

Outlaw Inn
 Name of Property

Sweetwater County, WY
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	Private
<input type="checkbox"/>	public – Local
<input type="checkbox"/>	public – State
<input type="checkbox"/>	public – Federal

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

Contributing	Noncontributing	
1	0	buildings
		sites
0	0	structures
		objects
1	0	Total

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

Number of contributing resources previously listed in the National Register

Historic Motor Courts and Motels in Wyoming, 1913-1975

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

DOMESTIC

Sub: hotel

COMMERCE/TRADE

Sub: restaurant

DOMESTIC

Sub: hotel

COMMERCE/TRADE

Sub: restaurant

7. Description

Architectural Classification
 (Enter categories from instructions.)

Materials
 (Enter categories from instructions.)

MODERN MOVEMENT: International Style,
 Neo-Expressionism

foundation: Concrete
 walls: Concrete, steel, flagstone
 roof: wood Other: _____

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

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

The Outlaw Inn is located in the western portion of the Great Divide Basin in southwestern Wyoming. The motel is situated on the north edge of Rock Springs, Wyoming, at the intersection of Interstate 80 and U.S. Route 191 at 1630 Elk Street. It is located in the northeast quadrant of the intersection on level ground at the west base of an exposed sandstone finger ridge. It is surrounded on all sides by asphalt parking lots. The motel is accessed via a main entrance from the east or north lane of U.S. Route 191 (Elk Street). The property is bordered by a tree row, a wooden fence, and a sandstone outcropping on the east; a Chevron Truck Stop complex on the south, which is partially visually screened by a wooden fence; U.S. Route 191 (Elk Street), a multi-lane paved highway on the west, which has numerous commercial businesses along its west side; and an Exxon Service Station to the north.

The Outlaw Inn was constructed in 1965-66 by business partners Don Anselmi, John Anselmi, Mike Vase and Vernon Delgado. It was strategically located to take advantage of the recently completed Interstate 80 and its intersection with U.S. 191, one of the main vehicular routes to Grand Teton and Yellowstone National Parks. Interstate 80 and its interchange with U.S 191 was completed in 1963, just two years prior to the construction of the Outlaw Inn. The Outlaw Inn was designed by the prominent Lubbock, Texas, architectural firm of Whitaker and Hall and consists of one hundred guest rooms. It boasts Wyoming's first indoor hotel swimming pool within a covered atrium. It also includes a restaurant and a saloon with a drive-up liquor window. Sixty-seven interior "courtside" rooms are built on two levels, and thirty-three drive-up rooms are located along an outside entry level. The Outlaw Inn has been continuously owned and operated by the Anselmi family since it opened in 1966. Mark and Nancy Anselmi are the current owners and operators. The building represents a meld of the International Modernist Style of architecture and Neo-Expressionism, with its low profile and gently sloping, intersecting shed roofs with extended eaves. The exterior walls are clad with brown manufactured stone veneer (lomastone), allowing the building to blend in with the surrounding sandstone-capped hills and ridges. The interior of the building also features numerous exposed wooden beams throughout the atrium area and the individual rooms.

Physical Description

Outlaw Inn (contributing building).¹

Site. The Outlaw Inn is located on a 6.76-acre parcel on the east side of Elk Street, roughly 1500 feet north of Exit 104 from Interstate 80 in Rock Springs, Wyoming. US Route 191 diverges from Interstate 80 and continues north as Elk Street at this exit. From Rock Springs, this road follows US Route 191 to the popular tourist destinations of Yellowstone National Park, Grand Teton National Park, and the mountain resort town of Jackson, Wyoming.

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

At the time it was built, the Outlaw Inn was about a mile north of Rock Springs, but the town has since extended beyond the site. Directly to the south of the Outlaw Inn is a gas station with semi-truck parking and a food mart, originally part of the motel complex as was typical of the era's highway motels. Directly to the north, there is a 2014 convenience store and gas station, which replaced a residential area similar to the 1960's single-family-home neighborhood beyond it. Located across the street to the west are a 1972 motel, restaurant, and gas station, as well as several more recent fast food establishments and other businesses.

The facade of the Outlaw Inn is set back about 140 feet from the street. The building is surrounded by paved parking areas with access from Elk Street at the property's north and south ends. The motel's sign has always been located in the southwest corner of the property. There is direct vehicle access to the gas station to the north, while a fence blocks access to the gas station to the south. A sidewalk and grass strip with trees separate the parking lot from the street, and a larger grassy area with trees and a fence bound the parking lot to the rear. Beyond the back fence, an undeveloped native desert landscape with distinctive rock features fills the remainder of the property.

The proposed site boundaries for the Outlaw Inn include the motel building and surrounding parking lots and landscaped areas and generally follow existing wooden fencelines and the curb line along Elk Street on the west side. It excludes an associated laundry building and garage.

Exterior. The symmetrical building occupies 33,156 square feet and has five principal sides. The two-story, shed-roofed building rests on a concrete foundation with two partial basements. It inhabits the site with the axis of symmetry at an angle of roughly 60 degrees with respect to the street; the main entry faces southwest. The building is oriented on a slightly northwest-southeast axis (about 310 degrees). It consists of three primary segments or wings that form an interior triangular-shaped covered courtyard or atrium.

The exterior is clad with the original brown stone veneer (lomastone), manufactured to resemble uncut rubble, in an uncoursed fieldstone pattern on the concrete masonry block and steel column structure. The majority of the openings still employ the original aluminum storefront systems. Each of the three wings has a shed roof clad with built up tar and gravel that slopes at a rate of 2:12 and lays on 2-1/2" Tectum decking (known for its sound deadening qualities) on 6" x 6" wood joists and 7" x 5-1/2" glue laminated ("Glulam") beams made of Douglas fir, with the eaves 8'-0" above the finished floor. The beams are prominent and exposed throughout the building's interior, including the underside of the exposed roof over the atrium and in the room units. The atrium is covered by a triangular-shaped roof that has three roof slopes that come to a point in the middle; each contains two rows of evenly-spaced skylights to provide natural lighting to the interior courtyard. Otherwise, construction techniques and materials are the same as the shed roofs described above.

The façade is dominated by the main entry. It faces southwest and originally consisted of an open gable extension that was supported by a single stone-covered pier that formed a covered entry for vehicles. Only the ridgeline portion of the gable roof extended beyond the building line to the pier. Between 2003 and 2006, the main entrance was altered to provide higher clearance for vehicles. The current entrance consists of a massive, open gable-roofed porte cochere, the ridgeline of which is

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

higher than that of the original gable roof, which remains intact on the front roof slope. The moderately-pitched gable roof is supported by a system of exposed wooden trusses and five massive stone-covered rectangular piers. At the southwest end of the porte cochere is a low rounded stone wall planter for shrubs and trees. The façade of the main entrance is composed of insulated glass panels divided by a central stone-covered pier located directly under the peak of the roof. A set of twin-leaf glass and aluminum doors are located to either side of the central stone-covered pier. The original entry doors consisted of automatic horizontal sliding units. The sliding doors have been retained in the north half of the façade, but a glass and aluminum extension has been built on the south side that contains twin-leaf glass and aluminum doors that open outward in the middle. A second set of similar doors are located on the inside of this glass enclosure to obtain entry into the interior of the building. Originally, the facade had stone-covered wingwalls on either side that extended the line of the eaves nearly to ground level. However, the wingwalls were shortened on both sides at an unknown date, possibly when the new porte cochere was constructed. Detached shed roof parking shelters were also added at all exterior guest rooms, as was a small gable roof canopy at the rear exit, along with enhanced landscaping.

The façade consists of a west-facing wing, a south-facing wing, and the southwest-facing main entrance, which joins the two wings. The west-facing side contains 11 drive-up guest rooms similar to those at the back. The roof eave is continuous. The center portion of the south façade includes the windowless exterior of the kitchen and its service area. The wall here extends into a parapet obscuring the roof. The liquor store and kitchen areas are located in a 99' x 15' projection. Originally, the liquor store drive-through was designed as a smaller version of the main entrance, including a similar porte cochere. The current drive-up liquor store consists of an enclosed gable-roofed porch that extends westward beyond the overall building lines. An aluminum storefront door system was installed in the north wall during a recent (2018) renovation that provides access to a patio. The west wall has a two-light horizontal sliding window to serve customers in vehicles. The remainder of the north and south sides of the enclosed porch consist of insulated plate glass windows. These elevations also have vertical corrugated metal paneled lower walls. The drive-up liquor store has a shed-roofed porte cochere that is supported by massive wooden timbers with stone-covered bases (completed by MB Construction, Local, Utah, in 2014, and designed by Gary Hunt, architect, Ogden, Utah). A ledgestone wall and planter were added to create a patio area outside the liquor store exit. The southwest end of this structure has a low rounded stone wall planted with trees and shrubs. An open shed-roofed canopy has been constructed that attaches to the porte cochere. The remainder of the projection of the south wing consists of a solid masonry wall covered with lomastone veneer that has no window or door bays. A low stone-walled planter has recently been added to the base of this wall to be used as an herb garden. At the east end of the solid masonry wall, there is a 15-foot deep indentation that denotes the delivery area for the kitchen. A large wooden door is located here. The solid masonry wall then resumes and creates a corner that completes the east end of the 99' x 15' projection. The south wing is completed by two guest units (Nos. 251 and 252). Their wooden doors are set side by side with full height plate glass windows set on either side of the two doors. This door and window pattern is repeated in all the guest units that are accessible from the outside of the building. The overall wall height is lower in this area. The wall of the south wing continues south of the units as a solid lomastone-covered masonry wall to the corner of the wing.

The rear of the building (northeast side), perpendicular to the axis of symmetry, is the longest side (287' x 46') and forms the base of the triangular-shaped building footprint. There is a building exit at its

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

center, flanked by ten guest rooms at ground level on each side. These exterior-facing rooms are the smallest offered and open directly to parking spaces, typical of the arrangement that led to the creation of the portmanteau “motel” from “motor hotel”. The low roof eave is continuous along this entire side of the building, with exposed wood joists beneath. There are two segments adjacent to the back façade, one facing northwest (176' x 46') and one facing southeast (168' x 46'); they feature low-pitched gable ends canted inward. They are joined in the center and form the apex of the triangle that forms the interior courtyard. There is a service entry for a utilities passage on each side of each face, as well as a centered secondary entrance/exit. A single-story exit vestibule partially obscures the original two-story exit with tall windows centered on each face. The vestibules are later additions and are made of wood posts and columns with aluminum storefront doors and windows and a flat roof. The building's roof peaks above the vestibule on both faces.

Interior. Upon entering the roughly triangle-shaped lobby from the main doors, the registration desk can be found along the north wall to the left. There are offices behind and to the left of the desk. At one time, there was a lounge area recessed to the right of the desk. It has since been enclosed to create another office, but the original fieldstone veneer north wall is still in place. The saloon entrance is to the east of the main doors. Farther along this wall there is a closet/mechanical room, and stairs to the conference room above and the restaurant below can be found beyond. Opposite the entry doors is a floor-to-ceiling aluminum storefront system with access to the atrium at the center of the building. A striking feature within the lobby is the exposed underside of the roof structure. It is composed of the original horizontal Glulam beam spanning from front to back along the center with wood joists sloping from the beam down to the two side walls, which increase in height from single story to double story from front at the entrance to back towards the atrium. The Tectum deck is visible above the wood structure. The overall décor of the lobby has changed over the years, but the original can lights remain suspended from the joists. Furnishings include leather upholstered chairs and antique wood tables.

The atrium dominates the interior – an expansive double-story space at the center of the Outlaw Inn. It is shaped like a wide shallow isosceles triangle, with its main access from the lobby at the tip of its widest vertex. Its first floor is a half story below that of the lobby and exterior rooms, and its second floor is a half story above them. Guests using any of the three secondary entrances descend stairs to reach the concrete floor of the atrium. There is a column at its center, with three columns in a line from the center to the vertex on each side. A balcony supported by columns at fourteen-foot intervals runs around the perimeter of the expanse to provide guest room access, except where the upper floor conference room looks over the atrium. Exits from the building are located at each of the narrow vertices and from a corridor at the midpoint of the longest edge. The main entrance also has an accessible lift from the lobby level to the atrium level. The main floor of the atrium is polished concrete, while the balcony and the corridor underneath it are carpeted and the exit areas are tiled. As in the rest of the building, the underside of the wood beam and Tectum roof structure serves as the ceiling. Forty-seven rectangular skylights perforate the roof to bring natural light into the space.

