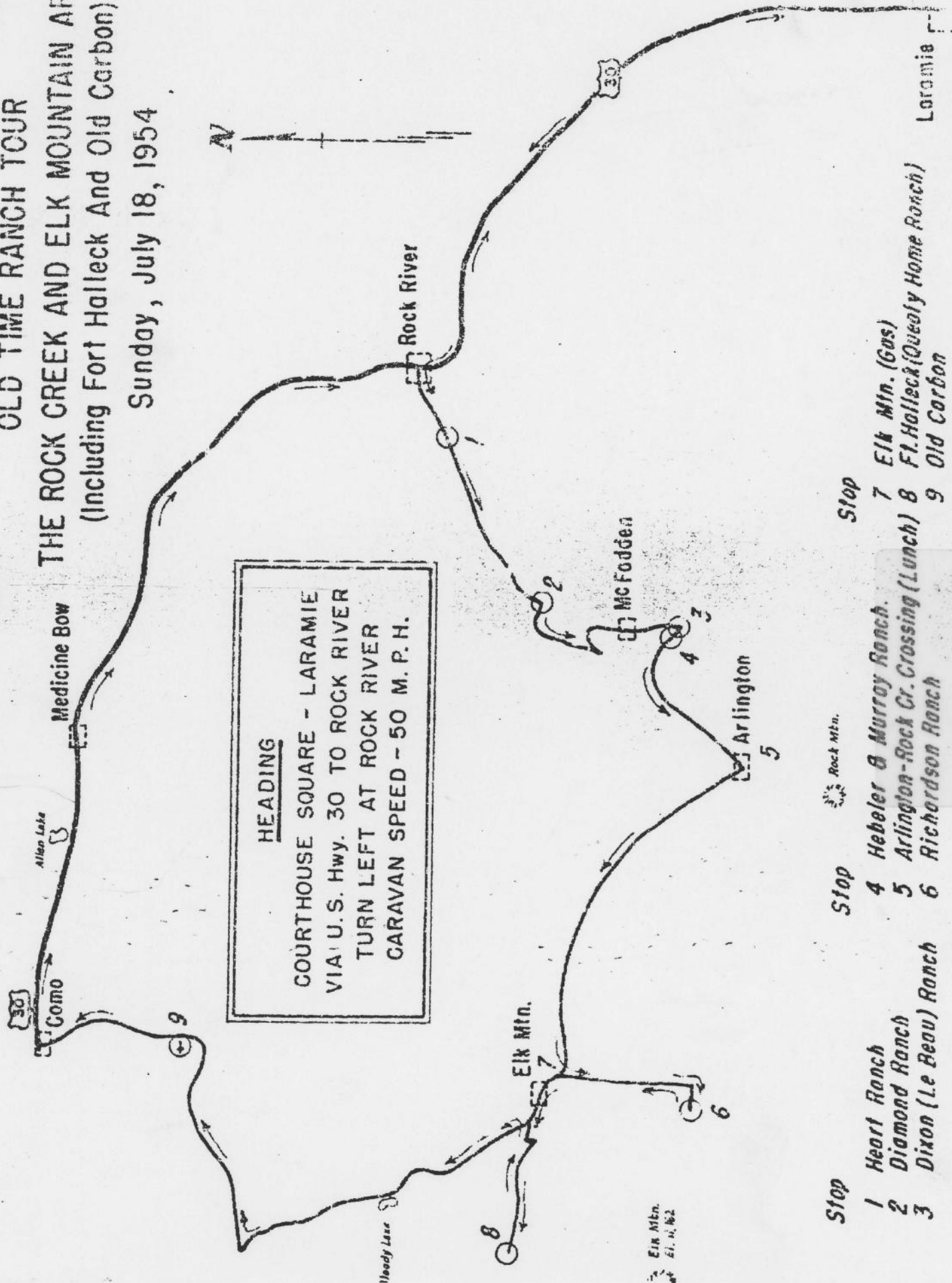


OLD TIME RANCH TOUR

THE ROCK CREEK AND ELK MOUNTAIN AREAS

(Including Fort Halleck And Old Carbon)

Sunday, July 18, 1954



HEADING
 COURTHOUSE SQUARE - LARAMIE
 VIA U.S. HWY. 30 TO ROCK RIVER
 TURN LEFT AT ROCK RIVER
 CARAVAN SPEED - 50 M.P.H.

