National Park Service
Cultural Landscapes Inventory

3013

North Entrance Cultural Landscape

Yellowstone National Park

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Cultural Landscapes in the Cultural Resources Inventory System:

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL.CRIS-CL records conform to a standardized data structure known as the Cultural
Landscapes Inventory (CLI).
The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant cultural landscapes in which NPS has, or plans to acquire any enforceable legal interest.
Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:
Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
Landscape is a contributing element of a property that is eligible for the National Register; or,
Landscapes does not meet the National Register criteria, but is managed as cultural resources because of law, policy or decisions reached through the park planning process.
Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.
The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are:
National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior…

Executive Order 13287: Preserve America, 2003. Sec. 3(c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Inventory Unit Description:

The North Entrance Cultural Landscape is the portal and and the chamber of Yellowstone National Park's northern entrance. Occupying a dramatic level plateau near Gardiner, Montana, the North Entrance Cultural Landscape is contained by rugged mountains and the steep canyons associated with the Gardner and Yellowstone rivers, which conjoin near the park boundary. The broad open space of the plateau, known as the Gardiner Flats, is punctuated by the iconic form of the Roosevelt Arch, a striking rustic stone structure built in 1903 to mark and celebrate the northern portal into Yellowstone National Park. Built to coincide with the completion of the Northern Pacific Railroad's Park Branch rail line to Gardiner, the arch has since greeted millions of visitors and is a recognized symbol of the park.

The North Entrance Cultural Landscape offers a quiescent space of orientation for visitors that precedes the rugged journey along the North Entrance Road through Gardner Canyon to Mammoth, where it links up with the Grand Loop Road. The North Entrance Road, which slices across the Gardiner Flats and affords views of the surrounding mountains, and the park landscape to come, is a historic corridor developed between 1883 and 1903 by the U.S. Army Corps of Engineers. The North Entrance Road was recognized for its important historic associations with the U.S. Army Corps of Engineers and their early development of the park through listing in the National Register of Historic Places in 2002. The linear historic district is comprised of the road and its margins that together form a 65-foot-wide linear corridor that extends approximately 5 miles between the Roosevelt Arch and the Mammoth developed area. The Roosevelt Arch was also listed in the National Register of Historic Places in 2003 as a discontiguous contributing resource of the Fort Yellowstone National Historic Landmark district. Fort Yellowstone, located in Mammoth Hot Springs, was built by the U.S. Army beginning in 1891, and served as the administrative headquarters for Yellowstone National Park until 1918, when the National Park Service assumed responsibility for the park from the military. The North Entrance Cultural Landscape encompasses the Roosevelt Arch and the segment of the North Entrance Road Historic District that extends across the Gardiner Flats, but also includes the broad open plateau that serves as the setting for these historically important landscape features.

The significance of the cultural landscape resides in the early-twentieth-century design and construction of the roadway by engineer Capt. Hiram Chittenden of the U.S. Army Corps of Engineers as an integral part of the planned road system of Yellowstone National Park. The road corridor and the Roosevelt Arch also possess significant associations with the role of the U.S. Army Corps of Engineers in early development of the park for visitors, and the rustic design aesthetic of landscape features and the Roosevelt Arch that would later become the hallmark of Yellowstone National Park and numerous other parks throughout the nation. The Roosevelt Arch is also significant for its role in the landscape as the first gateway or threshold feature to celebrate entry into a national park. The period of significance associated with the North Entrance Road Historic District as documented in the National Register nomination is 1883–1951, with 1883 representing the earliest date that access to the park occurred via the North Entrance Road, and 1951 representing the 50 age consideration at the time the nomination was prepared. This CLI recommends that the end date of the period of significance for the component landscape extend between 1883 and 1948, the year in which passenger train service to Gardiner ended and use of the depot was abandoned. This change effectively altered the traditional intended way for visitors to arrive at the park and experience the Roosevelt Arch.

The North Entrance Cultural Landscape is a visually cohesive area that has, for more than a century, served as a welcoming space for park visitors. The historic landscape of the plateau was designed to showcase the natural wonders of the park, including its unfettered wilderness, by affording expansive views from the open, nearly level environs of the Gardiner Flats. Landscape features such as the relatively level landform and topography, open spatial pattern framed by views of mountains and surrounding built features, broad views from the plateau and directed viewsheds through the Roosevelt Arch, the nearby rivers, and low-growing character of the vegetation directly influenced the siting and design of built features and land uses within the North Entrance Cultural Landscape. Character-defining elements of the cultural landscape reflect the connections between cultural development and the ambient features and character of the environment include the relatively level topography of the plateau, the dramatic form of the Roosevelt arch and associated stone walls, the linear form of the North Entrance Road as it slices diagonally across the plateau, the horizontal and low-growing character of the

vegetation, and the containment of the central open space of the plateau by features along its perimeter, such as the mountains, the wrought iron fence, and the line of buildings associated with the Yellowstone Park Transportation Company Historic District beyond the cultural landscape boundary to the east.

The integrity of the historic cultural landscape has been diminished slightly by several changes that have occurred within the North Entrance Cultural Landscape since the period of significance, including the construction of a new structure and associated features to address fee collection near the park entrance, alterations to irrigation ditch systems established in 1903 and 1904 to irrigate tree plantings along the road and hay cultivated on the Gardiner Flats, widening of the road to accommodate increased traffic, and the addition of new interpretive, directional, and identity signage.

Also affecting the integrity of the setting of the North Entrance Cultural Landscape is the loss of the Northern Pacific Railroad complex that edged the park's northern entrance between 1902 and 1954 and served as the basis for the siting of the Roosevelt Arch and the contemporary terminus of the North Entrance Road.

Despite these changes, the North Entrance Cultural Landscape continues to possess sufficient integrity to convey its historic associations with the identified period of significance. These associations are conveyed through the numerous historic landscape features that survive today, including the Roosevelt Arch and associated stone walls; culverts and drop inlets; a boundary marker; the iron fence; the North Entrance Road, Kingman's Old Gardner Canyon Road (which was renamed Robert Reamer Avenue in 2014), and portions of Old Yellowstone Trail and Park Street; the herbaceous plateau of the Gardiner Flats; ruins of irrigation and diversion ditch systems; and views of surrounding features such as the mountains, Yellowstone Park Transportation Company Historic District, Gardner River and Canyon.

In addition, as of 2013, the North Entrance Cultural Landscape is assessed in good condition.

Site Plan

North Entrance Cultural Landscape map indicating the proposed cultural landscape boundary and contributing and non-contributing landscape features. (Source: Site plan prepared by Belt Collins, 2009, revised by Liz Sargent HLA, 2012)

Property Level and CLI Numbers

Inventory Unit Name:	North Entrance Cultural Landscape
Property Level:	Landscape
CLI Identification Number:	975624
Parent Landscape:	890082

Park Information

Park Name and Alpha Code:	Yellowstone National Park - North Entrance Cultural Landscape - YELL
Park Organization Code:	1570
Park Administrative Unit:	Yellowstone National Park

CLI Hierarchy Description

Yellowstone National Park is classified as a primary or parent landscape within the CLI database. The boundaries of the park are concurrent with the boundaries of the CLI parent landscape. Several component landscapes have been identified within the park. These are generally developed areas that have been determined eligible for listing in the National Register of Historic Places as historic districts.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Initial drafts of this CLI were prepared by Shapins Belt Collins of Denver, Colorado, between 2009 and 2011, and revised by Yellowstone National Park Landscape Architect Zehra Osman in 2012. Shapins Belt Collins project personnel conducted field survey of the North Entrance Cultural Landscape and research within park archives during a 2009 project site visit. Sources consulted to prepare the CLI included the 2002 National Register nomination, several histories prepared by park historian Lee Whittlesey, and broader published studies such as

“Managing the “Matchless Wonders”: A History of Administrative Development in Yellowstone National Park, 1872-1965” by Kiki Leigh Rydell and Mary Shivers Culpin (Yellowstone National Park, Wyoming: National Park Service, Yellowstone Center for Resources, 2006)

“The History of the Construction of the Road System in Yellowstone National Park, 1872–1966: Historic Resource Study” by Mary Shivers Culpin (Denver, Colorado: National Park Service, 1994)

“The Yellowstone Story-A History of Our First National Park,” a two-volume set by Aubrey Haines (Niwot, CO: University of Colorado, 1996)

“Building the National Parks: Historic Landscape Design and Construction” by Linda McClelland (Baltimore, Maryland: The John Hopkins University Press, 1998)

In addition, CLI project personnel reviewed historic photographs, maps, and plans obtained from the Heritage and Research Center at Yellowstone National Park and the Denver Service Center’s Technical Information Center.

Zehra Osman addressed many of the park’s comments to prepare a revised 100% draft CLI document in 2012.

These efforts were later supplemented by review of additional context information, and revision based on National Park Service review comments and technical considerations derived from the National Park Service “Cultural Landscapes Inventory Professional Procedures Guide,” conducted by Liz Sargent of Liz Sargent HLA of Charlottesville, Virginia, and Deborah Slaton and Mike Ford of Wiss, Janney, Elstner Associates, Inc., of Northbrook, Illinois.

Eleanor Clark and Zehra Osman in the Office of Comprehensive Planning and Design at Yellowstone National Park served as the park’s primary points of contact and guided development of the report. Carrie Mardorf of the Intermountain Region’s Office of Cultural Resources in Santa Fe, New Mexico, also provided technical assistance relating to the CLI database and document content, and served as a reviewer of drafts prepared by Liz Sargent HLA.

Concurrence Status:

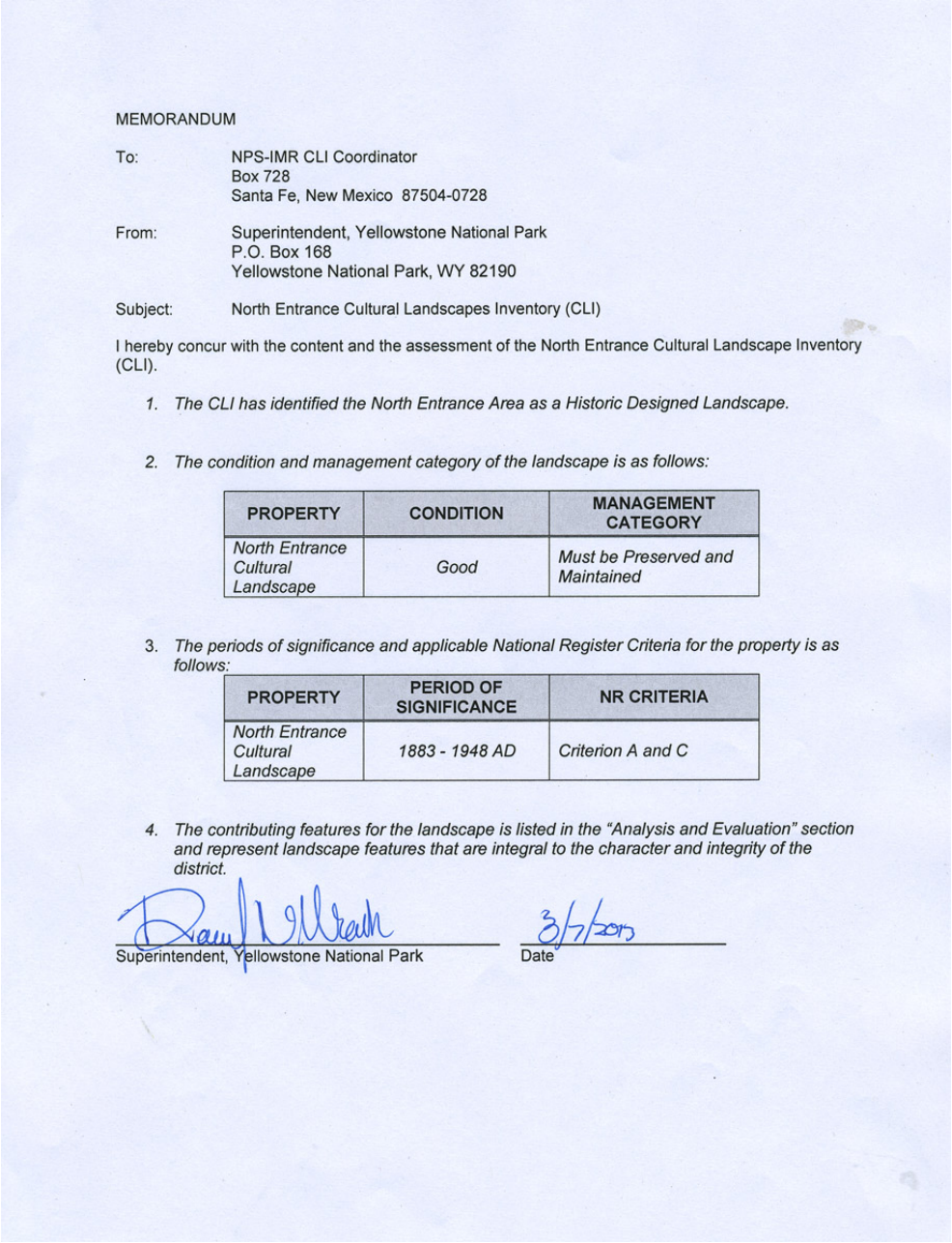
Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	03/07/3013
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	03/20/2013

National Register Concurrence Narrative:

The Montana SHPO concurred with the findings of the CLI on 3/20/2013.

Concurrence Graphic Information:

Attachment File Path



MEMORANDUM

To: NPS-IMR CLI Coordinator
Box 728
Santa Fe, New Mexico 87504-0728

From: Superintendent, Yellowstone National Park
P.O. Box 168
Yellowstone National Park, WY 82190

Subject: North Entrance Cultural Landscapes Inventory (CLI)

I hereby concur with the content and the assessment of the North Entrance Cultural Landscape Inventory (CLI).

1. *The CLI has identified the North Entrance Area as a Historic Designed Landscape.*

2. *The condition and management category of the landscape is as follows:*

PROPERTY	CONDITION	MANAGEMENT CATEGORY
North Entrance Cultural Landscape	*Good*	*Must be Preserved and Maintained*

3. *The periods of significance and applicable National Register Criteria for the property is as follows:*

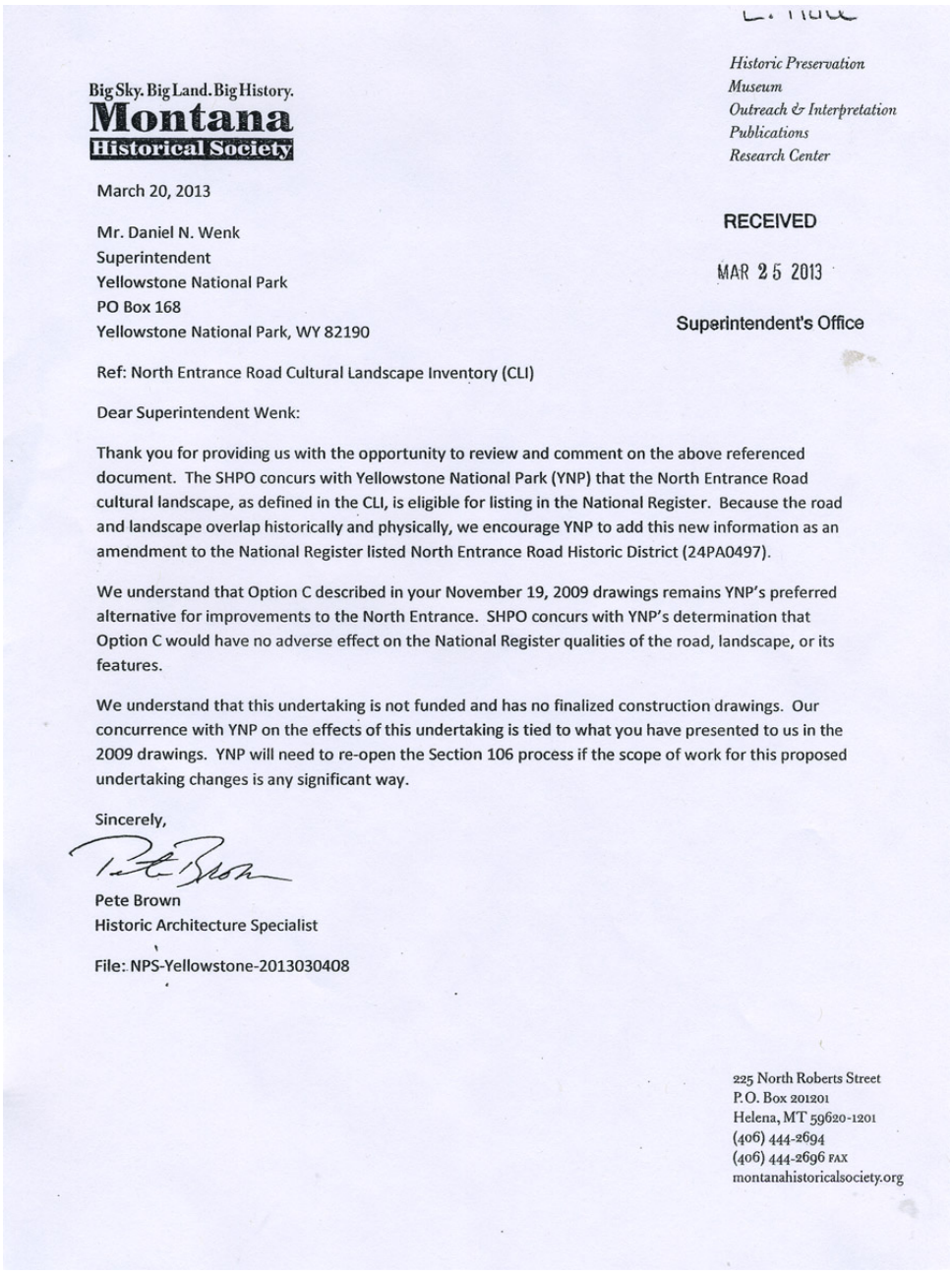
PROPERTY	PERIOD OF SIGNIFICANCE	NR CRITERIA
North Entrance Cultural Landscape	*1883 - 1948 AD*	*Criterion A and C*

4. *The contributing features for the landscape is listed in the "Analysis and Evaluation" section and represent landscape features that are integral to the character and integrity of the district.*

Superintendent, Yellowstone National Park

3/7/2013
Date

Park Superintendent concurrence on the findings of the CLI, 3/7/2013



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March 20, 2013

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MAR 25 2013
Superintendent's Office

Mr. Daniel N. Wenk
Superintendent
Yellowstone National Park
PO Box 168
Yellowstone National Park, WY 82190

Ref: North Entrance Road Cultural Landscape Inventory (CLI)

Dear Superintendent Wenk:

Thank you for providing us with the opportunity to review and comment on the above referenced document. The SHPO concurs with Yellowstone National Park (YNP) that the North Entrance Road cultural landscape, as defined in the CLI, is eligible for listing in the National Register. Because the road and landscape overlap historically and physically, we encourage YNP to add this new information as an amendment to the National Register listed North Entrance Road Historic District (24PA0497).

We understand that Option C described in your November 19, 2009 drawings remains YNP's preferred alternative for improvements to the North Entrance. SHPO concurs with YNP's determination that Option C would have no adverse effect on the National Register qualities of the road, landscape, or its features.

We understand that this undertaking is not funded and has no finalized construction drawings. Our concurrence with YNP on the effects of this undertaking is tied to what you have presented to us in the 2009 drawings. YNP will need to re-open the Section 106 process if the scope of work for this proposed undertaking changes is any significant way.

Sincerely,

Pete Brown
Historic Architecture Specialist

File: NPS-Yellowstone-2013030408

225 North Roberts Street
P.O. Box 201201
Helena, MT 59620-1201
(406) 444-2694
(406) 444-2696 FAX
montanahistoricalsociety.org

Montana SHPO concurrence on the findings of the CLI, 3/20/2013.

Geographic Information

Geographic Information & Location Map

State and County:

State: Wyoming

County Park County

Size (Acres) 91

Land Tract Number(s)

Inventory Unit Boundary Description:

The North Entrance Cultural Landscape is located in the northwestern portion of Yellowstone National Park near the town of Gardiner, Montana. The boundary of the CLI component landscape includes the northwestern portion of the North Entrance Road Historic District as described in the 2002 National Register nomination, which focuses on a 65-foot-wide linear corridor that encompasses the road and its margins. The cultural landscape extends northeast and southwest of the North Entrance Road Historic District boundary to include the landform of the Gardiner Flats and its associated patterns of spatial organization, views, and unified sense of place between the Roosevelt Arch and the mouth of Gardner Canyon. As proposed herein, the cultural landscape boundary extends beyond the North Entrance Road Historic District to the northeast to encompass the river cobble and boulder wall that frames the arch and the wrought iron fence that parallels Park Street, to the east to include Kingman's Old Gardner Canyon Road along which the Yellowstone Park Transportation Company (present-day Xanterra) headquarters is located, and to the southwest to encompass the lower slopes of the mountains that edge Gardiner Flats.

Specifically, the North Entrance Cultural Landscape boundary begins, in its northwestern corner, at the intersection of the Yellowstone National Park boundary with Old Yellowstone Trail and the stone wall that edges the arch to its northwest. The boundary continues in an easterly direction for 750 feet until reaching the junction of the arch's northeastern stone wall and the wrought iron fence. The boundary then turns to the south, continuing for 90 feet along the fenceline, before turning eastward. The boundary subsequently follows the alignment of the fence south of Park Street for approximately 1,000 feet before intersecting Kingman's Old Gardner Canyon Road. At the eastern edge of the road, the boundary turns in a southeasterly direction, following the road margin for another 1,600 feet. The boundary then turns southward to encompass the check-in station located at the intersection of the Kingman's Old Gardiner Canyon Road and the North Entrance Road, and southeastward again, following the southern margin of the North Entrance Road for 150 feet until it intersects the beginning of the Old Gardiner Road leading to Mammoth. Here, the boundary turns southwestward, continuing for approximately 700 feet in this direction before turning back in a northwesterly direction to follow the edge of the plateau at the base of the mountains. The boundary continues to edge this irregular landform, generally traveling in a northwestern direction, until rejoining the beginning point of the boundary at its northwestern corner.

Boundary Coordinates:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -110.702961577392

Longitude: 45.0274260018756

Narrative:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -110.700310445196

Longitude: 45.0246284911745

Narrative:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -110.699175132785

Longitude: 45.023275222979

Narrative:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -110.702734257979

Longitude: 45.0222943344478

Narrative:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -110.707799411957

Longitude: 45.0246478975244

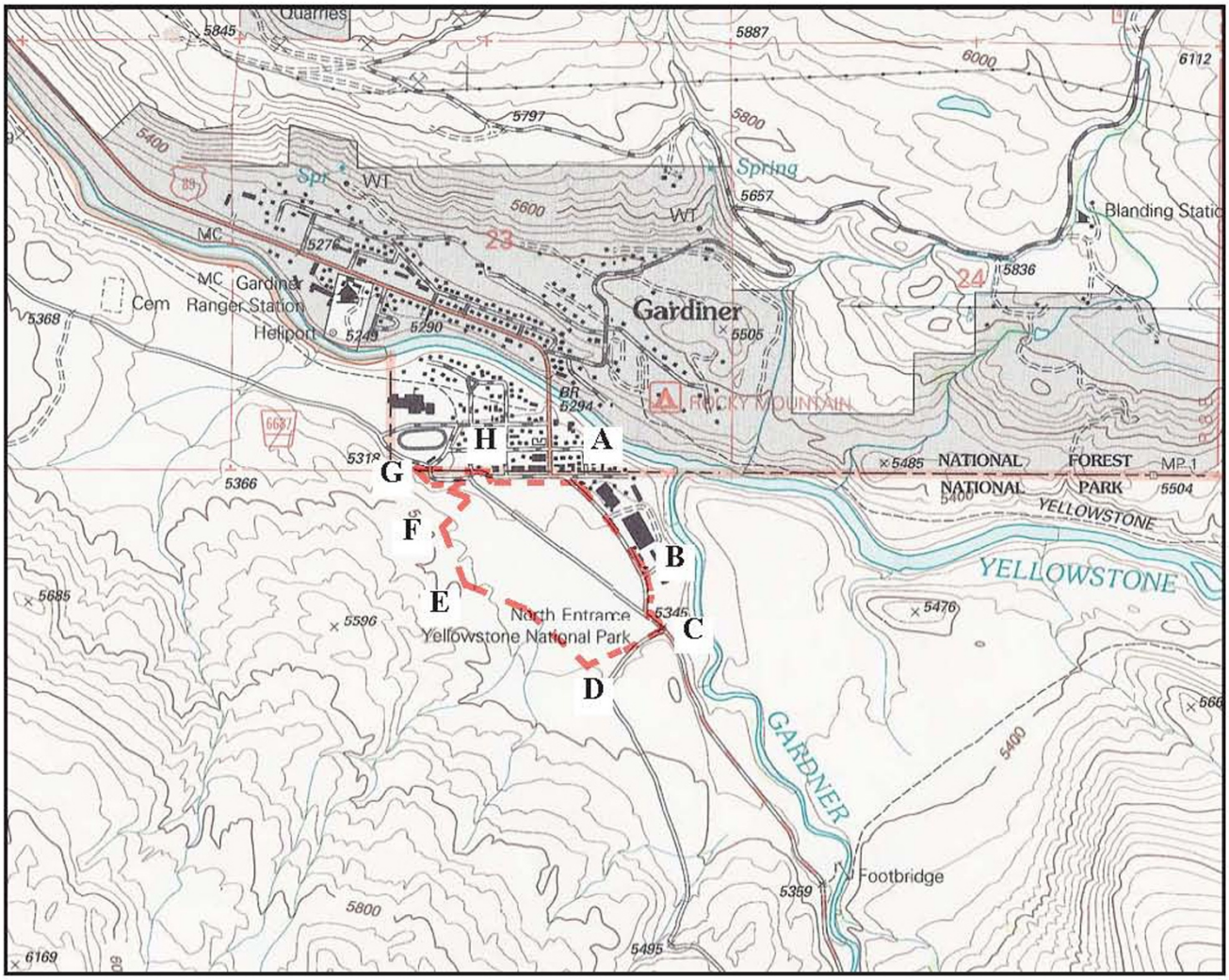
Narrative:

Source:	USGS Map 1:24,000
Type of Point:	Point
Latitude:	-110.709314847931
Longitude:	45.0261820855236
Narrative:	

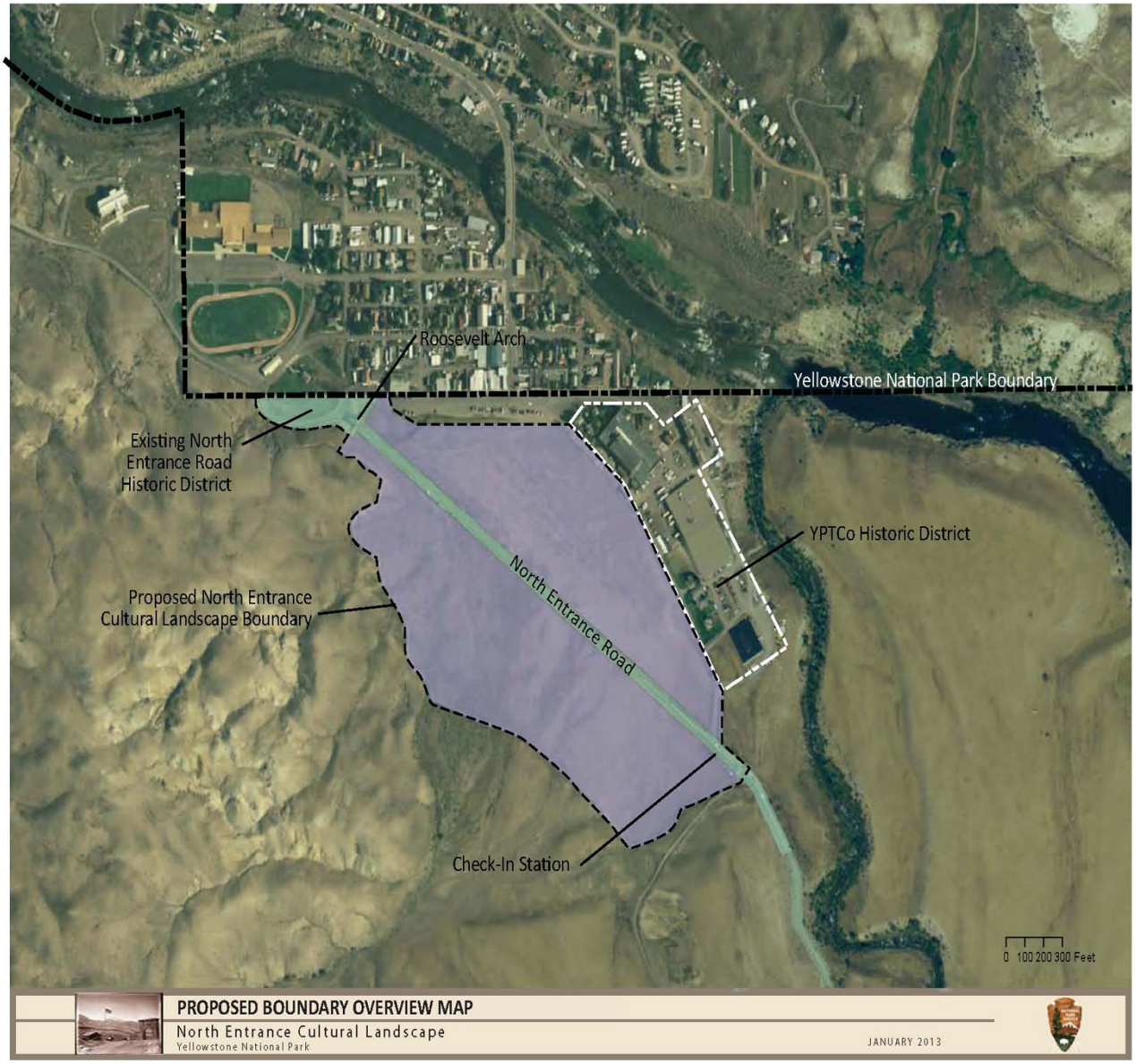
Source:	USGS Map 1:24,000
Type of Point:	Point
Latitude:	-110.709942249802
Longitude:	45.0276239822161
Narrative:	

Source:	USGS Map 1:24,000
Type of Point:	Point
Latitude:	-110.706768792837
Longitude:	45.0276158782632
Narrative:	

Location Map:



UTM data for the North Entrance Cultural Landscape indicated on the Gardiner, Montana, 7.5 minute series U.S. Geological Survey map. (Source: U.S. Geological Survey, 1986, rev. 2000)



The North Entrance Cultural Landscape edges the park's northern boundary adjacent to the town of Gardiner, Montana. (Source: Belt Collins, 2009, revised by Liz Sargent HLA, 2012)

Regional Context:

Type of Context: Physiographic

Description:

Yellowstone National Park lies within the Rocky Mountain physiographic province that encompasses portions of northwestern Wyoming, Idaho, and Montana. The park occupies the Yellowstone Plateau, an elevated expanse of relatively level terrain set at approximately 8,000 feet above mean sea level and bounded on all sides by the ranges of the Middle Rocky Mountains. While relatively level as compared with the surrounding mountain ranges, the plateau itself is also punctuated by mountains and valleys.

