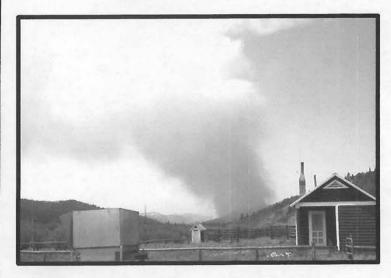
Sherman Ranger Station, about 1935



Introduction & Overview

On July 1, 1908, President Roosevelt signed Executive Order 873 creating the Wyoming National Forest, headquartered in Afton, later in Kemmerer. Other than an enlargement in 1923 and a name change to Bridger National Forest in 1941, the Forest boundaries changed little until its consolidation with the much larger Teton National Forest in 1973. A 1920 directory lists the Wyoming National Forest as having six districts: Kelly, Snider Basin, Sherman, Hoback, Afton, and Smoot, with district rangers at each district. Ten years later, in 1929, the districts had changed to Big Piney, Sherman, Bedford, Cokeville, and Afton, still with each having its own district ranger.

Sites were built for Forest Service rangers to live in and work out of. Usually located near a Forest boundary, early **Ranger Stations** were generally spaced "a day's ride by horseback" from each other. Buildings typical at such a site included the ranger's dwelling and garage, sometimes a second dwelling for other staff, an office, and a barn and corral for horses – the primary transportation means. Utilitarian structures such as pump houses, fuel sheds, and warehouses are also often part of the compound.



Although not threatened, Sherman Guard Station was the staging point for the 2001Mule Fire. Greg Clark/USFS Photo

As vehicle transportation improved over the decades, these decentralized Forest Service facilities were used less and less. Ranger Stations which began as year-round Ranger District headquarters were turned into seasonally occupied "Guard Stations" under a larger Ranger District. Later still, the employment of resident Forest Guards diminished and the compounds became short-term activity centers for fire, trail, and other work crews.

The Bridger-Teton National Forest has chosen to rent this guard station to the public so they can enjoy a rustic experience similar to early rangers and guards.

On the Big Piney Ranger District, three historic-era Ranger Stations remain and all are available for public rental: Sherman, Hoback and Snider Basin. Also standing on the District are three Fire Lookouts (Monument Ridge, Prospect Peak and Deadline Ridge) and the former District Ranger Office in Big Piney. All of these historic administrative facilities are dominated by structures built during the 1930s by the Civilian Conservation Corps, and many of the buildings look similar as they followed standard designs of the era.

BIG PINEY DISTRICTS AND RANGERS

Hoback District

(no listing before 1920) Albert David, to 1920

Combined With Sherman, c. 1920

Sherman District

Fred Graham, 1908-1917
Perry Ashdown, 1918-1919
Irvin Smith, Albert David, 1920-1923
Leo Fest, 1924-1926
S.E. Cazier, 1927-1928
J.J. Albano, 1929-1937

Combined with Big Piney, c. 1937

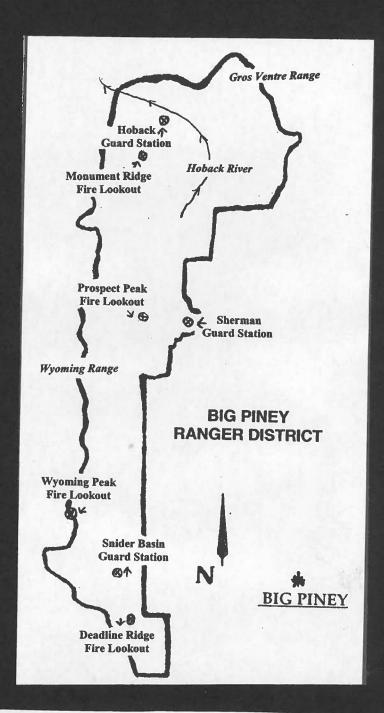
Snider Basin District

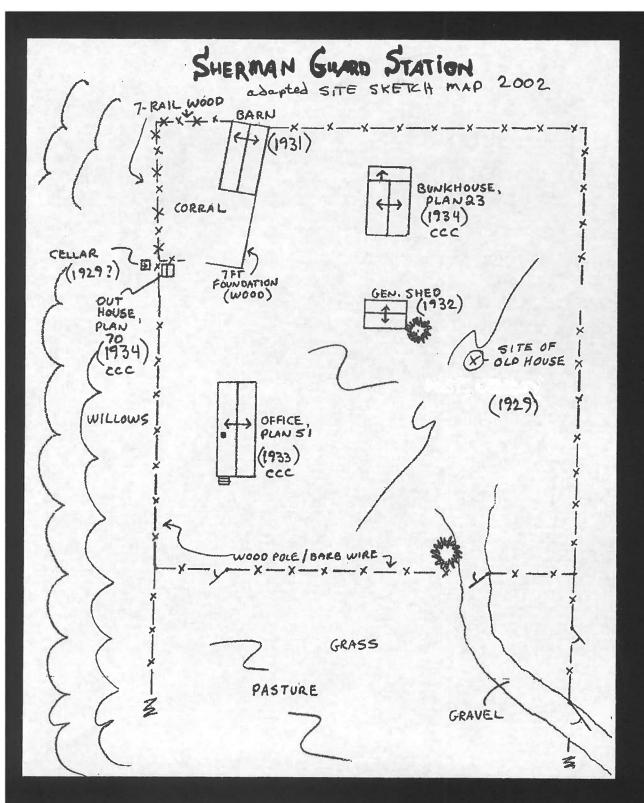
Fred Graham, 1920-1921 William Ray, 1922 Charles Brackett, 1923-1924 J.J. Albano, 1925

Combined with Big Piney, c. 1925

Big Piney District

Fred Graham, 1908-1917
Leo Phest, Bill Ray, 1918-1922
Charles Brackett, J.J. Albano, 1924-1929
S.E. Cazier, 1929-1940
James Lambert, 1941-1960
Bill Paddock Jr., 1961-1965
Rodman Barker, 1966-1976
Francis Carlson, 1977-1988
Greg Clark, 1989-





SHERMAN STATION

History & Significance

Sherman Guard Station is associated with early Forest Service management of timber and rangelands. Rangers working out of Sherman monitored extensive timber sale and grazing activities around Horse and North Cottonwood Creeks and other adjoining drainages during the 1920s and 1930s. Sherman Guard Station also represents an architectural shift from traditional Forest Service vernacular to the era of standardized building plans.

From 1912 to 1930, Sherman was the yearlong headquarters for the Sherman Ranger District. During this time a large four-room log dwelling was built in 1929. (In 1940, the Forest Service sold and moved the dwelling to Big Piney.)

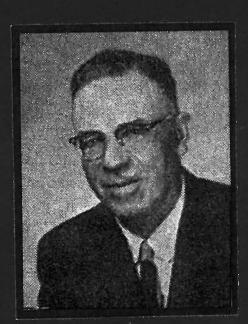
From 1930 to 1937, Sherman was used as a seasonal / summer headquarters. It was during this time that the six extant buildings were constructed: the fruit cellar c.1929, the log barn in 1931, the log generator shed in 1932, and then the (standardized faux-log aka Shevlinsided) office/dwelling in 1933, and the garage/shop building and outhouse in 1934. Also in 1934, the Regional Office devised a landscaping plan, with walkways, flowering bushes, gates, and fencing; other than the fences, few of these improvements remain. Sherman is still used by the Big Piney Ranger District as a seasonal work center.

Freshly appointed as a Ranger, Ed Cazier arrived at the Sherman Ranger Station in May 1927. He was joined by his wife, a schoolteacher, in June. The couple lived in the two-room Sherman Ranger Station cabin (now gone), along with their horses, a cow, and a cat on the premises.

Following are a few pages from Mr. Cazier's memoir, "The Last Saddle Horse Ranger", published 1983.

The Last Saddle Horse Ranger

S. Edwin Cazier



Ranger Ed Carrier, n.d.

