

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received JUN 25 1982
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Brooks Lake Lodge
and/or common Brooks Lake Lodge

2. Location

street & number Lower Brooks Lake Shoshone National Forest not for publication
city, town Dubois X vicinity of congressional district
state Wyoming code 056 county Fremont code 013

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Kern M. Hoppe (buildings) United States Forest Service (land)
street & number 6053 Nicollet Avenue Region 2 (Mountain Region) Box 25127
city, town Minneapolis, MN 55419 vicinity of Lakewood state Colorado 80225

5. Location of Legal Description

courthouse, registry of deeds, etc. Dubois Ranger District Shoshone National Forest
street & number Box 186
city, town Dubois state Wyoming 82513

6. Representation in Existing Surveys

title Wyoming Survey of Historic Sites has this property been determined eligible? yes X no
date 1967; revised 1973 federal X state county local
depository for survey records Wyoming Recreation Commission 604 East 25th Street
city, town Cheyenne state Wyoming 82002

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u> N/A </u>

Describe the present and original (if known) physical appearance

The Brooks Lake Lodge complex is situated on the western edge of the Shoshone National Forest in northwestern Wyoming, only two miles east of the Continental Divide. It sits one-quarter mile south of Brooks Lake, a relatively large natural body of water named after Casper pioneer and later Wyoming Governor Bryant B. Brooks who discovered it in 1899. The lake is fed from a series of springs, snowmelt and higher, smaller lakes - Rainbow, Upper and Lower Jade and Upper Brooks Lakes - to the north by Bonneville and Brooks Lake Creeks; it lies in a ruggedly sculpted region which is characterized by a large number of glacier-carved lakes, very high with an elevation of 9100 feet, on the eastern slope of the Wind River mountain range. Both the lodge and the lake are located in a large shallow bowl of sorts, rimmed on the east by the Pinnacles, a spectacular granite outcropping, the west by Sublette Peak and another craggy ridge which forms the Continental Divide and the north and south by more gradual upslopes. The 22.5 acre complex is accessed by a graded dirt road - the original Lander-Yellowstone Road over Togwotee Pass, built in 1922 - approximately five miles north of U.S. 26/287. About halfway between the town of Dubois to the southeast and Moran Junction in Jackson Hole to the northwest, the site is in a region famed for heavy snowfalls and is virtually inaccessible by standard automobile for much of the year. As the only recreational retreat erected in the area, the Lodge rests in a pristine setting near a designated Wilderness Area, and other than a small campground maintained by the Forest Service on the lake shore, it is isolated from other development.

The buildings are scattered over a north-sloping meadow which is covered with native sagebrush, grasses and forbes. The field is bounded on the south and west sides by a dense pine-fir forest; the access road skirts it on the east and toward the north it drops down toward the lake. Several small springs on the site flow at various times of the year, feeding intermittent streams which dissect the field. Entrance to the complex is by a graded dirt road which branches from the Lander-Yellowstone Road just north of the tack storage shed. The entrance is marked by a freestanding log gateway; beyond that the roads are lined with lodgepole pine buck-and-pole fences. Both the gate and fences are new additions. The buildings are organized with the main lodge in the north-center, with sixteen ancillary structures situated behind (to the south). As the largest and most sophisticated building in the complex, the lodge is the visual focal point for the grouping. It was originally oriented with the front entrance on the north facade under the immense log porch; the parking area has been more recently shifted from the north to the east side of the building and two other entrances added to the east facade. Resultingly, the lodge has been shifted from its north to the east facade, changing what is considered the front of the building. The other buildings have undergone similar changes since 1922. Originally there were fifteen guest cabins aligned in single or double file along the western edge of the meadow. Several have been removed, leaving only seven in their original positions. The horse facilities - tack barn, storage shed, stable - are situated alongside the access road at the east border, the original bunkhouse a little to the north of these and two new buildings - the guest and caretaker's cabins - have been built south of the existing guest cabins. A small fishing pond and the larger sewage lagoon have also been added northwest of the lodge building.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates built: 1922 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The significance of the Brooks Lake Lodge complex rests upon its intrinsic and representational values on a local level to the Upper Wind River Valley. These values lie in two areas. The historical significance of the Lodge is based upon its association with the early-day recreation industry in Wyoming, a form of commerce which has burgeoned into an economic mainstay for the region. Built at a time when dude ranches were beginning to flourish and the automobile was opening many areas to working class tourist trade, it typifies a distinct form of recreational retreat - a stopover along the road to Yellowstone National Park and a rustic resort hotel placed in a spectacular Rocky Mountain setting. The Lodge complex is one of the few remaining vestiges of the Lander route to Yellowstone with a degree of historical integrity intact. As such it is a locally significant site, well-known in an area in which recreation predominates. Architecturally, Brooks Lake Lodge draws its importance as a locally prominent example of a stylistic expression which is significant in the architectural history of the region. Termed Western Craftsman, the style is arguably the most important rural statement to emerge from the region during the period; it is associated more than any other with early twentieth century recreational facilities in the Rockies. Its roughly laid log walls, picturesque profile and handcrafted furniture, typifies the Lodge in the philosophy and characteristics of this type of building. As a relatively well-preserved example of the Western Craftsman style and a locally important recreational hotel, the Brooks Lake Lodge complex possesses the necessary level of architectural and historical significance to qualify it for enrollment on the Register.

