

STOPS ON THE 48TH OLD TIME RANCH TOUR
SATURDAY, JULY 17, 1999

1. Old Tie Siding
Hosts: Pat Harnden and Elmer "Tuffy" Harnden
Speaker: Millard Johnson
2. Dale Creek and Railroad Trestle Site
Hosts: Mr. and Mrs. Richard Williams
Speakers: Dixie Williams Mathisen
Millard Johnson
3. Ames Monument and Old Sherman
Speaker: Millard Johnson
Jim Hand

LUNCH

4. Richard Williams Ranch (Brand AX)
Hosts: Mr. and Mrs. Richard Williams
Speaker: Dixie Williams Mathisen
5. Peter Hansen Ranch (Brand XX)
Hosts: Peter Hansen, Owner
Peavy and Jennifer Bonham, Foreman
Speaker: Stew Blunk, Former Owner
6. Remount Ranch
Hosts: Steve and Bonnie Bangert
Speaker: Steve Bangert

Sponsors: Laramie Kiwanis Club
Albany County Historical Society

FORTY-EIGHTH OLD TIME RANCH TOUR
Saturday, July 17, 1999

The Old Time Ranch Tours were conceived and promoted by Dr. Robert Burns. The series has continued annually since 1951, except 1982. Portions of the historical accounts printed here are taken without attribution and updated from the writings of Professor Burns, Dixie Williams Mathisen, Mary Alice Williams Blunk, Penelope Bauer, Mary V. Ostlund, Steve Bangert, and anonymous authors of earlier tour booklets. Historic photos were obtained from the Union Pacific Railroad; modern photos are by Henry Bauer.

The 1999 Old Time Ranch Tour Chairperson: Bob Nelson

1999 Site Coordinators: Ken Faulkner and Maurice Wear

Committee Members: Henry Bauer Jim Hand Michael Peck Bob Purdy Dick Strom

Millard Johnson is the master of ceremonies.

An annotated map of the tour is on this booklet's front cover. The map was created using DeLorme's Street Atlas USA® 4.0 (800) 452-5931 and is used under its license agreement. The projected tour log follows the narrative.

Rest rooms are available for each stop at the trailer carrying the outhouses.

Safety: Safety is a primary concern. Tour marshals will coordinate the caravan. Stay to the right at crests of hills. Please follow the directions of the traffic controllers. Train track crossings are especially dangerous. **The Union Pacific tracks are heavily used.** Use extreme care. A trailing car will inform the lead vehicle of any delays. You will not be left behind.

Please keep children and pets with you at all times. **There are uncovered wells at Old Tie Siding.** Neither the committee, individually or collectively, nor the sponsoring organizations accept any responsibility for accidents.

Keep a safe distance between cars. We will travel at 25 to 35 miles per hour on gravel roads. Drive carefully. Respect the other fellow. Enjoy the scenery and have a good trip.

Parking: Your cooperation is appreciated at parking sites. Parking is accomplished so that cars need not use reverse gear for entering or leaving a site. If you have difficulty walking, please inform the first traffic director at each site so a close-in parking place may be found. Please allow the numbered cars to leave a site first so tour personnel may direct traffic.

Courtesy: WE ARE GUESTS OF THE RANCHES AND HISTORICAL SITES. PLEASE DO NOT REMOVE ANY ITEMS, INCLUDING ARTIFACTS FOUND ON THE GROUND.

If you smoke outside your vehicle, please be careful and take your cigarette butts with you. Fire is an ever-present danger; the dry grasses and old timbers of some structures offer excellent kindling.

Thanks: Many persons helped to organize and to promote this year's tour. In particular, we thank the publicity given to the tour by the *Laramie Daily Boomerang*, *Branding Iron*, *Pulse*, TCI Cablevision of Wyoming, and the Laramie radio stations KOWB, KCGY, KLDI, KRQU, KIMX and KUWR. We also thank Dick Strom and Dick Strom's Rambouillet for lending the equipment for the rest room facilities. Thanks, too, to the Coca-Cola and Pepsi Bottling Companies for the refreshments at lunch. Finally, we thank the members of the Laramie Kiwanis Club who helped.

During your next visit, please thank the fine people at the Laramie businesses that supported this Tour.

