

101/D-1078

National Park Service
Cultural Landscape Inventory Level I
2004



Figure 1; South Entrance, Checking Station 1935; "The History of the Road System in YNP 1872-1966"

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South Entrance Developed Area
Cultural Landscape
Yellowstone National Park

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INTRODUCTION

This Level I Cultural Landscape Inventory (CLI-I), or Landscape Reconnaissance Survey, identifies existing and needed information for the South Entrance Area's potential cultural landscape(s). Researching all readily available secondary source material and documenting existing conditions yields an initial evaluation of the significance and character of the landscape(s). During the development of this Level I CLI, the park archives were closed. Therefore, only few readily available secondary sources were used.

Recommendations for Further Study:

In order to determine eligibility of any component landscapes within the study area, from any period, it will be necessary to further evaluate the South Area through a more in-depth Level II Cultural Landscape Inventory (CLI-II). The following component landscapes are recommended for further study:

1. Historic Housing Area: Provides setting for rustic architecture style South Entrance Ranger Station (HS-0211)
2. Mission '66: The NPS Mission '66 Context Theme Study, which is expected to be published this summer, should serve as the basis from which to evaluate the developed area at South Entrance to determine which components meet the criteria of a Mission '66 Historic District. The built legacy of the Mission 66 program includes not only visitor centers but also employee residences, comfort stations, maintenance facilities, road widening, entrance stations, concession developments, etc. The current contextual study will attempt to put the Mission 66 program into a broader context, and will treat all types of development planned or built under the program.
3. Boundary Landscape: Yellowstone National Park's boundary is delineated by landscape features such as historic trails, patrol cabins, boundary markings and, in some cases, a clearly defined edge of heavily forested area that is visible from satellite images. These landscape features can be inventoried through a CLI-II at a later date.

INVENTORY UNIT SUMMARY DESCRIPTION:

The South Entrance Developed Area is located adjacent to the Park boundary on the west bank of the Snake River. This entrance is served by highway 89/287 leading to Yellowstone from the Jackson Hole country and the Togwotee Pass road from the east.

The Snake River runs to the east of the South Entrance Road, highway 89/287 and flow north to south. The development is sited just within the southern boundary of Yellowstone National Park and is surrounded mostly by lodge pole pine forest on relatively level topography. Vegetation screens the development from the South Entrance road, Entrance station and the Yellowstone National Park boundary.

The landscape at South Entrance chronicles the physical evolution of the developed area between the 1920's through the 1970s. The boundaries of the component cultural landscapes within the South Entrance developed area are shown on Figure 3. These include the South Entrance Road Historic District and the portion of the housing area which contains the South Entrance Ranger Station HS-0211.

Known Historic Resources:

The South Entrance Road Historic District (draft nomination underway):

The South Entrance Road Historic District extends from the South Boundary of Yellowstone National Park to a point where it meets the Grand Loop at the West Thumb Junction.

Under National Register Criteria A and C, this road is significant under areas of transportation, landscape architecture and architecture, during the periods between 1873-1941, and 1972.

Other Buildings and Structures:

<u>LCS Structures</u> <u>Name</u>	<u>Year</u> <u>Built</u>	<u>HS Number</u>	<u>LCS Number</u>	<u>Architectural</u> <u>Style</u>
South Entrance Ranger Station / Duplex Quarters	1941	HS-0211	#50982	N/A
Fire Cache	1934	HS-0215	#50984	Rustic
Bunk House	1933-1942	HS-0216	#50985	N/A
Horse Barn	1934	HS-0212	#50983	Rustic
Women / Men's Outhouse	1948	HS-0693	N/A	N/A
Fire Cache	1949	HS-	#50991	N/A

