

YELLOWSTONE

Historic Structures Report Norris Soldier Station



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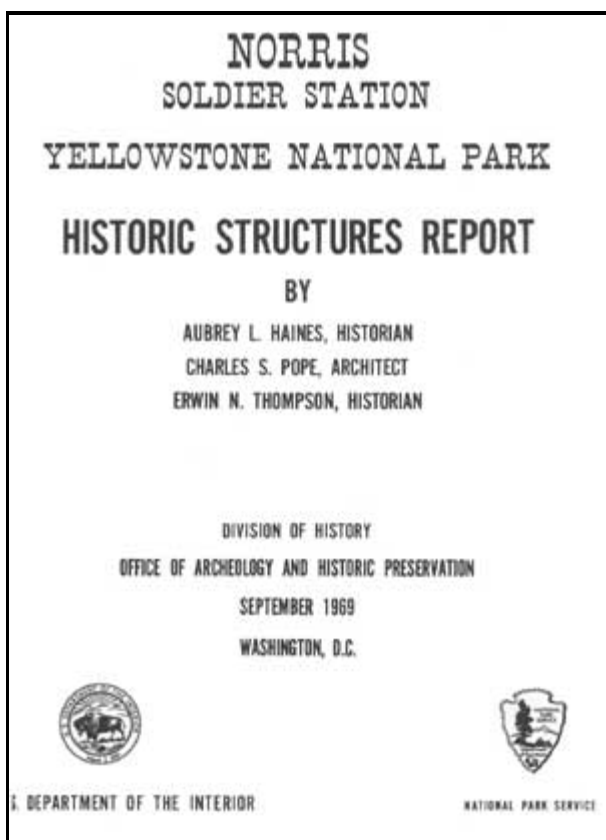
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hsr-norris/contents.htm
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Historic Structures Report Norris Soldier Station



HISTORIC STRUCTURES REPORT NORRIS SOLDIER STATION Yellowstone National Park

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September 1969

Division of History
Office of Archeology and Historic Preservation
Washington, D.C.

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FOREWORD

This Historic Structures Report on Norris Soldier Station, Yellowstone National Park, is prepared in accordance with Historical Resource Study Proposal YELL-H-5.

The writers hereby give notice of their appreciation to Mrs. Maxine Gresham and Miss Mary Gates for typing and assembling the report.

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ADMINISTRATIVE DATA

Name and Number of Structure:

Norris Soldier Station is Building No. 111 on the Yellowstone Register, and is classified as a CC Structure in the Historic Structures Inventory.

Realistic Estimate of the Cost of Proposed Construction Activity:

The estimate of \$20,020 covers the restoration-construction costs of the one building. A revised P.C.P. follows the estimate.

Norris Soldier Station Estimate

June 13, 1969 CSP

Foundation and lower structure work

Raise North wing, lower ground, install concrete foundations, replace rotten bottom logs, rotten joists and flooring where required - 600 SFT @\$10	\$6,000
Excavate and replace northwest foundations on east wing with drain tile on exterior. Replace rotted bottom logs as required. Remove floor joists and earth in NE Room and replace - LS	1,500
Cut concrete front porch back 4" on walls and top surface and replace with 4" reinforced concrete	1,500
	\$9,000

Repair middle areas

Replace 14 log ends @\$50 each	700
Repair sash and trim - LS	500
Repair chimneys and fireplace	300
	1,500

Roof work

Remove roofing, repair rafter ends and sheathing Reshingle - 30 squares @\$100	3,000
	1,500

Treat exterior and floors - paint interior

Repair and treat exterior - LS	1,500
Repair and paint walls and ceiling - LS	1,500
Repair and treat floors - LS	750

	3,700
<u>Electrical work</u>	
Electrical work for light and heat	1,000
	1,000
<u>Plumbing work</u>	
Plumbing for water with soil line	1,000
	1,000
<u>Grading and Miscellaneous</u>	
Grading, cleanup and Miscellaneous	770
	770
	\$20,020

PROJECT CONSTRUCTION PROPOSAL

STATEMENT OF MANAGEMENT'S REQUIREMENTS, PROPOSED WORK, AND ITS RELATIONSHIP TO OTHER FACETS OF THE PARK PROGRAM. *(Provide detail data for "Management Information" on Form 10-411a, Supplemental Sheet and attach.)*

Restoration of the Norris Soldier Station, including structural repairs, and the extraordinary professional supervision necessary in rehabilitation and restoration of an historic structure. The Soldier Station building is 23 x 67 feet with a wing 16 x 36 ft; floor area 1,877 sq. ft. and volume of 16,928 cu. ft.

Soldier Station building is a log frame on a concrete foundation, lumber finished and with a wood-shingle roof.

Its restoration is necessary to preserve the last unaltered Soldier Station, and to furnish it and provide for a meaningful interpretation of the structure and the Army Patrol system in Yellowstone National Park, as it was 1909-1918. See, "Report on Historical Structures at Yellowstone National Park," by Ray H. Mattison, September 1960; and, "Historic Structures Report - Norris Soldier Station," by Aubrey L. Haines, February 1961 and Historic Structures Report October 1966

LOCATION WITHIN AREA OF TERMINI: Norris Campground

PARK: Yellowstone National Park

BLDG. OR RT.# AND SEC.: Bldg. #111

PROJECT: Reconstruction of Norris Soldier Station, County: Yellowstone, State: Wyoming

PCP INDEX NO.: B-374-2

CLASS (B) — Estimate based on preliminary plans

ITEM	QUANTITY	COST
Foundations and lower structure work	LS	\$9,000
Repair middle areas	LS	1,500
Roof work	LS	3,000
Treat exterior and floors-paint interior	LS	3,750
Electrical Work	LS	1,000
Plumbing work	LS	1,000
Grading and Miscellaneous	LS	770
ESTIMATE TOTALS		
Construction		20,020
Plans, Surveys, and Supervision		4,010
Contingencies		2,670
CONSTRUCTION SUB TOTAL		26,700
GRAND TOTAL		26,700

Summary of Architectural Evidence in Historical Data

1901. Post Commander Pitcher designs a new T-shaped station for Norris, having separate rooms for officers and teamsters. (Pp. 25-26; Plate 1)

1908. Existing (third) Norris Soldier Station erected, generally following Picher's plan. Visitor refers to kitchen and verandah in new stucture. (P. 30)

As-built plans and description of new station. (Pp. 31-32; Plate 2)

1911. Condition of station. Reinking and window panes needed. Repairs undertaken. Lacks fire protection. Reference to root cellar inside. Number of occupants. (Pp. 33-34)

1915. Canteen in building. (P. 36)

1916. NPS rangers take over station, temporarily. (P. 37)

1918-19. General repairs made. Interior and windows painted. Glass set. Kitchen chimney and fireplace repaired. (Pp. 38-39)

1959. Earthquake damage to chimneys and fireplace. (P. 39)

Present condition. (Pp. 39-40)

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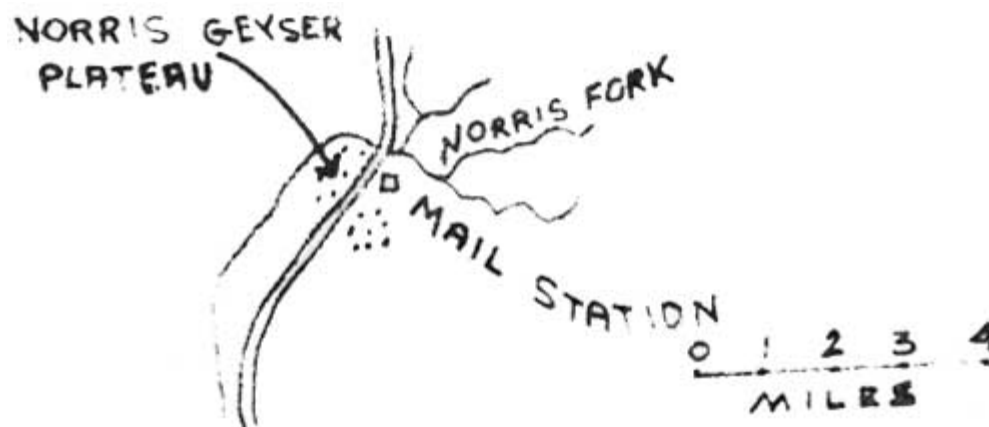


HISTORICAL DATA

First Civilian Administration

Philetus W. Norris, Yellowstone's energetic second superintendent (1878-82) who sported buckskins for his photograph, lent his name to the first major geyser basin south of Mammoth Hot Springs. An attraction in its own right, the Norris basin later became an important junction when engineers constructed a road from there to Canyon, thus putting a girdle across the "Great Loop Road" that hooked together many of the principal scenic parts of the park.

