

NINTH ANNUAL OLD TIME RANCH TOUR

Pennington
7-19-59

TODAY WE WILL VISIT THE RANCHES ON DALE CREEK AND SEE PLACES OF INTEREST IN THE IMMEDIATE AREA AND SIGHTS BETWEEN THE RANCHES. FIRST STOP WILL BE AT THE OLD CATTLE DIPPING VAT ON THE HEAD OF DALE CREEK, THE ONCE SCENE OF THE OLD DALE CREEK BRIDGE, THE HIGHEST BRIDGE IN THE WORLD OF WOODEN CONSTRUCTION; THE CEMETERY AT OLD SHERMAN; THE AMES MONUMENT, ONCE THE LOCATION OF A MEAT PACKING HOUSE; THE RANCH OF RICHARD WILLIAMS; THE CUT-OFF OF THE UNION PACIFIC RAILROAD FROM CHEYENNE TO LARAMIE; SEE AT A DISTANCE THE RANCH OF THE LATE W. H. HOLLIDAY, THE ORIGINAL HOME OF THE LATE W. R. WILLIAMS, WHICH NOW BELONGS TO HIS SON, CHESTER. THIS RANCH IS KNOWN AS THE DOUBLE XX RANCH; THE ARABIAN HORSE AND CATTLE RANCH OF TOM SHEPARD; THE OLD STAGE STATION AT VIRGINIA DALE;;THE ALTMAN & FERRIS CHARLAIS AND CHARBRAY CATTLE RANCH; AND THE RANCH OF A. C. "BUD" MAXWELL.

