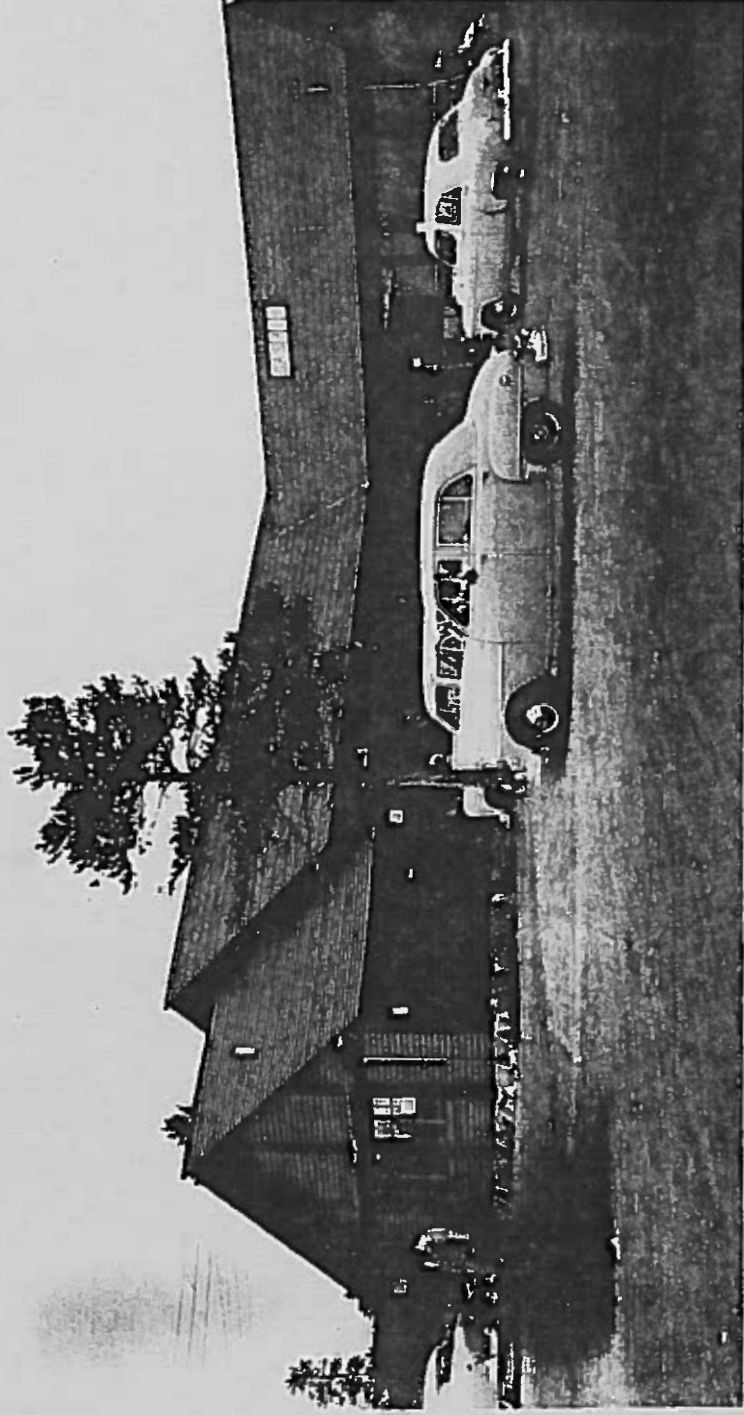


HISTORIC STRUCTURES REPORT

**LOWER & UPPER SERVICE STATIONS
AT OLD FAITHFUL**



YELLOWSTONE NATIONAL PARK, WYOMING

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August 1998

Prepared for
**Yellowstone Park Service Stations
Gardiner, Montana**
and
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EXECUTIVE SUMMARY

The Old Faithful Historic District is both historically and architecturally significant. Historically, the District is notable for its role in concessions development in the early 1900's, to accommodate the thousands of people who came to view the well-known symbol of the National Parks, the Old Faithful Geyser. The Old Faithful Inn, designed by Robert Reamer and built in 1903-04, is one of the premier rustic structures in the country and is considered one of America's grand old hotels. It was listed as a National Historic Landmark in 1973. The adjacent support structures--the lodge, auto camp stores, and the gas stations--were designed to be compatible with the Inn. The use of rustic log architecture represents the desire to enhance rather than detract from the spirit of the wilderness. This concept, of architecture that is sensitive to the environment, would be a model for the National Park Service for succeeding decades.

The Old Faithful area has long been one of the most popular areas in Yellowstone National Park. Old Faithful Inn was the first established form of accommodation for guests in the Old Faithful area followed by the automobile camps, ca. 1916. These free public automobile camps provided a shelter for the automobiles, toilet facilities, cooking grates, and water for drinking and cooking purposes. The 60' x 32' automobile shed and toilet facilities no longer exists.

The Old Faithful area developed rapidly during the 1920's. Service buildings were built behind the Old Faithful Inn and the Old Faithful Lodge area was developed. The lodge development was constructed to meet the accommodation needs of the middle income tourist who mainly traveled by automobile to the park. During the 1930's and 1940's additional cabins were built.

The building program, beginning with construction of the Inn through the cabin construction period in the 1940's, followed the (previously mentioned) desire of the National Park Service to blend the structures with the environment. The adherence to rustic qualities was followed even in the most ordinary buildings such as service buildings. The Old Faithful area, with it's rustic style of architecture, was subsequently used as a prototype for many other parks including Zion National Park and Bryce Canyon National Park, Utah.