- | | | | | | |
|------|---|-------------------------------------|------|---|---------------------------------|
| Stop | 1 | Heart Ranch | Stop | 7 | Elk Mtn. (Gas) |
| | 2 | Diamond Ranch | | 8 | Fl. Halleck (Quealy Home Ranch) |
| | 3 | Dixon (Le Beau) Ranch | | 9 | Old Carbon |
| | 4 | Hebeler & Murray Ranch | | | |
| | 5 | Arlington-Rock Cr. Crossing (Lunch) | | | |
| | 6 | Richardson Ranch | | | |

Elk Mtn.
 El. 11,162

Rock Mtn.

OLD TIME RANCH TOUR
THE ROCK CREEK AND ELK MOUNTAIN AREAS
Including Fort Halleck and Old Carbon
Sunday, July 18, 1954

This tour is sponsored by the Albany County Historical Society, the University of Wyoming Summer School, the Kiwanis Club and the Wyoming Westerners. The Tour has been arranged by Bud Gillespie and Bob Burns, with the help of Willing Richardson of Elk Mountain. Bring your car, your family, friends and lunch and be at the COURT HOUSE SQUARE IN LARAMIE at 8:00 A. M. Sunday, July 18, 1954.

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Today we are traversing some of the early day ranch country and in addition, are visiting two locales of more than casual interest; Fort Halleck and Old Carbon.

Fort Halleck was named in honor of General Henry W. Halleck, one of the noted Union Generals in the Civil War and was established July 20, 1862. It was located near the foot of the north slope of Elk Mountain and was for a time the most important military post in the Rocky Mountain region. It was the center of Indian warfare in the 60's, particularly in 1865. The garrison of the Fort was kept busy guarding the Overland Trail and the scattered settlements. After 1866 the Indian warfare shifted to the valleys of the Big Horn and Powder River and on July 4, 1866 Fort Halleck was abandoned.

On April 26, 1868, Tom Alsop, a pioneer ranchman of the Laramie Plains, and Ed McShane discovered a seam of coal in the Carbon vicinity and hauled back several loads to the Alsop ranch.

When the Union Pacific Railway was built through the country in 1868 the town of Carbon, Carbon County, Wyoming came into existence. It was situated 11 miles southeast of the present City of Hanna. Messrs. Thos. Wardell, Michael Quealy, William Hilton and associates from Bevier, Missouri entered into an agreement with the railroad authorities, whereby the parties named acquired permission to open and develop mines on lands granted the railway by the United States Government. John Tompkins was in charge of the mine at the outset and was succeeded in 1869 by James Williams who remained in the capacity of Superintendent until 1878. In the beginning the work was carried out under the name of the Wyoming Coal and Mining Company but in 1874 the Union Pacific Coal Department took charge. The seam of coal in No. 1 mine had a depth from 80 to 100 feet. No. 2 mine opened in 1868 by John A. Creighton of Omaha had a depth of around 100 feet and was on a gradual slope so the coal was hauled out by cars pulled by mules. There were about six different mines. The name Carbon was derived from the mammoth coal deposits as coal is pure carbon. The first hotel was built by Joseph Cruise and was called Wyoming House. Among the first school teachers were Miss Anna Fisher, Mrs. Randall Clay and Mrs. L. G. Smith. James Fisher built the first livery barn and Mr. Whitney was the first doctor. The first church was built in 1873. The town was abandoned shortly after 1900 when the railroad built many short-cuts or cut-offs shortening the line between Laramie and Rawlins, and new mines were located at Hanna.

Today, we are looking over the scenes of many of the early day ranches of the area and the articles giving the details of these ranches are to be found in the following installments of the LARAMIE PLAINS CHRONICLE:

Article Nos. 63-67 The Ranches on Rock Creek.

March 4 & 18, 1953; April 1, 15 & 29, 1953.

Article Nos. 75-77 The Elk Mountain Country.

August 19, 1953; Sept. 9 & 16, 1953.

Article Nos. 78-81 Mrs. William Richardson, Pioneer Woman.

Oct. 7 & 21, 1953; Nov. 4 & 18, 1953.

Article Nos. 82-91 Wm. Richardson, Pioneer Ranchman.

Dec. 9, 16 & 30, 1953; Jan. 13 & 27, 1954; Feb. 10 & 24, 1954; Mar. 10 & 24, 1954 and April 7, 1954.