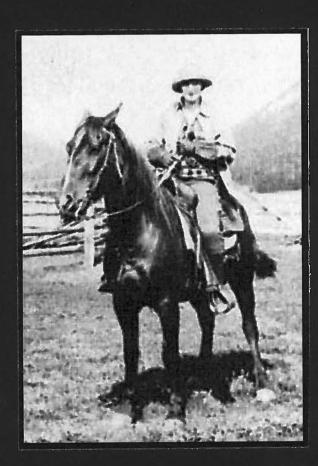
Life at Sherman Ranger Station 1927

As the season advanced, the wife would ride down and stay with the Thompsons, while I was absent on trips. She liked the people but had trouble adjusting to the many cats they owned. They had most of them named and I remember Andy Gump, Minnie Gump, Puss-in-Boots, Amelia, Amanda, Foxface, Cropear, Gad-About, and Milk Face, so named because he would sit up on his behind, while the boys squirted milk in his mouth when milking the family cows. They were everywhere.

Mrs. Thompson was an educated woman, was an excellent cook, had the biggest heart in the world, but had too much to do to cope with so many cats. At times they would take advantage of her by slyly sampling the cream jug, but she loved them all and would shoo them away so kindly that they felt encouraged to return. The family was one of the most progressive in that valley. They operated a dairy farm and shipped their cream to plants in Idaho.

Harry Thompson was a fire guard on a voluntary basis. He and his boys took a big fire load off my shoulders that summer. I knew they would be at the fire if the smoke was visible from their ranch.

My horses were now on Greys River, awaiting my coming. However, the snow on the divide was so heavy I could not yet get across and decided to buy a horse. Delbert Ball, a rancher farther down Horse Creek, had a roan gelding he had broken that spring. He would sell for fifty dollars. I agreed to buy. We met at the post office to close the deal. He agreed to ride to the station with me. As I had a lot of mail to carry he took part of it. Enroute, a whirlwind hit us, the papers rattled, the horse bolted through a fence, and fell down. Delbert, who was a good rider, landed on his feet. Right then, I had grave doubts about my ability to judge a horse, and some about riding one. He bucked with me a few times but never succeeded in throwing me. I did not ride pretty but I rode stout. He did give me some anxious moments. As yet, I had little riding to do and he became increasingly difficult to mount. One day, my patience finally wore out. I tied him securely to a fence and got on and off him fifty times or more until he stood perfectly still. He never bothered me after that.



Mrs. Canjier with Jack

Ed Canjier with Nightshade



On May 1,1927, I arrived at the Sherman Ranger Station. Supervisor Favre had fulfilled his promise and I had a Ranger District on the Wyoming National Forest. To reach my station was not easy at that time of year. I rode a mail stage from Afton to Montpelier, Idaho. From there to Kemmerer, I rode a train and from Kemmerer to Daniel, I was a passenger of Mr. Blackmon in a new Ford model "T." He would not drive this car over twenty five miles per hour and bragged, incessantly, about a new gear of some kind he had installed. My seater felt like it was worn down to the back of my neck when we arrived at the little town of Daniel. The next morning, I left in a buckboard pulled by two horses and driven by Mrs. William Schall of Merna, She carried the mail and hauled the freight that came that way. A cold wind blew down Horse Creek and I walked about halfway to Merna to keep warm. Not so Mrs. Schall-wrapped in a big coat, she sat up there and drove. I guess that she felt she would rather ride and freeze like a man than walk like a dog. Besides being the mail carrier, she was also the housewife and cook and made me welcome at their house.

The next morning we started for the **Sherman Station**, about three miles distant. This time we had a team hitched to a sleigh for the snow was still on the ground. Arriving at the station, I found it to be about one and one-half feet deep.

The buildings, consisting of a two room cabin, barn, corral, and tool shed, sat on a small flat next to Horse Creek. It was a beautiful setting, though isolated. The nearest neighbor was more than two miles away and I spent a lonely month there until the wife came in June.

Working steadily, I cleaned up the premises, made racks for holding work tools and fire tools, and fixed up a back lean-to as an addition to the cabin. Having no horse, I made a couple of trips on snowshoes after mail until Ed Todd loaned me a saddle horse. Down the creek about three miles Harry Thompson and his wife and family ran a small ranch and operated the Post Office. They were good people and befriended us in all ways. In fact, all our neighbors were very kind to us.



Ed Carrier about 1954

It was time that I did some checking on the range, as cattle were moving up adjacent to the forest and might be in trespass. I hated to cross Horse Creek, which was flowing bank full, but could postpone the job no longer. Saddling up and riding to the banks of the stream, I looked it over carefully before attempting a crossing. My plan was to start high enough on one side so that, in drifting with the current, I would come out at a good landing on the far side. I missed and landed against a high willow bank instead. Luckily, the water was quieter there. I managed to grab a willow, haul myself out on the bank, and lead the horse upstream to the landing. All day I worried about the return crossing as I knew the stream would be higher. My worries were groundless. By starting higher, the pony swam across without difficulty.

Filled with routine work, the summer passed swiftly. I met all members of the Sherman Cattle & Horse Association at the home of Mrs. Enos. A dynamic, educated woman she dominated the other members. Fortunately, she was friendly to me.

Due to isolation and few contacts with other people, we developed a sort of cabin fever and had the urge to hide under the bed every time that we saw someone coming. We had our moments of humor and some of consolation.

The wife had a kitten that she prized highly. One night we were awakened by loud angry cries in the dark. A faint moon gave off enough light to enable me to see the kitten perched atop the chimney while below ,angrily pacing the roof top, was a large yellow tom cat. The noise was mostly him telling her what he would do if she would just come down.

Another night I was awakened by a bird, sage thrush I think, sweetly singing in the rain.

In December I was transferred to Big Piney as Ranger on that district. Wiley Sanford hauled our meagre possessions down. The wife rode with him while I took two days driving our cow and horses. Enroute, I found papers strewn about on the road and was amazed to discover that they were mine. Apparently they had blown out of the truck. I was fortunate in finding everything of value.

Ranger Jack Albano

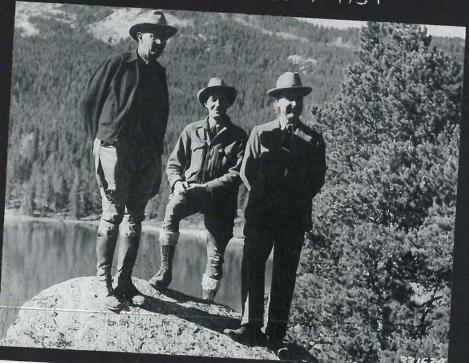
John J. "Jack" Albano was born in Iowa in 1886 and later lived in Nebraska and Missouri. After graduating from high school in Calhoun, Missouri, he worked in the Colorado mines. Around 1913, Albano moved to Idaho where the Palisade Forest supervisor, C. B. Morris, encouraged him to take the ranger exam. He began working at the Indian Creek Ranger Station on that forest in the spring of 1916, and in September was appointed as ranger of the district that included Driggs. A year later, in September of 1917, Albano left the Forest Service to enter the Army where he was part of the 20th Engineers battalion. He returned from the war in May of 1919 and went to work in the Texas and Oklahoma fields, and then in a mine during the winter of 1922-23.

In 1923, Albano was reinstated to the Forest Service. He was stationed on the Wyoming National Forest as Ranger for the Afton (1923-24), Big Piney (1924-29, with Charles Brackett), Snider Basin (1925) and Sherman (1929-37) Ranger Districts.

During his 15-year stint on the Wyoming National Forest, Albano became a family man. In June 1925, Jack married Gladys Dyer, who was a schoolteacher in Afton. A little over a year later, the couple had a son, Robert, in July 1926 and then later a daughter Helen in August 1927.

Jack then worked on the Wasatch National Forest as Kamas District Ranger (1937-40), the Boise National Forest as Mountain Home District Ranger (1940-44), and the Cache National Forest as Preston District Ranger (1944-1950). Jack retired on the last day of 1950, and lived mostly in Kaysville, Utah until his death February 5, 1978. He and his wife and daughter are buried in Kaysville.

Sherman District Ranger Jack Albano



Left to right: Rangers Harmon Shannon (Pinedale District) and Jack Albano (Sherman District); Wyoming National Forest Sup. James Stewart. 9-18-36 Photo by C.J. Olsen, Courtesy U.S. Forest Service. Region 4 files.

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Courtesy U.S. Forest Service. Region 4 files.