The Old Faithful Historic District was listed on the National Register of Historic Places in 1982. It is dominated by the Old Faithful Inn but also consists of the Old Faithful Lodge, 3 stores, 2 service stations, 5 dormitories, 10 support buildings, and the guest cabins located behind the Old Faithful Lodge. While the Old Faithful Inn is the only building to have national significance in architecture, all of the historic buildings in the Old Faithful Historic District possess local and state historic significance.

The Lower and Upper Service Stations are significant historic buildings in the Old Faithful Historic District. They were both designed to be compatible with the Inn and other adjacent rustic structures. Even the Upper Service Station, with its concrete base rustically scored to mimic wood, is very compatible with the other rustic structures.

Modifications to the Lower and Upper Service Stations have been minimal—the major change being the introduction of flush wood doors. Basically the buildings are architecturally and historically intact. They are both in need of some maintenance to protect the historic fabric of the buildings, and to provide for a long life. Recently, a need has been identified for the building to accommodate new elements, such as accessible restrooms and modern equipment to pump gas or repair vehicles.

The most intrusive element to the site and buildings is the development of roadways and parking to provide for vehicular access. This has compromised the cultural landscape. It is possible however, for the landscape in the immediate vicinity of the stations to be made more compatible with the historic buildings.

In order to maintain and restore the historical and architectural integrity of the Lower and Upper Service Stations within the Old Faithful Historic District the following general preservation recommendations are proposed:

1. Retain the historical and architectural character of the stations within their cultural setting. Do not alter the architectural features of the spaces, except to improve upon the historical qualities of the spaces. This would include new mechanical and electrical systems.
2. Preserve and maintain the architectural features of all aspects of the exterior and interior of the buildings.

3. Repair, rather than replace, when possible, to retain original historic fabric.
4. Prepare an appropriate plan for vehicular access to each of the buildings which would include roadways, pedestrian access, landscaping, and parking. This is especially true for the Upper Service Station, because of the various uses in this area. The new Snowlodge will greatly effect access to this area. The Lower Gas Station needs to have some organization of vehicular and pedestrian access because of the major roadway that runs between the Station and Hamilton's Store.
5. Once renovated and maintained, prepare a preservation maintenance guide for the continued maintenance of these buildings and sites.

The preservation recommendations in this report will help maintain the historical and architectural integrity of the Lower and Upper Service Stations. The following report provides more detail as to the general recommendations for the preservation of the buildings and site.

HISTORICAL ANALYSIS

In 1915, Charles A. Hamilton purchased Henry and Mary Klamer's store at Old Faithful, in the Upper Geyser Basin. Included in the purchase was the rustic frame building and the merchandise on hand. An additional prerequisite to Hamilton's debut as a storekeeper, was the transfer to Hamilton of Henry Klamer's concession contract with the Department of the Interior.

Henry Klamer and his wife, Mary, had operated the general store at Old Faithful since receiving their first concession contract in 1897. Under this contract, the government leased to Klamer two acres of land to "maintain thereon a building or buildings as may be required for use as a dwelling and a store, in which to keep goods and wares for the accommodation of tourists and others in the Park." In 1899, Klamer requested, and was granted, the authority to provide "baths" to travelers. In return for the right to operate his store, Klamer paid thirty dollars per acre, per annum, in lease fees to the government as well as an additional franchise fee. Klamer's original 1897 contract was for ten years.

In 1907, the Department of the Interior renewed Henry Klamer's contract for a second ten-year period. However, Klamer's death in 1914 terminated this contract; his widow, Mary Klamer, received a new contract (with the same provisions), to cover the three years remaining under her husband's contract. Unable to operate the store by herself, Mary sold the building and its contents to Charles Hamilton, and requested that the concession contract be assigned to Hamilton.¹ Her request was approved on June 25, 1915.

Hamilton immediately requested that the contract be extended for a period of ten years and that his franchise tax be reduced. In a letter to Colonel L. M. Brett, acting superintendent of Yellowstone National Park, Hamilton stated:

At the time I was at the Mammoth I went into details with you, stating I was going to a heavy expense to purchase this property from Mrs. Klamer and I could

¹ Mary R. Klamer to C.A. Hamilton, Assignment of Contract, June 7, 1915, File: H.E. Klamer & C.A. Hamilton, Box C-16: Concessions 1880s to 1930s, Yellowstone National Park Archives, Mammoth, Wyoming.

not do so without the understanding I was to have a ten year lease. By looking at the reports of the last few years, you will see Mrs. Klamer paid about 25% of his (sic) income for franchise tax. I am very confident this was never the intention of the government but that about five or six percent was nearer the figure.

You realize also I will operate only three months and from now on I will have to shoulder a heavy interest payment. I would therefore ask that you have my franchise tax stipulated in my new contract at \$300.00.²

Although the government approved the assignment of the contract to Hamilton, its representatives were less sympathetic to his other requests. Bo Sweeney, the assistant secretary of the Department of the Interior, responded with the following:

The contract above mentioned was for the term of from August 13, 1914 to August 13, 1917. Prior to the expiration of the term thereof Mr. Hamilton may present an application for extension of his contract and it will be given due consideration. The Department cannot cancel the existing lease and issue a new lease to him for the period of ten years as requested.