Addendum

Tourism and recreation have influenced the economic development of Wyoming and the West almost from the start of permanent Euro-American settlement in the region. Even before the designation of Wyoming Territory in 1868, wealthy Easterners and Europeans had come to the West on hunting and exploring expeditions. Probably the most spectacular of these jaunts was that of the Grand Duke Alexander, third son of the Czar of Russia, who came out in 1872 to hunt buffalo in two sleeping cars, a diner and a refrigerator car stocked with grouse, quail and caviar; the Grand Duke was guided on the hunt by Civil War hero General Phillip Sheridan and was assisted by General George Armstrong Custer, Buffalo Bill Cody and some 1,000 Sioux. Earlier that year the government had initiated a controversial action which was to change dramatically the nature of recreation in the West. In March 1872 Congress set aside 3578 square miles in the northwest corner of Wyoming Territory as Yellowstone Park - the country's first such national park - after first satisfying itself that most of the land was unsuitable for

9. Major Bibliographical References

See Addendum, Item 9

10. Geographical Data

Acreeage of nominated property 22.5
 Quadrangle name Lava Mountain

Quadrangle scale 1:24,000

UMT References

A

1	2	5	8	0	1	4	0	4	8	4	4	1	0	5
Zone		Easting				Northing								

 C

1	2	5	8	0	0	9	5	4	8	4	3	8	2	0
Zone		Easting				Northing								

 E

1	2	5	7	9	8	6	0	4	8	4	3	7	8	0
Zone		Easting				Northing								

 G

1	2	5	7	9	7	9	0	4	8	4	4	2	1	5
Zone		Easting				Northing								

B

1	2	5	8	0	1	4	5	4	8	4	4	0	3	5
Zone		Easting				Northing								

 D

1	2	5	8	0	1	2	0	4	8	4	3	7	6	0
Zone		Easting				Northing								

 F

1	2	5	7	9	8	9	5	4	8	4	3	8	8	0
Zone		Easting				Northing								

 H

1	2	5	7	9	9	6	0	4	8	4	4	2	4	0
Zone		Easting				Northing								

Verbal boundary description and justification

See Addendum, Item 10

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	N/A	county	N/A	code	N/A
state	N/A	code	N/A	county	N/A	code	N/A

11. Form Prepared By

name/title Clayton B. Fraser, Principal
 organization Fraserdesign date 31 December 1981
 street & number 1269 Cleveland Avenue Suite Two telephone 303-669-7969
 city or town Loveland state Colorado 80537

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Jan L. Wilson

title Wyoming State Historic Preservation Officer date June 3, 1982

For HCRS use only	
I hereby certify that this property is included in the National Register	
<i>Jan L. Wilson</i>	date 9/29/82
Keeper of the National Register	
Attest: <i>[Signature]</i>	date
Chief of Registration	

