entered the park, increasing to

10,737 by 1919. This surge in traffic necessitated continual improvement of the Park road system, including gradual paving projects in the 1920s. [11]

In 1926, the Bureau of Public Roads and the National Park Service began a cooperative effort to reconstruct the East Entrance Road from the entrance to the Yellowstone Lake outlet. The National Park Service developed a plan that would allow the road system to harmonize with the park's natural features and surroundings. Many portions of the road were relocated to eliminate sharp curves and to provide better vistas. The project was completed in sections, and final work on the East Entrance Road inside the park boundaries was completed by August 1, 1937. By this time, the East Entrance was the most heavily used approach to Yellowstone National Park. [12]

Meanwhile, the Forest Service and the Bureau of Public Roads were also cooperating on improving the East Entrance Road outside of the park boundaries. The road was upgraded in sections under a series of separate contracts throughout the 1930s. Bids were first let on August 5, 1930, for a 4.2-mile segment of the Cody-Yellowstone Park Road along the North Fork of the Shoshone River from the eastern boundary of the Shoshone National Forest (starting at the Trail Shop) west to the Wapiti Ranger Station. [13]

The Taggart Construction Company of Cody, Wyoming, was the successful low bidder for most of the road construction between Cody and the East Entrance of Yellowstone National Park. The company employed a local labor force for the project. Road reconstruction necessitated several new grades around the well known rock formations in the Shoshone Canyon and considerable rock blasting and bridge building. Stone guard rails and retaining walls were used throughout the canyon and followed standard plans drawn by Bureau of Public Road engineers. These rustic styles were used on road systems throughout the national forests and national parks. [14] Similar stone guard rails, retaining walls, and culverts can still be seen throughout the eastern approach to Sylvan Pass and Yellowstone Park.

B. EARLY AUTO TOURISM

The early twentieth century improvement of the Yellowstone Park road system and East Entrance Road coincided with the beginning of the automobile tourist industry in the United States before World War I. The first wave of auto

tourists consisted of the wealthy class of citizens who had both the leisure time to travel and the money to buy the expensive automobiles. The large-engine, open cars of this era had price tags as costly as a home. These intrepid tourists had to contend with a national road system in its infancy and without roadside accommodations and services. They encountered bad roads, harsh elements, constant repairs to tires and vehicles, and infrequent lodging and service stations. [15]

The truly adventurous auto traveler could traverse the continent on the Lincoln Highway, the nation's first transcontinental highway, which closely paralleled its earlier counterpart, the first transcontinental railroad. Although hardly comparable to the Oregon Trail emigrants of the nineteenth century, these pioneer auto tourists nevertheless had to carry spare parts, food and emergency supplies, block and tackle to extricate themselves from mud and potholes, and had to act as their own mechanics. [16]

The national highway system gradually evolved from the existing emigrant and military trails and wagon and ranch roads at the opening of the twentieth century to the current modern high-speed network of paved federal and interstate highways. In 1916, President Woodrow Wilson signed the Federal Aid Road Act, the federal law that set the precedent for public funding of the nation's roads. The bill appropriated seventy-five million to be spent by state highway departments to improve the existing rural post roads. However, World War I soon intervened and delayed the road construction program. Also, no coordination existed between the states, so that there was little interstate continuity on roadways. [17]

In 1921, a better coordinated Federal Highway Act was passed, which laid the foundation for an interstate highway system for the nation. By 1922, there was a total of nine transcontinental highways, including the Yellowstone Trail from Boston to Seattle and the Lincoln Highway from New York City to San Francisco. At first, the routes were identified using color codes painted in bands on telephone poles, trees and other roadside objects. In 1925, a plan was developed to use a numbering system so that east-west transcontinental highways were numbered in multiples of ten from north to south. Key north-south routes were designated by numbers that ended with "1" from east to west. Thus, U.S. 1 followed the East Coast from Maine to Florida and U.S. 101 followed the Pacific Coast from Canada to Mexico. [18]