LOCATION MAP

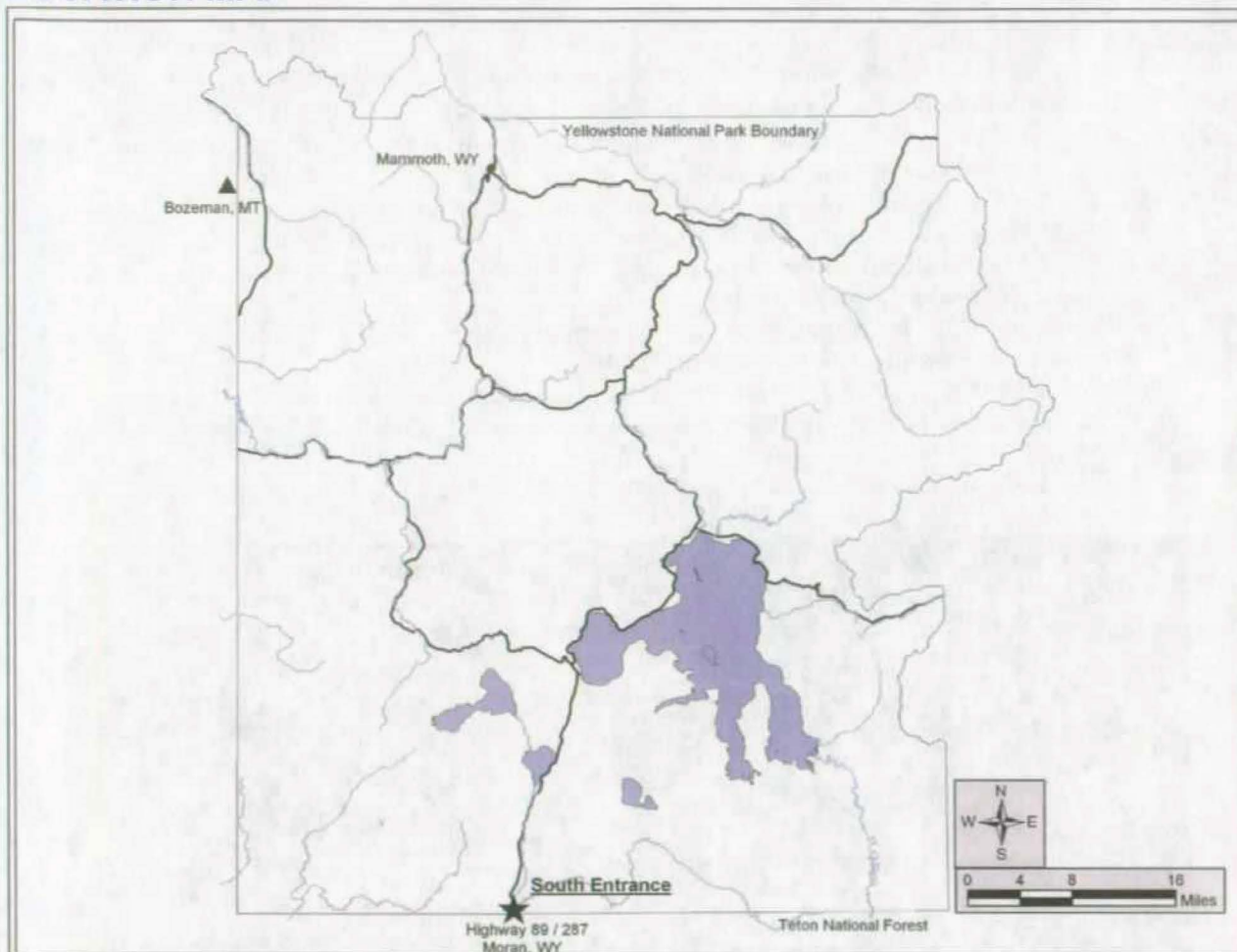


Figure 2: Location Map

State and County:

Teton County, Wyoming

BOUNDARY

Boundary Description:

The proposed Cultural Landscape boundary for South Entrance development encompasses the landscape setting around South Entrance Ranger Residence (HS-0211) and the South Entrance Road Historic District. The "grave" and a portion of the irrigation ditch "Johnson Creek" are determined discontinuous features set outside the boundary, which need to be protected.

- The Eastern boundary incorporates the, "South Entrance road historic district." The "South Entrance road historic district," is a 100'-0 offset, north and south of the center line of the road. The "Cultural Landscape boundary begins at the intersection of the park boundary and South Entrance road and follows the road north for a 1/3 mile.
- The southern CLI boundary follows the YNP boundary west for 1/8 of a mile, just past the meadow and to the base of the ridge which runs north / south.
- Western boundary follows the meadow north set just inside the forested edge till it intersects the trail. At this point the boundary heads northeast till it intersects the "South Entrance road historic district."