1928 - 1931

Thursday, September 10, 1931

STABLISHING TIE CAMP FOR BIG OPERATION

The Standard Timber company about two weeks ago completed the purchase of a large tract of railroad tie timber from the forest service in the Horse creek district and have already started a crew of men to work establishing a camp and building

The Standard company, after completing a nine-year operation on Cottonwood two years ago, moved out to
cut ties from a tract of privately owned land on Smith's Fork. This has
now been completed and a sale of
timber has been made to the company
near that operation by the forest service, and the company it is understood
will carry on operations at both
places.

George Hartley of Opal has the freighting contract for the company to the Horse creek camp, and has already begun the work, which will require a big amount of hauling, as it is understood that it is planned to have about 200 men at work the coming winter.

The road being used at present to the camp site is the one known as the "Rye Grass" road, which leaves the highway about six miles south of Daniel. The main camp, we are informed, will be in a park above "4th of July" springs.

The return of the Standard Timber company to this county will mean a considerable increase of revenue to the county from forest service receipts, and a market for range products, as well as business for Eig Piney, Daniel and Pinedale.

Thursday, November 21, 1929.

House Warming At J. J. Albano's New Home

Mr. and Mrs. J. J. Albano moved into their new home at the ranger station on Horse creek last week, and on Saturday evening gave a "house warming" party at which about 25 of their friends were present.

The guests were entertained at cards and by the radio, and a delicious lunch was served at midnight by Mrs. Albano.

The new ranger station just completed is a nice building and modern in every way. The family expect to spend the winter there.



- Clip from USFS photo ca. 1935 of log Ranger Station, built 1929

MERNA NEWS NOTES

September 5, 1931.

Friday afternoon several of the ladies of school district number seven gathered at the Merna schoolhouse for a cleanup of the building. Washing windows and desks, cleaning and scrubbing the blackboards occupied most of the afternoon. Those present were Mesdames Thompson, Hayden, Todd, Johnson and David. They were assisted by Paul, Etheal and Marion Thompson.

Mrs. Ed Todd, Mrs. Milton David and Mrs. Goldie Johnson spent Saturday on a mountain trip.

Mr. and Mrs. S. E. Cazier and daughter Carolyn came up from Big Piney Saturday. They spent Saturday night with Mr. and Mrs. E. Sargent. Sunday they had dinner with Mr. and Mrs. Jack Albano at the ranger station and stopped to see Mr. and Mrs. Harry Thompson on their return home. Mr. Cazier was the ranger for this district before Mr. Albano came.

COUNTY'S FOREST CAMPS INCREASED TO 200 MEN EACH

Forty Sublette County Men Called as Quota To Be Filled; Full Program

Sublette county's two forest camps will be raised to full two hundred man strength each, exclusive of officers and foremen, by July 15th, according to information received here Wednesday night by Ranger R. E. Dalley. The camps are at present operating at about sixty man strength so that the new quota will mean about one hundred forty men to the camp. Of this additional allotment Sublette county is allowed another quota of forty men. News that the camps will be manned to full strength is interesting and welcome to the people of this section who have, thru civic organizations, done much to bring about the filling of the camps. Already the camps have absorbed a big share of the local unemployed and the quota of forty included in this call will very nearly take every unemployed man in the county, who wishes to join. In addition to alleviating the unemployment situation the camps have a very definite effect on the commercial welfare of Pinedale for while much of their goods are purchased elsewhere some of it is bought here and then the payroll, small tho it is, puts a steady stream of new money into local channels of trade.

County Quota

Sublette county men who wish to join are advised to get in touch with county attorney, G. B. Hockett, who has been handling the registrations of local men, and register their names. These men are urged to see Mr. Hockett as soon as possible in order that the quota may be filled rapidly. As vet the examination date has not been set but it is thought that just as soon as enough men are available a date will be designated and those who pass the examinations will be signed up and put to work. The only requirement is that the applicant be over eighteen years of age and be able to pass a physical examination. Mr. Hockett also asks that those who have already registered with him let him know where they are so he can get in touch with them. Many have already registered but their chances of getting on will be jepordized unless they make arrangements to be here or be notified by Mr. Hockett.

Will Permit Full Program

will now make it possible for the full program of work to gone forward with as was outlined at the beginning but which was in danger of being cut short. Slight changes have been made in the setups for the various camps. The telephone line and the work at Willow Creek which was originally willow Creek which was originally included in the program for the Fremont camp has been changed to the Green River camp. The Fremont camp, however, has been assigned additional work such as that at Snider Basin Continued on page four

CCC CAMPS INCREASED

(Continued from Page One)
where considerable building is planned. When the camps were first being
located it was expected to have one in
Snider Basin but the reduction of the
number of camps in Wyoming eliminated this one so the work will be
handled from the Fremont camp. The
local camp will also have charge of
the work at the Sherman station in
the Merna district.

While the headquarters will be maintained at Fremont and Green River it is expected that stub camps will be located where work is to done at some distance from the camps, such as at Snider Basin, Dutch Joe and Sherman ranger stations, Ranger Dalley said.

It is expected that the additional allotment of men to the camps will make necessary the hiring of more foremen and supervisors and these will likely be selected locally if possible. All of the new men will be experienced men which probably means that they will come from the west for the most part.

Pinedale RoundUp Thursday July 13, 1933.

Our Forest Ranger, Mr. Jack Albano, moved his family up to the ranger station Saturday. They were accompanied by Mrs. Albano's mother and father, Mr. and Mrs. Dyer of Salt Lake, her brother, Mr. Leslie Dyer and wife of Venice, California, and a friend, Mr. Kenneth Ingles who will spend a few days visiting.

Pinedale Roundup

200 MEN FIGHTING TIMB

THREE SECTIONS OF FOREST

Fire Burning on Horse Creek Is Reported as Still Out of Control Despite Efforts of Large Crew; Another Fire at Midle Piney Creek Now Under Control

A forest fire that was discovered late Tuesday afternoon on the head of Horse Creek near the headquarters camp of the Standard Timber company was reported as still beyond control late Thursday afternoon and had swept over more than three sections of timbered area despite the efforts of two hundred CCC recruits and twenty-five experienced fire-fighters who were rushed to the area to combat the raging flames within a few hours after the first alarm had been spread. The blaze was located about four o'clock in the afternoon by ranchers in the vicinity and trucks loaded with 100 CCC boys from the Fremont camp together with foremen and supervisors were passing thru Pinedale before six o'clock on their way to the scene of the

blaze. Thursday morning when shifting winds scattered the fire again the fire fighters were losing ground in their battle to check the firey demon another hundred boys from the Green River camp were dispatched to the scene of the conflagration. Reports reaching Pinedale Thursday afternoon were to the effect that even with the additional forces the fire was still bevend control and that it migh the necessary to call out a contingent from from the forest camps in the Jackson Hole country.

STARTED BY LIGHTNING

A dry lightning storm which swept over the Horse Creek country Tuesday afternoon was thought to be the cause of the fire which w t discovered great volumes of smoke and flames ich. Several were rushing upward into the night. vily woodliscovered Jack Albano, forest ranger of that hed dan-Jack Amano, forest ranger of that of Pinedale, and Joe Feltner of fighting active fire fighting annar.

Were directing continuous were annar. dded to were directing the fire fighting acently having the time of their hard Were getting in after a hard days work and they were tired and hungry but there was a look of eagerness belied any idea that they weren't

enjoying it.

FOREST FIRES OF LAST WEEK ARE NOW UNDER COMPLETE CONTROL

Forest fires which were raging in various sections of the county last week have been completely controlled and are practically ont. The fire on Horse Creek in the Merna country burned over the largest area destroying a considerable volume of good timber but fortunately did not get back into vingin timber where no timber cutting had been done. A small detail of fire fighters are still being kept in the vicinity to guard against any fresh outbreak but it is thought that with the rains that are visiting the county now that even this will be unnecessary within a few days.

The fire on Middle Piney was successfully controlled and is reported as out now. It burned over a smaller area than did the Horse Creek fire but it also destroyed much good timber.

MERNA

The forest fire which started from lightning last Tuesday is under complete control. All men have left except a small detail which is being retained to patrol the district. The community is fortunate in having such an experienced fire-fighter for ranger as Mr. Jack Albano, Many local men as well as the CCC boys helped fight the fire. Mr. Van Meters assitant supervisor and Mr. C. E. Favre, Forest Supervisor, were both at the scene of the fire.