Yellowstone National Park sits atop a stationary hotspot in the earth's mantle that produces an extensive system of geothermal features. In fact, Yellowstone contains nearly 75 percent of the world's known geothermal features, such as geysers, hot springs, and geologic formations, which attract millions of visitors to the park each year. Much of the park occupies a huge volcanic basin that has generated several massive eruptions, the most recent of which occurred approximately 600,000 years ago. Portions of the park lie within a massive caldera, or crater, of the collapsed magma dome of a super volcano—the Huckleberry eruption—that occurred 1.8 million years ago. The waters of Yellowstone Lake fill the deepest basin of the crater. Yellowstone remains a seismically active region that produces numerous earthquakes each year. Volcanism is an ever-present possibility, while measurable geologic uplift is continually occurring (NPS, Fishing Bridge EIS/DCP, 23).

The North Entrance Cultural Landscape occupies a plateau at an elevation of approximately 5,300 feet above mean sea level near the confluence of the Gardner and Yellowstone rivers in south-central Montana. The two rivers flow north-northwest toward their confluence through deep canyons etched into the land by centuries of erosive action caused by the overland flow of glaciers, stormwater, and snow melt. The North Entrance Road follows the Gardner River corridor, referred to as Gardner Canyon, between the Gardiner Flats and Mammoth. After the Gardner River empties into the Yellowstone, it flows northwestward and then eastward, eventually emptying into the Missouri River near the Montana and North Dakota border.

Type of Context: Cultural

Description:

The landscape associated with Yellowstone National Park has been at least seasonally occupied for more than 10,000 years. The Yellowstone River corridor is known to have supported the cultural lifeways of many early people prior to its exploration, settlement, and occupation by Euro-Americans in the late eighteenth and nineteenth centuries. The region provided sources of food, medicine, clothing, shelter, water, and stone suitable for fashioning tools and weapons, was at least seasonally occupied, and served as a travel corridor to summer hunting grounds and the Obsidian Cliffs located in the park's interior prior to and during Euro-American Contact.

The dramatic geothermal features of the park landscape were first described in the accounts of French trappers who explored the region beginning in the late eighteenth century. The French named the region "Roche Jaune" for the yellow color of the rocks visible within the Yellowstone River canyon. The region was not formally explored in depth, however, until 1869–1871, when three privately-funded American expedition teams provided a more thorough account of the region. Recognition of the geologic importance and scenic value of the region quickly followed, along with recommendations that the land be reserved as a public park.

On March 1, 1872, President Ulysses S. Grant signed the Act of Dedication authorizing the establishment of the world's first national park at Yellowstone. The act removed from settlement an expansive land reservation that extended 65 miles from north to south and 55 miles from west to east over a large expanse of the Wyoming territory, setting it "apart as a public park or pleasuring ground for the benefit and enjoyment of the people" (Act of Dedication, 1872). The majority of Yellowstone National Park is currently managed as wilderness.

The North Entrance Cultural Landscape was the first point of entry for most park visitors during the nineteenth century. The Northern Pacific Railroad established a spur line—the Park Branch line—to Cinnabar, Montana, by 1883, three miles to the north of the park entrance. Visitors traveled the rest of the way to the park via coach and on horseback until 1902, when the railroad completed the spur line to Gardiner. From the rail line, visitors were able to travel within the park in the horse-drawn vehicles provided by concessioners. The north entrance remained the most popular of the park's five entrances for many years.

After passing beneath the Roosevelt Arch, completed in 1903 at the park's boundary, visitors traveled five miles along the North Entrance Road through Gardner Canyon, passing into Wyoming before reaching the developed area at Mammoth. At Mammoth, the North Entrance Road provides access to the Grand Loop Road, the park's primary scenic touring road, a 140.4-mile-long double loop route designed in the late nineteenth century that connects the majority of the park's primary attractions.

Type of Context: Political

Description:

The North Entrance Cultural Landscape falls within Montana's Park County. The county seat is Livingston, Montana, located approximately 54 miles to the north of Gardiner.

The town of Gardiner was officially founded in 1880 when a territorial post office was established by local resident James McCartney near the park's northern boundary. The town has since remained an unincorporated, relatively small enclave of businesses and residences that supports the needs of park visitors. In 2000, the census recorded Gardiner's population as 851 residents.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/31/2003

Management Category Explanatory Narrative:

As part of the North Entrance Road Historic District, which was listed in the National Register of Historic Places in 2002, and the Fort Yellowstone National Historic Landmark, which encompasses the Roosevelt Arch as a discontiguous resource, the North Entrance Cultural Landscape falls within the “Must be Preserved and Maintained” category of management.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement:

Type of Context:

Management Agreement Explanatory Narrative:

N/A

NPS Legal Interest:

Type of Interest: Fee Simple

Narrative: The North Entrance Cultural Landscape falls within the overall Yellowstone National Park boundary. As such, the federal government owns all of the properties within the cultural landscape and there are no legal interests of concern.

Located in managed wilderness?: Unknown

Public Access:

Type of Interest: Unrestricted

Explanatory Narrative:

Access to the North Entrance Cultural Landscape is unrestricted. Unlike some areas of the park that are closed in winter, the North Entrance Road is open year round when passable.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Land Narrative:

The North Entrance Cultural Landscape contains elements of both the North Entrance Road Historic District, which continues five miles to Mammoth, and the Fort Yellowstone Historic District, of which the Roosevelt Arch is a discontiguous resource. The Yellowstone Park Transportation Company Historic District that abuts the North Entrance Cultural Landscape to the east includes features with historic connections to operations and use of the North Entrance Cultural Landscape, such as a ranger station, and helps to create a spatial edge to the open space of the Gardiner Flats. Both the Yellowstone Park Transportation Company and Fort Yellowstone will be addressed in separate CLIs.

Finally, the park boundary, which is consistent with the North Entrance Cultural Landscape boundary to the north of the Roosevelt Arch, cuts across the landscape of Arch Park, a public open space located to the northwest of Roosevelt Arch. Arch Park was first designed as a public green space that linked the railroad depot and the arch in 1903. The park has been rehabilitated several times. It is currently jointly managed by the town of Gardiner and the National Park Service.

National Register Information

Documentation Status:

Entered Inadequately Documented

National Register Explanatory Narrative:

The National Register significance of the Roosevelt Arch was first evaluated in a 1986 determination of eligibility prepared by the National Park Service that coincided with a proposal to rehabilitate the structure and its environs. The Montana State Historic Preservation Officer concurred with the evaluation and determined the Roosevelt Arch eligible for listing in the National Register of Historic Places, but raised concerns regarding the impact of proposed rehabilitation on the integrity of the structure.

In 1994, the park funded a historic resource study title “The History of the Construction of the Road System in Yellowstone National Park, 1872–1966” that formed the basis for a multiple property listing of park features. Both the North Entrance Road and the Roosevelt Arch were identified in the study as significant features of the planned road system in Yellowstone National Park (Culpin 1994).

In 2001, a National Register nomination was prepared for the North Entrance Road Historic District, which resulted in the listing of the district in the National Register of Historic Places in May 2002. The nomination identified the road as significant at the national and state levels under Criterion A and Criterion C in the areas of Transportation, Landscape Architecture, and Architecture as an integral part of the planned road system in Yellowstone National Park, for its associations with the U.S. Army Corps of Engineers’ role in the development of the park, and as a significant early example of the rustic design philosophy intended to blend new developed features with the character of the natural environment that would influence national park design for decades.

In 2003, Fort Yellowstone was designated a National Historic Landmark for its association with the military administration of Yellowstone National Park and for the impact of the principles and policies developed during the military administration of the park on the emerging conservation and national park movement in the United States. The Roosevelt Arch was listed in the nomination as a discontiguous resource of the Fort Yellowstone National Historic Landmark historic district (Simmons and Simmons, 20). The arch was identified as significant for its integral role in defining the road system, as the earliest attempt to recognize the importance of an entrance at a park by creating a gateway feature and marking the transition as a special place, and as a notable work of rustic architecture.

Neither of the above-cited nominations addresses the landscape setting for the North Entrance Road or the Roosevelt Arch in detail. The North Entrance Cultural Landscape that serves as the focus of this CLI includes portions of these districts and the surrounding landscape setting that together form a unique and coherent place represented by the Gardiner Flats at the park’s north entrance. The statement of significance conveyed below addresses the significance of this cultural landscape, comprised of the road corridor between the park boundary and the mouth of Gardner Canyon, the arch, and their setting.

Concurrence Narrative:

The Montana SHPO concurred with the findings of the CLI on 3/20/2013.

NRIS Number:	02000529
Primary Certification Date:	05/22/2002
NRIS Number:	03001032
Primary Certification Date:	07/31/2003

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1883 - 1948
Historic Context Theme:	Developing the American Economy
Subtheme:	Service Industry
Facet:	Tourism--Developing the American Economy
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Carriage Roads, Touring Roads and Parkways
Other Facet:	None

Time Period:	CE 1883 - 1948
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Carriage Roads, Touring Roads and Parkways
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Railroads and Railyards
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Wagons and Wagon Roads
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Rustic Architecture
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Development Of Transportation And Land Tenure Systems
Other Facet:	None

Time Period:	CE 1883 - 1948
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Impacts Of Railroads On The American Landscape
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Formation Of The Conservation Movement, 1870-1908
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Game Protection
Other Facet:	None
Time Period:	CE 1883 - 1948
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	The Conservation Movement Matures 1908-1941
Other Facet:	None

Area of Significance:

Area of Significance Category: Architecture

Explanatory Narrative:

Area of Significance Sub Category: None

Area of Significance Category: Landscape Architecture

Area of Significance Category: Transportation

Explanatory Narrative:

Area of Significance Sub Category: None

Statement of Significance:

Summary

The statement of significance that follows has been prepared specifically for this CLI. It builds on the significance evaluation presented in the 2002 National Register nomination for the North Entrance Road Historic District and the 2003 National Historic Landmark nomination for Fort Yellowstone. The North Entrance Cultural Landscape that is the focus of this evaluation includes a portion of the linear North Entrance Road Historic District as well as the Roosevelt Arch within its boundary, but features a distinct boundary. It also proposes slight modifications to the period of significance identified in these earlier documents, and the inclusion of additional landscape features in the list of contributing resources. While both the National Register nomination and the CLI recommend a start date for the period of significance of 1883, the CLI recommends changing the proposed end date from 1951 to 1948. The 1951 end date recommended in the National Register nomination reflected the 50-year age consideration at the time the nomination was prepared. For the North Entrance Cultural Landscape, the proposed end date of 1948 reflects the end of passenger rail service to Gardiner and the use of the depot that served as the rationale for construction of the Roosevelt Arch and extension of the North Entrance Road to pass beneath it. The CLI also recommends including several landscape features as contributing to the significance of the cultural landscape. These resources fall outside of the boundary considered in the North Entrance Road Historic District, but are part of the North Entrance Cultural Landscape. They include Kingman's Old Gardner Canyon Road, Park Street, Old Yellowstone Trail, the boundary marker along Park Street, the iron fence, and boulder and river cobble wall.

Based on preparation of this CLI, the North Entrance Cultural Landscape is significant at the national and statewide levels under Criteria A (associated with events that have made a significant contribution to the broad patterns of our history) and C (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 may lack individual distinction) for its association with early road design and transportation associated with development of Yellowstone National Park, for the architecture of the Roosevelt Arch, and for the landscape architecture of the road design and the siting of the arch as a grand gateway constructed to celebrate entrance into the park. The cultural landscape is an important early example of rustic design crafted by the U.S. Army Corps of Engineers under the supervision of Maj. Hiram Chittenden in the early twentieth century to enhance the scenic, picturesque setting of the northern entrance that served as the park's primary point of access during the period of significance. The cultural landscape derives its significance in the areas of Architecture, Landscape Architecture, and Transportation during the period

1883–1948. The period of significance begins with the completion of the first northern entrance road into the park that connected visitors to the Grand Loop Road at Mammoth, and ends with the termination of passenger rail service to Gardiner. The North Entrance Cultural Landscape contributes to the character and setting of the North Entrance Road Historic District.

Numerous historic resources survive within the North Entrance Cultural Landscape to convey these historic associations, including the Roosevelt Arch and associated stone wall features; the North Entrance Road corridor and associated culverts and drop inlets; Kingman's Old Gardner Canyon Road and portions of Old Yellowstone Trail and Park Street; the relatively level topography and landform of the Gardiner Flats and associated low-growing, predominantly herbaceous vegetation; evidence of the ditch system established by Hiram Chittenden to irrigate the flats and an adjacent artificial lake, and to convey stormwater around the arch and the road corridor; the patterns of spatial organization of the relatively level plateau and its edge conditions, including the iron fence and the boundary marker; and the expansive views across the plateau to the surrounding mountains.

Many of the surviving features were designed in the rustic style, and the cultural landscape conveys a cohesiveness of architectural character that is rooted in the significant pre-World War II period of National Park development discussed by Linda McClelland in "Building the National Parks: Historic Landscape Design and Construction," and planning and park administration activities expressed in "'Managing the Matchless Wonders': A History of Administrative Development in Yellowstone National Park, 1872–1955," by Kiki Leigh Rydell and Mary Shivers Culpin (Yellowstone National Park, Wyoming: National Park Service, Yellowstone Center for Resources, 2006).

Criterion A

The North Entrance Cultural Landscape is significant under National Register Criterion A for its association with a long-standing tradition of accommodating visitors at the northern entrance into Yellowstone National Park that included establishment of a commodious roadway through the challenging terrain between Gardiner, Montana, and the park administrative headquarters and connection to the Grand Loop Road at Mammoth. When completed, this road system offered a transportation network that connected all of the park's primary attractions, and supported regional tourism. It is also significant as the first example of the marking of an important gateway in a national park through the establishment of the Roosevelt Arch as grand ceremonial portal at the north entrance, that became a unique and iconic symbol of Yellowstone National Park. For these associations, the North Entrance Cultural Landscape is significant in the area of Transportation.

Transportation

The North Entrance Cultural Landscape has played an integral role in the visitor experience to Yellowstone National Park since the late nineteenth century. As part of the planned road system in Yellowstone National Park, the North Entrance Road and Roosevelt Arch are associated with the role of the U.S. Army Corps of Engineers in the early development of the park. Recognizing the importance of the northern entrance, particularly after the completion of a rail line that brought visitors to the park's boundary by 1902, the U.S. Army Corps of Engineers created an iconic ceremonial gateway in the form of the Roosevelt Arch and North Entrance Road that was without precedence.

After its construction, the Roosevelt Arch became synonymous with Yellowstone National Park, and became one of the symbols often featured on postcards and depicted on souvenirs. In the 1920s, Stephen T. Mather was so impressed with the great arch at Yellowstone's northern entrance that he promoted the construction of gateways at the entrances to other national parks (McClelland 1993, Chapter III). As first director of the National Park Service, Mather was greatly concerned with park accessibility and encouraged the extension of road systems, and rail and car travel. To Mather, "the parks were not isolated places but rather objectives in large regional and national networks of scenic highways" (McClelland 1993, Chapter III). "Gateways held particular importance. Mather urged the construction of gateways to mark the entrances to the parks as soon as possible" (McClelland 1993, Chapter III). Mather stressed that "gateways were to be simple, dignified, and in harmony with their environments; they were not, however, to be costly structures. The gateways were envisioned not only as physical barriers marking park boundaries but also as points of transition orienting the visitors to an environment where nature predominated" (McClelland 1993, Chapter III).

The North Entrance Road follows the historic alignment of the road developed by the U.S. Army Corps of Engineers to connect visitors to the Grand Loop Road, a 140.4-mile circuit system designed to connect and make accessible the scenic and scientific wonders of the park with a minimal impact on the natural environment. Developed between 1883 and 1903, the North Entrance Road built on earlier efforts to provide access to this remote area.

The North Entrance Road evolved from one of the earliest travel routes through the area, a rudimentary wagon road that connected the Gardiner Flats with Mammoth by 1880 (Wheaton and Culpin, 8.2). Work continued on the North Entrance Road and the other key elements of the park road system, such as the Grand Loop Road, under the direction of Lt. Daniel Kingman and Capt. Hiram Chittenden of the U.S. Army Corps of Engineers, between 1883 and 1905.

The National Register eligibility of the North Entrance Road was identified in the 1995 Multiple Property Documentation form: “Historic Resources of Yellowstone National Park (Historic Roads).” The nomination summarizes the significance of the Grand Loop Road, the five entrance roads, and the park’s secondary roads as follows:

At the national level of significance the planned road system in Yellowstone National Park is the first, large scale designed planned system giving people access into the “scenic splendors” in the country. While the plans and designs for Central Park precede Yellowstone National Park by approximately 16 years, the scope of the project and the size differ significantly. The first superintendent, Nathaniel P. Langford, envisioned this scheme long before anything of this magnitude had been executed anywhere else in the country. One of the significant considerations is the fact that the early configuration providing accessibility to the major geologic and scenic wonders is almost a mirror image of the extant system.

In addition to the significance of the concept, importance should also be given to the fact that this undertaking was in an isolated region at a time when road building across the country was in its infancy. Even after the railhead reached the park boundary, the difficulty of transport and the logistics of building a road system covering this very large, geologically challenging region with challenging climatic conditions makes the construction effort momentous.

The system also represents the important role of the Army Corps of Engineers in the development of the park…. The techniques devised for building a road through a sensitive area such as a park were in many cases the collaboration between the Bureau of Public Roads engineers and the landscape architects of the National Park Service. Their techniques and philosophy were adopted not only in other parks, but in some state highway departments (Culpin 1995, Section F, 5).

The road survives within the cultural landscape to convey its historic associations and significance in the area of Transportation.

Criterion C

The North Entrance Cultural Landscape is significant under Criterion C for its association with rustic architectural traditions, embodied by the Roosevelt Arch and the North Entrance Road corridor developed by the U.S. Army Corps of Engineers, that were later adopted by the National Park Service as its signature design style prior to World War II. In the early-twentieth-century design of the arch and North Entrance Road, the U.S. Army Corps of Engineers helped to introduce the tenets of the rustic style to public park development. The construction of the Roosevelt Arch, the Northern Pacific Depot, and the Old Faithful Inn in 1903 established the rustic as Yellowstone’s hallmark style. These designs set a precedent soon to be followed in other parks. Through its work at Yellowstone National Park, the U.S. Army Corps of Engineers made important aesthetic and functional contributions to the principles of park road layout, design, and engineering that would later be adopted by the National Park Service. In addition, the work of the U.S. Army Corps of Engineers at Yellowstone National Park supported a conservation ethic that suggested roadways should lie lightly on the land. This ethic formed the basis for later rural road corridors such as the Blue Ridge Parkway. For these associations, the North Entrance Cultural Landscape is significant in the areas of Landscape Architecture and Architecture.

Landscape Architecture

Under Criterion C, the North Entrance Cultural Landscape is a significant example of the blending with nature design philosophy, later known as the rustic style, first espoused by the U.S. Army Corps of Engineers and later expanded upon by the landscape architects and architects of the National Park Service. The road alignment, stone walls, culverts and drop inlets and their associated headwalls, and other design features of the North Entrance Road continue to impart these important associations to the visitor.

The rustic style, which originated in the Picturesque and Arts and Crafts movements of the late nineteenth century, emphasizes the subordination of built features to the natural environment through use of native materials, irregular massing and line, earth tones, and careful workmanship with prominent handcrafted details. Buildings and structures feature horizontal lines, low silhouettes, and small-scale, simple designs that are practical and efficient. As National Park Service Director Stephen Mather would later say “such architecture ‘fit the atmosphere of the park’” (as quoted in Carr, 123). This rustic style would continue to be used throughout much of the national park system through the mid-twentieth century. It is still evident in the landscape today. Architecturally, this style is exemplified by the works of Robert Reamer such as the park’s iconic Old Faithful Inn, the former Gardiner Railroad depot, and the extant Hall’s Mercantile on Park Street in Gardiner.

In addition to the influence of picturesque styles such as the Swiss Adirondack, Chittenden’s design for the North Entrance Road and the larger Grand Loop Road circuit were influenced by landscape park development of the nineteenth century, such as Frederick Law Olmsted and Calvert Vaux’s Central Park, which were firmly rooted in the English gardening tradition. Many of the principals of landscape park development were carried into the twentieth century, including notions of preserving park landscapes while making them accessible via park drives and parkways that followed the contours of the land (Carr, 32).

In addition to the arch and the North Entrance Road, the U.S. Army Corps of Engineers, under the direction of Capt. Hiram Chittenden, oversaw the design and construction of other features in the North Entrance area between 1903 and 1904 that supported the visitor experience as well as park administration.

In 1902, the Northern Pacific Railroad extended its rail line from Cinnabar to the town of Gardiner at the park’s northern boundary. By that time, Chittenden was leading design and construction efforts in the park for the U.S. Army Corps of Engineers. According to Chittenden, the North Entrance was “the only point at which railroads could approach any of the major natural features in the entire park, thus making it the most important entrance to develop” (Chittenden 1903). At that time, a more fitting entrance gate was sought to welcome visitors as they disembarked the train at the Gardiner depot. Chittenden reports: “the completion of this extension to the [North Entrance] road and the building of the depot have added greatly to the convenience and comfort of tourists entering the park. Heretofore the tourists who have entered the park from the north have never been certain when they had crossed the boundary line, but today immediately after leaving the depot they pass through a stone archway, or gate, which indicates to them at once that they are within the bounds of the park” (Chittenden 1903).

At the North Entrance, Chittenden crafted a designed landscape punctuated by the Roosevelt Arch that was intended to create a physical and visual transition into the “Scenic Wonderland” of the world’s first national park. In addition to the arch, Chittenden employed rustic principles to guide roadway and infrastructure developments at the North Entrance and enhance the picturesque setting of this important gateway. Chittenden espoused a design philosophy that suggested the road system be restricted to actual necessities and that roads lie lightly on the land so that the park could be preserved in its natural state to the fullest degree possible (McClelland 1995, 175). The resulting “blending with nature” style of landscape engineering remains apparent within the North Entrance Cultural Landscape, today and serves a reminder of the influence of Chittenden’s work on the National Park Service design philosophy. In her evaluation of the roots of National Park Service design in “Building the National Parks: Historic Landscape Design and Construction,” Linda McClelland also suggests the influence of both the design and function of the Roosevelt Arch on later landscape design within the National Park System. McClelland notes that the significance of the arch as a gateway was clearly recognized by the 1910s, as indicated in a quote by Stephen T. Mather, first National Park Service director: “It is with a thrill of pride in our great national playgrounds that the average visitor passes through these gates and beneath the Stars and Stripes waving over them” (McClelland 1998, 126).

The design of the northern entrance in 1903 that included the creation of a new road and gateway to greet tourists arriving by train at the Reamer designed Gardiner Railroad depot was identified as a priority by Chittenden as well as the park’s Acting Superintendent Maj. John Pitcher. The resulting design illustrated

Chittenden's attentiveness to the natural setting and the early development of rustic landscape sensibilities that came to characterize development in the nation's national parks during the first half of the twentieth century. According to historian Ethan Carr, Chittenden and Pitcher understood that in a setting such as a national park, the aesthetic impacts of engineering should be minimal. "The primary considerations in roadway alignment for Chittenden, after 'good gradients and safe locations,' were to 'carry the roads where they would best develop the scenery" (Carr, 32). The U.S. Army Corps of Engineers "began a tradition of road construction that met aesthetic standards considered appropriate for a national park" and adhered to the thought that the visual experience of picturesque tourism should guide park development (Carr, 32).