Boundary Map

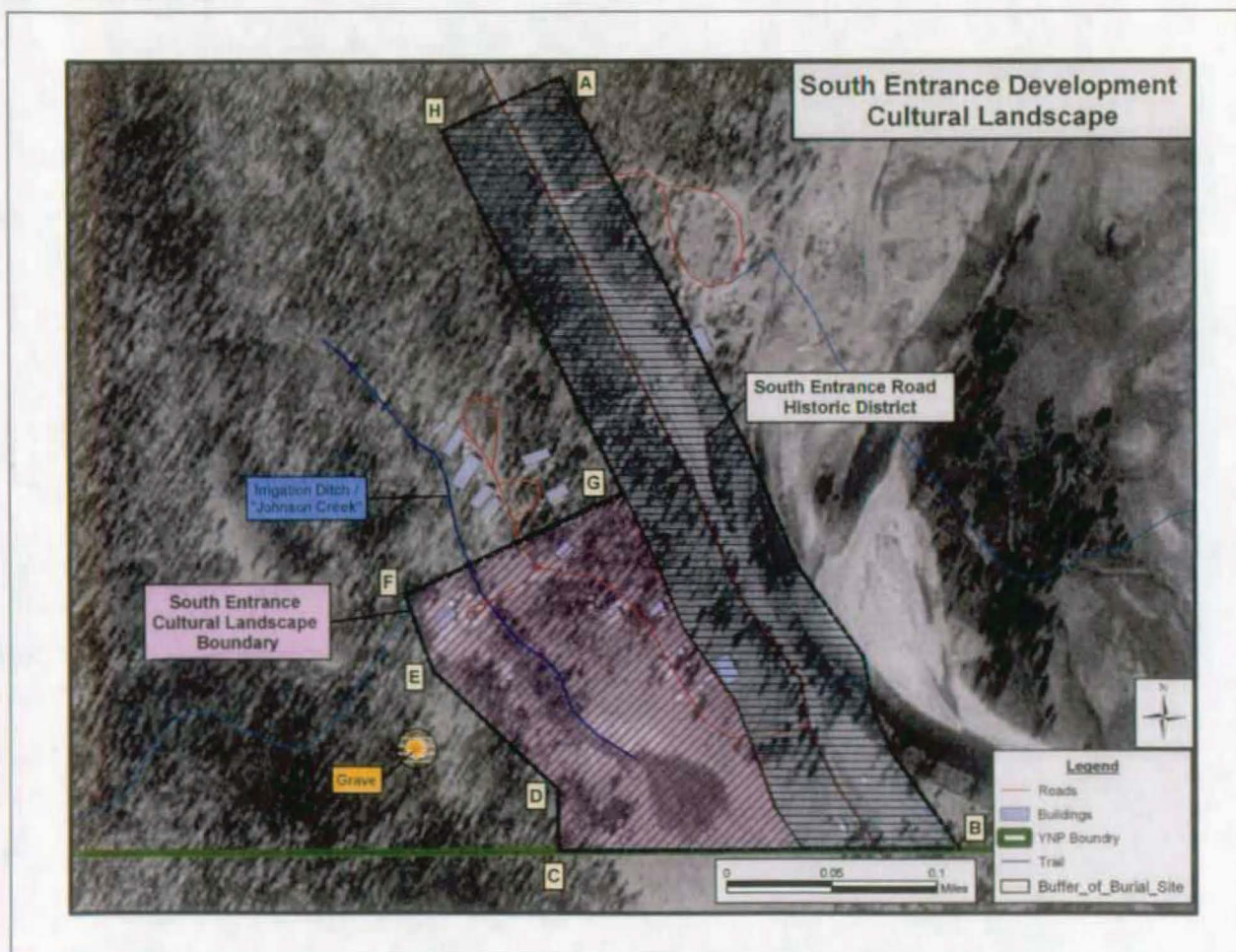


Figure 3: Cultural Landscape Boundary

Boundary UTMS:

A:	526579.7	4887243.5
B:	526883.8	4886647.7
C:	526576.0	4886644.0
D:	526576.0	4886689.5
E:	526479.9	4886783.1
F:	526460.3	4886810.9
G:	526626.5	4886920.9
H:	526489.8	4887204.1

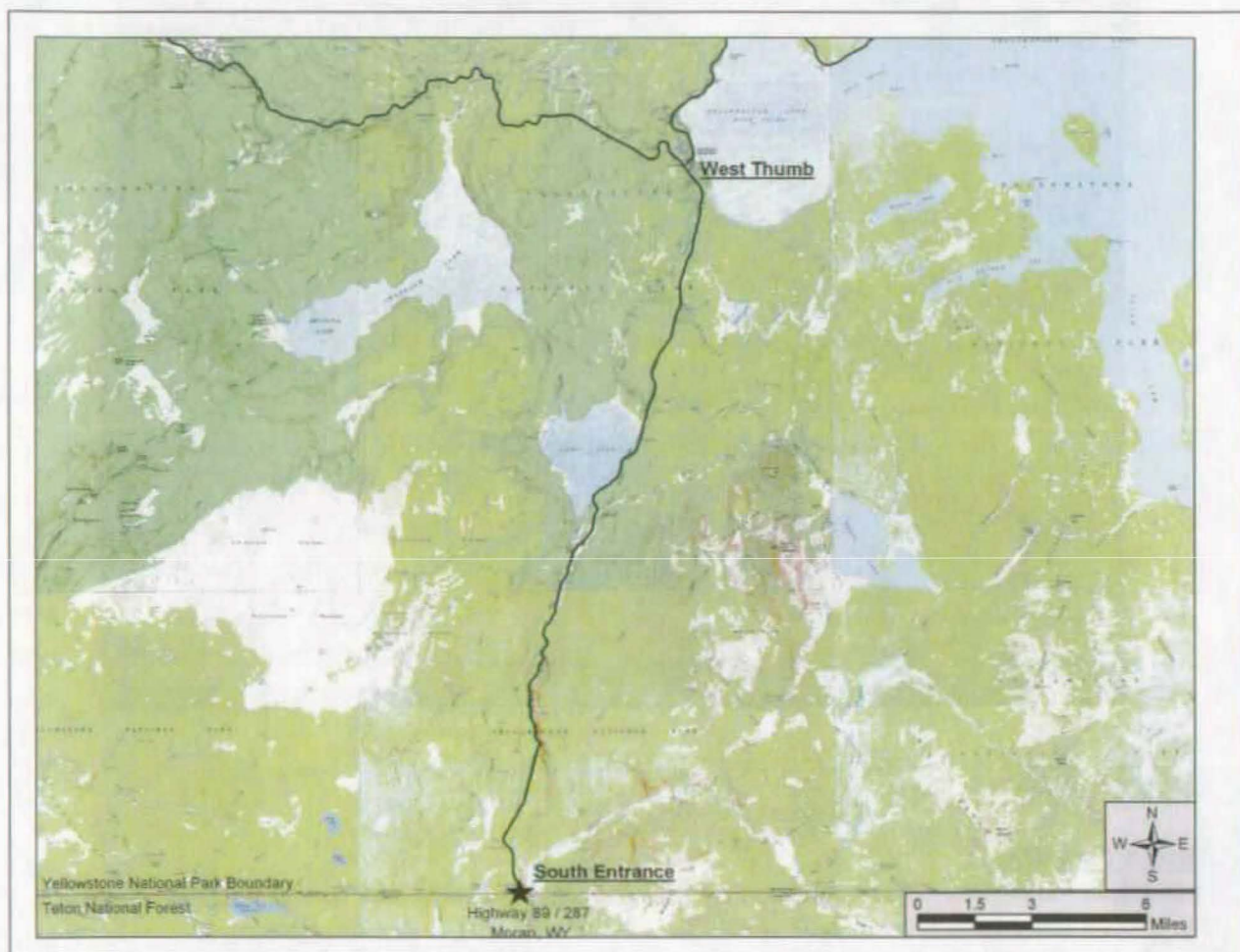
U.S.G.S QUAD MAP**USGS Map Number:****Name:** West Thumb Quadrangle, Huckleberry Mountain Quadrangle**Date:** 1986**Scale:** 1:24,000