A square platform at the center of the atrium was built to house a curio shop. It is situated at the same floor level as the lobby and oriented so that a corner of its square shape points towards the lobby. Glass partitions have replaced the original wood railings around its perimeter, though it remains open to the atrium ceiling above. Today it is called the Calamity Jane Room, functioning as meeting space with a small bar. There is storage space in the basement below it. To the north of the Calamity Jane Room

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

is the motel's swimming pool, the first indoor pool in a Wyoming hotel. It is shaped like an irregular chevron with six sides, and its maximum depth is five feet. It has remained unchanged since the building's construction with the exception of a handrail at its submerged stairs and an insurance company-mandated metal mesh fence around the pool area. A sign with the pool rules is still suspended over the pool from a beam above. Opposite the pool, at the south end of the atrium, is an open space sometimes used for events. A small business center with two computers and a printer is nestled into the narrow angle between the Calamity Jane Room, the lobby, and stairs down to the basement storage rooms.

The west side of the atrium contains ten guest rooms on the first floor and eleven guest rooms on the second floor. The fitness center has replaced the first floor guest room nearest to the lobby. The northeast side contains forty guest rooms total: Ten rooms on each side of an exit corridor on the first floor, and ten rooms on each side of an ice and soda machine alcove on the second floor. The south side of the atrium houses the Open Range restaurant and three guest rooms on the first floor, and the Robber's Roost conference room along with a regular guest room and two guest suites on the second floor.

The saloon is located directly east-southeast of the motel's lobby. Though it has been remodeled to be more open to the lobby and to allow more natural light into the space with the addition of an aluminum storefront system to the exterior patio, it retains the original sloped exposed roof structure and a stairway to the Robber's Roost conference room, half a level above. There are also stairs down to the kitchen. The liquor store is adjacent to the saloon to the south. Its west and much of its southwest façades are an aluminum storefront system, with an exit to the concrete patio to the west and a drive-through window on the south face. There is a built-in walk-in beverage cooler in the south corner.

The Robber's Roost, a lounge/meeting/reception room (23' x 70'), is principally accessed from the lobby, via a staircase up and a short corridor with public restrooms. It has a seating capacity of one hundred twenty-five. Windows along its northeast wall look out into the atrium. In addition to the stairs from the lobby and the saloon, the Robber's Roost can be accessed at each end from the atrium balcony and from a staircase from the kitchen below. There is a small bar adjacent to the lobby entrance. The sloped ceiling is the underside of the building's roof structure. The room features exposed ceiling beams and glass chandeliers.

The Open Range Restaurant is reached by a staircase down from the lobby and a corridor with public restrooms stacked below those on the second floor. These restrooms were upgraded in 2012. The corner immediately to the right upon entering the restaurant was originally a coffee shop area with a counter and barstools, but it is now used as additional dining space with tables. Aluminum-framed windows along the entire northeast wall allow light to enter from the atrium, and a sliding glass door provides direct access. The kitchen and service areas are located to the southwest of the dining area. A staircase at the north corner of the kitchen leads down to the second basement storage and mechanical rooms below the saloon. A narrow corridor from the southeast side of the kitchen ramps up to a delivery area at ground level. About halfway along the corridor, a branch to the left slopes back down to the atrium at first floor level, and at the end, the ramp turns left and continues upwards before turning left again and rising to a linen storage area to the southwest of Robber's Roost on the second floor.

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

All of the guest rooms are arranged in rows on two levels and are vertically aligned. They face inward into the open atrium. Each unit features a wooden door and three full-length plate glass windows with aluminum frames. The entry doors for each unit are paired. The interior of each unit generally consists of a bedroom (17'8" x 13'4") at the front and a dressing room and bathroom (5' x 13'4") at the back. The interior is finished in painted gypsum board walls and a Tectum ceiling with regularly-spaced laminated beams and carpeting on the floor. Smaller units have 13' x 13'4" bedrooms. Two large suites are located in the south end of the southwest wing on the second level, and they contain a studio room and a bedroom (17'8" x 20'5") and two baths (5' x 20'5"). With a few noted exceptions, this is the original layout. Adjacent rooms are laid out in mirrored pairs. A 2'-4" wide utility service corridor runs between the exterior ground level rooms and the interior first and second floor rooms. All of the rooms have wood joist and Tectum ceilings; those on the ground and second floors are sloped beneath the roof, while those on the first floor are flat. The suites feature furnishings constructed with wood salvaged from snow fences, converted to furniture by a firm in Laramie.

The thirty-three exterior drive-up guest units at ground level each measure a total of 270 square feet. Sixty-five of the guest rooms accessed from the atrium measure 322 square feet. The dressing and bathroom areas are identical to those of the exterior rooms, but the bedrooms are longer. Five of these units received upgrades in order to comply with the Americans with Disabilities Act in 2012. In these units, both the doors to the room and the bathroom were replaced with wheelchair accessible doors in a replicated aluminum storefront frame. One room received a roll-in shower while the other four have bathtubs.

Integrity

The Outlaw Inn was constructed in 1965-66 and opened for business during the spring of 1966. The building represents the blending of the International Modernist architectural style and Neo-Expressionism, a force in American architecture starting in the mid-1950s. These styles are reflected in the Outlaw Inn with its wide eave overhangs, low-pitched roofs, broad, low, front-facing gables, exposed supporting beams, and contrasting wall materials and textures to match the sandstone outcroppings.² The Outlaw Inn retains integrity of location. Integrity of design, materials, and workmanship are rated as good. As a continuously operating business, which has always been a part of the Best Western chain of hotels, minimal physical changes have necessarily occurred over time. However, the essence of the original architectural design, scale and proportions, and exterior materials have been retained. The integrity of setting is rated as fair. The Outlaw Inn was built on the site of workers' housing for local coal mining operations. Otherwise, the site was located on the undeveloped outskirts of Rock Springs. With the passage of time, Rock Springs expanded north, and the I-80 interchange at U.S. Route 191 presented an ideal building location for service stations, restaurants, and other commercial buildings. However, the Outlaw Inn occupies a large tract of land consisting of 6.76 acres, and the parking lots surrounding the building on all sides, the wooden fencelines, tree rows and other landscaping serve to set it apart from other modern development. Therefore, integrity of feeling and association are rated as good, and a 1960s-1970s visitor would readily recognize the Outlaw Inn.

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Commerce

Community Planning and Development

Period of Significance

1966-1975

Significant Dates

1965-66 building construction

1966 – business opens

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Whitaker & Hall, Lubbock, Texas

Criteria Considerations N/A

(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.

Period of Significance (justification) 1965-1975. The Outlaw Inn was constructed in 1965-66, and opened for business in 1966. It has operated continuously as a motel and as a Best Western franchise. The 1975 date reflects the end of the period of significance for the NRHP Multiple Property Documentation Form, *Historic Motor Courts and Motels in Wyoming, 1913-1975*.

Criteria Considerations (explanation, if necessary)

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

N/A

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

The Outlaw Inn is eligible for inclusion in the National Register of Historic Places as a locally significant building under Criteria A and C. The period of historical significance dates from 1966 when the building opened for business to 1975. The latter date reflects the National Register of Historic Places Multiple Property Documentation Form for *Historic Motor Courts and Motels in Wyoming, 1913-1975*.³ Significant dates include 1965-66 when the building was constructed, and 1966, when the Outlaw Inn first opened for business. The property is locally significant under Criterion A, as it is associated with events that have made a significant contribution to broad historical patterns. The Outlaw Inn played an important role in the areas of commerce and community planning and development. First, it provided an essential service to the traveling public in need of overnight lodging. Second, the Outlaw Inn was also conceived as a social center for the Rock Springs community with banquet and meeting rooms, an indoor swimming pool, a first class restaurant, cocktail lounge and shops. The business partners chose a location outside the existing downtown district to take advantage of the proximity of the newly constructed Interstate 80 and its intersection with U.S. Route 191, one of the major routes to Teton and Yellowstone National Park. The site away from the downtown also allowed for spacious parking accommodations and encouraged the commercial expansion of Rock Springs in this direction. As such, it played an important role in the commercial development and expansion of Rock Springs, Wyoming.

The Outlaw Inn is also locally significant under Criterion C, as a property that embodies the distinctive characteristics of a type, period, or method of construction. Motel buildings are typically restrained in their architectural design, which is generally functional, but the Outlaw Inn represents a blending of the International Modernist architectural style popular in America from ca.1925 to the present, and the Neo-Expressionistic style which became a prominent force in American architecture in the mid-1950s. The Outlaw Inn was designed to blend in with its surrounding environment of low rolling hills and sandstone-capped ridges. The landscape consists of long vistas of semi-arid country, and the building matches its surroundings and is built low to the ground with gently pitched intersecting shed roofs with extended eaves, and the exterior walls are clad with natural flagstone that closely matches the sandstone outcrops. The atrium and pool area occupy the area under the highest roof gables, and windows are liberally spaced throughout to provide an airy, open interior space. The Lubbock, Texas, architectural firm of Whitaker and Hall designed the Outlaw Inn, and it was based on the Koko Inn in Lubbock, constructed in 1962, also designed by that firm.

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

Historical Setting⁴

In 1867 and 1868, southern Wyoming's six major towns sprang up to serve the Union Pacific Railroad. Cheyenne, Laramie City, Rawlins, Rocks Springs, Green River City and Evanston all can trace their roots

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

to the building of the first transcontinental railroad, emerging in a short time span in places that previously lacked permanent settlements. Rock Springs also served the railroad, but as a mining community providing a source of coal. The construction of the railroad brought in emigrants from all over the world to work as laborers and as miners in the Rock Springs mines.

In 1862-63, Rock Springs first served as a stage stop on the Overland Trail to take advantage of a natural spring that flowed from a rock outcrop. In the mid-1860s, Archibald and Duncan Blair settled in the area and became the managers of the Rock Springs Stage Station. They were the first to exploit the rich coal deposits at Blairtown, about 1-1/2 miles southwest of the site of Rock Springs. In 1868, the arrival of the Union Pacific Railroad created an expanded demand for coal, but the railroad chose to establish a separate mine, and manager Thomas Wardell opened the Union Pacific No. 1 Mine south of Bitter Creek and east of the Blair Brothers' mine. Mine No. 1 served as the hub from which the town of Rock Springs grew. The layout of Rock Springs was influenced by the location of Bitter Creek and the nature of the rock formations in the area. As a result, early settlement was confined to the alluvial plain of Bitter Creek and the mouth of its tributaries, Dead Horse and Killpecker Creeks.

Rock Springs suffered from lack of wood for construction, good water for drinking, and sewage disposal. However, quality sandstone found in the area helped fill the need for building material. The railroad hauled water from Green River and residents stored it in barrels. Later in the nineteenth century, the Union Pacific laid a water line from the Green River to Rock Springs via their Green River Water Works. Early residents dumped raw sewage into Bitter Creek, and mine water was also disposed of in this drainage, which became known as "stinking Bitter Creek."

Offsetting these drawbacks, Rock Springs boasted one of the best coal deposits in the West. Rock Springs coal became the standard by which all other western coals were measured and gave the town a stable economy. By the mid-1870s, the Union Pacific formed its own coal department, the Union Pacific Coal Company. Throughout the 1870s and 1880s, the Union Pacific Coal Company developed several more mines. The company imported Chinese laborers and built housing to quarter them. Although the Union Pacific Coal Company was the dominant operator in the Rock Springs area, several other independent companies and operators mined coal on non-Union Pacific land, including Patrick J. Quealy's Rock Springs Coal Company, the Central Coal and Coke Company, and the Wyoming Coal and Coke Company.

In 1870, the Rock Springs commercial district was in its infancy. Commercial ventures included three liquor retailing stores, a blacksmith shop, and a telegraph service. The 1870 Census listed no other services and only recorded thirty-two buildings in the entire town. But by the end of the decade, the number of buildings in town almost quadrupled, and the population grew from 117 to 763. The 1880 Census indicated that approximately one-third of all houses quartered Chinese miners, and a Chinese commercial district was thriving, located north of the Rock Springs city core. The places of birth for Rock Springs residents in 1880 were extremely diverse. Most native born residents came from northern states.

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

Rock Springs immigrants came from China, Mexico, Sweden, Wales, Scotland, Ireland, England, Canada, Denmark, Nova Scotia, Bavaria, and Austria.

The town continued to develop in a haphazard fashion among the coal mines, which ultimately created the current mine subsidence problems. A townsite with lots, blocks, and streets was laid out belatedly in 1881. The original town plat consisted of thirty-four blocks with five on the north side of the Union Pacific tracks and the remainder on the south side. East-west streets were simply designated by numbers and north-south streets by letters. The Union Pacific held dominance over Rock Springs as it owned part of the town, controlled the water, all the major coal mines, the labor force and its housing, the price of shipping coal, and the infamous company store. Eventually the Union Pacific owned all the town's utilities.