At the northern entrance, a picturesque entry experience was created for travelers arriving by train at the Gardiner Railroad depot who then traveled by coach from the depot to Mammoth to begin their Grand Loop tour. The arch was sited uphill from the depot and reflected in a ditch-fed pond surrounded by ornamental plantings. Just as the North Entrance Road was designed to gently follow the contours of the Gardner Canyon, Chittenden's loop road from the Gardiner Railroad depot to the Roosevelt Arch followed the curve of the hillside; this design was further enhanced by the boulder wall to the south. By contrast however, the long straight road between the arch and the mouth of the Gardner Canyon was developed as a ceremonial route that directed views toward the approaching wonders of wilderness and geothermal curiosities. Chittenden included ornamental plantings to embellish the landscape including plantings around the arch, rows of trees along the new road, and hayfields that would support park wildlife. Although the hay fields were cultivated to feed park wildlife, they had a secondary benefit of enhancing the appearance of the entry landscape for the visitor. Acting Superintendent Pitcher wrote "today this flat, which in the past has been a barren and unsightly waste, is a beautiful green field and presents a very pleasing picture to the tourists as they enter the park" (Pitcher, Annual Report, October 1904). While the arch plantings and rows of trees did not survive and the haying operation ceased by the late 1930s, the relationship of the elements of the designed entry as developed during the period of significance remains in evidence today.

It is clear that the landscape setting was an important factor in the design of the gateway into the park through the North Entrance area during the period of significance. The landscape retains its overall integrity and clearly conveys its historic significance as an early example of rustic landscape design, supporting the prominently placed Roosevelt Arch as well as the North Entrance Road. Today, the North Entrance Cultural Landscape continues to reflect the grand entrance designed in 1903 and survives to convey its historic associations and significance in the area of Landscape Architecture.

Architecture

Under Criterion C, the North Entrance Cultural Landscape also derives its significance from the Roosevelt Arch, a notable work of architecture constructed in 1903. This rustic stone structure, and its associated landscape architectural elements, are intended to enhance the visitor experience by unifying the site and its setting and celebrating the sense of arrival and grandeur of the park beyond.

The Roosevelt Arch is significant at a national level as an integral part of the road system, and for its rustic architecture that incorporates the use of columnar basalt. The architect or designer of the Roosevelt Arch is reported to have been either Hiram Chittenden, Robert Reamer, stone contractor N.J. Ness, or the collaborative work of two or three of these individuals. Notable architect Robert Reamer is known to have designed the adjacent Gardiner Railroad depot for the Northern Pacific Railroad and was an important influence on the structure itself, even if he was not the architect of record, as well as the use of the rustic style elsewhere within the park.

Robert Reamer

Robert Reamer was a notable architect who was involved in more than twenty-five design projects for buildings associated with Yellowstone National Park and the communities located near its entrances. Reamer designed several buildings within the town of Gardiner; a barn, coach shed, bunkhouse, mess house, the North Entrance Ranger Station, and two residences within the adjacent Yellowstone Park Transportation Company headquarters area that edges Kingman's Old Gardner Canyon Road; and the present-day Mammoth Hot Springs Hotel located at the southern end of the North Entrance Road. Reamer thus helped to frame the character and appearance of both ends of the North Entrance Road Historic District.

The Northern Pacific Railroad's Gardiner depot designed by Robert Reamer, which does not survive, was constructed of native stone and logs with the bark left on the logs. It was described in the Gardiner "Wonderland" as "a model and attractive building, in shape and form like an immense rustic lodge" (Quinn 2004b, 40). The rustic two-story structure, which featured a 300-foot-long loading platform, opened in July of 1903.

The Roosevelt Arch was completed soon afterwards in August, completing a composition that truly enhanced the arrival experience for visitors. The arch complemented the depot in materials, orientation, and siting through the use of native basalt and chinker style stonemasonry, which allowed the structure to harmonize with its surroundings. The orientation of the arch toward the depot had the desired effect of presenting visitors arriving by train with their first glimpse of the park as an inviting place of importance and grandeur. The siting of the arch, on the edge of a hill, created the dramatic gateway effect that Chittenden desired. The depot and its arch, as Stephen Mather would later say, "fit the atmosphere of the park" (Carr, 123).

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function: Road-Related

Primary Current Use: Road-Related

Other Use/Function	Other Type of Use or Function
Agricultural Field	Historic
Enclosure/Exclosure	Current, Historic
Irrigation Facility	Historic
Leisure-Passive (Park)	Current, Historic
Monument (Building)	Current, Historic
Rail-Related-Other	Historic
Vehicular Circulation	Current, Historic

Current and Historic Names:

Name	Type Of Name
North Entrance Road	Both Current And Historic
Roosevelt Arch	Both Current And Historic

Chronology:

Year	Event	Annotation
BCE 1872	Inhabited	Archeological evidence suggests that the area associated with the confluence of the Yellowstone and Gardner rivers and the Gardiner Flats area has been occupied at least seasonally by people since before recorded history. The Gardner and Yellowstone canyons serve as travel corridors used to reach summer hunting grounds and obsidian sources located to the southeast (National Park Service, personal communication).
CE 1869 - 1871	Explored	Several groups explore the region, including the Folsom, Washburn, Hayden, and Barlow parties. In 1870, Washburn expedition leader Lt. Gustavus C. Doane describes the triangle at the North Entrance Road as “a dead level alkali plain … covered slightly with a sterile soil through which the limestones cropped out constantly.” Doane also describes the valley surrounding the mouth of the Gardner River as a “desert region enclosed by mountains” (Letter from the Secretary of War, W.W. Belknap to the Senate of the Forty-First Congress regarding the report of Lt. Gustavus C. Doane on the Yellowstone Expedition of 1870, 1870–1871).
CE 1869 - 1897	Established	At the time of the expeditions, at least one road appears to have served the area, established by miners traveling to present-day Cooke City. The Cooke City/Turkey Pen Road remains in use until at least 1890; by 1897, the Turkey Pen Pass section of the Cooke City Road has been nearly abandoned (Haines 1974, 195).
CE 1872	Established	U.S. Congress withdraws from settlement two million acres of land, composed of “fifty-five by sixty-five miles, about the sources of the Yellowstone and Missouri rivers” to establish Yellowstone National Park. The park is designated “a public park or pleasuring-ground for the benefit and enjoyment of the people.” Park lands extend over three territories—Wyoming, Idaho, and Montana. With no state governments yet in place in the region to receive the land grant, Yellowstone becomes the first national park. The Secretary of the Interior is directed to publish rules and regulations and grant leases for buildings and visitor accommodations within the park. Revenue from the leases is to be used to pay for roads, bridle paths, and law enforcement (Carr, 11, and 31). The North Entrance quickly becomes the most popular route into the park for visitors (Culpin 1994, Chapter XIII).
CE 1873	Built	A toll route for wagon use is constructed by the Henderson brothers between Bozeman and Mammoth Hot Springs to provide access to the northern entrance of the park (Culpin 1994, Chapter I).

Year	Event	Annotation
CE 1876	Built	Jack Baronett builds a bridge at the mouth of the Gardner River. Access to the bridge occurs via a dirt track that follows the future route of Park Street, and connects to the Cooke City/Turkey Pen Road (Whittlesey, personal communication).
CE 1879 - 1880	Built	Yellowstone Superintendent Philetus Norris develops the first route to the outlet of Yellowstone Lake from the park entrance north of Mammoth (Schullery, 13). Challenges to road development include identifying relatively level terrain and clearing forest trees. Norris's route generally follows the alignment of today's Old Gardiner Road (Whittlesey 2011, 1–2).
CE 1879 - 1899	Homesteaded	James McCartney settles near the confluence of the Yellowstone and Gardner rivers after being removed by Superintendent P.W. Norris from a homestead within the Yellowstone National Park interior. McCartney builds a ranch that includes a log cabin, cook shack, and a large barn where he operates a livery stable. McCartney also operates a ferry on the Yellowstone River near the mouth of the Gardner River, and builds a horse-racing track west of the Old Gardiner Road on the Gardiner Flats prior to 1892. McCartney establishes two access roads to his property from the Cooke City Road, including the one at present-day Park Street near the mouth of the Gardner River and another farther south near the site of "Walter Shaw's Ford" (Whittlesey, personal communication). The land associated with McCartney's ranch is in fact located within park boundaries on the site of the present-day Yellowstone Park Transportation Company headquarters (Whittlesey 2011, 1–2).
CE 1880	Established	The town of Gardiner, Montana, is founded around the ranch established by James McCartney. The town derives its name from a fur trapper active in the area circa 1830s, Johnson Gardner. A road leading to McCartney's ranch forms the basis of present-day Park Street. The town, which remains unincorporated, grows to support visitors to the park. Buildings are developed along the north side Park Street facing the park. Travelers approach the town from the northwest via the route of present-day Old Yellowstone Trail. A trail connects the area with Mammoth Hot Springs (Whittlesey 2011, 1–6).
CE 1883	Built	The Northern Pacific Railroad completes a rail line between Livingston and Cinnabar, Montana, three miles north of Gardiner. The railroad's plans call for the 40-mile-long Park Branch line to eventually reach the northern edge of Yellowstone National Park at Gardiner (Carr, 31).
CE 1883 - 1886	Built	The park's assistant superintendents reside in structures built along the road developed by Kingman that leads from the northern boundary at Gardiner to Mammoth via Gardner Canyon (Whittlesey, personal communication).

Year	Event	Annotation
CE 1883 - 1887	Built	Congress authorizes the U.S. Army Corps of Engineers to plan and supervise road construction within Yellowstone National Park (Carr, 31). Lt. Daniel C. Kingman is engaged to develop roads for Yellowstone National Park. Kingman soon constructs a new road from Gardiner, Montana, to Mammoth that follows the challenging terrain of the Gardner Canyon (Kingman 1887). A portion of this alignment is known as Kingman's Old Gardner Canyon Road today. The final half mile follows the earlier route used by McCartney to connect his buildings with the Cooke City Road through Turkey Pen Pass. By 1887, Kingman has overseen construction of 16 miles of the first good roads in the park, which sets a precedent for road construction that meets aesthetic standards considered appropriate for a national park (Carr, 32; Culpin 1994, Chapter II). The beginning of the period of significance for the North Entrance Cultural Landscape, 1883, coincides with the initiation of construction on this road.
CE 1886 - 1891	Established	Due to Congressional concerns regarding the problems with illegal hunting, grazing, logging, vandalism, and arson, administration of Yellowstone National Park is placed under military control. The U.S. War Department deploys the U.S. Cavalry to help keep order within the park (Carr, 5). Members of Company M, First United States Cavalry, Fort Custer, Montana Territory, arrive at Yellowstone National Park in 1886. They set up a tent camp headquarters on a small hill near Mammoth Hot Springs known as Capitol Hill. The tent camp is replaced by Camp Sheridan, a self-sufficient cantonment, in the fall of 1886, and later by a permanent post, known as Fort Yellowstone in 1891 (Simmons and Simmons, 4).
CE 1889	Destroyed	A large fire destroys much of the town of Gardiner, which is quickly rebuilt to continue to supply park visitors with the necessities they need for their visits to Yellowstone National Park and Paradise Valley (Whittlesey 2011, 5).
CE 1889	Established	The first recorded use of the name Park Street for the road edging buildings along Yellowstone's northern boundary is listed in voting records. The road is also referred to as Front Street (Whittlesey 2011, 1).

Year	Event	Annotation
CE 1891 - 1905	Built	Capt. Hiram M. Chittenden of the U.S. Army Corps of Engineers continues the work of Lt. Dan Kingman, completing and improving the park road system to include a circuit that connects the park's primary attractions. Chittenden's designed route forms the basis for the 140.4-mile figure-eight loop drive, referred to as the Grand Loop Road, which remains in use today. Chittenden believes the park should be maintained in its natural state as much as possible and carefully considers the aesthetic impacts of road construction in his design (Carr, 32).
CE 1893	Built	A wagon bridge is built across the Yellowstone River that allows the town of Gardiner to expand northward (Whittlesey 2011, 6).
CE 1902	Built	The Northern Pacific Railroad extends its spur line from Cinnabar to Gardiner, Montana. For the first year, trains have to back from Gardiner to Cinnabar until a loop is completed near the park to allow the trains to turn around (Whittlesey and Schullery, 16).
CE 1902	Planned	Plans for improving the park's northern entrance to reflect the anticipated increase in visitors via the new rail line are prepared by the U.S. Engineers Office. The plans suggest the construction of a ceremonial arch edged by stone walls to be located near the Gardiner Railroad depot to mark the entrance (Whittlesey and Schullery, 6). Although the designer of the arch is not recorded in known documentary evidence, it is likely proposed by Chittenden, who may have collaborated on the design with Reamer and N.J. Ness, a prominent stone contractor and builder from St. Paul, Minnesota (Whittlesey and Schullery, 5; Culpin 2002, 8-2).
CE 1902 - 1903	Built	Work is conducted on a landscaped park to be established between the Roosevelt Arch and the proposed railroad depot. The park includes a small artificial lake, lawn, plantings, and paths. An irrigation system that draws water from the Gardner River is used to water the lake. The droughty condition of the area renders maintenance of the lake challenging, and it disappears at some point circa 1923–1925 (Whittlesey 2008, 13).
CE 1903	Built	A wire fence is erected near the park's northern boundary south of Park Street based on plans prepared by Hiram Chittenden. In addition to the portion that edges Park Street to its south, the fence extends west of the Roosevelt Arch for approximately four miles along the base of Sepulcher Mountain. The fence is intended to keep the livestock of local residents from foraging within the park, and encourage wildlife to remain in the park (Whittlesey 2011, 7-8).

Year	Event	Annotation
CE 1903	Built	Chittenden builds an irrigation ditch to water features of the north entrance, including the artificial lake near the depot, using water from the Gardner River. The take-out point is south of the present-day check-in station where the main road is topographically at the same level as the river. The ditch extends north along the west side of the road to a flume that continues along the west side of the road. Flood gates are used to control the watering of the ditches (Whittlesey 2008, 9–11).
CE 1903	Built	Hall's Mercantile, designed by Robert Reamer, is built along Park Street in Gardiner. The building is presently used as the headquarters of the Yellowstone Association. It is located outside of the boundary of the North Entrance Cultural Landscape (Whittlesey 2011, 3).
CE 1903	Built	Hiram Chittenden constructs a new entrance road to connect the depot and the existing road through the Gardner Canyon that leads to Mammoth through the proposed arch and across the Gardiner Flats. Plans for the road call for ditches to be constructed along the roadway to convey water from the Gardner River to tree plantings sited along the roadway and within the new park east of the depot (Whittlesey 2008, 9).
CE 1903	Built	President Theodore Roosevelt attends a ceremony to lay the cornerstone for the entrance arch in April 1903 (Culpin et al. 2002, 2). The Roosevelt Arch (HS-0930), wing walls, and a 570-foot stone retaining wall that extends to the northwest are completed in August. The first visitors pass through the arch on September 1, 1903 (Culpin 2002, 8–2; Chittenden 1904, 2889).
CE 1903	Planted	The Gardiner Railroad depot, designed by Robert Reamer for the Northern Pacific Railroad, is completed near the park's northern entrance. The rail line forms a large oval turnaround, which is edged in part by the platform and depot. Tourists enter carriages near the depot that convey them into the park. (Culpin 2002, 8–1). The depot is razed in 1954 (Quinn 2004a, 29).
CE 1903	Platted	Hiram Chittenden surveys the park boundary (Whittlesey 2011, 3).
CE 1903 - 1904	Built	A new soldier station is built near the park's northern entrance to support U.S. Army protection of park resources along the boundary (Haines 1996, vol. II, 188).

Year	Event	Annotation
CE 1904	Built	Hiram Chittenden determines that stormwater flowing onto the Gardiner Flats from the mountains to the south is causing problems around the arch and constructs a ditch intended to intercept water before it reaches and potentially damages the structure and the new road corridor. The ditch conveys water around the arch and the railroad depot to empty into the Yellowstone River valley, although a portion of the flow is directed into a subterranean system that extends beneath the road and daylights to the northwest (Whittlesey 2008, 9–10).
CE 1904	Planted	A 50-acre field is planted in alfalfa and fertilized within the Gardiner Flats based on the recommendation of park concessioner W.W. Wylie. The so-called Gardiner Hay Ranch is intended to support the forage needs of wildlife and park and concessioner horses in the winter and encourage wildlife to remain within park boundaries. The ditch built in 1903 to draw water from the Gardner River is enlarged to irrigate the hay fields. Acting Superintendent John Pitcher describes the fields as presenting a very pleasing picture to tourists as they enter the park (Whittlesey 2008, 4-5).
CE 1904	Rehabilitated	In conjunction with the planting of the alfalfa field in 1904, a "… considerable amount of work was done at the north entrance to the park in fixing up the grounds and enlarging the road [along the alfalfa field] across the Gardiner flat" (Whittlesey 2008, 9 from Chittenden in Pitcher, Annual Report … 1904, 10–11).
CE 1905	Built	The Grand Loop Road, a circuit system of roads connecting the park's major attractions, hotels and other accommodations, and park entrances is completed (Delony et al., 2000 Addendum, "Evolution of Yellowstone National Park Roadways," sheet 3 of 10).
CE 1905	Planted	Six sequoia trees are planted near the arch. Plans are developed to plant additional sequoias elsewhere within the park. The trees soon die, however, as they are not well suited to the climate (Rydell and Culpin, 2006, 34).
CE 1906	Built	The Yellowstone Park Transportation Company, a concessioner, builds a barn, coach shed, bunkhouse, and mess house along the east side of Kingman's Old Gardner Canyon Road, nearby to but outside the North Entrance Cultural Landscape boundary, to support their operations. The buildings are designed by architect Robert Reamer. The barn and coach shed are razed in 1926 (Quinn 2004a, 29).

Year	Event	Annotation
CE 1906 - 1907	Built	Two boundary markers are erected along the park's northern boundary, which closely edges the town buildings along Park Street, to demarcate government ownership. One is located within the North Entrance Cultural Landscape, while the second is located within the Yellowstone Park Transportation Company Historic District to the east (Benson's Plat, 1908).
CE 1908	Planned	The National Park Service proposes to fence the park's northern boundary along the actual property line, located 6 inches from the entrances to many of the businesses located along Park Street. The resulting public outcry leads to a withdrawal of the proposal (Whittlesey 2011, 9).
CE 1911	Planted	Wheat, rather than alfalfa, is planted in the fields on the Gardiner Flats in the area referred to as the Gardiner Hay Ranch (Whittlesey 2008, 15).
CE 1913	Built	A wrought iron fence is constructed to replace the 1903 wire fence near the park's northern boundary based on authorization by Superintendent Lloyd Brett. The fence, which is painted olive green, is erected by the Enterprise Iron Works of Indianapolis, Indiana. It extends from the stone wall north of the arch to the end of Park Street at Gardner Canyon. Set within the fence are a vehicular gate at the junction with Kingman's Old Gardner Canyon Road and a pedestrian gate near the soldier station (Whittlesey 2011, 7–9).
CE 1913	Built	Spring floodwaters damage the North Entrance Road near the arch. As a result, a 130 foot long metal culvert is placed at the base of the Roosevelt Arch to direct stormwater runoff away from the structure. Within Gardner Canyon beyond the North Entrance cultural landscape boundary, dry-laid stone retaining walls are replaced with rubble laid with cement mortar, portions of the road are widened, and the entire road is regraveled (Culpin, Chapter 13).
CE 1914	Built	A swinging footbridge is built across the Yellowstone River in the location of present day U.S. Highway 89 bridge in the town of Gardiner (Whittlesey 2011, 6).
CE 1915 - 1916	Established	Visitors driving privately-owned automobiles are permitted to access the park in its entirety for the first time, despite concessioner resistance. On July 31, 1915, Mr. K.R. Seiler, of Red Wing, Minnesota, leads the first small group of private automobiles to enter the park through the Roosevelt Arch (Whittlesey and Schullery, 18).

Year	Event	Annotation
CE 1916	Established	The National Park Service is created under the Department of the Interior as part of the Organic Act signed into law by President Woodrow Wilson. The agency becomes responsible for the management of public lands for the benefit of the public. Yellowstone National Park remains under military administration until 1918 to allow the nascent National Park Service to establish itself (Schullery, 21, and 25).
CE 1918 - 1919	Planted	Oats are planted in the Gardiner Hay Ranch fields (Whittlesey 2008, 15).
CE 1920	Planted	The Gardiner Hay Ranch fields are planted in timothy and clover. The crop is watered but never harvested (Whittlesey 2008, 22).
CE 1921 - 1966	Built	A stone building is constructed to house rangers assigned to checking traffic at the north entrance. Designed by Daniel R. Hull, chief landscape architect for the National Park Service, the building replaces an unsightly tent arrangement (Culpin 2002, 8–5). The check-in station measures 15 by 16 feet in plan and features masonry walls, a porch, and a cedar shake roof, and is compatible in design and material to the arch (Culpin 1994, Chapter XIII). Electricity is provided to the building via a pole system that crosses the northern hay field (Field A). The building is removed by 1966.
CE 1922	Planned	Hull begins to prepare master development plans for national parks, including Yellowstone (Carr, 112).
CE 1923 - 1924	Built	A repair garage (HS-2001) and ranger station (HS-101) are built by the Yellowstone Park Transportation Company along the eastern edge of the Kingman's Old Gardner Canyon Road (Culpin 2003, 128). The ranger station replaces the Chittenden-era soldier station, which is removed to make room for the repair garage (Johnson, 9). Portions of the iron fence are relocated, including a segment along the western edge of the Kingman's Old Gardner Canyon Road and the gates associated with the 1903 soldier station. The ranger station, designed by Robert Reamer, as well as the repair garage survive today and remain in use but are located outside the North Entrance Cultural Landscape boundary to the east (Quinn 2004a, 30).
CE 1923 - 1925	Built	The artificial lake within the small park between the depot and the arch disappears (Whittlesey 2008, 14).
CE 1925 - 1926	Built	The Kammermeyer and Lockwood residences, designed by architect Robert Reamer, are built along Kingman's Old Gardner Canyon Road for executives of the Yellowstone Park Transportation Company. These buildings are located outside, but adjacent to, the boundary of the North Entrance Cultural Landscape (Quinn 2004a, 30).

Year	Event	Annotation
CE 1926	Demolished	The Reamer-designed barn and coach shed located along the Kingman's Old Gardner Canyon Road, outside the boundary of the North Entrance Cultural Landscape, are razed as automobile travel replaces the use of horse-drawn coaches (Quinn 2004a, 29).
CE 1929	Built	The first proposal is presented to create a new road linking Second Street (U.S. Highway 89) to the North Entrance Road without passing through the Roosevelt Arch ("General Plan, Gardiner Entrance" 5/1/1929, YELL 101-929B-56182).
CE 1929 - 1930	Built	U.S. Highway 89 is re-routed to the eastern side of the Yellowstone River, altering the traditional approach from the northwest that visually connected visitors to the arch. A steel truss bridge is built to span the Yellowstone River at Second Street. This new route requires visitors to drive through Gardiner, turn right onto Park Street, and follow a short hairpin turn in order to pass through the arch and into the park (Whittlesey and Schullery, 18).
CE 1930	Removed	The northeast wall, which extends from the arch wing wall to Front Street, is removed as part of the changes made to improve automobile access to the park (Whittlesey and Schullery, 18).
CE 1930 - 1939	Farmed/Harvested	The park's practice of feeding game animals during the winter begins to lose favor. The park begins attempts to restore drought resistant flora to the hay fields on the Gardiner Flats (Whittlesey 2008, 27).
CE 1930 - 1939	Planned	In the mid-1930s the "Mammoth Plan" proposes relocating the point at which the North Entrance Road enters the park. The Bureau of Public Roads surveys the proposed new location and prepares plans, but the proposal is never implemented (Culpin et al. 2002, 5; Bureau of Public Roads, "Final Construction Report [1937-38] on North Entrance 2-A1, Mammoth Development Area, National Park Project, Yellowstone National Park, Wyoming").
CE 1932	Expanded	The park boundary is extended northwest of the North Entrance by 7,360 acres to protect ungulate winter range on the west side of the Yellowstone River (Marcus et al., 11).
CE 1933	Built	A second proposal is prepared to create a new road linking Second Street to the North Entrance Road and to relocate the check-in station to the mouth of the Gardner Canyon. The plan is never implemented (1933 Master Plan).
CE 1933	Planned	The ditches used to irrigate the north and south alfalfa fields (Field A and B respectively) are enhanced and extended (Plan, Irrigation and Service Ditches, North Entrance YNP, 1934, and photos YELL_119635 and YELL_114977).

Year	Event	Annotation
CE 1934	Altered	The check-in station is modified through the addition of a covered portico, while road improvements are made nearby that include traffic islands, signs, and boulder and antler barriers (YELL_29611-4 and YELL_29611-3).
CE 1936	Altered	The wrought iron fence near the northern boundary is retrofitted with a metal pipe along the top to prevent injury to wildlife (YELL_39131-3).
CE 1936 - 1938	Built	The Mammoth Hot Springs Hotel, designed by Robert Reamer, is constructed near the southern end of the North Entrance Road, outside of the boundary of the North Entrance Cultural Landscape (Quinn 2004a, 30).
CE 1937	Destroyed	Fire destroys much of the check-in station near the arch. A temporary wooden check-in station is built southeast of the previous station along the North Entrance Road, midway between the arch and Gardner Canyon (Culpin et al. 2002, 5).
CE 1937	Farmed/Harvested	The last regular harvest of hay occurs on the Gardiner Flats, although the practice continues periodically for several more years (Whittlesey 2008, 14).
CE 1938	Built	The stone ranger/entrance check-in station is repaired and returned to service (Culpin 1994, Chapter XIII).
CE 1940	Established	In 1940, park visitation climbs above 500,000 for the first time, a notable shift from the early years of the Great Depression (Haines 1996, vol. II, 479).
CE 1941	Damaged	A severe storm hits the northern part of the park. The North Entrance Road is closed to repair damage (Culpin 2002, 8–5).
CE 1945 - 1959	Planned	The National Park Service considers proposals to move Yellowstone park headquarters to Gardiner. As part of the proposal, the park considers establishing a bypass road that would link Second Street with the North Entrance Road without passing through the Roosevelt Arch (Whittlesey 2011, 11).
CE 1947	Planned	A metal gate is designed for the Roosevelt Arch (YELL_101-2196[18106]).
CE 1948	Abandoned	The Northern Pacific Railroad ends passenger rail service to Gardiner, Montana (Haines 1996, vol. II, 372). This important change is reflected in the selection of 1948 as the end date for the proposed period of significance.
CE 1949	Built	A new wooden check-in station is built at the intersection of Kingman's Old Gardner Canyon Road and the North Entrance Road (Culpin 1994, Chapter XIII).
CE 1954	Demolished	The Northern Pacific Railroad depot at Gardiner is demolished (Quinn 2004a, 29).

Year	Event	Annotation
CE 1956	Planned	The National Park Service initiates Mission 66, a program intended to improve facilities throughout the National Park System. A master plan is prepared to guide Mission 66 improvements at Yellowstone National Park (Culpin 2003, 105).
CE 1958	Built	Replacement bridges are constructed across the Gardner River to support passage of the North Entrance Road through Gardner Canyon (Culpin 2002, 8–5).
CE 1961	Built	A new log and stone check-in station is built to replace the check-in station constructed in 1949 (Culpin 2002, 8–5). The structure is referred to as “The Box” (Whittlesey 2011, 14).
CE 1963	Built	U.S. Highway 89 linking Gardiner and Livingston through Paradise Valley is opened to travel (Whittlesey 2011, 7).
CE 1965	Paved	Park Street, which had previously been surfaced with hard-packed earth, is paved with asphalt (Whittlesey 2011, 11).
CE 1966	Built	A rustic amphitheater is constructed on the land between the depot and the arch by the National Park Service for evening interpretive programs. The amphitheater is located outside the North Entrance Cultural Landscape to the north. The date of its removal is not currently known (Whittlesey and Schullery, 20).
CE 1966	Demolished	The stone ranger/entrance check-in station, constructed in 1921 and repaired after a 1937 fire, is demolished (Haines 1996, vol. II, 413).
CE 1970 - 1979	Planned	The National Park Service again considers rerouting visitors into the park by extending Second Street across the Gardiner Flats, bypassing the Roosevelt Arch. The arch is proposed for adaptive reuse as a historical exhibit (Whittlesey 2011, 13).
CE 1975	Altered	Rail freight service to Gardiner ends, and the tracks between Livingston and Gardiner are removed (Whittlesey 2005, 77).
CE 1976	Stabilized	The arch is stabilized (Whittlesey and Schullery, 24, note 120).
CE 1980 - 1989	Moved	The iron fence is moved to the location of the wire fence erected in 1903 and painted black. The National Park Service also undertakes improvements along Park Street that include repaving the street, expanding and graveling parking facilities, and filling a large hole left by placement of a railroad car commemorating the one-hundredth anniversary of the town of Gardiner (Whittlesey 2011, 8, 14).
CE 1984	Altered	The ranger station along Kingman’s Old Gardner Canyon Road and beyond the North Entrance Cultural Landscape to the east is rehabilitated (North Entrance Ranger Station and Residence LCS entry).