Figure 4: USGS Quad

SITE PLAN

Map

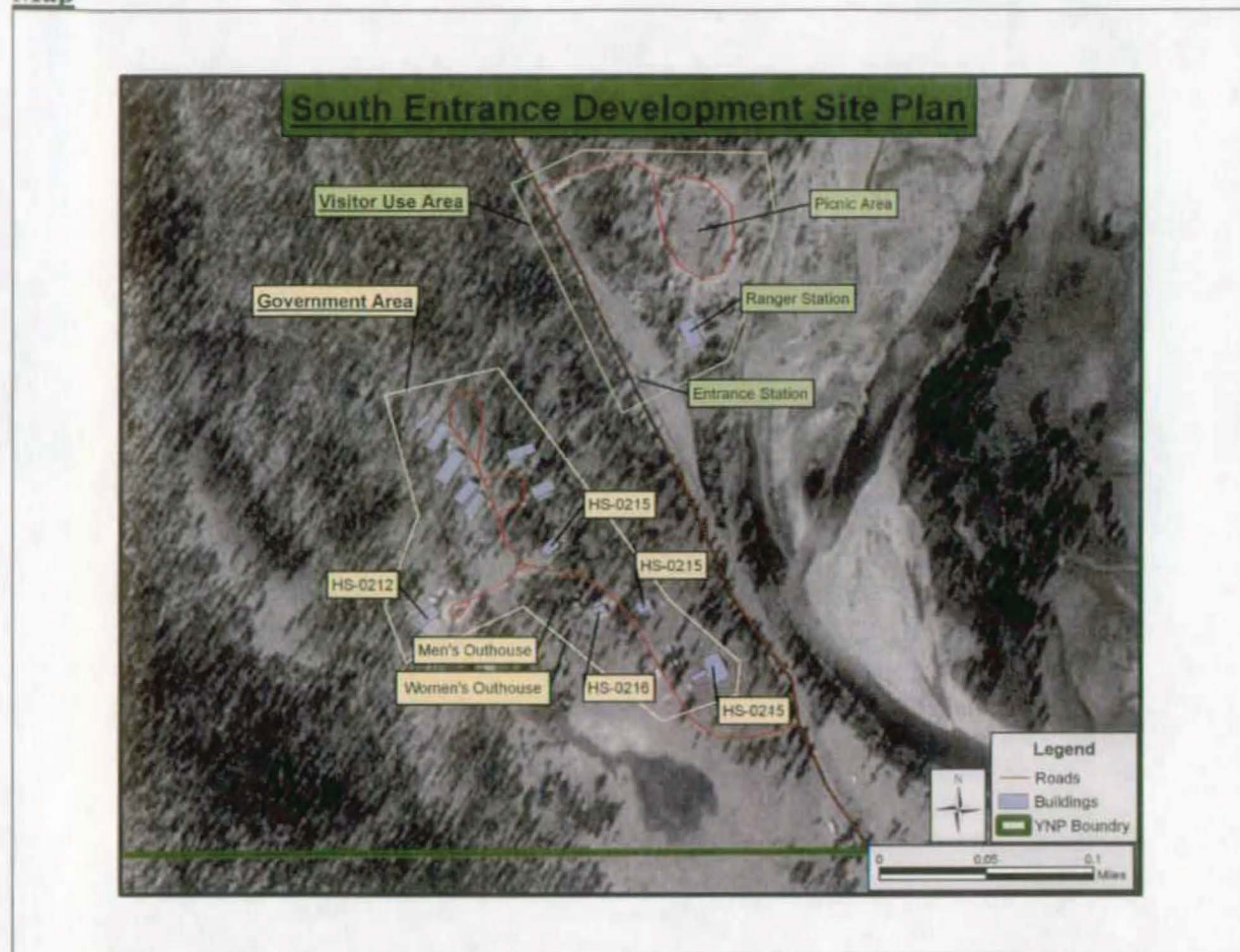


Figure 5: Site Plan

Existing Condition

The South Entrance development retains the original access road which extends to the barn and corral. The historic duplex and garage, the historic fire cache and bunkhouse still exist along the access road. The meadow has filled in with trees, as has the area between the entrance road and duplex. New development includes a new residential cul-de-sac with a fire cache, residence, bunkhouse, and trailer slots with wood shelter roofs. The entrance station was not built to be as extensive as what is shown in the 1961 master plan. Across the street is a picnic area and ranger station.

PHYSICAL HISTORY

South Entrance Development

Pre NPS

In 1895, Army Captain Anderson roughed out a road from Lake Yellowstone to South. By the 1890's the first semblance of a road was built and a station was established south of the park at the confluence of Polecat Creek and Snake River. By the late 1890's tourists began to use the South Entrance. During the turn of the century the whole road was in "wretched condition and a disgrace to the government." Around this time the Patrol structure was moved to the junction of the YNP boundary and the Snake River, the current location of the South Entrance development. In 1909 the North and West entrances were the most popular and South Entrance road was being used mostly for military personnel in their travels to and from the Snake River Station. In 1914 a fire destroyed the entrance station.