Mrs. Mae Lightheart went to Rock Springs Wednesday with Mr. and Mrs. Walter Brewer, She returned to the mill Friday where Mrs. D. A. Blackmon had been staying in her absence.

Mr. and Mrs. D. A. Blackmon and Mr. and Mrs. E. C. Todd visited at the Ranger Station Thursday.

Mrs. H. A. Thompson and Mrs. G. W. Hayden visited Mrs. Jack Albano and Mrs. E. C. Todd Friday afternoon. They also drove to the Tie Camp to see the fire.

Thursday August 10, 1933.

The forest fire which began on Horse Creek two weeks ago is out. All CCC men were returned to their camps after Mr. Jack Albano had made an extensive and thoro examination of the burned area. Mr. Bill Sargent was retained to patrol the area for a few days longer.

Thursday October 19, 1933.

THE PINEDALE ROUNDUP, PINEDALE, WYO.

DANIEL DOINGS

Scturday Bob Davis went to the Cottonwood Coal Mine and spent the night. He reports the art of coal mining is very interesting.

Joe Fortenberry spent the weekend visiting the Davis family here.

Bill Sargent and Richard Key went to Kemmerer on business last week.

Forest Supervisor, Favre, and his deputy, Mr. Van Metre were here on business this week.

Mr. and Mrs. Kalph Shurtliff were callers at the Surrett home Sunday.

Mr. and Mr. Billy Hunter called at Keys, Morkay. They were on their way to Kemmerer after spending most of the summer in Jackson.

Mr. and Mrs. William Lightheard were here looking after business af-

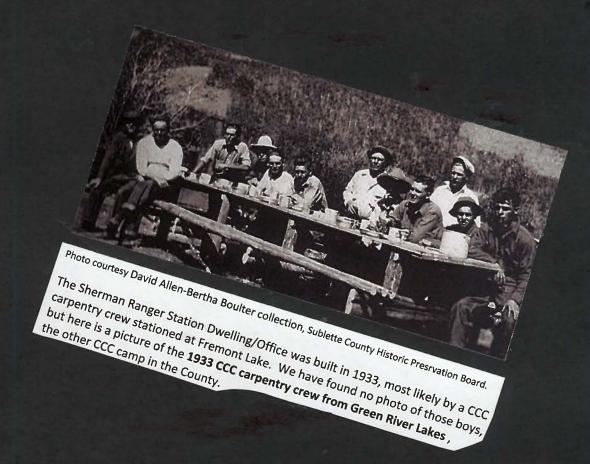
fairs Saturday.

Mr. and Mrs. Walter Yanger left this week for a visit with Mrs. Yarger's parents, the Lewises, in Lancer.

Mrs. Jack Stone, Fred Hibben, and Mrs. G. L. McNeel went to Big Piney Tuesday. Mrs. McNeel had some dental work done.

Mrs. Harry Swanstrom went to Rock Springs, Tuesday, on a shopping tour. She will visit friends and relatives there.

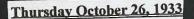
Ralph Shirtliff and Bill Sargent went up Horse creek Tuesday to paint the new forestry buildings there, that have recently been completed by the CCC boys.



THE PINEDALE ROUNDUP, PINEDALE, WYO.

DANIEL DOINGS

religion to Merns to complete painting the law forest building which the CCC bays have built during the sum-





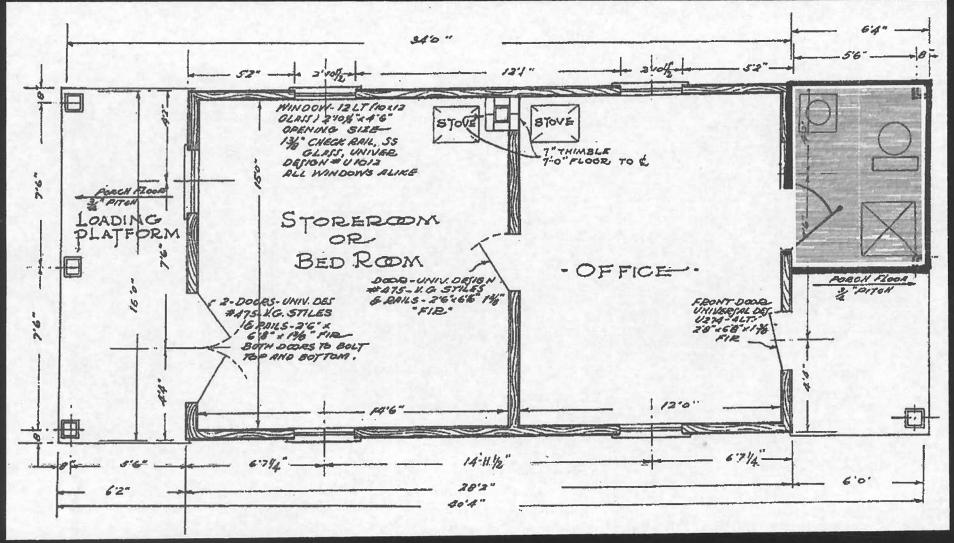
Sherman Ranger Station Dwelling Office Constructed 1933



Back (west) porch



Front (east) Porch 2017 photos



Constructed by Civilian Conservation Corps (CCC) workers in 1933 with \$1,546 in Forest Service and Emergency Conservation Fund money, the Sherman Ranger Station Dwelling / Office follows the Region 4, Plan 51 office motif.

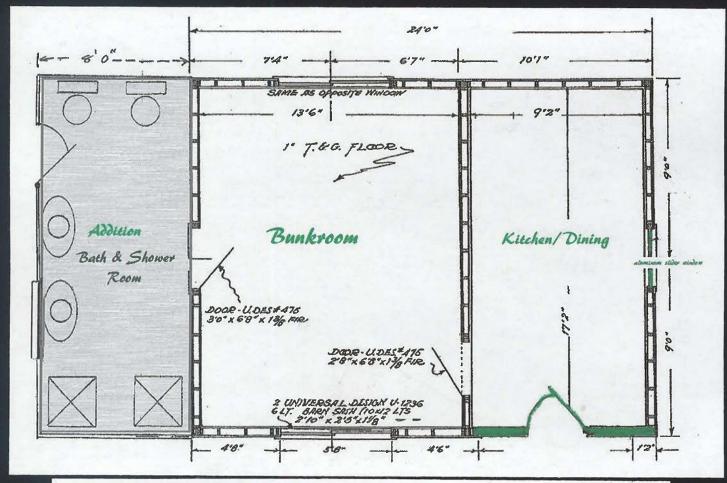
Developed by Regional Architect George L. Nichols, the versatile Plan 51s were designed to serve as offices in both seasonal and year-round facilities. Sherman's Plan 51 is a rectangular wood frame building that sits on a poured concrete foundation. "Shevlin" log siding covers the exterior walls while interior walls and ceiling are of Firtex. Windows are 6/6 double-hung wood with wood-framed screens. Other features include exposed rafter tails, a brick chimney, and triangular louvered vents in the roof's gable ends. Half of the front porch was enclosed for a bathroom at an unknown date, a rather common remodel project. The rear porch of the dwelling is full-width and remains intact.

Sherman Ranger Station Garage : Workshop



Looking northwest at the former Car Garage/Workshop, 2017. It was converted to a bunkhouse in 1979, with addition at left.

Sherman Ranger Station Garage & Workshop



1933 Blueprint for Plan 23 Garage at Sherman Ranger Station, amended to reflect 1979 alterations.

Constructed in 1934 by the CCC with \$770 in Forest Service funds, the Sherman "bunkhouse" began as a Plan 23 Single Car Garage/Workshop. "Shevlin" log siding covers the

exterior. The building was converted into a small bunkhouse in 1979. What used to be the garage portion is now a small kitchen-dining area; the original wide swinging garage doors were replaced with a flush metal residential door. At the west end of the building, a shed-roofed addition was built to house showers and toilet facilities, and its exterior was covered with matching Shevlin siding. In between, the bunkhouse section retains its original wood plank walls and ceiling.