Year	Event	Annotation
CE 1985	Stabilized	The roof of the Roosevelt Arch is repaired and the structure is stabilized (Whittlesey 2011, 15).
CE 1986	Preserved	The North Entrance is determined eligible for listing in the National Register of Historic Places (North Entrance Arch Historic District Determination of Eligibility Form).
CE 1991	Built	The current check-in station is constructed (Whittlesey 2011, 14).
CE 1994	Planted	Local resident Gene McCoy plants an alpine fir tree on the southwest corner of Park Street and Second Avenue to decorate at Christmas time. The tree survives today, but is located to the northeast of the North Entrance Cultural Landscape boundary (Whittlesey 2011, 15).
CE 1999 - 2000	Built	A partnership of government agencies, including the National Park Service, establishes the present-day Arch Park. Features include a picnic pavilion, tree, shrub, and lawn plantings, and several interpretive wayside exhibits (Whittlesey and Schullery, 20).
CE 2002	Planted	The park attempts to restore native vegetation on the Gardiner Flats (Whittlesey 2008, 28).
CE 2002	Preserved	Fort Yellowstone historic district is designated a National Historic Landmark. The Roosevelt Arch is included as a discontiguous contributing resource of the historic district (Whittlesey and Schullery, 20–21).
CE 2002	Preserved	The North Entrance Road Historic District is listed in the National Register of Historic Places (Whittlesey 2008, 29).
CE 2007	Rehabilitated	The National Park Service resurfaces, mills, and stripes Park Street (Whittlesey 2011, 15).
CE 2007 - 2010	Planned	The Gateway Park Project is initiated by local residents to enhance the aesthetic appearance, visitor safety, and functionality of the area immediately adjacent to Park Street. As part of the plan, a pedestrian walk would lead into the park from Park Street at Second Street. The plan also suggests the establishment of public toilet facilities and enhanced parking along Park Street (Whittlesey 2011, 17–18).
CE 2011 - 2013	Planned	The National Park Service continues to work with local residents to refine plans for the area along Park Street. To meet compliance requirements, the park proposes changes to address the traffic congestion in the North Entrance area as part of an environmental assessment. Proposals include an additional and relocated entry kiosk, improved pedestrian safety measures, and a bypass lane. Plans that currently call for the realignment of the road are slated for implementation in the near future (Zehra Osman, personal communication).

Physical History:

Prehistory through Early Exploration (circa 10,000 BP–1869)

The narrative below discusses the physical evolution of the cultural landscape of the North Entrance Road and Roosevelt Arch near Gardiner, Montana. This area is associated with a broader historic context of park development involving, among other topics, tourism. For more information about these broader trends, see also William J. Hunt, Jr., “Addendum to Archeological Treatment Plan for Yellowstone Federal Highway Projects, Yellowstone National Park, Wyoming: Historical Archeological Resources,” published by the National Park Service’s Midwest Archeological Center in 1993. Other sources to be consulted for additional information include “Managing the “Matchless Wonders”: A History of Administrative Development in Yellowstone National Park, 1872-1965” by Kiki Leigh Rydell and Mary Shivers Culpin; “The History of the Construction of the Road System in Yellowstone National Park, 1872–1966: Historic Resource Study” by Mary Shivers Culpin; and “The Yellowstone Story-A History of Our First National Park,” a two-volume set by Aubrey Haines.

Humans began to occupy the region associated with Yellowstone National Park and the Gardner and Yellowstone river confluence at least seasonally more than ten thousand years ago to take advantage of abundant plant, animal, and stone resources. The Greater Yellowstone Area was visited by people from the Great Plains, the Great Basin, the Plateau, and other culture areas. Prehistoric people used the area between 8,000 and 200 years ago. The Gardiner Flats appears to have been a prime area for habitation, and the Gardner and Yellowstone river canyons served as travel corridors to what is now the park interior, an area that served as summer hunting grounds and featured the Obsidian Cliff, an important source of tool-making stone. Peoples who occupied the area appear to have been involved in food preparation, butchering and skinning animals, fishing, tool development, and ceremonial activities.

During the historic period, the purchase of the Louisiana Territory by the United States from France in 1803 opened the way for American exploration of the western frontier. Explorers and fur traders were the first to chart and navigate the vast territory. Although reports from as early as 1805 reference the existence of the wondrous “yellow stone” area located near the headwaters of the Missouri River, the first formally documented passage through the region was conducted by John Colter. A fur trader and former member of the Lewis and Clark expedition, Colter reported his route and crossing of the Yellowstone River to William Clark. Clark then charted the surveyed landscape features and included the report on his manuscript map of the Louisiana Territory (Haines 1974, Part 1).

Prior to park establishment, the area was home to miners and homesteaders during the historic period. Throughout the early to mid-nineteenth century, reports from fur traders, missionaries, military convoys, and gold prospectors provided almost mythical accounts of the boiling springs, plumed gasses, hissing geysers, and subterranean noises of the region. The reports and written accounts of these explorers fueled the mystery and interest surrounding Yellowstone.

Exploration Leading to National Park Designation (1869–1872)

The Folsom Party

While locally-funded expeditions of the Yellowstone area had been conducted and recorded by fur trappers and miners since Colter’s report in 1805, the first organized exploration of Yellowstone was conducted in the summer of 1869 by a trio of miners from Diamond City, Montana: William Peterson, Charley Cook, and D. E. Folsom. Later known as the Folsom party, the team spent thirty-six days navigating the Yellowstone terrain and produced a comprehensive diary of their travels. Early efforts to publish the diary in the New York “Tribune” and “Scribner’s” and “Harper’s” magazines were unsuccessful, as the publishers of these journals believed that the accounts were unreliable or fictional. An edited version of the diary was eventually published in 1870 by “Western Monthly” magazine.

Upon his return from Yellowstone, Folsom took employment with the office of the Surveyor General of the Montana Territory. There he worked with another Yellowstone explorer, Walter W. deLacy, to produce a comprehensive map of the Yellowstone region. The map, dated November 1, 1869, included references to features at Mammoth Hot Springs, Calcite Springs, the Yellowstone River falls, and the Mud Volcano area. In addition, the map depicted Yellowstone Lake, the Lamar and Yellowstone rivers, and Trout and Broad creeks. The map was a considerable improvement over previously prepared maps of the area and was used to guide subsequent exploration parties (Haines 1974, 'Part 2: The Folsom Party [1869]').

The Washburn Party

Another expedition was initiated in 1870 by Henry D. Washburn, Surveyor General of the Montana Territory, with the intent of documenting the unexplored region of Yellowstone Lake. A team of approximately nineteen men, including lawyers, merchants, and a military entourage from Fort Ellis, was assembled for the forty-five-day journey. In addition to Washburn, other notable members of the expedition party included Gustavus C. Doane and Nathanial Langford. The Washburn party followed a similar trek as the Folsom party and entered Yellowstone from the north, along the Yellowstone River. The team spent the fourth night of the expedition on the Gardner River near present-day Gardiner, Montana.

Nathanial Langford described Gardiner and the north entrance area in his report on the Washburn Party expedition to the Secretary of War, W.W. Belknap dated February 8, 1871:

The ground rose rapidly as we proceeded, passing from a dead level alkali plain to a succession of plateaus, covered slightly with sterile soil, through which limestone cropped out constantly. In many places deep ravines were worn down in the strata by the waters from the melting snows; numerous springs were seen far up on the mountain sides, but their waters sank among the arid foot-hills without reaching the river. This desert region, inclosed [sic] by mountains covered with verdure, and on the banks of a large stream, is one of the anomalies common in the West, where the presence of limestone and sandstones, in horizontal strata especially, almost always mean water, and consequent desolution. We camped at the mouth of Gardiner's [sic] River a large stream coming in through a deep and gloomy canon from the south. This was our first poor camping place, grass being very scarce, and the slopes of the range covered entirely with sage brush. From this camp was seen the smoke and fires on the mountains in front, while Indian signs became more numerous and distinct. Many prospect holes of miners were passed during the day, and several abandoned camps of the previous year (Haines 1974, 'Part 2: The Washburn Party [1870]').

The Washburn party followed the Yellowstone River upstream until they reached Yellowstone Lake. The expedition spent considerable time along the lakeshore, which was characterized as "swampy through its whole extent with numerous lakelets of considerable size scattered at intervals over its surface" (Haines 1974, 'Part 2: The Washburn Party [1870]').

The Washburn party succeeded in further improving cartographic knowledge of the Yellowstone region. The expedition resulted in two depictions of the area that expanded upon the Folsom-deLacy map by providing a more accurate outline of Yellowstone Lake. Public knowledge of the Yellowstone area was increased through newspaper coverage, lectures, and magazine articles prepared about the expedition that reached a large segment of the American public. The detailed accounts of the region piqued national interest in the region and provided a foundation for subsequent conservation efforts (Haines 1974, 'Part 2: The Washburn Party [1870]').

The Hayden and Barlow Parties

The Hayden party was a scientific expedition backed by the Smithsonian Institution and funded by passage of the Sundry Civil Act by Congress in 1871. The Act provided $40,000 for exploration of the western territory. The expedition party consisted of a team of approximately twenty experts with scientific and artistic backgrounds in areas of expertise ranging from geology, agriculture, botany, zoology, mineralogy, and geography, to painting and photography. The expedition lasted nearly three months.

At around the same time, Capt. John Barlow, chief engineer of the U.S. Army's Division of Missouri, was charged with establishing latitude and longitude lines and denoting control points for accurate mapping of the Yellowstone region. Barlow assembled a small group of engineers, topographers, and a photographer to conduct the endeavor. Upon hearing about the Smithsonian-funded scientific expedition, he contacted Hayden and coordinated his trip with theirs.

The Hayden and Barlow parties provided accurate topographical data for mapping, conducted a thorough scientific investigation of existing site conditions, and produced photographic and artistic images that captured the natural beauty and wonder of the region for the benefit of the American public. Specimens from the region were put on display in the Smithsonian Institution in Washington, D.C. (Haines 1974, 'Part 2: The Hayden and Barlow Party [1871]').

The Hayden Survey Party. (Source: Yellowstone National Park Heritage and Research Center)

Park Establishment (1872)

At the time of the Hayden and Barlow expeditions, public support for the establishment of a park at Yellowstone was growing. A precedent had been set when Congress passed the Yosemite Grant Act in 1864, giving management and control of the Yosemite Valley to the State of California for use as a public park. By 1872, the interest and excitement generated by the published accounts, images, specimens, and scientific data collected during the expeditions to Yellowstone fueled the introduction of a bill to establish a public park in that area as well. The Yosemite Grant Act was used as a model to define the preservation and protection objectives of a proposed park at Yellowstone. However, due to the fact that Wyoming was a territory and had no state governing entity in place to receive a land grant, and because the proposed area extended across three territories—Wyoming, Idaho, and Montana—the land was instead ceded to the federal government, thus making Yellowstone the first national park.

Yellowstone National Park was established on March 1, 1872, through an Act of Congress that effectively withdrew two million acres of Wyoming, Idaho, and Montana Territory from settlement (Schullery, 13; Carr, 11). According to the legislation, Yellowstone was designated “a public park or pleasuring-ground for the benefit and enjoyment of the people.” It was to be administered by the Secretary of the Interior, who was directed to publish rules and regulations for the park and grant leases for building purposes. Revenue from leases was to pay for construction of roads and bridle paths and the prevention of illegal hunting and vandalism (Carr, 11, 31).

The northern boundary of the park was drawn along the confluence of the Gardner and Yellowstone rivers (Forty-Second Congress. Session II Ch. 21-24. 1872. March 1, 1872. CHAP. XXIV–An Act to set apart a certain Tract of Land lying near the Head-waters of the Yellowstone River as a public Park). At that time, two routes led to the geothermal attractions at Mammoth Hot Springs from the proposed northern entrance of the park near the Gardiner Flats, although both covered challenging terrain and were often impassable.

Early Park Development (1872 - 1883)

The first ten years of Yellowstone National Park’s existence were plagued by ineffectual leadership and poor funding. The park was also subject to exploitation on several fronts. Hunters killed wildlife, industrious individuals set up tourist camps for profit, and souvenir hunters took large pieces of rock from geysers and hot springs. The civilian superintendents hired to preserve and protect park lands were also responsible for the development of the first wagon trails within the park; even with the best of intentions, these early administrators remained unable to control conditions within the park due to a lack of funds, experience, and manpower.

Road and Bridge Construction

In 1872, Nathanial P. Langford was named superintendent of Yellowstone National Park. At that time, visitors were most likely to approach the park from Montana territory and to enter either the north or west entrances. In his first annual report, Superintendent Langford wrote that “the park is at present accessible only by means of saddle and pack trains, a mode of travel attended with many privations and inconveniences” (Culpin 1994, Chapter 1). Access roads leading to the park boundaries followed rough trails from the west through the Lower Geyser Basin or from the north through the Yankee Jim Canyon. Many visitors followed the Yellowstone River valley and the future route of the Northern Pacific Railroad between Livingston and Cinnabar, which would be established ten years later, continuing south to the park’s north entrance through Paradise Valley and Yankee Jim Canyon. From the plateau near the river confluence that would later be referred to as the Gardiner Flats, travelers entered Yellowstone National Park from the Upper Yellowstone Valley by following “the Rescue Creek Trail starting to the east of Gardiner, passing Turkey Pen Pass, and meeting the Old Gardiner Road to the Cooke City mines.” Travelers could also follow a second route, referred to herein as the Old Gardiner Road, but also known as the Gardiner High Road. This route crossed over a hill at the southeastern end of the Gardiner Flats and dropped into the Mammoth area behind the present-day

hotel (Culpin 2002, iv).

Within the park's interior, many of the early circulation systems incorporated existing Native American trails. These, however, were frequently impassable and ineffective in linking the park's foremost attractions. Visitors to the park also continued to encounter Native Americans as late at 1877 (Baldwin, 'Part VI – The Grand Loop: A Legacy of Dan C. Kingman').

Soon after his appointment, Langford began to make appeals to Congress for appropriation of funds to improve accessibility and construct roads within the park. These requests were supported by Capt. William Jones, who conducted an expedition in 1873 in which he surveyed northwestern Wyoming in search of a suitable wagon trail between Camp Brown, Wyoming, and Fort Ellis, Montana. Jones's survey recommended a route that extended north through Yellowstone National Park along the east side of Yellowstone Lake, through Mammoth and on to Gardiner. Despite Jones's recommendation and those from subsequent expeditions conducted by others, including Secretary of War Belknap and Capt. William Ludlow in 1875, Congress made no appropriations for road construction within the park during Langford's tenure (Culpin 1994, Chapter 1).

Access roads leading to the park were improved in 1873 when privately-funded wagon roads were built to the west and north entrances. Gilman Sawtell, a local hotel owner, was responsible for construction of the west entrance road, which originated in Virginia City, Montana. The road was referred to as the Virginia City and National Park Free Road to distinguish it from the toll road, also built in 1873, that provided a connection to the north entrance of the park developed by the Henderson brothers. Despite these efforts to improve the routes leading to the park, access remained difficult as described in a published account of the north toll road by Mrs. George Cowan:

The road through the Yellowstone Canyon below Cinnabar was scarcely more than a trail, but by carful driving, unhitching the horses and drawing the wagon by hand over the most dangerous places, we made it safely (Culpin 1994, Chapter 1).

In 1877, Philetus Norris was appointed park superintendent and made responsible for the development of the first roads within Yellowstone National Park. That same year, the first wagons entered the park using the west and north entrances. Norris believed that the development of roads was of the utmost importance, not only in promoting tourism and access to the park but in controlling the flow of visitors and preserving the state of the natural wonders the park had to offer. However, the challenges to road development included clearing forest trees and locating suitable routes across the uneven terrain (Schullery, 13). In 1879, Norris succeeded in identifying a suitable path that avoided the perilous Gardner Canyon in creating a new road into the park from the northern entrance. As quoted in the Historic American Engineering Record for the North Entrance Road (Delony, Cuplin, Pearson, and Varner, 1989), Norris detailed his success in finding a new north entrance route in his 1879 report:

In this I finally succeeded, and without sharp curvatures, carried a line of easy grades for some 3 miles, and with only a moderate amount of bridging, constructed a road much shorter and in all respects superior to what could have ever been made upon either of the other routes at manifold its cost (Norris, "Report Upon the Yellowstone National Park for the Year 1879").

By the end of his tenure as superintendent in 1881, Norris had constructed approximately 104 miles of road, nearly completing a loop trail extending from the western and northern entrances to Mammoth that would form the basis for part of the park's contemporary road system (Culpin 1994, Chapter 1).

The Town of Gardiner, Montana

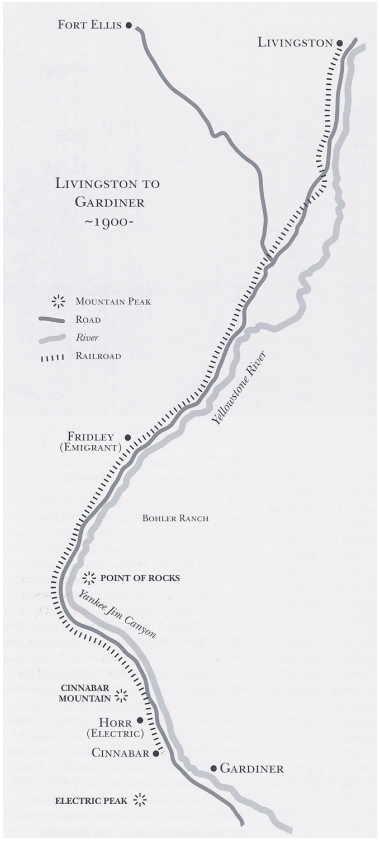
The Town of Gardiner, located along the northern park boundary southwest of the confluence of the Yellowstone and Gardner rivers, was founded in 1880 when James McCartney established a post office. McCartney had settled in the area in 1879 after being relocated by the park from his homestead claim near Mammoth (Whittlesey 2011, 1–2, and notes). The town, an ideal stopping point for visitors and freight traveling to the park, soon grew to a population of approximately 250

people by 1883. A description of Gardiner published in 1883 by the “Omaha Bee” indicated that the town had approximately fifty buildings, half of which were saloons but which also included log cabins, slab shacks, and canvas tents. A race track, owned by McCartney, was noted on Hiram Chittenden’s gray book of maps published in 1892 and presumed to be in place prior to the development of the north entrance road built in 1883 by engineer Lt. Dan C. Kingman of the U.S. Army Corps of Engineers, which defers to the track. The track was likely demolished along with McCartney’s other property by 1899.

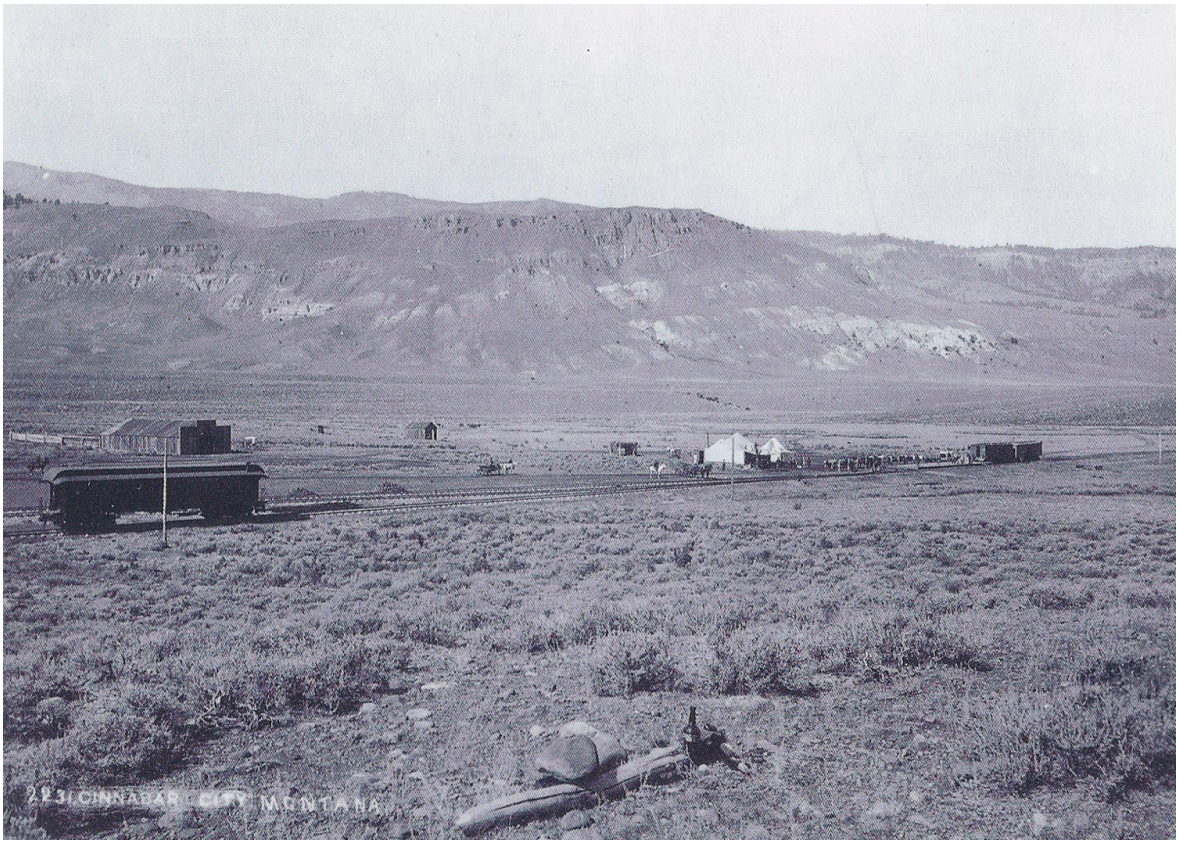
The town of Gardiner and the nearby Gardner River were reportedly both named after Johnson Gardner, a fur trapper who first came to the area as early as the fall of 1831 (Haines 1996, vol. I, 44). According to historian Aubrey Haines 1974, ‘Part 2: The Washburn Party [1870],’ the difference in spelling between the Gardner River and the town of Gardiner, Montana, arose from the Washburn Party’s visit to the area in 1870 (Haines 1974, Part 2, note 103). Prior to the 1870 expedition, Nathanial Langford had corresponded with Jim Bridger, a Virginia-born fur trapper who had been a part of numerous expeditions to the Yellowstone area since the 1820s and was an acquaintance of Johnson Gardner (J. Cecil Alter, “Jim Bridger”). In his writings, Haines hypothesizes that Bridger identified the area as Gardner, but that his Virginia drawl was phonetically interpreted with the added “i” in its spelling. The phonetic spelling of the area was documented through written reports of the Washburn Party expedition and referenced in future surveys, including the book of maps of the park prepared by Hiram Chittenden in 1892.

The Railroad

Rail service became an important factor in park visitation and tourism within the region beginning in the late nineteenth century. In 1883, the Northern Pacific Railroad built the Park Branch extension along the Yellowstone River from Livingston to Cinnabar, Montana, with the intended purpose of continuing for three additional miles to the northern entrance of the park at Gardiner. Completion of the spur line was halted when Robert “Buckskin Jim” Cutler refused to sell his property. As a result, for twenty years, Cinnabar remained the railhead for the Park Branch line (Whittlesey 2005, 7). It was not until 1902 that the property dispute was settled and the Northern Pacific Railroad completed the line from Cinnabar to the park boundary at Gardiner.



Route of the Northern Pacific Railroad's Park Branch line between Livingston and Cinnabar. (Source: Smith and Hoy , 32)



Cinnabar, Montana, ca. 1884. (Source: "The Northern Pacific Railroad," 31; from Montana Historical Society Research Center. Photo by F. Jay Haynes)

Gardiner, Montana, ca. 1890. (Source: YELL_966)

Development under the U.S. Army Corps of Engineers (1883 - 1916)

In 1883, Congress entrusted the U.S. Army Corps of Engineers with construction and improvement of Yellowstone National Park roads and bridges. At that time, the north entrance route between Gardiner and Mammoth was the most heavily used, supported in part by the recent completion of the Northern Pacific Railroad's Park Branch line from Livingston to nearby Cinnabar. Completion of a more commodious and safe route to the attractions at Mammoth was considered a priority.

Roads

Lt. Dan C. Kingman was engaged to oversee the construction of roads for the U.S. Army Corps of Engineers. By 1887, Kingman had completed thirty miles of serviceable roads within the park, including a route south from the north entrance. Kingman had recommended abandoning a four-mile portion of the north entrance route established by Norris, which followed steep terrain that slowed traffic and was difficult for freight wagons to navigate. Kingman's proposed alternative route followed Gardner Canyon, which although more rugged and rocky, had the potential, with extensive regrading, to provide a more level and direct route. Construction of the corridor involved blasting and removal of 14,000 cubic yards of rock. Kingman's Gardiner to Mammoth route was completed in June 1885. It reduced the ascent of the road by 250 feet, the length of the road by 1-1/3 miles, and the associated travel time by at least two hours.

Traveling toward Gardiner, Kingman's route turned to the northwest at the mouth of Gardner Canyon, connecting to the existing route that followed the Paradise Valley to Livingston. The angled alignment northwest of the canyon remains in evidence today, forming the eastern margin of the North Entrance Cultural Landscape as framed by buildings associated with the Yellowstone Park Transportation

Company (present-day Xanterra) headquarters. This portion of the road may have followed an existing path or road, but it clearly deferred to the McCartney race track that occupied the Gardiner Flats during the late nineteenth century. Another trail appears on an 1892 map of the Gardiner Flats, arising in the vicinity of Kingman's road, which travels south along the margin of the race track to Mammoth Hot Springs. Little is known about the trail.

During his tenure, Kingman also outlined a master plan for the park road system, which consisted of a Grand Loop, or belt line road, that would enable tourists to "visit the principal points of interest in the park without retracing their steps; and to take a long or short trip according to the time and means at their disposal" (Baldwin, 'Part VI – The Grand Loop: A Legacy of Dan C. Kingman'). The north entrance road would join the Grand Loop Road at Mammoth.

Despite the importance of these plans, when word of the rough conditions in the park reached members of Congress in the mid-1880s, they determined to refuse any further appropriations for the park's continued civilian administration. Instead, in 1886, the day-to-day administration of Yellowstone National Park was placed under military control. Later that year, men from Company M of the First U.S. Cavalry, Fort Custer, Montana Territory, under the command of Capt. Moses Harris arrived at Yellowstone to begin what would be more than thirty years of military presence in the park (National Park Service, "Fort Yellowstone Historic District," online at http://www.nps.gov/yell/historyculture/ftyell.htm). The troops were charged with reducing illegal grazing, logging, hunting, vandalism, and arson. Enforcement of park rules was aided when Representative John F. Lacey of Iowa succeeded in passing a bill to establish criminal penalties and the authority to prosecute infractions of regulations at Yellowstone National Park (Carr, 31–32). Due to the fact that their stay was anticipated only to last a short while, the Cavalry troops initially occupied a temporary post near the base of the Mammoth Hot Springs terraces known as Camp Sheridan. As the realization grew that they would be needed longer, in 1891 the troops began work on a permanent post known as Fort Yellowstone.