Early NPS

In 1918 the National Park Service took over administration of the park. The South Entrance road was still not heavily traveled by tourists and was considered in fair condition. In the 1920's a two story duplex Ranger Station was constructed. Secretary of the Interior Franklin reaffirmed the Army Corps of Engineers philosophy toward road construction in the Park. In his statement of National Park policy, he addressed road construction specifically by calling for the harmonizing of roads, trails, buildings and other improvements with the landscape, and the employment of "trained engineers who either possess the knowledge of landscape architecture or have a proper appreciation of the aesthetic value of park lands."

Chronology

Year	Event	Description
1892-1902	Developed	Early roadwork provided access to Yellowstone from the South Entrance
1926	Engineered	The NPS landscape architects and the Bureau of Public Roads worked closely together to improve park roads, including the South Entrance Road, so that they harmonized with natural features and surrounding landscape.
1927	Reconstructed	South Entrance Road
1930s	Reconstructed	Bridges along South Entrance Road
1934		Snake River CCC Camp was created
1940		In 1940, the Snake River Ranger Station burned, and was rebuilt soon after using the NPS policy of frame-constructed buildings instead of log. Sometime in 1939, the NPS restricted the cutting of park trees for building construction.
1941	Developed	By 1941, the most southerly portion of the South Entrance Road had been improved to 22-foot width bituminous surface with gravel shoulders on an originally graded 26-foot shoulder width.
1976		In 1976, some road reconstruction was done on the South Entrance Road, including widening some sections to 30 feet shoulder to shoulder.

HISTORIC MASTER PLANS

Historic master plans represent a comprehensive look at the park. The packages include maps which graphically illustrate the era and descriptive narratives explaining existing and proposed conditions.

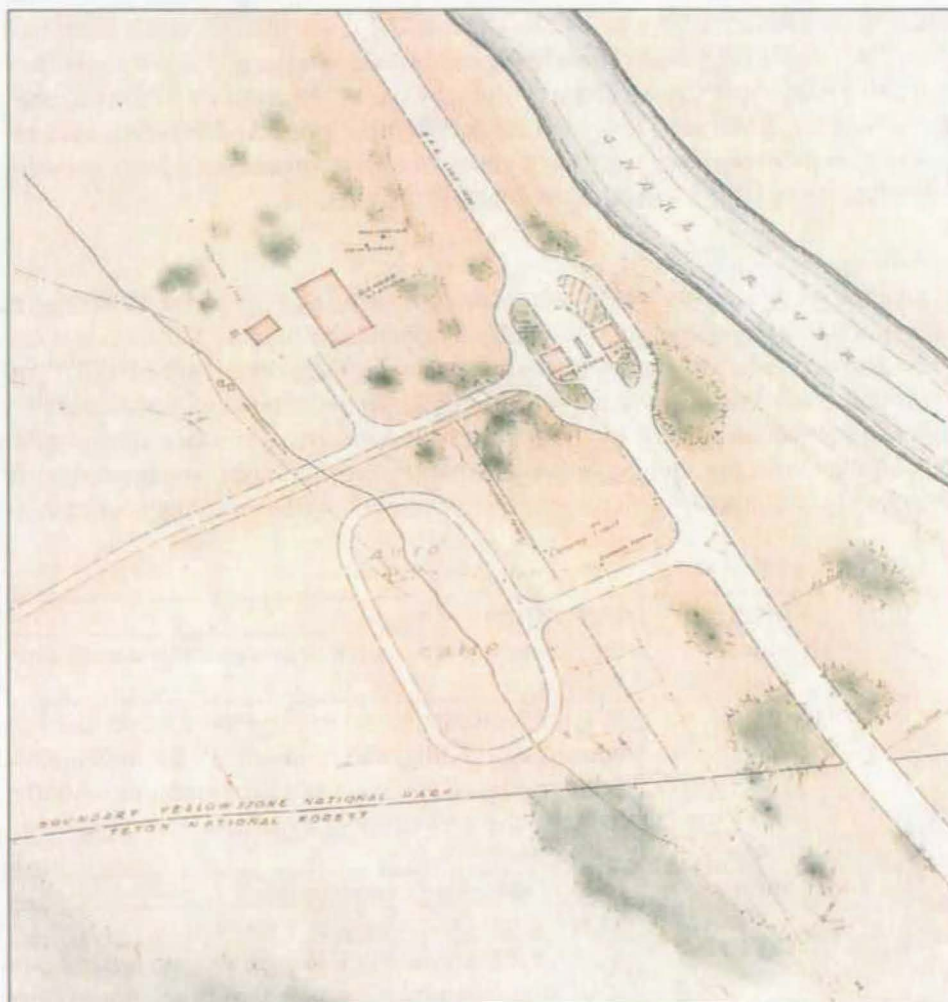


Figure 6; Photo image of 1933 Master Plan of West Entrance

Existing Conditions 1933 Master Plan

Note relationship of proposed development to the river, the road, to the trees and meadow. Existing conditions, shown in dotted and solid lines, indicate the ranger duplex and a small checking station as existing.

Development Changes 1933-1939 (Figures 6 and 7)

Existing conditions described in the Master plans indicate that no changes occurred to the development between 1933 and 1939.



Figure 7: Photo image of 1939 Master Plan of South Entrance

Existing Conditions 1939 Master Plan

Dotted and solid lines indicate that the curvilinear (S-shaped) road leading from the entrance station to the barn is "existing," as is the duplex, fire cache and barn/pasture.

Note indication of trees vs. meadow (assumed existing conditions) where all development is placed amongst trees. The Ranger duplex (HS-0215) is shown as visible and accessible from the main road.