T
19

T
18

T
17

T
16

T
15

T
14

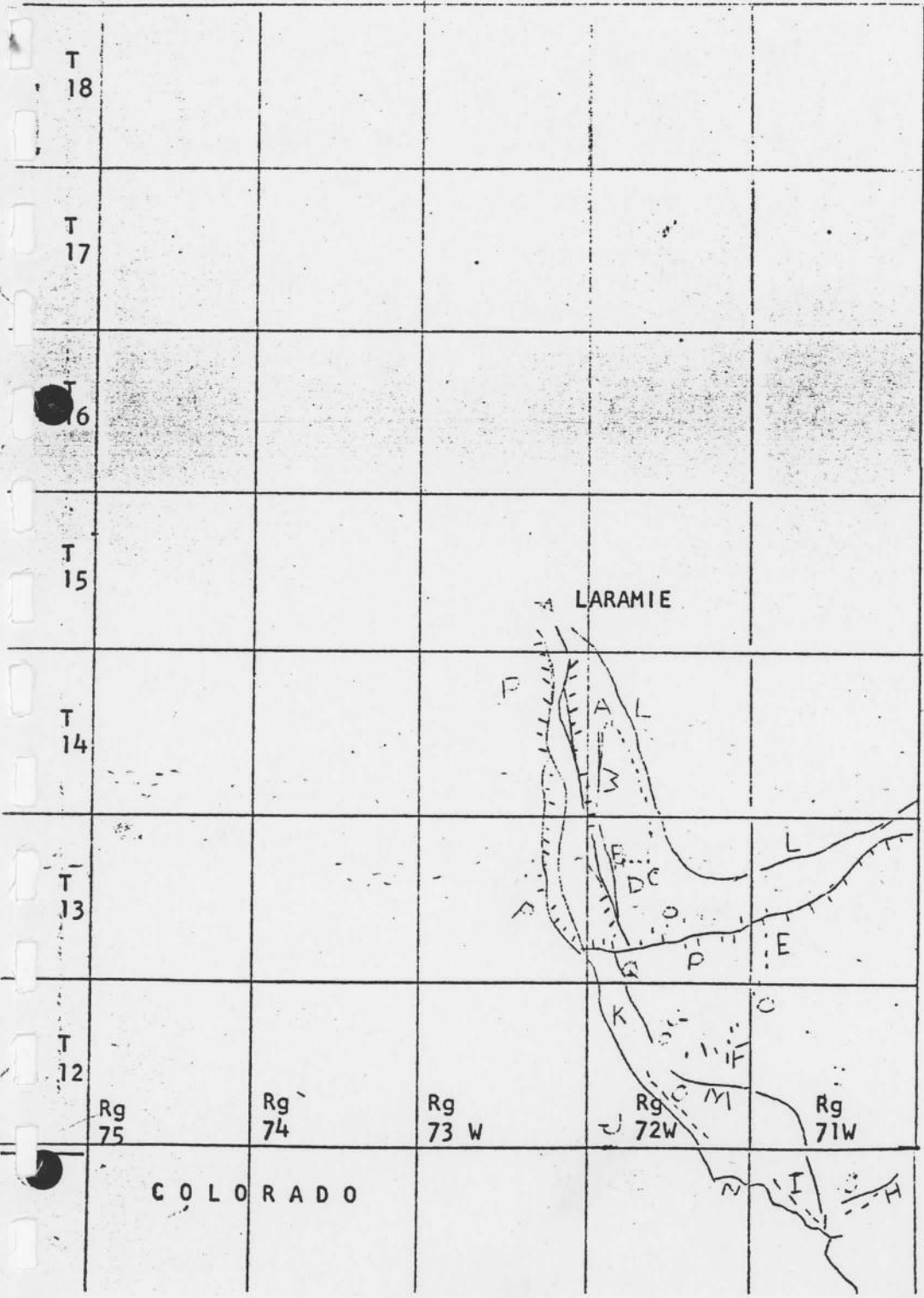
T
13

T
12

SUNDAY, July 19, 1959

KEY TO MAP

- A - Dipping Vat
- B - Site of Dale Creek Bridge on the old line of the Union Pacific Railroad
- C - Cemetery at Old Sherman
- D - Ames Monument
- E - Richard Williams
- F - Double XX Ranch
- G - Noon Stop
- H - Tom Shepard Ranch
- I - Virginia Dale
- J - Ferris and Altman
- K - A. C. "Bud" Maxwell's Ranch
- L - Highway 30
- M - Dale Creek
- N - Highway 287
- O - Dotted line indicates route of tour.
- P - Railroads marked
- Q - Tie Siding
- R - Buford



COLORADO

NINTH ANNUAL OLD TIME RANCH TOUR
Sunday, July 19, 1959

This tour is sponsored by the Albany County Historical Society, The University of Wyoming Summer School, The Kiwanis Club, and the Wyoming and Denver Westerners.

The tour has been arranged by Dr. Robert H. Burns, A. S. Gillespie, W. A. Riedl, Wesley Seaman; County Agent, Larry Patterson; Assistant County Agent, Richard Williams, and Mr. and Mrs. Forrest S. Blunk.

The route is over country roads with some high centers, and drivers are cautioned to take care that modern cars do not scrape the high centers. By riding the centers the cars with low clearance will not hit these centers. There are few rocky high centers on the route for this year, and the route is much better than a year ago.

The tour this year will visit the ranches on Dale Creek and other places of interest in the area. The stops will be at the old dipping vat at the head of Dale Creek, the site of the Dale Creek Bridge which was the highest wooden railroad bridge in the world, the Cemetery at Old Sherman, The Ames Monument, the ranch of Richard Williams, the XX Ranch settled by W. R. Williams and now owned by his son, Chet Williams, the Arabian horse and cattle ranch of Tom Shephard, the old stage station at Virginia Dale, the old Home Rock Ranch, now the home of the Charbray and Charolais cattle of Ferris and Altman, and the Bud Maxwell Ranch.

Bring your car, your family and friends, lunch, some water or other beverage and be at the Albany County Court House Square a few minutes before 8:00 a.m. on Sunday, July 19, 1959. The tour will depart promptly at 8:00 after a few instructions. The rate of speed is set at 50 miles per hour on Highways 30 and 287, and 30 to 40 miles per hour on the intermediate roads. Caution is urged at the railroad crossing at Dale, which is easily seen for some distance, but the modern streamliners come fast, so be careful. Keep a safe distance between cars. Dust will not be a problem, nor will there be much mud as this is a gravel country. The tour is a short one as shown by the schedule and we should be through by half past five.

The ranchmen on this route welcome the tour and will tell some things about their ranches. They, however, are fearful of fire so take every precaution in smoking, or better yet do not smoke and if you do grind every stub in the dirt and PLEASE do not flip the stubs out of the car window, but put them in the ash tray.

On a previous tour a very embarrassing incident occurred at one of the stops. A man was seen carrying an armful of branding irons from a building to his car. He was politely told to return them to the place he found them, which he did, but the owners of the irons were several short. That man was picking up souvenirs and did not realize he was doing any harm. We are asking that no one pick up souvenirs unless you have asked permission of the owner to do so. The articles may look worthless but at the same time they have a value to the ranchman or they would not have been left there.

THE FIRST STOP is at the Williams dipping vat at the head of Dale Creek. This is the type of vat used some fifty years ago for dipping cattle.

THE SECOND STOP is at the site of the Dale Creek Bridge. The original wooden bridge was at that time the largest in the world, and spanned the Dale Creek Valley which is 600-700 feet wide and 130 feet deep. This wooden bridge was later replaced with a steel trestle bridge and when the railroad was moved the bridge was dismantled and only the piers remain. Two pictures of these two bridges will be found in the book, Wyoming: Frontier State, by Velma Linford (page 176).