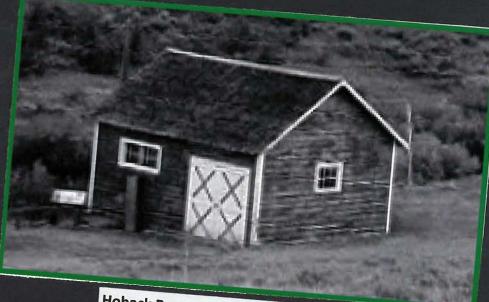
Plan 23 Garage & Workshops on the B-T

Several Plan 23 Single-Car Garages were built on the Bridger-Teton, including at the Big Piney Ranger Station, Afton, Dutch Joe, Bryan Flat, and Kendall. The Plan 23 at the Hoback Guard Station near Bondurant remains nearly intact.



Sherman Ranger Station Plan 23 garage

modern photo



Hoback Ranger Station Plan 23 garage

modern photo



Shevlin siding refers to a milled, shiplapped board siding with a curved exterior profile in imitation of logs. The Shevlin-Hixon company of Bend, Oregon marketed this product from about the 1920s to 1950, and ultimately their name was used to refer to other similar log siding materials. Such faux log siding was standard building material in Forest Service Rocky Mountain Region beginning in about 1930, and was commonly used for smaller administrative buildings where a rustic appearance was wanted.

The Plan 23 single-car garage was usually associated with the ranger's dwelling and likely housed the ranger's vehicle. In the early days, before the Forest Service had much of a fleet of vehicles, rangers were reimbursed for mileage if they had a personal vehicle (not all did) and used it for work.



Ranger Ed Cazier, transferred from Sherman Station to Snider Basin in 1928, recalled in his memoir that:

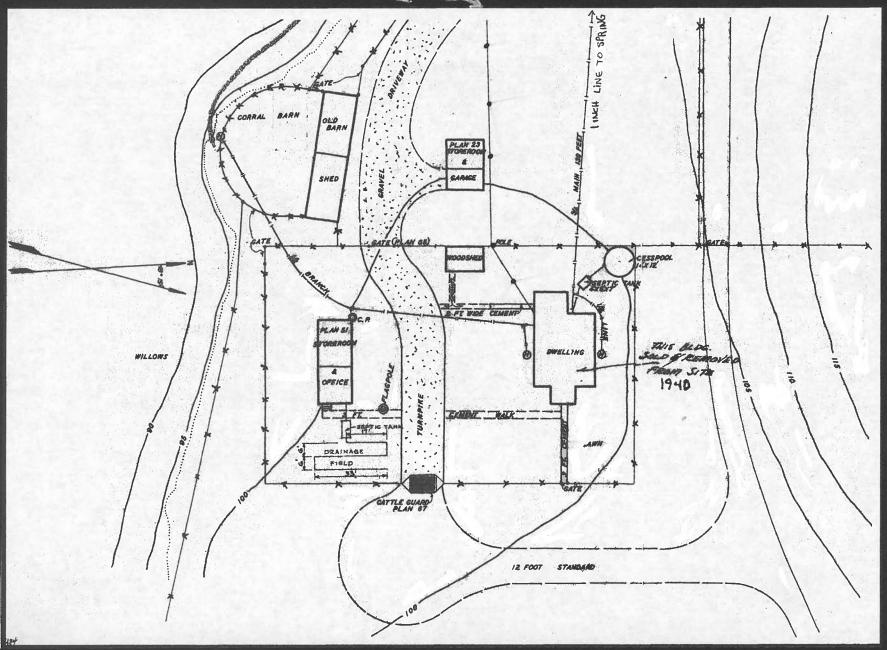
As the summer station at Snider Basin was twenty-five miles distant, I felt that an automobile was needed and decided to buy one. Having in mind a secondhand car, I approached the local banker, Albert Larson, for a loan. He looked me right in the eye and said, "We will not finance a used car but just might finance a new one." He loaned me enough money to make the down payment plus a couple of monthly payments. Talk about prestige-right there I became imbued with the ideals of the Forest Service and stayed that way to the finish. It was not my honest looks nor my convincing words, but the fact that I had a steady job with the United States Forest Service that bolstered my credit. I bought an Essex sedan from Platt Wilson at Kemmerer. Paying for it was like extracting teeth from a chicken but somehow I did it.



Sherman Ranger Station overview circa 1935. The Dwelling/Office constructed by the CCC in 1933 is at photo left. The big log house with chimneys *(moved to Big Piney in 1940)* sits at photo right, with the roof of the tall log barn visible just beyond it near photo center. Note the pine-tree logo boards adorning the front fence and the small evergreen trees growing in the yard.

telephone -

STANDARD TIMBER CO. 2.4 MILES



portion of "Improvement Plan, Sherman Ranger Station, Bridger National Forest,"
approved April 1934

Pinedale RoundUp Thursday July 19, 1934

Pinedale RoundUp Thursday April 19, 1934

DANIEL DOINGS

Mr. and Mrs. J. E. Sargent were down from Beaver, Wednesday. They said the snow was all gone there.

Jack Albano stopped in Daniel, Thursday, on his way to the Horse Creek Ranger station. Mr. Albano

and family spent the winter in Kemmerer and will be at the station during the summer. Mrs. Albano will come here after school is out in Kemmerer.

DANIEL

The Daniel Community Club met on Wednesday of last week. Celia Sargent was hostess and entertained the ladies at the Sargent cabin on the Rim. After the usual business was disposed of, a delicious luncheon of roasted weiners sandwiches punch and watermellon was served under the large trees. The next meeting will be in August, but the place has not been set.

Mr. and Mrs. Fred Clodius, children, and Orvene Huston and Norma Stone spent Sunday pleasantly. They had a picnic down the Hoback, and fished.

The Rev. A. C. Best had luncheon at the Inn Tuesday and enjoyed a game of bridge that afternoon.

When Jack Albano was here Monday, he informed friends of the Favres that Mr. Favre had been transferred to San Francisco for the summer in order to be near Mrs. Favre, who has been ill. During Forest Supervisor Favre's absence, Mr. Albano will be in the Kemmerer office.

Pinedale RoundUp Thursday October 8, 1936

Mike Buol, carpentry foreman and in charge of the building maintenance at Snider Basin, Big Piney, Sherman, Kendall ranger stations and Jim Creek Guard Station arrived at the main camp, Monday evening. Mr. Buol will work at Camp Fremont for approximately a week, and the main to New Fork Lake spike he will have charge of he will have charge of work on the barwinter camp.

STANDARD TIMBER COMPANY BEGINS THIRD CONSECUTIVE DRIVE DOWN HORSE CREEK TO GREEN RIVER CITY

The Standard Timber Company began its third consecutive tie drive on Horse Creek this week.

Delay in starting the drive was caused by the etxremely cold weather and late spring in this section. Supplies and equipment had been stored for some time in Daniel waiting for the snow to melt and allow transportation by truck to Merna.

After a survey of the roads Saturday and noting the heavy rains on that day, Mr. McQuaig called Green River City and had the men delayed again until Monday when it was thought the roads would be passable.

Approximately 90,000 ties will ride the high waters to the boom below Daniel. They are all piled in and near the creek just below the Sherman Ranger Station near Merna. In other years the ties have been held in huge dumps from three to four miles farther up the creek. This necessitated a week to ten days extra work breaking the ties from these landings. And altho

it will take a few days to push all of the ties into the creek from their present resting place it is estimated the drive will be much shorter this year than in previous years.

This year the company will follow a new plan of sending the ties on down the Green River. Heretofore, the ties have been held in the boom at Daniel until after the high waters of the Green have subsided, usually some time in early August. Then the ties have been pushed on their way. This year, however, it is planned that as soon as the ties are all down Horse Creek, the boom will be opened and the drive will continue at once down the Green to meet the drive from LaBarge Creek and both will then continue on to Green River City where they will be held in check by another huge boom.

Mr. McQuaig will personally supervise the arrangements for the Horse Creek drive and Gus Gill for the one on LaBarge creek. 90,000 ties

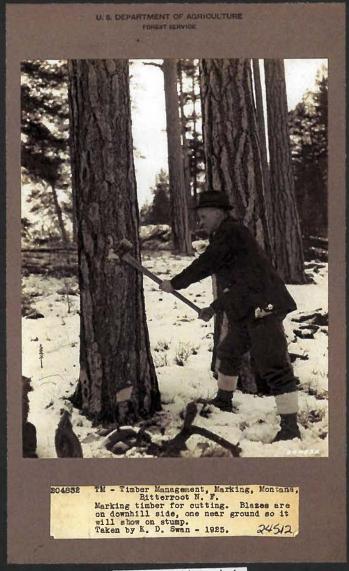
Tie & Timber Sales

In 1965, Mr. Albano was interviewed for a USFS Region 4 oral history project. Regarding his time at the Sherman Ranger Station, Jack talked about his work on tie sales. He explained,

"You know, to start with, when I say tie sale, so many people say "What do you mean, tie sale?" Well, it's making railroad ties. We used to call the lodgepole pine a weed tree until they found out they made fine railroad ties.