All of these articles appeared in the Laramie Republican Boomerang on the dates listed. Files of this newspaper are available at the Carnegie and University Libraries in Laramie. Some of the individual papers are available at the offices of the Laramie Newspapers.

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To enjoy the trip thoroughly, it is suggested that one passenger in each car take the responsibility of reading the LOG and pointing out the points of interest as the car travels along. These points are mentioned in the LOG. We cannot stop at all of the places and that is the reason the LOG has been prepared, not only for a memento of the trip but as a most useful TOOL to a full enjoyment of the trip.

If any of you wish to read more about Fort Halleck and Carbon City, check on the following references which furnished the information used in this LOG.

Bartlett's History of Wyoming Vol. 1 Page 319

Fort Halleck.

Annals of Wyoming Vol. 19 No. 1 Page 24-31

Jan. 1947 Carbon City.

LOG OF THE ROCK CREEK-ELK MOUNTAIN TOUR

		<u>M I L E A G E S</u>	
		<u>Local</u>	<u>Trip</u>
The route follows that of U. S. Highway 30 to Rock River.			
LARAMIE (Court House Square)	8:00 A.M. Elev. 7200	0.0 miles	0.0 miles
ROCK RIVER	8:50 A.M.	39.2 miles	39.2 miles
At the Junction with the secondary road to McFadden we turn left and go straight west across the railroad tracks and continue on the oiled road.			
CATTLE GUARD	-----	0.7 mile	39.9 miles
A short distance to the west we turn right and leave the oiled highway and to our left we can see the Rock Creek Valley which we shall follow directly west.			
TURN RIGHT LEAVING OILED ROAD	-----	1.0 mile	40.9 miles
Soon we pass under a POWER LINE	-----	0.6 mile	41.5 miles
Turn Right just above cattle guard and STOP on hill above Heart Ranch.	9:05 to 9:15 A.M.	1.0 mile	42.5 miles

As we left the town of Rock River and crossed the railroad tracks we passed a few concrete blocks, all that remain of the long snow sheds which for years protected the tracks from the drifting snow which in 1917 isolated Rock River for 36 hours. Newer developments in snow moving equipment and placement of snow fences have made the snow sheds unnecessary.

Within a short distance we pass over a cattle guard which is the boundary of the Heart Ranch. We follow the oiled highway a short distance and then turn to the right and follow a trail to our stop just above the Heart Ranch buildings. The Heart Ranch, named for the brand used by its owner Ora Haley, was settled by him in the 1870's. The Laramie Daily Sentinel for May 21, 1877, states that Ora Haley sold his ranch on the Little Laramie and has taken up new holdings on Rock Creek. Ora Haley came to Colorado in the 60's and thence came up to operate a meat market at Fort Sanders near Laramie. He soon was in the cattle business and settled places on the Little Laramie, later sold to Rand Briggs and Steedman (Locale of the book "Bucking the Sagebrush" by Chas. Steedman). He was the wealthiest man in Albany County and was one of the first millionaires who came from the cattle industry, and had a ranch headquarters scattered all of the way from Rock Creek and the Laramie Plains to Brown's Hole and the Bear River in Colorado. He used the Heart Ranch as a headquarters and made few improvements there. In a few years he sold it to Marsh and Cooper, who applied for and secured water rights, and built the ditches and many other improvements. The Marsh & Cooper land was sold to an elderly man named Haynes from back East. He operated the ranch for about a year and sold it to the late Frank C. Bosler, who organized the Diamond Cattle Company about 1904. When Frank C. Bosler passed away in 1916 the land passed into the ownership of his widow, Elizabeth S. Bosler, who operated it until her death and around 1940 the land passed into the hands of her son, Frank C. Bosler, Jr. He in turn sold the land to his

aunt and her husband, Mr. and Mrs. Earl Sweigert, and they sold it to the present owners, Alfred and Harold Banzhalf. The Sweigerts split up the ranch and sold the part east of the buildings to Lawrence Anderson who is the present owner.

PASS OVER ROCK RIVER PROJECT DITCH # 3 -----	0.5 miles	43.0 miles
WATCH THE HIGH CENTERS AND KEET IN LOW GEAR		
GOING UP THE HILLS.		

Looking to the left partially across the Rock Creek Valley from the high point on the hill one can see the Pierce Reservoir named for John Pierce long-time general manager for the Diamond Cattle Company.