Development Changes 1939-1941 (Figures 7 and 8)

Considerable reconstruction took place in 1940 after the fire. South Entrance Ranger Station, (2) 5 room apartment buildings, Ranger Station wood storage building.

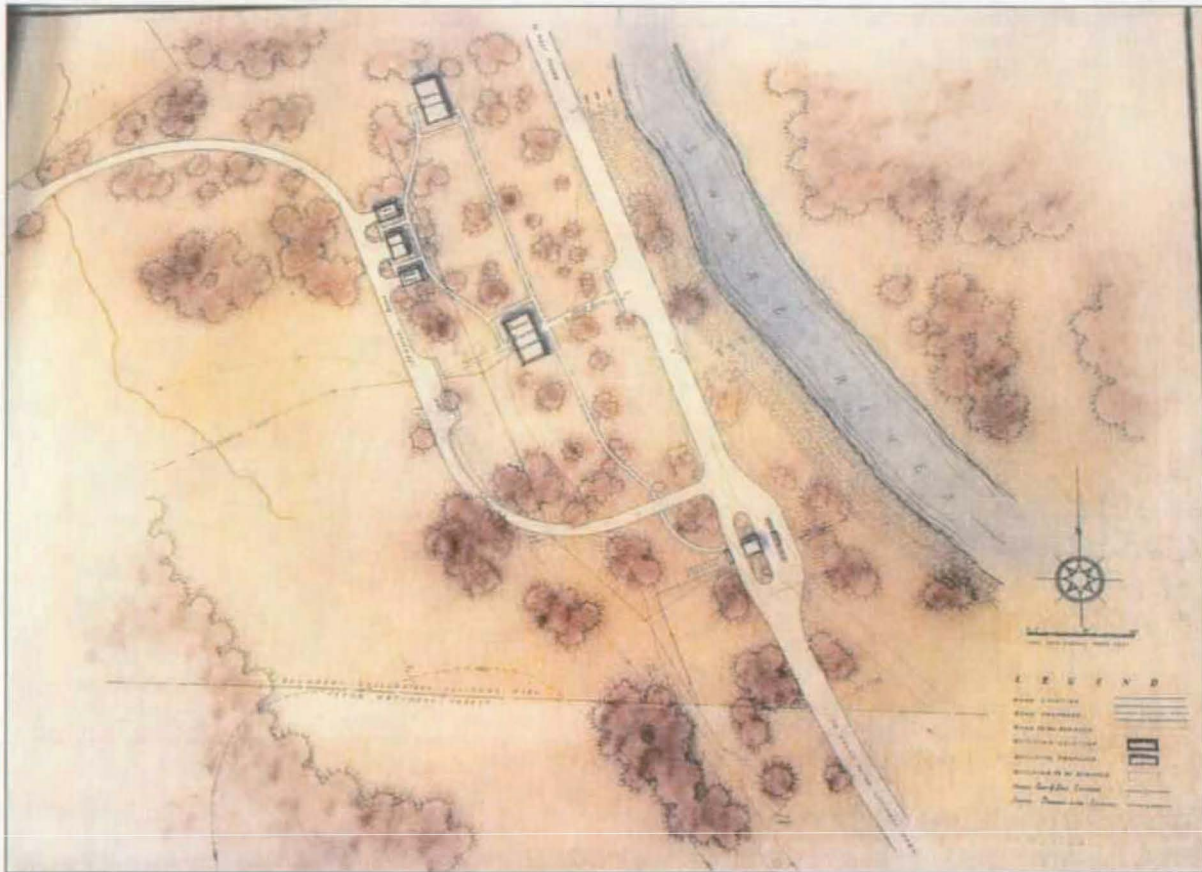


Figure 8; Photo Image of 1941 Master Plan of South Entrance

Existing Conditions 1941 Master Plan

Duplex, Fire cache, barn and service road are shown as existing condition.

Post War Era

Following World War II, parks experienced dramatic increases in visitation as Americans, weary of war started using their newly acquired affluence, and took to the roads to see America. In 1946, visitation to Yellowstone was 1-½ times greater than it had been before the war. Yellowstone (along with other parks in the system) was not prepared for this sudden deluge of people. Facilities, from roads and overnight accommodations to restrooms, had been neglected and could not meet the needs of these visitors.

In February 1955, the NPS initiated a program to solve "the difficult problem of protecting the scenic and historic areas of the National Park System from overuse and, at the same time, providing optimum opportunity for public enjoyment of the parks." The program was targeted for completion by 1966, the Golden Anniversary of the National Park Service, and thus was called "Mission 66."

The 1952 / 1955 Master Plans (figures 9, 10) show a new entrance station that accommodates a much greater surge of visitors, in keeping with post war visitation.