I was on the Piney District when Standard Timber cut in there and we had 500 tie hacks there one winter. They drove the ties down Horse Creek into the Green River. They'd boom that down to Horse Creek and when the river got low they drove (them) to Green River. There were river drives and they would take down 500,000 ties. It was quite an operation.

We tried to mark enough trees during the fall. Extra rangers from all the other Districts would come in and we would mark timber ahead. I knew about how many trees it would take to run the operation. We would checkmark just ahead of the choppers each week to see that all the trees were marked that should be marked, and the ones marked that shouldn't have been were cancelled. "



National Archives photo.

OUR NATIONAL FORESTS



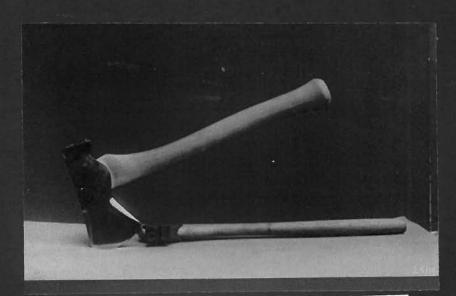
RICHARD H. DOUAI BOERKER, M.S.F., Ph.D., 1918

A SHORT POPULAR ACCOUNT OF THE WORK OF THE UNITED STATES FOREST SERVICE ON THE NATIONAL FORESTS

Source:

https://www.gutenberg.org/files/42391/42391-h/42391-h.htm

Marking the Timber for Cutting. In order to insure a proper restocking of the ground, all live trees must be marked or otherwise designated by a Forest officer before cutting can commence. Where individual trees are marked they are blazed and stamped "U. S." next to the ground on the lowest side of the stump. Additional blazes may be made several feet above the ground whenever desired by the purchaser for the convenience of his "fallers" or where deep snow may conceal the lower mark from the "fallers." Where both kinds of blazes are used, one man, in fairly dense pine timber, can mark from 500 to 1,000 trees in a day. Under no condition may unmarked or undesignated trees be cut by the purchaser.



Forest Service standard marking hatchet, US stamp on head. National Archives photo.

Railroad ties being inspected, stamped, and counted by Forest rangers near Evanston, Wyoming. Figure 70 of "Our National Forests", 1918.



Scaling, Measuring, and Stamping. Unless timber is sold by estimate, it must be scaled, counted, or measured before it is removed from the cutting area or place agreed upon for this purpose. In addition it must be stamped by a Forest officer with a regulation marking ax or similar instrument. Payment is made upon the actual scale, count or measure, with due allowance for defect. Logs or other material that has been scaled or measured are designated by a "US" stamp impressed in the wood so that the material may not be scaled again by mistake. Each merchantable log scaled is stamped on at least one end and unmerchantable or defective logs are stamped "US" in a circle. Material other than saw logs, such as mine timber, ties, posts, poles, or piling, after scaling, is stamped on at least one end.

Tie Hacking

TIE HACK OVERVIEW

(source: http://www.sweetwaternow.com/history-of-union-pacific-tie-hacks/)

Construction of the first transcontinental railroad progressed westward across southern Wyoming during 1867 and had made it to the city of Green River by October 1868. Thus, from the late 1860's through the mid-1940's, millions of railroad ties were cut from the forests of the Wind River Mountains and their foothills. The ties for this Union Pacific Railroad were floated down the Green River and its tributaries to the City of Green River. The men engaged in this work were called "tie hacks."



tie lengths - Lead Creek C.E.Pavre 3/26/30

Lodgepole pine trees near Lead Creek, a drainage which passes by about a mile north of the Sherman Ranger Station. USFS photo, BTNF-BPRD files.



Pushing ties into the creek. http://www.wyomingtalesandtrails.com/duboistiehacks2.html

Work as a Tie Hack

Tie hack crews spent the Wyoming winters in and around the Wind River mountains and the eastern flank of the Wyoming Range felling trees, shaping the trees into ties and hauling the ties to skid roads. At the roads, the men loaded the ties onto horse-drawn sleds that were taken to creek and riverbanks. The ties were then stacked near the banks until spring.

When the rivers and streams thawed enough to transport the ties, the annual "tie drive" would begin. A log and cable "boom" was stretched across the river and the ties were dumped in the water, creating logjams that sometimes stretched for miles. When the water subsided, the boom was cut allowing the ties to begin the journey to the City of Green River, a journey of more than 100 miles depending on where the ties were put in the river or stream.



Horse Creek boom dam. F.R. Mason, 12/18/1938 USFS photo, BTNF-BPRD files

Once the ties arrived at Green River City, they were caught by another log and cable boom. Men then pulled the large ties from the river and loaded them on rail cars. Once on the cars, the ties were shipped to Laramie where they would be treated with creosote, a dark brown oil distilled from coal tar used to preserve the wood. Finally, the finished ties would be sent out to where track was being laid or repaired.



Tie-hacks, also called river rats, were paid well for their dangerous work.

They are shown here with pike poles, moving ties down the Green River in the 1890s. Bill and Carrie Budd photo, Thelma Budd collection.

http://www.wyohistory.ora/encyclopedia/sublette-county-wyoming

Tie Hack Statistics

It takes about 3,000 railroad ties to lay a mile of track. At the high point of production, about 300,000 ties came down the river each spring, produced and delivered by more than 75 tie hacks. That rate of production would allow the railroad to lay 100 miles of track a year off of the ties collected in Green River. The Union Pacific laid around 500 miles of track across southern Wyoming. This number doesn't include spur lines or extra track used at train stations.

Tie hacks worked 10 grueling hours a day to receive around \$5 in pay, the equivalent of about \$140 today. One of a tie hack's main tools in the woods was his hefty broad ax.

TIE HACKING ON THE BRIDGER-TETON

SOUVE.

https://www.fs.usda.gov/detail/btnf/learning/history-culture/?cid=fsbdev3 063673

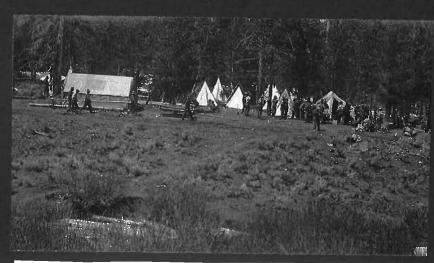
In 1867, tie hack activities on the Bridger-Teton Forest began along the <u>Upper Green River</u>. Tie sales and harvesting continued intermittently in the Kendall area until 1904.

The <u>Hams Fork</u> area was also the scene of early railroad tie hack operations on the Bridger-Teton, along with production of mine props for the coal mines in the Kemmerer area.

In 1919, the Standard Timber Company began operations in the North and South <u>Cottonwood Creeks</u>, with a number of tie hack villages established in that area. Isolated cabins were also constructed, and many are still visible, including locations along South Cottonwood Creek, Ole Creek, and Nylander Creek. A surge dam was built along Bare Creek to hold back the spring run-off. Timber operations continued along the Cottonwood Creeks into the 1930s.



Working ties into the creek, Bare Creek Landing. June 1924 USFS photo, BTNF-BPRD files



Tie driving camp on Bare Creek & Cottonwood. August 1925USFS photo, BTNF-BPRD files



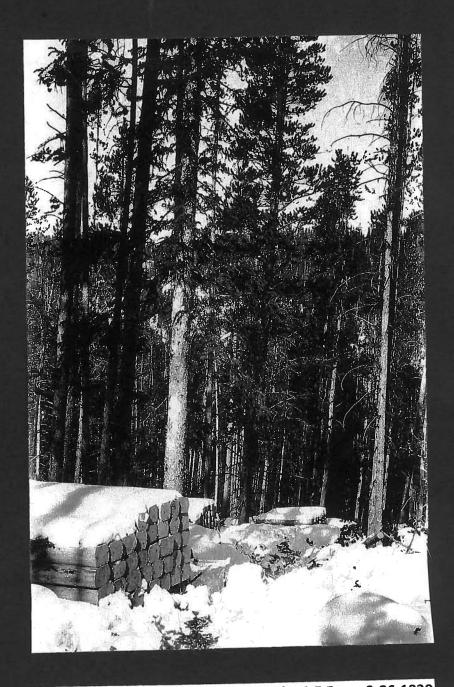
Bare Creek Surge dam under construction. Circa 1921 USFS photo, BTNF-BPRD files

By 1930, the Standard Timber Company had moved some operations north into the <u>Horse Creek</u> drainages. Villages and isolated cabins were constructed throughout this area as well, including at North and South Horse Creek, Pass Creek, and Elk Creek. One large village that no longer exists was at the mouth of Mill Creek; it was occupied by over 300 families with facilities including a commissary, school, several bunk houses, and many cabins for the families. A doctor came to the camp once or twice a month.