HIGHEST POINT ON THE HILL	0.6 mile	43.6 miles
PINE RIDGE ALONG LEFT SIDE OF TRAIL	1.0 mile	44.6 miles
CATTLE GUARD	1.3 miles	45.9 miles

We are now leaving the Banzhalf land and entering the Bailey land.

The Pierce Reservoir is now clearly shown just opposite to our left. Beyond on the horizon is Elk Mountain.

HEADGATE ON LEFT GUARDS ENTRANCE TO PROJECT DITCH # 3	1.2 miles	47.1 miles
DIAMOND RANCH STOP 10:10 to 10:25 A.M.	0.5 mile	47.6 miles

The 7L Ranch, later known as the Diamond Home Ranch, joins the Heart Ranch on the upstream side and was settled by one of the earliest sheepmen in Albany County, W. D. Currier, who settled there in the late 70's. The late Alvy Dixon worked for Currier when he (Dixon) first came to the country. Currier was a great sport and gambler. He once played poker with LeRoy the hardware man to see who would stand the cost of a keg of nails which Currier needed for a building job. He had a glass eye which replaced his eye lost from eye trouble contracted in France during a trip there. The late Mrs. Sid Morris of Rock River remembered seeing some excellent sheep which Currier shipped in around 1877 and which had wool six inches long. Currier made a statement about the sheep business being wiped out around 1889 because of the increased amount of fencing. He sold out to Frank O. Harrison in the early 80's, and moved back to Vermont. He was quite elated when Mr. Harrison made him an offer on the ranch and closed the deal at once for buyers were few and far between. As soon as Mr. Harrison acquired the ranch he began work in earnest to make many improvements. He secured water rights for 3280 acres of land which amounted to 48.27 cubic feet per second out of Rock Creek. His first water rights were taken out in 1878 and the last ones in 1892. Harrison rented all of the Marsh and Cooper land for \$2500 a year and this consisted of many thousands of acres of grazing land. Frank Cooper filed water rights out of Rock Creek and Three Mile to irrigate 3835 acres of land to raise native hay. Harrison sold out to an elderly man named Haynes from the East about 1903. The land was then sold to Frank C. Bosler and eventually passed to his son who sold it to the present owner L. W. Bailey. Frank Harrison used both the Diamond and 7L brands on cattle and ran about 5,000 head. When Harrison and Cooper sold their land, they reserved the oil rights. The late Will McMurray, an attorney in Laramie in 1917, induced the Ohio Oil Company to drill a well and prospect for oil. The first discovery of oil was made at that time under the Hill just west of the present town of McFadden. This is one

of the oldest oil fields in Wyoming coming in shortly after the fields at the Big Muddy and Midwest.

CATTLE GUARD		1.2 miles	48.8 miles
Leaving Bailey land and entering Park land.			
JUNCTION WITH McFadden to Kyle Road on right.		0.6 mile	49.4 miles
CATTLE GUARD. Entering Eads land.		0.1 mile	49.5 miles
JUNCTION WITH ARLINGTON ROAD		1.5 miles	51.0 miles
CROSS WATKINS CREEK		0.5 mile	51.5 miles

This creek was named for Jack Watkins, an outlaw, who at one time had a cabin in the brush above where the road crosses the creek. Bud Gillespie has seen this cabin many times. A bank was robbed in Laramie in the early days and the blame was placed on Jack Watkins. He learned about the accusation and decided to come to Laramie and sent word to Sheriff Larry Fee that he was coming and did not want trouble. Larry went out to meet him west of town. They got into a skirmish and Watkins shot Larry. The bullet lodged in the calf of Larry's leg and he carried it to his dying day. After Jack Watkins left this part of the country he went to Montana. According to a report by the late Wallis Link, he was positive that Jack Watkins and a man named Lamb robbed a bank in Montana, as he (Link) was working near that place at the time.

CATTLE GUARD: Leaving Eads and entering LeBeau land.		0.2 mile	51.7 miles
CROSSING ROCK CREEK		1.0 mile	52.7 miles
CATTLE GUARD: Leaving LeBeau land.		0.4 mile	53.1 miles
TOWN OF MCFADDEN	10:50 A.M.	0.1 mile	53.2 miles
Turn sharply to right and past school house.			
CATTLE GUARD		0.1 mile	53.3 miles
ALVY DIXON RANCH. STOP	11:00 to 11:15 A.M.	1.6 miles	54.9 miles