The Bank of Laramie
First Interstate Bank
First National Bank of Wyoming
Community First National Bank

Albany County Public Employees
Federal Credit Union
Laramie Plains Federal Credit Union
Security First
UNIWYO Federal Credit Union

Brian Broderson Realty
Century 21 Real Estate Center
Duane Toro Real Estate
Espeland Realty of Laramie

In May 1999, Mrs. Agnes Burns passed away at the age of 101. Agnes was the wife of Robert Homer Burns, who was the originator of this series of Old Time Ranch Tours. Agnes joined the Tour for many years both before and after her husband's death in 1973. She was of great assistance to the many folks who worked on the various Old Time Ranch Tours. We remember her for her friendship, wit, stamina and coffee.

Stop 1. Old Tie Siding



Tie Siding (left in J. E. Stimson photo) was founded in 1868 and by the 1870's the fifty citizens of the town had built two stores, a saloon, a schoolhouse, a livery stable, a hospital, a town hall, and three hotels: the Keys Hotel, the J.W. Price Hotel, and the Shaw House. The railroad added a depot and a telegraph and station house.

The town was one of several in southeastern Wyoming established to provide railroad ties and cordwood for steam engines for the Union Pacific Railroad. In 1874, 250 men employed

by J.S. McCool had produced 100,000 ties from timber in the Tie Siding region. Tie hacks (choppers) received 35-65 cents per tie, and Union Pacific paid the tie companies \$1.00 to \$1.30 for each tie. Timber was also used for lumber and fence posts. The tie contractors soon stripped the land for miles north of Sherman Station (Ames Monument) and Tie Siding.

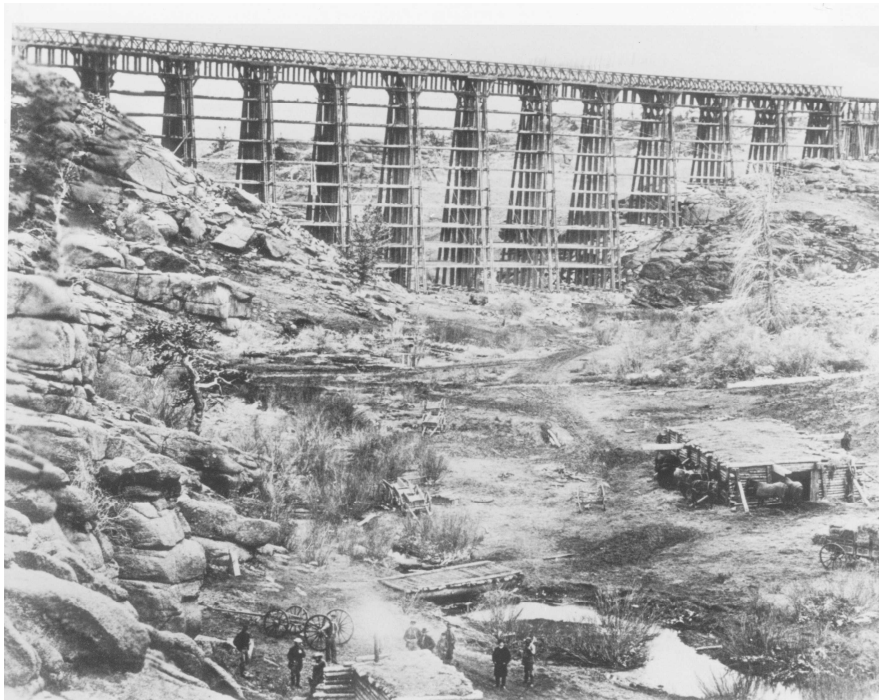
Before the creosote plant was built in Laramie in 1902, ties were treated at Tie Siding. Ties were loaded onto a train of small cars which were then run into cylinders 6 feet high and 117 feet long. The ties were steamed, and then zinc chloride was applied by pressure. About 1000 ties were treated each day.