During the administrative tenure of the U.S. Cavalry, federal appropriations, which would average approximately $40,000 per year, were once again forthcoming. Appropriations were provided for the purposes of road and infrastructure construction, resource and visitor protection, and patrolling. In 1902, the appropriations were increased to a three year total of $750,000 to complete proposed road improvements (Baldwin, 'Part VII – Labors of Love: The Projects of Hiram M. Chittenden').

In 1890, Capt. Hiram M. Chittenden of the U.S. Army Corps of Engineers took over responsibility for the design and construction of park roads. Chittenden was responsible for completing the Grand Loop Road. Much of the road was opened to travel by July 3, 1903, while the entire system was in place by 1905 (Schullery, 20). Connecting all of the important centers of interest within the park, the Grand Loop Road formed the basis of the 140.4-mile figure-eight loop drive still in use today (Carr, 32).

During the 1890s, when construction of the Grand Loop Road system was the priority, funds for the north entrance road were applied primarily to the routine maintenance and upkeep of the existing road. However, because the north entrance road was the only park access route open during the winter months, the corridor had to be regularly repaired and maintained. In the fall of 1894, improvements were made to a 1-1/2 mile stretch of road between Gardiner and Mammoth. The improvements included the widening of the road to 25 feet, reductions of steep grades, and resurfacing with gravel or macadam. In addition, existing wooden culverts were replaced with clay-pipe or cast iron and new bridge crossings were constructed of steel set on concrete abutments (Culpin 2002, iii).

Northern Pacific Railroad

In 1902, the Northern Pacific Railroad was finally able to complete the extension of the Park Branch line to Gardiner. A temporary track was installed for passenger-train use by the summer of 1902. Permanent tracks were completed by 1903 that allowed for the shipment of freight (Whittlesey 2005, 7, note 27). In 1903, work was completed on a depot at Gardiner designed by architect Robert Reamer. With visitors now arriving by train at the park's northern boundary, plans to improve the road

and appearance of the north entrance area became a priority for Acting Superintendent John Pitcher. Chittenden also recognized the importance of the north entrance and bemoaned the native arid landscape of the entrance area stating that “the first impression of visitors upon entering the park was very unfavorable” (Haines 1996, vol. II, 230; from Report of Engineers for 1903, Appendix GGG, 2889). Thus, during the 1903 and 1904 construction seasons, Chittenden focused his construction efforts on improving the appearance of the area. Based on Chittenden’s designs, the north entrance would include a new tree-lined road, a landscaped park, and a monumental stone arch at the park’s entrance.

It is likely that Chittenden worked with the Northern Pacific Railroad on the design of the Roosevelt Arch and the small landscaped park sited between the arch and the new depot (Whittlesey and Schullery, 7). Based on period accounts, work was already underway on the small park when the first rail passengers arrived at Gardiner on June 28, 1902 (Quinn 2004b, 40). The local newspaper, the Gardiner “Wonderland”, reported on July 2 that “workmen [were] constructing the stone wall south of the depot, fencing the new lake, and setting out trees and shrubbery” (Whittlesey and Schullery, 22, note 42). Later that year, on November 13, the paper also reported that in addition to the plans for the depot, “on the rise of ground to the east will be erected the stone lodge for the squad of soldiers to be stationed here and the stone archway through which the coaches will pass” (Whittlesey and Schullery, 6). The Gardiner “Wonderland” article is the first known report of the grand stone arch that would frame the north entrance.

Existing historic documentation yields no definitive answer as to who designed the arch. It may be that the structure was born out of collaboration between Chittenden, Reamer, and prominent stone contractor N.J. Ness of St. Paul, Minnesota. Historian Aubrey Haines attributes the arch to Robert Reamer, who could have created the design based on Chittenden’s notes (Haines 1974, 229). However, Culpin reports that “Reamer had submitted a draft design which Chittenden disliked” stating further that in a conference in the office of Yellowstone’s Commissioner, Judge John Meldrum, “Chittenden proposed new suggestions for [the] design which were accepted” (Culpin 1994, 491). Culpin’s assumptions are supported by Whittlesey and Schullery in their article titled “The Roosevelt Arch,” which cites the “Railroad Gazette” in crediting Hiram Chittenden with both designing and building the arch (Whittlesey and Schullery, 16). The 2002 North Entrance Road National Register nomination offers yet a different insight on designer of the arch, citing Montana newspapers of the time that attributed the design to N.J. Ness (Culpin 2002, 8-2).

Regardless of who completed the design, the concept for the arch was likely the brainchild of Chittenden who engineered other marvels such as the Chittenden Bridge in the park. The arch is named for President Theodore Roosevelt in honor of his interest in wilderness and national parks. In April of 1903, President Theodore Roosevelt traveled to Yellowstone for a two-week vacation. The trip was part of a longer journey across the country, which included stops at the Grand Canyon and Yosemite; although the President had visited Yellowstone before, this was to be his longest trip (Whittlesey and Schullery, 3). Roosevelt’s “longstanding concern with the wildlife of the West, especially with the glamorous big game species, drew him to the park for a first-hand look at its famous and increasingly controversial elk herd and other large mammals” (Whittlesey and Schullery, 3). Roosevelt’s train, the Elysian, was greeted by the C Troop of the Third Cavalry and Acting Superintendent John Pitcher. From there, the President began his two-week tour of the park. Upon his return to Gardiner, with great ceremony, he laid the cornerstone for the arch on April 24, 1903.

By August 15, 1903, the Roosevelt Arch had been completed. On the day of its opening, the Gardiner “Wonderland” provided a detailed description of the structure:

About 30 feet above the level of the [railroad] station grounds, a masonry arch has been constructed of columnar basalt found in the vicinity. The width of the opening is 20 feet, the height is 30 feet, and the maximum height of the structure is 50 feet. Two wing walls, 12 feet high, run out laterally from the arch to a distance of 50 feet from the center, where they terminate in small towers which rise about 3 feet above the wall. From these towers and parallel to the two branches of the loop, walls 8 feet high extend to the park boundary. Three tablets in concrete are built into the outer face of the arch, with the following inscriptions: Above the keystone, “For the Benefit and Enjoyment of the People;” on the left of the opening, “Yellowstone National Park,” and on the right “Created by Act of Congress, March

1, 1872" (quoted in Whittlesey and Schullery, 9).

The nearby Northern Pacific Railroad depot at Gardiner, located across a small low-lying ravine northwest of the arch, had been completed by August 6. From the depot, tourists would be picked up by concessioners operating carriages that transported them through the arch and into the park (Culpin 2002, 8–1).

The changes to the north entrance area that occurred during this period are shown on maps prepared by Hiram Chittenden in 1903 and 1904. In addition to the arch, a new alignment for the North Entrance Road, which operated as a narrow bridle, wagon, and stage road, was established between the arch and the existing road through Gardner Canyon. The new road extended in a straight line across the Gardiner Flats plateau, and intersected the route developed by Kingman—his Old Gardner Canyon Road. Along the margins of the new road, Chittenden planted a row of widely-spaced sequoia ("Sequoia sempervirens") trees. He also planted vines on the walls of the arch. Within the ravine west of the arch was the landscaped park established in 1902 and 1903. The park featured an artificial pond surrounded by lawn, shrubs, and trees irrigated by two ditches carrying water from the Gardner River. These ditches ran along the new North Entrance Road, also irrigating the rows of trees. Ditch waters passed through two culverts under the arch to the park and lake.

In addition to the North Entrance Road and Roosevelt Arch improvements, numerous alterations were made to the surrounding landscape. Additional irrigation ditches were completed in 1903–1904 to support the cultivation of 50 acres of alfalfa on the Gardiner Flats. The system included ditches that watered the alfalfa fields and another ditch to intercept overland flow of stormwater from the mountains to the south to prevent wash-outs of the road. Acting Superintendent Pitcher described the alfalfa fields as presenting a very pleasing picture to the tourists as they entered the park. A wire fence was built to enclose the alfalfa field that ran near the northern boundary of the park to keep grazing livestock out of the park, extending approximately one mile east as well as four miles west of the Roosevelt Arch (Whittlesey 2008, 8). Part of the fence was located south of the Old Yellowstone Trail that led into the park toward Reese Creek.

Between 1905 and 1907 additional plantings were established around the Roosevelt Arch and within the park to its northwest. Within a few years after the North Entrance Road and Roosevelt Arch were completed, however, the sequoia trees lining the entrance road succumbed to the dry climate. Like many of the tree and shrub species planted at the site, the sequoia, native to California, was ill-adapted to the arid and cold Montana climate.

Similarly, maintaining the artificial pond at the park near the arch was also likely an uphill battle. Based on review of historic photographs, the pond appears to have lasted until circa 1923–1925, after which it disappeared (Whittlesey 2008, 14). Despite the disappearance of the pond, an archival photograph from 1927 indicates that the ravine still remained lush with shrubbery.

In 1907, the Yellowstone Park Transportation Company constructed a horse stable, coach shed, and bunkhouse along the east side of Kingman's Old Gardner Canyon Road, southeast of the soldier station, and east of the North Entrance Cultural Landscape. Beginning in the late nineteenth century, the precursor of the company had negotiated exclusive agreements with the Northern Pacific Railroad to transport arriving railroad passengers into the park. By the early twentieth century, the company had built a barn and offices in Mammoth, designed by architect Robert Reamer. At Gardiner, the company again hired Reamer to design a complex of buildings to support their fleet of touring vehicles, including stagecoaches. Reamer's designs incorporated stone foundations with log-framed walls and roofs (Johnson, 5).

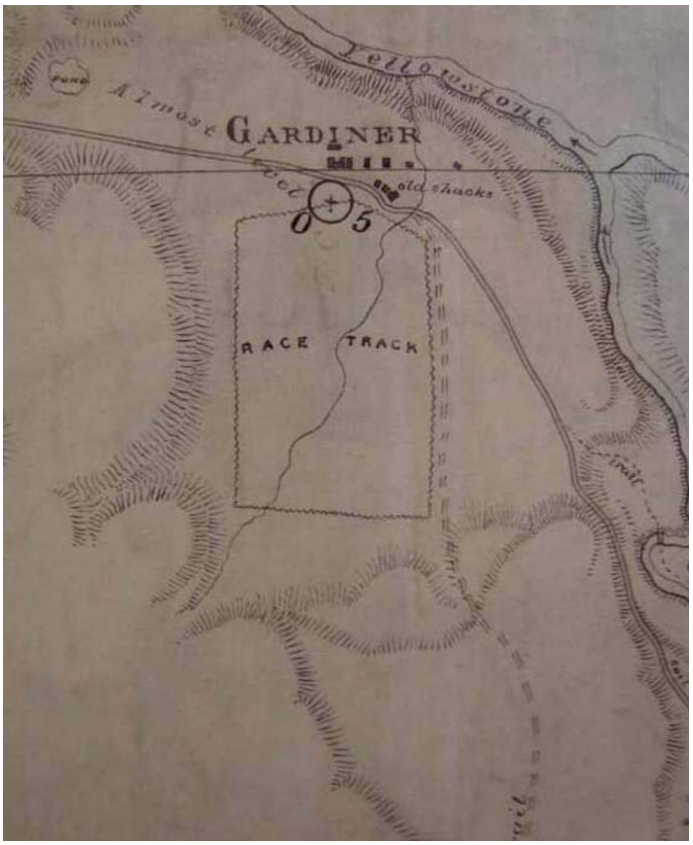
Despite the many improvements to the North Entrance Road along the river, the difficult terrain, water crossings, and harsh weather conditions required that the road receive regular repair and reconstruction. Starting in 1906, annual reports indicate landslides and wash outs of the roadway that required immediate repair. In 1911, a 487-foot-long retaining wall was constructed at the north end of the North Entrance Road, approximately 3-1/3 miles from Mammoth. The concrete wall was the first such revetment constructed in the park (Cuplin 1994, Chapter 13).

In the spring of 1913, floodwaters on the Gardner and Yellowstone rivers caused damage to the North Entrance Road near the arch, and engineering features such as bridges, culverts, and retaining walls within the canyon. As a result, a 130 foot long metal culvert was placed at the Roosevelt Arch to direct the spring water run-off. In addition, within Gardner Canyon dry-laid stone retaining walls along the road were replaced with rubble laid with cement mortar, portions of the road were widened, and the entire road was regraveled (Culpin 1994, Chapter 13).

Park Boundaries and Development

For many years, the park and the town of Gardiner maintained a contentious relationship. The town of Gardiner housed a population of seasonal campers, including poachers, who had little regard for the conservation of park resources. The conflict was further enhanced by the fact that the northern boundary of the park runs through Park Street, the main street of Gardiner. In 1908, Superintendent Benson threatened to enforce ownership along the park's northern boundary by constructing a fence directly on the park boundary, which would have necessitated relocation of the businesses along Park Street. Two markers were placed along Park Street to denote the location of the park boundary. Public outcry led to negotiations between the town, the park, and the U.S. Department of the Interior in Washington, D.C. It was agreed that the position of the fence would remain along the interior of the park rather than along its true boundary (Whittlesey 2011, 8–9).

In 1913, as part of the 1908 boundary dispute between the park and Gardiner, the eastern portion of the wire fence was removed and replaced with a wrought iron fence. The fence, provided by Enterprise Iron Works of Indianapolis, Indiana, and installed under the direction of Acting Superintendent Lloyd Brett, was painted olive green and followed the same path as the previous wire fence. The fence featured a decorative gate located near the soldier station at the intersection of Park Street with Kingman's Old Gardner Canyon Road (Whittlesey 2011, 8–9). It is unclear from existing documentation when or if the western section of the wire fence was removed at this time.

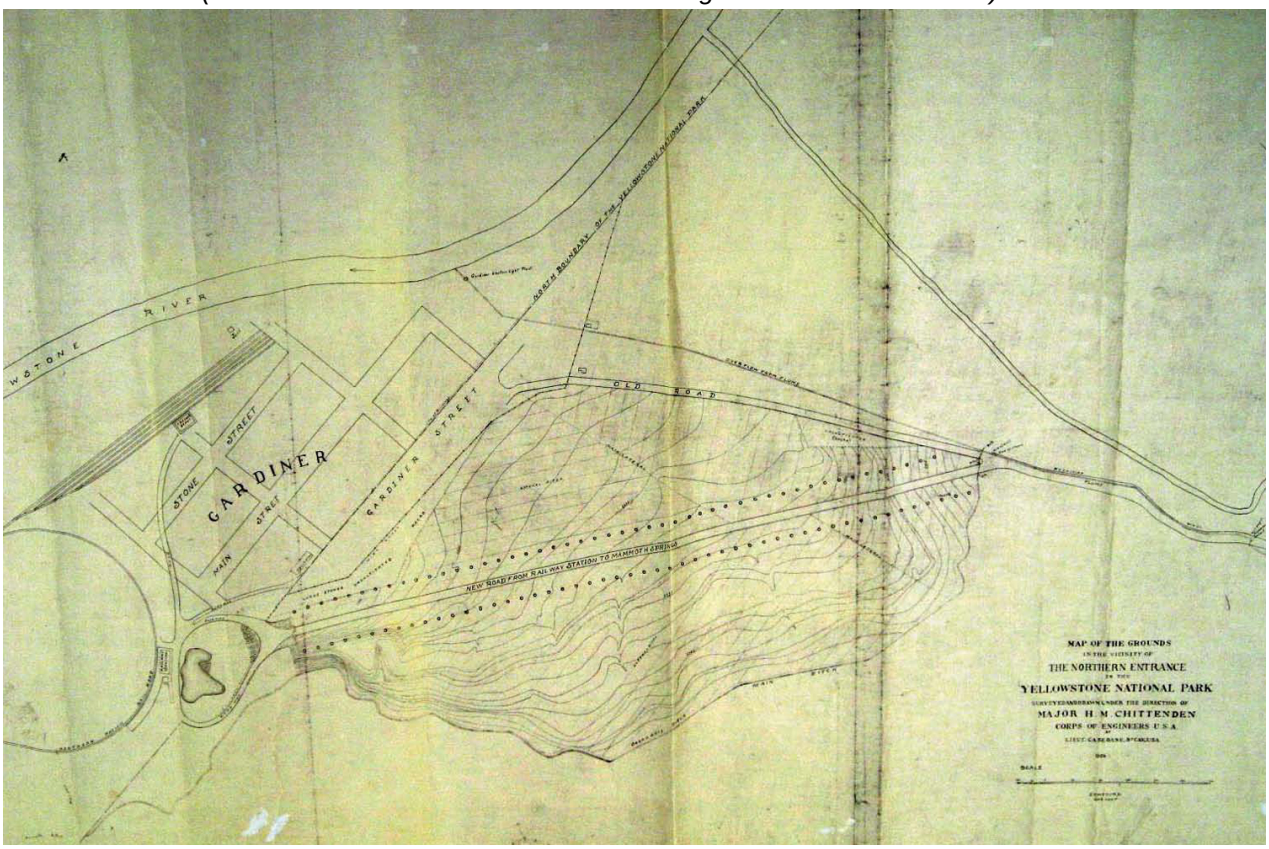


Map of the Gardiner Flats and town of Gardiner, circa 1892 from Hiram Chittenden's gray book of maps. Note the alignment of Kingman's Old Gardner Canyon Road. (Source: Whittlesey 2008.)

Ceremony to lay the cornerstone of the Roosevelt Arch, 1903. (Source: YELL 79)

Visitors to the park traveled in coaches provided by concessioners. View of the Tally Ho Stage loaded with passengers, circa 1912. (Source: YELL 118238)

Plan prepared in 1903 by Hiram Chittenden to guide construction of the park, Roosevelt Arch, and new North Entrance Road. (Source: Yellowstone National Park Heritage and Research Center)



Plan prepared in 1904 by Hiram Chittenden indicating the character of the Gardiner Flats after completion of the depot, arch, landscaped park, and North Entrance Road. (Source: Yellowstone National Park Heritage and Research Center)

The Northern Pacific Railroad depot at Gardiner, the small park, and the Roosevelt Arch, with the town of Gardiner and Yellowstone National Park behind. (Source: YELL 14901)

View of the Roosevelt Arch and town of Gardiner, looking northeast. Visible are the boulder wall in front of the arch and the diversion ditch, early 1900s. (Source: YELL 9895)

Elk and pronghorn feeding on hay produced in the fields on the Gardiner Flats, 1907. Note the shadow of the ditch running through the field. (Source: YELL 119635)

Work progressing on rebuilding of the North Entrance Road, 1915. (Source: YELL 22391)

Early National Park Service Administration of Yellowstone National Park, Transition from Military Management (1916 - 1918)

By 1910, the success of Yellowstone National Park and other federally-owned park lands led government officials to call for the creation of an organized National Park System. Secretary of the Interior Richard A. Ballinger recommended that parks be brought under civilian administration, and that Congress create a “bureau of national parks and resorts . . . with a suitable force of superintendents, supervising engineers, and landscape architects, inspectors, park guards, and other employees” (as quoted in Sellars, Chapter 2). In addition, he recommended that the Department of the Interior be given supervision over the construction and maintenance of park roads according to a general plan of development for each park (Carr, 67). At this time, road construction at Yellowstone was under the supervision of the U.S. Army Corps of Engineers.

Ballinger’s recommendation resulted in the creation of the National Park Service in 1916, as part of the Organic Act signed into law by President Woodrow Wilson. Under the Department of the Interior, the new agency was responsible for the management of federal lands for the benefit of the public. At this time, however, local communities objected to the departure of the sizable U.S. Army force based at Fort Yellowstone and other outposts as the National Park Service was not yet prepared to take over park management. As the United States prepared to enter World War I, the U.S. Army was anxious to be relieved of this duty. However, the Department of the Interior pleaded with the War Department to remain until it had had a chance to establish the necessary infrastructure for managing the park. As a result, Yellowstone National Park remained under military administration until 1918 when the National Park Service finally assumed control (Schullery, 25).

Cars are first permitted to enter the park and drive without restriction beginning circa 1915–1916. View of cars entering the park circa 1927. (Source: YELL 28795)

The park located between the Gardiner Railroad depot and the Roosevelt Arch remained a lushly planted green space with a watered artificial lake through this period. View circa 1915. (Source: YELL 182469)

Early NPS Improvements and the Automobile Age (1918–1956)

On July 31, 1915, the Roosevelt Arch was the site of the first automobiles permitted to enter the park (Whittlesey and Schullery, 18). With improved automobile access, visitation to the park increased exponentially, from approximately 25,000 visitors in 1914 to 50,000 by 1915 (Culpin 2003, 58). Unlike previous visitors who had relied on a contracted tour guide, early automotive tourists typically drove to the park, camped, and planned their own itinerary of activities. The park infrastructure and concession facilities were not well equipped to handle the introduction of automobile traffic and subsequent change in tourism. The increase in visitors and automobile traffic required the park to consider redesigning the approach to park entrances to better handle automobile traffic, creating new transportation-related facilities, and re-engineered road alignments (Carr, 7).

Part of the function to be accommodated in association with the North Entrance Road included visitor monitoring, orientation, and fee collection. To address this need, the park built a ranger/entrance check-in station in 1921. The building, designed by chief landscape architect for the National Park Service Daniel R. Hull, sat just inside the arch to the right of the inbound traffic lane, and was constructed of stone similar to that used to build the arch. The park's 1921 Annual Report indicates that the one-story gable roof structure was constructed with stone walls, a log-framed roof with cedar shakes, and a flagstone paved porch. Prior to construction of the building, rangers were stationed in tents near the arch (Culpin 2002, 5). Electricity was provided to the ranger station via a line and poles that crossed the northern hay field.

During the 1920s, the Yellowstone Park Transportation Company expanded its operations near Gardiner to the east of the North Entrance Cultural Landscape, constructing numerous additional support structures near the north boundary fence along the alignment of Kingman's Old Gardner Canyon Road. The buildings included a ranger station (1924), storage garage (1924), powerhouse (1925), repair shop (1925), dormitory (1926), and three residences (1925–1926). The ranger station, which was possibly designed by Robert Reamer, replaced the Chittenden-era soldier station that was removed to make room for a new repair garage (Johnson, 9). The repair garage was a brick structure designed in the Art Moderne style. This period of rapid construction may have been associated with improvements to the park road system initiated by the Bureau of Public Roads upon taking over responsibility for road construction for the National Park Service, or was due to a costly fire at the company's Mammoth facility, or a combination of both. One of the structures was reported to have been a fireproof structure constructed of steel and concrete (Culpin 2003, 73). In addition to construction of these structures, portions of the iron fence were relocated, including a segment along the western edge of the Kingman's Old Gardner Canyon Road.

In 1929–1930, U.S. Highway 89 was rerouted into Gardiner with the construction of a steel truss bridge spanning the Yellowstone River (Whittlesey and Schullery, 18). The highway connected to Gardiner's Second Street and terminated at Park Street. Following this change, a plan was developed in 1929 to create a new road that would link Second Street in Gardiner to the North Entrance Road, bypassing the Roosevelt Arch ("General Plan, Gardiner Entrance" 5/1/1929 (YELL 101-929B-56182). Although this road was never constructed, the idea for the road was presented several more times over the course of several decades (see Plans from 1929, 1933, 1941, and 1984). Another proposal was developed in 1933 that showed the same Second Street connection to the North Entrance Road, as well as a new check-in station and residence at the intersection of Kingman's Old Gardner Canyon Road and the North Entrance Road.

In 1930, subsequent to the completion of the rerouting of U.S. Highway 89, alterations were made to Park Street that affected circulation patterns and the approach of visitors to the north entrance. The road alterations included the addition of parking lots, regrading of the road, and rerouting of the street to better link with the arch. The stone wall on the northeastern side of the arch was removed to reduce the safety concerns associated with the blind curve leading toward the arch underpass roadway, while a taller, more substantial gate was constructed across the North Entrance Road at the

Roosevelt Arch to limit visitor access as needed.

Otherwise, work conducted on the North Entrance Road and Roosevelt Arch throughout the 1930s and 1940s was limited to small repairs and alterations to existing structures. In 1934, the National Park Service developed a plan for enhancing the system of irrigation ditches leading to the plateau to support the hay and alfalfa fields (Plan, Irrigation and Service Ditches, North Entrance YNP, 1934, and photos YELL_119635 and YELL_114977). The plan indicates that ditches used to irrigate the north and south alfalfa fields (Fields A and Field B) were enhanced and extended. That same year, the ranger station at the Roosevelt Arch was modified by the construction of a covered portico. In addition, traffic islands, signs, and boulder and antler barriers were added to control traffic flow.

In 1932, the park boundary was extended northwest of the north entrance by 7,360 acres to protect ungulate winter range on the west side of the Yellowstone River (Marcus et al., 11).

In 1936, the wrought iron fence along the north boundary of the park was retrofitted with a top rail of metal pipe to prevent injury to wildlife (YELL_39131-3).

In 1937, the stone ranger/entrance check-in station at the Roosevelt Arch was destroyed by fire. To meet the pressing need of checking in visitors, the National Park Service built a temporary wooden check-in station southeast of the location of the previous station along the North Entrance Road, midway between the arch and the mouth of Gardner Canyon (Culpin 2002, 8–5). In 1938, the park built a new permanent ranger check-in station near the original location adjacent to the arch. According to historic photographs, the new ranger station was a stone structure with a log-framed gable roof.

In 1937, the park ceased regular cultivation of the Gardiner Flats for the benefit of wildlife. Periodic cultivation continued for a few more years before the practice ended altogether. This change in vegetation management led to infestation of the former hay fields by non-native herbaceous weeds.

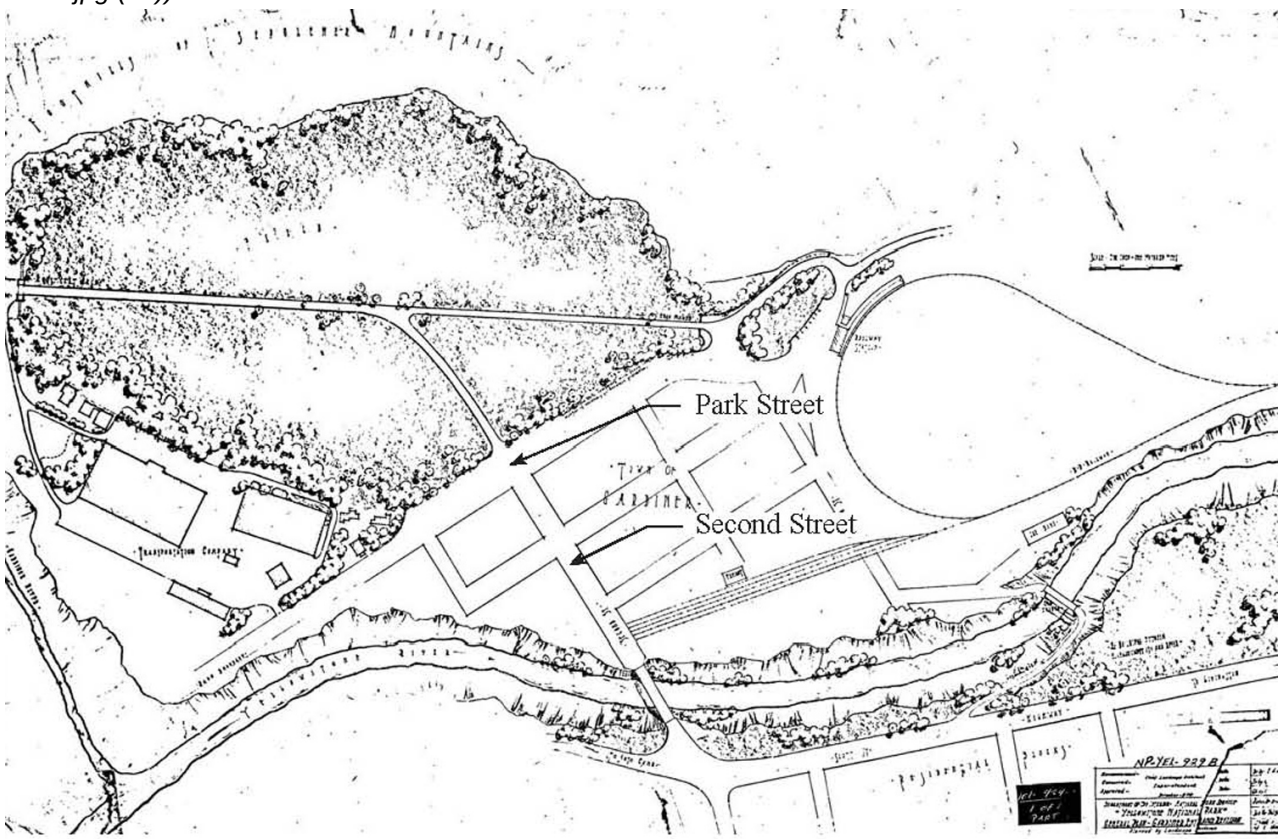
A severe storm in 1941 caused slides and washouts of the North Entrance Road and resulted in its temporary closure until such time as debris could be removed and the roads cleared (Culpin 2003, Chapter 13).