Chinese laborers were recruited by the railroad after 1874; about four hundred Chinese miners were brought in specifically to break an impasse between the union and the railroad, an act guaranteed to create hard feelings. Violence finally erupted on September 2, 1885, when a riot was precipitated by a controversy over the possession of a room in a coal mine between Chinese laborers and a Euro-American miner. A fight ensued with picks and shovels, and other miners joined the melee. The Chinese lost the skirmish, and the white miners left the mine. They armed themselves and mounted an attack against Chinatown. Twenty-eight Chinese died; Chinese miners who had contributed to the growth and development of the area were driven out, and many of their homes were burned. The surviving miners and their families fled to Evanston but were returned to Rock Springs by the Union Pacific and the United State Army. To insure smooth operations of the coal mines and the Chinese miners' safety, the U.S. Army built Camp Pilot Butte. From 1885 to 1898, under the pretense of protecting U.S. mail (the only justifiable reason for stationing federal troops along the railroad mainline) the army occupied Rock Springs.

Although Chinatown was rebuilt, the Union Pacific Railroad did not attempt to increase the Chinese work force after the massacre. In 1888, a treaty was negotiated between China and the United States, prohibiting Chinese immigration for twenty years. The company continued to employ those already on the payroll until they died or were pensioned off. Several returned to China at the company's expense in recognition of their long years of service. By 1940, no Chinese were employed in Union Pacific coal mines. Census figures between 1870 and 1950 reflect the growth and decline of the Chinese population in Sweetwater County. From 95 in 1870, their numbers rapidly grew to a high of 497 in 1880, then gradually decreased to only 52 in 1950.

Rock Springs experienced its greatest period of growth during the 1880s when its population increased from 763 to 3,406. It was during this decade that Rock Springs evolved from just another coal camp into a full-fledged town. During the 1880s, Rock Springs acquired electricity and a reliable water supply, making the town more attractive to potential citizens and businesses. The power plant was constructed in 1886 to provide power to the mines, but it also sold electricity to Rock Springs residents and businesses. The water pipeline from Green River was completed in 1888. The first banks were established in the late 1880s and early 1890s, reflecting growing confidence in the future of the town. The

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

Sweetwater Bank (later the First National Bank of Rock Springs) was formed in 1886, and the Rock Springs National Bank was organized in 1893.

Rock Springs became an incorporated city on October 6, 1888. The first mayor was W.H. O'Donnell, elected on November 13, 1888. The preferred residential area for the city was on the south side of the tracks, particularly along B Street, and contained several substantial homes of wealthy businessmen. However, the majority of Rock Springs residents lived in humble wood frame Union Pacific company housing. Some still dwelt in dugouts along Bitter Creek, and a substantial number of Chinese still resided in company housing and shacks in Chinatown.

The configuration of the town became more complex by 1890 and consisted of three recognizable divisions: industrial, commercial, and residential. The industrial complexes centered around the mine openings. Number 1 Mine was located downtown and was flanked on the west by the southside commercial district. In the 1890s, residential districts were either developed by private entrepreneurs or by the Union Pacific. Number 4 Camp was a planned residential area built by the coal company next to the Number 4 Mine to allow workers easy access to the job site. The streets at Number 4 were well planned and laid out, in contrast to those laid out in the 1860s and later by private landowners. The maze of streets that distinguish Rock Springs were created by two forces – the Union Pacific, which laid out streets on a grid system, and the private owners, who laid out streets haphazardly. The private and corporate communities were connected by streets built along seemingly unnatural curves and angles.

The commercial district evolved more systematically than the residential areas. By 1880 the core of the town was centered on North and South Front Streets. Bisected by the Union Pacific Railroad, the North and South Front commercial districts faced one another across a wide expanse of steel. Early residents could cross at C Street or K Street. However, when the Union Pacific built a new depot and loading platform, the K Street crossing was closed. The railroad then built an overhead steel viaduct for pedestrian traffic. The tracks not only created separate commercial districts but residential districts as well. This in turn led to the formation of new churches, such as Saints Cyril and Methodius Catholic Church in 1912, for north side residents who were afraid to send their children to the south side due to the danger of the railroad tracks. The railroad tracks remained a problem well into the twentieth century until adequate pedestrian and vehicular viaducts were constructed.

The downtown core expanded despite the physical handicaps, but the entrepreneurial spirit was partially stifled by the Union Pacific's monopoly of both the mining and transportation industries. By 1900, the blocks between Broadway and South Front comprised the southside commercial district. On the north side, the city's merchants had opened shops on Broadway, K Street and Pilot Butte. A uniquely Rock Springs configuration marked this half of the commercial core. North Front paralleled the railroad tracks, K Street angled northwest, and Pilot Butte dead-ended at K Street then curved like a lazy "S" to the northeast. Both K Street and Pilot Butte benefitted from providing services to Camp Pilot Butte, which helped loosen Union Pacific's grip on the local economy, as it provided a ready source of revenue for merchants, bartenders, and even gamblers.

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

In the 1890s, several new and impressive buildings were constructed, lending an air of permanency and substantiality to Rock Springs. The first opera house was constructed in 1889 on the north side of the railroad tracks. It burned in 1894, but was replaced with a fine stone building. A two-story stone school building was constructed on B Street in 1891. The state-supported stone Miners' Hospital was built at the south end of C Street in 1892. It burned in 1897 but was rebuilt and opened again in 1898. One of the most impressive buildings still remaining in the central business district from this time period is the old city hall, designed by M.D. Kern of Salt Lake City, and completed in 1895. The town hall is one of the last remaining examples of Richardsonian Romanesque architectural style in southwestern Wyoming.

Rock Springs included a large contingent of Tyrolean immigrants from the Dolomite Mountains, originally part of Austria but part of Italy after World War I. By 1911, there were an estimated 1,000 Tyroleans in Rock Springs. Several established major businesses, including the Union Mercantile Company in 1893, which became one of the largest mercantile stores in Rock Springs. Joseph Anselmi established the Pilot Butte Grocery, which soon became the Miners Mercantile Company, a general merchandise store. It became one of the largest businesses in Rock Springs and also specialized in stocking Tyrolean foods. Overall, the English, Scotch, Welsh, and Irish dominated the foreign-born whites until 1890. After that time, a large influx of southern European immigrants tipped the balance in favor of those from Austria, Italy, Greece, Czechoslovakia, Rumania, Hungary, and Yugoslavia.

After the turn of the century, the core area of the commercial district consisted of North Front, Pilot Butte, K Street, South Front, and Broadway. Outside the core area, there were smaller commercial ventures, but the major stores were downtown. The first two decades of the twentieth century brought economic growth to Rock Springs. When the Interstate Commerce Commission broke the Union Pacific's strangle hold on the coal industry in 1906, competing coal companies began to open mines and build coal handling facilities in the Rock Springs area. The Union Pacific's coal mining operations also continued to expand. As the demand for coal increased, so did the need for more miners. Local businesses had always competed with the Union Pacific company store. The benefit of having competing coal companies in Rock Springs, coupled with the rise in population, led to growth in the downtown commercial district. The economic growth from 1900 to 1919 could be at least partially attributed to the arrival of new capital in the form of Colony Coal and the expansion of the Gunn Quealy coal mines. Furthermore, numerous coal camps ranging from two hundred to three thousand inhabitants grew up within a twenty-five mile radius of Rock Springs. Superior was the largest, but Dines, Winton, Gunn Quealy, Lionkol, and Reliance all emerged as major mining communities. Many of the miners and their families came into Rock Springs to shop or attend the theatre. Rock Springs also served as a shipping center. Goods bound for Pinedale and points north were off-loaded there. Ultimately, as the automobile replaced the horse-drawn freight wagon, truckers freighted goods from Rock Springs to towns throughout the region.

Several institutional and public buildings were added to the south side of Rock Springs during the first two decades of the twentieth century. These include the Carnegie Library, built in 1908, and a three-story brick high school on B Street built in 1916. The school was designed by D.D. Spani, the only professional

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

architect in Rock Springs. He also designed the three-story brick North Side State Bank building in 1924. The school was built by E.H. Cowell, who built a brick plant in Rock Springs to manufacture bricks for the school's construction; the school still stands with only minor exterior modifications. The Federal Post Office was constructed at the corner of B Street and Broadway in 1912; the massive two-story brick building required special building techniques because the area was underlain by coal tunneling.

In 1900, the Union Pacific Railroad built a new brick depot set in a large landscaped park to the west of the old wood frame depot site. In 1917, the Union Pacific replaced the old wood frame freight station northeast of the depot with a brick and concrete freight station. The new building had a two-story office area on the west end and a one-story warehouse with loading docks and bays on the east end. The building was retired by the railroad in 1975.

In 1924, the Elks Club (BPOE 624) constructed a three-story brick edifice at the corner of Second and C Streets, designed by D.D. Spani and built by F.H. Cowell, the same team that designed and built the Rock Springs High School in 1916. It is one of the most imposing buildings in Rock Springs remaining from that time period.

Other notable buildings added to the downtown include the Park Hotel at 19 Elk Street, constructed in 1914-15 on the north side of the railroad tracks. The hotel catered to "commercial men" and "automobile tourists," the latter referring to the completion of the Lincoln Highway through Rock Springs. The Lincoln Highway was the nation's first transcontinental auto road and extended from New York City to San Francisco. In Wyoming, the Lincoln Highway paralleled the Union Pacific Railroad. It was later designated as U.S. Route 30. The route passed north of the downtown district and followed Pilot Butte Avenue, Bridger Avenue, Center Street, and Dewar Drive through town. As a result, a number of businesses including gas stations, garages and automobile dealerships, restaurants and motels developed along the route. The Lincoln Highway represented a fundamental change in the nation's primary mode of transportation from trains to automobiles. In Rock Springs this evolution in transportation is represented by the downtown commercial district, which grew up along the railroad, and the businesses that subsequently grew up along the Lincoln Highway in the post-1920s era, away from the old commercial core of the town. The general route of the Lincoln Highway through Wyoming was followed when Interstate 80 was constructed in the 1960s and commercial growth continued to expand away from the center of town to the vicinity of the interstate as reflected in the Outlaw Inn.

In the 1940s, in order to eliminate the separation of Rock Springs into north and south districts, the city completed a crossing replacement project that included a bridge over the tracks for vehicles on A Street, a pedestrian underpass at C Street, and an underpass at M Street. The old steel pedestrian viaduct over the tracks was dismantled. Thereafter, the flow of pedestrian and vehicular traffic across town was far easier and safer, with no delays caused by train switching.

The history and economy of Rock Springs was heavily dependent on the Union Pacific Railroad and its coal mines, riding the roller coaster of market demand for coal. Production plummeted in the first years

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

of the Great Depression, then began a steady rise with increased production during World War II. However, after the war, the coal industry sank to a record state low of 1.6 million tons by 1958. The greatest blow to the coal industry at that time was the conversion from steam to diesel locomotives by the nation's railroads and the shift to natural gas and oil for home heating. The Wyoming coal industry remained depressed until the late 1960s, when new power plants both in and out of state required Wyoming's inexpensive, low-sulphur coals. Although the Union Pacific closed its coal mining operations in and around Rock Springs, other industries gradually filled the void. The economy of Rock Springs continues to rely on energy development, but the emphasis has shifted from coal to oil and natural gas, trona, and uranium. Coal sources are now located in the outlying area, such as Black Buttes and Jim Bridger, but Rock Springs remains the closest commercial center in the region. It also serves as commercial center for the agricultural community of sheep and cattle ranchers.

In the early 1970s, Rock Springs began a period of urban renewal and city beautification projects. The local newspapers are rife with articles and photographs of the razing of numerous historic buildings in and around the central business district. The city considered these landmark buildings to be "glaring eyesores" and "dangerous to inquisitive children (and adults)." Thus a concerted campaign brought about the destruction of many buildings that had stood for nearly one hundred years, such as the old South Pass Bar and the Quinn-Beckwith Store. "Progress" also erased the Rialto Theater and the Rock Springs National Bank Building to make room for a new bank complex; another recent casualty was the North Side State Bank.

Mine subsidence also played a key role in the urban deterioration of downtown Rock Springs. No. 1 Mine underlay large portions of the city from South Front Street to Interstate 80. When it was closed, the underground workings were no longer maintained and filled with water. The resulting subsidence caused structural failures throughout the commercial and residential areas with cracked foundations and walls, flooded basements, and cave-ins. In the 1980s, federal funds from the Abandoned Mine Lands program were used to fill in the mine voids under downtown Rock Springs.

The "Energy Boom" of the 1970s brought new growth outside the old commercial core area. The Plaza Mall and White Mountain Mall resulted in an exodus of businesses to these facilities on the outskirts of the city. With the construction of Interstate 80 through Rock Springs in 1963 motels and gas stations also migrated along the interchanges in the 1960s and 1970s as traffic patterns changed. The construction of the Outlaw Inn at the I-80 interchange for U.S. Route 191 represented a part of that phenomena. However, the most devastating effect on the downtown commercial district occurred in the mid-1980s, when a statewide recession resulting from a "bust" cycle in the energy industry caused many Rock Springs businesses to fail.

However, in the period since 1978, the citizens of Rock Springs, aided by local, state, and federal participation, have shown a renewed interest in the revitalization of the downtown area. The changes are evident with the addition of several new businesses and the upgrading of many downtown buildings, including painting, repairs, and removal of inappropriate materials to restore the facades to their original

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

appearance. Also, new streetlights, parking areas, and flagstone sidewalks have been installed along North Front Street. Finally, the old City Hall has been restored using funding from the Abandoned Mine Lands program.