In its day, Tie Siding was a boom town and a lively place to visit. A copper mine established in 1900 failed to be economically profitable. As the demand for timber declined, most Tie Siding residents moved on, and in 1931 the post office was moved to its present location on U.S. 287. All that remains of the original town site are a few ruins and a cemetery. In a letter to Dr. Grace Hebard (undated), Eva Maxwell Mariethe says "the earliest marked grave is Mr. Barton's-1880. Others are Moore, 1883, Whitmire colored baby, 1884. Wooden markers are older, but unreadable." Unfortunately, the cemetery has had to battle more than the elements; vandals have damaged or destroyed many of the grave markers.

Stop 2. Dale Creek and Railroad Trestle

The original bridge crossing this canyon was completed by the Union Pacific Railroad in April 1868. It was 126 feet high and 720 feet long, one of the highest railroad bridges in its day. It was constructed entirely of wood and almost all of the timber was transported from Chicago (probably Michigan white or Norway pine). The files of the Union Pacific Railroad report that it

was completed in 30 working days. As railroad equipment became larger and heavier, it was



Wooden Dale Creek Bridge



Steel Dale Creek Bridge



Dale Creek Bridge constructed with steel girders



Western approach to the Dale Creek Bridge

necessary to replace the wood frame with steel construction in 1876. This lightweight steel bridge was known as the "Spider Web" bridge, and it was replaced by heavier steel construction with iron girder spans in 1885. Records of the Union Pacific indicate that the "Spider Web" bridge was 707 feet long and 127 feet high and cost \$39,450. It is reported that fire destroyed the wood part of the bridge in 1884, and according to the Union Pacific a brisk wind was blowing that night and embers from an engine ignited the fire. A small community named Dale City was founded at the base of the canyon in 1868. It was abandoned when the tracks were moved, and the bridge was torn down in either 1901 or 1902 from different accounts.

Minnie Williams, who founded the Williams Ranch we will visit later, always claimed the bridge was burned by Indians. She also remembered that when the bridge was standing, an old cowboy living in the area would get drunk and ride his horse over the bridge. Minnie said that she would not ride her horse over it, but she had walked across it several times. The bridge swayed and was scary.

Stop 3. Ames Monument and the Old Town of Sherman



Ames monument (left) was constructed by the Union Pacific (U.P.) railroad between 1881 and 1882 in tribute to Oakes and Oliver Ames, who were instrumental in the construction of the railroad across Wyoming. These two men were brothers and successful businessmen from Boston, Massachusetts. It was one of Abraham Lincoln's dreams to have

the railroad completed from coast to coast. After construction began, it became apparent the available funds were insufficient to finish. Massachusetts Congressman Oakes Ames obtained passage of a bill permitting the railroad to issue its own bonds equal in the amount to the total sum lent by the Government to construct the railroad, about \$60 million. Oliver Ames was then president of the Union Pacific.

The monument is a pyramid, 60 feet square on the ground and 65 feet high. It stands 600 feet from the old railroad track at the site of Sherman station (right photo above), the highest point on the railroad (8242 feet) where trains were stopped and checked before descending the steep grades on either side. The gray granite came from an outcropping one half mile west known as Reed's Rock (named for the first Wyoming Surveyor-General). The medallions of Oliver on the east and Oakes on the west were chiseled from Quincy granite in Massachusetts. One of the best architects of the 1800's, Henry Hobson Richardson, designed the monument, and the medallions were completed by the artist Augustus Saint-Gaudens. Captain A. L. Sutherland was the builder. The monument was completed in October 1882. The cost was \$64,773.50.

The site for the monument was chosen in 1880 when the Union Pacific directors were on a cross country trip. The train stopped at Sherman, then a thriving town. It was such a spectacular sight that they decided to build the monument there.

W. R. Williams, whose ranch we will visit next, used his freight teams to haul the stone from the quarry to the monument. He had two old oxen he was taking to the XX Ranch to fatten for beef. Mr. Sutherland bought the oxen. The pair, named Sam and Buddy, were used for three years to haul stone.

Several stories are related to the monument. One is that on December 30, 1903, Ames Monument was the background for the wedding of Guy Holt and Annie Gearhart. Gearhart was born at Tie Siding and later moved to Laramie. Holt was born at Hecla, Wyoming, and was from Granite Canyon at the time. He was a famous bronc rider who won the title of World Champion Saddle Bronc Rider at the 1903 Cheyenne Frontier Days Rodeo. The couple wanted a quiet wedding where they could get away from "friends," so they chose this site. Guy Holt, riding the famous bucking horse Steamboat, was later drawn by an artist for the Wyoming license plates. Special recognition has been given Guy Holt and Steamboat by the Cowboy Hall of Fame in Oklahoma City.