The facts set up by Mr. Hamilton in relation to the expense gone to by him in purchasing Mrs. Klamer's interest are matters which concern himself alone, and are not sufficient to warrant the Department in reducing the usage tax to \$300 as he requests.³

These early negotiations with the Department of the Interior do not appear to have hindered Hamilton's optimism regarding his new enterprise, which he pursued vigorously. Others, including Henry Child, head of the Yellowstone Park Hotel Company, had passed on the opportunity to purchase the Klamer store, thinking that the operation of a general store concession within the park would not be a profitable venture. However Hamilton saw the opportunity and the need for such services in the park.

² C.A. Hamilton to Col. L.M. Brett, June 15, 1915, Folder: H. E. Klamer & C. A. Hamilton, Box C-16: Concessions 1880s to 1930s, Yellowstone National Park Archives, Mammoth, Wyoming.

³ Bo Sweeney to Colonel L. M. Brett, June 25, 1915, Folder: H. E. Klamer & C. A. Hamilton, Box C-16: Concessions 1880s to 1930s, Yellowstone National Park Archives, Mammoth, Wyoming.

The timing of Hamilton's purchase likely affected his ultimate success. The year 1915 marked the first time that automobiles were authorized to operate within the park.⁴ Hamilton immediately realized the potential success of gasoline sales. In 1916, he reached an agreement with the Yellowstone Transportation Company (which held the exclusive rights to build service stations),⁵ whereby he could build and operate service stations in conjunction with his general stores. After the signing of this agreement, Hamilton opened a single-pump station near his Old Faithful store and another at his new concession location at West Thumb.

By 1917, automobiles had replaced horse-drawn conveyances as the principal means of travel within park boundaries. Soon thereafter, campgrounds were established for people traveling through the park in their own vehicles. In a 1950 analysis of the business of the Hamilton Stores, Inc., Fred T. Johnston (then assistant superintendent of Yellowstone National Park) wrote the following:

Admission of automobiles to the park and the development of campgrounds were important milestones in the history of Hamilton Stores, Incorporated. . . . Campers and day use visitors created the primary sources of general store patronage. Gasoline replaced the hay and oat business. Souvenirs and sodas increased in popularity.⁶

The business generated by Hamilton's service stations contributed to the overall success of his general store concession. In 1931, Hamilton renewed his concession contract for a 20-year period. In addition to the authorization to operate a general store business in Yellowstone National Park, this contract included the authority to provide automobile-related services in the park. Specifically, the corporation was authorized:

To establish, maintain and operate a general gasoline, oil and automobile

⁴ Mary Shivers Culpin, The History of the Construction of the Road System in Yellowstone National Park, 1872-1966, Historic Resource Study Volume I, Selections from the Division of Cultural Resources, Rocky Mountain Region National Park Service, No. 5, 1994, p. 83.

⁵ Gwen Petersen, *Yellowstone Pioneers, the Story of the Hamilton Stores and Yellowstone National Park* (Hamilton Stores, Inc., Yellowstone National Park), p. 45.

⁶ Fred T. Johnston, Assistant Superintendent, Yellowstone National Park, "An Analysis of the Business of Hamilton Stores, Incorporated in Yellowstone National Park, December 1, 1950," Folder: Hamilton Stores Audits, 1954, 1959-1965, Special Use Permits, Miscellaneous, Box: C-11, Yellowstone National Park Archives, Mammoth, Wyoming.

accessories business in said park at points to be designated and agreed upon by the Secretary in combination with and under mutually satisfactory agreements with other operators having the right to sell these commodities in the park under contract with the United States.⁷

By 1931, Hamilton had constructed two service stations in the Old Faithful area, one (HS-2302) adjacent to his first or "lower" store, and a second (HS-2327) next to the new or "upper" store. The "upper" store and service station were constructed adjacent to the Old Faithful "tourist auto camp" or campground. Hamilton had also established stations adjacent to his stores at West Thumb, Lake and Fishing Bridge.

Although the Upper Service Station was directly adjacent to the tourist auto camp, the Lower Service Station was the most profitable of Hamilton's five stations within the park. In his 1950 report, Assistant Superintendent Fred T. Johnston noted that, in the three-year period between 1947 and 1949, the lower Old Faithful service station was the most profitable of the five. The station at Fishing Bridge was the next most profitable, followed by the upper Old Faithful station, the West Thumb station, and, the station at Lake.

The Old Faithful Service Stations

Of the two service stations in the Old Faithful area, the Lower Service Station was constructed first. Plans for this building, drawn by a National Park Service landscape engineer, are dated March, 1927. Plans for an addition, to house men's and women's lavatories, were approved in February of 1930; it is likely that the addition was constructed during the same year. Other than this one substantial change, the building has been little modified.

The Upper Service Station at Old Faithful, which in plans and correspondence is referred to variously as the "automobile camp" service station and the "tourist camp" service station, may have been designed by Robert Reamer, architect of the Old Faithful Inn. In 1928, after

⁷ Fred T. Johnston, Assistant Superintendent, Yellowstone National Park, "An Analysis of the Business of Hamilton Stores, Incorporated in Yellowstone National Park, December 1, 1950," p. 4, Folder: Hamilton Stores Audits, 1954, 1959-1965, Special Use Permits, Miscellaneous, Box: C-11, Yellowstone National Park Archives, Mammoth, Wyoming.

discussing plans for new stores at both Fishing Bridge and Old Faithful with park service architect Thomas Vint, Hamilton hired Reamer to draw plans for the stores. Reamer's first sketch called for a reinforced concrete building with design elements reminiscent of the "Spanish" style of architecture. Vint rejected this design on the basis that the Spanish theme did not fit the "rustic" setting in Yellowstone. In a memo to Horace Albright (then superintendent of the park), Vint recommended that Reamer study the Ahwahnee Hotel in Yosemite National Park. At the Ahwahnee, architect Gilbert Stanley Underwood had successfully used reinforced concrete to simulate heavy timber construction. Reamer's second design for the Upper Hamilton Store, which incorporated the suggestions of Albright and Vint, was approved in August of 1928.

