

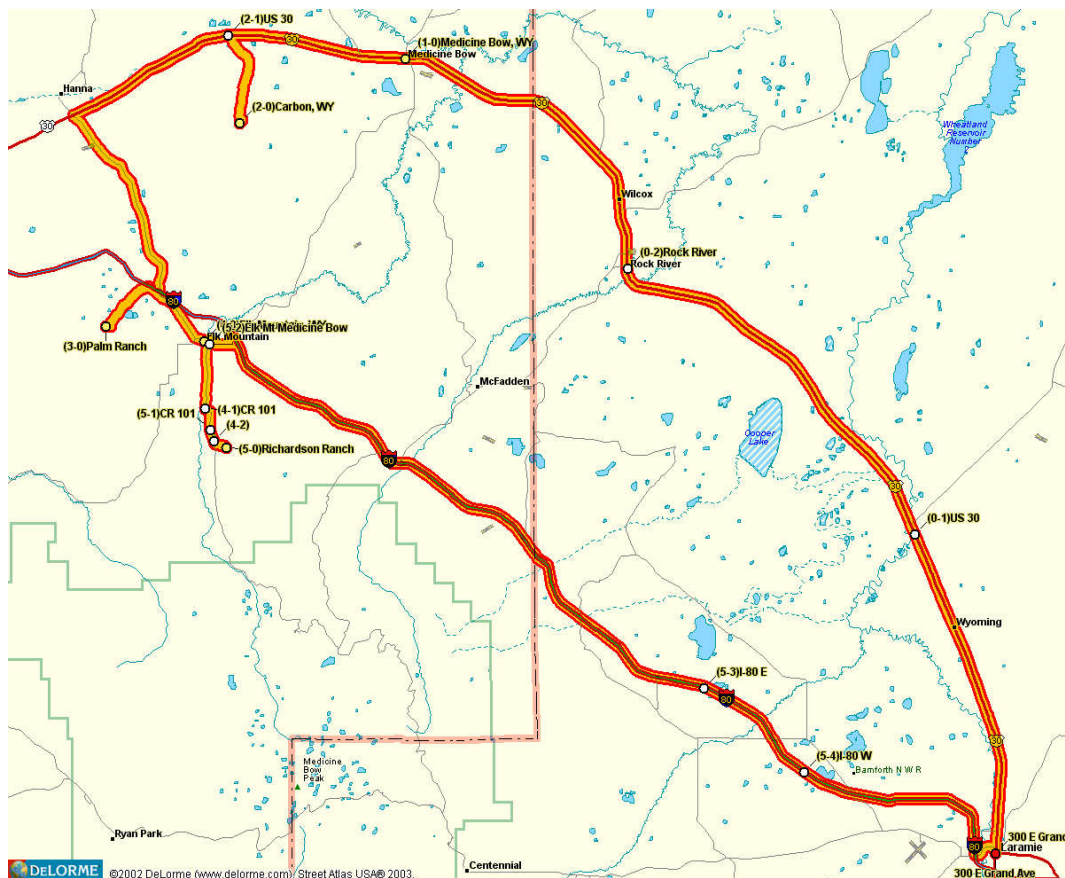
# THE 52<sup>nd</sup> OLD TIME RANCH TOUR

STOPS ON THE 52<sup>nd</sup> OLD TIME RANCH TOUR  
SATURDAY, JULY 19, 2003

- 1. Medicine Bow**  
Host: Jerry Cook, Mayor  
Speakers: Jerry and Carol Cook
- 2. Carbon and Carbon Cemetery**  
Speakers: Nancy and Victor Anderson
- 3. Fort Halleck (Elk Mountain Ranch Co.)**  
Host: David Spaugh  
Speaker: David Spaugh
- 4. Elk Mountain**  
Host: Ken and Nancy Casner  
Speakers: Ken and Nancy Casner
- 5. Richardson Ranch**  
Hosts: Richardson Family  
Speaker: Lyle Richardson

LUNCH

Sponsors: Laramie Kiwanis Club  
Albany County Historical Society



## FIFTY-SECOND OLD TIME RANCH TOUR

Saturday, July 19, 2003

The Old Time Ranch Tours were conceived and promoted by Dr. Robert Burns. The series has continued annually since 1950, except 1982 and 2001. In 2001, the Tour was canceled due to the worldwide threat of hoof and mouth disease. Portions of the historical accounts printed here are taken without attribution and updated from the writings of *Annals of Wyoming*, Volume 19, Number 1 (January 1947); *Wyoming's Pioneer Ranches* by Robert Homer Burns, Andrew Springs Gillespie, and Willing Gay Richardson; and anonymous authors of earlier Tour booklets.

The 2002 Old Time Ranch Tour Chairperson: Bob Nelson

2002 Site Coordinators: Maurice Wear and John Rowland

Committee Members: Henry Bauer    Jim Hand    Laurie Janack    Royce Lane    Tom Marks    Mike 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® 8.0 (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. Please be especially mindful of the extreme fire danger. If you smoke outside your vehicle, please be careful and take your cigarette butts with you.

Please keep children and pets with you at all times. 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, CARBON, AND ELK MOUNTAIN. PLEASE DO NOT REMOVE ANY ITEMS, INCLUDING ARTIFACTS FOUND ON THE GROUND.

**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*, AT&T Broadband, the City of Laramie, and the Laramie radio stations KOWB, KCGY, KLD, 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.

American National Bank

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

Saulcy Real Estate Corp.

Century 21 Real Estate Center

Duane Toro Real Estate

The ACRE Company

Gene Cadwell, a long-time Kiwanian and committee member of the Old Time Ranch Tours over many years died this spring. Laramie residents may remember Gene for his careful fitting of shoes at his shoe store on Second Street. We also remember Gene for his sense of humor, constant support and his care in parking vehicles at many Ranch Tours.

## Stop 1. Medicine Bow

The following account uses information from various sources. Two specific works are James F. Coakley's master's thesis from the University of Wyoming's Geography Department, [A Rocky Mountain Boom Town in Transition: The community of Medicine Bow, Wyoming](#), 1984.

