

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Black and Orange Cabins

other names/site number Black and Orange Garage Camp Cabins; Black and Orange Cabin Complex

## 2. Location

street & number 37000 Business Route I-80

N/A

not for publication

city or town Fort Bridger

N/A

vicinity

state Wyoming

code WY

county Uinta

code 041

zip code 82933

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national   X   statewide    local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

   entered in the National Register

   determined eligible for the National Register

   determined not eligible for the National Register

   removed from the National Register

   other (explain:)   

Signature of the Keeper

Date of Action

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## 5. Classification

### Ownership of Property

(Check as many boxes as apply.)

|                                     |                  |
|-------------------------------------|------------------|
| <input type="checkbox"/>            | private          |
| <input type="checkbox"/>            | public - Local   |
| <input checked="" type="checkbox"/> | public - State   |
| <input type="checkbox"/>            | public - Federal |

### Category of Property

(Check only **one** box.)

|                                     |             |
|-------------------------------------|-------------|
| <input checked="" type="checkbox"/> | building(s) |
| <input type="checkbox"/>            | district    |
| <input type="checkbox"/>            | site        |
| <input type="checkbox"/>            | structure   |
| <input type="checkbox"/>            | object      |

### Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |              |
|--------------|-----------------|--------------|
| 5            | 1               | buildings    |
|              |                 | sites        |
|              |                 | structures   |
|              |                 | objects      |
| 5            | 1               | <b>Total</b> |

### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Motor Courts and Motels in Wyoming,  
1913-1975

### Number of contributing resources previously listed in the National Register

0

## 6. Function or Use

### Historic Functions

(Enter categories from instructions.)

Domestic: Hotel

### Current Functions

(Enter categories from instructions.)

Recreation and Culture: Museum

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

None

### Materials

(Enter categories from instructions.)

foundation: Limestone footers

walls: Cedar ship lap

roof: Asphalt Sheeting

other: \_\_\_\_\_

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### **Summary Paragraph**

Located in Ft. Bridger, Uinta County, Wyoming, the Black and Orange Cabins were built by Mrs. Margaret Rochford over a period of time beginning with the construction of the cabins around 1925 and ending with the construction of a new Outhouse building between 1937 and 1939. The complex is located along the original route of the Lincoln Highway; the highway took a 90 degree turn right in front of the property. The site contains six buildings; five of the buildings are contributing and one is noncontributing. The contributing buildings include the two rectangular cabin structures, the Outhouse, the Shower Shed/Generator Room, and the Residence. The office building was reconstructed during the site's restoration – the original burned down in 1992 – and is noncontributing. The original entrance to the Black and Orange Garage Cabins was along the northern boundary of the property. To the west of the entrance is the noncontributing office building; it is located in the office building's original location. The two nearly identical cabin structures run along the western edge of the property; they are approximately 8' apart with the southern building at a slight angle to the northern building. The Shower Shed/Generator Room is located to the southwest of southern cabin structure. The Outhouse is to the south of the southern cabin structure. The Residence is the final contributing structure; it is located near the eastern boundary of the property.

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### **Narrative Description**

The Black and Orange Cabins are located to the east of the Fort Bridger Historic Site parking lot. Visitors to the Black and Orange enter the site from the southeast corner of the parking lot, which is adjacent to the southwest corner of the Black and Orange Cabins site, near the old Shower Shed/Generator and Outhouse. A small footbridge crossing over a dry creek bed connects the Fort Bridger Historic Site parking lot to the Black and Orange Cabins. The parking lot is located along the route of the old Lincoln Highway, now an I-80 Access Road. While the Black and Orange Cabins are visible from the I-80 Access Road, the site is only accessible from the Fort Bridger Historic Site parking lot. There is a gravel road that runs through the center of the site, but there is no vehicle access; the site is entirely walkable.

Rows of Cottonwood and Aspen trees run along the western, southern, and eastern exterior boundaries of the site. There are also several Aspen trees within the site, particularly around the Rochford House, which has Aspens along its eastern, southern, and western sides. Aspen and Cottonwood trees were present at the Black and Orange Cabins during its operation in the 1920s and 1930s. After the site was abandoned, the trees spread unabated. Prior to restoration, the cabins were not visible from the street because of the overgrowth of trees, many of which were cleared during restoration. The remaining trees are similarly located to those that existed during the site's operation.