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The lodge - and the other 1922 buildings - is unpretentious and structurally expressive in the tradition of the Western Craftsman style, crafted using local labor and native materials. Western Craftsman combined the pared-back aesthetic of the Arts and Crafts Movement of the early twentieth century with the pragmatic simplicity of the frontier log cabin, resulting in often simply massed, usually austere decorated structures. These were built using often retardaire construction techniques, learned and passed on informally among local journeymen. The style is most commonly associated with the dude ranches and tourist lodges which had sprung up throughout the Rocky Mountain West during the first decades of this century; although it has been applied, frequently with picturesque effect, to rural and small town railroad depots, post offices, gas stations, churches and other buildings erected during the period. As with its progenitor the Arts and Crafts style, applied ornamentation generally was eschewed in favor of the more "honest" approach displaying the individual structural elements of the building. Favored materials in the timber-rich Rockies were locally dressed or planked logs, laid in panels against uprights or notched at the corners, and stone, either granite rubble or river-run cobbles. A distinguishing characteristic of the genre is the liberal use of natural finish woods for the interior finishes and the handcrafted furniture usually found within the buildings.

The lodge building lies firmly within the mainstream of the style. Massed as an immense Roman cross, it consists of a main section (97'0"x 34'0") adjoined on both sides near the front by transverse end wings (23'8"x 53'0) and at the rear by a smaller rear wing (20'0"x 34'0"). Historic photos indicate that behind this wing was another smaller log addition with a frame section between the two. The main section appears on the outside to have two stories, but in reality it is only a single tall story; the wings are a more conventional single-story height. The exterior walls are composed entirely of dressed logs reportedly cut by Swedish tie hacks from the area. The logs have been sawn and dressed and laid horizontally in panels with saddlenotch corner joins. The roof over the main section is a moderately pitched gable, supported by a series of notched log, pitched Howe trusses with steel tension rods. These trusses are a sophisticated design element of the building, giving spatial form to the room below as they freespan the width of the building. The trusses bear on massive log columns aligned along the exterior walls outside the building. The roofs over the end wings are also moderate gables supported by similar smaller trusses which bear on the log walls. Fenestration consists generally of shuttered 6/6 double-hung windows, placed either singly (in the end wings) or in pairs (the main section); doors are generally made of small diameter logs placed vertically with strap iron hinges and latches. The most impressive feature of the exterior is the large open porch centered on the north facade. Made up of notched and bolted logs, it dominates the facade as it commands a spectacular view of the valley below.

The interior spaces are as straightforwardly organized as the exterior suggests. The shaft of the cross in the main section is taken up by the large dining room. The most sweeping space in the building, the dining room features maple flooring, stripped log walls with animal trophies hanging from them, handcrafted furniture and the original windows and doors. At the north end of the room is a massive stone fireplace; made from granite rubble with a cobblestone hearth and decorative grille, it forms the heart of

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the lodge. The fireplace is paired with another on the other side of the wall. This second fireplace faces into a smaller lounge area - the original lobby - which is entered from the outside through the open porch on the north facade. To the east of the lobby, past the small office and restrooms, is the bar, finished like the dining room and lobby with natural log walls, maple flooring, exposed roof trusses and handmade furniture and featuring a log bar and backbar along the south wall (probably later additions). To the west of the lobby in the other wing is a warren of poorly built small guest rooms and bathrooms, today badly deteriorated, which are lined along a central hallway. Behind the dining room in the rear wing is the kitchen.

The guest cabins, barns, bunkhouse and other outbuildings share certain characteristics which tend to unify the appearance of the complex and tie the buildings in the Western Craftsman idiom. Except for the two 1970s buildings, they are all log structures made of native softwoods and are basically rectangular, with few projections for spare rooms or entries. They are one story in height, with horizontal log walls (either paneled or saddlenotched) and gabled roofs. All are austere articulated, with sparse ornamentation. Although the Tack Barn and Storage Shed were built years after the rest of the buildings and are less than 50 years old, they display Western Craftsman characteristics and share the scale, proportion and materials of the original buildings; as such they should be considered as contributing structures to the district. Below is a list of structures at Brooks Lake Lodge with brief descriptions. The construction dates given come from the Fremont County Assessor and have been checked when possible.