Medicine Bow began as a railroad town in 1868 as the Union Pacific Railroad pushed westward. It grew up around the pumping station. From Laramie the railroad went to Rock Creek, north of Rock River's location now; to Wilcox, six miles northwest of Rock Creek; to Como, six miles west of Wilcox; then to Medicine Bow, nine miles west of Como. The route was chosen with terrain in mind, but the supply of water for the steam engines was essential. From Medicine Bow the railroad continued on to Carbon, fifteen miles to the west. Although the railroad moved its tracks and abandoned the towns of Rock Creek, Wilcox, and Carbon, Medicine Bow remained on the line. Rock River replaced Rock Creek. Hanna replaced Carbon as a source of coal. Passenger railroad service continued to stop at Medicine Bow until the late 1930's and early 40's. The only planned stops recently were to unload sulfuric acid in storage tanks for transportation by trucks to the Pathfinder uranium mine in Shirley Basin.

The town of Medicine Bow was named after the river. Coakley says, "The river's name refers to an Indian tradition of being able to find good wood in the mountains of the south which was used in bows for hunting purposes. The wood was referred to as having 'good medicine' and the bows were referred to as 'Medicine Bows.'"

Ties were also important to the railroad. Tie hacks cut trees for ties and firewood in the Medicine Bow Mountains and transported them in the Medicine Bow River to a boom site one mile above Medicine Bow. The boom was made of strong chain, and many men were employed to drive the ties down the river and then to remove the ties from the river.

The cattle and sheep industries have been the basis for Medicine Bow's existence. In 1864, a government trader abandoned cattle destined for Utah in a snowstorm near Rock Creek. When he returned in the spring, the cattle were healthy. This led to the good reputation of the area for grazing livestock. Large cattle operations began to let their cattle roam in the unfenced ranges near Medicine Bow. With the growth of the cattle industry, Medicine Bow grew to 105 in 1870. There were two saloons, a general store, a mercantile store, among others. The Cedar Street Hotel was built in 1875. In 1879, stockyards were built by the railroad and became one of the busiest loading points of the Union Pacific. On one day in 1881, 1,860 cattle were shipped.

Two problems arose for Medicine Bow. The Chicago and Northwestern Railroad to Douglas and Casper was completed in 1887. This new route eliminated the need for most shipments to Fort Fetterman and Douglas. Second, the worst winter in the regions history in 1886-87 killed 75% of the cattle. The result was a trend to smaller ranches with barbed wire fences to establish the boundaries. Open range rapidly disappeared.

In the early 1900's, the large cattle operations were the Higginson Ranch, the Spade Ranch, the TL Ranch, and the Heward Ranch.

Sheep raising grew toward the end of the 1800's in Wyoming. One of the prominent ranches was the Cronberg Ranch near Medicine Bow.

In 1868, dinosaur bones were discovered near Como. At least three quarries were opened by 1879. Many of the bones were shipped to Carnegie Museum, Yale University's Peabody Museum of Natural History, and later to the University of Wyoming in Laramie.

Owen Wister came to Medicine Bow from Boston in 1885. He used the site for the location of The Virginian, published in 1902. The novel attracted many visitors to Medicine Bow and led to the construction of the three story Virginian Hotel which opened in 1911.

## Stop 2. Carbon and the Carbon Cemetery

Carbon is a true ghost town. Located about 85 miles west of Laramie, Carbon is by-passed by the Union Pacific Railroad and highways U.S. 30 and I-80. The Union Pacific constructed the "Hanna Cut-off" in 1899 placing Hanna on the main line and leaving Carbon on a spur. The spur was removed in 1902, and the mines were completely shut down. A large number of the residents moved from the town, many to the Hanna mines. They took their personal belongings but left their homes and business sites to fall into ruin.

Nancy and Victor Anderson researched Carbon. We have adapted their article, "Carbon--First Coal Camp on the Union Pacific" to fit our space below. They reference History of the Union Pacific Coal Mines 1868-1940 and Martha Ferguson McKoewn's Them Was the Days: an American Saga of the 70's.

A September 20, 1868, report from the Union Pacific construction crew, told of beds of excellent coal in the Laramie Plains and at Carbon Station, 640 miles west of Omaha. A vein, 16 feet thick, was yielding 100 tons per day of semi-bituminous coal. This source was so secure to the company cheap fuel for the locomotives and for the settlers, towns, and villages which were anticipated along the track.

The early mines at Carbon were developed by the Wyoming Coal and Mining company owned by Thomas Wardell and Cyrus O. Godfrey. The seam in Mine #1 was reached by a shaft 80-100 feet deep. Pockets were used for storing the coal until the pit cars were taken by cage and dumped at the surface. This mine flooded during the spring run-offs, and often women of the camp assisted their miner husbands in sandbagging the entry. In 1874, Wardell and company, caught between the emerging Knights of Labor and railway administration, were forced out at Carbon. The property was taken by the Union Pacific. During 1868-1902, seven mines were worked at various times with seven miles of tunnels.

Carbon, as camp and town, had two lives. A fire in June, 1890, destroyed much of the original town. The town was then incorporated, and a new, planned, short-lived town rose from the ashes. Mont Hawthorne, a boy miner, spoke of the early years: "Nobody done no planning at Carbon. The town just growed out of the desert. Except for the regular buildings at the mine, and a few stores strung along down by the depot, everyman had to provide for hisself, and there wasn't nothing much to provide with. There wasn't a tree in sight, nothing growed at Carbon but sagebrush, and greasewood, and prickly pears.... Over on the hilly side to the left of the tracks heading west, where the boulders wasn't too big, folks had made dugouts back in to the bank. Over on the other side, back of the stores, they'd piled up rocks to make stone houses. Nothing was wasted at Carbon. Men fought over the packing cases around the stores and mines."

During its brief life Carbon gathered amenities unknown to some frontier camps. As families came to camp, churches and schools appeared. The Methodists had to persevere because the framework for their church blew down three times before it could withstand the Wyoming wind. The Episcopalians were fortunate in having the Cheyenne congregation send their old edifice via flatcar to the camp. By the turn of the century there were street lamps burning coal oil, and a line from the #5 mine brought excellent water. While the happenings at Carbon were well covered by the Rawlins' papers, the camp also had its own Black Diamond.