Unloading ties at landing. Horse Creek. C.E.Favre 3-26-1930 *USFS photo, BTNF-BPRD files*

The LaBarge Creek drainage was the next and final area on the Forest to be tie hacked. The first entry in this area was in 1937 when the Standard Timber Company established a major tie hack village on the banks of South LaBarge Creek. Tie hack activities in the LaBarge Creek drainage ended in 1952.



Ties parked on Strip Road – Lead Creek. C.E.Favre 3-26-1930

USFS photo, BTNF-BPRD files

Old USFS "mobile" telephone in wooden carry case. Photographed 2015 at BTNF Supervisor's Office, Jackson WY.

Forest Telephones

Wyoming National Forest Telephone System Summary

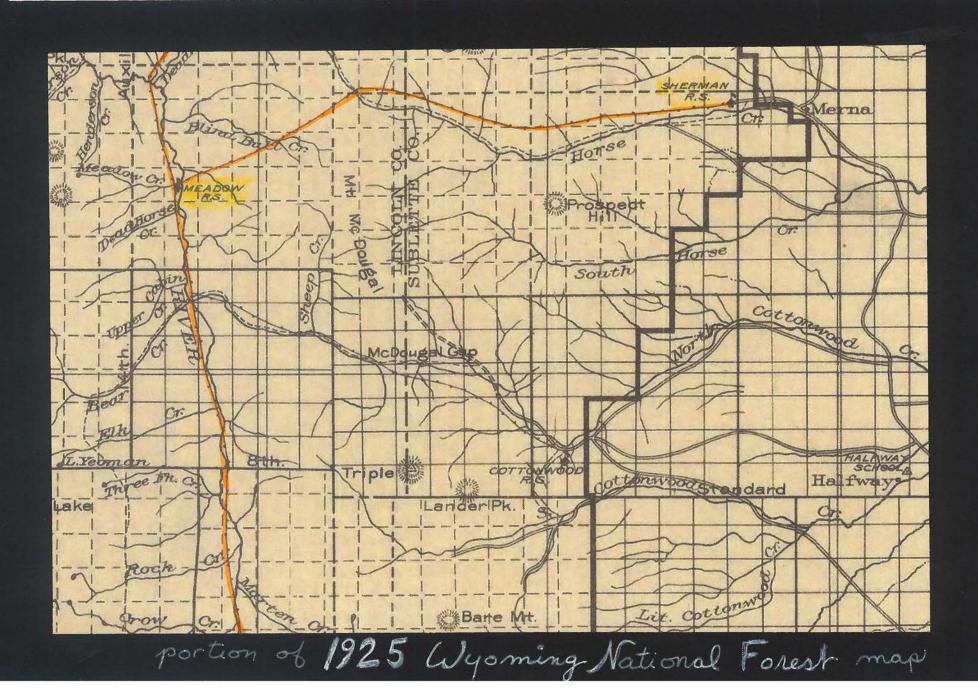
"The first forest **telephone line** started at Lloyd McNiel's ranch. It went up Greys River to the forks, then up Little Greys to McCain, then south through Telephone Pass down Deadman's Creek to Big Greys River; up Greys River to the LaBarge Creek Guard Station on LaBarge Creek then west over Commissary Ridge and down Smith Fork Creek to where Lander Trail came to Salt River at Porter's Ranch on the south end.

There was a switchboard at Porter's Ranch and one at Lloyd McNiel's Ranch. There were telephones at Gillis's Ranch, the fork of Greys River, the Fire Box Greek, the McCain Ranger Station on Little Greys, and Telephone Pass. One at Meadows Ranger Station, Corral Creek Ranger Station, then the LaBarge Ranger Station, and Porter's Ranch.

A branch line went up Blind Bull to **Sherman Ranger Station** (near Merna, general Prospect Peak Area) on the Big Piney side. They had a phone at Blind Bull Coal Mine while it operated.

The line was rebuilt in the 1930 by Ken Olson with C.C.C. boys. They built a new line up Greys River from the Forks to Deadman, and put a phone at Deer Creek and abandoned all the telephone line and phones on Little Greys River. They also put a phone at Young's Store and service station at Deadman."

LeRoy Skinner Oral History, online via Star Valley Historical Society, Wyoming. Mr. Skinner worked for the Forest Service 1928-1952. By 1925, a Forest Service telephone line had been installed to reach the Sherman Ranger Station. As depicted in the 1925 Wyoming National Forest map, from Sherman Station, the telephone line went west along Horse Creek for about 17 miles to a "T" at Blind Bull Creek, where the line branched both north and south. The southern line ultimately went to the Forest Supervisor's Office, located in Kemmerer.





Jim Robinson using an "air-conditioned" phone booth of the 1920's and 1930's, located at the Forks of the Little Greys and Big Greys Rivers. Telephone lines were built around 1922 from Star Valley to Greys River.

Lincoln County Historical Society photo.

Forest Telephones

Early in his career with the Forest Service, Ed Cazier became experienced in maintaining and rebuilding the Forest Service telephone lines on the Wyoming National Forest. Following are some related excerpts from Mr. Cazier's memoir, "The Last Saddle Horse Ranger".

I reported for duty May 1, 1926 at Afton and was assigned as helper to Charles MacDonald as maintain all telephone lines on the west side of the forest. We started by maintaining the line from Afton to Smoot. Ranger Harrison was along and about all I did was observe and hand them tools.

A few days later, with a pack string of two mules and one horse, and two saddle horses, we left Afton for the McNeel ranch on lower Salt River. To me it seemed that we had enough food to do us sixty days and enough tools and equipment to maintain all the telephone lines on the forest. We camped at McNeels that night and the next morning I climbed my first telephone pole. It was a tall slim pole and when I looked up it I was sure that it was a milc high and before I reached the top I was positive. I wanted to say a little prayer but Charley was impatient and was not noted for being liberal with his advice. As I stepped up to the pole he said, "Keep your hooks in and your behind out." This proved hard to do as I wanted to hug that pole but mind prevailed over fear and I finally reached the top, made the tie-in, and came back down safely. The fact that I did gave me courage to face the days ahead.

As we packed up and left McNeel's ranch our pack string looked like a gypsy caravan, headed for Bagdad. Even our saddle horses were loaded with extra gear. It took us ten long days to reach the Meadows Ranger Station and every day it rained. Our beds were

Telephone Line Maintenance

damp enough to feel like we were crawling into a puddle of water, the lash ropes were so stiff you could have made fish poles out of them, and our leather goods were stiff and unwieldly. Still Mac pushed us on. I held my breath many times while he climbed poles held up only by the line wire. He was the most dedicated individual that I had met to date. He was also the best botanist that I have ever known. In addition to moving camp twice each day, cooking three meals, and looking after the horses, I helped with the line maintenance job. To take up any slack, we collected plants and more plants. I had plant identification crammed down my throat every waking minute, it seemed. I believe that I could have named every plant common to Greys River for we collected them all.

Mac tried to teach me something about the telephones but had little time. Some poor work had been done in the past on the phones themselves and all connections had to be resoldered. I always knew when he came to a poor job of soldering for he would always say, "If I had a parrot who couldn't do a better job of bird skeet soldering than this I'd wring his neck." Knowing Mac, I really believe he would have done so. Some of the work we did would not bear too minute an inspection along this line. When the rain ceased, the wind blew and, if you want a difficult job of soldering, try heating your iron with a blow torch in a five gallon can, with the side cut out, and holding acid core steady, when your hands are numb, then you can approximate our situation. I know that we did some rough work for I went over a part of it five years later with Chet Olson and he promptly dubbed some of it "bird skeet soldering" and wondered who did it. Temptation looked me right in the face but I did not betray my partner.