Alterations made to structures along the North Entrance Road in the 1940s included the design of a metal security gate for the Roosevelt Arch in 1947 and the construction of a new check-in station in 1949. The check-in station, located near the intersection of Kingman's Old Gardner Canyon Road and the North Entrance Road, was a small wood-framed structure with gable roof and clapboard. It was used to issue permits to vehicles entering the park (Archival photograph circa 1950).

Park visitation reached over 500,000 in 1940, a notable shift from the very low numbers witnessed during the Great Depression of the 1930s and an indication of improved economic conditions (Haines 1996, vol. II, 479). In 1948, the park celebrated its one millionth visitor. Despite these milestones in visitation, the age of the passenger train as a means of traveling to the North Entrance Road was nearing an end. By 1948, U.S. Highway 89 was the primary means of access to the North Entrance Area. In 1948, the Northern Pacific Railroad ended passenger service into Gardiner (Haines 1996, vol. II, 372). Six years later, the Gardiner Railroad depot was demolished (Quinn 2004a, 29).

View of the perimeter fence and foraging wildlife on the Gardiner Flats, 1918. (Source: YELL 8583)

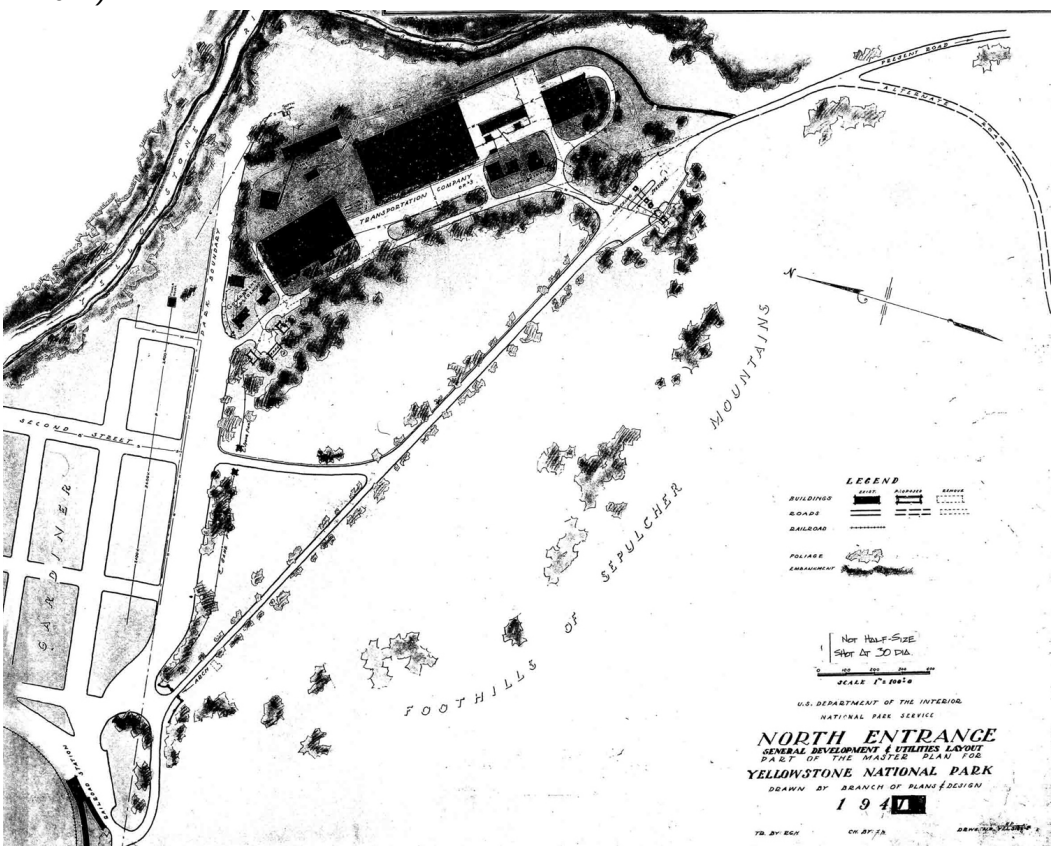
The Roosevelt Arch, wall, and fence, and park entrance road, circa 1922. (Source: 2009-08-1-YNP-ARCHIVE-JAW.jpg (38))



Plan prepared in 1929 proposing the establishment of a new entrance into the park from Second and Park streets (locations indicated) that would effectively bypass the Roosevelt Arch. (Source: 1929_YELL_101_929B[56182]-1)

View west to the ranger/entrance check-in station and associated flagpole located just inside the Roosevelt Arch. Although the photo is labeled circa 1915, this view post-dates construction of the stone entrance station in 1921. (Source: YELL 22866)

Aerial view of the North Entrance area, including the Gardiner Hay Ranch fields, 1941. (Source: YELL 114977)



Proposal to add a new entrance into the park at Second Street, with accompanying relocation of the check-in station, 1941. (Source: YELL 101-3186F-18620)

Mission 66 (1956–1966)

In the years following World War II, visitation at the national parks grew significantly. By 1949, facilities at national parks were generally in a state of deterioration. Improvements had not been made to public amenities since the New Deal era programs of the 1930s. The desperate need for building maintenance and funding was amplified by the rapid increase in visitation. Between 1931 and 1948, total visits to the national park system increased from 3,500,000 to 30,000,000, but park facilities remained essentially as they were before the war.

Starting in the early 1950s, articles, such as Bernard DeVoto's "Let's Close the National Parks," highlighted the "slum"-like conditions at the national parks. The lack of suitable public facilities jeopardized the integrity and condition of the existing natural resources. Major infrastructure improvements were required for the National Park Service to revitalize its resources and reestablish its image as the nation's primary steward of the natural environment.

When Conrad Wirth became director of the National Park Service in 1951, issues of facilities maintenance and capital improvements remained unsolved. There were limited federal funds available and no direction on how to undertake a major infrastructure improvement plan. In February 1955, Wirth conceived a comprehensive conservation program to revitalize the National Park System. Wirth's Mission 66 plan recognized the constraints of federal funding and aimed to resolve them while addressing the needs of the national park facilities.

The National Park Service's Mission 66 initiative endeavored to improve conditions at existing national parks and meet the changing needs and demands of the rapidly growing visitor population. The Mission 66 program, derived in response to postwar social and economic conditions, acknowledged the need to actively address the rapidly increasing use of the parks by providing modern facilities and services. The plan encouraged development at designated park locations while maintaining the integrity of the surrounding natural landscape; environmentalists objected to the construction of new facilities as inappropriate to the goal of protecting the natural resource.

At Yellowstone, Mission 66 planning started in 1956 with the preparation of a park master plan to address the Mission 66 initiatives (Culpin 2003, 105). Among the improvements at the North Entrance Road was the construction of a log and stone ranger/entrance check-in station in 1961. The building replaced a check-in station constructed in 1949 at the intersection of Kingman's Old Gardner Canyon Road and the North Entrance Road (Culpin 2002, 8–5).

Although not directly related to the Mission 66 program, a new bus depot was constructed in Gardiner at the site of the previously demolished train depot. The new bus station was a one-story wood-framed gable roof structure with concrete foundation and a covered patio. Across from the station was a covered bus port.

In 1966, plans were again developed to redirect the entrance away from the arch but were not implemented. That same year, the ranger/entrance check-in station at Roosevelt Arch, originally constructed in 1938, was removed (Haines 1996, vol. II, 413).

Maintenance and Redevelopment (1966–present)

Following Mission 66, the North Entrance Road area again experienced changes relating to the railroad. In 1975, freight service to Gardiner was discontinued, and in 1976 the tracks were removed between Gardiner and Livingston, erasing the spur line that had been built with so much fanfare in 1902. That same year, the National Park Service and the town of Gardiner began a revitalization effort associated with the small park located between the arch and the former depot site, designating it a town park and constructing an open air amphitheater designed in the rustic style (Whittlesey and

Schullery, 20).

Between 1983 and 1985, repairs were made to “stabilize” the Roosevelt Arch. The extent of the repairs is not known through available archival information. However, prior to the repairs, in a 1972 assessment conducted by the National Park Service, the structure had been described as “generally intact” with deterioration of the concrete caps and concrete tablets at the base of the arch (Whittlesey and Schullery, 20). At approximately the same time, the iron fence, first installed in 1907, was relocated from its original position and painted black (Whittlesey 2011, 8). During that time, the ranger station located along Kingman’s Old Gardner Canyon Road was rehabilitated to include remodeling of the bathroom, installation of sheetrock, a new furnace, and new wiring.

In 1986, a new plan was proposed for abandoning the Roosevelt Arch entry and constructing a new entrance from Second Street (Johnson, 1986, see Yell_101-_2875-18483). In the same year, the North Entrance Road was determined eligible for listing in the National Register of Historic Places.

The North Entrance Road was revitalized through the construction of a new check-in station in 1991 to replace the earlier check-in structure. The new check-in station had a stone foundation with wood clapboard siding and a wood-framed gable roof.

In 1994, the park northwest of the arch was rehabilitated through a partnership with the National Park Service and the Town of Gardiner. The park included an open-air picnic pavilion and wayside exhibits about the North Entrance Road and Roosevelt Arch (Whittlesey and Schullery, 20).

In 1999–2000, the National Park Service entered into an agreement with the town of Gardiner to undertake public open space improvements on the land northwest of the arch, first developed as a park by Hiram Chittenden in 1903. Today, the open space is known as Arch Park. It is cooperatively managed by the National Park Service and the town of Gardiner. The park features lawn, a picnic pavilion, tree and shrub plantings, and several interpretive wayside exhibits (Whittlesey and Schullery, 20).

During the 2000s, the park attempted to control the non-native plant community on the Gardiner Flats. Attempts to eradicate non-natives were initially thwarted by the presence of an allelopathic species, crested wheatgrass (“Agropyron cristatum”), that produces a chemical that suppresses the growth of other species. The effort was further complicated by the invasion by another non-native annual, desert madwort (“Alyssum desertorum”). The park removed the existing vegetation using herbicides and seeded the area with native species. Before the seeds could take hold, high winds caused a dust storm that led to evacuation of nearby buildings and loss of the new planting. Efforts continue to be hampered by the recolonization of the area by some non-native species.

In 2001, the Yellowstone Park Transportation Company Historic District, located to the east of the North Entrance Cultural Landscape, was determined eligible for listing in the National Register of Historic Places. In 2002, the North Entrance Road Historic District was listed in the National Register of Historic Places and Fort Yellowstone, including the Roosevelt Arch as a noncontiguous resource, was designated a National Historic Landmark.

In 2007, the park again worked on repairs to and enhancements of Park Street. The road was resurfaced, remilled, and striped (Whittlesey 2011, 15). It was also during 2007, that the Gateway Park Project was initiated by local residents. The project was intended to enhance the aesthetic appearance, visitor safety, and functionality of the area immediately adjacent to Park Street. As part of the plan, a pedestrian walk was proposed to lead into the park from Park Street at Second Street. The plan also suggested the establishment of public toilet facilities and enhanced parking along Park Street. The National Park Service continues to work with local residents to further the plan and meet compliance requirements. It is slated for implementation in the near future (Whittlesey 2011, 17–18).

Yellowstone National Park plans on improving traffic circulation and visitor safety along Park Street and the North Entrance. The project was evaluated in an environmental assessment in 2011-2012 and includes an additional fee collection kiosk, designated pedestrian walkways, and improved parking areas along Park Street and at the Yellowstone Park Transportation Company.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The North Entrance Cultural Landscape is composed of several landscape characteristics that together create a cohesive appearance and sense of place established during the early park development period between circa 1883 and 1903 by the U.S. Army Corps of Engineers. These landscape characteristics, which are used to organize the descriptions of individual resources associated with the cultural landscape as part of this section, include: natural systems and features, land uses, patterns of spatial organization, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeological resources.

Of particular importance to the North Entrance Cultural Landscape are the natural systems and features that serve as a framework for the siting of buildings and structures, roads, and land use areas. The existing North Entrance Cultural Landscape, edged by mountains and river valleys, was shaped to a great degree by the landform of the Gardiner Flats plateau, the dramatic views afforded by the open character of the space, and the confluence of the Yellowstone and Gardner rivers that served as the basis for the park boundary along the northern edge in Montana.

Land uses and activities associated with the North Entrance Cultural Landscape have historically been associated with park access and transportation as well as visitor services. The Roosevelt Arch and North Entrance Road corridor have provided an important opening to the wonders of the park for visitors and a means for reaching the Grand Loop Road and the park's primary attractions accessible via the Grand Loop Road from Mammoth. This transportation use, important from the earliest days of the park, remains a key component of the North Entrance Cultural Landscape today. Visitor services, in the form of a check-in station that both provides visitors with information, and collects fees, has been a part of the cultural landscape since the early twentieth century. The specific structure housing this land use has changed several times over the years. The contemporary structure, while not historic, continues to perpetuate this historic land use.

The celebratory sense of arrival conveyed to visitors as they pass beneath the Roosevelt Arch offers a threshold that frames views into and out of the park. The views are enhanced by the openness of the Gardiner Flats and the arrow-like route of the North Entrance Road as it cuts a diagonal across the level plateau. Entry and views into the park are also directed by a curvilinear rock wall and stone wing walls that frame the Roosevelt Arch. The open space of the Gardiner Flats is edged by mountains to the south, west, and east, as well as the row of buildings associated with the Yellowstone Park Transportation Company headquarters that face the landscape to the northeast. These patterns of spatial organization survive from the historic period of significance and contribute to the setting of the historic landscape.

Vegetation and the manner in which plant communities have been used to support the design and patterns of spatial organization of the North Entrance Road has also historically served as an important component of the North Entrance Cultural Landscape. The relatively level and open character of the Gardiner Flats has traditionally been accentuated through the planting of grasses for hay, and other herbaceous plant communities. Attempts to establish a row of trees to line the road during its initial development period did not succeed due to the droughty nature of the Gardiner plateau. The present low-growing and horizontal character of the vegetation associated with the Roosevelt Arch and North Entrance Road near Gardiner, Montana, a character-defining feature of the cultural landscape, support expansive views of the surrounding mountains that helps to introduce visitors to the wonders of Yellowstone National Park.

Circulation provides the primary structuring element of the North Entrance Cultural Landscape. As noted previously, the North Entrance Road has structured the cultural landscape since 1903. This route replaced Kingman's Old Gardner Canyon Road as the primary access point into the park, although a portion of the route survives today and forms the northeastern edge of the cultural landscape boundary. Approach roads leading to the arch also survive from the historic period of significance. Portions of these roads, which include Old Yellowstone Trail and Park Street, fall within the cultural landscape boundary.

The North Entrance Cultural Landscape does not include any historic buildings within its boundaries. The only

contemporary building is a small check-in station built in 1991. This current building replaces earlier versions of check-in stations that have since been removed.

Structures associated with the district include the 1903 Roosevelt Arch, the predominant built resource of the district, and ditches and culverts used to direct stormwater away from the road and the arch and to irrigate fields, also established circa 1903 and 1904. The arch was sited on a small rise on the edge of the Gardiner Flats plateau to serve as a celebratory marker for visitors arriving at the park from the Gardiner Railroad depot that formerly sat below the arch topographically to the west. The arch, an early example of rustic architecture, continues to mark the threshold into a land of wonders for visitors today.

The North Entrance Road and the Roosevelt Arch were designed to take advantage of viewing opportunities that introduced visitors to the vast wilderness and expansive open space of Yellowstone National Park. The arch, as noted above, was sited to offer a dramatic sense of arrival and carefully placed threshold or gateway into the park. The arch is visible from many locations outside the park to the north and west, and is a portal for visitors leaving the park's north entrance.

The relatively level open space of the Gardiner Flats allows for views to the surrounding mountains. Designs and plans for the North Entrance Road area at one time included rows of trees along the road corridor and along the perimeter of the flats to provide a sense of scale and enclosed space. Today, there is little in the way of tree cover to contain the space, although the Yellowstone Park Transportation Company headquarters, which abuts Kingman's Old Gardner Canyon Road, forms another spatial edge to the east that contains views in this direction.

The North Entrance Cultural Landscape also includes several small-scale features such as edging materials, signage, and site furnishings. Most of the small-scale features associated with the district are contemporary additions, however. Surviving historic small-scale features include the iron fence along the northern boundary of the component landscape, and a stone boundary marker near the Hall's Mercantile building (present-day Yellowstone Association headquarters).

Integrity Assessment

The integrity of the cultural landscape is considered at a broad level here due to the fact that many features, uses, and activities changed dramatically over the course of the 1883–1948 period of significance. However, it is important to note that many of the changes occurred prior to the end of the period of significance in 1948.

Based on comparison of the historic landscape between 2013 and 1948, the North Entrance Cultural Landscape possesses integrity of location and association, as well as diminished integrity of feeling, setting, design, workmanship, and materials. The integrity of feeling, setting, design, workmanship, and materials are diminished due to several changes that have occurred within the landscape and its setting, including replacement and relocation of the check-in station building and function, abandonment of and alteration to the ditch systems and iron fence, changes to the vegetative composition of the plateau, and, in terms of setting, loss of the railroad depot and associated features to the west of the arch on adjacent land.

Despite these changes, the landscape as a whole continues to convey its historic associations with park arrival and entry for visitors, celebrated by the Roosevelt Arch and the sweeping views of the park beyond, enhanced by the open and uncomplicated level plateau of the Gardiner Flats that serves as a forecourt for the coming journey along the North Entrance Road through Gardner Canyon. The open broad tableland space of the Gardiner Flats continues to be framed by the arch, tall mountains, the iron fence, as well as the Yellowstone Park Transportation Company headquarters. The Roosevelt Arch and the majority of the adjacent walls retain their original orientation, use, and purpose, as does the North Entrance Road alignment through the open grasslands of the former Gardiner Flats fields. The arch continues to stand in stark contrast to open space that is unencumbered by vertical elements such as buildings and structures. It remains the main entry portal through an iron fence near the park boundary. The road along the curved west wing wall is extant. The general spatial arrangement of the landscape characteristics that delineate the edges of the Gardiner Flats—namely the arch, the iron fence, and the road in front of the Yellowstone Park Transportation Company headquarters—remains. Views into the park from the arch as well as from Park Street also remain unencumbered by structures and buildings, benefitting visitors entering through this dramatic portal. Together, these characteristic survive to perpetuate historic patterns of spatial organization and circulation and convey historic associations and integrity.

Location. The North Entrance Cultural Landscape retains integrity of location due to its continued siting at the park's northwestern boundary near the confluence of the Yellowstone and Gardner rivers. The location was instrumental to the development of the road corridor and the placement of the Roosevelt Arch, originally connected to the Northern Pacific Railroad line and Gardiner depot.

Setting. The North Entrance Cultural Landscape also retains integrity of setting due to the continued presence of the expansive views of mountains to the south, west, and east, the linear arrangement of buildings associated with the Yellowstone Park Transportation Company headquarters to the northeast, and views to the mountains in several directions. Developments that diminish the district's integrity of setting include the loss of the railroad complex that was so integral to the design and siting of the Roosevelt Arch.

Feeling. The North Entrance Cultural Landscape also possesses integrity of feeling due to the continued presence of the North Entrance Road corridor and sense of arrival conveyed by the Roosevelt Arch that survive from the historic period, and the connections between cultural resources and the natural environment. The cultural landscape continues to provide visitors with a sense of celebratory arrival, and the administrative needs associated with checking in visitors and taking fees. The integrity of feeling has been diminished due to the loss of the railroad and associated depot, which formed the basis for the siting of the North Entrance Road and Roosevelt Arch.

Association. The North Entrance Cultural Landscape retains integrity of association due to the many traditional land uses and activities that remain present and available to visitors, although this integrity is slightly diminished by the loss of the rail line and changes to the management of the meadow associated with the plateau. The North Entrance Road continues to convey its association with Theodore Roosevelt, who laid the cornerstone and for whom the arch is named. Roosevelt was a staunch supporter of the park and wilderness conservation.

Design, Workmanship, and Materials. Overall, the North Entrance Cultural Landscape retains integrity of design, workmanship, and materials through the continued presence of the road corridor, open meadow, and rustic stone arch. The integrity of design, workmanship, and materials is diminished due to the loss of a portion of the stone entrance wall, the addition of a metal top rail along the iron fence that edges the meadow to its north, its relocation and repainting with a new color, and the addition of parking pull offs, signs, and a new check-in station along the North Entrance Road to meet administrative, functional, and road safety needs.

Landscape Characteristic:
Natural Systems and Features -

Natural systems and features are those aspects of a landscape, including its geomorphology, geology, hydrology, ecology, climate, and native vegetation, that have influenced development and physical form.

The North Entrance Cultural Landscape is comprised of a collection of culturally-derived landscape features integrally tied to the site's ambient natural systems and features. First and foremost, the cultural landscape is designed to respond to the scenic beauty of the mountain and river terrain along Yellowstone National Park's northern boundary. The park boundary as established in 1872 relates directly to the location of the confluence of the Yellowstone and Gardner rivers. Views to the Gardner River and associated canyon are afforded from the North Entrance Cultural Landscape. The Gardiner Flats, situated in a broad valley southwest of and almost immediately adjacent to the river confluence, offered an attractive location for establishing a dramatic entrance feature for the park in the form of the Roosevelt Arch. The Gardner Canyon, although rugged, offered a more commodious route to the park headquarters at Mammoth than other routes through the mountainous terrain, and thus served as the basis for the North Entrance Road beyond the Gardiner Flats when Lt. Dan Kingman built a new route in 1883. After its completion, he recommended abandoning the previous route whose steep inclines "presented many problems, particularly to freighters and especially in wet weather" (Culpin 2002, 8–1).

In a similar vein, the Northern Pacific Railroad built a spur line between 1883 and 1902 to bring

passengers to the park by following the Yellowstone River valley upstream from Livingston, Montana, as the most commodious way to reach the park through the otherwise undulating and rugged terrain of the surrounding mountains.

The cultural landscape established around the north entrance is further identified with the landform and topography of the Gardiner Flats, a relatively level plateau spatially contained by the vertical forms of surrounding mountains, cut by the river valleys.

The Roosevelt Arch occupies the high point of a small natural hill. Atop this promontory, the arch historically presented a “larger-than-life” image to the visitor approaching the park by rail. The hillside to the west of the arch encloses Arch Park and the depot area, enhancing its appearance as a portal. The nearby peaks of Sepulcher Mountain (9,652 feet), Electric Peak (10,992 feet), and Mount Everts (7,841 feet) form a spatial edge and scenic backdrop for the Roosevelt Arch and North Entrance Road corridor that further enhance the dramatic orientation to the park for visitors.

Many of the features within the area, particularly those associated with visitor use and activities, are designed to take advantage of the views afforded by the surrounding mountainous terrain. As well, the Roosevelt Arch and other nearby buildings and structures were designed in the rustic style to help them to blend with the surrounding natural environment.

In comparison to other regions of the park, the North Entrance Road area is relatively arid, located in a rain shadow and receiving a mere 9 inches of rainfall each year (NOAA 2009). Upslope from the Gardiner Flats, run-off precipitation and snowmelt is concentrated into numerous small intermittent streams that flow down into the valley from the peaks above. Seasonal flooding during snow melts has historically wreaked havoc on roads and other improvements. Chittenden’s design for a diversion ditch responded to this threat to protect the North Entrance Road from washouts.

With this limited precipitation, native vegetation is sparse and low-growing, consisting of short grasses, prickly-pear cactus, and a few, more drought-tolerant woody plants. Given these characteristics, the North Entrance area was considered uninteresting and would suggest, according to Hiram Chittenden, the ‘first impression of visitors upon entering the park was very unfavorable’ (Haines 1996, vol. II, 230; from Report of Engineers for 1903, Appendix GGG, 2889). This perception led directly to Chittenden’s design for “improving” the appearance of the North Entrance in 1903 by planting trees, shrubs, and vines, and cultivating hay and other crops to feed wildlife in the winter. To maintain these plantings, Chittenden harnessed the waters of the Gardner River in a system of flumes, ditches, and culverts to irrigate the fields, trees, shrubs, vines, and lawn around the arch and the new North Entrance Road.

The hay was intended to support wildlife, including the elk whose northern winter range falls within the park. According to “Yellowstone’s Northern Range: Complexity and Change in a Wildland Ecosystem,” a substantial portion of the “elk that summer in the park spend the winter on an area known as the Northern Range, which covers 600 square miles along the Lamar and Yellowstone river basins, overlapping the boundary between Wyoming and Montana” (National Park Service 1997, 1). The idea of planting the hay was first suggested to park Superintendent Pitcher by W. W. Wylie as “a great thing for the game” (Whittlesey 2008, 5). Over time, conservation policies within the park have evolved. By 1937, the park determined that the elk were likely better off foraging the native vegetation and ceased regular planting of hay for wildlife and hay production was phased out by the late 1930s.

Yellowstone’s natural systems and features have thus shaped the development of the cultural landscape since the late nineteenth century, influencing both the type and form of its resources. These natural systems and features continue to serve as the setting for the North Entrance Cultural Landscape. The primary natural feature associated with the component landscape is the Gardiner Flats.

Gardiner Flats. The Gardiner Flats is a broad level plateau that forms the introduction to Yellowstone Park for visitors to the North Entrance. It is framed by mountainous terrain to the south and west. The flats were used to plant vegetation intended to attract wildlife. Today the park is working to restore native low-growing vegetation on the flats. Historically, the cultivated vegetation was watered by an

irrigation system designed to direct water from the Gardner River. The Gardiner Flats landform survives with integrity and contributes to the significance of the setting of the cultural landscape.

The drainage ditches created within the Gardiner Flats remain in evidence today. These ditches have altered the topography of the plateau to a limited degree, and have also affected its hydrology. Since the end of the period of significance, the park has allowed breaches to occur in the diversion ditch, which has led to a return of natural drainage patterns and changes to the topography of the western field, known as Field B.

Landscape Characteristic Graphics:

View southeast of the confluence of the Yellowstone and Gardiner river confluence, Gardner Canyon, town of Gardiner, and Gardiner Flats. (Source: Belt Collins, 2009)

View northwest across the Gardiner Flats. (Source: Belt Collins, 2009)

Landscape Characteristic:
Land Use -

Land uses are the principal activities in the landscape that have formed, shaped, or organized it as a result of human interaction.