Gas Station (built: 1922)

Dimensions: 17'x20' w/ 17'x 20' open canopy Stories: 1
Orientation: east Rooms: 1 w/ canopied area
Walls: logs with sawn saddlenotch joints; logs in gables
Roof : moderately pitched gable; wood shingles with asphalt sheets over

Laundry Storage Building (built: 1922(?); moved: ca. 1977)

Dimensions: 13'x 20' Stories: 1
Orientation: west Rooms: 1
Walls: logs with sawn saddlenotch joints; logs in gables
Roof : moderately pitched gable; wood shingles with asphalt sheets over

Storage Building (built: 1922)

Dimensions: 19'x 38' Stories: 1
Orientation: east Rooms: 1
Walls: logs with sawn saddlenotch joints; logs in gables
Roof : moderately pitched gable; wood shingles

Cabin Number 1 (built: 1922)

Dimensions: 30'x 37' Stories: 1
Orientation: northeast Rooms: 6 w/ 2 baths
Walls: logs with sawn saddlenotch joints; shingle-covered frame gables
Roof : moderately pitched gable; roofing and roof sheathing presently removed

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Cabin Number 2 (built: 1922)

Dimensions: 29'x 34' Stories: 1
 Orientation: southeast Rooms: 5 w/ 2 baths
 Walls: logs with sawn saddlenotch joints and shingle-covered frame gables
 Roof: moderately pitched gable; wood shingles with asphalt sheets over

Cabin Number 6 (built: 1922)

Dimensions: 13'x 28' w/ 13'x 13' rear add. Stories: 1
 Orientation: northeast Rooms: 2 w/ 1 bath
 Walls: logs in panels with square uprights; logs in gables
 Roof: moderately pitched gable w/ rear shed addition; wood shingles

Cabin Number 7 (built: 1922)

Dimensions: 13' x 29' Stories: 1
 Orientation: northeast Rooms: 2 w/ 1 bath
 Walls: logs in panels with square uprights; logs in gables
 Roof: moderately pitched gable; asphalt shingles

Cabin Number 8 (built: 1922)

Dimensions: 13'x 28' Stories: 1
 Orientation: northeast Rooms: 2 w/ 1 bath
 Walls: logs in panels with square uprights; logs in gables
 Roof: moderately pitched gable; asphalt shingles

Cabin Number 11 (built: 1922)

Dimensions: 29'x 33' Stories: 1
 Orientation: northeast Rooms: 4 w/ 1 bath
 Walls: logs with sawn saddlenotch joints and shingle-covered frame gables
 Roof: moderately pitched gable; wood shingles

Cabin Number 12 (built: 1922)

Dimensions: 23'x 27' Stories: 1
 Orientation: northeast Rooms: 4 w/ 1 bath
 Walls: logs with sawn saddlenotch joints; logs in gables
 Roof: moderately pitched gable; wood shingles

Caretaker's Cabin (built: 1978)

Dimensions: 21'x 25' Stories: 1½
 Orientation: northeast Rooms: 4 w/ 1 bath
 Walls: frame with plywood siding
 Roof: A-frame with composition roofing

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other purposes. The park concept had been only hazily conceived in Washington, though, and penurious budgets and confusion over management responsibilities, combined with the lack of a general conservation ethic in America, contributed to an unsettled first quarter-century for Yellowstone.

Squatters moved in and staked claims on the land, waiting for the time that Congress would abandon the park, ranchers ran herds of livestock over the rangelands, poachers killed thousands of animals - mostly elk and bison - for hides, trophies and sport, arsonists lit forest and range fires which sometimes burned uncontrollably for weeks, excursion parties of up to 150 people and 300 horses stirred up great clouds of dust, entrepreneurs set up impromptu shops, including laundries situated literally astride thermal springs, tourists carted off fragile encrustations from around hot springs and geysers and park employees, inexperienced in resource management, took actions which often ended disastrously. Finally in 1886 the Army was called in to manage the enormous area and provide some semblance of order. Nineteenth century visitors to the park faced, in addition to the expected discomforts and inconveniences, the possibility of stagecoach wrecks, sudden blizzards, highway robbers, price gougers and even hostile Indians as bands of Bannocks and Nez Perce attacked tourist and surveying parties in the 1870s. Despite these problems, visitation in Yellowstone continued to increase throughout the period as the park became more famous, and by 1900 the annual number of tourists had reached 9,000. After the turn of the century a number of the great lodges were erected, most notable of which was the immense log structure at Old Faithful, designed in 1902-03 by Seattle architect Robert C. Reamer. Yellowstone had by that time developed into the internationally known jewel of the country's emerging national park system, the self-named Wonderland of America.