A second story involved a Laramie justice of the peace, Judge William Murphy, who learned that the monument had been located by mistake on government land instead of U.P. land and filed a homestead claim for the site. His demands that the U.P. either remove the "pile of stone" or purchase his claim was rebuffed when the railroad attorneys pointed out the scandal that would result if citizens learned he was involved in a conspiracy to take advantage of his "neighbor." He traded the claim for several city lots in Laramie. Some say that this 1885 incident gave rise to the popular "Murphy's Law" maxim: "whatever can go wrong will go wrong!" In 1916, the railroad authorized \$16,000 to move the monument closer to the site of the present tracks, but it was never moved.

Another scandal involved the financing of the railroad and touched national figures including the Vice President of the United States Schuyler Colfax, and several congressmen, senators and Federal judges. As noted above, Massachusetts Congressman Oakes Ames obtained passage of a bill permitting the railroad to issue its own bonds equal in amount to the total sum lent by the government to construct the railroad. The Ames brothers and other railroad stockholders established the Credit Mobilier of America and established it as the construction company. As directors of the railroad, they authorized grossly exaggerated construction costs by the Credit Mobilier. Oakes Ames gave gifts of Credit Mobilier stock to several national figures, and stockholders profited handsomely although the Union Pacific was unable to pay its debts to the government and went into receivership. As a result of quarrels among stockholders concerning disbursement of dividends and profits, suits were brought against the directors. Congressional investigating committees cleared the most prominent among the accused, but Oakes Ames, described as "The King of Frauds", and Congressman James Brooks of New York, a former Union Pacific director, were censured. Both died two months later in 1885.

A suit by the government to recover "illegal" profits from the Union Pacific and Credit Mobilier stockholders was dismissed by the U. S. Supreme Court. In its decision the Court found that the railroad had fulfilled its purpose and had proven of benefit to the country in many ways. But the suit probably delayed the construction of the monument which was approved by Union Pacific stockholders on March 10, 1875.

LUNCH

The Laramie Daily Boomerang on May 31, 1974, in the "50 years ago" column reported:

"Perhaps the largest automobile caravan that has ever been organized at Cheyenne will journey on June 1st to a natural amphitheater in the Sherman Range, 30 miles west of Cheyenne and 19 miles east of Laramie, where the annual student play of the University of Wyoming will be staged with a cast of 300. Several thousand Cheyennites, led by Governor W. B. Ross and Mayor Archie Allison, are expected to make the trip. The region is in the Fort D. A. Russell maneuver reserve. Should the reserve ever be abandoned it is regarded as certain that the portion of it in which Vedauwoo is to be presented will be made either a national, state or city park."

The Vedauwoo area of the Medicine Bow National Forest lies to the northwest of Ames Monument across highway I-80. The name "Vedauwoo" is an Arapaho Indian word meaning "earth born." This name was conceived in 1924 by Mabelle Land DeKay, an English professor at the University of Wyoming. "Vedauwoo" was also the name of the principal character in the pageant which was presented on the rocks and in the canyons of the area. The military location became known as "Vedauwoo Glen" and later simply as "Vedauwoo." In 1925 the military reservation was transferred to the National Forest by Executive Order.

Stop 4. Richard Williams Ranch (The AX Ranch)

The AX Ranch was homesteaded in 1909 by Arthur H. Williams and his wife Minnie Collins Williams. Art Williams was the son of W. R. Williams of the XX Ranch, which is next stop on today's tour. All the buildings were built by Art Williams, Blackie Cota, and Charlie Clark. All the lumber was cut and milled on the ranch. The ranch house was enlarged by moving a building from the vacant Impson homestead. The original house is occupied by Dixie Mathisen and her daughter, Amber. In 1979 a new house was built. The new house is occupied by Mr. and Mrs. Richard Williams. A lovely view of the valley can be seen from the kitchen windows of the new house.