#### The Cabins

The Black and Orange Cabins were built around 1925. The two buildings are nearly identical rectangular wood frame structures – each consists of four guest rooms and four adjacent carports. Cabins 1-4 and their adjacent carports are in the northern structure; cabins 5-8 and adjacent carports are in the southern structure.

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### *Exterior*

The cabins are single story, side gabled buildings. Each cabin building has an overall dimension of 86' x 14'3". The interior dimension of each cabin is 13'11" x 10'2"; each carport is 14' x 7'7". The roof is low pitched and covered with green sheathing with wide eave overhang and exposed rafters. The foundation is composed of limestone footers. The cabins have 3/4" x 5" cedar ship lap siding painted orange and framed with black corner boards. Each cabin has a 4-light by 4-light sliding window on the southern walls, a 4-light casement window on the northern wall, and a wooden door placed in a corner entry on a canted façade. The front doors are 5-panneled wood doors; the panels run horizontally. The panels are painted the same orange as the cabin siding; the rails and stiles are painted black. The cabin numbers are painted black in the center of the door on the second panel from the top – the numbers are 6" high. Each unit has a black, wooden screen door. A triangular, orange, wooden stoop with limestone footings is in front of each door. The door and window casings are painted black. There are no chimneys, but each cabin has a 6" galvanized stovepipe located in the southern facing slope of the roof - the southeast portion of the roof in cabins 1-4 and the northeast portion of the roof in cabins 5-8. Each cabin had a cook stove for visitor use. Architecturally, the cabins are unembellished, which is consistent with the first motor courts constructed along the Lincoln Highway during the 1920s.

### *Interior*

All of the cabins have been restored; however only Cabins 2, 5, and 8 are open to the public to view.

Cabin 2: The interior of Cabin 2 has been restored and furnished with interpretive items. The cabin is set up to resemble the interior during the 1930s. There is a cook stove, a single light bulb, a bed, a table and two chairs.

Cabin 5: Exhibit panels in Cabin 5 are located on the northern wall and discuss the Lincoln Highway and Ft. Bridger. The floor is wood and the walls have exposed studs and exterior siding covered by Plexiglas. Beneath the Plexiglas are autographs of tourists who stayed in the cabins during their use in the 1920s and 1930s. Segments of the old Ft. Bridger Lincoln Highway Bridge guard rail are set up along the eastern and western walls.

Cabin 8: The most extensively restored cabin interior is Cabin 8. It is set up to resemble the 1940s. The floor is linoleum –it was not possible to purchase the original flooring during the restoration, so an artist hand painted the original design. There is wallpaper along all of the interior walls and a single lightbulb hanging from the ceiling. Cabin 8 has a cook stove, bed, high chair, two chairs, a telephone, and three shelves decorated with period appropriate canisters, plates, etc.

### The Residence

The Rochford House is a single story, Craftsman style house built circa 1930. The wood frame house was built on a poured concrete foundation. The residence is largely rectangular – measuring 22' x 33' – with a projection measuring 5 x 10'6" on the south end of the eastern wall. The projection contains a breakfast nook and a small, enclosed back porch; the porch is located under the principal roof. The house has a medium pitch, cross hipped roof with wooden shingles. There are two red and yellow brick chimneys with drip edges at the tops and step flashing at the base. The northernmost chimney is located on the western slope; the southernmost chimney is located on the southern slope. The exterior walls are clad with flush, horizontal 6" beveled edge planks which are framed with wood corner boards.

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### *Exterior*

The front (northern) façade has three bays; it is not symmetrical. The front door is located under an unadorned gabled entry porch supported by triangular knee braces – it covers a small concrete stoop. The front door is a Craftsman style wood paneled door with a 3 light window located in the top third. The easternmost bay consists of two double hung, 4/1 light windows set together. The westernmost bay is the smallest of the three – it has a double hung, 3/1 light window.