The Outlaw Inn

Mark D. Anselmi, the current owner and manager of the Outlaw Inn, represents the second generation of Anselmi family ownership and the third generation of his family, which has resided in Rock Springs since the turn of the twentieth century. His grandfather, Olivo Anselmi, immigrated to the United States from Brez, Italy (then a part of Austria), arriving in New York City on the La Champagne ocean liner on February 10, 1901. He began work in the No. 7 Mine at Rock Springs and saved enough money to send for Rosa De La Rosa, who he married in Sweetwater County in 1902. In 1905, Olivo was nearly blinded by the "black damp" and was unable to work for a year. Shortly after he returned to work, he was nearly killed by a rock fall. After his recovery, he worked as a timberman in the mines. In 1909, Olivo and Joseph Anselmi (no relation) opened a small dry goods store, which grew into the Miners' Mercantile Company. By the time of the 1910 U.S. Census, Olivo worked as a salesman at a Rock Springs grocery store (undoubtedly the Miners' Mercantile). At that time, the Anselmis had four young children. By the 1920 U.S. Census, the Anselmis had six children: Josephine, Mary, John, Flore, Angelo and Ole. The Union Mercantile Store on Pilot Butte Avenue burned down, and, in 1921, it was rebuilt on the block north of the old location and continued to operate into the 1960s. Olivo and his family lived and worked in Rock Springs until his death on August 6, 1950, and he is buried in the Rock Springs cemetery.⁵

Olivo Anselmi's son John was born in Rock Springs on September 16, 1904. John completed elementary school and then began working, peddling fruit to the mining camps along the Union Pacific railroad line. Some fruit arrived by rail, and he and his brothers also drove to California and Salt Lake City to bring back truck loads. John then sold cars for the Excelsior Garage for John Kershisnik in 1935, and married Lilja (Lillie) Malmberg on August 23, 1926. He subsequently was self-employed in auto sales and became a prominent Rock Springs businessman with interests in produce, financing, real estate, and automobiles. He went into partnership in several businesses with Fred Magagna. John and Lillie Anselmi had five sons: Donald R., John M., Paul D., William A. and Tommy. John Anselmi was the past president of the Rock Springs Chamber of Commerce and the Rock Springs Lion Club, a lifetime member of the BPO Elks Lodge, and a member of SS. Cyril and Methodius Catholic Church. He retired in 1956 and died on May 12, 1975, and is buried in Rest Haven Memorial Gardens in Rock Springs.⁶

John Anselmi's son, Donald R., was born on July 17, 1928, in Rock Springs, Wyoming. He graduated from Rock Springs High School in 1946, and attended the University of Wyoming. He left school and worked as a laborer for the Union Pacific Coal Company at Reliance in 1947. He also worked on a ranch before entering the general casualty insurance business in 1948. He enlisted in the U.S. Air Force in 1950, served during the Korean War, and was honorably discharged in 1952. After the service, he was self-employed in the automobile business until 1961, when he entered into a contract with the New York Life Insurance Company where he became a top salesman. He married Dora J. Giovanini in Rock Springs

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

in 1953. He was the co-owner of the Outlaw Inn with his brother John M. Anselmi, Mike Vase and Vernon Delgado. He operated the Outlaw Inn from 1966 until his death in 2002. Donald was active in the Sweetwater County Democratic Party and served as state chairman of the Democratic Party at a time when Democrats held many of the major offices including governor, U.S. senator, and U.S. representative, and at a time when the state legislature was evenly split between both parties. He was a past member of the Board of Memorial Hospital of Sweetwater County, past chairman of the Sweetwater County Airport Board, and past president of the Colorado and Wyoming Hotel Association. John and Dora Anselmi had three sons, Mark, J.J., and Kurt, and one daughter, Gina. Donald and his wife retired and moved to Jackson, Wyoming, where he died on January 17, 2002.⁷

The groundbreaking ceremony for the construction of the Outlaw Inn took place on May 20, 1965. The four partners, Don Anselmi, John Anselmi (corporation secretary-treasurer), Vernon Delgado (corporation president), and Mike Vase, had purchased an option on the building site in 1959. According to Mark Anselmi, the site had been previously occupied by housing for coal mine workers. The 1965 blueprints for the Outlaw Inn depict eight "cellar holes" indicating the former location of these modest wood frame dwellings. The new construction also included a 36-pump Phillips 66 service station-truck stop adjacent to the inn on the south, which was to be operated by Vernon Delgado, the Phillips 66 distributor for southwestern Wyoming. C and H Enterprises, Inc., Littleton, Colorado, was the general contractor for the construction of the facilities. Phil Christiansen was president, and J.R. Daugherty acted as the onsite Job Superintendent. Wayne Johnson and Associates of Rock Springs were the supervising engineers. Whitaker and Hall, A.I.A., Lubbock, Texas, were the architects for the project.⁸

The cost of construction for the Outlaw Inn was \$1,560,000. The original description of the Outlaw Inn stated that it covered 66,000 square feet consisting of 101 units, including two 2-bath, 20 by 24-foot suites, thirty-three 14 by 18-foot commercial units, and sixty-six 14 by 24-foot double rooms. One of the guest rooms was soon converted into a space for three beauticians. In 2005, it was renovated into a guest room. Finally, it was renovated into its current use, as a fitness room. The central portion of the building contained a climate-controlled courtyard covered by a roof with fiberglass skylights. The courtyard contained a 30 by 22-foot Olympic-style swimming pool and a curio and gift shop. The building also featured a cocktail lounge, a drive-in package liquor store, a 24-hour coffee shop seating fifty people, and large dining rooms accommodating 160 people.⁹

The architectural firm of Whitaker and Hall, Lubbock, Texas, was employed to design the Outlaw Inn, because the Rock Springs business partners had seen a motel recently designed by that firm in Lubbock that fitted their concept of the prospective Outlaw Inn. The \$1,000,000 Koko Inn was constructed in 1962 and developed by the Double H Corporation. The building featured a 7,000-square foot enclosed "tropical garden" air-conditioned for year round use, which included a heated swimming pool at its center. The essential building layout was similar to the Outlaw Inn, consisting of three primary wings forming a triangle with an enclosed courtyard or atrium in the center. The porte cochere at the main entrance was similar to the Outlaw Inn. Portions of the exterior walls were also clad with lomastone veneer. The Koko Inn still operates as a motel, although it has undergone some renovations since it was constructed.¹⁰

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

Over a fifty-year time period, Sanford Columbus Whitaker and Joe H. Hall designed a variety of buildings, including banks, churches, hotels, theaters, shopping centers, auto dealerships, and single and multi-family housing. Their notable works include the Lubbock Airport Terminal Building, Furr's Cafeteria Corporate Office and cafeterias, Southwestern Public Service offices, the Fields and Company Showroom, the Time DC, Inc. Expansion, St. Christopher's Episcopal Church Addition, the Golden Age Apartments, Lake Ransom Canyon, and the Little Chapel of Brook Hollow.¹¹

Although construction of the Outlaw Inn fell behind schedule in March 1966, the Outlaw was already advertising for employees in the local newspaper for the saloon and liquor store, coffee shop and dining room, front desk and clerical, and housekeeping and maintenance. The first entertainers to perform at the newly completed Outlaw Inn were "Barbara and the Artists" with a floor show and dancing as advertised in the *Rock Springs Rocket-Miner* dated April 13, 1966. U.S. Congressman Teno Roncalio was the keynote speaker for the tri-state "Conference on Leisure-Recreation" sponsored by the Kiwanis Club held at the Outlaw Inn on May 17-18, 1966, but announced in the newspaper on April 21, 1966. Owners Mark and Nancy Anselmi own a framed one dollar bill bearing the hand written inscription, "First Drink, March 29, '66, Claus E. Heppner, Interior Design."¹²

Several years after the opening of the Outlaw Inn, Vern Delgado left the partnership, and the gas station was part of the buyout. In the mid-1980s, Johnny Vase, Mike Vases' son, and Mark Anselmi, Don Anselmi's son, were both brought into the partnership as minority shareholders. Johnny Vase left the partnership in the mid-1990s, and the remaining partnership between the four men existed until the spring of 2001, when Mike Vase died. Don Anselmi died in January 2002. Following their passing, Mark Anselmi purchased both men's shares. John Anselmi, the last remaining original partner, died in October 2005, at which time Mark Anselmi purchased his shares to become the sole owner of the Outlaw Inn.¹³

Mark D. Anselmi began his career at the Outlaw in 1968, taking the early morning shift in the maintenance department and over the years, worked in every department except housekeeping. At the Outlaw, he oversees some sixty-five employees. His current Chairmanship of the Wyoming Game & Fish Commission and the Rock Springs Catholic School Foundation reflects his passion for hunting and the outdoors along with a lifelong close association with the local Catholic Church and its school. He has been active in numerous civic, business and charitable foundations in Sweetwater County and the State of Wyoming. An honors graduate of the University of Wyoming College of Business, Mark has been married to Nancy (Edwards) for over forty years and is the father of John, Michael, Donald and Maria. (Interestingly, Mark Anselmi's maternal grandfather, Joseph Giovanini, was also an hotelier, opening the Hotel America in Trento, Italy in 1923 with his brother Dominic, after they returned to Italy from the coal mines of southwestern Wyoming. The Outlaw, therefore, claims a "sister" hotel in Italy.)¹⁴

The Outlaw Inn soon became an integral part of the Rock Springs community and Sweetwater County by hosting a variety of events and continuing to do so throughout its history. Because Don Anselmi was

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

active in the Wyoming Democratic Party, a variety of political events and fundraisers occurred at the Outlaw Inn. Many local, state, and national office-holders including U.S. Congressman Teno Roncalio, U.S. senators Al Simpson, Malcolm Wallop, Gale McGee and Tom Harkins, and Wyoming governors Cliff Hansen, Ed Herschler and Mike Sullivan, as well as Vice-President Al Gore, all made campaign stops and stayed at the Outlaw. The Outlaw Inn hosts numerous annual events, fundraisers and meetings for various Sweetwater County companies, clubs and organizations, including the Sweetwater County Bar Association, the Rock Springs Kiwanis Club, the Rock Springs Lady's Bridge Club, the Boys & Girls Club, the Memorial Hospital of Sweetwater County, the Sweetwater County Library Foundation, and the Society of Professional Engineers Annual Scholarship Golf Tournament Banquet. The Outlaw Inn co-sponsors the annual Historical Authors Series with the Western Wyoming College Historical Society by housing authors and sponsoring pre-lecture dinners for the author, history professors, students and college supporters. The Outlaw Inn also sponsors the Wesswick Lecture Series by housing authors and sponsoring pre-lecture dinners for authors, English professors, students, and college supporters.

Historical Significance Summary

The Outlaw Inn is eligible for the National Register of Historic Places under Criteria A and C. The building is of local significance in the areas of Commerce and Community Planning and Development. The period of significance is from 1965-66, when it was constructed and opened for business, to 1975. The Multiple Property Documentation Form with which this property is associated utilizes the period of significance from 1913-1975. The end date reflects the emergence of the interstate highway system dating from the Federal Aid Highway Act of 1956. This act rendered many of the U.S. Routes obsolete for long-distance travel. As a result, by the mid-1970s, the new system of interstate highways had altered the overall landscape of travel in Wyoming, and newly constructed lodging reflected these changes.¹⁵

Criterion A. The Outlaw Inn represents the emergence of a new kind of motorist lodging associated with the development of the interstate highway system. Located away from the old Rock Springs commercial district, it was strategically situated north of town along the newly constructed Interstate 80 and the interchange for U.S. Route 191, one of the main routes to Grand Teton and Yellowstone National Parks. As such, it played an important role in the commercial development of Rock Springs as a major enterprise capable of servicing hundreds of visitors each night, as well as providing an onsite restaurant and saloon, banquet and meeting rooms, and a drive-up liquor store for residents of the Rock Springs community. The location of the Outlaw Inn encouraged other businesses to locate in the same area. Today, Rock Springs continues to expand northward along the same commercial strip.

Criterion C. Motels by definition are composed of lodging units arranged in a continuous line or lines, sharing partition walls, and presenting a one-dimensional primary façade.¹⁶ Although the Outlaw Inn roughly fits this definition, it is also a culmination of over half a century of architectural theories. It was built late enough to stand as an example of a compromise between conflicting ideals that had evolved by World War II, but early enough to avoid the corporate blandness that resulted from over-standardization of the chain motel as a building type that persists to this day.

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

The twentieth century ushered in a new architecture for an impending millennium, featuring clean, functional geometry. Pioneering architect Frank Lloyd Wright envisioned a particular American building type that would reflect specific American conditions; for example, his earth-hugging Prairie Style houses emphasized the horizontality of the open spaces they occupied, capped with broad gently-sloped roofs and deep extended eaves.¹⁷ Decades later, the Outlaw Inn displays similar lines. At the same time, utilitarianism, rather than references to the past, was emerging as the determinate form in the new International Modernist style.