Soon after arriving at Yellowstone, Norris carved out a wagon road from Mammoth south through Norris basin and on to the Lower Geyser Basin. In the fall of 1880 two entrepreneurs, Marshall and Golf, built a mail station on "the Norris Fork" of the Gibbon River, as a part of a system that carried mail from Mammoth through the northwest portion of the park to the Madison entrance on the west boundary. Norris described the station as being a "rude earth roofed cabin and barn." In the same report he had said that he had bridged the Norris Fork as well as other branches of the Gibbon River. The location of this mail station is not known. In his 1880 report, Norris enclosed a map of the park that showed the station. While the map should be considered only generally, the cabin possibly stood in the handsome meadow somewhere near the present structure that is the subject of this report. [1]



In his next annual report, 1881, Norris enclosed a map of the park that showed a "hotel site" in the vicinity of the Geyser basin. His report does not make clear if this was a proposed undertaking or one in being. By 1883, however, the Yellowstone Improvement Company had established a tent hotel on a low ridge across the Gibbon River from today's structure. [2]

The first concept of a government building at Norris originated with Yellowstone's third superintendent, Patrick H. Conger (1882-84). In 1883 he requested authority to erect "five comfortable cabins" throughout the park. These he would man with the ten assistant superintendents who had been appointed to help him manage the park. In November Conger submitted a plan for these cabins, each of which would cost \$332.50. He acquired the approval and undertook construction in 1884, before his resignation on July 28. The

Livingston Enterprise, on July 5, reported that "four stations are being erected by Major Conger . . . for his assistants . . . [at the] Spring Norris, . . . Firehole basin, the Great Falls and the Lake." On July 14, James H. Dean, one of the ten assistants, wrote Conger: "In accordance with your instructions, I proceeded to the Norris Geyser Basin on the 8th inst. and selected a location for the building." In August he wrote that he and his wife, "with teamster and team loaded with our supplies and household effects, arrived here at 12:15 o'clock on the morning of the 13th, and are snugly fixed in the new quarters assigned by you." He added that "Mr. Douglas and his men will report to you tomorrow, they having completed the erection of the building here." However, Dean was not as snugly fixed as he first thought. By autumn he asked to be transferred back to Mammoth for the winter, "only on account of this building not being plastered." [3]

Although the statement has been made that this "four-room, frame house" was never used by the assistant superintendents, Dean's letters lead to the conclusion that it indeed was occupied. The following summer, 1885, Asst. Supt. W. C. Cannon apparently also resided here. A visitor to the park wrote that he had traveled with Cannon, "stationed at present at the Norris Basin." [4]

Military Administration

In 1886 great changes occurred in the short history of the Norris area. Regular troops of the United States Army arrived to assume the administration of the park. A new company, the Yellowstone Park Association, built a new hotel at Norris. The first of these events is considered to have been a success; the latter quickly met with disaster.

On August 20, Capt. Moses Harris, commanding officer of Troop M, 1st Cavalry assumed the duties of acting superintendent, marking the beginning of 32 years of army administration of Yellowstone. With him were two officers, 30 enlisted men, 56 horses (18 of them unserviceable), three army wagons, one ambulance, and 17 mules. Harris promptly stationed detachments at six places throughout the park, one of them being Norris. The size of this first detachment is not known, but it must have been small -- perhaps one non-commissioned officer and two or three privates. The house that Conger had built in 1884 became the soldiers' station. [5]

In October Harris reported that "these stations have been continued to the present time, and from frequent inspections made by myself and the officers in my command I am assured that the private soldiers and non-commissioned officers in charge have performed their duties faithfully." With the coming of snow that fall, Harris withdrew all the detachments to Mammoth for the winter. The captain did not state whether or not he had "snowshoe" (ski) patrols made that winter, a practice that would soon become common and which is continued today. [6]

Even before the troops arrived at Norris, the Yellowstone Park Association had acquired a lease to an acre of ground at Norris. However, as Captain Harris discovered, the new hotel that the company built at Norris in 1886 was not within this acre. He informed the Secretary of the Interior, however, that the actual location was a good one. In connection with the hotel, Harris reported that Capt. Dan C. Kingman, Corps of Engineers, expected to complete the new crossroad from Norris eastward to Canyon that season. [7] Norris Geyser Basin, with a hotel and a soldier station, and now a road junction, was becoming a busy place during the travel season.

Among the duties that the troops carried out at Yellowstone were: fire fighting, protecting the natural features, assisting visitors, and patrolling for poachers. Their first success in this last

came early in 1887, at Norris, but before the station had been opened for the season. A patrol from headquarters at Mammoth came upon one of the Yellowstone Park Association's teamsters, William James, trapping beaver on the Gibbon River, near the Norris hotel. Harris had the pleasure of expelling James from the Park. [8]

As soon as the snow melted that spring, Harris established the various stations. The big excitement for the troopers at Norris that year came on July 14, when the new hotel burned to the ground. The company quickly erected tents for visitors then, as soon as possible, threw up a temporary and wholly unsatisfactory structure that it called a hotel. This establishment would be the source of complaints from visitors for the next few years. Harris described it as "a long and narrow one-story building built of 1-inch pine boards. It has some twenty small sleeping rooms, is cold and open, with no appliance for heating beyond a sheet-iron stove in the common hall." [9]

In 1888, Troop M was augmented by the arrival of a 15-man detachment of the 22d Infantry from Fort Keogh, M. T. Camping one night at Norris, probably next to the station, the infantrymen marched on to spend the summer at Lower and Upper Geyser Basins. Although the post returns generally failed to record troop assignments, probably a small detachment from Troop M occupied Norris this summer as it had in the past. If so, the cavalrymen had a busy moment that September when Pvt. Thomas Horton, an infantryman, fell from a wagon which rode "over his body injuring him very severely." He was placed in the wagon and brought to Norris. Later, an army ambulance took him to Mammoth. [10]

Troop M transferred from Yellowstone in May 1889. Marching in as replacements were Troops A and K, 1st Cavalry. The new acting superintendent, replacing Harris, was Capt. Frazier A. Boutelle, commanding officer of K Troop. A dozen years earlier, Boutelle had been a green second lieutenant caught in the opening battle of the Modoc War. Now he was a veteran and undertook to administer the park with a hand that was sometimes rather heavy.

Two forest fires near Norris in the summer of 1889 illustrated the importance of having a station at that point. The first occurred around July 27. Boutelle, taking no chances, marched 75 men down the road from Mammoth to fight the blaze, which proved to be small. In September, the non-commissioned officer in charge at Norris discovered a fire in thick forest four miles from the station, along with evidence that suggested arson. He and his men succeeded in putting out the fire. A sergeant from another station (the stations were by then connected by telephone) discovered and arrested the suspect, who was put out of the park. [11]

Troop A, 1st Cavalry, left the park at the end of the 1889 season, returning again for the summer of 1890. In December 1890, Boutelle and Troop K, 1st Cavalry, transferred. Two months later, February 1891, Troop I, 6th Cavalry, arrived at Mammoth and its commanding officer, Capt. George S. Anderson, became acting superintendent, a position he would hold for six years. [12]

Anderson outlined the duties of the troops assigned to the various stations: 1. to prevent mutilation and destruction of objects of interest, 2. to prevent disorders that might arise among the laboring people or tourists, 3. to prevent fires, and 4. to patrol in winter for poachers and hunters who live on the park borders. [13]

Disaster again hit at Norris in May 1892 when fire leveled the temporary hotel. The company appealed to Captain Anderson for the temporary use of the soldiers' station "as a waiting room for stage passengers." Anderson granted permission, saying: "I naturally expect that, if possible, you will make some arrangement for shelter and working place, for the two soldiers stationed there." The detachment probably was soon increased inasmuch as Troop D, 6th

Cavalry, arrived at Mammoth that same month for summer duty. [14]

For the time being the Yellowstone Park Association decided not to rebuild a hotel at Norris - although Captain Anderson continually stressed the need for one. Instead, a lunch station provided for the needs of visitors. This was sufficient service for, by 1893 Capt. Hiram Chittenden, CE, had started work improving the road north of Norris. Stages from Mammoth could now easily reach Norris by lunch time, then continue on to Lower Geyser Basin or Canyon the same day.

The lunch station's management was another matter. Larry Mathews held this job in 1893. A visitor named C. S. Batterman with three ladies stopped at the lunch station one afternoon and asked for milk. According to these visitors, Mathews told them he had no milk, but did have lots of beer. Finally, the proprietor brought some milk and asked Batterman 25¢ a glass for it. When Batterman refused to pay the price, Mathews ordered him out. An aroused Batterman declined to leave; where upon Mathews said "that no pricks were allowed in his house" and he would have the soldiers throw them out.

Bannerman, insulted, reported the affair to the sergeant at the soldier station. Even before the visitor finished the tale, Mathews came rushing in and told the sergeant that Bannerman was a thief for he had stolen a glass and broken it. Such were the duties of the military at an outlying station.

That same summer a serious fire broke out on the roadside one-half mile from Norris. The detachment immediately reported it to Fort Yellowstone and asked for a half dozen men to help put it out. Even while Captain Anderson was ordering a detail to ride down, a second report arrived that the fire was out of control. All the men of two troops worked for almost three weeks to extinguish the fire. Had the Norris station not existed, the fire could well have been worse. [15]

By 1894, and perhaps well before, troops had begun manning the stations on a year-round basis. The detachments would increase during the summer when reinforcements arrived from army posts in Montana Territory. During the winters, only two or three men would stay at the outposts. These were lonely and sometimes dangerous months. At Norris the tedium was broken by visits between the troops and the winter keeper at the lunch station. Periodically a trooper would ski to Mammoth to pick up the mail for all the stations. The men would also make ski patrols both to the nearest stations and to snowshoe cabins (stocked but unmanned cabins generally located along the park borders or in river valleys that poachers found tempting).