Art and Minnie Williams began by milking 30 or 40 cows and selling the milk and cream. These were taken to Sherman and shipped by train. Eventually the Williams bought some Hereford cows, and these were crossbred with the dairy stock. They later bought the Holliday place from Hans Nielson and the Impson land. Hans Nielson filed water rights in 1875. Art Williams built a nice log cabin on the Holliday place. Fred Impson once held an Albany County office.

Art Williams was a county assessor for several years in the 1920's, first under W. A. Comly and then Earl A. McKay. In 1931 he was commissioned as deputy sheriff and stock inspector at Tie Siding by Sheriff Eugene P. Smith. Later he transferred from Tie Siding to Sherman to be nearer home. He held this office at the time of his death in 1935.

In 1946 Richard and Gussie Williams purchased the ranch from his mother Minnie Williams. Since that time the John and George Lindstrom place and the Ole Sanden place have been purchased. In order to get a start Richard and Gussie Williams also milked cows for several years. Eventually the crossbred cattle were converted to an entire herd of Black Angus cattle. Only in the recent years have they once again used cross breeding.

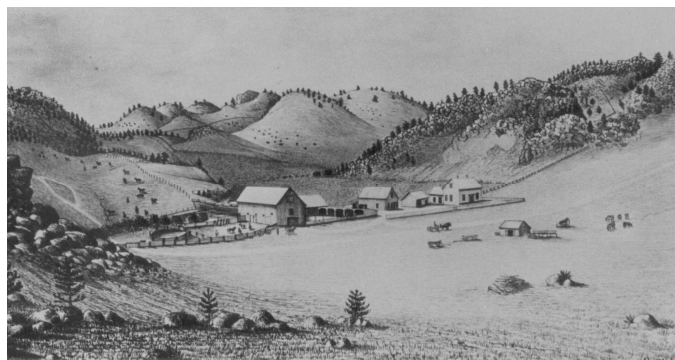
Much land development has been done to produce more hay land. Many water conserva-

tion projects have been completed.

Today the ranch is a family owned corporation. Richard and Gussie Williams are the major shareholders with each of their daughters, Dixie Mathisen, Julie Houchin, and Lynn Warfield, also being shareholders. The ranch is managed by Jim Warfield, grandson of Mr. And Mrs. Williams. Mr. and Mrs. Williams continue to be involved in all the ranch activities. All five of the grandchildren--the fourth generation of Williams on the ranch--spend as much time as possible on the ranch. Jim and Amber are the only grandchildren who live on the ranch.

This ranch is a cow and calf operation. The calves are born in February and March. They are summered mostly on forest land. In late October, the calves are gathered from the forest, weaned and shipped. The rest of the cattle are wintered on the ranch. They are fed hay and a supplement in the winter months.

Stop 5. Peter Hansen Ranch (The XX Ranch)



W. R. Williams Ranch in 1891



Barn on Hansen Ranch in 1999

William Richard Williams, often referred to as Dick or W. R., was 26 years old when in the spring of 1867 he traveled by train from Nova Scotia to St. Joseph, Missouri, and then by wagon train as a bullwhacker to Denver. He made his way to southeastern Wyoming in search of silver at a mine called Silver City near the Happy Jack but found greater opportunity in freighting and ranching.

Dick teamed with W. H. Holliday in 1867, the same year the Union Pacific reached Cheyenne, to provide lumber for construction of the transcontinental railroad. It was a profitable partnership. W. R. Williams supervised hauling wood to and from Holliday's three sawmills. One of the sawmills was located where the large horse barn at the XX now stands.

The ranch was homesteaded in 1868. However, it was 1882 before Dick received his citizenship papers and homestead patent. By 1872 W. R. Williams had accumulated enough money to return to Nova Scotia to marry Maggie Keyes at Gays River. Paying for all their fares on the Union Pacific, Dick returned to Wyoming with his 17 year old bride, a brother, and two sisters. In time, eight of W. R.'s brothers and sisters would follow him to Wyoming along with six members of Maggie's family including her father. Most of them would settle permanently.

By 1879 W. R. owned 400 head of oxen and operated one of the two largest freighting companies in the area. In 1875, he freighted from Cheyenne to Deadwood, South Dakota. In

1878-79, he hauled wood and supplies between Forts Fetterman, McKinney, and Custer in Montana.