Architect Walter Gropius, one of the movement's leading practitioners, declared that "...we have learned to seek concrete expression of the life of our epoch in clear and crisply simplified forms."¹⁸ These basic forms, directed by spatial function and necessary structure, are exemplified in numerous ways at the Outlaw. Its distinctive footprint, based on a similar design in Texas (Koko Inn, Lubbock) by the Outlaw's architects (Whitaker and Hall), takes advantage of its expansive site. The building's long exterior facades are a function of the need to place the motel's guest rooms in line. The double-story atrium at the center, with its below-grade floor, allows for nearly twice the number of interior rooms, while providing an open gathering and recreational space. The wood beams and Tectum of the roof structure are fully on display.

The disadvantages of the International Modernist Style gradually became apparent, as strict adherence to logic often obscured surprise and delight within a space. The style's insistence on transparency and the exposure of all structures was not suited to all climates and environments. Functions within a building were not always easily defined as a single purpose. An expressionist movement began to emerge in response to these criticisms. With Neo-Expressionism, it was not necessary for form to follow function. Buildings were liberated to take cues from their context to create site-specific designs, and unity was achieved by continuity of form, such as the sweep of the Outlaw's original entry canopies, which captured post-war exuberance. Though the roof structure is clear, it is less obvious that the walls are concrete block with steel columns. The motel's exterior color palette and stone veneer cladding evoke the nearby sandstone outcroppings.¹⁹

While the Outlaw Inn achieves equilibrium between function and expression, it is also an outstanding example of the American roadside motel of the 1950s-1960s. As families took to the road in their new automobiles, their nightly accommodations evolved from auto camps to cottage courts to motor inns before becoming today's highway hotels. Motor inns, such as the Outlaw, were frequently located at new freeway exits. In addition to the guest rooms arranged around a courtyard, they featured full lobbies with gift shops, and dining, banquet, and lounge areas. Earlier versions of the motel attempted to recreate the comforts of home; by the time the Outlaw was built, the motel as a building type was meant to remind travelers of the adventure upon which they were embarked.

It was popular to mimic the ideals of the "California resort." Swimming pools were standard by the 1950s (the Outlaw supposedly had the first indoor pool in Wyoming). Large windows brought in the

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

sunshine and blurred the divide between interior and exterior. Bold color was common. Many motels, like the Outlaw with its saloon, utilized a theme. At the same time, motel chains were implementing methods of homogenizing room units. Echoing the International Modernist style, efficiency could be attained by designing around function. For example, behavior-based formulas were used for space planning and placement of furniture and fixtures. The size and proportion of rooms was based on the area occupied by the necessary furniture plus space for movement and circulation patterns. Rooms could now be prefabricated. To save on maintenance costs, many features were modified, as seen at the Outlaw. Aluminum window and door frames were installed rather than using high-maintenance wood. Wall-to-wall carpeting eliminated the need to sweep and mop. Headboards became permanent wall fixtures, and beds were placed on castors for easy moving and cleaning.²⁰

By the mid-1960s, standardization was creating recognizable corporate brands. This generic “sameness” replaced the whimsical expressions of the resort prototype. The Outlaw Inn, however, exists not only as an exemplar of the motor inn at its peak style before the prosaic highway hotel took over, but also as a result of competing schools of thought and an illustration of revolutionary principles that would continue in some form for the rest of the twentieth century and beyond.

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

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"Roncalio to Keynote Recreation Conclave." *Rock Springs Rocket-Miner*, Rock Springs, Wyoming, 21 April 1966.

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Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

"Where to Go, Friday and Saturday at the Outlaw Inn, 'Barbara and the Artists, Floor Show and Dancing.'" *Rock Springs Rocket-Miner*, Rock Springs, Wyoming, 13 April 1966.

ENDNOTES

1. The following discussion was written by Robert G. Rosenberg and Joselia Mendiola. The authors also referred to the original construction plans used by C & H Contractors for the Outlaw Inn, dated April 14, 1965.
2. Marcus Whiffen, *American Architecture since 1780: A Guide to the Styles* (Cambridge, Massachusetts, MIT Press, 1992) pp. 247-252, 273-278; Leland M. Roth, *Understanding Architecture: Its Elements, History, and Meaning* (Boulder, Colorado, Westview Press, 1993), pp. 462-463, 459-483, 485-496.
3. Elizabeth C. King, *Historic Motor Courts and Motels in Wyoming, 1913-1975. National Register of Historic Places Multiple Property Documentation Form*. Wyoming State Historic Preservation Office, Cheyenne, Wyoming, February 2, 2017.
4. Portions of this discussion are abstracted from the following document: Robert G. Rosenberg, *Downtown Rock Springs Historic District, National Register of Historic Places Registration Form*, August 15, 1993, Section 8, Statement of Significance. On file at Wyoming SHPO, Cheyenne, Wyoming.
5. *United States Federal Census of 1910, 1920, 1930 and 1940, U.S. World War I Draft Registration Cards, 1917-1918; New York Passenger Lists, 1820-1957; Western States Marriage Index, 1809-2011; U.S., Find A Grave Index, 1600s-Current*, www.Ancestry.com. "Mr. Ole Anselmi," 5 page typed document, Wyoming State Archives, WPA Inventory Bio #14, Cheyenne, Wyoming
6. *United States Federal Census of 1940, U.S. Find A Grave Memorial*, www.Ancestry.com; Mark and Nancy Anselmi *Rock Springs, Wyoming, Personal Communication*, 24 June 2018.
7. Donald R. Anselmi Obituary, www.findagrave.com Memorial; *Green River Star*, Green River, Wyoming, 10 January 2002; Mark and Nancy Anselmi, owners of the Outlaw Inn, Rock Springs, Wyoming, Personal Communication, 24 June 2018; No Author, "Know Your Neighbor," *Rock Springs Rocket Miner*, Rock Springs, Wyoming, 30 March 1966, p. 1.
8. No author, "Ground Breaking Held at Site of \$1,560,000 Outlaw Inn," *Rock Springs Rocket Miner*, Rock Springs, Wyoming, 20 May 1965; Letter from Joe H. Hall, A.I.A, Whitaker and Hall, A.I.A., Lubbock, Texas, to Mr. Wayne Johnson, Wayne Johnson and Associates, Consulting Engineer, Rock Springs, Wyoming, dated April 22, 1965, appointing Wayne Johnson and Associates to act as architects' representatives; Letter from Arthur L. Fraser, Manager, Commercial Loan Department, Johnson-Anderson Mortgage Company, Denver, Colorado, to Outlaw Inn, Inc., c/o Donald R. Anselmi, Rock Springs, Wyoming, and C and H Enterprises, Inc., Littleton, Colorado, dated June 2, 1965, concerning notice to proceed with construction.
9. No author, "Ground Breaking Held at Site of \$1,560,000 Outlaw Inn," *Rock Springs Rocket Miner*, Rock Springs, Wyoming, 20 May 1965.
10. No author, "\$1.5 Million 'Outlaw' Sets New Style for Motels of Rock Springs Region," *Salt Lake Tribune*, Salt Lake City, Utah, 10 October 1965; No Author, "\$1 Million Motel is Slated in City," *Lubbock Avalanche-Journal*, Lubbock, Texas, 18 February 1962, p. 19.
11. Sanford C. Whitaker (obituary), www.findagrave.com Memorial. Sally and Don Abbe, historians, researched Whitaker and Hall designed buildings in Lubbock, Texas and took photographs of many of the ones that are still

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

standing.

12. "Local Jobs Said Limited for Spring," *Rock Springs Rocket-Miner*, 18 March 1966, p. 1; "Notice, Applications for Employment...at the Outlaw Inn," *Rock Springs Rocket-Miner*, 23-25 March 1966; "Where to Go," *Rock Springs Rocket-Miner*, Rock Springs, Wyoming, 13 April 1966; "Roncalio to Keynote Recreation Conclave," *Rock Springs Rocket-Miner*, Rock Springs, Wyoming.
13. Mark and Nancy Anselmi, owners of the Outlaw Inn, Rock Springs, Wyoming, Personal Communication, July 10, 2018.
14. *Idem*.
15. King, *Historic Motor Courts and Motels in Wyoming*, pages G,H-54-55.
16. *Ibid.*, page F-46
17. Marcus Whiffen, *American Architecture*, pp. 201-203; Leland M. Roth, *Understanding Architecture*, pp. 462-463.
18. Roth, *Understanding Architecture*, p. 459.
19. Whiffen, *American Architecture*, pp. 273-278; Roth, *Understanding Architecture*, pp. 459-483, 485-496; Marian Moffett, et al. *Buildings Across Time: An Introduction to World Architecture* (New York, New York, McGraw-Hill, 2004), pp. 475-477.
20. John A Jakle, et al. *The Motel in America* (Baltimore, Maryland, Johns Hopkins University Press, 1996), pp. 49-51, 240-255.

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: _____
- _____

Historic Resources Survey Number (if assigned):
48SW19781

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

11. Form Prepared By

name/title Robert G. and Elizabeth L. Rosenberg, Historians; contributions by Joselia Mendiola,
Assoc. AIA-Intern Architect

Organization Rosenberg Historical Consultants date August 30, 2018

street & number 739 Crow Creek Road Telephone (307) 632-1144

e-mail rosenberghc@gmail.com

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

Outlaw Inn

Name of Property

Sweetwater County, WY

County and State

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: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: main entrance, view to northeast, NR 1
1 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: main entrance, view to north, NR 2
2 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: main entrance, view to east, NR 3
3 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Best Western
Date photographed: July 28, 2015
Description of photograph and number: main entrance, view to northeast, NR 4
4 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Joselia Mendiola
Date photographed: August 18, 2018
Description of photograph and number: façade, north wing, NR 5
5 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs

Outlaw Inn

Sweetwater County, WY
County and State

Name of Property

County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: façade, north wing, and main entrance, NR 6
6 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Joselia Mendiola
Date photographed: August 18, 2018
Description of photograph and number: south wing and saloon entrance, NR 7
7 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Joselia Mendiola
Date photographed: August 18, 2018
Description of photograph and number: façade, south wing, and southeast end, NR 8
8 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: southeast end, NR 9
9 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Joselia Mendiola
Date photographed: August 18, 2018
Description of photograph and number: rear and southeast end, NR 10
10 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Joselia Mendiola
Date photographed: August 18, 2018
Description of photograph and number: rear, northeast side, NR 11
11 of 24

Name of Property: Outlaw Inn

Outlaw Inn

Sweetwater County, WY
County and State

Name of Property

City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: rear entrance, NR 12
12 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 20, 2018
Description of photograph and number: northwest end, NR 13
13 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Best Western
Date photographed: September 14, 2017
Description of photograph and number: lobby, NR 16
14 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: lobby, NR 17
15 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: Open Range interior entry, NR 18
16 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: atrium, Calamity Jane Room, NR 19
17 of 24

Outlaw Inn

Sweetwater County, WY
County and State

Name of Property

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: atrium, southeast end, NR 20
18 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: interior guest rooms, NR 21
19 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Elizabeth Rosenberg
Date photographed: May 19, 2018
Description of photograph and number: atrium, pool, NR 22
20 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Best Western
Date photographed: September 14, 2017
Description of photograph and number: Open Range Restaurant, NR 23
21 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Best Western
Date photographed: July 27, 2015
Description of photograph and number: Robber's Roost, NR 24
22 of 24

Name of Property: Outlaw Inn
City or vicinity: Rock Springs
County: Sweetwater
State: Wyoming
Photographer: Best Western
Date photographed: July 28, 2015
Description of photograph and number: typical guest room, NR 25
23 of 24

Outlaw Inn

Name of Property

Sweetwater County, WY
County and State

Name of Property: Outlaw Inn

City or vicinity: Rock Springs

County: Sweetwater

State: Wyoming

Photographer: Joselia Mendiola

Date photographed: July 21, 2018

Description of photograph and number: saloon, NR 26
24 of 24

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Property Owner:

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

(1) Name Outlaw Inn, Inc.
street & number 1630 Elk Street Telephone (307)684-7460
city or town Rock Springs state Wyoming zip code 82902-1570

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 this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