The dangers of winter were highlighted in March 1894 when a private set out on skis from Riverside, on the west boundary, for the Fountain station to pick up the mail. His remains were not found for over a year. Anderson reported that the private was "supposed to have lost his way and died of exhaustion and exposure." Other accidents also occurred such as the fall from a horse that 2d Lt. L. Daniel experienced in May 1894. He died from the injuries a few days later.

Still, Anderson observed that the work of the men at the stations gave him the greatest satisfaction: "The duty is hard, involving much riding in summer, exposure to heat and cold, much snowshoe [ski] work in winter, and the incurring of many dangers. I find the freedom and ease of the life makes this duty very popular with the better class of soldiers, and I have no difficulty in obtaining from the best men applications for this sort of service. [16]

The captain had the summer fire patrol system well worked out by this time: "My rule is to have a man start every morning from each of these stations, carrying with him a bucket and a shovel with which to thoroughly extinguish any smoldering embers that may be found in the

abandoned camps of tourists. These patrols continue on their way until they meet similar patrols from the neighboring station." The Norris district changed its boundaries from time to time but it generally consisted of the drainage basin of the Gibbon River. One report had it reaching from Apollinaris Spring (between Norris and Mammoth) to Mt. Holmes, south along the divide to the Madison Canyon, along the Gibbon River to the Falls, northeast to the Canyon Hotel, then northwest back to Apollinaris Spring. Troopers from Norris made summer patrols in three directions: north toward Mammoth, south toward Lower Geyser Basin, and east toward Canyon. [17]

Starting in 1895, the sergeants in charge at Norris began to submit monthly reports of events at the station. Depending upon the particular sergeant, many of these reports consisted of little more than recording routine patrols and the weather. Occasionally, a sergeant would note more than the routine. For example, Captain Anderson visited the station twice in May. On his second trip he ordered Corporal Larson to report to Fort Yellowstone for pistol practice. The next month two officers arrived from the Firehole transporting the body of the soldier from Troop D, 6th Cavalry, who had died from exposure a year earlier. In July, Sect. of War Daniel S. Lamont made a brief visit to the station when passing through the park. A few arrests were made during the summer, such as one on September 6: "Pvt. Larsen [the former corporal, above?] escorted Oliver Germain who were [sic] arrested here for leaving his Campfire." [18]

In 1897 Col. S.B.M. Young and troops of the 4th Cavalry took over the administration. Whether because of Young's new broom or other reasons, the Army began building new stations and snowshoe cabins throughout the park over the next several years. Norris was the first of the stations to get new quarters.

Second Soldier Station at Norris

In September 1897, Pvt. Richard J. Welm, in charge of the three-man detachment at Norris, wrote that a "carpenter on new quarters arrived from Springs." The Army purchased 1,500 bricks (\$22.50) from the Yellowstone Park Association for the new quarters. Throughout the fall and early winter, entries in the Norris reports showed that the soldiers engaged in finishing the interior of the structure: "Worked on quarters," "Papering station," "Laying floor," and "Putting on map boards." Officially the new station got little note. A. E. Burns a civilian "overseer" in the engineer's office wrote simply that "a soldier outpost station was erected at Norris and the outpost stations at Riverside and Mud Geyser were repaired."

Fortunately, a photograph of the quarters built this year has survived. The log-walled structure stood 1-1/2 stories high; it had a shingled ridge roof, a central chimney, and a shed-roofed veranda on the front. The photograph shows a flagpole in front of the station and steps in the embankment leading down toward the river. Another structure also appeared at Norris in 1898. The engineer reported that "a shelter for tourists was built at Norris." Inasmuch as the report concerns only government construction, one assumes that the shelter was located either on the edge of the road near the lunch station or perhaps at the soldier station itself. [19]

In addition to the Yellowstone Park Association's lunch station at Norris, the Monida and Yellowstone Stage Company, which transported visitors who entered the park via the west entrance, erected a barn in 1898. This building could stable 12 horses and had "additions for grain and sleeping quarters for drivers and stock tenders." Also, this company kept a coach and a surrey at Norris. [20]

Colonel Young, soon after taking command, issued special instructions for the individual

stations. He defined Norris' boundaries and patrol routes, and held the detachment responsible for preventing forest fires, preventing irregularities in the basin itself, and for enforcing park regulations. If the mail was delayed, the station could send a patrol to Fort Yellowstone every ten days to pick it up. Young also wanted to be notified by wire immediately whenever an arrest was made. The instructions concluded with: "The beaver in Winter, Straight, Obsidian, Solfatara, and Cascade creeks and in the Gibbon River must be carefully guarded. Report any moose or sheep sign at once by telegraph Patrol carefully for bear trappers in the whole district." [21]

The soldiers obeyed these special orders with varying degrees of enthusiasm and success. On August 14, 1897, highway robbers held up two stagecoaches and an army dougherty wagon between Norris and Canyon, escaping with \$500. Sgt. Denis Discole, then in charge at Norris decided to pursue the thieves. He rode over to Canyon and made a number of "uncalled-for" arrests among the visitors. His efforts went unappreciated, he being "so far under the influence of liquor as to place him beyond the use of any judgment in the actions he took." [22]

Sgt. Max R. Welch, in charge of Norris in December, stood in contrast to his predecessor. A private from Thumb Station had started for the Lake Hotel in 36° below zero temperature and had failed to arrive. Headquarters ordered Welch to assist in the search for the soldier. The sergeant and two of his men set out on skis at midnight and arrived at the Lake Hotel 16 hours later. Later that same day Welch and another soldier found the missing man's body, which was eventually taken to Mammoth. By the time Welch returned to Norris, he had traveled a total of 132 miles in eight days and in below zero weather. [23]

Despite Welch's feat, Capt. James P. Erwin recommended to Colonel Young that Norris not be manned during the height of winter. Its only importance during that season, he thought, would be its availability "as a resting and stopping place for all parties on snowshoes, and from the post to the [other] stations in the park." Young withdrew the detachment for the rest of that winter; but in later years his successors usually retained a detachment at Norris the year round. [24]

A few structural details of the second station emerged from a variety of 1899 sources. An inspector general visited Norris that summer. In his report he stated: "There are one Corporal and two privates stationed at the place. They patrolled ten miles north of Crystal Springs and five miles south, daily. One man is kept on the Formation when excursionists are there, his duty being to inspect all arms, which are required to be sealed." He observed that the "station was in good police, but needs repairs." Everything else: the men, their arms, clothing, equipment, and horses, all were in good condition.

In his annual report for the fiscal year 1900, Capt. H. M. Chittenden, after describing a new soldier station built at Riverside that year, noted that the Norris station had been "plastered with mortar between the logs and repaired wherever necessary." The inspector general would have been pleased. [25]

By the end of the century the Army had nine soldier stations and nineteen snowshoe cabins throughout Yellowstone National Park: [26]

Stations

Soda Butte	Upper Geyser Basin
Norris	Thumb
Yellowstone Falls (Canyon)	Lake
Riverside (Madison entrance)	Snake River

Lower Geyser Basin

Snowshow Cabins

Hellroaring Creek	Obsidian Creek
Geode Creek	Observation Peak
Slough Creek	Gneiss Creek
Gallatin Creek	Mary Lake
Gallatin Lake - Three Rivers Peak	Astringent Creek
Mt. Holmes	West of Shoshone Lake
NW of Belcher River	Park Point
Belcher River	Trappers Creek
Lewis River	Lamar River
Heart Lake	

The Yellowstone Park Association replaced its lunch station at Norris with a "very comfortable little hotel" in 1900. It had only seven rooms for guests and in practice continued to serve very much as a lunch station. It was located on the edge of Porcelain Terrace, and visitors could "sit on its broad and sheltered veranda" to watch "the geysers in the distance below." Capt. John Pitcher, 1st Cavalry, who became acting superintendent the next year, thought that the location was far superior to that occupied by the lunch station. [27]

In the fall of 1901, Captain Chittenden recommended to Captain Pitcher that the existing station houses be enlarged and improved. Pitcher accepted the idea and, a few weeks later, informed Chittenden of his plans to increase the number of stations and to enlarge some of the existing ones. He said that Norris, which was "the poorest station we have and yet . . . is the one which is most used," should have two additional rooms: "I want one room there for use of officers and employees of both of our establishments [those under Pitcher and those working for the engineer] and one for the use of teamsters." Along with the letter, Pitcher enclosed a pencil sketch (a redrawing of which is included in this report) of his ideas for new stations. While this drawing had no immediate effect on Norris—which was to be enlarged only—it is worth noting that the plan called for a T-shaped cabin. Pitcher said of it that "the room which is called 'officers room' on the sketch is intended for the use of officers and such employees of your Department as you may designate. It should have a separate entrance, and be provided with a large open fireplace." [28]

Pitcher's desired improvements for Norris took the form of a separate, small structure built next to the station in either 1904 or 1905. This building, which appears in the photograph of the second station, was known among the troops as the "officers' dog house." [29]

The duties of the enlisted men at Norris did not change with the coming of the new century. In the fall of 1901, a special detail of seven men received the task of putting in a winter's supply of wood for the detachment. Entries in the monthly reports showed the sergeant repairing and policing the corral and stables -- features that no longer exist. Avalanches of regulations and orders descended upon the detachment from time to time, especially during the years Captain Pitcher was in command. One of these directed the men to be inside their station by 10:30 p.m. and to stay there until reveille. Another ordered "bear guards," those men assigned the duty of supervising the evening feeding of bears near the hotels, to remain at their posts until 9:00 p.m.