Dick's freighting outfit was commandeered to go to Meeker, Colorado, when the Meeker Massacre took place. It was fall. The men were snowed in for the winter and most of his oxen died. He replaced his herd and wagon in order to haul lumber and ties from the Sand Creek Pass country and Boulder Ridge to Red Buttes for the construction of the Union Pacific. After the horrible winters of 1886 and 1887 when W. R. lost most of his oxen, he sold his freighting equipment and went into ranching full time.

Maggie provided four sons and three daughters the first 18 years of her marriage. She was a pioneer wife who refined the Williams household. She lived to be 88. Dick died in 1906.

After his death the XX Ranch was operated by his widow and his sons and daughters. The sons and daughters who married at one time or another all lived on the ranch with their mates. Minnie Williams and Stella Williams did a lot of riding for strays, and it was their job to get their horses in the corrals. Many times they rode as far as Red Buttes and the Twin Mountains to find the horses. Chet Williams bought Angus bulls in Casper. He rode horseback to get them and bring them home. After leaving the XX Ranch there was not another fence until he got to Casper.

During the 1930's, 40's, and early 50's, Chet and Edith Williams and Stew and Edith Margaret (Williams) Blunk purchased the ranch from the other heirs. Edith Margaret was the only daughter of the Chet Williamses. On July 1, 1970, Mrs. Blunk passed away. In 1971 Stew Blunk married Mary Alice Williams, the daughter of Earl Williams and a first cousin of Edith Margaret. A fourth generation, Scott Blunk and Sally Jo Clark were active in the operation of the ranch for several years before its sale.

At the time of its sale in 1992, the XX Ranch was the oldest ranch in Wyoming still in the same family and one of the oldest Angus ranches in the state. W. R. Williams brought the breed to the territory in the 1880's.

The current owner is Peter Hansen, son of former Wyoming Governor and Senator Clifford Hansen.

Stop 6. Remount Ranch

The Remount Ranch was homesteaded in 1886 by Thomas Gunston, who immigrated to Wyoming from Wellshire, England. He raised cattle and horses and was a close friend of the notorious Tom Horn. The sheriff's posse searched the ranch when Horn made his jail break. Today, a portion of a horsehair bridle that Horn wove for Gunston hangs in the bar of the ranch house. Life was harsh in those days, and two of Tom and Eleanor Gunston's four children died in infancy and are buried on the pine covered hill behind the ranch house.

In 1896, a gold mine claim called the Alexia Lode was filed on the ranch. The 80-foot deep shaft is still visible, but it is not known whether any marketable gold was discovered.

The Gunstons remained here until 1923 and then sold the ranch to Mrs. Frances Griffin. The ranch was purchased in 1930 by its most famous residents Helge and Mary Sture-Vasa. Mrs. Sture-Vasa is better known as Mary O'Hara, the author. The Sture-Vasas named their home "The Remount Ranch," and it is here that she wrote her novels: *My Friend Flicka*, *Thunderhead*, *Green Grass of*

Wyoming, and *Wyoming Summer*. Lone Tree Creek, the Gold Mine, and Castle Rock are all places in her books and all are located on the Ranch. The Sture-Vasas raised horses for purchase by the Cavalry Division at Fort Francis E. Warren in Cheyenne. They also operated a boys' camp to teach Eastern youths to ride, shoot, and do ranch chores.

The ranch was sold again in 1946, this time to John and Carol Knox. The Knoxes built it into a guest ranch and hosted many theatrical celebrities and famous persons including Arthur Godfrey, the McGuire Sisters, and Pat Boone. It also had a restaurant frequented by people from Cheyenne and Laramie, who have fond memories of wedding receptions, anniversary celebrations, birthday parties, and other special occasions held here.

A. H. Trautwein, a Cheyenne banker, lived at the Remount with his family from 1962-1970 when it was purchased by the John and Mary Ostlund family. The Ostlunds used the Ranch as a weekend and summer retreat for several years before making it their full time home. John is a former Gillette businessman and state senator as well as a one time Wyoming gubernatorial candidate.