THE THIRD STOP is at the cemetery at Old Sherman. At one time there was a station and city here with a floating population of several hundred people. This was the highest point on the Union Pacific Railroad and has an elevation of 8,242 feet. Frewen Brothers built and operated a packing plant here for one year, and hoped to ship dressed beef to England.

Fitz, Charles S.

Tales from Old Timers, No. 14

Union Pacific Magazine, May 1924, page 30.

THE FOURTH STOP is at the Ames Monument which was built at the highest point on the railroad. The monument is located on Lot 3, Section 6, Township 13, Range 71, and was built in 1880-1882 at a cost of about \$65,000. It is 60 feet square and 60 feet high. The monument is in honor of Oakes and Oliver Ames, brothers who played a very important part in the construction of the Union Pacific Railroad. The Ames Brothers obtained large contracts from the United States Government for picks, shovels, and swords during the Civil War and they extended their operation to the Pacific Coast when gold was discovered and their goods were in demand at the western mining camps.

Oliver Ames was president pro-tem of the Union Pacific Railroad from 1866-1868, and served as president from March 1868 to March 1871. Oakes was a member of Congress from 1862-1873. Political demagogues in Congress assailed the character of the brothers and accused them of using government money to control legislation. The full fury of this assault fell on Oakes Ames in a Congressional investigation in 1873. There was no reason or justice possible in the decision of Congress which censured Oakes Ames. He made a notable speech in the House stating his side of the case. However, his health was impaired and he died shortly after the investigation decision was announced. The unfairness of the Congressional investigation was pointed out by a complete and exhaustive examination of the case ten years later by the State of Massachusetts which completely exonerated Oakes Ames of any dishonesty. Norcross Brothers of Worcester, Massachusetts, were the contractors for the monument and A. L. Sutherland, who was prominent in Wyoming politics for many years, was the foreman. The monument was built of native granite obtained from Reed's Rock, a short distance west of the monument, and was hauled over by bull teams, some of which were owned by Bill Williams.

Billy Murphy, a Justice of the Peace in Laramie, learned that the monument was on Government land and filed on it. He notified the railroad to move that "pile of rocks" from his land. The railroad company sent high legal counsel and a U.S. Marshall, N. K. Boswell, to talk with him. The counsel told Murphy that we was conspiring and that a public official could not do that. Their bluff worked and Mr. Murphy accepted some town lots in Laramie in lieu of his filing and the railroad company kept title to the land on which the monument sits.

The Great Ames Monument Plot

Railroad Men's Magazine; September 1918, pages 1-9

During the stop at the Ames Monument, the Queen of the Ranch Tour will be crowned.

THE FIFTH STOP is at the Art Williams ranch. This ranch is the original homestead filing in 1909. The ranch is now owned by Richard Williams, a son of Art Williams, who has obtained additional lands.

THE SIXTH STOP is at the XX Ranch which was settled by W. R. Williams, the first of the Williams family to come from Nova Scotia. He engaged in the lumber business with W. J. Holliday for several years and then started in the cattle business. He was one of the first people to raise Angus cattle in this area and the family today still raise "the muleys."

THE SEVENTH STOP is on the pine-studded hill where some cover and higher elevation provide a suitable place for our noon lunch stop.

THE EIGHTH STOP is at the Tom Shepard Ranch, where Arabian horses and cattle are raised.

THE NINTH STOP is at Virginia Dale State Station whose fame is tied to the fact that it was a stop on the Overland Stage Route and the well-known Jack Slade was its first superintendent. The stage station was named for his wife, Virginia. The history of this station as written in the Overland News will be read at this stop. A monument to the Virginia Dale Station is located on the highway at the turn-off.

THE TENTH STOP is at the Home Rock Ranch now owned by Ferris and Altman who are raising Charolais and Charbray cattle. This ranch was formerly owned by Henry Hawkes.

THE ELEVENTH AND LAST STOP is at the William Maxwell Ranch. He came from Nova Scotia in 1870, worked in a sawmill for several years, and then started ranching. In 1879, he started a store at Tie Siding and ran it for 16 years. He built and operated a slaughter house for several years to supply meat to the railroad during its early years.