A 1906 circular authorized the non-commissioned officers in charge of the station to kill mountain lions, coyotes, and timber wolves. They were not to delegate this authority to any of their men. Those rules that follow army men everywhere appeared regularly: Policing the station and its vicinity; clean, neat, and proper uniforms; burying all refuse and slops; at least

one man being present at all times; candles and matches to be kept out of the stables. All these and many more regulated the soldier's day.

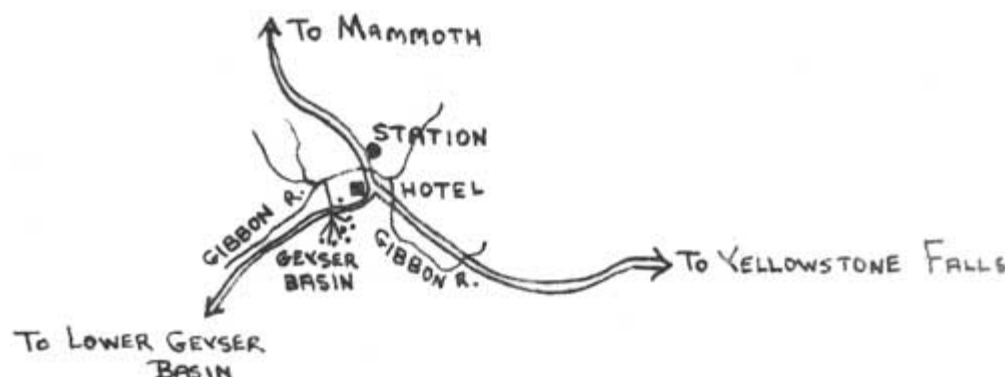
The men ate breakfast at 6:30 a.m., dinner at 12:00, and supper at 5:00 p.m. The horses ate at 6:00 a.m. and again at 4:30 p.m. The station was off-limits to women except that the "non-commissioned officers may permit tourists to visit or go through their quarters or stations at any time between the hours of 4:00 o'clock p.m. and 6: 00 p.m." [30]

Apparently some of the enlisted men irregularly occupied the officers' quarters in preference to their own squad room. In 1907 Pitcher found it necessary to issue an order stating that "the bunks, bedding, and furniture of any kind pertaining to these buildings will not under any circumstances be removed therefrom, nor be used by an persons except . . . [officers and others properly authorized]." Furthermore, "these buildings will be kept in good order and ready for occupancy, but must be closed and locked at all times except when in use." [31]

Despite all the supervision and regulations, the soldiers did not impress Col. S.B.M. Young as being the ultimate guardians of Yellowstone. In contrast to Captain Anderson's favorable impressions a few years earlier Young recorded his conclusions in 1907:

Two years' experience in governing the park with troops and comparing the results of enforcing due observance of all rules, regulations, and instructions through the troops, and through the few [civilian] scouts that in reality are civil guides, leaves no doubt in my mind about the superiority of a trained and well-governed civil guard for this particular and difficult duty. While I found some excellent, intelligent, and conscientious noncommissioned officers and privates who have taken interest in carrying out their instructions in park duties, the majority are indifferent and appear to resent being required to subserve both the military interest and the interest of the park, on their small pay. [32]

Despite Young's appraisal, the Army continued to administer the park. In 1907, the Army engineer built platforms at Norris to aid visitors in getting out of coaches. The record is unclear if these platforms were at the station or near the hotel. A 1907 map of the area showed the relation between the two establishments. [33]



Third Soldier Station at Norris

In February 1908, the second Norris Soldier Station burned to the ground, leaving only the officers' quarters and, presumably, the stables. [34] No records have yet been found that describe in detail the construction, costs, and materials of the new station. It possibly stood completed as early as that summer; if not, it did exist by the following year. Lending credence to construction in 1908 is the description of a visit to Norris that year by a civilian photographer, Mode Wineman. Wineman did not specifically state whether or not the station

had been rebuilt, but his account implies that it had been:

Not far away was the Norris Geyser Military Station and toward that we raced. . .
. The soldiers at supper heard me from afar and ran to learn the trouble.

I slipped into the kitchen . . . [and] stayed to supper with the soldiers who had the meal already spread on clean oil cloth. The fragrance of bacon, fresh baked bread, jam, fried potatoes and coffee made me as hungry as a wolf. This food they gave cheerfully and urged the storm-bound stranger to stay the night.

Wineman stayed only for a smoke on the veranda then went over to the hotel. [35]

A search in the Quartermaster and Engineer files in the National Archives and the Yellowstone Archives brought to light only one document pertaining to the construction of this third station. This was a set of floor plans and section views. In general, the T-shaped structure followed the suggestion that Major Pitcher had sent to Chittenden in 1901. However, some modifications occurred.

The station faced the Gibbon River. One stepped from the front porch into the "living room" (a later Army description called this more appropriately a squad room), Directly across from the door a huge stone fireplace occupied most of the far wall. To the left was the sergeant's room and another "bunk" (squad) room for the privates. To the right of the living room were two rooms for officers. These could be entered only from the porch, as Pitcher had suggested. The stem of the T included the dining room, kitchen, storeroom, and a back porch.

The engineers built the station as shown in these plans with only a few small changes: a concrete foundation and concrete front porch substituted for the logwork shown, and a hand rail on the back porch was not built. The only major structural change in later years occurred after the Army left Yellowstone. The kitchen chimney was moved from the storeroom wall and rebuilt against the dining room wall. Also, in 1915, a shallow but adequate root cellar was dug by the soldiers themselves under the storeroom, or pantry. [36]

An Army description of the completed building, found in the maintenance record of the park's government buildings, was not prepared until sometime later, probably not long before the Army's first departure in 1916:

Bldg. No. 72, Norris Soldier Station. Constructed by Interior Dept.; capacity, 20 men; Cost, unknown; Date, unknown; Walls, logs; foundations, concrete; roof, shingles; floor, wood; heat, stoves; light, oil; no water or sewer, total floor area, 2,140 sq. ft; main bldg., 23' X 68'; wing, 16' X 36' (1 squad room, 17 X 31; 1 squad room, 14 X 22; 1 NCO room, 11 X 15; 1 officers' room, 12 X 14; 1 officers room, 14 X 14; 1 dining room, 10 X 24; 1 kitchen, 10 X 12; 1 pantry, 8 X 8).

This same document listed the other government structures at Norris as being: "2 stables 28 X 18 (capacity 8 animals and 2,500 cu. ft. storage each); 1 storehouse, 10 X 14 (capacity 1,200 cu. ft.)." The description also summarized costs of repairs: 1914-\$15, 1915-\$37, and 1916-\$80. [37]

With the completion of the new station, the separate officers' "dog house" was no longer needed to house either visitors or the lieutenant occasionally assigned to Norris in these last years for the Army. Apparently it stood unused for a number of years a short distance from the station, near the present site of the Gibbon River bridge. About 1923 it was moved to the Gardiner River water intake to serve as quarters. [38]

The Yellowstone Archives contain weekly outpost reports for Norris that began in 1910. Only a few entries pertain to the structures themselves. These present a glimpse of the fortunes of the new station: [39]

Oct. 1, 1911

I took charge of this Station on the 18th of the month, and found the buildings and grounds in very good condition as far as policing and general care is concerned, the buildings are in need of some repairs to make them comfortable for the detachment and stock during the winter, both Barracks and Stable need rethinking, and some window glass in the windows needs replacing.

Nov. 1, 1911

The barracks are being repaired and put in comfortable shape as fast as possible, a man from the Quartermaster department is doing the work with the assistance of a man of the detachment.

There is absolutely no protection against fire at this Station should one get started in the buildings, the utmost caution is being observed.

May 18, 1912

A Brown Bear chased one of the men of this detachment, who took refuge in the barracks, the Bear would not go away although every means were taken to drive him away by shouting and throwing sticks and clods at him, but remained near the kitchen door so that it was necessary to kill him which was done by shooting him with a pistol. The entire animal, carcass and skin was destroyed by burning.

Aug. 4, 1912.

Strength of detachment -- two non-commissioned officers and 13 privates.

Sept. 28, 1913

Killed one bear, attempting to get in storeroom. . . . Bear was burned as soon as killed.

March 29, 1915

Detachment working on root cellar.

Other Details scattered through these weekly reports included such items as the time Private Caughlin was relieved from duty for allowing a park visitor to ride his horse while the private rode in the stagecoach. Then there was Private Walsh who got into trouble for selling an issue blanket to a civilian. Several reports listed the amount of ammunition on hand; a typical entry is for August 6, 1910: 300 rounds, rifle and 180 rounds, pistol. As so often in the past there were forest fires to fight, citizens to arrest for carrying unsealed weapons, and ski patrols to be made in winter. A modern touch appeared briefly in 1911 when several reports were typed rather than handwritten. At one time rations became short, but the soldiers succeeded in getting vegetables from the winter keeper at the hotel.