This ranch was homesteaded prior to 1888. By hard work and perseverance Alvy Dixon built up a fine man-made ranch. He and his wife, like many of the old timers, were not planning for themselves but for their children. Mrs. Dixon passed away in 1915. Mr. Dixon lived to reap the benefit of his active and ambitious life. He acquired land from time to time to add to his homestead and built up a large ranch holdings, which is just about the choicest land on the Rock Creek bottoms. He built up a large herd of Hereford cattle and fed them generously on hay during the late fall and winter until grass came in the spring. During the winter his cows resembled a beef herd rather than a bunch of brood cows. After Mr. Dixon's death in 1944, the land has been divided among his heirs. The home ranch was left to his youngest daughter, Mrs. Margaret Dixon LeBeau who lives there now with her family. The large tract of land which Mr. Dixon bought from the Swan Company was purchased by a man named Hofus. Hahn Brothers succeeded Hofus in the ownership of this land and a man named Ringsby who owns also a large trucking outfit is the present owner.

CROSS ROCK CREEK

0.2 mile 55.1 miles

HEBELER & MURRAY RANCH STOP: 11:25 to 11:40

0.6 mile 55.7 miles

This ranch was settled by the late Frank O. Harrison, an Englishman who had about five sections of land to begin with prior to 1878, most of which he bought from the Union Pacific Railroad. Hebeler and Murray were two other Englishmen who came over from the "Old Country" to learn the ranching trade. They had a contract with a stockman over on the Medicine Bow River named Brackenburry. These two men went over to visit Frank O. Harrison, one of their fellow countrymen. They were so impressed with his ranch and thought that they now had the experience and knowledge sufficient to operate a ranch, so they up and offered Harrison \$25,000 for the ranch. He asked for a little time to consider their cash offer. In the meantime he went down to the Currier sheep ranch (now the Diamond Ranch) and offered him \$25,000 for his ranch which was larger and had more hay land. Currier immediately accepted the offer. Harrison accepted the \$25,000 offer from Hebeler and Murray and handed it right on across to Currier. He gave possession of his first ranch to Hebeler and Murray and took immediate possession of the Currier ranch. That transaction indicates that the Yankees came by their shrewdness naturally. Hebeler and Murray raised a cross of Hereford and Shorthorn cattle up until about 1901. They traded their commercial herd to a man named Bothwell, who was located over on the Sweet-water in the vicinity of where "Cattle Kate" and Jim Averill were hung for cattle rustling. In that trade, Hebeler and Murray received a herd of registered Hereford cattle including the great herd sire "Breast Plate Lad". He was a descendant of the famous imported bull "Anxiety 4th". Hebeler and Murray sold their ranch around 1905 to Timothy Ross and he organized the Rockdale Livestock Company. That company operated the ranch for about 10 to 12 years and it passed into the hands of a loan company known as the Crescent Holding Company. They, in turn, sold it to some men in Pennsylvania who organized a company known as the Keystone Cattle Company. They raised Hereford cattle. They sold it to the late Alvy Dixon around 1940 and it is in the Dixon estate at the present time. The Laramie Republican Industrial Edition of 1901, published in December, 1901, contains pictures and information on the Hebeler and Murray Ranch (Rockdale Ranch) on pages 22, 22A, 22B.

MORGAN McQUAY RANCH

0.2 mile 55.9 miles

CATTLE GUARD: Entering graded road.
Turn Left toward Arlington

0.3 mile 56.2 miles

CATTLE GUARD

0.5 mile 56.7 miles

CATTLE GUARD

1.0 mile 57.7 miles

CATTLE GUARD

1.0 mile 58.7 miles

CATTLE GUARD

Elevation 7660 ft.

0.8 mile 59.5 miles

CATTLE GUARD

Elevation 7760 ft.

1.1 miles 60.6 miles

ARLINGTON (OLD ROCK CREEK CROSSING) STOP FOR LUNCH
11:55 to 12:55 Elevation 7740 ft.

0.2 mile 60.8 miles

A pioneer named JOE BUSH, one of three men bearing that name who were in the Laramie Plains in the early days, settled at the mouth of Rock Creek canyon and established the Crossing of Rock Creek on the Overland Trail. Joe Bush did not hold on to that claim for many years, and it passed into the hands of William A. Williams who built up a small ranch there. William's water rights dated back to 1884. He had come to Wyoming in the early 80's with a trail herd of cattle from Oregon. Thousands of emigrants passed over the trail and crossed Rock Creek at this crossing. It was later called Rockdale and more recently Arlington. Bill Williams put in a toll bridge across Rock Creek and took in a little cash from this enterprise. Then he put up a building and opened up a saloon and gambling house. In the early days, ties were cut in the mountains and during high water were floated down Rock Creek to the tie boom at Rock Creek Station on the railroad where they were loaded on cars and shipped to the place where they were used. Bill Williams met his death in a tragic accident. A horse bucked him off throwing him over a wire fence. His foot caught in the stirrup and the horse dragged him along the fence and his body was terribly mutilated and he died in a short time.