The eastern elevation has four bays and is not symmetrical. There is a 5' x 10'6" projection at the southern end of the elevation – the projection contains a single bay with two double hung, 3/1 light windows and an enclosed back porch located under the principal roof on the southwestern corner of the building. There may have been two double hung windows on the eastern wall of the back porch, but it is difficult to determine. In the center of the elevation, there is a second bay with two double hung, 4/1 light windows. On the northeast corner of the house, there is a ribbon of 3 fixed windows; the central window is a single light and the two flanking windows have 3 lights. The remains of an electrical box are located on the northeast corner.

The back (southern) elevation also has four bays and is not symmetrical. The enclosed back porch is located on the southeastern corner. The door to the porch is located on this elevation. On the western end of the elevation – near the back porch – is a double hung, 4/1 light window. In the center of the elevation, there is a single pane hopper window. On the eastern end of the elevation, there is a double hung 3/1 light window.

The western elevation has four bays and is not symmetrical. On the southwestern end there is a ribbon of 3 fixed windows; the central window is a single light and the two flanking windows have 3 lights. There are two bays in the center of the elevation. The first – located towards the back/southern side of the house - is a double hung, 4/1 light window. The second – located towards the front/northern side of the house – is a single pane hopper. The bay located near the northwestern corner is a ribbon of 3 fixed windows; the central window is a single light and the two flanking windows have 3 lights.

### *Interior*

The front door leads into a living room. To the west of the living room is the first bedroom – the bedroom has doors to a closet and the bathroom on its southern wall. The dining room is south of the living room– the two rooms are separated by a segmental arch doorway that is nearly the length of the wall. A hallway on the western wall of the dining room leads to a closet and the bathroom – north side – and second bedroom – south side. There is a window at the end of the hall. On the southern wall of the dining room is an entrance to the kitchen. The kitchen has a 4/1 light window, sink, and cupboards on the southern exterior wall, a pantry entrance and hole for a stove pipe on the western wall, cupboards and entrance to the dining room on the northern wall, and a segmental arch doorway into the breakfast nook and exterior door to the back porch on the eastern wall. The breakfast nook is small with two 3/1 light windows set together on the eastern wall. The enclosed back porch has three double hung windows and an exterior entrance on the south side of the structure. All of the windows in the house have cherry wood color, Craftsman style surrounds, except in the kitchen – the windows and doors are painted white - and bathroom – the window is painted ochre. The floors are 2" tongue and groove (oak?) floors. There is floral linoleum flooring in the bathroom.

### The Outhouse

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The Outhouse is a wood frame, two room structure built by the Workers Progress Administration (WPA) between 1937-1939. The building is painted orange with black trim and faces north. The foundation is a concrete slab. The outhouse has a shed roof with cedar shakes. The exterior walls are 6" shiplap cedar siding placed horizontally. While there are not any chimneys, there are ventilation pipes for each stall protruding through the roof. On the west elevation, there is a door to the men's lavatory; on the east elevation, there is a door to the women's lavatory. "Men" and "Ladies" are painted in black on opposite sides of the front (northern) façade - "Ladies" is on the east and "Men" is on the west - and written below an open vent window. In the interior, the floors are concrete and each privy is a concrete vault with wooden potty-top.

The Shower Shed/Generator Room

The Shower Shed/Generator Room is a side gabled, three room, wood frame structure, which faces east. The building is painted bright orange with black trim. The roof is rolled roofing. The Shower Shed/Generator Room does not have a foundation - it sits on the ground to allow the showers to drain into a drainage ditch which is a few feet away from the structure. There are three doors along the front façade. The southern-most bay leads to the men's shower room. There is a small window on the north wall of the men's shower room about six feet above the ground. The middle opening leads to the women's shower room. There is a small window on the west wall of the women's shower room. There were no pipes in the shower rooms, so it is likely that the occupants used buckets to bath. The final bay leads into the generator room. There are no windows in the generator shed. There are no chimneys, but a square wooden vent extends from the roof of the men's shower room. The Shower Shed/Generator Shed is a unique feature of the Black and Orange Cabins Complex. The power supply was from a Delco Light Plant, which generated 32 volts of electricity by burning kerosene. The electricity was then stored in batteries, which could power one light bulb for each cabin and carport at night through a pole and post system.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property 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 lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

### Areas of Significance

(Enter categories from instructions.)