By the mid-1910s the pattern of tourism in the region began to shift perceptibly, due in large part to two disparate factors. First, World War I diverted many tourists from the traditional hotspots in Europe to the more rustic West; adding to this was a national wave of nostalgia, particularly for the Old West - a precipitant of the troubles overseas. Of more lasting impact, though, was the emergence of the automobile as a principal form of transportation. The great democratizer, the car allowed a degree of mobility which America's middle class had never before experienced and brought previously remote locations to within the range of a vastly expanded number of visitors. As old cattle trails and wagon roads were improved and bridges were erected by county commissioners to accommodate the increasing auto traffic, a national network of roads began to develop. By 1914, there were 71,000 miles of state highways in the country, half of which were merely graded earth. Transcontinental and transregional highways soon began to appear, beginning with the Lincoln Highway in 1913 and followed in 1914-15 by the Black and Yellow Trail. Starting in Minneapolis, the Trail wound through the Black Hills, past several small towns across northern Wyoming and on to Yellowstone Park. Like the Black and Yellow, the destinations of many of the regional highways in the West were a newly developed series of national parks - Rocky Mountain, Mesa Verde, Grand Canyon, Glacier, Zion - created by Congress in response to the demand by its increasingly mobile constituency for more scenic attractions. In 1916 - a year after the first automobile entered Yellowstone Park - Congress passed the Federal Highway Act, giving financial aid to

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the states' roadbuilding programs, and the following year the Wyoming State Highway Department was created. As many more middle-class tourists took to the roads in their own cars or in excursion buses during the 1920s, roadhouses, motor courts, cafes, filling stations and curio shops by the thousands sprang up along the highways. The tourist business flourished.

Dubois, an old cowtown, and the Upper Wind River Valley had felt the impact of recreation decades before, like most of the Rocky Mountain West. First settled in 1871 by O.M. (Old Man) Clark, the area developed slowly through the 1880s and 1890s and was still sparsely populated in the 1920s. The regional economic mainstays had been logging, principally for railroad ties and mine timbers, ranching and recreation, mostly hunting and fishing. Local outfitters, provisioned from Welty's General Store in Dubois (enrolled on the Register in 1979), guided Eastern and Midwestern hunters through the mountains in the autumns, and during the summers dude ranchers entertained would-be buckaroos for two-week stints. Beginning with Charles Moore's CM Ranch, established in 1907 just below the mouth of the DuNoir River, early dude ranches in the area were often working cattle ranches which took on paying guests as a profitable sideline. In country in which real ranching was marginal and the scenery worthwhile, however, the dudes soon brought in more income than the cattle. One Wyoming rancher testified before the House Public Lands Committee in 1926 that dude ranching had become the main activity on many western ranches and in Wyoming "vacationists seeking scenery and recreation were more profitable and more easily handled than cattle."

Dude ranching and outfitting in the Wind Rivers were still minor ventures compared to the mainline of tourism in the Rockies - Yellowstone Park. The North Entrance to the park at Gardiner, Montana was served by the Northern Pacific Railroad, the West Entrance at West Yellowstone, Idaho by a highway and the East Entrance, opened by the Black and Yellow Trail, had brought prosperity to nearby Cody. Businessmen in Lander, Dubois and Jackson hoped to augment their tourist-borne revenues by diverting some of this enormous traffic flow to a south entrance, past their waiting communities. Not surprisingly, the announcement that Lander would be the western terminus for the Chicago and Northwestern Railroad was locally well-received. With services to begin in July 1922, the railroad would bring the long-sought Yellowstone trade to the area. Enthused the Lander Evening Post in April 1922:

The people of the country, especially in the east are "bugs" on the outdoor life "stuff," and there will be more people visit the Yellowstone Park this season, than there probably has in any two seasons in the past...

Things look pretty darn bright for Lander... by next year, Lander will not be able to take care of the tourists.

The new Lander route, and another from the Union Pacific railhead at Rock Springs, would open the South Entrance to the park, raising statewide optimism over the future of recreation in Wyoming. Reported Cheyenne's Wyoming State Tribune:

Montana and Idaho have had their hands on the deck long enough. Now it's Wyoming's turn to deal...

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Colorado has profited immensely from the exploitation of its mountain scenery. For many years Montana and Idaho have been reaping the harvest from the tourist traffic into Yellowstone. This summer the golden anniversary of the creation of the greatest of all national parks, Wyoming promises to get its proper share of the business that accrues from the journeys of the "dudes" and "sagebrushers" into and away from the world's wonderland...