An emigrant objected to paying the 75 cent toll to cross the toll bridge and tried to ford the creek when it was high and dangerous. Large boulders were placed in the channel opposite the openings in the brush which covered the banks without a break elsewhere. When the emigrant drove off of the bank into that swift current of water and onto the boulders, his wagon turned over. Two of his little girls were drowned along with his horses which became entangled in the harness. Some years after the "passing" of Bill Williams, Mrs. Williams married Sid Morris. They continued to operate the ranch for some years and finally sold it to the late Alvy Dixon. His widow, Mrs. Rosemary Dixon, now occupies the ranch and has been most gracious in extending an invitation to our group to stop here today for lunch.

GATE	Elevation 7780 ft.	0.2 mile	61.0 miles
FOOTE CREEK, east branch.	Elevation 7740 ft.	1.8 miles	62.8 miles
UPPER HARNDEN RANCH	Elevation 7720 ft.	0.4 mile	63.2 miles
FOOTE CREEK, Main Creek	Elevation 7700 ft.	0.3 mile	63.5 miles
SHEEPHERDER'S HILL to the Right.	Elev. 7720 ft.	1.3 miles	64.8 miles
CATTLE GUARD. Elk Mt. straight ahead.	Elev. 7780 ft.	2.2 miles	67.0 miles
CATTLE GUARD. CHEROKEE TRAIL MARKER.	Elev. 7620 ft.	0.9 mile	67.9 miles
WAGON HOUND CREEK. Wick Ranch to left.	Elev. 7520 ft.	0.5 mile	68.4 miles

This Creek obtained its name from the fact that the rough crossing with large boulders in the middle of the creek, which were partially submerged, often broke the hounds out of the wagons when they were fording the creek.

CATTLE GUARD.	Elevation 7660 ft.	1.2 miles	69.6 miles
CATTLE GUARD	Elevation 7600 ft.	2.4 miles	72.0 miles
CATTLE GUARD	Elevation 7520 ft.	1.2 miles	73.2 miles
CATTLE GUARD	Elevation 7480 ft.	1.3 miles	74.5 miles
CATTLE GUARD. Telephone Booster Station. Turn left.		0.5 mile	75.0 miles
Elk Mountain Rodeo Grounds on right.	Elev. 7460 ft.	0.1 mile	75.1 miles
JUNCTION: Turn Left	Elevation 7460 ft.	0.2 mile	75.3 miles
CATTLE GUARD	Elevation 7460 ft.	0.1 mile	75.4 miles
CATTLE GUARD	Elevation 7540 ft.	1.3 miles	76.7 miles
CATTLE GUARD	Elevation 7540 ft.	0.8 mile	77.5 miles
CATTLE GUARD	Elevation 7680 ft.	1.1 miles	78.6 miles

Cross road to McGee Ranch at Right. Elevation 7680 ft.	0.1 mile	78.7 miles
CATTLE GUARD Elevation 7840 ft.	1.6 miles	80.3 miles
RICHARDSON AIRPLANE HANGER. Turn right. Elev. 7840 ft.	0.3 mile.	80.6 miles
CATTLE GUARD & WILLING RICHARDSON HOUSE. Elev. 7650 ft.	0.8 mile	81.4 miles

STOP 2:30 to 2:45 P.M. (15 MINUTES)

As Willing Richardson is here today to tell you about his ranch established by his father William Richardson, we will not go into details here but will hit only the high spots in the development of this pioneer ranch of the Elk Mountain region.