Commerce

Transportation

### Period of Significance

1925-1941

### Significant Dates

1925

1936

1941

### Significant Person

(Complete only if Criterion B is marked above.)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Unknown

### Period of Significance (justification)

The period of significance for the Black and Orange Cabins is from its estimated construction in 1925 until 1941, which is the year that Mrs. Margaret Rochford sold the cabins to Mr. Karl Krasmark. Mrs. Rochford stopped operating the Black and Orange Cabins in 1936.

### Criteria Considerations (explanation, if necessary)

N/A

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Black and Orange Garage Cabins in Fort Bridger, Uinta County, Wyoming are significant on a state level under Criterion A because of the site's association with the Lincoln Highway and automobile travel as well as the expansion and impact of the Lincoln Highway on tourism in the state of Wyoming during the 1920s and 1930s. Mrs. Margaret Rochford built the Black and Orange Garage Cabins to facilitate the needs of automobile tourists travelling through Wyoming and operated the establishment until 1936. The cabins were designed specifically to accommodate the needs of automobile tourists, which is evidenced by the individual garages attached to each cabin. The Black and Orange Garage Cabins are an example of the effect that heritage tourism, automobile transportation, and the Lincoln Highway had on small towns in Wyoming. They are the best surviving example of Lincoln Highway motor courts in Wyoming and one of the most well-preserved examples left in the United States. The site retains its integrity despite years of neglect. The refurbishment of the buildings was done with as little disruption as possible; much of the original materials were reused. Significant efforts were made to replicate the cabin's interiors to be historically accurate. The area surrounding the cabins has changed very little and does not affect the integrity of the site.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

*The Lincoln Highway, Tourism, and the History of Motor Courts*

Prior to the establishment of the Lincoln Highway in 1913, roads in Wyoming and most of the United States were largely dust covered, unimproved wagon trails. However, the rise of automobile ownership- which increased rapidly following the introduction of Henry Ford's Model T in 1908<sup>i</sup>- necessitated the expansion and improvement of American roadways.<sup>ii</sup> Carl Fisher saw the potential for the automobile and conceived of a transcontinental paved roadway stretching from New York City to San Francisco.<sup>iii</sup> Along with other auto manufacturers – including Packard Motor Company's President Henry Joy – he established the Lincoln Highway Association (LHA) on July 1, 1913; its mission was to create “a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges.”<sup>iv</sup> The LHA appointed Henry Joy as president of the association and Carl Fisher as vice president.<sup>v</sup>

The LHA's intention was not to create a completely new road across the country, but to combine existing roadways and create new roads only when necessary. The LHA published the route so that travelers could navigate the unmarked route. The Lincoln Highway was completed and made public on September 14, 1913 and officially dedicated October 31, 1913. The LHA estimated that it would take travelers 20-30 days to travel

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<sup>i</sup>McShane, Clay. *The automobile: A chronology of its antecedents, development, and impact*. Routledge, 2017. p. 39

<sup>ii</sup> According to *Are We There Yet? Auto Landscapes and Tourism, 1913-1975* written by Elizabeth Crawley King, in 1918, there were approximately 15,900 registered automobiles in Wyoming; by 1930, there were sixty-two thousand.

<sup>iii</sup> According to the Wyoming Department of Transportation (WYDOT) educational booklet *The Lincoln Highway*, Wyoming native E.L. Emery contested Carl Fisher's account – Emery claimed that a transcontinental roadway was his idea, which he presented at the national Good Roads meeting during the summer of 1912. Carl Fisher was in attendance.

<sup>iv</sup> Wyoming Department of Transportation. *The Lincoln Highway*. Cheyenne, WY. n.d. p.2

<sup>v</sup> Henry Ford was notably absent from the LHA; he believed that roadways were the responsibility of the federal government – not private business.



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the 3,389 miles across 12 states from New York to San Francisco. The Lincoln Highway covered over 400 miles of Wyoming and followed “the corridor established by the Overland Trail and the First Transcontinental Railroad and telegraph line.”<sup>vi</sup> In order to help promote travel and assist tourists, the LHA published written guides and appointed volunteer representatives to act as State, County, and Local LHA Consuls. Evanston, Wyoming native Payson Spaulding was the first Wyoming State Consul. At the time that Mrs. Rochford built her cabins, her neighbor W.A. Carter was the Uinta County Consul and W.C. Castro was the Local Consul.