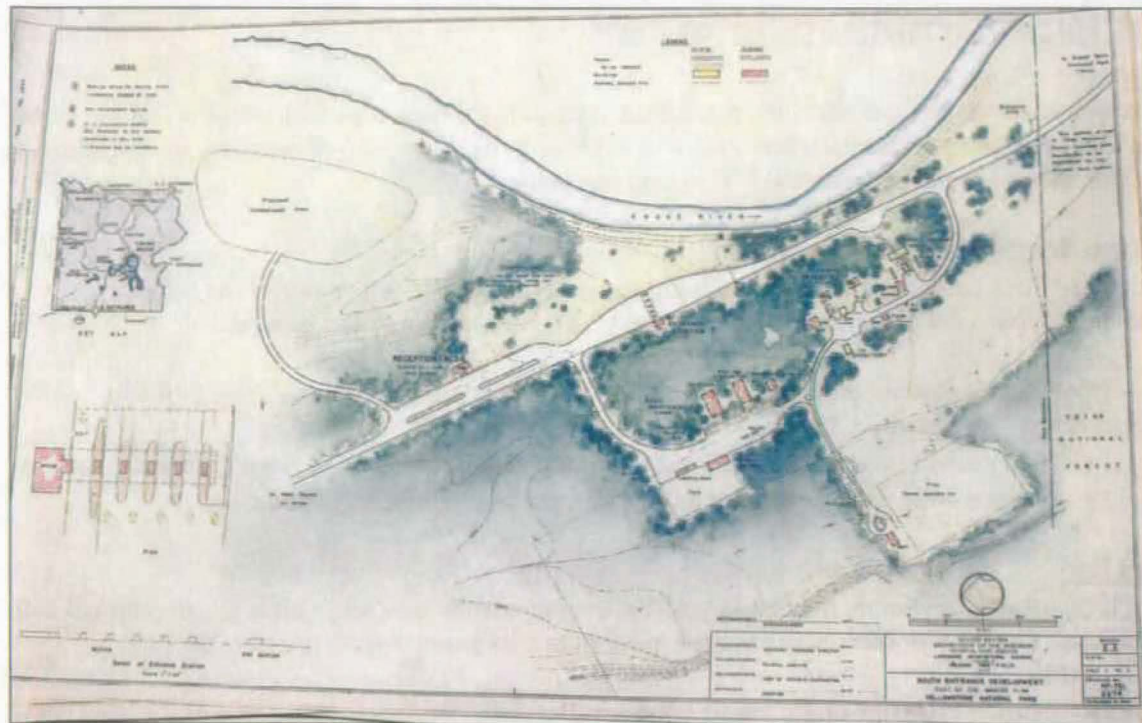


Figure 9: Photo Image of 1952 master plan of South Entrance

Existing Conditions 1952 Master Plan

Existing conditions include the realigned entrance road, the ranger duplex, fire cache, horse barn, a dormitory and campground across the street.

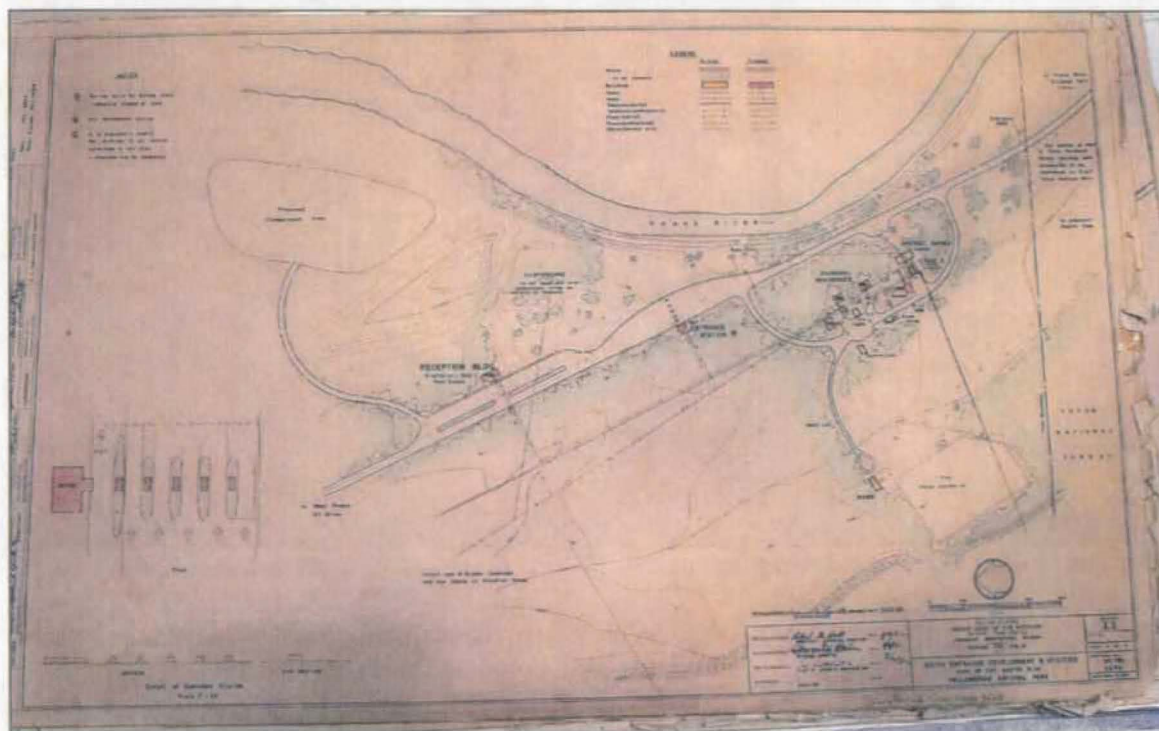


Figure 10: Photo image of 1962 Master Plan, drawing is dated 1951-52

Existing Conditions 1962 Master Plan

Existing conditions remain the same as the 1952 master plan, and the dates on the drawings are both 1951.

LANDSCAPE CHARACTERISTICS

Summary

Landscape characteristics are defined as tangible and intangible aspects of a landscape from the historic period. They define and characterize the landscape and, individually and collectively, give a landscape character and aid in the understanding of its cultural value.

Natural Systems and Features

South entrance is comprised of old-growth lodge pole pine with an under story of small to large Engelmann spruce, subalpine fir and sparse white bark pine seedlings and saplings.