Although the plans for the Upper Service Station do not carry the signature of Robert Reamer, the design of this building matches that of the adjacent Upper Hamilton Store, and it is likely that Reamer designed the service station. Plans for this service station were submitted in 1929, and the building was constructed in 1930. Like the store, the service station is a reinforced concrete building constructed with massive battered stone piers at the corners.

Examination of the architectural drawings for the Upper Service Station shows that the original design of the station called for two separate buildings joined by a covered thoroughway. As depicted in the drawings, the principal structure was designed to house the main store area and a tire shop, and had canopies with intersecting roofs extending from each side elevation. The second structure (located at the rear of the primary building) was to contain a garage with a grease pit. The 40 feet between the two buildings was to serve as a traffic thoroughfare, and would be covered with a continuous roof constructed between the two buildings.

Ultimately, only the principal building (containing the store, tire shop and canopies) was constructed. In 1941, the roof of this structure was extended south from its rear wall to shelter wash- and grease-racks. Two battered stone piers, constructed to match those on the original building, support the south gable end of this new roof segment. With the exception of the 1941 addition, this building has been modified little.

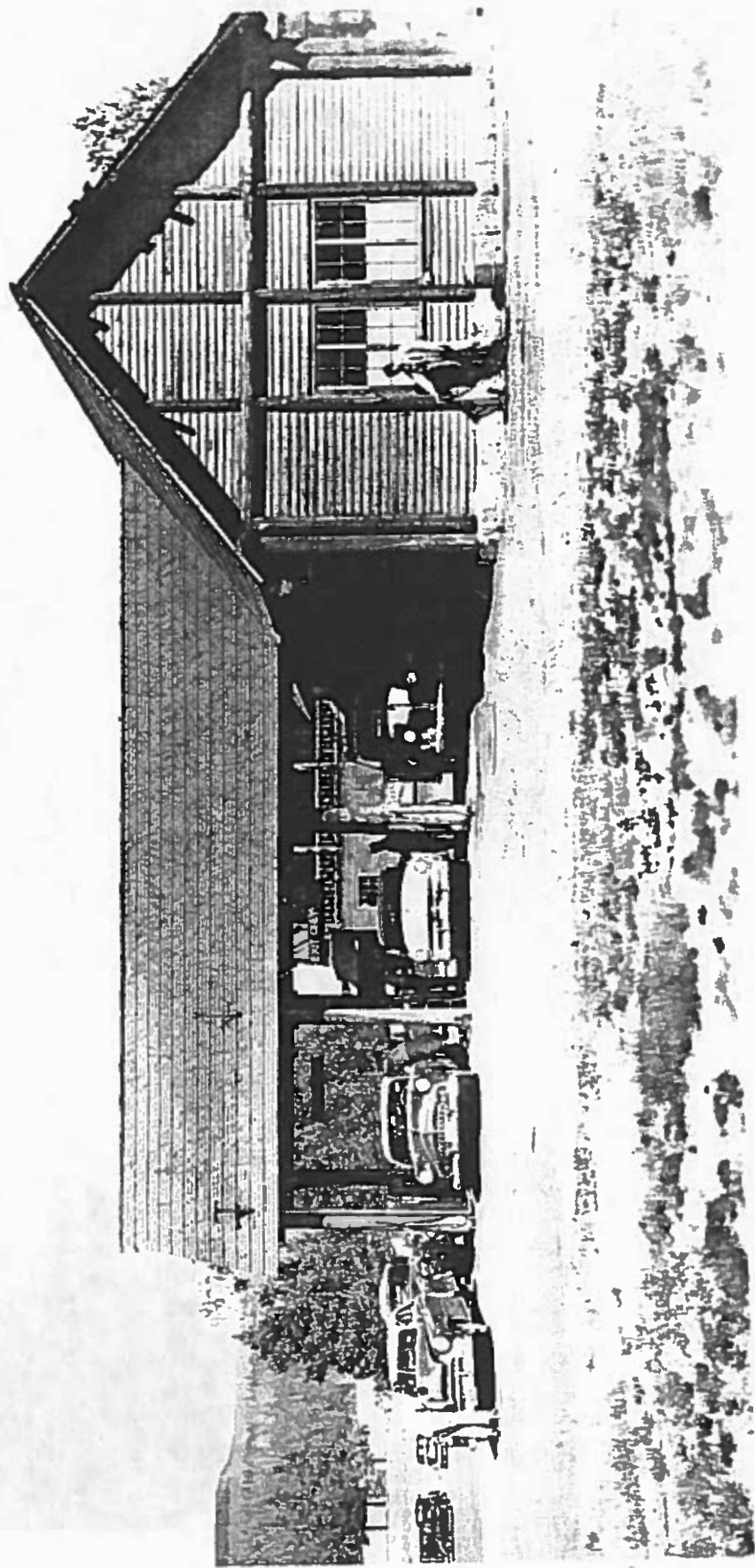


Figure 1: Cars at Lower Service Station July 1953

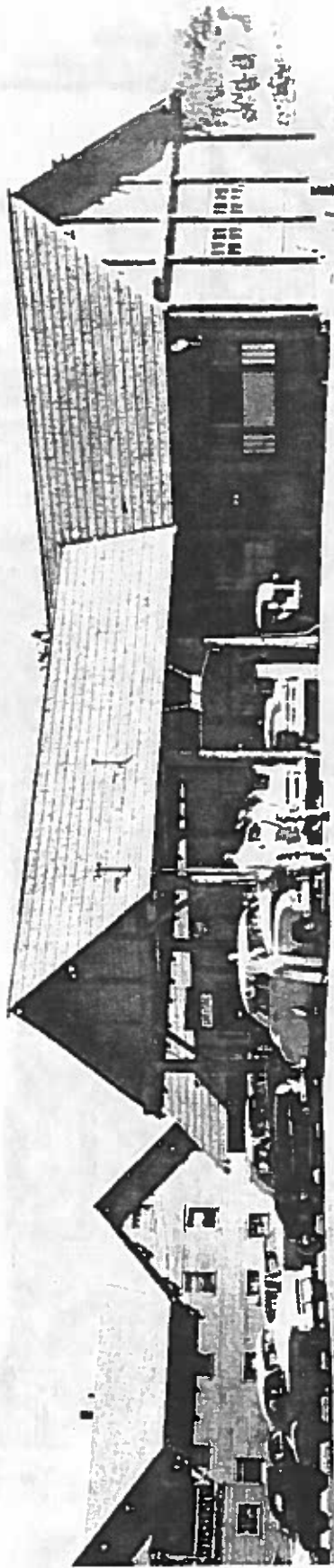