The *esprit de corps* of the camp is legendary. Mont Hawthorne said, "Living in Carbon, in those early days, was like



living on an island. The trains stopped for coal, then they went on again. Us folks, mining that coal, didn't have no way to turn, excepting towards each other. We come there to live on a desert. If we hadn't put down roots and worked together, we wouldn't of had no more chance than a bunch of tumbleweeds, blown along ahead of the wind."

Mary Lou Pence and Lola M. Homsher report in The Ghost Towns of Wyoming that a famous visitor to Carbon in 1883 was Calamity Jane. Calamity was freighting into the hills and stopped by to drown her sorrows over her frequent quarrels with her lover, Bill Steers. Carbon women thought it was disgraceful how Calamity would stand up at the Ross saloon bar to take her whiskey.

An article, "Carbon. A Victim of Progress" in the Annals of Wyoming issue cited in the introduction, quoted from "A Coal Camp. The Resources and Business Interests of Carbon Where the Black Diamond Is Ushered To Light and Distributed Thru the West" from Wyoming and Its Future, Volume 4, Number 8 (1887). The latter article is reproduced below. This account came just as the mines at Carbon were showing signs of depletion both in quantity and quality of coal.

A COAL CAMP  
THE RESOURCES AND BUSINESS INTERESTS OF  
CARBON WHERE THE BLACK DIAMOND IS USHERED  
TO LIGHT  
AND  
DISTRIBUTED THRU THE WEST

"Carbon is situated in Carbon County on the Union Pacific R. R., about eighty five miles west of Laramie City and is the second mining camp, in importance, in the Territory.

"The history of Carbon, as a town, dates from the construction of the railroad. Thos. Wardell entered into contract to furnish the Union Pacific R. R. with coal, in 1868. This contract continued until 1872, when the U. P. Coal Department took possession of the mines. Previous to 1868, private parties had opened up claims and mined coal on a small scale, but there was no market for their coal, and their efforts were unsuccessful. In 1881 the station, coal office, and agency's residence, were moved about half mile east of the town, to their present location, to facilitate the coal shipments.

"The mining of coal is the most important industry of Carbon. There are two mines in active operation, known as No. Six and No. Two. About five hundred men are employed, in and around the mines, nearly all of whom are foreigners. The average daily output of the mines is about one hundred fifty cars. In 1886, according to the report of Mine Inspector P. J. Quealy, 234,288 tons were mined. The coal is pure lignite and is excellent for steam and general purposes. The coal measures crop out and dip at an average angle of 5 or 6 degrees till the lowest basin is reached at a vertical depth of two hundred and eighty feet. The coal then crops out towards the Saddle-back mountains west of town. Mr. L. R. Meyer is the Superintendent of the mines. He is a native of Germany but has spent a great portion of his life in America. He is thoroughly conversant in the English language and admirably qualified for the office of Superintendent. Mr. L. G. Smith, the gentlemanly bookkeeper of the mines, is considered one of the finest accountants in the employ of the coal department. Jos. Cox is the Pit Boss at Mine No. Two, and Geo. Haywood at Mine No. Six. both these men have recently been examined by the Territorial Inspector of Mines and pronounced well qualified for their respective positions.

"The Master Mechanic's office is filled by Mr. D. A. Griffiths, who is considered to be an expert in his line. In 1880 U.P.C.D. opened Mine No. Five, two miles north of Carbon. This mine was in operation until 1885 when it was abandoned because of the inferior quality of the coal, when the company moved all their buildings and machinery to Carbon.

"The loss of life is very small in proportion to the number of men employed in the mines. The miners are supplied with the timber they require for timbering rooms and working places, and the company insists on it being used. Before the passage of the Mining Act, three mines were ventilated by natural ventilation. A large twenty foot Guibal fan supplies Mine

No. Six with air and a similar fan has recently been erected in Mine No. Two. (Old Time Ranch Tour Note: In 1900, over 1,100,000 ties and mine props were produced by the Carbon Timber Company from near Elk Mountain.)

"The town has a population of about twelve hundred, and the inhabitants are mostly of foreign birth representing various nationalities, the Finlanders numbering about three hundred. Most of these men are sailors in their country, and came to America to avoid being forced into the Russian Navy. Nearly all the English speaking miners worked in the mines of England and Wales before coming to this country. They are honest, hardworking, peaceable, and law abiding, and it is safe to say that Carbon is the most quiet camp in the United States, and though there are eight saloons in town, drinking is not indulged in to an immoderate extent. The company owns some sixty houses which are rented to the employees and the only drawback to the town is the lack of water for domestic use which at present is hauled here in cars from Aurora but the company is figuring on laying pipes from No. Five spring to supply the town and railroad engines with water. It is very probable that the roundhouse at Medicine Bow, will be moved to Carbon if a sufficient supply of water can be procured.

"Carbon has several small stores dealing in general merchandise, the largest of which is the Beckwith Commercial Company's, formerly known as Beckwith, Quinn and Co. This firm was organized in 1875 with headquarters at Evanston and branch stores at all coal mining towns along the U.P.R.R. Their Carbon store was opened in 1877 with Lewis Dibble as manager. Mr. Dibble resigned in 1885 and Thos. O. Minta succeeded him. At the commencement of the present year, the firm's name was changed to the Beckwith commercial Company, and it now does an immense business, carrying a large stock of merchandise and miners supplies. The paid in capital amounts to \$300,000.00, and the men employed in and about the mines are paid through this firm and all private coal is sold by them.

"Mr. T. O. Minta, the general manager was born in Manchester, England, in 1846; has been engaged in merchandise since the age of fourteen. He came to this country in 1869, and resided in Boston for two years; from thence he removed to California; then to Wadsworth, Nevada, where he forwarded goods by sixteen mule prairie schooners to the silver mines at Belleville, one hundred and fifty miles distant. Then he engaged in the general merchandise business on his own account, and was postmaster of the town of Belleville. From this place he entered the service of Beckwith & Lauder, Echo City, Utah; then assumed the management of the same firm's store at Grass Creek. He then paid a visit to his home in England; returning he entered the employ of Beckwith, Quinn & Company, at Evanston, until August 1885, when he came to Carbon where he resides at present. Mr. Minta is a practical business man and a shrewd financier. His long experience and business training eminently fit him for the position he fills. In his hands any business would flourish and the Beckwith Commercial Company are to be congratulated upon possessing a man of his business calibre to manage their store in this town. Mr. C. H. Lane, the cashier and bookkeeper is a native of Natick, Massachusetts; came to Wyoming in 1880 to engage in the sheep business; accepted a position with Beckwith, Quinn & Company, in February 1886, and remained with the other firm after the change. Roger T. Williams is the head clerk and wears the honors modestly. He is ably seconded by Messrs. Hunter, Anderson, Doane and Remes.