The winter keeper at the Norris Hotel, in November 1912, developed a new source of income by selling forbidden liquor to the troopers. On November 26, four privates arrived at the hotel to pass the evening playing cards with the keeper and his wife. They also purchased a quart

of whisky and some other liquor from their host. After a while, one of the soldiers cheated and another caught him at it. They fought. A truce was reached only to break out in more fighting, at which time one of the troopers grabbed the winter keeper's gun from the wall. Someone informed the corporal back at the station. But more guns appeared. In the end, no one fired his weapon and the trouble ceased when various participants fell asleep -- at both the station and the hotel. A few days later a new winter keeper arrived as did a wagon from Fort Yellowstone to haul all the liquor back to Mammoth. [40]

Another incident involving liquor and Norris occurred in 1915. A citizen was arrested at Lake for selling whisky and the troopers brought him to Norris, enroute to Mammoth. There being no cells at the station, security was difficult. Besides that it would seem that the soldiers slept well that night. In the morning the soldiers found that their prisoner and his horses had left. Two months later he had still not been apprehended. [41]

By 1915, if not earlier, a small canteen was maintained at the station. Here the privates could purchase cigarette papers, tobacco, beer, gum, toothpaste, candy, saddle soap, matches, and so forth. No hint exists as to where the stock was kept. It would seem that the person in charge retained the stock under his direct control and, no doubt, lock and key. [42]

Meanwhile, other events at other places were happening that would soon be felt at Norris. In 1916, the National Park Service was created to administer the national parks. By fall that year, the new organization was prepared to relieve the Army of the administration of Yellowstone. The Norris Station Book noted the changeover on October 24, "Rangers Delmar, Sager, Johnson and Brown arrived at Sta. from Headquarters at 2:30 p.m." The troops withdrew from the park. Norris continued to operate, but now as a ranger station. The next summer, a Ranger Wisdom assumed charge of the station on June 18. [43]

But the troop withdrawal proved premature, and Ranger Wisdom had hardly got settled when, less than two weeks later, he was relieved by a Sergeant McGlinn and a detachment from Troop B, 7th Cavalry. Because the U.S. Congress had failed to appropriate funds for the new National Park Service, the Army had returned to Yellowstone. For the next year the park's affairs were handled by two men: Acting Supervisor Chester A. Lindsley, Department of the Interior, who retained responsibility for administration, and Lt. Col. E. M. Leary, 7th Cavalry, who was responsible for police and protection. America was at war during this second Army period, and the troops at Yellowstone were of a different breed than the hard-bitten Regulars who had previously rode the patrols.

Relatively little of the flavor of this last year of the troops' being at Norris escapes from oblivion. On November 13, 1917, the sergeant in charge wrote: "Bear chewed two quarters beef by breaking into meat house night before last, we have received orders to shoot him." [44]

Toward the end of August 1918, the National Park Service being in business again, the troops withdrew for the last time. The date of their leaving Norris is not stated in the station book. The soldier entry was dated July 26. The next entry is for September 26: "Ranger E. F. Cushman took over station from Ranger Weiness."

Automobiles began traveling on Yellowstone's roads in 1917. As they increased in number and efficiency, business fell off at the Norris hotel, for cars could easily travel from Mammoth to Lower and Upper Geyser Basins in time for lunch. The company finally razed the hotel in 1927. [45] Nevertheless, the former soldier station continued to serve well as an important ranger station. Rangers still had fires, patrols, and visitor protection duties to carry out. The ranger assigned to Norris during the winter of 1918-19, undertook a general renovation of the structure. He painted all the interior, did general carpenter work, fixed the

kitchen chimney, painted the windows and set glass, scrubbed the floors, repaired the fireplace, and "went fishing. No fish." The last ranger to make an entry in the station book was Ed Burke. On June 22, 1921, he wrote: "Stopping traffic and taking care of camps." [46]

Under the National Park Service, the building at Norris continued to function as a ranger station in summer and as a patrol cabin in winter, until the earthquake of August 17, 1959. At that time the kitchen chimney fell down, breaking several rafters. The two chimneys in the sleeping rooms had several courses of brick loosened at the tops. The fireplace cracked and stones tumbled down its throat onto the hearth. Time too has affected the structure. The inadequate concrete foundation, that has always lacked a solid footing, has cracked and settled in several places. Due to a lack of ventilation -- the curse of nineteenth-century army structures -- floor joists have rotted. At one period one of the squadrooms served as a woodshed, with resulting damage. Also, the concrete front porch has suffered because of frost-heave and settlement.

The park staff has carried out preventative maintenance on the building in recent years, such as repairing the kitchen chimney and covering the deteriorating shingle roof with asphalt shingles. [47] Of the fifteen soldier stations established by the Army, Norris is the only remaining structure that is essentially unchanged. [48] The hotel and the station's out-buildings have disappeared from the scene. Paved roads, which would make Chittenden envious, lead automobiles past the quiet Gibbon, the green meadow, and the silent soldier station. But little has changed at Norris. The same peace and beauty that greeted the trooper each dawn still prevails. The cavalryman has disappeared from there and elsewhere. His memory and the story of the Army's efforts to administer the Nation's oldest national park remain.

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ARCHITECTURAL DATA

A. Record Drawings of Existing Conditions:

See appendix for HABS drawings.

B. Photographs of Existing Conditions:

See Plates 10-25.

C. Detailed Description of Fabric, Materials, Construction and Existing Conditions Including Any Investigations Made Within the Walls:

Exterior

The Norris Soldier Station has proven to be a maintenance problem because there is no winter and spring occupancy. Snow collects on the northern roof slopes, slips and causes breaking stresses on the roof overhangs. The snow collects in the northern courts and for months provides the water that seeps under the main structure to cause dampness and rot. Local maintenance could move the snows periodically. Other relief measures drainage and structural additions will be discussed later.

The present rolled roofing is quite inadequate and needs immediate repair and/or replacement to keep the building dry. Posts have been placed in various rooms to supposedly hold up the roof. They are of no particular value to the existing truss system. The engineering values of the truss system will be analysed in the final construction drawing. As of now, the roof system appears adequate.

There have been comments on insufficient foundations. The front main building shows only minor foundation cracks. The north wing lacks a concrete foundation and the bottom logs have rotted. The front porch of concrete has broken up badly. Whether the frosts or earthquakes have caused the trouble is academic.

The log work in general is in fair condition. That is, top checking can be filled with mastic and some rotted areas repaired without complete removal of the logs. The present chinking is 80% satisfactory. Trim, windows and doors need competent carpentry repair and masonry. Broken lights must be replaced.

The extended log ends are a decorative feature of this particular building and should be conserved and restored to maintain the building character. About 9 ends need rebuilding and several others need repair. There are several methods of splicing new ends in place which will be discussed later.

The bottom logs in the northeast and southeast wings are rotten because they have been on the ground or covered with earth. Replacement in kinds will not be too difficult because of

the "poor" notching system used in the original construction. The notch is on the top of the logs.

Interior

The fireplace in the main room has been damaged by the earthquake of 1959. The original kitchen chimney was on the north wall. The cellar built in 1915 is partially caved in and would be of little use for even a complete restoration of the building.

The walls and ceiling in the various rooms are in fair condition. Holes were drilled in the floors of all the rooms to determine the location of the ground. The South wing and kitchen areas had crawl space. The middle room, main room and northeast wings varied from 10 to 18 inches below the finish floor which means that the 8 inch joists were quite close to the earth. The joists in the north room of the NE wing showed some moisture content of 25% and the underfloor relative humidity was 68-70% when the outside registered 35%.

The roof system needs a technical analysis of the truss system and the trusses developed on the ends of the rafter overhangs when icy loads slip off the roofs. To maintain the historic spacing of the rafter ends, without winter maintenance on the north roofs slopes, the rafter ends will have to be replaced and metal strengthening added.

Some roof sheathing boards will have to be replaced. The whole roof will be given a roof of wood shingles to match the buildings original appearance.

Both bracketed stove chimneys in the main east and west wings appear to have been repaired since the August 1959 earthquake. The main fireplace and chimney needs considerable repair. The kitchen chimney should be rebuilt in the original location as shown by the floor plan (Fig. 2).

The interior walls and ceilings need some repair and repainting. Although a water and waste system and electricity were not in the original building provisions for these utilities should be considered for fire protection and cleaning.

D. Architectural Description of Proposed Construction Activity:

The fine report of Aubrey Haynes of 1961 suggested that restoration of structures not included in this report. Some maintenance has been done since 1961 and more will have to be done before the total corrective work funds are made available. Photographs of plates 10-24 and the drawings plate 25 to 30 inclusive show the general condition of the structure as of May 1969.

Conservative maintenance was discussed with the Park in May 1969. This work included patching of the roofs, keeping the water out and away from the building and ventilation of the building so that all moisture intrusion is eventually evaporated. A study of plates 10, 11 and 12 and the preceeding section illustrates these problems. The supporting of the broken rafter ends with props is a temporary measure to keep water out of the building.

Drainage of the ground around the building should be taken care of immediately so that presistant snow melting and rains will drain under the building. This means that the ground level must be lowered 4 inches and more below the log work on the north side of the main east west wings and the ground sloped to cause natural drainage at least four feet from the building and to the wing corners.

The north wing logs should all be protected from the soil by a properly designed concrete footing, made deep enough to overcome frost action and provide a ventilated air space under

the floor. This work would include the replacement of rotted logs, joists and flooring and provision for vent openings and access. It is recommended that the Root Cellar Access be retained without rebuilding the Root Cellar. The replacement of rotted joists and floors in the main wings, particularly the east wing is mandatory, venting and access must also be provided for.

The broken and rotted wall log ends can be repaired by fitting new ends held by pipe dowels or metal strapping. All the log work should then be examined immediately for rot and repaired. All the logs to be treated with pentachlorophenol. Chinking should match the existing chinking in texture and color. Cracks on the upper exposed quarter of the logs subject to water penetration should be filled with a flexible mastic of a color to match the logs.