Two land uses are currently represented within the North Entrance Cultural Landscape, both of which were also present historically. These include transportation and visitor services. One other land use that was present historically but is no longer associated with the cultural landscape is agriculture.

Transportation. Transportation land uses are associated with circulation routes that pass through the North Entrance Cultural Landscape: the North Entrance Road, Kingman's Old Gardner Canyon Road, Park Street, and the Old Yellowstone Trail. Each of these roads has provided an important connection to the park from the north entrance. These roads survive from the period of significance and this land use contributes to the setting of the historic landscape.

Visitor Services. The North Entrance Road check-in station perpetuates the visitor services land use initiated within the North Entrance Cultural Landscape in 1921 with construction of the first entrance station. Within this and subsequent iterations of check-in and entrance stations located along the North Entrance Road, the park provided visitors with information about their visit, collected fees, and managed traffic. While the existing check-in station is not historic and does not contribute to the significance of the historic landscape, it perpetuates a historic land use.

Landscape Characteristic Graphics:

The North Entrance Road is an important thoroughfare connecting the park headquarters and Grand Loop Road at Mammoth with the park's north entrance at Gardiner, Montana. (Source: Belt Collins, 2009)

The check-in station along the North Entrance Road provides visitor services such as information and orientation for visitors, and serves as a fee collection location. (Source: Liz Sargent HLA, 2012)

Landscape Characteristic:
Spatial Organization -

Patterns of spatial organization are the three-dimensional arrangement of physical forms and visual associations in the landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Patterns of spatial organization within the North Entrance Cultural Landscape revolve primarily around the level quality of the plateau—the Gardiner Flats—as edged by the Roosevelt Arch to the north, Sepulcher Mountain and other elevated landforms to the west and southwest, and the Yellowstone Park Transportation Company Historic District to the northeast. The vertical elements that surround the plateau help to establish a single large open space within the center that allows visitors to become oriented to the dramatic landscape of southern Montana and Yellowstone National Park. The North Entrance Road slices diagonally across the open space, engaging the expanse and affording views in all directions.

The Roosevelt Arch provides the park's entry-threshold at the northern park boundary. The structure rises atop a small knoll to command the western end of the plateau. Approaching the arch from the north, the structure dominates the skyline. Views are directed through the opening in the arch to the broad expanse beyond. Mountains to the south offer a dramatic edge to the landscape of the plateau, also visible from this perspective.

Within the plateau, the space is also framed by the iron fence, the buildings associated with the Yellowstone Park Transportation Company headquarters that edge Kingman's Old Gardner Canyon Road, and the mountains that stand behind them to the east.

The patterns of spatial organization described above have existed since the period of significance and contribute to the setting of the historic landscape.

Landscape Characteristic Graphics:

The Gardiner Flats is a large triangular open plateau edged by rows of buildings, an iron fence, the Roosevelt Arch, and rugged mountains. (Source: Belt Collins, 2009)

Looking south from the town of Gardiner, the Gardiner Flats are edged primarily by mountains. (Source: Belt Collins, 2009)

The northern and eastern edges of the North Entrance Cultural Landscape are edged by an iron fence and the Roosevelt Arch, with mountains visible beyond. (Source: Belt Collins, 2009)

The northeastern boundary of the North Entrance Cultural Landscape is edged by a row of buildings associated with the Yellowstone Park Transportation Company Historic District, reinforced by mountains beyond. (Source: Belt Collins, 2009)

Landscape Characteristic:

Vegetation -

Vegetation is the composition of deciduous and evergreen trees, shrubs, vines, ground covers, and herbaceous plants, and resulting plant communities, including indigenous and introduced species.

The vegetation associated with the North Entrance Cultural Landscape today is comprised primarily of herbaceous species, both native and non-native, that occupy the former cultivated hay fields of the Gardiner Flats. Also growing within the cultural landscape are limited numbers of low-growing native shrubs. While the composition of the vegetation community, which includes both native and non-native species, has continued to evolve since the end of the period of significance, the low-growing and horizontal character of the vegetation is in keeping with historic conditions and compatible with the character of the landscape at the end of the period of significance when the use of the Gardiner Flats to grow hay had ceased. Native species present are likely consistent with vegetation present prior to and during the early part of the period of significance; some are the result of efforts conducted by the park since 2000 to restore pre-settlement vegetation species. Due to the cultivation of forage crops on the plateau by the U.S. Army Corps of Engineers, and later the National Park Service between 1903 and the late 1930s, several non-native invasive species were introduced to the plateau by planting and soil disturbance. Some of these have colonized the plateau and have proven difficult for the park to eradicate. Efforts currently being conducted by the park to reintroduce herbaceous native species to the plateau and eradicate the opportunistic invasive species that resulted from its cultivation do not diminish the integrity of the landscape, although the surviving colonies of invasive non-native species and current transitional appearance of the fields being converted to native plant communities convey an appearance that detracts from the setting of the historic landscape.

Arch Park, located to the northwest of the Roosevelt Arch, is a public open space maintained cooperatively by the National Park Service and the town of Gardiner. The park features lawn and plantings of trees and shrubs added during the 2000s. The park is the former location of a landscaped park developed by Hiram Chittenden in 1903. The park featured a lake and tree and

shrub plantings, all of which were lost by 1925. The existing Arch Park is a contemporary feature that does not contribute to the setting of the historic landscape.

Much of the vegetation that was established within the Gardiner Flats area along the road and at the arch based on the design concept for the north entrance developed by Hiram Chittenden in 1903 has also been lost. Plantings established by Chittenden during the early twentieth century included two rows of sequoia trees, vines planted to grow on the arch wing walls, cultivated forage crops—alfalfa, timothy, and clover—in Fields A and B on the Gardiner Flats, and the lush plantings of the small park located between the Gardiner Railroad depot and the Roosevelt Arch. Most of these plantings, however, had died by the late 1930s and were no longer present by the end of the period of significance.

The composition of the vegetation associated with the Gardiner Flats prior to the establishment of the park is not entirely known. According to one National Park Service study, the flora likely included greasewood (“Sarcobatus vermiculatus”), big sagebrush (“Artemisia tridentate”), rabbit brush (“Chrysothamnus nauseosus”), and western wheatgrass (“Elymus smithii”). In 1870, Washburn expedition leader Lieutenant Gustavus C. Doane described the triangle at the North Entrance Road as “a dead level alkali plain… covered slightly with a sterile soil through which the limestones cropped out constantly.” This habitat is consistent with the needs of the plains prickly pear cactus (“Opuntia polyacantha”), present on the site today. Although it is not known to what degree the Gardiner Flats were used by early homesteaders such as James McCartney to plant or cultivate crops, a race track occupied a good portion of the plateau until at least circa 1892.

The first evidence of the planting of alfalfa on the flats occurs in 1904 after a suggestion made by W.W. Wylie of the Wylie Camping Company to the U.S. Army Corps of Engineers (Whittlesey 2008, 4 -5). Wylie believed the alfalfa would “be a great thing for the game” (W.W. Wylie to John Pitcher, March 25, 1904, archive document 5456 within Item 22, YNP Archives).

In addition to establishing these hay fields, Capt. Hiram Chittenden also carefully considered the role of vegetation in planning the design of the North Entrance Road precinct both to enhance the visitor experience and for wildlife. Chittenden supported the establishment of a lush park at the Gardiner Railroad depot that would serve as a foreground to the park entrance and the Roosevelt Arch. Within the park, Chittenden established an artificial lake, watered by the waters of Gardner River, edged by shrub and tree plantings and lawn protected from grazing wildlife and livestock by a post and rail fence. Many of these plantings were lost by 1930. Today, Arch Park has been rehabilitated by a partnership between the town of Gardiner and the National Park Service. New plantings that include trees, shrubs, and lawn were established within Arch Park in the 2000s.

Along the North Entrance Road, Chittenden planted a row of sequoia trees to either side of the road, which were irrigated by ditches that ran alongside. Sequoias were also considered for planting elsewhere throughout the park. Chittenden’s plan for the area suggests that the planting consisted of 103 trees placed at regular intervals along the road. In his “History of the Gardiner Hay Ranch,” Whittlesey quotes Chittenden in his 1903 Annual Report as follows: “lines of trees have been planted along this avenue (the North Entrance Road) and they are supplied with irrigation water from the ditch already referred to. The whole effect will be to give a dignified and pleasing entrance to the Park at the point where the great majority of visitors enter it.” Early photos of the area show trees protected by wire fencing and wood boxes; to “protect them against the large game that frequent the flats in the winter” (Whittlesey 2008, Footnote 28). These trees, however, did not survive for long in the droughty conditions and soil of the Gardiner Flats.

Chittenden appears to have also envisioned the planting of vegetation at the base of the arch that included vines trained on the boulder walls and a rough lawn in the vicinity of the arch. Historic photographs and postcards indicate the presence of plantings along the Roosevelt Arch, including vines growing up the walls. These areas also appear to have been fenced to protect the plantings from foraging wildlife. These plantings survived a few years longer than the sequoia trees, but also eventually died. The landscape around the arch today is largely devoid of vegetation and suffering compaction and erosion caused by visitor access.

More successful was the use of the plateau to cultivate hay and other forage crops that could be used to feed park wildlife in the winter. In 1904, the Gardiner Flats were transformed into irrigated hay fields. Superintendent Capt. John Pitcher described the fields as “presenting a very pleasing picture to the tourists as they entered the park.” From 1904 until circa 1937, the fields, known as the Gardiner Hay Ranch, were planted primarily with alfalfa, though clover, wheat, or timothy were known to have been planted in certain years (Whittlesey 2008, 22). According to Whittlesey, “the purposes of this planting were 1) to feed park animals in winter when the park deemed it necessary; 2) to keep animals within park boundaries where possible; and later 3) to feed park horses in winter” (Whittlesey 2008, 7).

This practice, also supported by irrigation, continued between circa 1904 and 1937. These agricultural practices resulted in the introduction of exotic plants to the valley such as desert madwort, summer cypress (“Bassia sieversiana”), Russian thistle (“Salsola tragus”), annual wheatgrass (“Agropyron triticeum”), fanweed (“Thlaspi arvense”), littlepod falseflax (“Camelina microcarpa”), flixweed (“Descurainia Sophia”), cheatgrass (“Bromus tectorum”), and Japanese brome (“Bromus japonicas”) (National Park Service, “Vegetation of the Gardiner Basin within Yellowstone National Park”). Today, the hayfields no longer contain the alfalfa or clover cultivated during the period of significance. Field A, the field north of the roadway, is primarily a monoculture of non-native crested wheatgrass, interspersed with a few small shrubs (Whittlesey 2008, 28). The vegetation in Field B appears more diverse in places, with a wider variety of grasses and shrubs, which are dense along the main diversion ditch and its laterals that carry run-off from the foothills of Sepulcher Mountain.

Since the late 1990s, the National Park Service has worked to eradicate invasive alien plants from the Gardiner Flats and reestablish native vegetation, with limited success (Whittlesey 2008, 28). The ditches have been used as part of this effort to water new plantings.

Few historic plantings remain in the landscape today due to the droughty conditions of the site, the difficulties associated with maintaining irrigation systems, and evolving federal land management practices that suggest replacement of plants requiring irrigation with drought tolerant species. The historic plantings, however, had all died prior to the end of the period of significance, and their loss does not therefore diminish integrity to a great degree. Today, the existing low-growing horizontal vegetation community is consistent in form with native communities that likely preceded cultivation of the plateau. While the character of the existing vegetation contributes to the setting of the historic landscape, the existing plant community composition does not.

Landscape Characteristic Graphics:

The vegetation associated with the Gardiner Flats includes native and non-native species. Former cultivation of forage crops introduced invasive alien plant species that have proven difficult to eradicate. (Source: Belt Collins, 2009)

Forage crops being harvested on the Gardiner Flats, circa 1912. (Source: YELL 127731)

Ditch systems established circa 1903 to irrigate the hay fields continue to influence vegetation patterns today. (Source: Belt Collins, 2009)

Arch Park north of the arch is a publicly accessible open space that has recently been planted with trees, shrubs, and lawn. (Source: Belt Collins, 2009)

The same space was designed as a park by Hiram Chittenden in 1902 and included an artificial lake until 1925. The park also featured tree, shrub, and lawn plantings that were also eventually lost. (Source: YELL 37102)

The landscape at the base of the arch is denuded of vegetation due to compaction from visitor access. (Source: Belt Collins, 2009)

Historically, the arch walls were planted with vines as shown in this 1922 view. (Source: YELL 92718)

Landscape Characteristic:
Circulation -

Circulation is composed of the spaces, features, and applied material finishes that constitute systems of movement in a landscape. Circulation features include paths, roads, streams, canals, highways, railways, and waterways.

The majority of the circulation features presently located within the North Entrance Cultural Landscape are historic corridors established by the end of the period of significance that contribute to the significance of the cultural landscape. These include the North Entrance Road, completed in 1903; Kingman's Old Gardner Canyon Road that fronts the Yellowstone Park Transportation Company Historic District, completed in 1883; and small sections of Park Street and the Old Yellowstone Trail, both present by the mid-1870s. Arising from the southeastern corner of the cultural landscape boundary is the Old Gardiner Road that leads over the mountains to Mammoth. This route, while outside the cultural landscape boundary, is derived from a routed established circa 1879 by Park Superintendent Philetus Norris.

No additional roads were present historically that are missing today. The only circulation systems that post-date the period of significance are social trails created by visitors, such as the one that extends around the side of the Roosevelt Arch on the west side.

The north access into Yellowstone National Park changed several times prior to construction of the existing North Entrance Road. The first route into the park probably followed the Rescue Creek Trail starting east of Gardiner, passing Turkey Pen Pass, and joining the road to the Cooke City mines prior to park establishment. The second route, known as the Old Gardiner Road or the Gardiner High Road, crossed over a hill above the Gardner Canyon and dropped into the Mammoth area through the mountains, arriving behind the present day hotel. The third route was established through the canyon beginning in 1883.

The North Entrance Road is a 5.23-mile corridor that connects the park boundary at Gardiner,

Montana, with the park headquarters at Mammoth. The road corridor was listed in the National Register of Historic Places in 2002 as a historic district. In part, the road follows a route designed by the U.S. Army Corps of Engineers in 1883 and updated in 1903, although changes were made to the alignment between 1883 and 1903, and have been made in several cases since 1903. The present-day North Entrance Road, Kingman's Old Gardiner Canyon Road, and Chittenden's North Entrance Road all follow slightly different alignments from one another. The majority of the road traverses the rugged terrain of Gardner Canyon, a narrow landform with steep side slopes. Several bridges and other structures, including culverts, have been used to construct the road through the canyon, some of which are not historic.

The North Entrance Road begins at the southwest corner of the unincorporated town of Gardiner, Montana. The road subsequently runs in a southeasterly direction through the Gardiner Flats and past a contemporary check-in station before entering Gardner Canyon. The portion of the North Entrance Road that falls within the cultural landscape boundary extends between the arch and the mouth of the canyon.

As noted, the North Entrance Road was improved and changed in the early twentieth century under the direction of the U.S. Army Corps of Engineers. At that time, the Roosevelt Arch was constructed, the segment of road between the arch and the mouth of Gardner Canyon was built, and the road as a whole was widened to 25 feet. At the same time, the grades were reduced to 8 percent, the road was surfaced with gravel or macadam, and wooden culverts were replaced with vitrified clay-pipe or cast-iron culverts. The four crossings of the Gardner River were bridged with steel structures set on monolithic concrete abutments (Culpin 2002, 8–2).

Capt. Hiram Chittenden supervised work on the road. Based on his understanding of the site and its relationship to the newly constructed rail line from Cinnabar to Gardiner, Chittenden determined that the heavily traveled, highly visible northern park entrance at Gardiner deserved an impressive entrance gate, which led to construction of the Roosevelt Arch. Beginning in 1903, visitors arriving by rail would catch their first glimpse of Yellowstone as the train wound its way up the narrow canyon of the Yellowstone River. The Roosevelt Arch could be seen ahead, from its perch on the edge of the Gardiner Flats, signaling the entrance to the park. Disembarking from the train at the depot, visitors then traveled the North Entrance Road to Mammoth by horse-drawn carriages called Tally-Ho coaches and later by motor coach. The journey began with a ride up the hill, west of the landscaped park, and through the monumental Roosevelt Arch, the formal entry into the park. The carriages then carried their passengers along the linear alignment of the North Entrance Road, which crossed the open space of the Gardiner Flats where they might view their first wildlife prior to arriving at the mouth of the Gardner Canyon. The road then turned, narrowed, and ascended the canyon route toward Mammoth. Coaches returning from the park drove through the arch and down the eastern side of the loop road that encircled the park to reach the depot platform (Culpin 2002, 8–1).

To the south of the Gardiner Flats, the North Entrance Road as built in 1883 proved challenging to maintain. Chittenden updated the route, employing engineering strategies in the form of bridges, culverts, rock work, and grading to widen the road, reduce the grade, and avoid areas prone to washouts. As noted in the North Entrance Road National Register nomination, the road is significant as a feat of early twentieth century engineering. The road is also considered significant for its design as an early example of the use of rustic and picturesque principals to achieve harmony with the surrounding landscape. The road itself was designed not simply as a way for visitors to enter the park, but as a dramatic entry sequence into the greater wonderland of the Yellowstone landscape. Chittenden employed construction materials and methods in the design of the road and the arch that reflected and complemented the natural surroundings.

Despite the improvements, maintenance of the North Entrance Road remained costly and the system required regular repair; severe damage and deterioration continued to affect sections of the road for many years. During the autumn of 1906, a dry slide occurred near the first bridge south of Gardiner. Additional slides occurred during the winter and spring. A slide 1-1/2 miles further down the road was removed by sluicing (Culpin 2002, 8–2).

Weather and flooding also affected the arch and the Gardiner Flats, although to a lesser degree. In

1913, a 24-inch metal culvert 140 feet long was placed at the entrance arch to help shunt away the spring flood waters that threatened to undercut the structure (Culpin 2002, 8–4).

Within Gardner Canyon, the spring thaw of 1918 caused extensive damage to a mile of the road. One of the last projects that the U.S. Army Corps of Engineers supervised before turning over road construction to the newly created National Park Service was the construction of improvements to the Old Gardiner Road so it could be used while the North Entrance Road was being rebuilt that year. Based on these problems, the U.S. Army Corps of Engineers recommended to the National Park Service that they relocate the North Entrance Road to follow an alignment similar to the Old Gardiner Road. National Park Service Director Stephen Mather, however, favored the canyon route. He considered the construction of a new road through the Gardner Canyon would be the first important engineering project undertaken by the newly formed National Park Service engineering division. The annual reports for the next few years, however, indicate that the only work done on the road related to repairs of washouts. In 1920, considerable gravel was placed on the road and log cribbing installed to prevent additional washouts. In 1921, 1,300 cubic yards of material were moved from a slide area. In 1923, about 400 feet of road near mile post 2 were widened and 1700 cubic yards of rock was blasted from the sandstone cliffs above the roadway to facilitate additional widening and re-routing of the road (Culpin 2002, 8–4 through 8–5).

On August 18, 1941, a severe storm hit the northern part of the park. The North Entrance Road was closed for several hours due to slides and washouts. Many of the culverts were blocked with debris. Maintenance crews used gas shovels and patrol graders over the following ten days to put the road in good order (Culpin 2002, 8–5).

Replacement bridges were installed along the North Entrance Road during the 1950s. As a result of the 1959 earthquake, additional repair work was needed to keep the road safe. This work was completed in July 1962. During Mission 66, the road received new surfacing and guardrails (Culpin 2002, 8–5).

Also affecting the North Entrance Road during the early twentieth century was the introduction of private automobiles, the first of which entered the park in 1915. To address visitor service needs associated with the use of private automobiles, the National Park Service constructed an entrance station along the road in 1921 for fee collection and visitor orientation. Several structures have served this purpose over the years; the most recent version was built in 1991 near the intersection of Kingman’s Old Gardner Canyon Road and the North Entrance Road.

Until 1929, most visitors arrived along the Old Yellowstone Trail, consistent in approach to the railroad line. In 1929, however, U.S. Highway 89 was rerouted to the northern and eastern side of the Yellowstone River, and began entering Gardiner from the east after a new bridge crossing of the Yellowstone River was completed in 1930 (Whittlesey and Schullery, 18). This new route directed visitors through Gardiner via Second Street to Park Street, where they had their first glimpse of Yellowstone National Park. In order to pass through the arch, visitors turned right onto Park Street, followed a sharp hairpin turn developed through filling of the upper slopes of the landscaped park to accommodate the change in traffic pattern, and turned south to face the structure near its base.

A General Plan for the area dating from 1929 suggests the substantial modifications that occurred to accommodate automobiles, including the widening of the approach road, the removal of the cobble wall that formerly edged the arch wing wall to the northeast, and relocation of a section of iron fence. As noted, these improvements required that the slope above Arch Park be filled to create the present-day hairpin turn. The resulting configuration, which is present today, remains challenging for larger vehicles to navigate, particularly when cars line the edge of the narrow roadway edge as visitors stop to take photographs of the arch.

Since the 1930s, several proposals have been made to change the arrival route for visitors to address this bottleneck at the hairpin turn. Most proposals have suggested the establishment of a new entrance from Second Street that would bypass the arch in reaching the North Entrance Road. Plans and proposals for a Second Street entrance continue today.

Today, the North Entrance Road alignment continues to cut across the Gardiner Flats between the Roosevelt Arch and the Gardner Canyon in conformance with Chittenden 1903 design. The road has since been paved with asphalt and widened in places to accommodate pull-offs for automobiles. The North Entrance Road survives with integrity from the period of significance and contributes to the significance of the historic landscape.

Kingman's Old Gardner Canyon Road. The contemporary North Entrance Road was the second route established into the park from the north entrance in Montana. The first road, now referred to as the Kingman's Old Gardner Canyon Road, was completed circa 1883 and linked the railroad terminus at Cinnabar, Montana, with the park headquarters and the Grand Loop Road at Mammoth. The road was completed under the direction of Lt. Dan Kingman of the U.S. Army Corps of Engineers. In addition to the completion of the Park Branch line to Cinnabar, it was also in 1883 that U.S. Congress requested the Corps to take over road construction in the park. Their first road improvement project was the road between Gardiner and Mammoth, reflecting the fact that the north entrance was the park's most important. This built upon efforts to develop a road south from Livingston to connect to the existing Paradise Valley road that followed the Yellowstone River south, as noted by historian Aubrey Haines: "During the summer of 1882 a wagon road was constructed through the Paradise Valley, connecting the upper Yellowstone River Valley with the town of Livingston... (it) was far from easy to negotiate and was the scene of a good many upsets" (Haines 1996, vol. I, 266).

Development of the new road, which was part of the first large-scale designed and planned park road system in the country, was critical for providing access to the park interior. The efforts conducted by the U.S. Army Corps of Engineers to develop the road are impressive. As noted by historian Mary Culpin, "Even after the railhead reached Cinnabar, five miles from the park boundary, in 1883, the difficulty of transport and the logistics of building a road system covering this very large, geologically challenging region with challenging climatic conditions makes the construction effort momentous" (Culpin 1994, 30).

After filling the ruts and removing the stumps on the existing road, designed by Philetus Norris in 1879, Kingman recommended abandoning the existing route over the mountains for a new one that would follow the Gardner River through the canyon. The steep inclines on the existing road presented many problems for travelers, particularly those conveying loads of construction materials. Additionally, during wet weather, the road became nearly impassable. Despite the anticipated costs, Kingman believed constructing a road through the canyon would make travel easier and faster. Although much of the road was later reworked by Hiram Chittenden, Kingman's route was a feat of engineering that facilitated access to Mammoth for 20 years. Surviving evidence of this route includes the road segment linking Park Street with the North Entrance Road that edges the Yellowstone Park Transportation Company Historic District. This road segment survives with integrity and contributes to the significance of the historic landscape.

Park Street. The present-day alignment of Park Street is thought to have existed by 1876 to connect with a bridge built across the Gardner River nearby that year. The first road in the North Entrance Road area was established circa 1870 by miners traveling to Cooke City (Culpin 2002, iv; Haines 1974, 195). This route extended between Bozeman and Cooke City, Montana, via Trail Creek through Paradise Valley. This route was well established by 1880 when the town of Gardiner was founded and formed the basis for present-day Old Yellowstone Trail and Park Street. This same road was part of a toll road system developed by the Henderson brothers circa 1871–1873 to take advantage of the commercial opportunities associated with the emerging park. Although the road never continued on to Mammoth, it did lead to Gardiner where it joined the existing Turkey Pen/Cooke City road that remained in use until circa 1890.

The corridor formed the basis for town development after James McCartney established a homestead on the site of the present-day Yellowstone Park Transportation Company Historic District in 1879. The road has been updated several times since the period of significance, including asphalt paving in the 1960s, and the subsequent grading and graveling of parking spaces south of the road. Much of Park Street falls outside the boundary of the North Entrance Cultural Landscape, but a small portion of the road near the arch is included within the component landscape.

Old Yellowstone Trail. Old Yellowstone Trail approaches the Roosevelt Arch from the northwest. It is a historic road that originally provided access to the park during the late nineteenth century as noted above. The road is edged by the river cobble and boulder retaining wall built in 1902. Much of the Old Yellowstone Trail also falls outside the boundary of the North Entrance Cultural Landscape, but a small section of the road near the arch is included within the component landscape.

Character-defining Features:

Feature Name: North Entrance Road

CLI Feature ID: 163339

Feature Contribution: Contributing

Feature Name: Kingman's Old Gardner Canyon Road

CLI Feature ID: 163347

Feature Contribution: Contributing

Feature Name: Park Street

CLI Feature ID: 163349

Feature Contribution: Contributing

Feature Name: Old Yellowstone Trail

CLI Feature ID: 163351

Feature Contribution: Contributing

Feature Name: Social trails

CLI Feature ID: 163353

Feature Contribution: Non contributing – compatible

Feature Name: Pull-out parking areas

CLI Feature ID: 163355

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:

The North Entrance Road looking north. (Source: Belt Collins, 2009)

Kingman's Old Gardner Canyon Road, looking northwest. (Source: Liz Sargent HLA, 2012)

Old Yellowstone Trail, looking west. (Source: Liz Sargent HLA, 2012)

The hairpin turn approach to the Roosevelt Arch via Park Street. (Source: Liz Sargent HLA, 2012)

A social trail extending around the western wing wall of the Roosevelt Arch. (Source: Liz Sargent HLA, 2012)

Landscape Characteristic:
Buildings and Structures -

Buildings are elements primarily built for sheltering forms of human activity, while structures are functional elements constructed for purposes other than sheltering human activity. Engineering systems are categorized as structures. There are two types of engineering systems: mechanical and structural. Mechanical engineering systems conduct utilities within the landscape and include features such as power lines, hydrants, and culverts. Structural engineering systems provide physical stabilization in the landscape, and include retaining walls, dikes, and foundations.

The only building currently located within the North Entrance Cultural Landscape is a check-in station built in 1991. This feature replaced several previous iterations of entrance or check-in stations located along the North Entrance Road corridor since 1921. None of the earlier entrance station features survive today, and the existing check-in station is a non-contributing feature of the North Entrance Cultural Landscape.

There are several historic structures located within the North Entrance Cultural Landscape. These include the Roosevelt Arch, associated stone wing walls, the boulder and river cobble park boundary wall, culverts and drop inlets, and ditch ruins. While the arch, stone wing walls, cobble boundary wall, and culverts and drop inlets contribute to the significance of the historic landscape, the integrity of the ditch system has been compromised and it now exists as a ruin. The only extant structure that post-dates the period of significance is a culvert that extends beneath the North Entrance Road. No additional structures have been associated historically with the North Entrance Cultural Landscape.