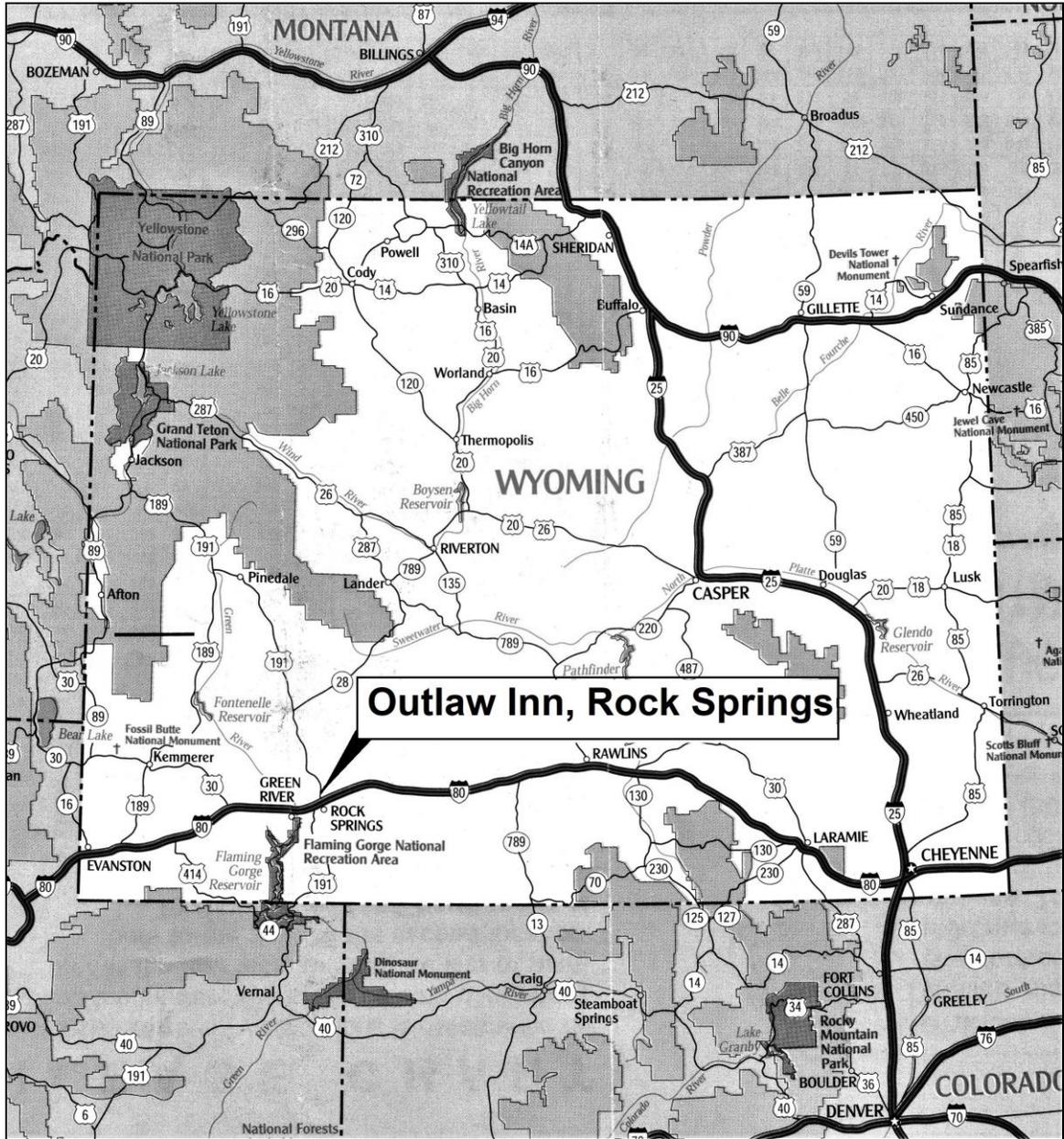


Figure 1. Location map

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

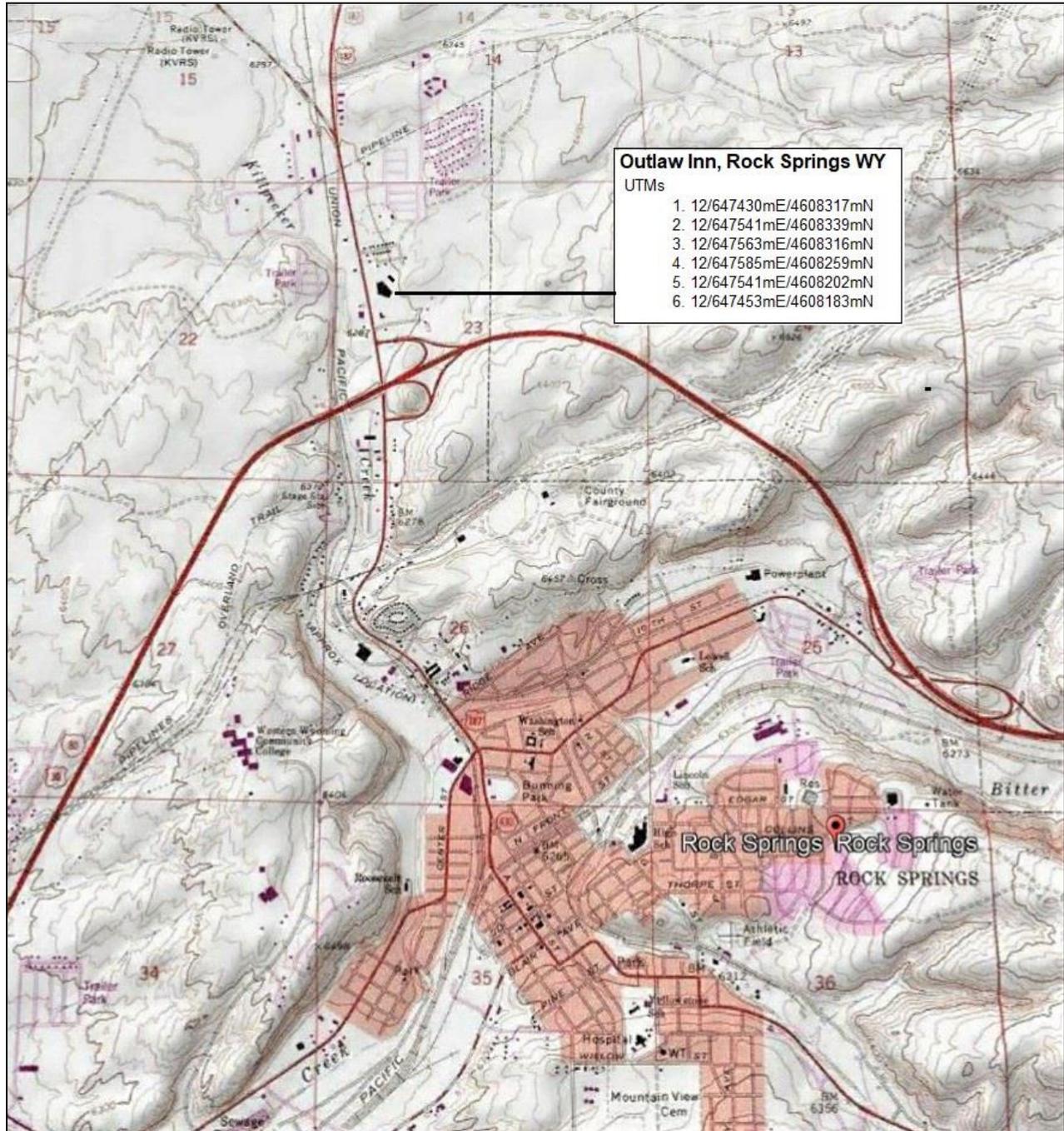


Figure 2. Portion of Rock Springs, EY 7.5' USGS, showing location of Outlaw Inn with UTM's.
Additional Documentation (Maps and Figures)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State



Figure 3. Aerial photo of Outlaw Inn in relation to its surroundings (*Google Earth 2017*)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

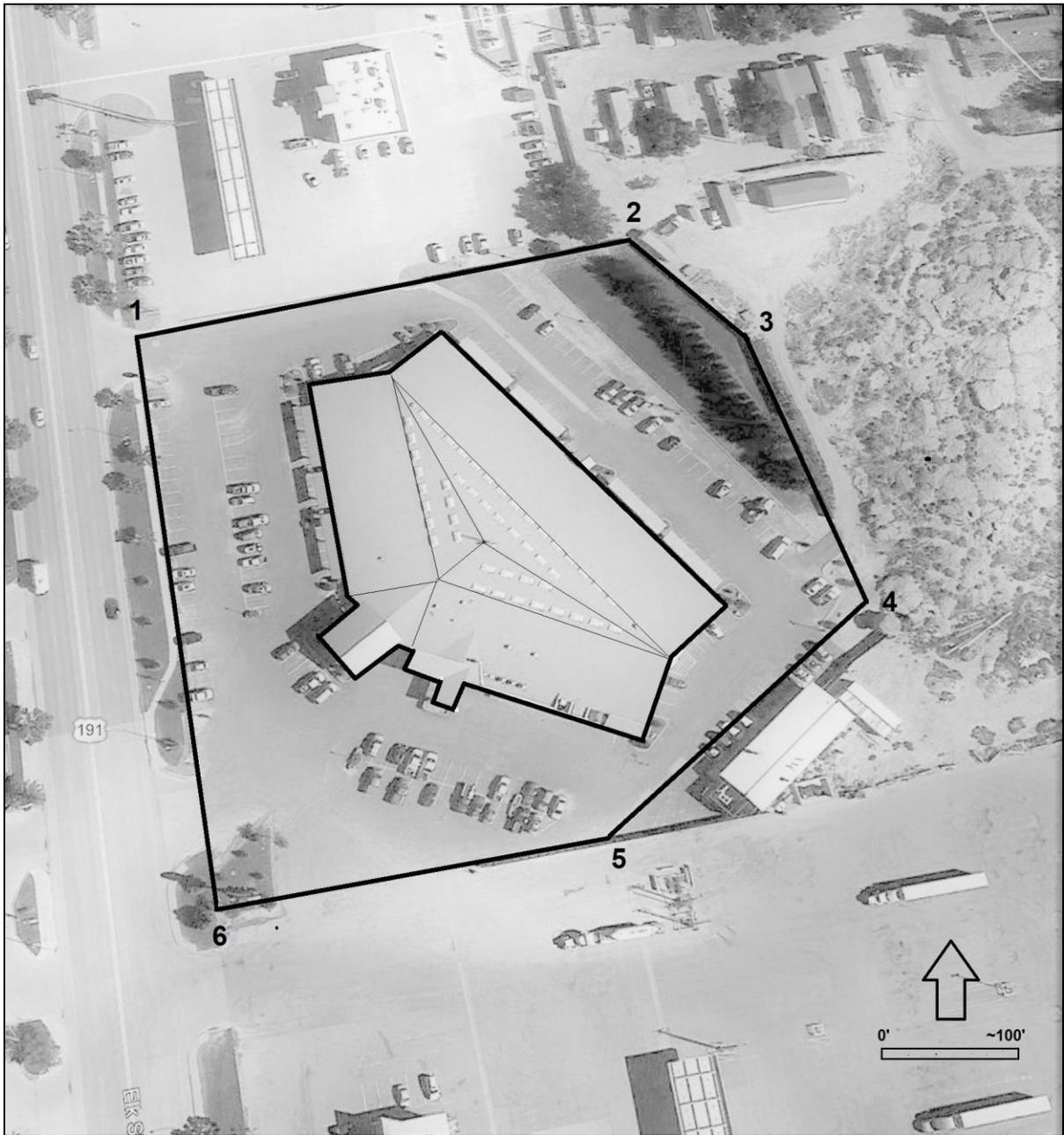


Figure 4. Site Map with boundary and UTM points
(Google Earth, imagery 2017)

Outlaw Inn
 Name of Property

Sweetwater County, WY
 County and State

Additional Documentation (Maps and Figures)