In the spring of 1881, the Richardsons 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 de luxe 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 near-by 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 removed. Then began the development of the homestead, the breaking up of ground for 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 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 from 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 they did not need for their livestock found a ready market as it was eagerly sought. People traveled far and wide in search of wild hay. There were fences to be built, 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 knotted 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 few surveyers in Wyoming Territory, all ditches were surveyed in a rather primitive manner. The pioneer would buy a good 1" x 6" board 16 ft. long with a straight edge. On this board was nailed a 30 inch 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 inch 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 and swing the board up or down hill until the bubble was centered in the level, and continue the operation 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 an impossibility 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 ax and pulled out by hand with a grab hook. Then came the back breaking job of shovelling all loose dirt out of the ditch by hand and squaring up the banks and 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 meagre 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. (Note by RHB. This plan of hauling in supplies is still necessary in the northern part of Albany County today where the ranches are often snowed in for a few months 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 these dairy products had a ready sale at good prices and they were always short of cash.

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 LOG but those interested will find the details in the Laramie Plains Chronicle in ten parts from Dec. 9, 1953 to Nov. 7, 1954.

RETURN TO JCT. AT AIRPLANE HANGER Turn left.		0.8 mile	82.2 miles
CATTLE GUARD	Elevation 7840 ft.	0.3 mile	82.5 miles
CATTLE GUARD	Elevation 7680 ft.	1.7 miles	84.2 miles
CATTLE GUARD	Elevation 7540 ft.	1.1 miles	85.3 miles
CATTLE GUARD	Elevation 7540 ft.	0.8 mile	86.1 miles
CATTLE GUARD	Elevation 7460 ft.	1.3 miles	87.4 miles
JCT. ELK MT. ROAD AT RODEO GROUNDS TURN LEFT Elev. 7460		0.1 mile	87.5 miles
MEDICINE BOW RIVER BRIDGE AND ELK MOUNTAIN STORE, Elev. 7360 ft.			
STOP for Gas if you need it. 3:00 to 3:15 P.M.		0.6 mile	88.1 miles
HADSELL SLOUGH		0.5 mile	88.6 miles
Mill Creek Bridge		1.3 miles	89.9 miles
CATTLE GUARD		1.3 miles	91.2 miles
TURN LEFT ON RATTLE SNAKE ROAD		2.0 miles	93.2 miles

CATTLE GUARD	0.1 mile	93.3 miles
CATTLE GUARD	2.1 miles	95.4 miles
CATTLE GUARD	1.0 mile	96.0 miles
COOK RANCH	0.5 mile	96.5 miles
CATTLE GUARD	0.1 mile	96.6 miles
TURN OFF RATTLE SNAKE ROAD AND GO SOUTH (to left)	0.1 mile	96.7 miles
QUEABY HOME RANCH (now Palm ranch) FORT HALLECK	2.1 miles	98.8 miles
STOP 3:35 to 4:00 P.M.		
RETURN TO JCT. Hanna-Elk Mt. Highway	6.0 miles	104.8 miles
Pass Road to Right :Goes to Mine and Simpson Ridge	0.8 mile	105.6 miles
BLOODY LAKE HILL	0.1 mile	105.7 miles
This is where the Indians ambushed wood haulers and killed some of them and oxen, making lake bloody.		
CATTLE GUARD.		
ORIGINAL GRADE U.P. RAILROAD. Percy 1 mile west	0.4 mile	106.1 miles
TOP OF SAND HILL	4.3 miles	110.4 miles
CROSS OLD UNION PACIFIC GRADE	1.4 miles	111.8 miles
CROSS ROAD (Elk Mountain to Carbon) comes from right	2.7 miles	114.5 miles
TURN LEFT TO OLD CARBON	3.5 miles	118.0 miles
TO RIGHT IS MASONRY OF NO. _ MINE AT CARBON	0.2 mile	118.2 miles
	0.3 mile	118.5 miles

To your right and a little to the north you can still see the masonry foundations of the No. 6 Mine. To the north and west are the foundations and some walls of the old stone buildings which were the first ones in old Carbon. If you look close, you can see that they were built in the shape of a horseshoe for protection from the Indians. One side could shoot any invaders on the opposite side, and the south or open side on the horse shoe was close to the shaft of the old No. 1 mine near the railroad. All of the other mines were "slope" mines and did not need shafts. To the right is what remains of the old James Fisher Saloon and Dance Hall. Half was made of sandstone and the upper part was made of brick which came from a building at Fort Halleck. The three cottonwood trees in front of you mark the sites of some of the early buildings of Old Carbon. The one on the right was back of the Coffee Johnson store, the next one was back of the Scranton House, the best Hotel in the West at that time. The other one on the left was back of the George Gobelman saloon. To the right of these trees, we can see the scattered foundation of the John Milliken saloon and dance hall which was the Dance Hall of the West. (Note by RHB The false front saloon building now standing at Walcott and labelled The Club is now used by the Andy Nelson Co. as a storehouse. According to Willing Richardson, it was the old Club Saloon which was situated just west of the Scranton House Hotel. It was operated by several different owners such as George Gollelman, Bob Carr among others.)