After World War I, more leisure time and higher wages for Americans and cheaper, mass-produced automobiles allowed the average citizen to join his wealthier pre-war counterpart in taking to the highway. Although an interstate highway system was gradually evolving across America, the necessary highway-related service facilities were slow in developing. Secondly, this new breed of traveler had little extra money for food and lodging. Thus, the typical auto travelers often camped in tents along the roadside wherever sunset found them and with little regard for local land ownership. Enterprising town merchants began to encourage the auto tourist trade by providing designated campgrounds on the edge of the towns and cities through which the highways passed and often provided running water and bathing facilities. This also tended to discourage problems brought about by random camping and trespassing along the highways of America. Municipalities soon began charging admission to auto tourists to discourage the "unsavory element" and to gather revenue. Soon private operators, seeing the potential for trade, began to compete with the municipalities and established their own auto campgrounds and facilities. [19]

By the 1930s, auto tourism had become a much more comfortable way to explore America. Cars with closed tops, heaters, radios, and a smoother ride with puncture resistant balloon tires greatly improved comfort for motorists. Auto travelers inevitably sought better overnight facilities. Enterprising merchants began building "cabin camps" across the country along the interstate highway network. Thus, a weary traveler could have a roof over his head, complete with a bed, electricity, heating, and inside cooking facilities. These "cabin camps" were soon known as "motor courts" and often had associated gas stations and food stores. Many of the cabins evolved into cottages that were winterized for year-round use. These motor courts presaged the "motels" that began to dominate the auto tourism industry in the late 1940s and 1950s and with which today's traveler is familiar. The number of early cabin camps and motor courts have gradually dwindled; the few remaining representatives are usually found in small towns and villages in the more rural areas of the United States. [20]

C. THE TRAIL SHOP

Wylie Grant Sherwin purchased a small parcel consisting of ten to twelve acres of land on this location in about 1922. Sherwin moved there from a ranch on Crooked Creek in the foothills of the Pryor Mountains (north of Lovell). Sherwin

brought with him his wife Mildred and four children. He located here specifically to take advantage of the auto and bus tourist traffic en route to the east entrance of Yellowstone National Park. At this time there was only a gravel road leading from Cody to Yellowstone. Sherwin first built an elongated one-story log cabin with a gable roof. It was located on or near the location of the present main lodge building. Sherwin called his business the Trail Shop and sold coffee and homemade doughnuts to the passing tourists. He built a public restroom and made arrangements with the tourist bus lines to make fifteen minute stops to and from Yellowstone. His location was ideal, nearly midway between Cody and the east entrance. He soon began stocking souvenirs to sell to the tourists, including good Indian jewelry and baskets.

Sherwin built a more spacious lodge in about 1925 that included a dining room, a stone fireplace, and open cathedral ceiling. He began building individual cabin units for overnight traffic. Tourists generally brought their own bedding. They could prepare their own meals or Sherwin provided meals served in the lodge. Sherwin received his water supply from Canyon Creek (southwest of the Trail Shop) and built two large cisterns to hold the water. [21]

Sherwin had located his Trail Shop near the boundary of the Shoshone National Forest. At that time, the eastern boundary was vague and ran roughly between Signal Peak to the north and Flag Peak to the south. An official boundary survey established that most of Sherwin's operation was located within the National Forest. Therefore, Sherwin applied for a Special Use Permit on August 7, 1924, for the maintenance of a "Resort (Lunch Station)." The permit was issued to Sherwin on February 16, 1926. [22]

Sherwin's first wife Mildred died of tuberculosis in 1927. He married Nina R. Russell in 1930. She was a school teacher who was originally from Minnesota and taught in Billings, Montana. They continued to run the growing business. Sherwin built more cabins throughout the 1930s and added a filling station. He also provided horseback riding and pack trips to the nearby mountains. However, the Trail Shop could not be classified as a dude ranch because the Sherwins catered to overnight tourist traffic and did not rely on reservations. Secondly, the Trail Shop was not a functioning western ranch and could not provide the overall dude experience. [23]