"The U. P.. Station is under the management of G. C. Randall, better known to the public as Tom Moon. He has been located here about seven years. This station is one of the most important ones on the road owing to the shipments of coal, and the force of clerks is kept very busily employed. The corps of assistants included J. J. Buck, S. B. Runyon, and H. Dibble.

"J. W. Johnson, who since 1881 has been one of Carbon's leading business men, has recently sold his interest here to the Co-Operative Association. Mr. Johnson has always had the entire confidence of the people, and his departure causes general regret. Among Carbon's most enterprising young business men, is Mr. F. P. Shannon, proprietor of the Carbon Drug Store, and Postmaster. In addition to the duties of the above office he is County Supt. of Schools, and one of the Territorial Pharmacy Commissioners. Mr. Shannon came to Wyoming in 1881. He was connected with Beckwith, Quinn and Company, for three and a half years as cashier, which position he resigned in order to visit South America. After a year absence from Carbon, he returned and opened his present store and is succeeding finely. Mr. Shannon is a very progressive young man, and is bound to succeed in whatever he undertakes. He is finely educated and deservedly popular wherever he is known. During the several months in which he has served as County Supt. he has won high praise for the able manner in which he has fulfilled the duties of his office. He is doing much for the cause of good literature by offering the citizens of

Carbon the best works of ancient and modern writers at extremely reasonable prices. J. A. Shannon acts as Post office clerk and is very popular with the general public on account of his pleasing address and strict attention to business.

"One of the busiest places in town is Baker's Photograph Gallery situated on an eminence in the northern part of this place. The proprietor, F. M. Baker, ranks among the leading photographers of the territory. Within the past year he has erected a commodious gallery, fitted up with all the modern improvements, and admirably adapted for his business. Mr. Baker has in the past always turned out fine work but his present pictures surpass anything ever seen in this county, and it is doubtful if they can be beaten by any artist in Wyoming. Mr. Baker is a young man of thirty and a graduate of Middlebury College, Vermont. He has been a resident of Wyoming for the past five years and considers himself a permanent fixture. In addition to making photographs and views, he carries a large stock of frames and albums, which he offers at very reasonable prices. He makes a specialty of enlarging pictures and also take orders for crayon portraits. He is widely known throughout the Territory and his many friends watch his artistic progress with great pleasure.

"Ben. Jose has a little store next to C. F. Johnson's and carries on a snug little business, selling fruits, nuts, confectionery, and toys. Ben has the misfortune to be deprived of his eyesight, but notwithstanding his affliction he manages to make a success of his life and has an excellent trade.

"Carbon has very few professional men but her contingent compares favorably with that of larger cities. Dr. T. J. Ricketts is the U. P. surgeon and has a lucrative practice throughout the country. He is a graduate of Princeton and the University of Pennsylvania, and is acknowledged to be one of the leading doctors in Wyoming. Dr. S. G. Clark owns a recently completed drug store and also practices medicine. He is well advanced in years but his mental powers are unimpaired, with his health very vigorous. Michael Henry is the only lawyer in Carbon, and consequently has a monopoly of all the legal business in town, which is transacted to the entire satisfaction of his clients and the general public.

"Carbon supports several hotels, and among them may be mentioned the Scranton House, Wyoming House, Carbon House, and Nixon's boarding House. They are all comfortable and well kept, and furnish excellent board. The Scranton House, under the management of John O'Connor is the leading hotel in town. It has recently been renovated and refurnished and is a thoroughly first class house. John is a model landlord and personally looks after the comfort of his guests, leaving nothing undone that will in any way add to their material welfare.

"There are two first class markets in town. One is owned and run by Jens Hansen, and the other by Messrs. Young & Jackson. Both firms do an excellent business and aim to supply their customers with all the delicacies of the season, and the finest kinds of meat, fish, and vegetables. These three young men are well liked by all, and being energetic, enterprising and strictly honorable in all their dealings are bound to succeed in a business they are well qualified to carry on.

"C. F. Johnson is a native of Sweden, but has resided in America for 20 years. He came to Carbon in 1872 and after a stay of six years went away. He returned during 1883 and opened a general merchandise store in a building erected by himself, where he has a thriving trade. Mr. Johnson is an enthusiastic numismatist and has one of the finest collections of coins and medals in Wyoming, which he is always very willing to show to anyone interested in such matters. Mr. Johnson's success illustrates what pluck and perseverance can accomplish when united with business ability and good sense. The Carbon Co-Operative Association has a store here which is ably managed by Jas. Ryder with Frank Rodas and C. A. Pollay as assistants. This is now the second store in importance and is in every respect a first class one. They have recently moved into the premises lately occupied by J. W. Johnson, after having first greatly improved the interior.

"Carbon now has a Protestant Church, and one of which she is justly proud, viz: The ME Church, lately erected here. It was built by contributions from the people, and although not yet fully completed, adds greatly to the interest of the town. The directors are giving a series of concerts, suppers, etc., to procure funds with which to improve from time to time, the church. The Carbon Lutheran Church, of which Rev. William Williamson is pastor, has recently taken possession of a new edifice and is in a flourishing condition. A Good Templar Society has lately been organized and is doing good temperance work. the Carbon Union Sunday school, of which Mrs. Dr. S. G. Clark is superintendent, has a large attendance and is being carried on very successfully. The Roman Catholics have no building but hope at no distant day, to erect a church of



their own. They have some six hundred and fifty dollars already in the bank, as a nucleus of their building fund. Rev. Dr. Commisky of Laramie visits the society several times a year and holds religious services in the school house.