In 1995, the Ostlunds sold the Ranch to the current owners, Steve and Bonnie Bangert. The Bangerts and their five children split time between Denver and The Ranch. The Bangerts have turned The Remount back to a working ranch, raising approximately 200 registered Texas Longhorn cattle on the 3,800-acre ranch.

Today, the main ranch house is a 6,000 square foot, stone ranch house that has grown "Topsy." The original homestead consisted of the rooms that are now the sitting and dining rooms. The bar was a study in which Mary O'Hara wrote her fascinating stories. The living room was added by the Knoxes and was the main dining room area for their restaurant. John and Mary Ostlund built the newest wing of the house, tying all the pieces together with an atrium of native plants and trees. The Bangerts recently renovated the kitchen as well as refurbished the bar and sitting rooms. The painted log guest cabins were sandblasted and taken back to their original oil finish. A 5,000 square foot log barn and two loafing sheds were built in 1996, with the assistance of the Engineering College at the University of Wyoming. The Remount Ranch is listed on The National Register of Historic Places and is a very special place that holds many cherished memories for the people who have lived and visited here.

NOTE: The Ranch Tour will disband the caravan at this point. To return to Laramie you may follow either of two routes. If you leave the Remount Ranch and turn left, turn left again after one mile, head under the underpass, and enter I-80 headed west. If you leave the Remount Ranch, retrace our path to the XX Ranch, and continue past that ranch, you will reach the old Pumpkin Vine Road where you should turn left to reach US 287. Turn right onto US 287 in the direction of Laramie.

1999 Old Time Ranch Tour Log

Location	Arrival Time	Departure Time	Local Distance	Total Distance
Third and Russell, Laramie		7:15 AM		0
The Buttes		7:25 AM	10.3	10.3
Pass Tie Siding and Post Office Entrance		7:31 AM	16.9	16.9
Pass Tie Siding Antique Store		7:32 AM	17.0	17.0
Left onto County Road 222		7:33 AM	17.1	17.1
Start of Tour		8:00 AM	17.2	17.2
Front of line at start of tour		8:02 AM	0.5	17.7
Train Tracks -- Be Careful, Observe Signals		8:05 AM	1.0	18.2
First stop at Tie Siding		8:07 AM	1.3	18.5
Stop 1: Old Tie Siding	8:08 AM	9:00 AM	1.5	18.7
Bear right at fork		9:02 AM	0.4	19.1
Dale Creek		9:14 AM	4.9	23.6
Right before cattleguard		9:18 AM	5.9	24.6
Stop 2: Dale Creek Trestle	9:49 AM	10:47 AM	8.5	27.2
Return to CR 222 and turn right		11:18 AM	2.6	29.8
Bear right before cattleguard		11:22 AM	3.7	30.9
Cemetary on left		11:18 AM	2.7	31.0
Stop 3: Ames Monument	11:20 AM	12:25 PM	3.2	31.5
County Road 234 and pass railroad tracks		12:36 PM	3.6	35.1
Right into Parking Area		12:53 PM	6.5	38.0
Stop 4: Williams' AX Ranch	12:55 PM	1:45 PM	6.8	38.3
Back onto Road at Cattleguard		1:47 PM	0.3	38.6
Cattleguard		1:51 PM	2.0	40.3
Right at Y onto Pumpkin Vine Road (CR 241)		1:52 PM	2.2	40.5
Tunnel		1:58 PM	4.7	43.0
Left into XX Ranch		2:01 PM	5.2	43.5
Stop 5: XX Ranch	2:09 PM	2:55 PM	6.4	44.7
Right at Pumpkin Vine Road		3:00 PM	0.9	45.6
Tunnel		3:03 PM	1.4	46.1
Bear right at Y onto CR 234		3:10 PM	3.9	48.6
On CR 206 now, enter Remount Ranch		3:23 PM	9.0	53.7
Stop 6: Remount Ranch	3:29 PM	4:20 PM	9.9	54.6
Exit Remount Ranch		4:23 PM	0.5	55.1
Left toward I-80		4:25 PM	1.5	56.1
Underpass		4:27 PM	1.7	56.3
I-80		4:29 PM	2.1	56.7
Return to Laramie		4:59 PM	37.5	92.1