Figure 2: Cars at Lower Service Station July 1953

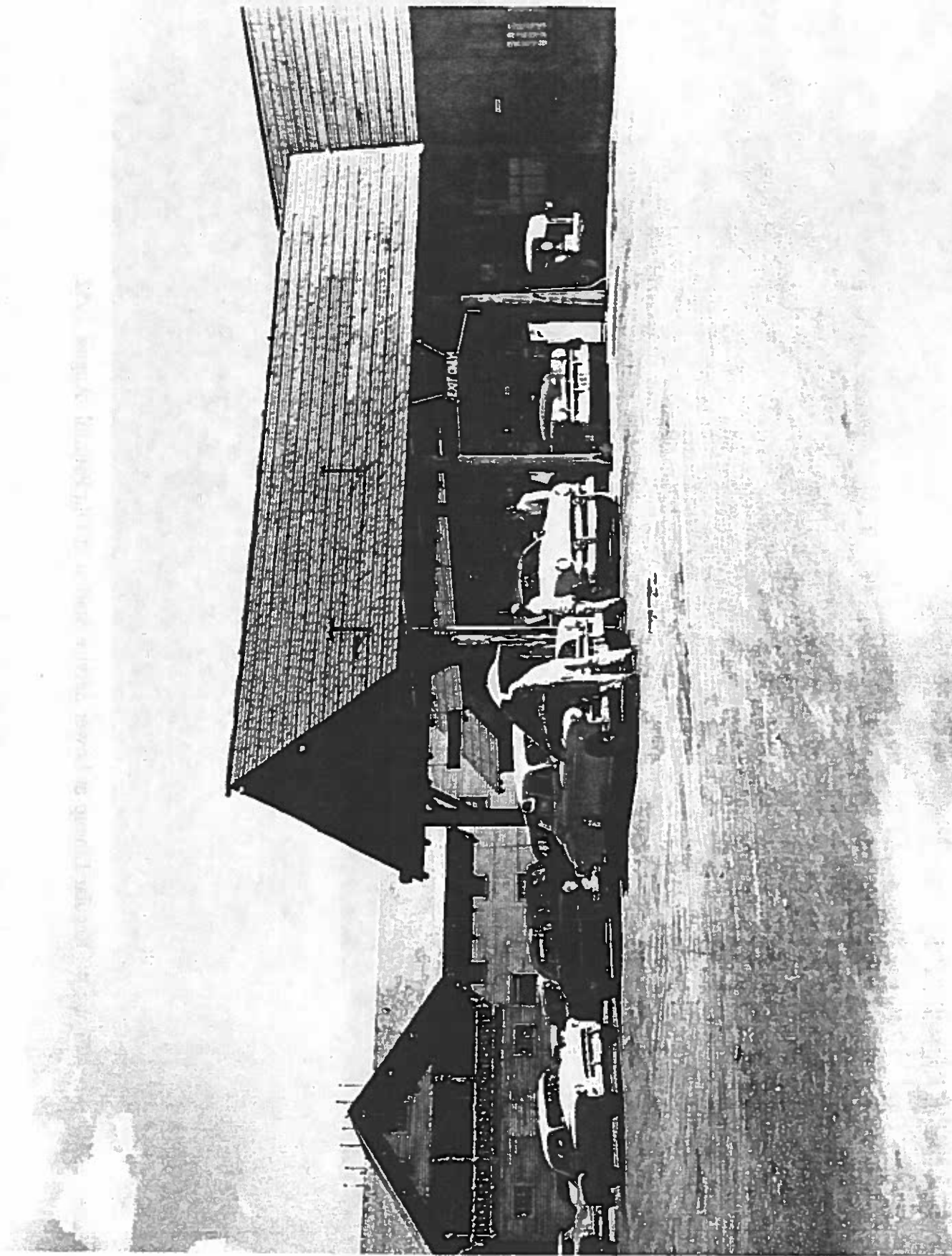


Figure 3: Cars at Old Faithful Lower Service Station July 1953



Figure 4: Regular Lineup at Lower Service Station at Old Faithful August 1952

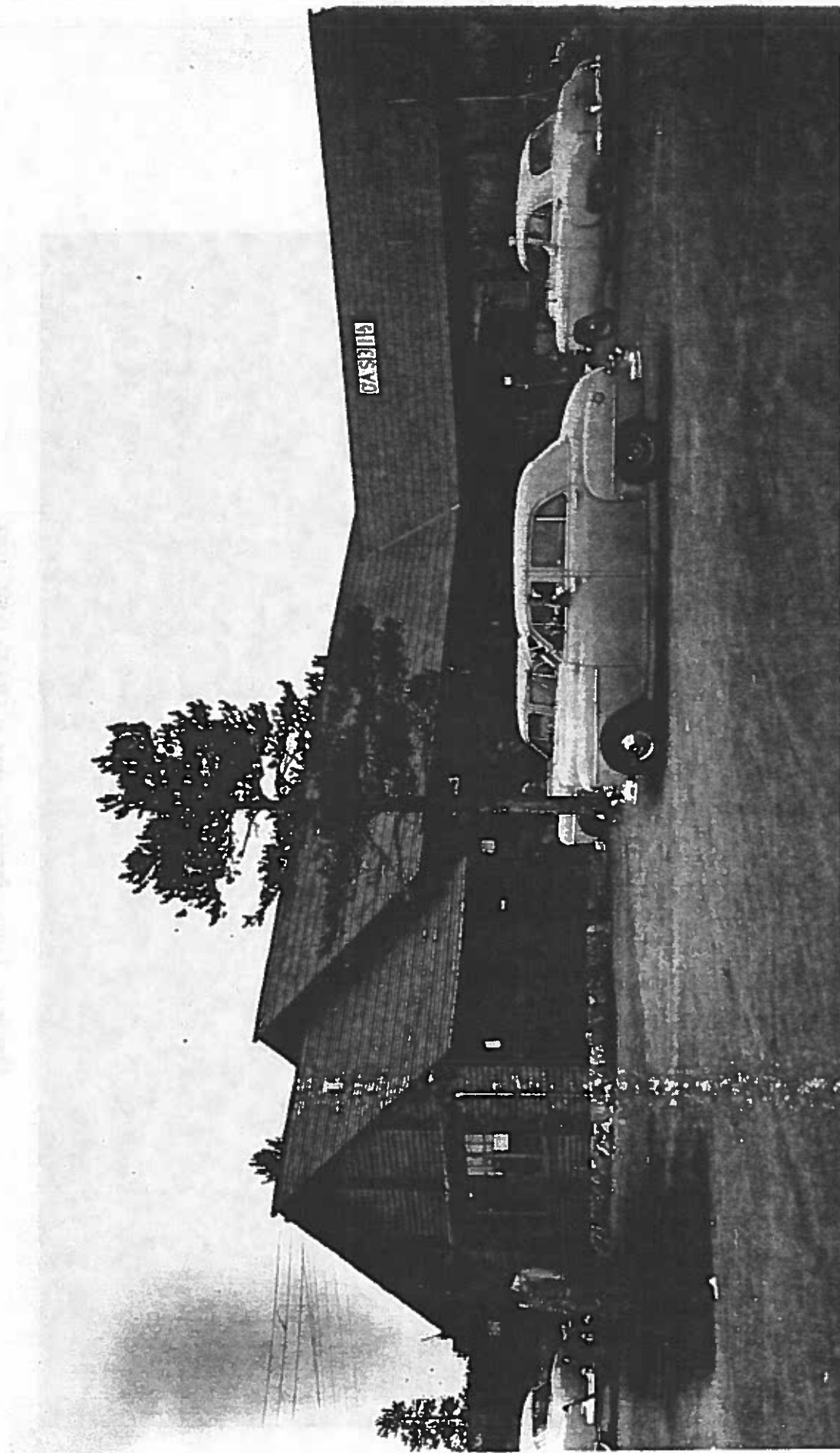


Figure 5: Lower Service Station at Old Faithful July 1951

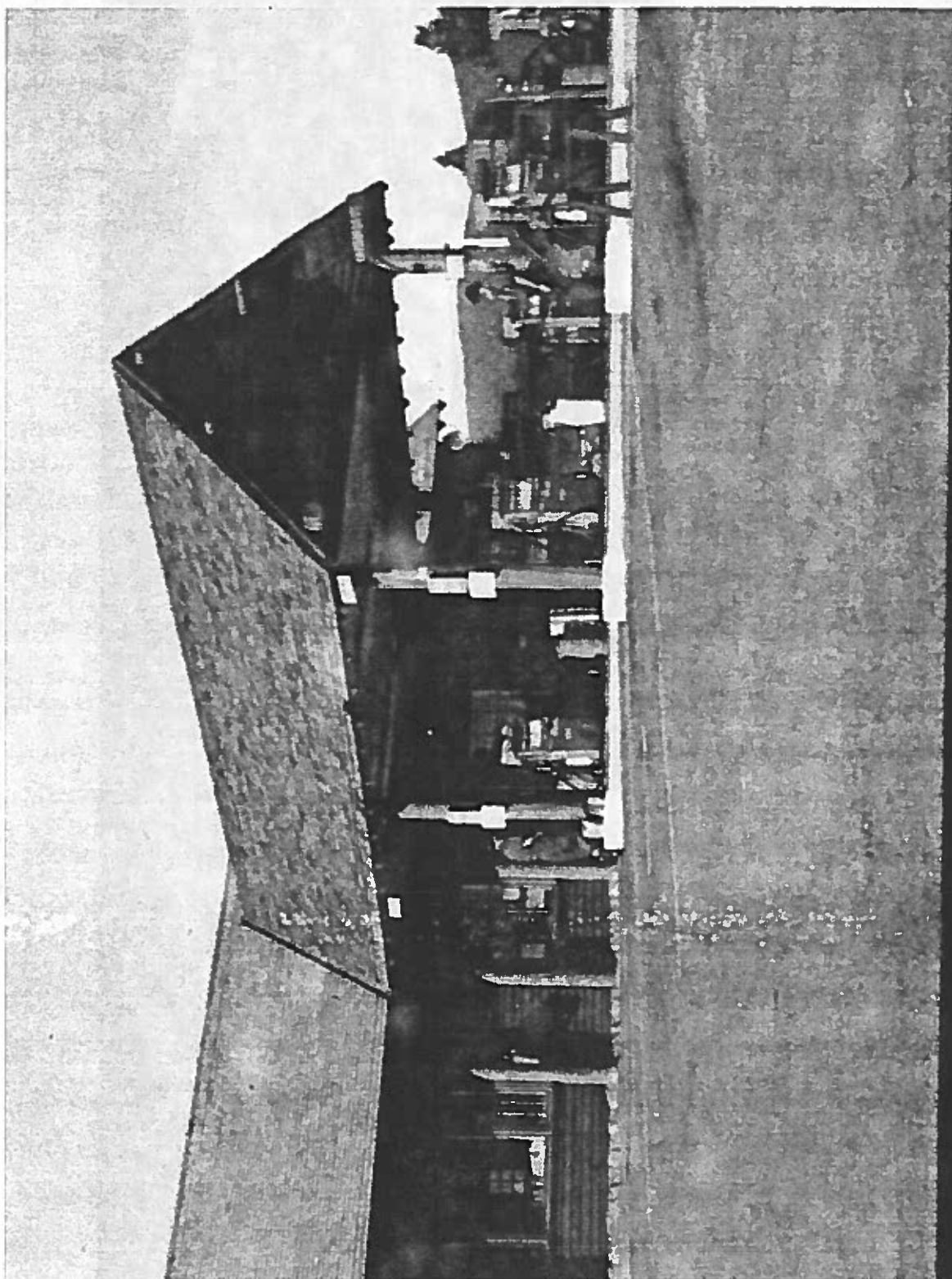


Figure 6: Lower Service Station at Old Faithful 1976

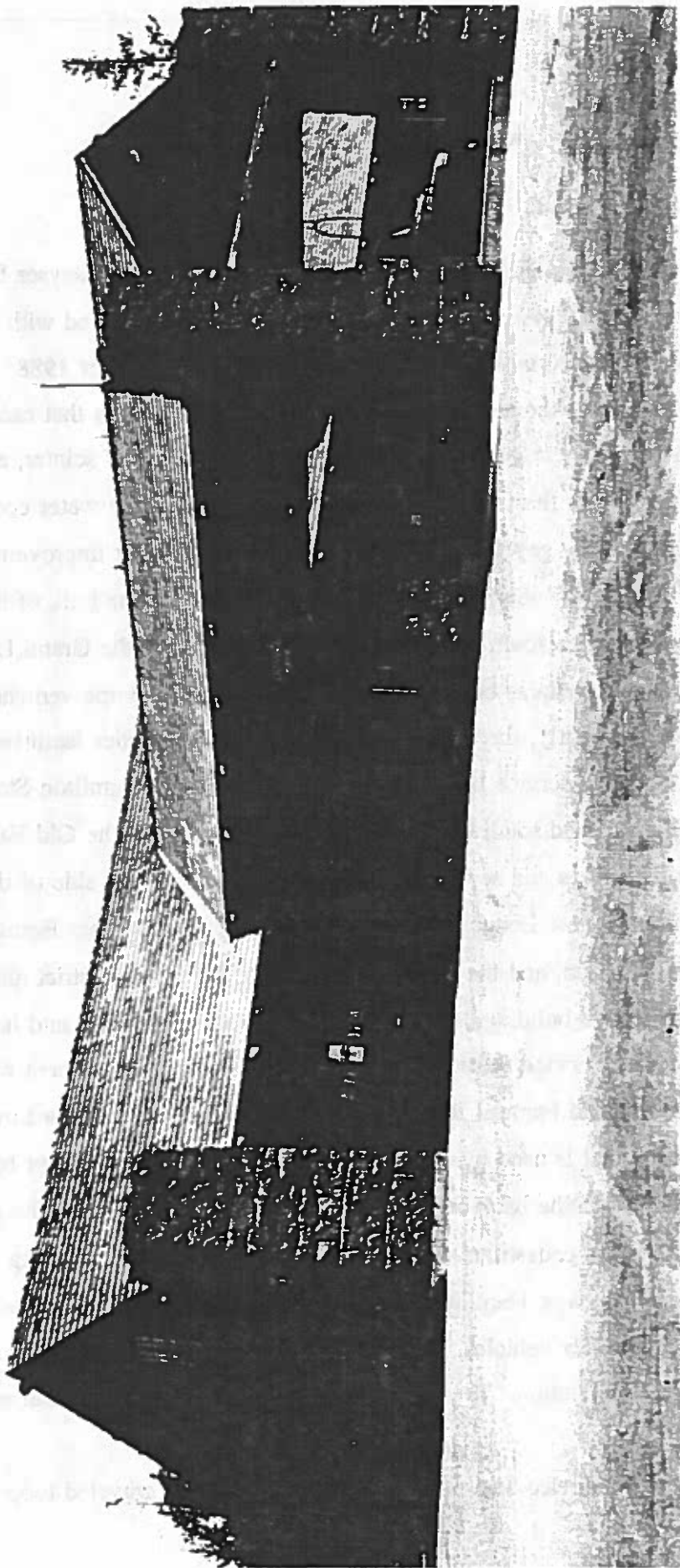


Figure 7: Service Station at the Upper Store March 1952

ARCHITECTURAL ANALYSIS

SITE DESCRIPTION

The Old Faithful Historic District is located in the Upper Geyser Basin. The level surface of the Upper Geyser Basin is rimmed by steep hills covered with dense stands of lodgepole pine--some of which show the scars of the great fires of 1988. Vegetation in direct proximity to the many thermal features is limited to plant species that can tolerate the extreme local atmosphere generated by the geysers. Deposits of scinter, a siliceous mineral that precipitates out of the water ejected from the geysers as the water cools, are located directly adjacent to the geysers. Buildings, structures and other improvements are arranged in a semi-circle around the south side of Old Faithful Geyser. The bulk of the improvements are located between the south bank of the Firehole River and the Grand Loop Road.

This district contains both park service administrative improvements and concessioner improvements. Currently, there are three clusters of concessioner facilities: the Old Faithful Inn and its associated service buildings, including the Lower Hamilton Store and **Lower Service Station**, located southwest of the Old Faithful Geyser; the