In 1916, the United States government passed the Federal Aid Road Act, which made federal funds available to states specifically for the construction of roads. In order to receive funding, the federal government required that states create a highway commission; as a result, the Wyoming Department of Transportation was established by the Wyoming Legislature in 1917. Gradually, the federal government assumed more control of American roadways and road construction and in 1925 they developed a numbering system; the Lincoln Highway in Wyoming was renamed Highway 30. By 1935, “more than 1.6 kilometers (one million miles) of roads in the United States have a paved surface.”<sup>vii</sup> By the end of the decade, all major Wyoming roads were oiled.

The rise of the automobile coincided with a rise in leisure vacationing for average American workers. The modernization of work place conditions - including annual paid vacation, eight-hour workdays, and five-day work weeks – and the availability of automobiles led to a rapid rise in tourism. By the onset of World War II, over eight-five million Americans were given paid vacation time by their employers.<sup>viii</sup> Slogans such as “See America First” encouraged stateside travel and vacation became a part of American identity.

Tourism became a valuable revenue source for states along the Lincoln Highway. Wyoming capitalized on romantic Western idealism creating slogans such as “Wyoming – Worth Knowing” and “Wonderful Wyoming.” In 1938, tourists spent more than \$15 million throughout the state; visitors travelling along the Lincoln Highway spent \$4 million.<sup>ix</sup> Initially, tourists would camp along the road. These travelers were known as “Tin Can Campers” because of the tin cans that carried their food.<sup>x</sup> Eventually, cities and towns set up free municipal campgrounds and entrepreneurial landowners – such as Margaret Rochford - built small cabins with attached garages to accommodate travelers. “Garage Cabin Camps” became increasingly popular throughout the 1920s and “statistics...show tent sales ‘peaked in 1924 and by 1929 tent sales were at pre-1916 levels’ (Belasco, 131).<sup>xi</sup>

New businesses popped up in small towns all along the Lincoln Highway to provide services to automobile travelers. In Fort Bridger, Robinson’s Garage provided automotive repair and Castro’s Place “sold tins of food for motorists to take with them for camping or picnicking at their convenience.”<sup>xii</sup> And the Black and Orange Garage Cabins were the town’s first motel; they charged a dollar a night for a cabin.

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<sup>vi</sup> Elizabeth Crawley King. *Are We There Yet? Auto Landscapes and Tourism, 1913-1975*. Cheyenne, WY. Wyoming State Historic Preservation Office, 2018, p. 23

<sup>vii</sup> McShane, p. 82

<sup>viii</sup> King, p. 44

<sup>ix</sup> King, p. 49-50

<sup>x</sup> Tourists’ tendency to disregard property rights and litter led many Wyoming farmers and ranchers to disdain them and occasionally threaten travelers or mislead them in retaliation for the damage done to their property and livestock.

<sup>xi</sup> Lori Henderson. *Roadside Lodging: The Rise and Fall of the Motel*. Eastern Illinois University, 2010, <https://www.eiu.edu/historia/2010Henderson.pdf>, p. 28

<sup>xii</sup> WYDOT, p. 7

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*The Rochford Family and the Black and Orange Cabins*

By the time that the Lincoln Highway was established in 1913, Margaret Rochford already owned and operated the Rochford Hotel in Fort Bridger. Timothy and Margaret Rochford, who met and married in Council Bluff, Iowa in 1883, spent the early years of their marriage following the railroad. The family moved from one section house to the next, gradually progressing westward and eventually homesteading north of Fort Bridger along the Black's Fork River in 1905.<sup>xiii</sup> While Mr. Rochford continued to work and travel for the railroad, Mrs. Rochford purchased a plot of land from William A. and Katherine Carter near the abandoned Fort Bridger Army Post.<sup>xiv</sup> She bought the old Fort Bridger Commanding Officer's Quarters from her sister's husband – Alexander Hayward - and had the building relocated to her new property. Mr. Hayward transported the building from its original site to Mrs. Rochford's property by having horses pull the building over large logs.<sup>xv</sup> Mrs. Rochford turned the Fort Bridger Commanding Officer's Quarters into the Rochford Hotel and the family settled at the hotel occupying two rooms downstairs and two rooms upstairs in what were the old maid's quarters.<sup>xvi</sup> The rest of the house was used for guests.<sup>xvii</sup>