"P. J. Quealy, the Territorial Inspector of Mines, resides in Carbon. He came to Wyoming in 1875, but has been absent considerable time in Montana, Idaho, Oregon, Washington Territory and Utah. Mr. Quealy has for years been interested in coal mining, and is considered an authority on all matters pertaining to this industry. He has practical education and for a young man of thirty-one has been wonderfully successful. He has been interested in the cattle business since 1882, and own a fine ranch thirty five miles north of Carbon. He is also interested in the Quealy & Hoffman Coal Company, at Bozeman, Montana, and the C. W. Hoffman & Company, mercantile company, but these business interests are tributary to his more permanent interests in Wyoming. Mr. Quealy was appointed Territorial Inspector of Mines by Gov. Warren in October 1886. His many qualifications for this important position rendered his appointment particularly acceptable throughout the Territory.

"Since the above was put in type, Mr. Quealy has become interested in mines near Rock Springs and has resigned his position as Territorial Inspector of Mines, and removed to that place; but his office is still conducted here by H. Stanley, late of Rawlins. Mr. Quealy's successor is C. T. Epperson of Evanston.

"Carbon has a public school which ranks with any in the Territory. There are nearly two hundred pupils enrolled and before long there will be need of more room and another teacher. Mr. A. J. Matthews is principal, while Mrs. L. W. Smith has charge of the intermediate department, and Miss Anna Parker of the primary. The school building is a credit to the town and is equipped with all the apparatus of a modern school in the way of furniture, maps, charts and globes. During the winter months a night school is maintained for the benefit of those employed in the mines.

"The secret societies of Carbon are The Odd Fellows, Knights of Labor and Knights of Pythias, all being in a flourishing condition. Each society meets on its particular night in the Odd Fellows Hall, over the school house.

"Carbon is the headquarters for numerous stock and ranch men, and among the more prominent, we may mention Ross & Massingale, Quealy Bros., F. A. Hadsell, Fred Hee, John Connor, Hiram Allen, John Milliken, Johnson Bros., Robert Jack, John Bennett, Thos. Jones and numerous others. Carbon is the home of County commissioner John Parker, Co. Physician T. G. Ricketts, Co. Assessor Fred Hee, S. Supt. F. P. Shannon and Dept. Sheriff John Ellis."

### **Stop 3. Ft. Halleck (Elk Mountain Ranch Company)**

Since its beginnings as a fort on the overland trail, the Home Ranch has had only a few owners. It was originally developed by the Mike Quealy family. In 1948 it was purchased by the Ed Palm and Sons Co. which later became the Palm Livestock Co.

The original sagebrush flats surrounding the ranch were converted to hay meadows by Robert Foote while the area was still a fort. Water rights were filed for these ditches by Mike Quealy in 1885, making them one of the oldest water rights in the State.

We don't have much information on the operation of the Ranch while the Quealy's owned it, though that is when the barn was built.

When Ed Palm and Sons bought the ranch in 1948, it only had a one-bedroom house, which Carol and Norm Palm moved into as newlyweds. Later Louis and Louise Boles lived here and ran the ranch. Gerald and Nancy Palm lived here from about 1950 to 1956 in a house across the creek which burned to the ground one night. After that, Norm and Carol Palm returned to the ranch to live in the present house. They remodeled it in 1961 to accommodate their growing family and lived here until 1975. During this time they moved to Elk Mountain in the winter so their children could get to school. In 1975 they moved to Elk Mountain permanently so that their son, Brad and his wife

Cindy could move to the ranch. Brad, being more involved with the sheep operation for the Palm Livestock Co., moved to Elk Mountain in November 1990. Later Jim and Diane Palm Johnson occupied and operated the ranch.

In the early 1990's, the ranch ran 350 head of cows and calves, 1500 head of yearlings, and a few bands of sheep on the place.

The ranch was sold to the Elk Mountain Ranch Company.

(The following taken from: *Wyoming: A Guide to Historic Sites* (Wyoming Recreation Commission, 1976)).

"... At the base of the north end of Elk Mountain, along a trail used by Indians, mountain men, explorers, and emigrants stood Ft. Halleck, a collection of pine log structures, huts, and dugouts flanking a small parade ground. It was built by the Eleventh Ohio Cavalry and named for Civil War soldier General Henry W. Halleck. Mountains, streams, pine forests, and game animals were part of the wild and picturesque setting, and perhaps were a mitigation to the isolation, severe weather, and hostile Indians that provided a life of hardship for soldiers stationed there.

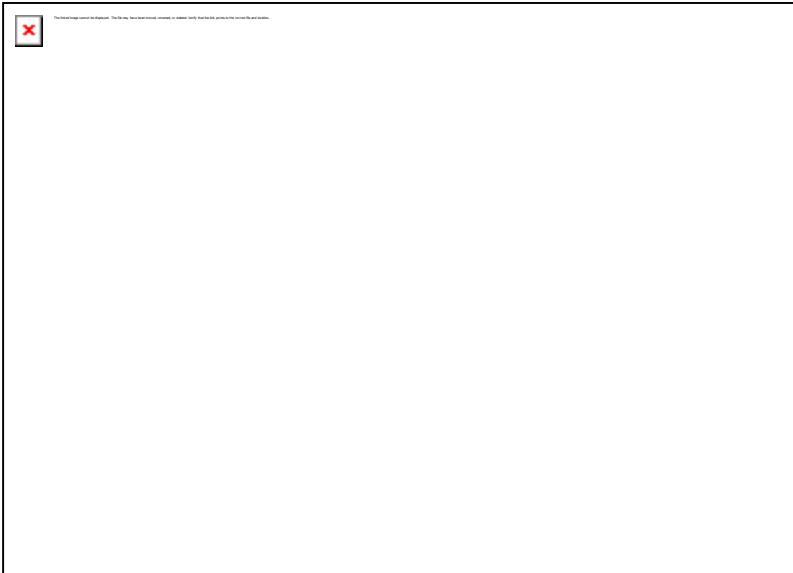
Fort Halleck served as an army base of operations against High Plains Indians who attacked traffic along the Denver-Salt Lake portion of the Overland Trail in the 1860's. The post went into operation in July, 1862, shortly after Ben Holladay transferred his Overland Stage Line from the Oregon Trail, further north in Wyoming, to the Overland Trail. Not only Holladay's Concord stagecoaches but also emigrant wagons rolled along the trail. In 1864 Dr. J. H. Finfrock, acting surgeon at Fort Halleck, recorded the passing of 17,584 men, women, and children, and 50,000 head of livestock over the trail. Naturally, such traffic attracted Indians to an area that was already a traditional battleground, and Fort Halleck became a focal point for Indian hostilities until its abandonment on July 4, 1866.