The Trail Shop was also the location of the Wapiti Post Office from September 22, 1923, until about 1938. Wylie Sherwin served as postmaster during this time period. [24]

The Trail Shop was the first tourist shop along the Yellowstone Highway west of Cody. Sherwin had little competition until the Mountainview Lodge opened a short distance to the east of his location. However, there are now eleven other lodges between the Trail Shop and the east entrance of Yellowstone National Park, including the Pahaska Teepee, Holm's Lodge, Elephanthead Lodge, Absaroka Lodge, and Shoshone Lodge.

The Sherwins continued to run the Trail Shop until they retired in 1962 and sold the business to Robert and Barbara Sidwell. The Sidwells received their Special Use Permit on December 5, 1962. They changed the name of the business to the Trail Inn, the current name. The Sidwells sold the business to John and Katharine Gilbert in 1971, and the Special Use Permit was transferred to them. After the death of John Gilbert, Katharine Gilbert married Steve Sluka. The Special Use Permit was then changed to Steve and Katharine G. Sluka. The Slukas sold the business to James V. and Nancy G. Schuler in 1979, and the Special Use Permit was transferred to their names. The Schulers then sold the Trail Inn to Marion and Christina Duda who, in turn, sold the property to the State of Wyoming. The Dudas are currently operating the business as lessees. [25]

III. CURRENT PHYSICAL DESCRIPTION OF THE TRAIL SHOP

The Trail Shop (Trail Inn as of 1962) is located on the south bank of the North Fork of the Shoshone River at the north base of Flag Peak, about twenty-four miles west of Cody, Wyoming. It is situated in the Wapiti Valley along U.S. Route 14-16-20, which leads to the east entrance of Yellowstone National Park.

The Trail Shop complex consists of several log and slab log buildings located on a 1.5- acre Special Use Permit parcel within the Shoshone National Forest and on a small strip of private land. The buildings are situated on the south side of the highway at a point where it curves in a southwesterly direction. The buildings are oriented on a north-south axis and are grouped in a loose rectangular-shaped configuration, interspersed with planted conifers, cottonwoods, and shrubs. The complex includes a large log lodge (containing a store, public dining room, and residence), four two-unit and one

three-unit log guest cabins, a small slab log restroom, a workshop/storage building, and a bunkhouse/storage building. There are also three outbuildings (one of which post-dates 1978) and a corral associated with horse maintenance. Two rectangular cement-lined cisterns are located near the southeast corner of the property. Other features include a modern mobile home, a phone booth, and three stone fireplaces for outdoor cooking.

Nearly all of the buildings that currently compose the Trail Inn complex appear to be fifty years of age or older. The main lodge (WY-115-G) was built around 1925, according to Nina R. Sherwin. Photographs dated 1927 confirm that the lodge at that time closely resembled its present configuration. According to Mrs. Sherwin, the oldest buildings include Guest Cabin Units 7-9 (WY-115-E), Guest Cabin Units 10-11 (WY-115-F), and the restroom (WY-115-J). These buildings were constructed in the early to mid-1920s. Photographs taken in the late 1920s or early 1930s also show the workshop (WY-115-N), and the bunkhouse (WY-115-A) appears in a photograph dated either 1924 or 1927. Building plans for the improvement of the highway in 1930 clearly show the main lodge, the bunkhouse, Guest Cabin Units 10-11, the workshop, and possibly the restroom. These plans are based on survey information dated 1926-1927 and are the best documentary evidence available. [26] The remainder of the guest cabins date from the late 1920s to late 1930s. Although there are two distinct building styles (round logs with square notching and vertical slab logs with a basic wood frame), it does not appear that the buildings can be dated by these distinct techniques, according to Mrs. Sherwin's information. [27]