Photo Courtesy of the Wyoming State Archives

<sup>xiii</sup> Recorded audio accounts from Timothy Rochford and Inez Hysell differ on the exact year that the family settled in Ft. Bridger. A Warranty Deed from 1909 confirms that Mrs. Rochford purchased the property on which the Black and Orange Cabins were built from William A. Carter in 1909.

<sup>xiv</sup> William A. Carter was the son of Judge William Alexander and Mary Carter. William Alexander was Wyoming's first millionaire. He also built the first school in the state of Wyoming – it was attended by the Rochford children. A military supplier, he followed the Army to Fort Bridger in 1857 and was the Post Sutler or Post Trader until his death. During his lifetime, he acquired large swaths of land around the fort. Following his death in 1881, his estate passed to his wife. When Mary died, the estate went into probate and was divided amongst the couple's children. William A. and Katherine inherited the land that Mrs. Rochford eventually purchased and built the Black and Orange Cabin Complex and Rochford Hotel.

<sup>xv</sup> This claim is based off of the recollections of Timothy Rochford and stated in an interview he gave to Prof. Phil Roberts from the University of Wyoming.

<sup>xvi</sup> Mr. and Mrs. Rochford's youngest two children – Ira and Inez – were born in the Rochford Hotel. In total, the Rochford's had fourteen children. All but four of their children survived until adulthood – two died in infancy, and two – a boy named Thomas (1887-1900) and a girl called Lillian (1900-1905) died of diphtheria. Their remaining children were: Annie (Rochford) Clark – b. 1884; James Rochford – b. 1885; Carolyn (Rochford) Robinson – b. 1889, Margaret (Rochford) Roe – b. 1891; Timothy Rochford – b. 1893; Irene Katheryn (Rochford) Pfisterer – b. 1897; Mary (Rochford) Clausen – b. 1899; Ellenette (Rochford) Ferguson – b. 1904; Ira Rochford – b. 1906; and Inez (Rochford) (Erich) Hysell – b. 1909. With the exception of Ira and Inez, each child was born in a different house.

<sup>xvii</sup> The Fort Bridger area was a popular hunting and fishing destination for East Coast tourists even prior to the establishment of the Lincoln Highway.

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Following Mr. Rochford's death in 1916, Mrs. Rochford and her children continued to operate the hotel, eventually expanding the enterprise.<sup>xviii</sup> Circa 1925, Mrs. Rochford built the Black and Orange Cabins.<sup>xix</sup> The newly constructed motor court cabins were built in order to provide overnight accommodations to automobile travelers navigating the Lincoln Highway.<sup>xx</sup> Around 1929, Mrs. Rochford constructed a small house for herself between the cabins and the Rochford Hotel. She transferred management of the hotel temporarily to her daughter – Irene Katheryn – and son-in-law – Harry Pfisterer; they operated the hotel for about one year.<sup>xxi</sup> Inez and her husband – Mike Erich – helped with the management of the property until they moved to Utah in 1935.<sup>xxii</sup> According to Mrs. Rochford's granddaughter – Nellie Bryne – Inez and Mike lived in Cabin #8. Oral histories indicate that the family stopped operating the Black and Orange Cabins in 1936; however, the Wyoming State Directory lists the property and Margaret Rochford as the property's manager until 1940.