The net result of all this will be that Wyoming will make a strong bid for the tourists. Last year Cody landed more than 50 per cent of the auto traffic. Its entrance has proved a wonderful success. This year Lander, Rock Springs, Kemmerer and Jackson expect to get another large percentage. The slogan of everybody will be to have the travelers go in the eastern entrance and out of the southern gateways or vice versa, and thus do their journeying through Wyoming. The Lincoln, Yellowstone, Grant, Custer Battlefield, Rocky Mountain and Lincoln county highways are open to them. This state has the two real scenic entrances; the other two doorways have no more than the ordinary amount of scenery. From now on Yellowstone is going to be a part of Wyoming, financially as well as geographically.

It was in this atmosphere of boosterish local optimism that the hotel at Brooks Lake was conceived.

As planned, tourists on their way to Yellowstone would be transported by bus from the railhead in Lander to Dubois, along a newly constructed road over then-named Two-Gwo-Tee Pass, into Jackson Hole and on to the Lake Hotel in the park. The buses were to be operated by the Lander-Yellowstone Transportation Company, incorporated on 7 April 1922; the hotels along the route would be built and maintained by the Amoretti Hotel and Camp Company, incorporated one week later "for the object of operating hotels, and as incidental thereto, of providing and conducting stores, commissaries, camps and other facilities and equipment, for the conveyance, entertainment and convenience of the tourists." The hotel company was the idea of Eugene Amoretti, long-time area resident and prominent Lander businessman. Born in 1871, reportedly the first white man born in the early gold town of South Pass City, Amoretti had been financially successful with his father as the proprietors of Lander's first bank and trading post; he was socially and politically active in the community, a 32nd degree Mason, Lander town councilman and Wyoming state representative. In the 1890s he homesteaded 240 acres on Horse Creek, upon which he later operated the EA Cattle and Dude Ranch. And by July of 1922, he had built two hotels along the Lander-Yellowstone road - one at Moran in Jackson Hole and one on the south shore of Brooks Lake.

The massive Brooks Lake Hotel, or Two-Gwo-Tee Inn, was built in an extraordinarily short time, even for a log structure. Begun soon after the company was founded in April, the main lodge building was ready for business by the inaugural trip of the bus line on the first of July - little more than two months later. On 28 April the Lander Evening Post reported: "The preparation for the building of the hotel at Brooks Lake is moving very smoothly." Almost a month later, on 23 May, the walls had not been begun; reported the paper:

Work on the Brooks Lake hotel is now underway and the logs are being hauled to

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the lake where the hotel will be built. A contractor from Casper will go to the lake within the next week with a large crew of men and the hotel will be built in record time.

There will also be a hotel built at Moran to take care of the tourists, but this will not be as large as the Brooks Lake Hotel, which, it is said, will be very convenient, and homelike.

With Amoretti directing the construction himself, the work progressed, but by 14 June, only two weeks from the hotel's scheduled opening, the walls had still not been laid up, according to the Evening Post:

Things were pretty lively this morning starting at five o'clock. The cause of all the commotion was in getting 25 men started for Dubois and Brooks Lake, where the hotel will be built in record breaking time.

Twenty carpenters and mechanics arrived on the train last night and many more from this section made up the party that left here this morning at 7 o'clock. Two trucks with tools and camping outfit left at five o'clock.

The cars that left here this morning will take the men as far as Dubois, where Gene Amoretti will meet them with trucks and take them up to the lake this afternoon.

With over a hundred men at the site, the lodge was completed by the first of July, in time for the opening of Yellowstone Park for the season and the first running of the Lander buses. Brooks Lake and the Two-Gwo-Tee Inn received rave reviews. The Chicago Post stated, "fishing is beautiful" at the lake stocked with rainbow and lake trout; the Wyoming State Tribune also touted the scenery and fishing at the lake. Forbes Parkhill wrote in the Denver Post that the lake "teems with trout, averaging about one pound. The stream which forms the outlet to the lake is literally alive with trout." The railroad put out a boosterish travel folder, "Teton Mountain Route to Yellowstone Park," designed to entice Easterners to their Yellowstone route. With the flowery prose favored by copywriters of the time, the brochure described the route:

The city-weary traveler may leave Chicago daily, at 12:15 a.m. (midnight) after July 1st, with his eyes on the beckoning horizon - "Out where the West begins." Arriving at Omaha at 3:21 o'clock the same afternoon where he steps onto the Lander train an hour later, and is off to the land of eternal hills and valleys, leaving Omaha at 4:45 p.m. The next evening at 7:15 he arrives in Lander, "Where the rails end and the trails begin", and the visions which have crowded themselves pleasantly and persistently before his eyes through the smoke and heat of the city, are all before him now in reality.