The following "log" or schedule of the trip will be useful to those taking the trip:

PLACE	ELEVATION	TIME	MILEAGE	
			Approx	Local/Trip
LARAMIE (Court House Square)	7200	8:00	00	00
Summit	8800	8:14	12.3	12.3
Gate	8600	8:17	.3	12.6
Gate	8600	8:25	.1	12.7
Dipping Vat for Cattle	8600	8:29	.2	12.9
Return to Highway 30	8600	8:39	.1	13.0
Gate	8600	8:40	.1	13.1
Gate	8400	8:45	3.4	16.5
Cattle Guard	8200	8:50	1.1	17.6
Dale Sign	8200	8:51	.6	18.2
Cattle Guard	8200	8:52	.5	18.7
Cattle Guard	8200	8:55	1.0	19.7
Wire Gate	8000	9:04	2.1	21.8
Railroad Grade	8000	9:06	.4	22.2
Dale Creek Bridge Site, Walk	8000	9:13		22.2
Leaving Dale Creek Bridge	8000	9:25		22.2
Moreton Fewen Packing Plant Site, which was in operation in the late 1880's	8000	9:32	.4	22.2
Cemetery at Tie Siding	8400	9:37	1.8	24.0
Leave Cemetery	8400	9:52	1.8	24.0
Ames Monument	8300	9:53	.4	24.4
Crowning of Queen at this historical spot	8300	9:53	.4	24.4
Leaving Ames Monument	8300	10:05	.4	24.4
Cattle Guard	8100	10:07	.5	24.9
Cattle Guard	8100	10:11	1.2	26.1
Cattle Guard	8000	10:13	1.0	27.1
U. P. Crossing at Dale	8000	10:15	4.0	31.1
Richard Williams Ranch	8000	10:21	2.3	33.4
Leaving Richard Williams Ranch	8000	10:36	2.3	33.4
Cattle Guard	8000	10:39	.6	34.0
New Cut Off U.P. Railroad	8000	10:43	.8	34.8
To the right, W. H. Holliday first ranch location	8000	10:43	.8	35.6
Cattle Guard	8000	10:43	.8	36.4
Cattle Guard	8000	10:43	1.1	37.5
Cattle Guard	7800	10:51	.2	37.7
Chet William's XX Ranch	7800	10:55	.7	38.4
Leaving XX Ranch	7800	11:25	.7	38.4
Noon Stop	8100	11:32	1.7	40.1
Leaving from noon stop	8100	1:00	1.7	40.1

PLACE	ELEVATION	TIME Approx	MILEAGE	
			Local	Trip
Cattle Guard	8400	1:13	1.9	42.0
Cattle Guard	8400	1:14	.5	42.5
Cattle Guard	8600	1:16	1.0	43.5
Cattle Guard	8800	1:19	1.1	44.6
Highway 287	8800	1:21	.4	45.0
Virginia Dale Monument	7600	1:25	9.2	54.2
Table Mountain is one mile north of Virginia Dale.				
It was a hide out for road agents				
	7600	1:35	.4	54.6
Cattle Guard	7800	1:40	1.0	55.6
Fork of road	7800	1:42	.3	55.9
Tom Shephard's Ranch	7800	1:44	.8	56.7
Leave Tom Shephard's Ranch	7800	2:14	.8	56.7
Cattle Guard	7900	2:17	1.2	57.9
Virginia Dale Turnoff	7800	2:20	1.0	58.9
Dale Creek Bridge	7800	2:21	.5	59.4
Virginia Dale	7600	2:22	.4	59.8
Leave Virginia Dale	7600	3:22	.4	59.8
Highway 287	7600	3:27	1.4	61.2
State Line	8100	3:40	4.9	66.1
Leave Highway 287	8100	3:42	2.5	68.6
Cattle Guard	8000	3:46	1.6	70.2
Ferris & Altman Ranch	8000	3:48	.6	70.8
Leave Ferris & Altman Ranch	8000	4:20	.6	70.8
Highway 287	8200	4:28	2.8	73.6
Limestone quarry to right on knoll	8400	4:30	1.8	75.4
Road to Williams	8300	4:31	2.2	77.6
Bud Maxwell's Ranch	8400	4:37	2.8	80.4
Leave Bud Maxwell's Ranch	8400	5:00	2.8	80.4
Highway 287	8200	5:14	2.0	82.4
Fish Hatchery to right	7600	5:18	3.2	85.6
Corrals and loading docks on west side of Union Pacific Railroad				
	7600	5:18	3.8	89.4
Red Buttes Station	7400	5:19	.8	90.2
Flag Ranch road left	7400	5:20	.7	90.9
Portland Cement Company	7300	5:27	4.7	95.6
Fort Sanders to right. One stone building with rafters intact. One other partly tumbled down stone building				
	7300	5:28	.7	96.3
LARAMIE	7200	5:30	1.7	98.0