Photo Courtesy of the Wyoming State Archives



In 1941 - a year before her death - Mrs. Rochford decided to sell the hotel, residence, and cabin complex to Karl Krasmark, an architect from Casper, Wyoming. The Wyoming State Directory lists Mr. Krasmark as the property manager for the Krasmark Tourist Camp in 1941, 1942, and 1948.<sup>xxiii</sup> However - according to Nellie Bryne - Mr. Krasmark never opened the cabins up for tourists. Mr. Krasmark removed the Rochford Hotel with the intention of expanding the cabin court; these plans never came to fruition.<sup>xxiv</sup> Mr. Krasmark and his son took down the Rochford Hotel/Commanding

<sup>xviii</sup> According to Inez Hysell, her father died in 1914 after an explosion at the machine shop where he was working. Timothy Rochford was killed by an explosion while working for the railroad in Libby, Montana on December 6, 1916.

<sup>xix</sup> The date of construction for the Black and Orange Cabins is an estimate. In 1924, the Lincoln Highway Association published *A Complete Official Road Guide of the Lincoln Highway*, which referenced the Rochford Hotel, but made no mention of the Black and Orange Cabins. Given the context of the article, if the cabins had been constructed, or were in the process of being constructed, it is likely that they would have been mentioned at this time. A registration book from the Rochford Hotel indicates that guests began using the cabins in 1926; therefore, it is estimated that the cabins were constructed in 1925.

<sup>xx</sup> There are no official records of who built the Black and Orange Cabins, but long-time Bridger Valley resident, Mary Bartlet, believes that they were built by Mrs. Rochford's son-in-law Harry Pfisterer.

<sup>xxi</sup> Excerpts from *The Wyoming State Directory* indicate that Mrs. Rochford operated the Rochford Hotel from 1916 until 1929. In 1929, she is listed as the manager for the cabins and H.W. Pfisterer is listed as the manager for the Hotel. This arrangement only lasted for a short time; from 1930-1940, Mrs. Rochford is listed as the manager for both.

<sup>xxii</sup> Inez Hysell's recorded account of this time confirms that her mother had moved into the Residence. Inez gave birth to two children – Betty Jane born in 1934 and Dewey born in 1935 – during the time that she and Mike lived in the Rochford Hotel. Photographs of Mike indicate that the couple had a role in the management of the property.

<sup>xxiii</sup> These are the only years that the Wyoming State Directory is available.

<sup>xxiv</sup> According to Timothy Rochford, Mr. Krasmark removed the Rochford Hotel with the intention of expanding the cabin site, but was never able to accomplish the expansion.

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Officer's Quarters and stored it. Eventually, he sold the disassembled building to the State of Wyoming and offered to help reconstruct the building on the Fort Bridger site.

The site was essentially abandoned from 1948 until 1994 when the State of Wyoming leased the property from the Krasmark Family; the lease was from July 1, 1994 until October 31, 1996.<sup>xxv</sup> The Fort Bridger Historical Society purchased the property on November 1, 1996 and donated it to the State of Wyoming after the purchase was complete.

*Restoration*

The restoration process for the Black and Orange Cabin Complex began in 2004 when the State of Wyoming ordered a Historic Structures Report on the property. Archeological excavations of the property occurred in 2006-2007. Wyoming State Parks and Historic Sites were awarded a Transportation Enhancement Act Local (TEAL) grant in the spring of 2007 and restoration began in 2008. Unfortunately, there was only available funding for the restoration of the Black and Orange Cabins, the Outhouse, and the Shower Shed/Generator Room; there was not funding available for the restoration of the Residence. Despite being unable to complete an entire



Photo courtesy of the Library of Congress

restoration, the Residence was given a bit of a face lift; one of the building's two chimneys was repaired and a new roof was put on to prevent any further damage. Currently, there are plans to complete the restoration of the house and turn the building into a functioning residence for Fort Bridger State Historic Site seasonal workers. The Office building was entirely reconstructed from the remains of a Utah cabin built around the same time as the Cabin Court.<sup>xxvi</sup>

Significant efforts were made during the restoration process to maintain the integrity of the site and the structures. For example, the hinges on the doors were unusable or gone and there were no available replacements. Luckily many of the fences from area ranches were still using the same type of hinges that the Black and Orange Cabins originally utilized, so contractor Wayne Gobel bought all of the ranchers new hinges and took their old ones to use on the cabins.

During the Cabin's restoration process, the foundations were stabilized and reinforced. The foundation of Cabins 1-4 required augmentation. New material was supplemented in the floor joists, wall studs, and gable roofs only where completely necessary for structural integrity. Additionally, interior floorboards, siding, and

<sup>xxv</sup> During this time, the property fell into disrepair. Luckily, the only structure that was completely destroyed was the office building; it burned down in 1992.