The development is located on the river bench approximately one quarter mile west of the Snake River.

Contributing Features:

- Old growth Lodge pole pine forest with under story of small to large Engelmann spruce
- Relationship of development to the river, the road, to the trees and meadow.

Land Use

Park Boundary; the Southern boundary of Yellowstone National Park is clear a jurisdictional delineator of land use. The development is sited to the north of the boundary approximately 200'-0.

South Entrance Road; Current travel figures indicate the south entrance is one of the least popular entrances to the park.



Figure 11, South Entrance, Checking Station 1992; "The History of the Road System in YNP 1872-1966"

South Entrance, Administrative Area; Setback from the main road the development provides employee housing, maintenance area, concessions area, corral and checking station.

Contributing Features:

- Park boundary
- Historic Structures in Administrative area

Spatial Organization / Circulation/ Cluster Arrangement

South Entrance, Administrative area; sits just inside the park boundary, and can be broken into “zones,” with separate circulation systems.

- Employee housing
- Public area (entrance road, checking station, and picnic area)

Contributing Features:

- Development zones, both from the road and the park boundary
- Separated zones of public / administrative use
- S-curve road
- Structures arranged linearly in relationship to the road

Vegetation / Topography / Views and Vistas

South Entrance development is oriented within a forest type of mature lodge pole pine (*Pinus contorta*) with an under story of small to medium large Engelmann spruce (*Picea engelmanni*) and subalpine fir (*Abies lasiocarpa*) seedlings and saplings. Intermittent meadows break up the largely forested landscape.

Due to the relatively level topography to the west of the entrance road, vegetation is the only vertical relief.

Development setbacks with vegetative buffers from the road are not only physical but screen audible and visual intrusions into and out of the development.

The South Entrance Road, Historic District Nomination describes the importance of vegetation in maintaining a “Park like setting,” this is described under “Criterion C”

The Registration Requirements are the following:

- 1) *The road and its features should retain sufficient evidence of the design philosophy harmonizing with the environment as expressed and executed during the historic period. The elements of the philosophy are:*
 - g. *The protection of trees, shrubs and other natural growths from destruction and damage—this provided undisturbed vegetation along the road, which offered a feeling of a natural setting*
- 2) *The road must evoke a feeling that it is a park road and an image that it is distinctive from those found outside the boundary of the park.*

Contributing Features:

- Forested buffers / screens

Constructed Water Features

Irrigation Ditch "Johnson Creek," constructed pre-1933; water was obtained from a small ditch which diverted the flow from springs half a mile away. This water was pumped into a sump and used throughout the development. The irrigation ditch was constructed by digging a ditch and piling the spoils along the banks. In 1934 a more permanent system was installed running 4,500 feet of line to the springs.

Presently the irrigation ditch referred to locally as "Johnson Creek," continues to divert water through the development. The water is used for horses and a small amount of irrigation. The National Park Service has constructed a horse corral over a portion of the ditch which is used as a water source for the horses. Also a metal culvert was installed for vehicle access to the horse barn and corral. The ditch and run out have the characteristics of a natural wetland.

Contributing Features:

- Irrigation Ditch, "Johnson Creek"



Figure 12; Irrigation Ditch

Buildings and Structures / Small Scale Features

Grave site; L.R. Bessie Rowbottom, Sept.24, 1900 – July 8, 1903

The site is surrounded by a log rail fence.



Figure 13; Grave Site in proximity to the development



Figure 14; View of Grave Site looking Southwest from Horse Corral



Figure 15; Grave Site, South Entrance



Figure 16; Headstone, South Entrance

In 1999, National Park Service-Historic Structure survey forms were completed for all of the structures located in the West Entrance Development.

Contributing Features:

- Grave site, and 50'
- Other Buildings and Structures:

In 1999, National Park Service-Historic Structure survey forms were completed for all of the structures located in the West Entrance Development.

<u>LCS Structures Name</u>	<u>Year Built</u>
South Entrance Ranger Station / Duplex Quarters	1941
Fire Cache	1934
Bunk House	1933-1942
Horse Barn	1934
Women / Men's Outhouse	1948
Fire Cache	1949

BIBLIOGRAPHY

Work cited:

- Mary Shivers Culpin, "The History of the Construction of the Road System in Yellowstone National Park, 1872-1966 Historic Resource Study Volume I,"
- Aubery L. Haines, "The Yellowstone Story, A history of our First National Park, Volume One,"
"The Yellowstone Story, A history of our First National Park, Volume Two,"
- Yellowstone National Park, "Maintenance Microfiche Files"
- Historic structures reports, Lon Johnson
- YNP properties currently listed or determined eligible for the National Register of Historic Places, Cultural Resource Workshop YNP 2003

Work reviewed, but not cited:

- Mission '66 Workshop Meeting Minutes
- Linda McClellands, "Building the National Parks"
- West Entrance Cultural Landscape Level I, Yellowstone National Park
- Canyon Area Cultural Landscape Level I, Yellowstone National Park
- Mary Shivers Culpin, "A History of Concession Development in Yellowstone National Park, 1872-1966"

SUPPLEMENTAL INFORMATION

- National Park Service- Historic Structures survey forms, South Entrance (enclosed)

INVENTORY SUMMARY

Inventory Level:

Level I

Completion Status:

Level I

Level I Data Collection by:

Eleanor Clark, Joe Regula and Zehra Osman

Recorder:

Eleanor Clark, Joe Regula and Zehra Osman

Level I Site Visit and Date:

Joe Regula and Zehra Osman, April 28, 2004