The exterior windows, doors and trim all require carpentry attention, treatment with penta and final painting to the original colors.

The cracked concrete front porch must be cut back a minimum of 4 inches on the top and exposed sides and covered with a properly reinforced concrete slab on top and sides pitched to drain outward from the door thresholds and below the lowest log work. The concrete steps to the ground will have to be reset or rebuilt to the early photographs.

The winter window and door covers must be kept in adequate repair and properly painted. They should also be easily installed and removed and stored when not in use.

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ARCHEOLOGICAL DATA

Not applicable.

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LANDSCAPE DATA

Subject to the final building use, landscape plans will follow the historic photographs of 1913 and 1917 that are included in this report.

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FURNISHING AND EXHIBIT DATA

In June 1967, Nan V. Rickey examined the museum collections at Yellowstone National Park. She identified those objects that are suitable for a historic refurnishing of the Norris Soldier Station. The collection is now stored at the Midwest Regional Office, Omaha, Nebraska. The following list of items suitable for Norris is extracted from Mrs. Rickey's report. Those items marked with an asterisk were identified by Mrs. Rickey as things that "probably wouldn't appear in a refurnished Norris Soldier Station, but are good and should be kept for use in other interpretive developments at Yellowstone."

- 1 oak (?) two drawer kitchen (?) table
- 1 pine slant top desk, homemade storage inside hinged top
- 1 pine table, chamfered leg ends, no drawers
- 1 homemade ladder
- 9 single paneled clothes cupboards
- 2 double paneled clothes cupboards
- 1 cast iron plate stove for wood. "Army Heater #1, Rock Island Arsenal, 1883"
- 1 Round sheet iron coal stove. "Space Heater, U.S. Army, #1" Chromed wire handle
- 1 steel rod poker
- *1 pr. bird beak skis
- *1 pr. Yellowstone Special skis
- *1 pr. ski poles
- *1 movie (?) camera in carrying case
- *1 tripod in carrying case, also extra lens, reflector
- *1 camera in case
- *1 early interpretive sign, "Paint Pot"
- *1 small 1/2 cylinder sheet iron camp stove, strap legs
- *1 "U.S.E.D." canvas message (?) bag, leather mounts
- 1 coal scuttle
- 1 carrying lamp, camphene (7)
- *1 large early interpretive sign "National Park Service. 500 yards . . ."
- *1 Sibley stove
- *1 telegraph insulator on wooden mount. Ceramic, Bennington type
- 1 Army cook stove. "Army Range #5, The John Van Range Co., Cincinnati," and lid lifter
- 1 case iron plate stove for wood. "Army Heater #1, Rock Island Arsenal, 1882"
- 1 round sheet iron coal stove. "U.S. Army Space Heater, No. 1"
- 1 steel rod poker
- Ironstone Ware, all marked QMD on bottom, some marked "Shenange":
 - 2 large platters
 - 4 vegetable bowls
 - 2 soup bowls
 - 3 sugar bowls (no lids)
 - 1 shaving mug
 - 2 flat soup plates

- 4 "Mission" style side chairs (if marked QMD)
- 4 "Mission" style arm or host chairs (if marked QMD)

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NOTES

1. *Annual Report of the Secretary of the Interior*, 1880, pp. 583 and 607, and map at end of report.
2. *Annual Report of the Secretary of the Interior*, 1881, map at end of report; George Thomas, "My recollections of the Yellowstone Park," MS, p. 7. Haines says that this tent hotel was erected in 1883. See Aubrey L. Haines, "Historic Structures Report, Restoration of the Norris Soldier Station, Yellowstone National Park," Jan. 27, 1961.
3. Haines, pp. 1-2; *Livingston Express*, July 5, 1884; Yellowstone National Park Archives, hereafter cited as YA, letters, Jas. H. Dean to P. H. Conger, July 14, Aug. 14, and Sept. 3, 1884. It is noted that Dean continued to address his letters to Conger after the latter's resignation on July 28.
4. Haines, p. 2; Newell F. Joyner, "History of Improvements in Yellowstone National Park," MS, p. 9; W.H. Dudley, *The National Park from the Hurricane Deck of a Cayuse*, pp. 45-46.
5. All Army records refer to simply the Norris Station. The term Norris Soldier Station appears to have been coined after the National Park Service began managing the park, probably to distinguish it from ranger stations.
6. National Archives, hereafter cited as NA, Microfilm M617, Post Returns, Camp Sheridan and Fort Yellowstone, 1886-1916; Senate Executive Documents, 49th Cong., 2d Sess., No. 40, Report of Capt. Moses Harris, 1886, pp. 1, 2, and 6; Capt. Moses Harris *Annual Report*, 1887, p. 3; H. Duane Hampton, "The Army and the National Parks," *Forest History*, 10 (Oct., 1966), 9-10.
7. Charles Gibson acquired the lease for the Yellowstone Park Association. The acre was located 425 feet, N. 67° E, from the station. The hotel was actually built about 233 feet to the south of the south line of the acre. House Report, 52d Cong., 1st Sess., No. 1956, pp. 248 and 258; Senate Executive Documents, 49th Cong., 2d Sess., No. 40, Report of Captain Harris, 1886, pp. 4 and 5.
8. *Annual Report of the Secretary of the Interior*, 1887, p. 1292.
9. Harris, *Annual Report*, 1887, p. 8; House Report, 52d Cong., 1st Sess., No. 1956, pp. 272 and 275; Haines, p. 8.
10. NA, Microfilm, Post Returns, Camp Sheridan, July and Sept., 1888.
11. *Annual Report of the Secretary of the Interior*, 1889, p. 130; NA, Microfilm, Post Returns, Camp Sheridan, July 1889.
12. NA, Microfilm, Post Returns, Camp Sheridan, Dec. 1890-Feb. 1891. During January

1891, one officer and three enlisted men composed the entire military in Yellowstone.

13. House Reports, 52d Cong., 1st Sess., No. 1956, p. 213.

14. Haines, p. 4, citing letter, George H. Sands to N.G. Pierce, May 25, 1892, Letters Sent, 8, 441, YA; NA, Microfilm, Post Returns, Ft. Yellowstone, May 1892; *Annual Report of the Secretary of the Interior*, 1892, p. 648.

15. *Annual Report of the Secretary of the Interior*, 1893, pp. 614, 617-18, and for 1894, p. 654; YA, letter, C.S. Bannerman to Capt. Anderson, Aug. 2, 1893, document no. 681. At the time of the fire, Anderson said he received a telegram from Norris. While it would appear that a telegraph hooked up the stations and the company's hotels, other records refer to both telegraph and telephone. Later, of course, telephones were installed, first by the company, later by the Army.

16. *Annual Report of the Secretary of the Interior*, 1894, p. 654; and 1895, p. 825; NA, Microfilm, Post Returns, Ft. Yellowstone, Mar. and May 1894, and June 1895.

17. *Annual Report of the Secretary of the Interior*, 1895, p. 824; *Annual Report of the Acting Superintendent of the Yellowstone National Park*, 1897, pp. 28-31.

18. YA, Norris, Monthly Reports, 1895.

19. NA, RG 77, Off. of Ch. of Engrs. Doc. File, 31803, A.E. Burns in an enclosure to Capt. H.M. Chittenden, Annual Report for Fiscal Year Ending June 30, 1900; NA, Microfilm, Post Returns, Ft. Yellowstone, June 1897; YA, Norris, Monthly Reports, Sept. 1897-Jan. 1898; and letter, S.B.M. Young to Sect. of Int., Nov. 8, 1897, Letters Sent, Z, 78; Haines, p. 6.

20. *Annual Report of the Secretary of the Interior*, 1898, p. 965.

21. *Annual Report of the Secretary of the Interior*, 1897, pp. 801-02.

22. *Annual Report of the Secretary of the Interior*, 1897, p. 779; Haines, p. 5.

23. Haines, p. 5; YA, Norris, Monthly Report, Dec. 1897.

24. YA, letter, James P. Erwin to S.B.M. Young, Feb. 5, 1898, Letters Sent, Z, 133.

25. NA, RG 92, QM Consolidated File, Ft. Yellowstone, Report of an Inspection of Fort Yellowstone, Lt. Col. Theo. J. Wint, 6th Cav., AIG, Aug. 21-29, 1899; NA, RG 77, Off. of Ch. of Engrs., Doc. File, 31803, Capt. H. M. Chittenden, Annual Report for Fiscal Year ending June 30, 1900.

26. *Annual Report of the Secretary of the Interior*, 1899, map following p. 500.

27. *Annual Report of the Secretary of the Interior*, 1901, p. 537; Haines, pp. 7-8; Rean Campbell, *Campbell's Complete Guide and Descriptive Book of the Yellowstone Park*, p. 154.

28. *Annual Report of the Secretary of the Interior*, 1901, p. 539; YA, letter, Pitcher to Chittenden, Nov. 29, 1901, Letters Sent, 9, 78-79.

29. NA, RG 77, Off. of Ch. of Engrs., Doc. File, 31803, Capt. H.M. Chittenden, Report for Fiscal Year Ending June 30, 1905. In this report, Chittenden lists work to be finished before the fall of 1905. The list contains: "The erection of three station houses and eleven officers' quarters at the station houses for the Superintendent."