The following morning at 8 o'clock he climbs into one of the new White busses of the Lander-Yellowstone Transportation Company and is conveyed in comfort, behind high powered motor, through bewildering stages of beautiful and spectacular scenery.

Passing through the reservation west of Lander he is impressed and delighted

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with the picturesque life of the Shoshone and Arapahoe Indian tribes who are being educated in domestic lines of endeavor after the ways of their white brothers.

From Fort Washakie and on to Bull Lake nestling like a tiny jewel in a crown of hills, then skirting the historic Wind River with the turbulent trout-filled tributaries, and on to Dubois arriving there on schedule at 1:00 p.m. where an hour's halt is made for luncheon, at the Welty Inn.

Leaving Dubois at 2 p.m. the traveler is borne on up Wind River past countless ranches with their verdant color and visible echoes of the pioneer West, making stop for the night at Two-Gwo-Tee Inn on Brooks Lake, arriving there at 5 p.m. Here the ecstatic tourist may revel in the peaceful grandeur of the view, or enjoy the pleasures of fishing and boating on the lake, or mount a saddle horse and explore into the primitive fastness of one of nature's inner sanctums.

Departing from Brooks Lake next morning at 9 o'clock the motor bus climbs ever up, past the head waters of the Wind River, to Two-Gwo-Tee Pass on the crest of the Rockies, 9,545 feet in the air. Then comes the descent into the famous Jackson Hole country.

Arriving at Amoretti Inn, at Moran, for luncheon at 12 o'clock, the traveler is privileged to gaze with awe upon one of the finest views in the world. Nestling quietly in a cup of ethereal beauty of Jackson Lake, rimmed round with pines and reflecting in its mirror-like surface the magnificent grandeur of the towering Tetons, and Mount Moran with its glacial cravat.

After luncheon the busses of the Yellowstone Park Company pick up the tourists at 1:30 and set them down in the Park at the Lake Hotel that evening at 5:45. Such briefly is the Lander entrance to Yellowstone National Park.

1922 was a good year for the Inn; 1923 was even better, as the tourist season lasted from 20 June through 15 September. The hotel charged \$6 per person per day or \$35 per week. "Surrounded by heavy timber, high mountains and beautiful scenery," according to advertisements, it featured boating, horseback riding, fishing and hunting for elk, deer, mountain goat, bear and moose, as well as small game. The dining room, the ads said, offered good meals prepared by an experienced chef and served with home grown vegetables and fruit, although it was not specified at whose home they were grown - the growing season is far too short at the Inn for vegetables and fruits. The flushing success of Brooks Lake Hotel was short-lived, however. Apparently the bus trip from Lander to the Lake Hotel took too much time, and the overnight stop at the Inn was discontinued. In an effort to keep the complex solvent, Jim Gratiot, one of the original five corporate directors of the Amoretti Hotel and Camp Company, took over the complex and renamed it the Diamond G Ranch, operating it as a dude ranch. Strictly speaking, the Diamond G was not a true dude ranch because it had never been a working ranch, but it catered to the same clientele as the working dude ranches: well-to-do Easterners who typically stayed two to four weeks. By 1926 the rates had risen to \$12 per day or \$65 per week.