Old Faithful Lodge and its associated cabin groups and service buildings located on the east side of the geyser; and the remains of the old Snow Lodge cabin complex, including the Upper Hamilton Store and **Upper Service Station**, and the old Haynes Picture Shop. The district also contains park service administrative buildings, including a ranger station complex and housing units.

The Lower Service Station is located on a heavily traveled area where vehicles access the front of Old Faithful Inn. The station is separated from the Lower Hamilton Store by a service road that is used by employees--and also by tourists--to get back and forth from the front of the Inn to the back of the Inn. The public bathrooms, on the east side of the service station, create pedestrian traffic that causes problems with parking and vehicular access to the station bays, Hamilton Store and the service road. There are no defined areas of travel for pedestrians or vehicles. The area around the service station is mainly obsidian sand and there is little vegetation. The tanks behind the station are somewhat screened by a wood and chain link fence.

The Upper Service Station is located on the heavily traveled loop road that brings

vehicles to the large east parking lot which accesses Old Faithful Geyser. A road leading to cabins to the south runs along the west side of the station, along with parking and access to the Upper Hamilton Store. Most of the vehicle repair is done at this station--and the southeast side of the building is used as a parking lot for these vehicles being repaired as well as a wrecker. Access to and from the main road from the pumps on the west side is difficult because