Buildings

Check-in Station. The existing check-in station was built in 1991. It is a small gable-roof building constructed of log and stone that stands near the intersection of the North Entrance Road, Kingman's Old Gardner Canyon Road, and the Old Gardiner Road at the mouth of Gardner Canyon (Culpin 2002, 8–3). It is edged by several features that are used to control traffic, including log edging, stone

boulders, signage, lighting, gate, and a flagpole. These resources are described below in the small-scale features section. The contemporary check-in station post-dates the period of significance and does not contribute to the historic landscape.

The contemporary check-in station replaces earlier features that served the same function. The first of these was built in 1921. This rustic stone structure, which replaced an earlier tent arrangement, was designed by chief landscape architect for the National Park Service, Daniel Hull. The building, which was compatible in design and material to the basaltic rock arch, was sited approximately 25 feet south of the entrance. The entrance station measured 15 feet by 16 feet in plan, and featured masonry walls 8 feet, 6 inches in height and 24 inches thick. Two logs, 7 inches in diameter, rested on the walls and supported a roof with dovetailed log-constructed gables covered with a cedar shake roof. A porch constructed of flagstones embedded in cement mortar edged the front of the building. By 1936, a wooden portico had been added to the building and traffic control devices had been integrated into the roadway layout, including signage and small, rock-edged islands containing elk antlers that separated in-bound and out-bound traffic. The station allowed rangers to monitor the comings and goings of visitors to the park, provide information, and collect fees. Also associated with the check-in station was a wooden privy. A fire destroyed much of the building in 1937, at which time a temporary wooden structure was constructed further south along the North Entrance Road to accommodate check-in functions. The stone station was quickly repaired and reopened in 1938. Although it is not clear when use of the check-in station ceased, it was removed by 1966. In 1949, a small wooden station was added along the North Entrance Road in the vicinity of the present-day structure. This structure was subsequently replaced with another structure in 1961, and the 1961 structure was again replaced in 1991 by the present check-in station.

Structures

Roosevelt Arch (LCS ID: 010606; HS-0930). The Roosevelt Arch is among the more prominent and iconic symbols of Yellowstone National Park. It is listed as a contributing resource of the Fort Yellowstone National Historic Landmark district. Although the designer of the arch is not clearly identified in historical documentation, it was likely designed by Hiram Chittenden, N.J. Ness, and/or Robert Reamer as part of a larger effort to create a dramatic and celebratory portal at the park's north entrance, where visitors were now able to arrive by rail. The arch is named for President Theodore Roosevelt, who laid the cornerstone for the structure on April 24, 1903, during an elaborate ceremony that coincided with his visit to the park.

The Roosevelt Arch is an example of early rustic design. Constructed of locally-quarried columnar basalt stones with hexagonal prisms that extend from the plane of the face, the arch features hand-worked native stones that were used as they were found, retaining their natural weathering and texture. The structure is 50 feet in height and capped with a concrete roof, shingled with the chippings from the cutting of the stone used in the arch. It features two large towers, 12 feet, 8 inches square, set 19 feet, 8 inches apart and linked by an arch, the crown of which is set 30 feet above the ground. Each tower contains a pedestrian passageway. Wooden doors currently restrict access to these passageways (Culpin 2002, 8–2).

Three etched concrete tablets are inserted within the north face of the arch. The largest, which measures 3 feet, 10 inches by 20 feet, 8 inches, is set between the top of the arch and the roof. It bears the inscription: "For the benefit and enjoyment of the people." Smaller tablets are located above the pedestrian entrance in each tower. The tablet located above the northeastern tower reads "Yellowstone National Park." A similar tablet set above the pedestrian entrance of the southwestern tower reads "Created by Act of Congress March 1, 1872."

The Roosevelt Arch features stone wing walls constructed of the same basalt stone as the arch that extend for approximately 25 feet to either side. At the end of each wing wall is a basalt stone tower with a concrete pyramidal-shaped roof. Each tower is approximately 7 feet wide at its center.

Several design drawings suggest that the park intended to install gates to allow for the closing of the entrance into the park at the arch. The first drawing dates from 1911 (YELL_101_5561-19922). No photographs have been located to indicate whether this gate was ever constructed. Additional plans

from 1947 (YELL_101_2196-18106) illustrate a metal gate designed for the arch, but it is not clear whether this gate was installed. Hardware in the walls of the arch is the only surviving indication that installation of the gates was ever pursued.

The use of doors to close the pedestrian portals that flank the main archway first appears in photographs from the 1920s. The early doors included glass windows. By 1930 the doors had been replaced with solid wood doors. These survive today.

Other changes that have occurred in relation to the arch include the replacement of the concrete plaques in the 1980s (Simmons and Simmons, 21). The arch otherwise survives with integrity to continue to convey its historic associations and contributes to the significance of the North Entrance Cultural Landscape.

Boulder and river cobble wall. Extending northward from the end of the west wing-wall tower is a boulder and river cobble retaining wall, approximately 4 to 6 feet in height and 570 feet long, that is distinct in character and materials from the arch and its wing walls. At the northern end of the retaining wall is a basalt stone tower, identical in material and design to the towers at the end of each wing walls (Culpin 2002, 8–3). The wall was completed in 1902. It survives with integrity from the period of significance and contributes to the significance of the historic landscape.

Photographs and maps from the early twentieth century indicate that a similar wall formerly extended to the park boundary from the northeastern arch wing wall. This wall was removed in 1930 as part of the park's attempt to improve safe automobile access to the arch from Park Street after U.S. Highway 89 and the bridge across the Yellowstone River changed the primary visitor approach route (Simmons and Simmons, 20-21). A wooden rail fence on the north side of the arch appears also to have been removed at that time.

Culverts and drop inlets. Two culverts and associated drop inlets are located at the southern base of the Roosevelt Arch adjacent to the North Entrance Road. The culvert structures, which are covered with drop inlets composed of 24-by-30-inch iron grating edged by stones, collect stormwater from around the arch and the road and convey it beneath the arch. The culverts were designed to daylight into the landscaped park below. These "Type B" culverts are consistent with similar features used along the North Entrance Road corridor. The inlet to the west of the North Entrance Road is set in earth, while the one to the east of the road is set in concrete. Each inlet is formed by rubblestone set in a single course. The stones are mortared, and range from dark gray to light gray to brown. The outflow of the culvert north of the arch has a double concrete headwall 90 inches long, 42 inches high, and 12 inches thick. The west culvert pipe is corrugated metal while the east culvert pipe is clay (Culpin 2002, 8–1). These culverts and drop inlets contribute to the significance of the historic landscape.

When the entrance station was built just inside the Roosevelt Arch in 1921, it appears that drainage was piped away from the station via a corrugated pipe that was placed beneath the road and emptied into the ditch on the east side of the road. The culvert is extant and the inlet to the culvert is lined with large cobbles. A contemporary second culvert was added later to the south along the North Entrance Road. The historic culvert near the arch contributes, while the contemporary culvert located further south along the North Entrance does not contributed to the significance of the historic landscape.

Ditch system. Chittenden's design for the North Entrance Road area included a system of ditches, flumes, and culverts intended to irrigate the cultivated fields of the Gardiner Flats and trees planted along the North Entrance Road, water the artificial lake in the park below the arch, and divert stormwater and snow melt flow away from the road and the arch. The irrigation system was designed to use water from the Gardner River. The system was later adapted for use by the town to generate electricity. The irrigation ditches were used between circa 1903 and 1937 or 1938, when the park ceased regular haying operations on the Gardiner Flats. By this time, the plantings along the North Entrance Road had already died, and the artificial lake had dried up. The diversion ditches continue to function, except where they have been naturally or purposefully breached.

Overall, the irrigation and diversion ditches established in the early twentieth century survive in a

ruinous state. The loss of important components, such as the wooden gates and flume, and the breaches that have occurred either naturally or by design have severely diminished the integrity of the ditch system. Further evaluation of the system is required to determine whether it retains sufficient integrity to contribute to the significance of the historic landscape. The ditch system may constitute an archeological resource of some importance.

In order to present the more “pleasing picture” of a green, formalistic park entrance indicated in his 1903 plan for the area, Chittenden determined it would be necessary to make water available for irrigation within the very dry climate enjoyed by Gardiner. His design for an irrigation system used water from the Gardner River, fed from ditches that extended from the point where the North Entrance Road met the river topographically, east and south of the present-day check-in station. The ditch system was controlled using wooden gates. It conveyed water along both sides of the North Entrance Road from near the Kingman’s Old Gardner Canyon Road to water the sequoia trees. The water was directed beneath the through the existing culverts at its base into the lake and park to water the lawn, trees, and shrubs.

In 1904, the irrigation system was enlarged to provide water to irrigate cultivated hay fields on the Gardiner Flats (Whittlesey 2008, 9). Chittenden’s map from 1904 illustrates the design for this enhanced system of ditches, which included flumes and other built features. The design is also well represented in a U.S. Army Corps of Engineers plat map from 1908. The system consisted of a few primary laterals that fed smaller laterals. By 1934, the system had been expanded further to include additional laterals traversed the fields roughly parallel to the roadway. By 1937, however, these agricultural practices had begun to lose favor, and the park determined that wildlife would be better off surviving on native stands of forage. After 1937, hay was cultivated sporadically at the Gardiner Hay Ranch, and the ditches were no longer maintained (Whittlesey 2008, 25).

Another ditch system established by Chittenden during the early twentieth century was designed to intercept overland flow of water traveling down the mountain slopes to the west of the North Entrance Road before it could threaten to wash out the road corridor. The ditch was particularly useful in the spring when the snow pack would melt and send streams of water downhill toward the road. The ditch, referred to as the “Main Ditch” on the 1904 Chittenden Plan, is located at the edge of the cultivated hay field referred to as “Field B.” It paralleled the base of the mountain and the road, and conveyed water around the depot or into the irrigation system for Field B. This ditch survives today, although it is in poor condition. Wooden gates used to control the irrigation system were once associated with this ditch. They are generally deteriorated with limited evidence surviving today.

Character-defining Features:

Feature Name: Roosevelt Arch

CLI Feature ID: 163357

Feature Contribution: Contributing

CRIS-HS Resource ID: 10606

CRIS-HS Resource Name: North Entrance Arch / Roosevelt Memorial Arch

CRIS-HS Resource Number: HS-0930

FMSS Record Type: Location

FMSS Record Number: 12639

Feature Name: Boulder and river cobble wall

CLI Feature ID: 163359

Feature Contribution: Contributing

Feature Name: Culvert and drop inlet North Entrance Rd

CLI Feature ID: 163361

Feature Contribution: Contributing

Feature Name: Irrigation ditches

CLI Feature ID: 163363

Feature Contribution: Undetermined

Feature Name: Check-in station

CLI Feature ID: 163365

Feature Contribution: Non contributing – compatible

Feature Name: Culvert to south along North Entrance Rd

CLI Feature ID: 163367

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:

The Roosevelt Arch. (Source: Liz Sargent HLA, 2012)

The river cobble and boulder wall and end pier. (Source: Liz Sargent HLA, 2012)

The 1991 check-in station. (Source: Liz Sargent HLA, 2012)

Remnants of a 1903-1904 ditch system are present within the North Entrance Cultural Landscape. (Source: Belt Collins, 2009)

Evidence includes remains of wooden gates used to control the flow of water through the ditches. (Source: Belt Collins, 2009)

Culverts are located to either side of the North Entrance Road near the arch to collect water and convey it away from the structures. (Source: Liz Sargent HLA, 2012)

Culverts also convey water beneath the road. This culvert is a contemporary addition. (Source: Belt Collins, 2009)

Landscape Characteristic:
Views and Vistas -

Views and vistas are the prospect afforded by a range of vision in the landscape and its relationship to associated features. More specifically, views are the expansive and/or panoramic prospect of a broad range of vision, which may be naturally contrived, while vistas are the controlled prospect of a discrete, linear range of vision, deliberately contrived or designed.

The majority of the views present in association with the North Entrance Cultural Landscape are consistent in appearance with those featured and available during the period of significance. Two historic views have been altered, which has affected the character of the historic landscape. The first of these is the view associated with the approach to the arch, which formerly occurred on axis with the structure and included the Northern Pacific Railroad complex and depot and a landscaped park, until these features were removed. The second change involves the construction of a new check-in station in 1991 and later, several associated traffic control features along the North Entrance Road near its intersection with Kingman's Old Gardner Canyon Road.

Specific views that characterize the North Entrance Cultural Landscape and contribute to the setting of the historic landscape include:

• Views of the front elevation of the Roosevelt Arch from Park Street, Old Yellowstone Trail, and Arch Park. This designed vista was considered carefully by Hiram Chittenden and possibly Robert Reamer in 1903. The siting of the arch on a rise added to the dramatic view of the structure from the lower elevation of the depot and approach via Old Yellowstone Trail. The view of the arch drew visitors like a beacon toward the park. Today, visitors approach the arch from the side at the same topographic elevation, and are not afforded the perspective and axial view into the park intended by Chittenden, diminishing the integrity of this vista.

• Views framed through the arch to the Gardiner Flats and mountains beyond along the approach road looking southeast. This is one of the most compelling and important views associated with the cultural landscape, providing a sense of orientation, while also offering clues to the natural wonders ahead.

• Views framed through the arch along the North Entrance Road out of the park looking northwest. Although less important than the view of the arch at arrival, the vista through the portal of the structure offers a ceremonial experience in both directions.

• View toward Gardner Canyon from the North Entrance Road within the vicinity of the check-in station. Views of Gardner Canyon from the North Entrance have also helped to draw visitors forward into the park since the early twentieth century.

• View into the park across the Gardiner Flats to the mountains beyond through the iron fence, including the first glimpse of the park for visitors as they approach from Second Street/U.S. Highway 89. This view became a prominent part of the visitor experience once U.S. Highway 89 and the associated bridge crossing of the Yellowstone River were established in the current location between 1929 and 1930.

• Views across the Gardiner Flats from the North Entrance Road and Kingman's Old Gardner Canyon Road. The wide, open, unusually level expanse of the Gardiner Flats is an integral component of the experience of arrival into the park along the North Entrance Road. Views across the flats to the surrounding mountains, river canyons, and Yellowstone Park Transportation Company Historic District are afforded along the entire length of the North Entrance Road between the Roosevelt Arch and the check-in station. Visitors traveling along Kingman's Old Gardner Canyon Road can similarly experience these views from a different perspective.

Landscape Characteristic Graphics:

View across the Gardiner Flats toward the park and dramatic landforms such as Sepulcher Mountain and Electric Peak. (Source: Belt Collins, 2009)

View toward the park along the North Entrance Road. (Source: Belt Collins, 2009)

View into the park through the iron fence from Park Street in Gardiner. (Source: Belt Collins, 2009)

Contemporary view north through the arch toward the Heritage and Research Center. (Source: Belt Collins, 2009)

View toward the arch from the railroad depot area circa 1905. (Source: YELL 7508)

Landscape Characteristic:
Small Scale Features -

Small-scale features are the elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

The majority of the small-scale features presently located within the North Entrance Cultural Landscape relate to road edging and barriers, signage, and site furnishings. Most are contemporary and post-date the period of significance. There are two historic small-scale features that survive from the period of significance: the iron fence that parallels Park Street to its south and the stone boundary marker located at the western corner of the Hall's Mercantile store (present-day Yellowstone Association headquarters) along Park Street. Several additional small-scale features that were present during the period of significance are no longer extant. These include tree boxes used to protect the sequoias planted by Hiram Chittenden along the North Entrance Road, flagpoles associated with previous check-in stations, electric power poles, signs, boulder edging, and fencing and gates associated with the Roosevelt Arch.

Iron fence. The iron fence was erected in 1913 to replace a wire fence installed in 1903 by Hiram Chittenden to "keep all kinds of stock off the reservation" and protect the alfalfa fields cultivated on the Gardiner Flats while encouraging wildlife to remain in the park (Report to Dept. of Interior, 1903). The 1913 fence was likely intended serve similar purposes. The iron fence followed a similar alignment to Chittenden's wire fence, paralleling Park Street to its south, and connecting to the northeastern wing wall of the Roosevelt Arch. After its construction, the park's acting superintendent reported that "this fence is of a very substantial nature, and if kept well painted should last for many years" (Letter from Lieutenant Colonel, First Calvary, Acting Superintendent to Secretary of Interior, Dated December 20, 1913).

The 1,966 linear-foot-long iron fence, which is located several feet south of the park boundary, was designed and constructed by Enterprise Iron Works of Indianapolis, Indiana. It includes two gates, a 16-foot double vehicular gate at the intersection of Park Street and Kingman's Old Gardner Canyon

Road, and a 4-foot wide pedestrian gate located nearby next to the ranger station. The fence continues along Park Street beyond the cultural landscape boundary north of the Yellowstone Park Transportation Company Historic District.

Since its installation in 1913, the iron fence has been moved, repainted a different color, and modified to include a top rail. The addition of the top rail occurred during the period of significance, while the change in paint color and the relocation of the fence alignment post-dates the period of significance. The iron fence thus exhibits diminished integrity of location and design. Circa 1925, a portion of the fence located to the east of Kingman's Old Gardner Canyon Road was moved to accommodate changes to the approach road to the arch that responded to the reorientation of U.S. Highway 89. Circa 1936, a rail was added along the top of the pickets that was intended to protect wildlife from injury. Today, the fence exhibits some repair issues associated with bent and damaged pickets and railings.

Despite these changes, that have resulted in diminished integrity of location and design, the fence retains sufficient integrity of feeling, association, setting, workmanship, and materials to contribute to the North Entrance Cultural Landscape.

Boundary marker. In 1908, the U.S. Army Corps of Engineers prepared a plat of the north entrance area of the park to address conflicts between federal ownership and private commercial development along the boundary at Park Street in Gardiner. To encourage local business owners to move their buildings further away from the park boundary, the park set two stone markers along the line, which occurred in close proximity to the store front of Hall's Mercantile, as shown on the plat. Maps of the area indicate it as a concrete marker, but it is in fact stone. The marker located within the North Entrance Cultural Landscape boundary survives today at the corner of the Yellowstone Association headquarters along Park Street. This cut stone marker is approximately 18-inches high and 9-inches square and etched with a cross on the top and "N.B. Y.N.P." on the front face. The marker has incurred damage to the front face and along the sides and top, likely due to cars parking too close to the marker. The marker contributes to the significance of the historic landscape.

Contemporary, non-historic small-scale features associated with the district include signage, a flagpole, and road edging materials such as wood and stone. These contemporary features, while they do not contribute to the significance of the cultural landscape, are compatible with the character of its historic resources.

Site furnishings

Flagpole. The present-day check-in station, built in 1991, features a flagpole. This feature is likely contemporaneous with the building, and thus post-dates the period of significance, although previous check-in stations present during the period of significance also were accompanied by flagpoles. The existing flagpole does not contribute to the significance of the historic landscape.

Overhead lighting. The check-in station is open to vehicular traffic 24 hours a day. To facilitate its use at night, the park has installed an overhead light nearby. The contemporary metal pole post-dates the period of significance and does not contribute to the significance of the historic landscape.

Signage

Several sign types are located within the North Entrance Cultural Landscape. These include a large wooden identity sign located along the southern edge of the North Entrance Road positioned to face cars approaching the check-in station; an interpretive wayside that edges the North Entrance Road to its south and faces north to interpret the Roosevelt Arch; several routed wood directional signs located along the approach road to the arch from Gardiner; and regulatory and traffic signs located along the North Entrance Road and at the check-in station. All of these signs are contemporary features that post-date the period of significance and do not contribute to the significance of the historic landscape.

Edging and barriers

Several types of edging materials are used to direct vehicles to remain on the road corridors of the approach road, the North Entrance Road, and Kingman's Old Gardner Canyon Road. These edging features post-date the period of significance and do not contribute to the significance of the historic landscape.

Whole log bollards are used along the north edge of the arch approach road. These bollards are painted brown and include attached reflectors. The road margin near the arch to its west is edged by a series of widely spaced unpainted logs set on low wood blocks. At the check-in station, whole logs are used as a horizontal barrier to protect the structure from damage by vehicles. Temporary, movable plastic bollards are also used at times to form two traffic lanes.

Boulders are used along edge of the North Entrance Road and the Kingman's Old Gardner Canyon Road near the check-in station to restrict vehicular access to the shoulders. This edging type, which is known to have been used historically further north along the North Entrance Road, is a contemporary addition that is relocated regularly to meet specific traffic control needs.

A tubular metal swinging arm gate, painted brown, can be used to limit access to the Old Gardiner Road from the North Entrance Road. The gate is located southeast of the check-in station at the entrance to the road.

Character-defining Features:

Feature Name: Iron fence

CLI Feature ID: 163369

Feature Contribution: Contributing

Feature Name: Boundary marker

CLI Feature ID: 163371

Feature Contribution: Contributing

Feature Name: Flagpole

CLI Feature ID: 163373

Feature Contribution: Non contributing – compatible

Feature Name: Signage

CLI Feature ID: 163375

Feature Contribution: Non contributing – compatible

Feature Name: Boulder edging and barriers

CLI Feature ID: 163377

Feature Contribution: Non contributing – compatible

Feature Name: Lighting

CLI Feature ID: 163379

Feature Contribution: Non contributing – compatible

Feature Name: Gate

CLI Feature ID: 163381

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:

The iron fence. (Source: Belt Collins, 2009)

The boundary markter near the Yellowstone Assocation headquarters. (Source: Belt Collins, 2009)

The contemporary park identity sign along the North Entrance Road. (Source: Belt Collins, 2009)

A contemporary interpretive wayside provides information about the arch to visitors. (Source: Liz Sargent HLA, 2012)

Boulder edging is used along the road margin of Kingman's Old Gardner Canyon Road to prevent visitors from parking on the shoulders. (Source: Liz Sargent HLA, 2012)

Directional sign and bollards along the hairpin turn leading to the arch, with a view toward Arch Park beyond. (Source: Liz Sargent HLA, 2012)

Metal swinging arm gate at the Old Gardiner Road entrance. (Source: Belt Collins, 2009)

Landscape Characteristic:
Archeological Sites -

For the purposes of the CLI program, archeological sites are defined as ruins, traces, or artifacts in the landscape and are manifested as either surface or subsurface elements.

Most of the Gardiner Flats area near the North Entrance has been archeologically examined and found to have included prehistoric and historic period sites. Areas closer to the confluence now occupied by the transportation company buildings would also have been favorable for prehistoric and early historic period use by humans.

Archeological investigations in the area have yielded dated material that suggests pre-contact people used the area of the contemporary North Entrance Cultural Landscape between 8,000 and 200 years ago. The complex of sites present also appears to link the confluence area with the interior of the park. Native Americans likely followed the Gardner and Yellowstone rivers to access resources such as summer hunting grounds and Obsidian Cliff, one of the most important natural resources for Native American peoples in the region.

Evidence of many aspects of the daily lives of people is present at the archeological sites near the north entrance. The evidence indicates that people were living in the area probably on a seasonal basis, cooking food, butchering animals, such as bighorn sheep, deer, elk, and bison, fishing, skinning animals, preparing hides for clothing and other uses, and making stone tools such as darts and arrow points. A complex of six stone circles in the north entrance area was recorded in 2008.

In addition to the multitude of recorded prehistoric archeological sites recorded in the vicinity of the North Entrance, there are ten sites with historical components. These historical sites offer clues into the daily lives of homesteaders, U.S. Army soldiers, miners, tourists, and early park employees based on the contents of trash dump sites and remains of structures and roadbeds. The ditch system designed by Hiram Chittenden, which has been breached and today survives as a ruin, may also constitute an archeological resource. With additional research and documentation, some resources may be identified as contributing to the North Entrance Cultural Landscape.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/29/2025

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 03/07/2013

Condition Assessment Explanatory Narrative:
Overall, the condition of the North Entrance Cultural Landscape is good as of 2012. Examples of individual features in need of maintenance and repair include pavements exhibiting problems with cracking, spalling, and crumbling; compaction associated with visitor and vehicular access to road margins that is affecting vegetation; damage to the boundary marker along Park Street by cars; colonization of the Gardiner Flats by non-native plant species; and repair issues associated with the iron fence. Park Superintendent concurrence was received on 3/7/2013.

Condition Assessment: Good

Assessment Date: 09/29/2019

Condition Assessment Explanatory Narrative:

Stabilization Measures:

Impacts

Type of Impact: Structural Deterioration

Other Impact:

External or Internal: Internal

Impact Description: Due to age and heavy use, asphalt paving materials throughout the cultural landscape are deteriorated, cracked, and crumbling.

Type of Impact: Structural Deterioration

Other Impact:

External or Internal: Internal

Impact Description: The historic stone boundary marker located at the southwestern corner of the Hall's Mercantile building (present-day Yellowstone Association headquarters) has been damaged by cars parking in adjacent areas.

Type of Impact: Soil Compaction

Other Impact:

External or Internal: Internal

Impact Description: There are several locations along the road corridor where compaction due to visitor access and vehicular use have contributed to a loss of grassy vegetation, exposing the soil to erosion and weed growth.

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Description: Two aggressive invasive alien plant species have colonized the Gardiner Flats and have proven challenging to eradicate, despite several attempts on the part of the park to establish a native plant community. These species include crested wheatgrass and desert madwort. Other species of concern include summer cypress, Russian thistle, annual wheatgrass, fanweed, littlepod falseflax, flixweed, and Japanese brome.

Type of Impact: Visitation

Other Impact:

External or Internal: Internal

Impact Description: In limited locations, the iron fence exhibits damage likely due to impacts from visitors and vehicles. Damage is generally in the form of bent pickets and railings.

Stabilization Costs

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

There are no approved treatment documents for the landscape as of 2013.

Approved Treatment Completed: No

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

There are no approved treatment documents for the landscape as of 2013.

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Citation Title:	"They're Going to Build a Railroad!": Cinnabar, Stephens Creek, and the Game Ranch Addition to Yellowstone National Park."
Year of Publication:	
Citation Publisher:	Draft. Unpublished manuscript.
Citation Type:	Both Graphic And Narrative
Citation Location:	Yellowstone National Park
Citation Author:	Whittlesey, Lee H. and Paul Schullery
Citation Title:	The Roosevelt Arch; A Centennial History of an American Icon.
Year of Publication:	2003
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Citation Type:	Both Graphic And Narrative
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Citation Title:	Vegetation of the Gardiner Basin within Yellowstone National Park, April 19-21, 2005
Year of Publication:	2005
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Citation Author:	Chittenden, Hiram M.
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Citation Type:	Narrative
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Citation Author:	Carr, Ethan
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Citation Number:	E160 .A34
Citation Author:	Alter, J. Cecil
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Citation Author:	Marcus, W. Andrew, James E. Meacham, Ann W. Rodman, and Alethea Y. Steingisser, editors
Citation Title:	Atlas of Yellowstone
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Citation Author:	U.S. Army Corps of Engineers
Citation Title:	Plat Showing Portion of Yellowstone Park
Year of Publication:	1908
Citation Publisher:	U.S. Army Corps of Engineers
Citation Type:	Graphic
Citation Location:	Heritage and Research Center, Yellowstone National Park
Citation Author:	National Park Service
Citation Title:	General Management Plan and Master Plan Maps, 1929, 1932, 1933, 1939, 1940, 1941, 1950, 1956, 1961
Year of Publication:	
Citation Publisher:	National Park Service
Citation Type:	Graphic
Citation Location:	Denver Service Center
Citation Number:	YELL 101_929B; YEL 101_2033; YELL 191_2260; YELL 1