In anticipation of the arrival of the transcontinental railroad, construction materials from the fort were hauled east to the Laramie Plains, where a new post called Fort John Buford (later named Fort Sanders) was built. In the summer of 1868 another post, Fort Steele, was built where the railroad crossed the North Platte River, twenty-five miles west of the site of Fort Halleck.

Where Fort Halleck once stood there is today a modern ranch. The original Fort Halleck blacksmith shop, now on the National Register of Historic Places, still stands today where emigrant wagons grouped before ascending westward over Rattlesnake Pass, enroute to the North Platte crossing beyond Saratoga. Several hundred yards east of the ranch headquarters a granite shaft erected by the Daughters of the American Revolution in 1914 stands as a monument to the former post."

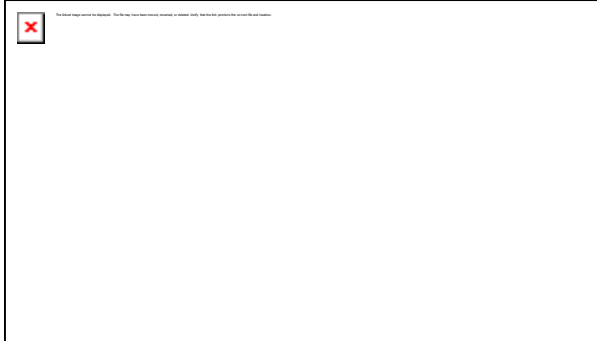
*Wyoming: A Guide to Its History, Highways, and People* (Federal Writers' Project, 1941; intro. T A. Larson, Bison Books, 1981) contains an interesting excerpt from Colonel William O. Collins report of the severe Fort Halleck blizzard of 1864, and also mentions pesky Joseph "Jack" Slade, who shot up the canned goods at the Fort Halleck commissary and was persona non grata there before he was hanged in Virginia City, Montana, for making a general nuisance of himself.

## Stop 4. Elk Mountain



The following account is taken with permission from the Local History on the Elk Mountain Hotel's website: <http://www.elkmountainhotel.com/>

Much of the historical significance of the Elk Mountain area lies in the development of a transportation network linking the east and west coasts. The Medicine Bow River crossing, now the site of the bridge to the hotel and on the National Register of Historical Places, was used by the John C. Fremont expedition of 1843. On August 2 of that year Fremont's party camped in the proximity of "Medicine Butte," an early name for Elk Mountain. The river would become a major crossing for emigrant and stage travelers.



The Stansbury expedition in 1850, led by famed mountain man Jim Bridger, crossed the Medicine Bow farther north seeking a route for wagon travel. Later, in 1856, Lt. F.T. Bryan, discovered regular use of Stansbury's route and suggested it be used for the Overland Stage started by Ben Holladay. By 1862, the operation was imperiled by constant Indian attacks. Holladay chose to move the line southward, back to the Medicine Bow River Crossing, where he built a stage stop.

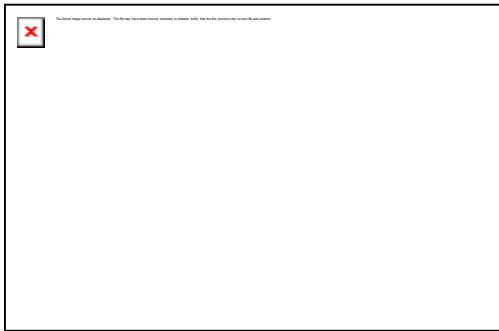
In 1862, Fort Halleck was built on the Overland Stage route, a few miles west of Elk Mountain, to protect the

travelers passing through this region. The fort was named after Major-General Henry G. Halleck, a key military aide to President Lincoln. The government maintained the fort from 1862 to 1866, when it was decommissioned because the Indian threat was diminishing. (Fort Halleck is located on private land and is listed on the National Historic Register, Wyoming Place #40. Through special advance planning, a tour of this famous site may be arranged for overnight hotel guests.) The owner of the stage stop found a sufficient volume of trail traffic to maintain a toll bridge, although eventually stage traffic waned.

The rural community of Elk Mountain grew around the stage station. In 1877, a post office was established to service the town and ranches that were being settled in the region. With the growth of the railroad and availability of rangeland for raising stock, the area saw economic growth.

With the creation of the Medicine Bow forest Reserve in 1899, and the Medicine Bow National Forest in 1902, a new era of forest management was imposed on the previously unregulated forests in the Medicine Bow Mountain region. The Carbon Timber Company established itself on the slopes of the Medicine Bow Range. The primary products of this enterprise were boxes, mine props and railroad ties for the Union Pacific.

Elk Mountain's first mercantile store was constructed in 1902, using lumber from the timber company. In 1915, the Carbon Timber Company sold its assets to the Hanna-based Wyoming Timber Company which dominated the local logging scene for the next four decades. Mineral explorations in the second half of the 19th century produced deposits of gold and copper in the region. The boom lasted for only a decade, but played an important role in the economic development of Elk Mountain.



The tourism industry grew when the local Commercial Club paid for and opened an improved dirt road between Laramie and Rawlins. The recreational activities drew tourists here to fish, camp and appreciate the beauty of the country.