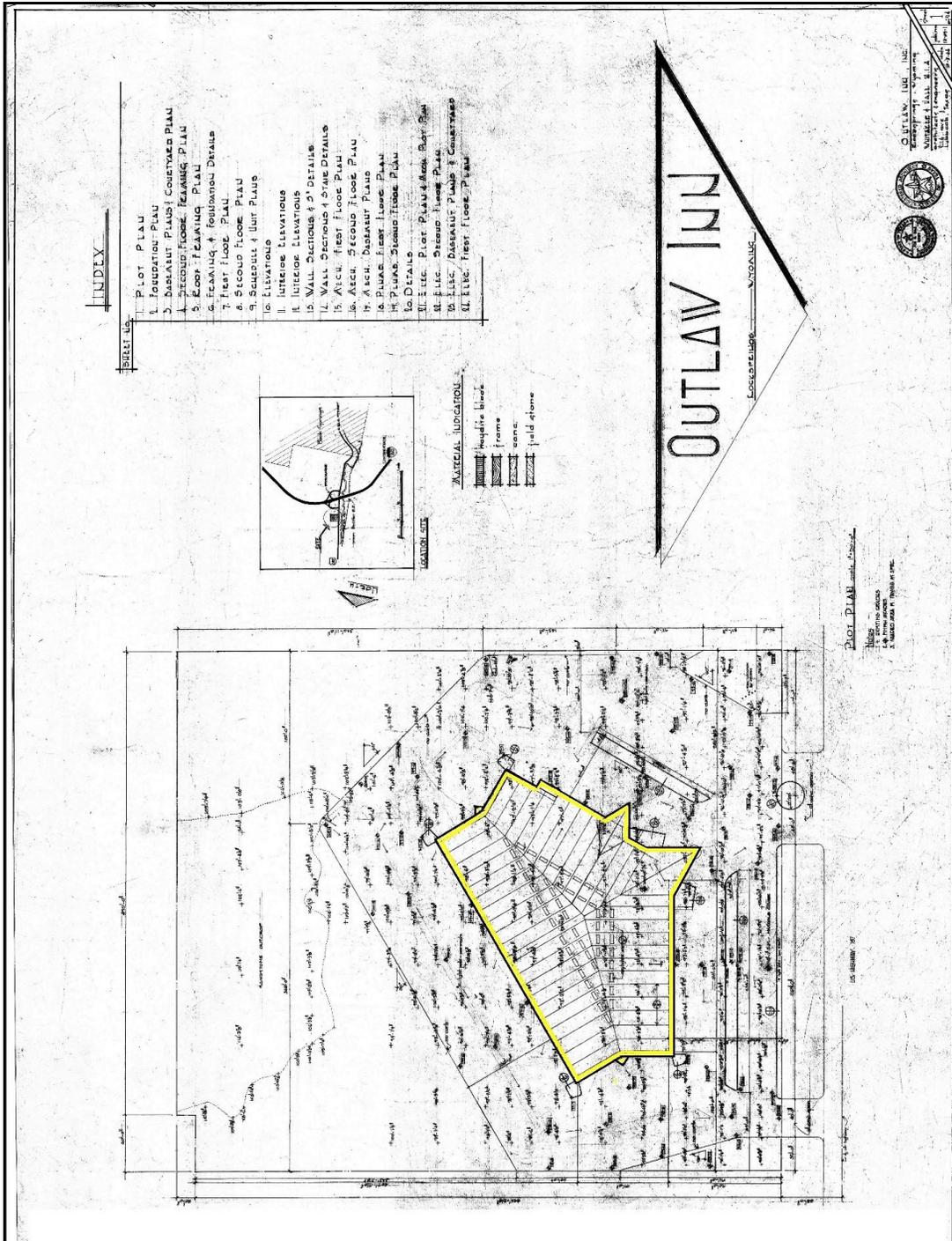


Figure 5. "Index and plot plan" (building outline and color added)
 (Whitaker and Hall 1964, sheet 1)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

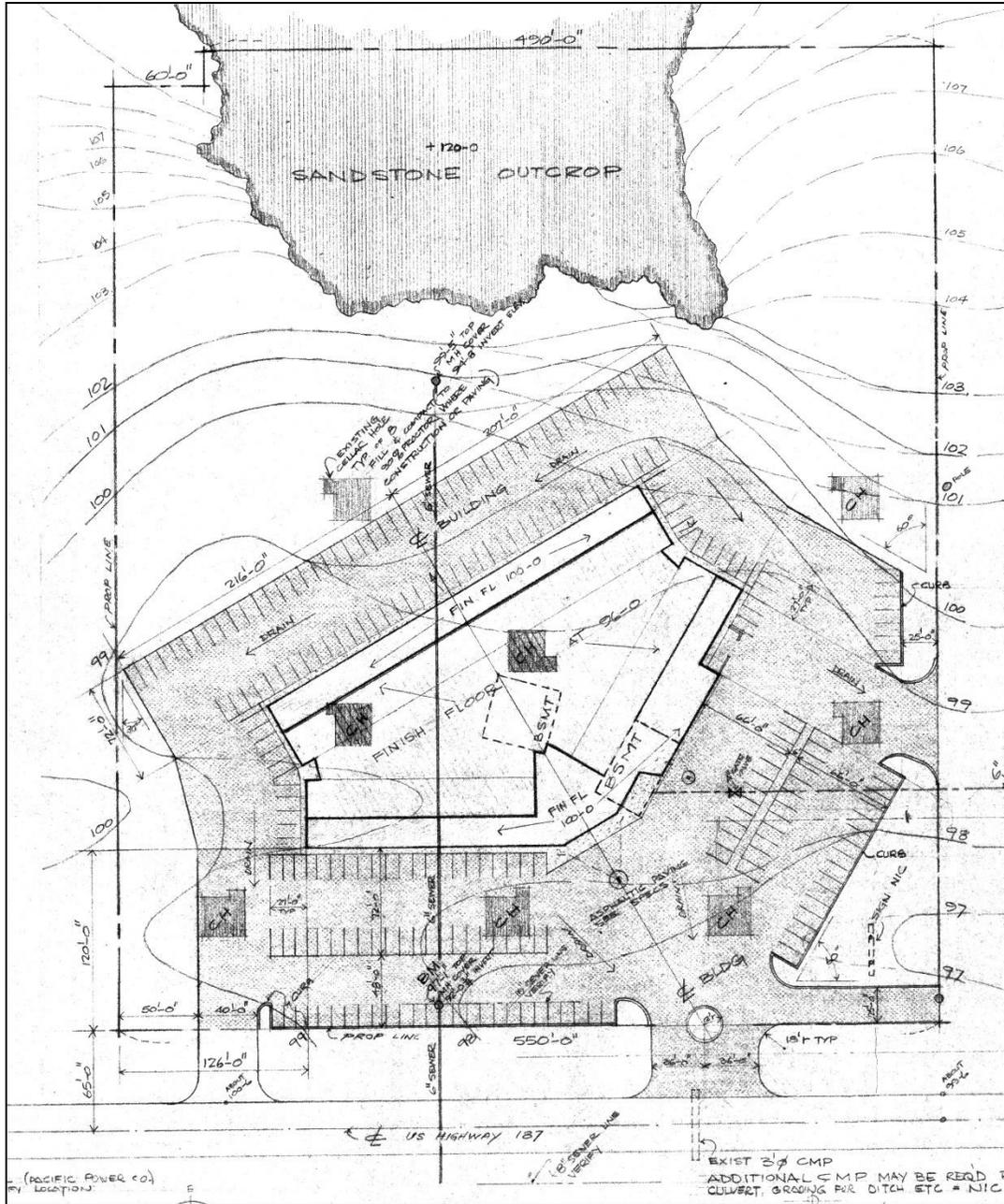


Figure 6. "Site plan"
(C&H Enterprises 1965 "As Built," detail sheet 2)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

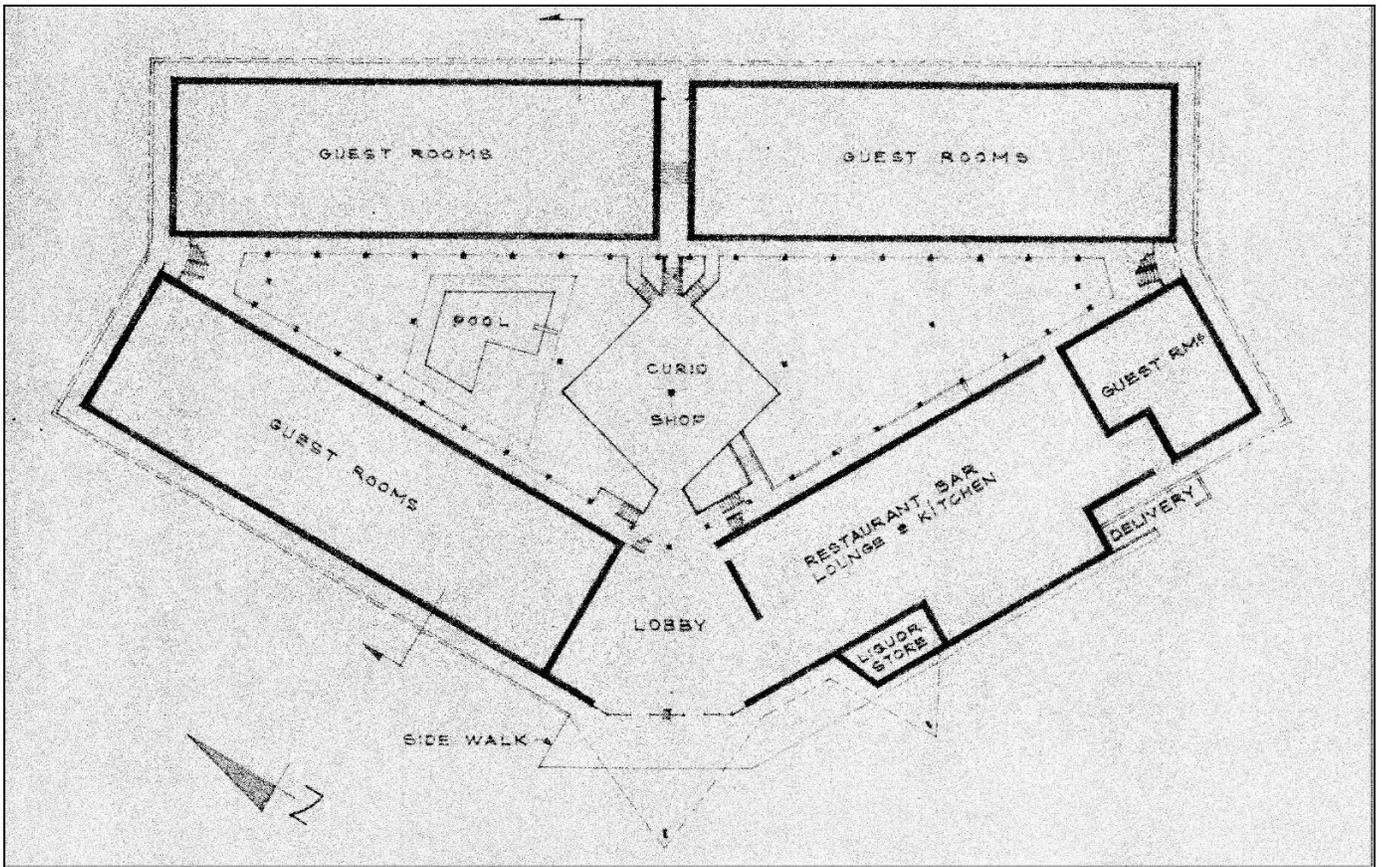


Figure 7. "Reference Plan"
(C&H Enterprises 1965 "As Built;" detail sheet 1)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

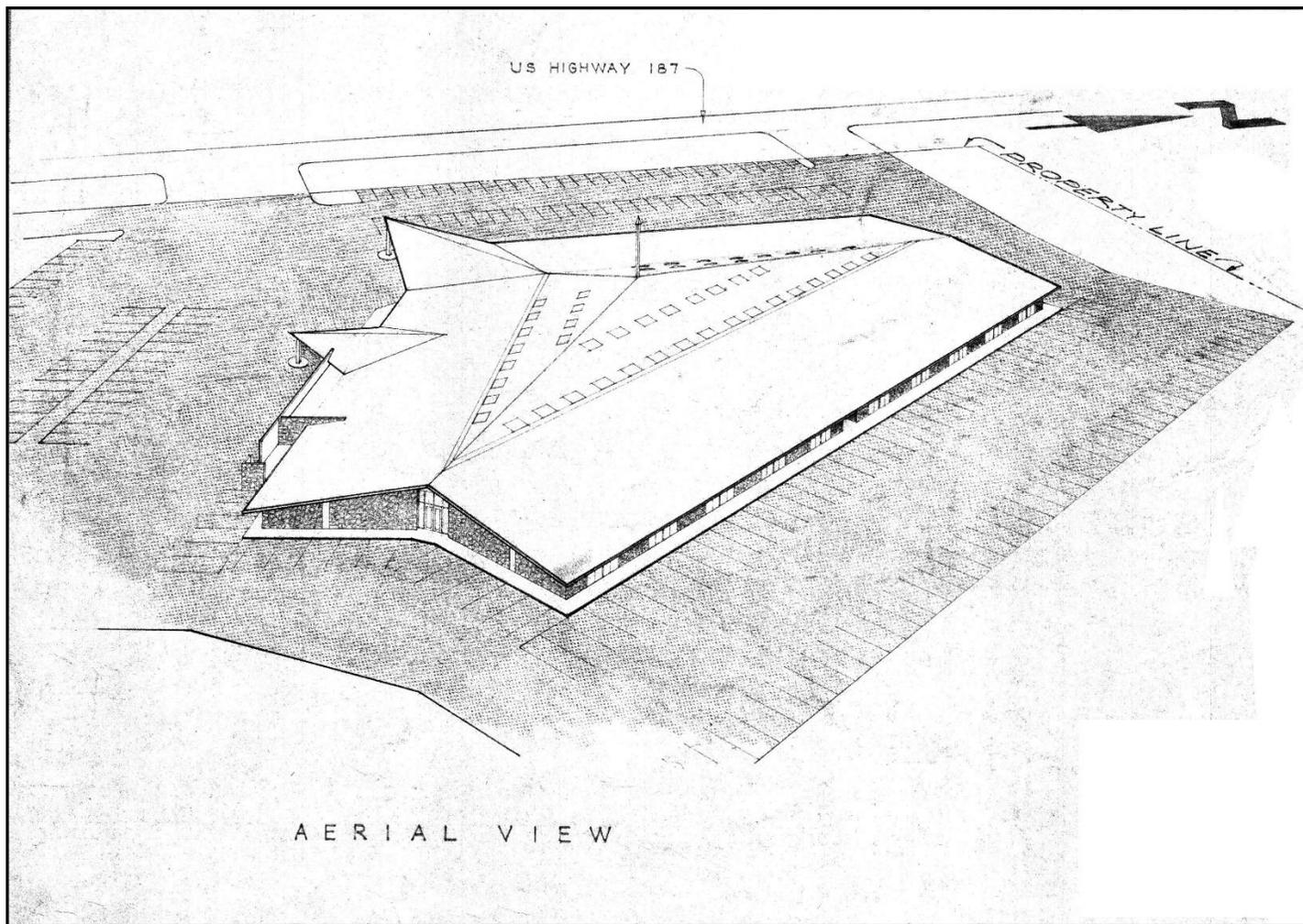


Figure 8. "Aerial View"
(C&H Enterprises 1965 "As Built," detail sheet 1)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