<sup>xxvi</sup> Because it was reconstructed, it is a non-contributing building.

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roof boards were replaced when original materials were absent or unsound.<sup>xxvii</sup> It was necessary to replace all of the windows, screens, and rolled roofing. The cabins were repainted and restored to their original exterior appearance.

Restoration was completed in June of 2009. The Black and Orange Cabins were dedicated and officially reopened on July 1, 2009, which coincided with the 1919 Military Convoy reenactment's stop at Fort Bridger.

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<sup>xxvii</sup> According to the Maurine Carley Memorial Award nomination packet created by former Fort Bridge State Historic Site superintendent Linda Byers.



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**Previous documentation on file (NPS): N/A**

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

**Primary location of additional data:**

☐ State Historic Preservation Office  
☒ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other

Name of repository: \_\_\_\_\_

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Historic Resources Survey Number (if assigned): 48UT2648

## 10. Geographical Data

**Acreage of Property** Approximately 1.4 acres  
(Do not include previously listed resource acreage.)

### UTM References

(Place additional UTM references on a continuation sheet.)

|   |                           |                              |                               |   |                           |                              |                               |
|---|---------------------------|------------------------------|-------------------------------|---|---------------------------|------------------------------|-------------------------------|
| 1 | <u>12N</u><br>Zone        | <u>551137</u><br>Easting     | <u>4574231</u><br>Northing    | 3 | <u>          </u><br>Zone | <u>          </u><br>Easting | <u>          </u><br>Northing |
| 2 | <u>          </u><br>Zone | <u>          </u><br>Easting | <u>          </u><br>Northing | 4 | <u>          </u><br>Zone | <u>          </u><br>Easting | <u>          </u><br>Northing |

### Verbal Boundary Description (Describe the boundaries of the property.)

The western boundary is adjacent to the Fort Bridger Historic Site parking lot. The northern boundary is adjacent to the Fort Bridger Access Road and I80 Business Route. The eastern boundary is adjacent to Main Street. The southern boundary runs directly between the southern end of the Fort Bridger Parking lot and Main Street.

### Boundary Justification (Explain why the boundaries were selected.)

The boundaries for the Black and Orange Cabin Complex form a periphery around the historic site containing the Black and Orange Cabins, Outhouse, Shower/Shed Generator Room, and Residence.

## 11. Form Prepared By

name/title Bethany Kelly/Cultural Resource Specialist  
organization Wyoming State Historic Preservation Office date December 12, 2019  
street & number 2301 Central Avenue telephone 307-777-7530  
city or town Cheyenne state WY zip code 82002  
e-mail bethany.kelly@wyo.gov

## Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**



**Black and Orange Cabins**

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- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Black and Orange Cabins

City or Vicinity: Fort Bridger

County: Uinta

State: Wyoming

Photographer: Linley Mayer

Date Photographed: Fall, 2019

Description of Photograph(s) and number:

Black and Orange Cabins exterior view, photographer facing southwest. Photo by Richard Collier.  
1 of 11.

Exterior of cabins 1-4, photographer facing northwest.  
2 of 11.

Exterior of cabin 5, photographer facing west.  
3 of 11

Exterior of outhouse, photographer facing south.  
4 of 11.

Exterior of shower shed/generator room, photographer facing west.  
5 of 11.

Exterior of residence, photographer facing southwest.  
6 of 11.

Interior of cabin 2, photographer facing west.  
7 of 11.

Interior of cabin 5 showing interpretive display, photographer facing west.  
8 of 11

Interior of cabin 8, photographer facing west.  
9 of 11

Interior of cabin 8, photographer facing east.  
10 of 11.

Historic writing on the inside of cabin.  
11 of 11.

---

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

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Black and Orange Cabins

Name of Property

Uinta County, WY

County and State

name State of Wyoming/Wyoming State Parks, Historic Sites and Trails

street & number 2301 Central Avenue

telephone 307-777-6303

city or town Cheyenne

state WY

zip code 82002

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.