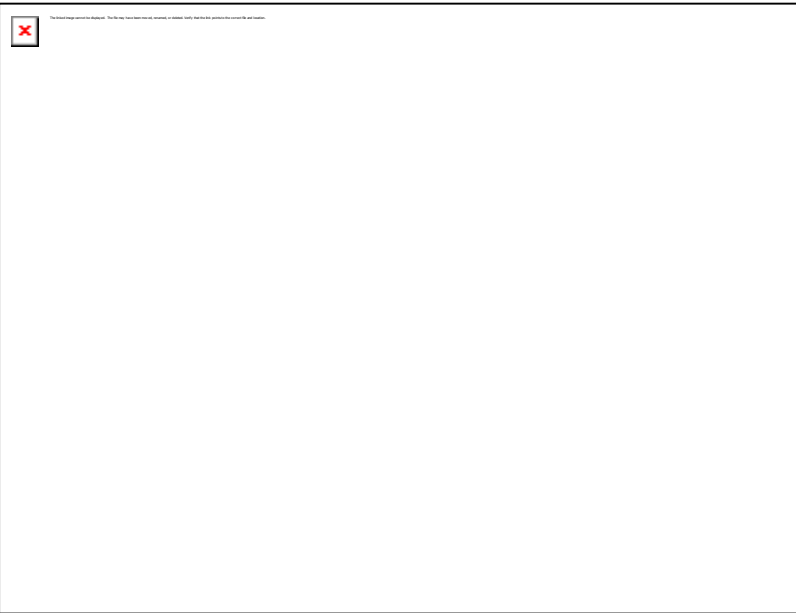
Elk Mountain hosted many big name bands during the 40's, 50's and 60's. The bands traveling through gave concerts and performed for dances. This experience helped to introduce the people of Wyoming to the musical style of the time.

During the early part of World War One, a power plant was built on

the grounds of the hotel. This was the first source of electrical power for the town. A pair of generators, powered by internal combustion engines provided electricity for the community and the hotel. The REA replaced the local plant in the early 1950's.

The energy boom of the 1970's caused an influx of miners and their families to the area. The communities grew and made improvements to the lifestyle of their residents. A constant of the area has always been the ranching industry. The raising of quality animals and hay crops has made this a place of agricultural importance.

Part of the national interstate highway system was built through southern Wyoming in 1965. As more people traveled and explored, the area became better known for its history, natural beauty and recreational activities. And as the early expeditions of the 1800's intended, a transportation network linking the east and west coasts has been developed.



## Stop 5. The Richardson Ranch

The Richardson Ranch was established by William Richardson and his wife Mary Jane. Richardson came to America from England. Because of his experience in mining, he found his way to Carbon, Wyoming, and worked in the coal mines. He married Mary Jane Bloomer. They raised 3 sons; Edward (Ted), Tom, and Willing. Willing eventually became the owner. Ownership then passed to his son, Gordon and his wife Antoinette (Tony) who were the parents of Terry, Margaret (Peg) and Albert W. (Shorty). Terry now resides near Burns, Wyoming. Peg married Bob Johnson and they ranch in the Elk Mountain area.

The Richardson Ranch is now owned by Albert W. (Shorty) Richardson. He and his wife JoAnn reside on the place and have raised two children; Heidi who is employed in Laramie, and Lyle who is currently residing on the ranch.

In the spring of 1881, William and Mary Jane Richardson took up a homestead on the upper Medicine Bow valley and hired some timber workers to build a two-room log cabin which consisted of the customary pole roof covered with dirt. They went to a little expense and had three double windows put in and the logs hewn, which was considered quite deluxe in those days. The floor was of dirt and the small cast iron wood-burning stove served to cook on and to keep the place warm. They really did not have enough bedding to keep warm and suffered severely

from the cold that first winter. Mrs. Richardson had a siege with rheumatism and was practically an invalid until spring when her health improved.

During the fall and winter, Bill Richardson cut logs and poles from the nearby timber and constructed a barn and large corrals. The double windows caused quite a controversy because of the fear that the Indians would break out the windows and gain easy access to the house. To make the home safer, the bottom window was taken out and it was boarded up until a safer time. Later the pane was put back in and the boards were removed. Then began the development of the homestead, the breaking up of ground for the gardens and potato patches.

Irrigation ditches were made, which was hard, slow work with light horses and an Oliver cast steel plow. Many plow points were broken on the boulders and they were expensive and hard to get. It took some two years to make a mile of ditch, as this work was done in spare time after other ranch duties.

During the summer months they would go through the brushy bottoms or any sub-irrigated boggy place and cut the native meadow grass with a scythe, rake it up by hand, and pack it on their backs to a waiting wagon, to be taken away and stacked for winter use. Any surplus they had which was not needed for their livestock found a ready market as it was eagerly sought. People traveled far and wide in search of wild hay. (Note: To this day, the Richardson Ranch produces a fine hay crop and their native Timothy hay has been sold as far away as Texas and Louisiana. A few years ago a large amount of the hay was purchased and sent to Japan, a country which is very particular about the crops they ship in.)

The pioneer ranchers built fences, which were constructed of pine poles, some 3-4 inches in diameter and 16-18 feet long. To hold these up, they made a buck which was in the form of a crotch at right angles, formed of two pieces of timber 8-10 inches thick and 6 feet long which were notched and fitted together about 16-18 inches from the top end, forming a crotch large enough to hold the top pole or rail. This crotch was fitted and fastened together by boring an inch hole through the crotch and cutting a wooden peg to drive through the hole, fastening the buck together so it was strong and ready for use. At first, wooden pegs were used to fasten poles to the bucks but later iron spikes were available. Sometimes it took a year to make a mile of fence of this type.

As there were very few surveyors in Wyoming Territory, all ditches were surveyed in a rather primitive manner. The pioneer would buy a good 1" by 6" board 16 feet long with a straight edge. To this board was nailed a 30" leg on each end, and a carpenter's level was fastened to the middle of the board. This brought forth the job of adjusting the level so when the board was reversed several times in the same position, the level gave an accurate reading. The usual procedure was to cut 1/2" off one leg, marking that end the REAR and the long leg the FRONT. The operator would start from the water supply and drive a stake at the FRONT leg and bring the REAR leg to the stake, swinging the board up or down hill until the bubble was centered in the middle, indicating level. The operation would continue until you came to the point where the water was distributed (end of ditch). When surveying a ditch by this method, there was a peg about every 16 feet and there was usually a bend in the ditch in this distance. It was almost impossible to make these bends (if too short a distance) when driving six head of horses hitched to a plow. The driver usually caught "heck"! The sods turned up by the plow were cut in two foot lengths with a shovel or an ax and pulled out by hand with a grab hook. Then came the back-breaking job of shoveling all loose dirt out of the ditch by hand and squaring up the banks, cutting the sod the plow had missed. But what miracles took place on this virgin grass sod when water was put on it for a month or so. It produced a luxuriant growth of wild or native hay. The hay that was produced on this homestead was cut with a scythe and raked by hand, loaded on wagons with pitchforks and hauled to the stack where it was pitched into place. Any two men who could handle four loads of hay in one day were considered "top" men and were paid \$15 to \$20 a month with their board thrown in. There were no balers in the early days and all hay which was sold was hauled the 20- odd miles to Carbon in a hay rack which was a frame some 8 feet wide, 16 feet long, and around 3-4 feet high. This rack would hold up to a ton and a half of hay. It took the better part of a day to haul the hay to Carbon behind four horses. There was a ready demand in Carbon for hay, as the people working there nearly all had a saddle horse or a driving team for their pleasure and for hunting trips. The everlasting job of cutting, hauling and delivering hay took up nearly all of the summer and fall days and the monetary return was not startling.