IV. ENDNOTES

1. Haines, Aubrey L., The Yellowstone Story: A History of Our First National Park (Yellowstone National Park, Wyoming: Yellowstone Library and Museum Association, 1977), p. 172.
2. Bartlett, Richard A., Yellowstone: A Wilderness Besieged (Tucson: University of Arizona Press, 1985), pp. 43-66.
3. Culpin, Mary Shivers, East Entrance Road Historic District (National Register of Historic Places Registration Draft Form, National Park Service, Denver, Colorado, no date), Section 8, p.1.
4. Ibid., Section 8, pp. 1-3.

5. Barnhart, Bill, The Northfork Trail: Guide and Pictorial History Cody, Wyoming-Yellowstone Park (Wapiti, Wyoming: Elkhorn Publishing Co., 1982), pp. 35-45.
6. Haines, Yellowstone Story, pp. 350-351.
7. Barnhart, Northfork Trail, pp. 42-43; Yellowstone Highway Association, Official Route Book of the Yellowstone Highway Association in Wyoming and Colorado (Chicago: Wallace Press, 1916), pp. 127, 129.
8. Larson, T.A. History of Wyoming (Lincoln: University of Nebraska Press, 1978), p. 407; Yellowstone Highway Association, pp. 127, 129.
9. The Casper Record, Casper Wyoming, 2/6/1917.
10. Ibid., 2/20/1917.
11. Culpin, East Entrance Road Historic District, Section 8, p. 3.
12. Ibid., Section 8, pp. 4-5.
13. Cody Enterprise, Cody, Wyoming, 7/23/1930.
14. Cody Enterprise, Cody, Wyoming, 8/30, 9/3, 11/26/1930, 6/3/1931; Wyoming Transportation Department, Route 1 Cody Yellowstone Highway, Project 1-F Plans, 1930, Cheyenne, Wyoming.
15. Massey, Rheba, Log Cabin Motel, (National Register of Historic Places Registration Form, Wyoming State Historic Preservation Office, Cheyenne, 1992), Section 8, p. 1.
16. Idem.
17. Ibid., Section 8, p. 2.
18. Ibid., Section 8, p. 3.
19. Ibid., Section 8, p. 4.
20. Ibid., Section 8, pp. 4-5.
21. Park County Story Committee, The Park County Story (Dallas, Texas: Taylor Publishing Company, 1980), pp. 185-186; Nina R. Sherwin, wife of Wylie Sherwin, Personal Communication, Wapiti, Wyoming, 4/22/1988.

22. Special Use Permit Cards, Supervisor's Office, Shoshone National Forest, Cody, Wyoming.

23. Sherwin, Personal Communication, 4/22/1988.

24. Meschter, Daniel, "The Post Offices of Wyoming, July 25, 1868 to December 31, 1975" (Typewritten manuscript, Wyoming State Archives, Cheyenne, 1975), p. 80.

25. Special Use Permit Files, Supervisor's Office, Shoshone National Forest, Cody.

26. U.S. Department of Agriculture, Section "D" Cody Yellowstone Highway, Route 1 Park Boundary of Yellowstone to Cody, 52 Miles Class 2, Wyoming Forest Highway System, Shoshone National Forest, Park County, Wyoming. (U.S. Department of Agriculture, Bureau of Roads, 1930).

27. Sherwin, Personal Communication, 4/22/1988. (Note: After an extensive search by Forest Service personnel at the Supervisor's Office, Shoshone National Forest, Cody, the original Sherwin Special Use Permit File could not be located. Forest Service files are purged every five years, and the old materials are sent to the Forest Service Archives in Denver. However, the Sherwin files could not be located on any of the access lists needed to retrieve the records. This file would probably contain specific building dates for all improvements on the Forest Service lease. In the absence of this file, the best remaining sources of information are the recollections of Mrs. Sherwin, the historic photographs, and the 1930 highway plans.