30. YA, Norris, Monthly Reports, May-June, 1904; Circular Letter, Ft. Yellowstone, July 21, 1906; and Circular, Ft. Yellowstone, May 20, 1906; NA, Microfilm, Post Returns, Ft. Yellowstone, Oct. 1901; Secretary of the Interior, *Rules, Regulations, and Instructions, Yellowstone National Park*, p. 22.
31. YA, Circular, Ft. Yellowstone, May 20, 1906.
32. *Annual Report of the Secretary of the Interior*, 1907, p. 554.
33. Ibid., p. 536, and map at end of report.
34. Haines, p. 8, quoting from the Superintendent's Journal, 1903-1921; Ft. Yellowstone.
35. YA, Mode Wineman, "Through Yellowstone N.P." MS, 1908, p. 22.
36. YA, Norris, Weekly Reports, April 4, April 15, April 18, and April 25, 1915.
37. YA, Maintenance Record, QM Department, "Early Pictures, Government Buildings, 1886 to 1912, Prepared by the Office of the Quartermaster, Fort Yellowstone."
38. Haines, p. 17.
39. YA, Norris, Weekly Outpost Reports, 1910-1915.
40. YA, letter, Lt. Col. Lloyd Brett to the Secretary, Yellowstone Park Hotel Co., Dec. 1, 1912; telegram, W. H. Child, Chicago to Lt. Col. L. Brett, Dec. 3, 1912; and letter, B. Bushnell, Yellowstone Park Hotel Co. to Lt. Col. L. Brett, Dec. 8, 1912.
41. YA, "Memorandum For U.S. Commissioner," Oct. 15, 1915.
42. YA, Norris, Permanent Station Book. This information comes from several pages of informal accounts written in the back of the station book.
43. *Annual Report of the Secretary of the Interior*, 1917, p. 116; YA, Norris Permanent Station Book, entries for Oct. 24, 1916, and June 18, 1917.
44. YA, Norris, Permanent Station Book, Nov. 13, 1917.
45. Haines, p. 9.
46. YA, Norris, Permanent Station Book, Dec. 1918-June 1919.
47. Haines, pp. 12-13.
48. The fifteen soldier stations: Belcher, Canyon, Fountain, Gallatin, Gardiner, Lake, Mud Geyser, Norris, Riverside, Snake River, Soda Butte, Sylvan Pass, Tower Fall, Upper Basin, and Thumb. Three others, besides Norris, still survive, but they have been either altered or moved: Belcher, Sylvan Pass, Tower Fall.

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APPENDIX

Plates

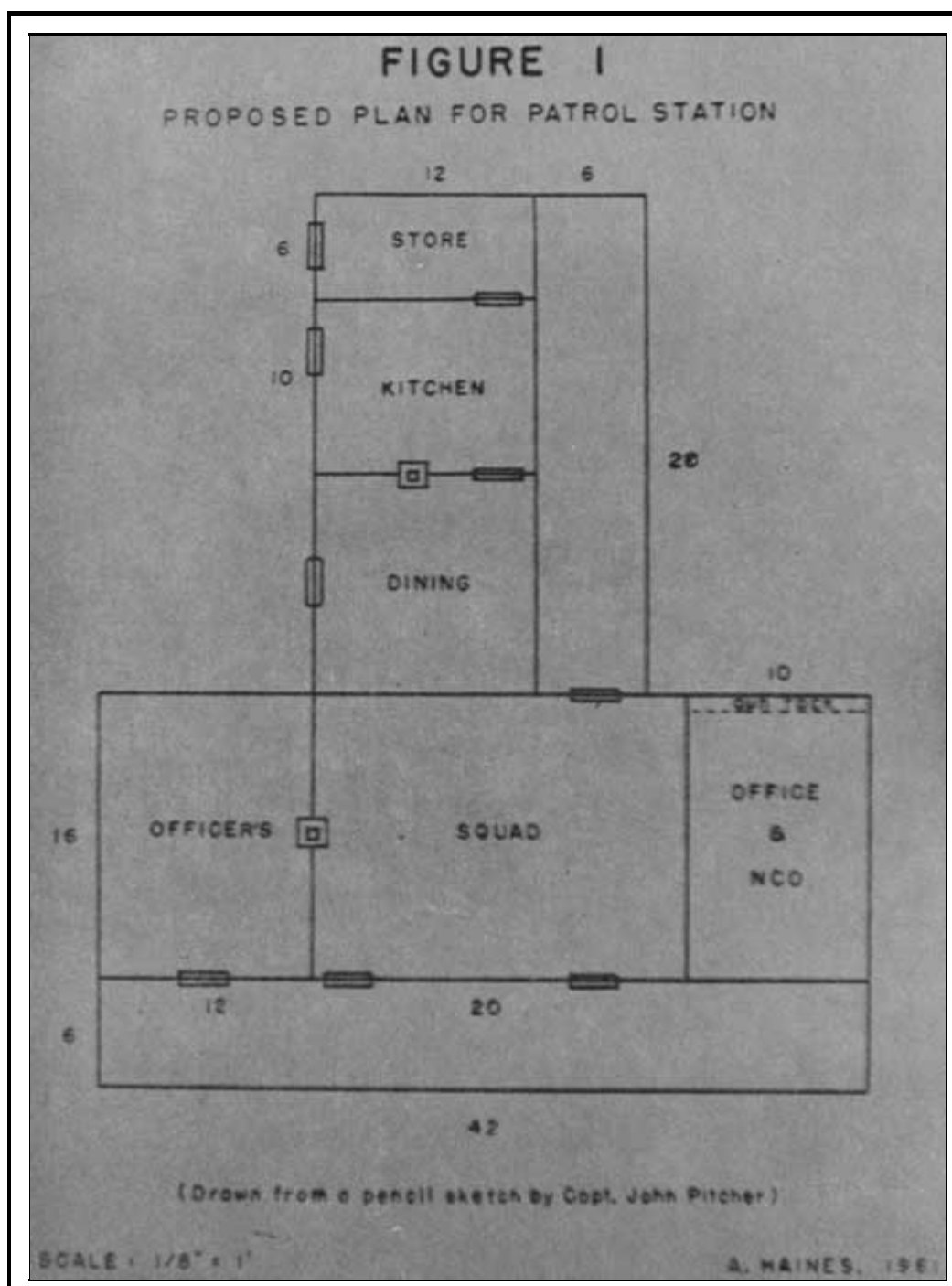


PLATE 1. Capt. John Pitcher's plan for soldier stations at Yellowstone. Pitcher sent the T-shaped building plan to Capt. H. M. Chittenden as a guideline in 1901, several years before the present soldier station was built.

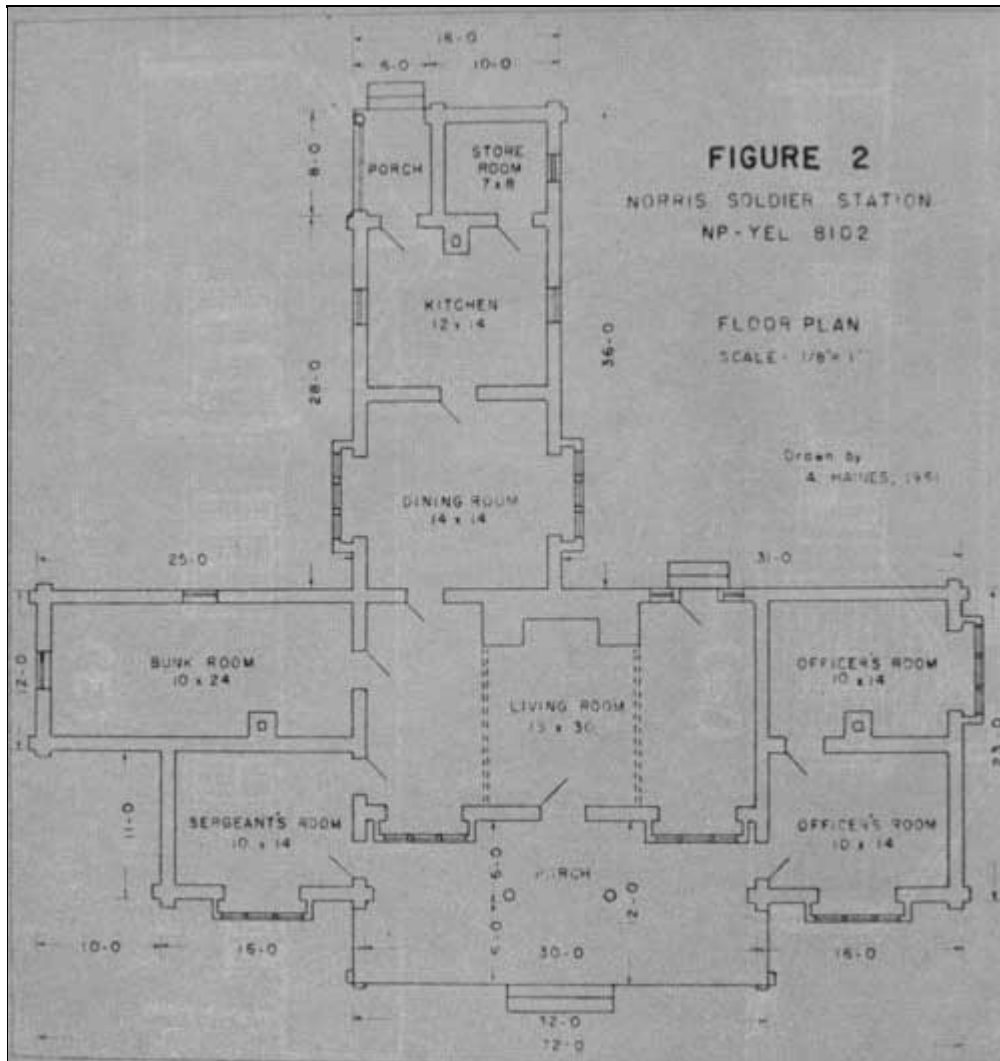


PLATE 2. Plan of the existing Norris Soldier Station, drawn by Historian Aubrey Haines. Many of Captain Pitcher's ideas were incorporated in the structure.