Telephones & Fire Lookouts

TWO NEW FIRE LOOKOUT STATIONS ERECTED BY FORESTRY DEPT. IN COUNTY

Two badly needed lookout cabins have been erected by the Forest Service in Sublette County this summer. One is at Bald Mountain on North Piney and the other on Prospect on Horse Creek.

Communication by telephone and radio will be possible from both points, Bald Mountain With Big Piney and Prospect with Afton.

The cabins were put up under the direction of MikeBuol, carpenter for the CCC. L. W. Roberts built the one on Prospect.

These lookout stations will be manned when the weather station located at Cora indicates low humidity, because there is greater danger of fire when the humidity is low and also greater denger of fire spreading.

Fife guards are first placed when the humidity or moisture in the air reaches a certain deficiency as indicated by the psychrometer at the weather station. As the deficiency increases additional guards are put on.

Because of high humidity during the present season guards have not yet been placed at these stations.

As hot weather incresses each person should think of himself as a fireguard and see that all matches and fires are put out at all times. For at fires are so of an caused by creasuress which a little care would prevent. Cool green forests and colorful wild flowers disappear in forest fires.

"CCC Crews and funding provided muchneeded infrastructure in the Forest Service
fire management program. Throughout
from 1933 to 1941, the CCC erected fire
lookout towers, then connected them to
wire over rugged terrain. These
improvements contributed to a system
that quickly proved its worth"

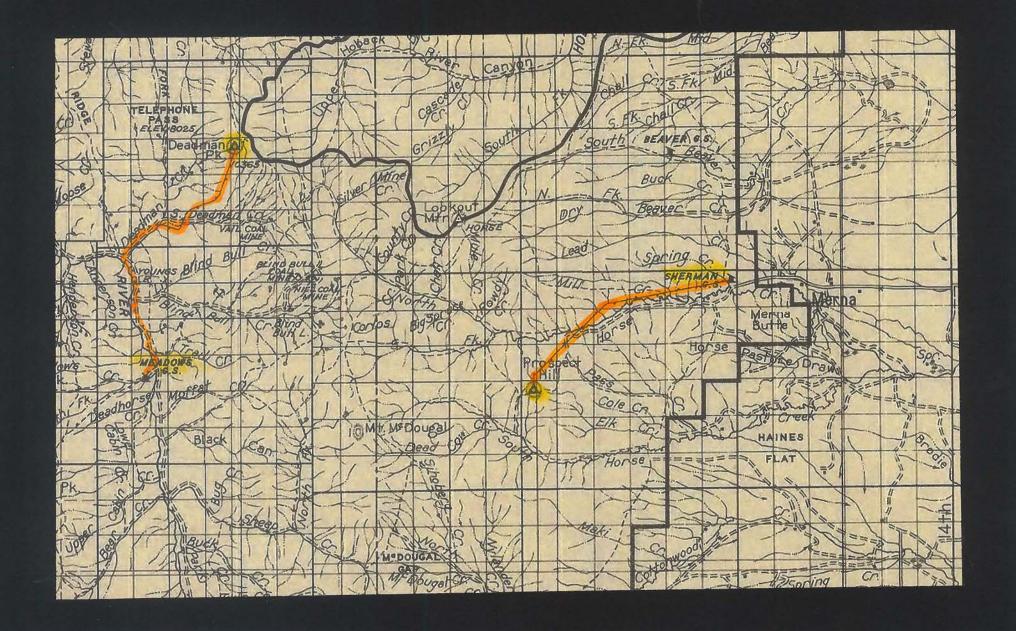
Lookouts, Latrines, and Lodgepole Cabins: Administrative Facilities of Context Statement, p.63

Worth:

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Context Statement, p.63

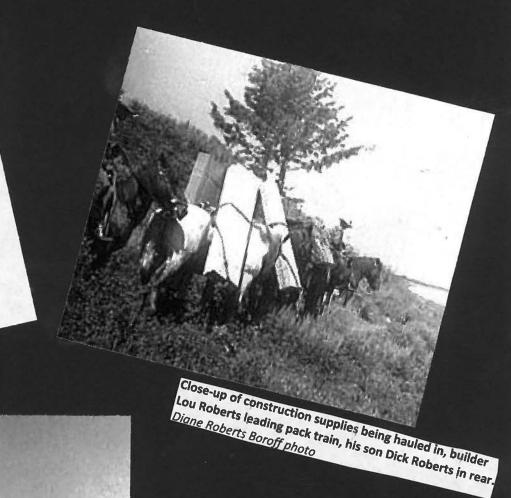
Volume 1, Historic



A telephone line connected Prospect Lookout with the Sherman Guard Station. (In 1939, Sherman Ranger District was merged into the larger Big Piney Ranger District. At that point Sherman was no longer a Ranger Station, rather it became a Guard Station.)

portion of 1946 Bridger National Forest map

At least 8 Fire Lookouts were built in 1941 by
the CCCs in what is today the Bridger-Teton
National Forest. Among these lookouts is
Prospect Peak. Its design, known as the
Region 4 Plan 80 Lookout House, is a small,
Region 4 Plan 80 Lookout House, structure
Region 4 Plan 80 Lookout House, is a small,
square, wood-frame, hipped roof structure
whose construction materials were easy to
pack to remote locations. This architectural
pack to remote locations. This architectural
plan worked well for isolated Bridger and
Teton fire Lookouts accessible only via long
hike or horseback.





Hauling building materials to the Prospect Fire Lookout construction site, Summer 1941. Diane Roberts Boroff photo

Prospect Peak Lookout boit 1941

Late spring snowmobiling

April 17, 2005

PINEDALE

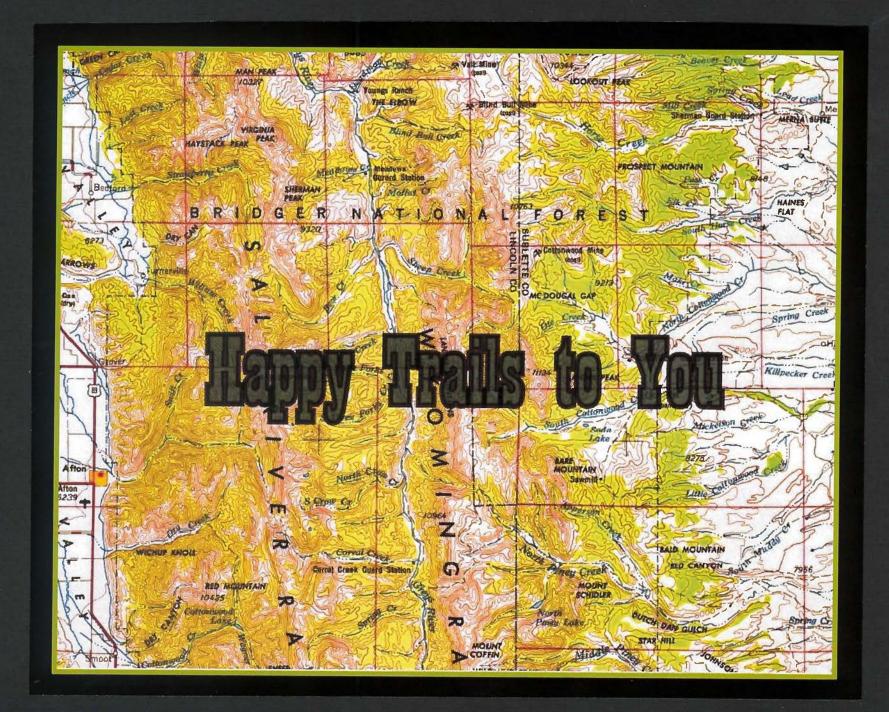
www.PinedaleWyoming.com www.PinedaleOnline.com Visitor's Guide to Pinedale, Wyoming www.PinedaleOnline.com

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Debbee Woyciesjes photo



Debbee Woyciesjes poses in front of the old Forest Service lookout tower on Prospect Peak in the Wyoming Range during her latest snowmobile ride on Sunday, April 17th.



Sherman Guard Station, 2017