To your left and right is the old main street of Carbon which was a busy place during its time. You are on the railroad grade now and the Station of Carbon was half a mile east. The first foundation on the west was the Episcopal Church and the one just north was the Methodist Church. The foundation due north was the Union Pacific Coal Company building. This building was moved to Medicine Bow and is now a store-house a block north of the Virginian Hotel. East and north of here was the race track and fairgrounds where a bet never went begging for a taker. At the cemetary we find such names on the Tombstones as Jackson, Dickerson, Wright, Watson, Cheesebrough, Richardson, Widdowfield, Fisher and others long to be remembered among the pioneers of this area.

REMAINS OF STONE HOUSES: just Foundations left	0.1 mile	118.6 miles
MAIN STREET OF CARBON	0.2 mile	118.8 miles
FOUNDATIONS OF EPISCOPAL AND METHODIST CHURCHES	0.2 mile	119.0 miles
UNION PACIFIC COAL CO. STORE. Foundation only left	0.1 mile	119.1 miles
Building was moved to Medicine Bow and is a street north of Virginian Hotel on corner		
CARBON CEMETARY	0.3 mile	119.4 miles
STOP 4:50 to 5:30 P.M. The story of the leading citizens of Carbon and vicinity brought to mind by the names on the tombstones.		

THIS IS THE END OF THE TOUR AND THE LAST STOP. NOW WE WILL GUIDE YOU BACK TO Medicine Bow, Rock River and Laramie.

Top of No. 5 Hill	2.2 miles	121.6 miles
CHACE BROTHERS RANCH HEADQUARTERS	1.5 miles	123.1 miles
CROSS MAIN LINE OF UNION PACIFIC RAILROAD	0.9 mile	124.0 miles
CAUTION. STOP, LOOK, LISTEN		
JUNCTION WITH U.S. HIGHWAY 30. Turn right	0.2 mile	124.2 miles
MEDICINE BOW: Home of the Virginian	6:00 P.M. 9.7 miles	133.9 miles
ROCK RIVER	6:20 P.M. 18.0 miles	151.9 miles
LARAMIE	7:00 P.M. 38.0 miles	189.9 miles

SO LONG PARTNERS FOR THIS YEAR. SEE YOU NEXT YEAR.

OLD TIME RANCH TOUR
THE ROCK CREEK AND ELK MOUNTAIN AREAS
Timber Operations at Elk Mountain

By Willing Richardson
July 18, 1954

From the early days, timber has been a major resource in this area. The first timber operations were carried out on the north slopes of Elk Mountain in 1868-1870 by William Code, who later had a partner named Lee. They cut ties for the building of the Union Pacific Railroad and also cut thousands of cords of wood to be used as fuel in the wood burning engines, since coal was not mined at that time.

A number of tie camps were established on what is now Medicine Bow Forest. In 1870, Louie Bouvey, a French Canadian, and his partner cut the first ties on the headwaters of the Bow River on the East Fork Branch. Then a man named Barkley cut and hauled ties to the River and all of these ties were "boomed" (taken out of the river) at Medicine Bow Crossing, now Elk Mountain. From there they were hauled by team to Carbon and delivered to the railroad. The first large operators on the Bow Forest were Isaac Coe and Levi Carter, who were later succeeded by Isaac Coe and his son, Frank Coe. They operated for a number of years and eventually Frank Coe took over and ran the timber camps until around 1900, when he discontinued operations. Then thirteen Swedes started up a timber camp and ran it through the winter, obtaining money on loans. When it came to the spring drive, they tried to do it alone as they did not have the money to hire help. The Directors of the Carbon State Bank took over to save some of their loans and brought the drive to a successful conclusion. The Carbon State Bank put Andy Olson in full charge of this drive and this was the beginning of the Carbon Timber Company owned by Messrs. Vagner, Meyer and Olson. This Company operated on a large scale on most streams on the headwaters of the North Platte River. Eventually, the owners of the Carbon Timber Company sold their holdings to the Wyoming Timber Company, who operated successfully for many years and finally closed out their business. In recent years several small operators, including R. R. Crow and others, have started operations. R. R. Crow now has one of the largest timber operations in the state.