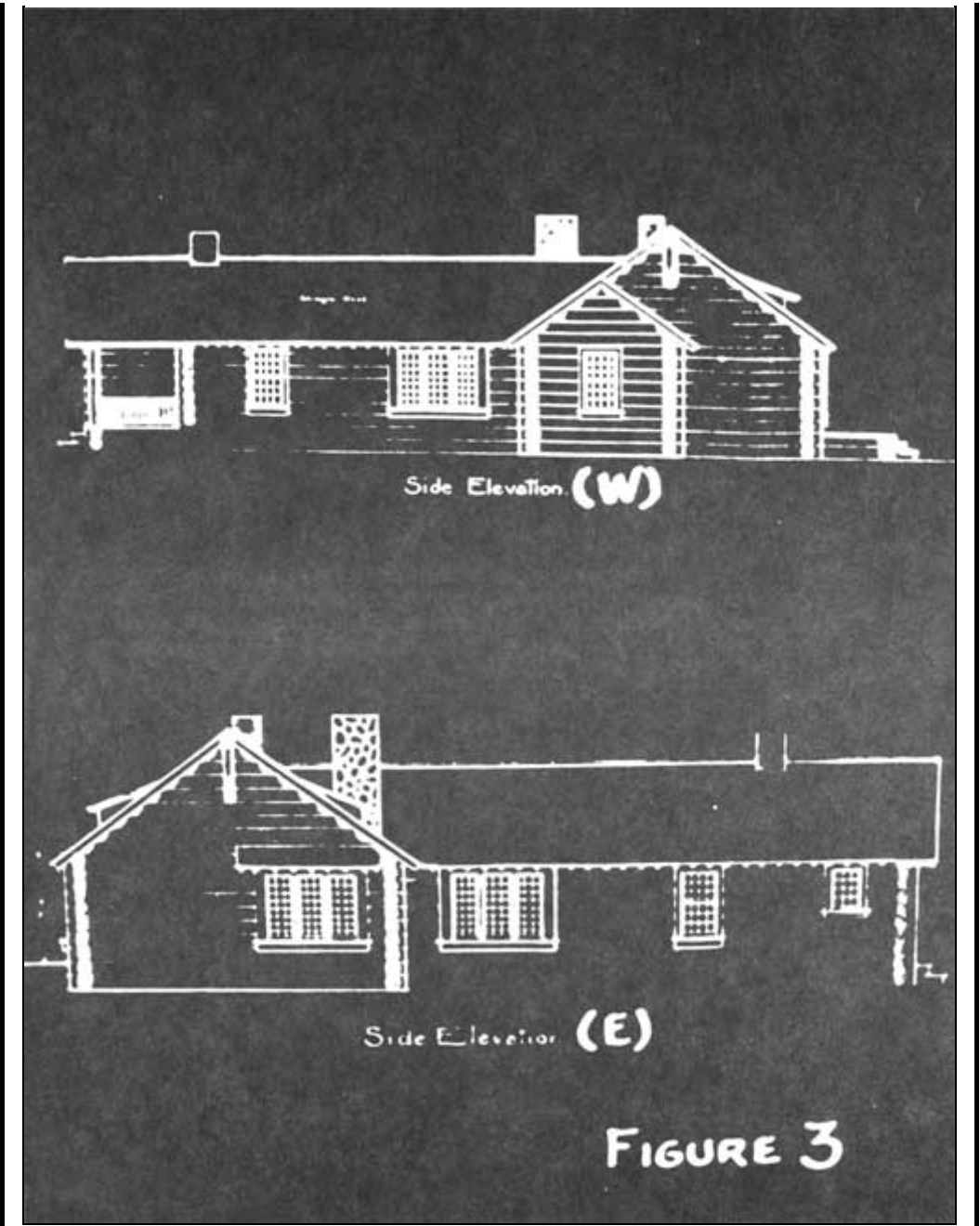


PLATE 3. Side elevations of the soldier station, prepared by the U. S. Army. The actual building varied but little from these plans.

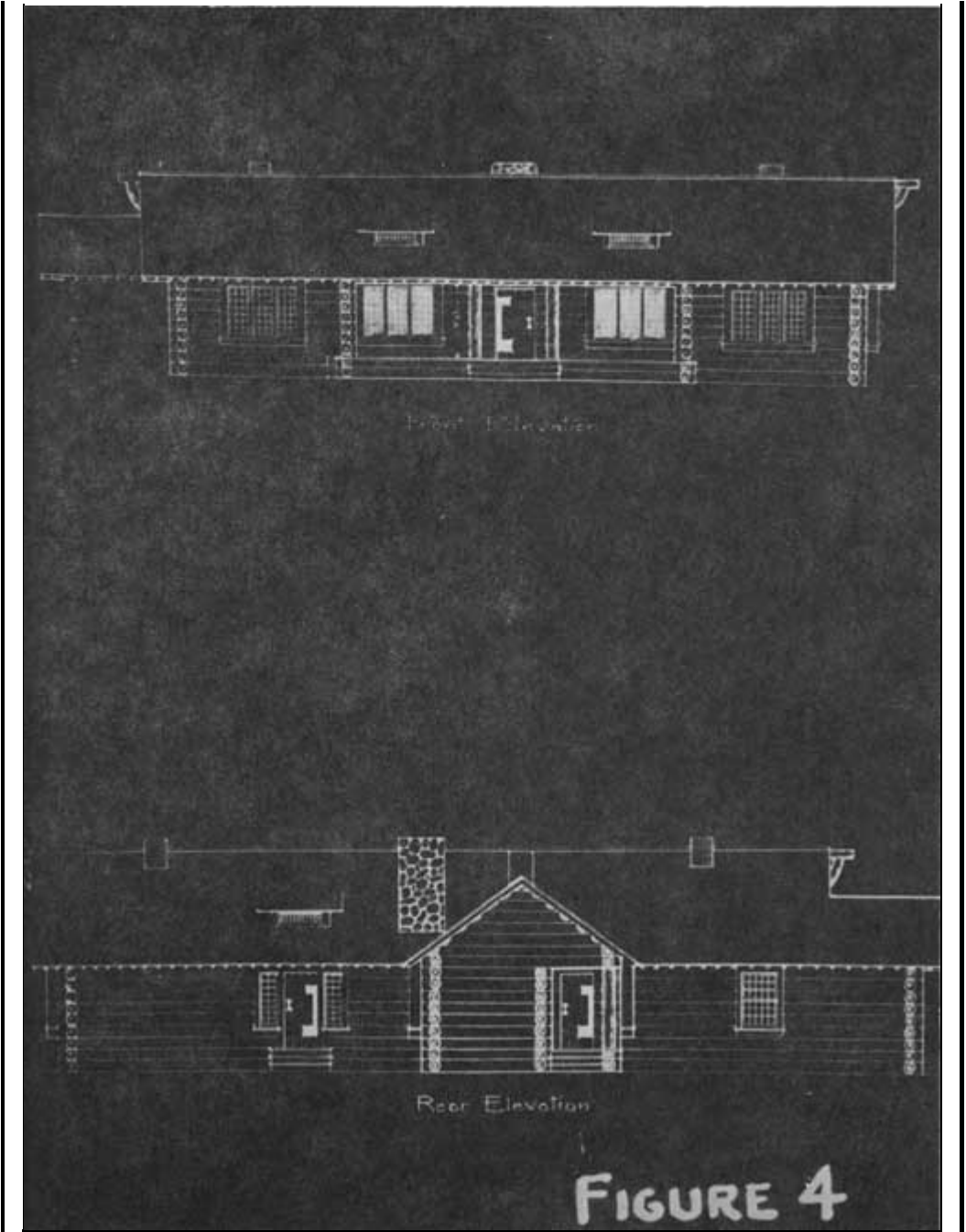


PLATE 4. Front and rear elevations, also prepared by U. S. Army. The only significant changes made in the construction were concrete foundations and a concrete front porch in place of the logs above.



PLATE 5. The second soldier station at Norris, built in 1897, destroyed by fire in 1908. The small structure immediately to the left of the station was officers quarters. Also shown is the road to the right of the structure, the bridge across the river, a flagpole, a pole that probably was a telegraph line pole, and steps in the river embankment. Photograph probably taken between 1904 and 1908. (*Yellowstone NP Library, Album 14, No. 1479*)



PLATE 6. The present Norris station as it appeared in 1913. The peculiar porch pillars have long since disappeared (and should be replaced), as have the elk horns on the gables. The main road lies in the foreground. (*Yellowstone NP Archive, Office of the QM, Building Maintenance Record Book, Fort Yellowstone*)