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The Diamond G Ranch, along with much of the rest of the tourist industry, experienced a setback during the recession. The years during World War II marked a resurgence in dude ranching similar to that experienced during the first World War, but during the 1950s the dude business experienced another decline. A 1950 brochure for the ranch, then managed by Foster S. Scott, listed activities as "lake and stream fishing and all types of hunting (in season), motor boating, pack trips to glaciers and remote fishing spots, visits to Indian caves, dancing, moonlight rides, chicken and steak fires and chuck wagon rides." In a short season which lasted from 29 June until 15 September, guests paid from \$85 to \$95 each per week. But by that time the complex had begun a downward slide. The Morton Salt Company bought it as a resort for employees but soon traded it for another ranch in the area. The next owner tried to turn the buildings into a school with federal assistance, but that too soon failed. As the complex went through a series of owners and another name change - to Brooks Lake Lodge, the main building and the ancillary structures steadily deteriorated from lack of proper maintenance. Today the Lodge stands unoccupied, except for the small Caretaker's Cabin, closed by the Forest Service for health and safety violations. The Lodge recently has been purchased by a new owner, Kern M. Hoppe of Minneapolis, who plans a major rehabilitation of the various buildings in the complex and intends to take advantage of the tax benefits that registration affords. With a tentative reopening date of 1983, Brooks Lake Lodge will again offer an opportunity for interpretation of this important phase of Wyoming's tourist industry.

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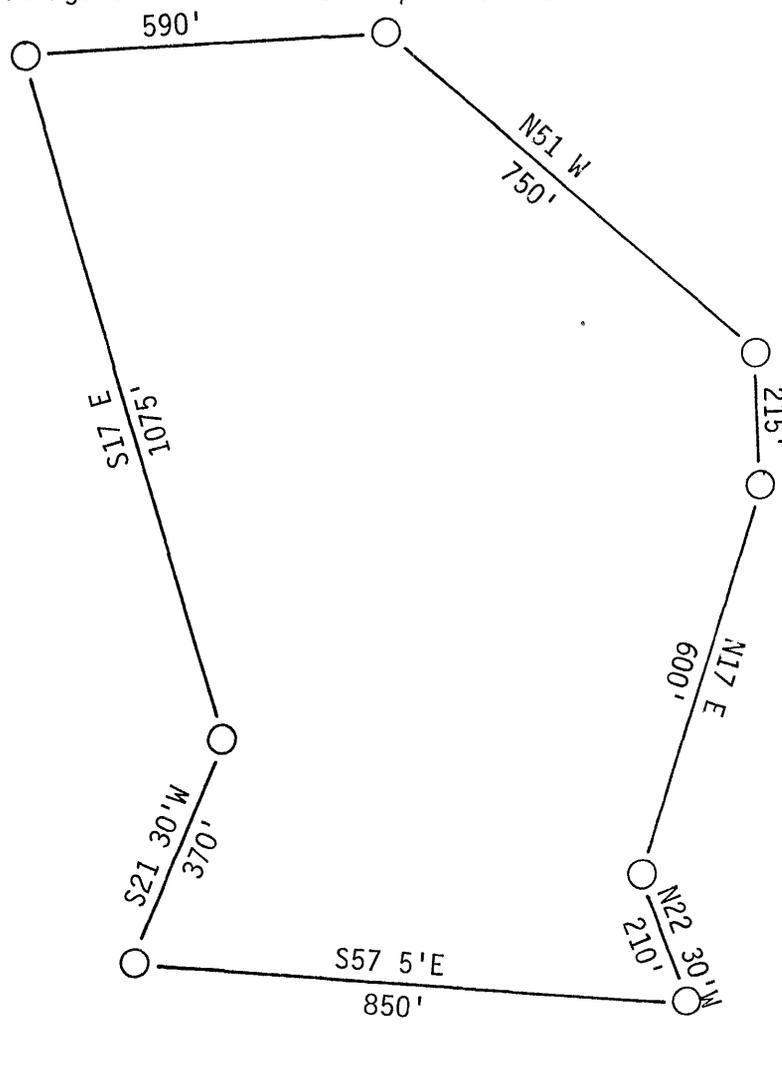
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Addendum: Verbal Boundary Description

The boundaries of the nominated area coincide with the boundaries of the Special Use Permit granted by the U.S. Forest Service. They enclose an irregular area which includes all of the buildings shown on the site plan and sufficient surrounding land.

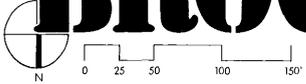


Metes and bounds boundary description of nominated area for Brooks Lake Lodge.
(surveyed by U.S. Forest Service.)



BROOKS LAKE LODGE

SHOSHONE NATIONAL FOREST WYOMING



SITE PLAN BY:
Fraser DESIGN LOVELAND COLORADO