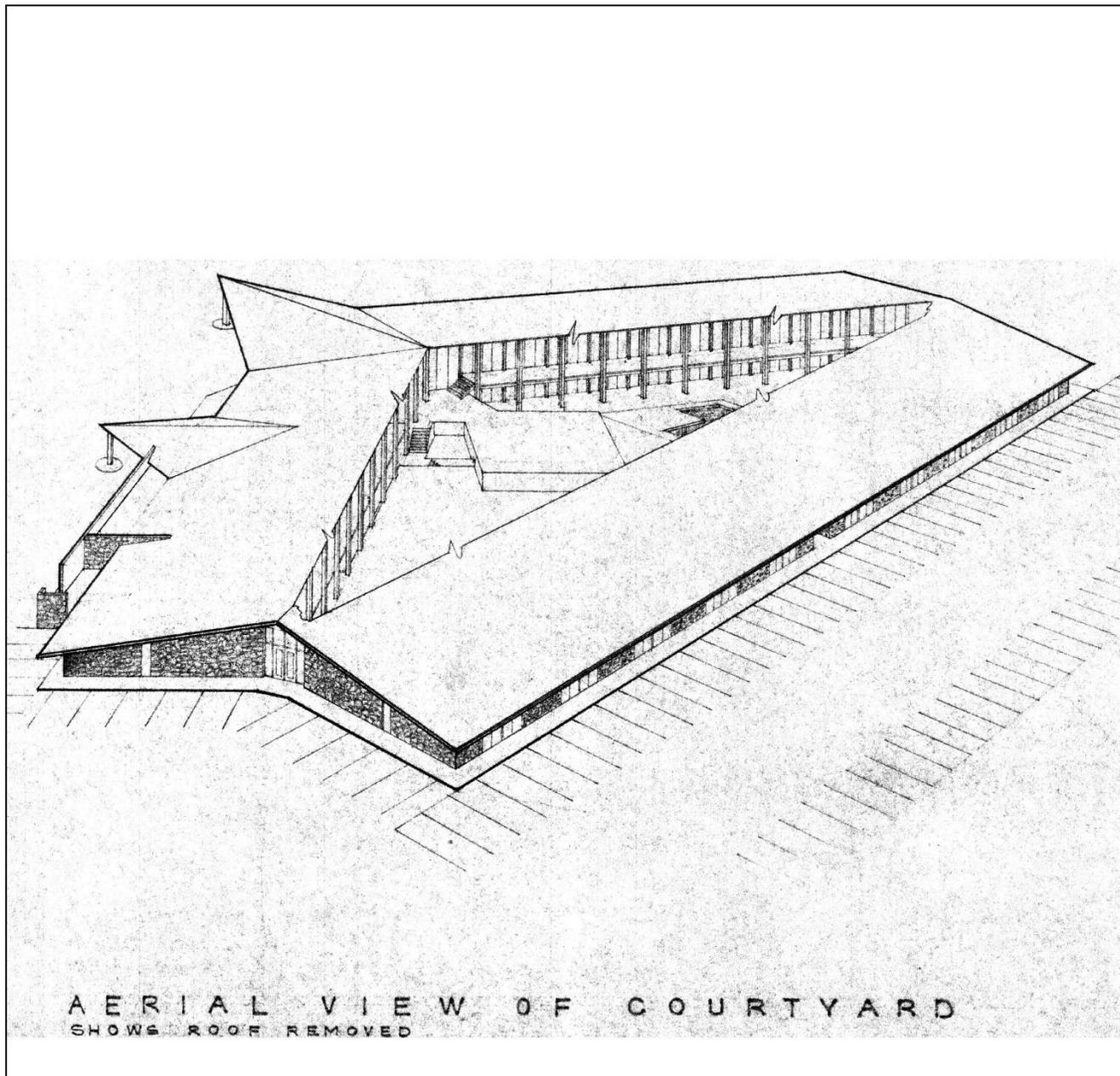


Figure 9. "Aerial View of Courtyard, shows roof removed"
(C&H Enterprises 1965 "As Built;" detail sheet 1)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)



Figure 10. Aerial photo of newly constructed I-80 in relation to the Outlaw Inn.
(Rock Springs Historical Museum, Henry Chadey Collection)

Outlaw Inn
 Name of Property

Sweetwater County, WY
 County and State

Additional Documentation (Maps and Figures)

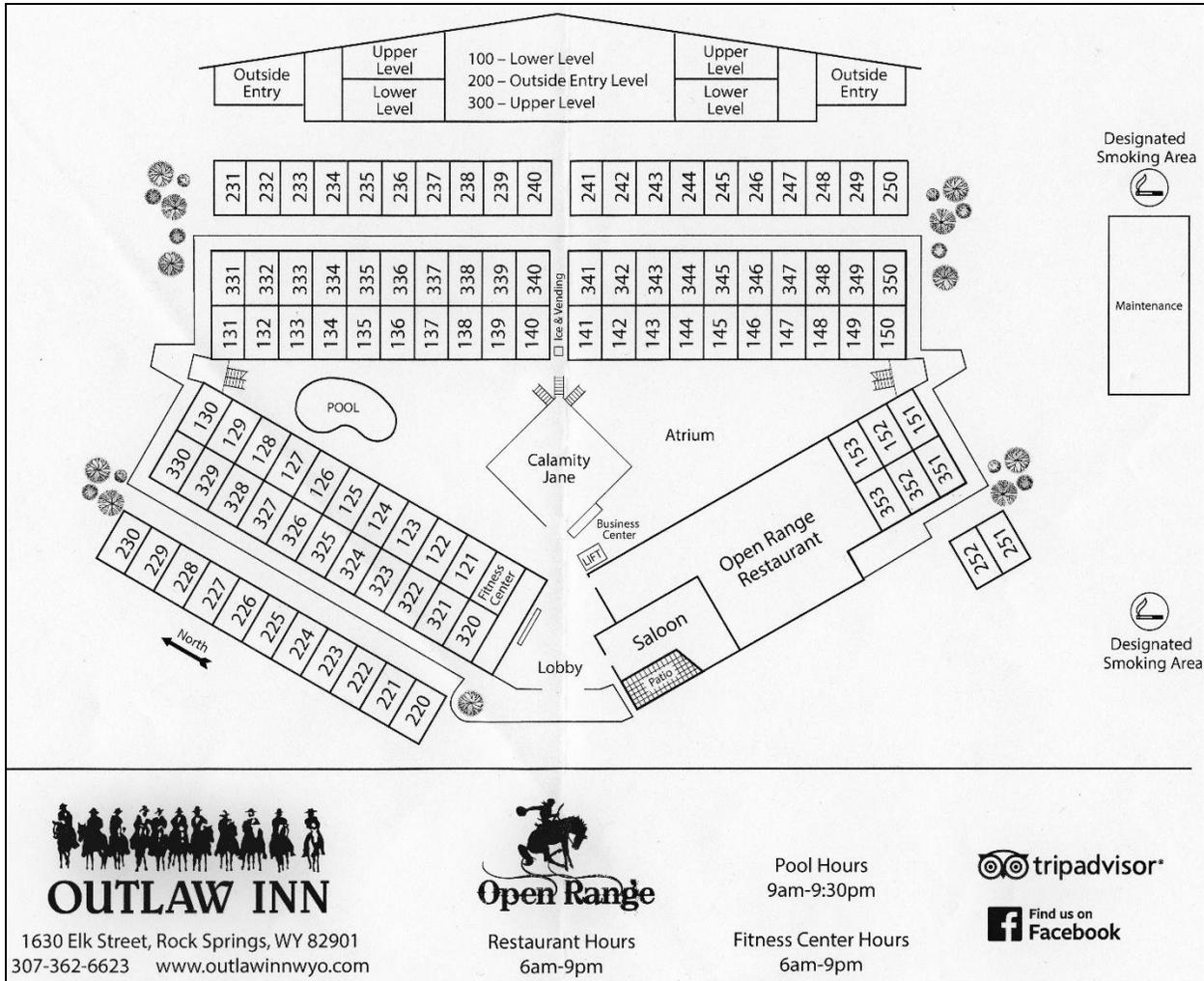


Figure 11. Current layout
 (Outlaw Inn)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)

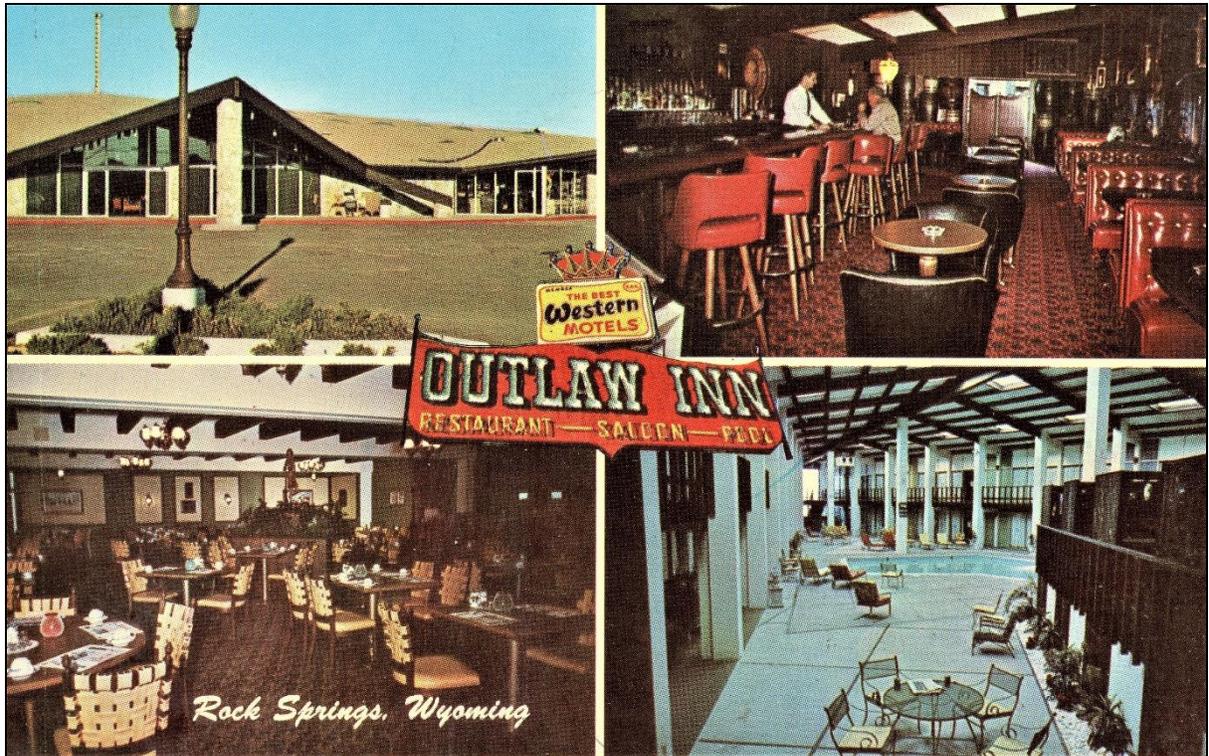


Figure 12. Postcard, 1970
(www.ebay.com)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)



Figure 13. Postcard, ca. 1970
(www.ebay.com)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)



Figure 14. Main Entrance of Outlaw Inn, 1976
(source: Anselmi photos)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)



Figure 15. Swimming pool, Outlaw Inn, 1976
(source: Anselmi photos)

Outlaw Inn
Name of Property

Sweetwater County, WY
County and State

Additional Documentation (Maps and Figures)



Figure 16. Aerial photo of Koko Inn, Lubbock, Texas, designed by Whitaker and Hall.
(source: Google Earth)