By the time the help was paid and their board taken care of, the rancher was usually financially embarrassed. His living in the winter months was a meager one. Wild meat, of course, was plentiful, and if the garden panned out he had plenty of vegetables stored in the cellar. Sufficient supplies such as flour, coffee, and syrup were hauled in during the fall months to last through the winter. This practice, "stocking your pantry for winter", still takes place today, for often the ranches in this area are snowed in for a few months out of the winter.

The Richardsons were on the ranch three years before they were able to buy a "milch" cow and what a wonderful treat it was to have fresh milk, cream, and butter! However, they used milk, cream, and butter sparingly as those dairy products had a ready market at good prices and the early rancher seemed to be always short of cash.

Willing Richardson (1886-1968), in his notes entitled "My Memories", tells of the abundance of wild berries which the family would journey miles to gather. He also described the method of tanning leather, making candles from tallow (many of which were sold in the town of Carbon), using herbs for medicinal purposes, mending wagon wheels, and learning to use a rifle. They socialized at school functions or barn dances. Life in the 1800's was quite a contrast to our times in the 1990's. For example, young Willing did not leave the ranch property until he was 6 years old, at which time his mother took him and his two brothers to Carbon to have their pictures taken. What an adventure! Willing had heard the men talking of trains and railroads and when he first saw a train he was amazed. He thought the tracks would move instead of the engine!

Through many trials and tribulations, the Richardsons persevered and carved out a ranch enterprise from the rough native sod and rocks. The full account of their ranching operations is too lengthy for this booklet, but those interested will find the details in the Laramie Plains Chronicle in ten parts from December 9, 1953 to April 7, 1954. Willing Richardson also told about the family ranch, as well as other ranches in the Elk Mountain area, in the book *Pioneer Ranches of Wyoming*, which he wrote along with Bob Burns and Bud Gillespie. (Bob Burns was the founder of the Old Time Ranch Tour.)

## 2003 Old Time Ranch Tour Log

Location	Arrival Time	Departure Time	Local Distance	Total Distance
		<b>7:15 AM</b>		<b>0</b>
Third Street and Grand Avenue		7:15 AM	0.0	0.0
Go North on 3rd Street -- US 30		7:15 AM	0.0	0.0
Arrive in Medicine Bow, WY		8:11 AM	56.8	56.8
<b>Stop 1: Medicine Bow</b>	<b>8:30 AM</b>	<b>9:00 AM</b>	<b>56.8</b>	<b>56.8</b>
Continue North on US 30		9:00 AM	56.8	56.8
Turn left onto Carbon County Road 115		9:12 AM	9.9	66.7
Branch left		9:14 AM	10.7	67.5
Gate		9:23 AM	3.7	71.2
Carbon Cemetery		9:24 AM	4.0	71.5
Arrive in Carbon, WY		9:25 AM	4.4	71.9
<b>Stop 2: Carbon</b>	<b>9:25 AM</b>	<b>10:24 AM</b>	<b>4.4</b>	<b>71.9</b>
Retrace your route along CR 115 toward US 30		10:24 AM	0.0	71.9
Gate		10:46 AM	9.5	81.4
Turn left onto US 30		10:49 AM	10.5	82.4
Turn left onto WY 72		11:01 AM	9.7	92.1
I-80		11:15 AM	20.4	102.8
Turn right onto Carbon County Road 400		11:15 AM	20.7	103.1
Turn left onto ranch road		11:17 AM	21.4	103.8
Right turn at fork		11:22 AM	23.7	106.1
Arrive at Elk Mountain Ranch		11:26 AM	25.2	107.6
<b>Stop 3: Elk Mountain Ranch</b>	<b>12:40 PM</b>	<b>12:41 PM</b>	<b>25.2</b>	<b>107.6</b>
Retrace your route toward County Road 400		12:41 PM	0.0	107.6
Turn right onto Carbon County Road 400		12:50 PM	3.8	111.4
Turn right onto WY 72		12:52 PM	4.8	112.4
Arrive Elk Mountain, WY		1:00 PM	8.0	115.6
<b>Stop 4: Elk Mountain</b>	<b>1:05 PM</b>	<b>1:50 PM</b>	<b>8.0</b>	<b>115.6</b>
Leave Elk Mountain		1:50 PM	0.0	115.6
Pass Elk Mountain Hotel		11:46 AM	8.4	116.0
Turn right onto Carbon County Road 101		1:02 PM	8.9	116.5
Turn right toward Richardson Ranch		1:15 PM	14.0	121.6
Arrive at Richardson Ranch		1:17 PM	11.4	122.8
<b>Stop 5: Richardson Ranch</b>	<b>1:17 PM</b>	<b>1:40 PM</b>	<b>0.0</b>	<b>112.4</b>
Retrace your route toward County Road 101		1:00 PM	0.0	115.6
Turn left onto Carbon County Road 101		2:09 PM	8.0	123.6
Pass through Elk Mountain		1:33 PM	17.9	129.3
I-80 and Wy 72		1:41 PM	20.4	132.8
Take Snowy Range Exit 311 and turn left		2:03 PM	73.6	189.2
Travel on WY 130 to Third Street, turn right		4:20 PM	74.9	190.5
Arrive at Third Street and Grand Avenue		4:48 PM	78.4	190.8