of conflicting traffic patterns and conflicting uses of the area. There are no defined areas of travel for pedestrians or vehicles. The area around the service station is mainly obsidian sand with some lodgepole pine trees located within the area between the station and the main loop road. The tanks for this facility are directly south of the building in a fenced area. New tanks will be placed underground in the near future and the old tanks will be removed.

BUILDINGS DESCRIPTION

Lower Service Station EXTERIOR

This one-and-one-half story gas station sits on a stone foundation. The exposed log structure divides the building masses into bays. Each corner is supported by a cluster of three log columns. The walls are infilled with wood framing and finished with lap siding. The intersecting, wood-shingled gable roofs have exposed purlins and rafters. The eaves are supported by log brackets. Interior vents penetrate the roof. The plan is rectangular with the main gable roof oriented east-west. A gabled canopy intersects at the north. A smaller gabled wing is located at the east. The windows are fixed, hopper and awning style sash. The doors are metal.

An open canopy projects from the north (front) elevation for gas service. Two log columns support the gable end. The gable end has the exposed log structure; three vertical logs support the roof purlins. The restroom wing at the far left is one bay in length. The north wall of the main building is divided into eleven unequal bays. At the first bay, at the far left, are a pair of swinging doors accessing the service area. The batten doors have vertical tongue and groove sheathing with diagonal bracing at the bottom and three vertical lights at the top. At the fourth bay from the left is a large fixed window with sidelights divided into three narrow, vertical lights. Beneath the canopy, at the seventh bay is a door accessing the customer service area. At either side of the door is a large nine-light fixed window. At the second bay from the right is another large fixed window with sidelights divided into three narrow, vertical lights.

The west elevation consists of the canopy at the left and the main mass of the building at the right. The gabled canopy provides two gas service islands. The gable end at the right is divided into four bays. The two center bays each have a pair of eight-light fixed windows.

The south elevation consist of the main building mass at the left and the restroom wing at the right. The left wall is divided into seven equal bays. The fourth bay from the left has a pair of doors: a passage door at the left and a larger door at the right. The batten doors have vertical tongue and groove sheathing. At the sixth bay are two pair of eight-light

fixed windows. The restroom wall is one bay with a door at the left and an eight light awning window at the right.

The east elevation has the canopy at the right and the gable end of the restrooms at the left. The gable end of the east wing has four bays. A flush wood door accesses the men's restroom at the right bay. Each of the other bays has a high hopper window.

The exterior is painted all one color with medium reddish brown. The original colors on the exterior were a greenish brown on the wall boards and a reddish brown stain on the columns. In between the original and the existing colors are a light brown and a dark brown.

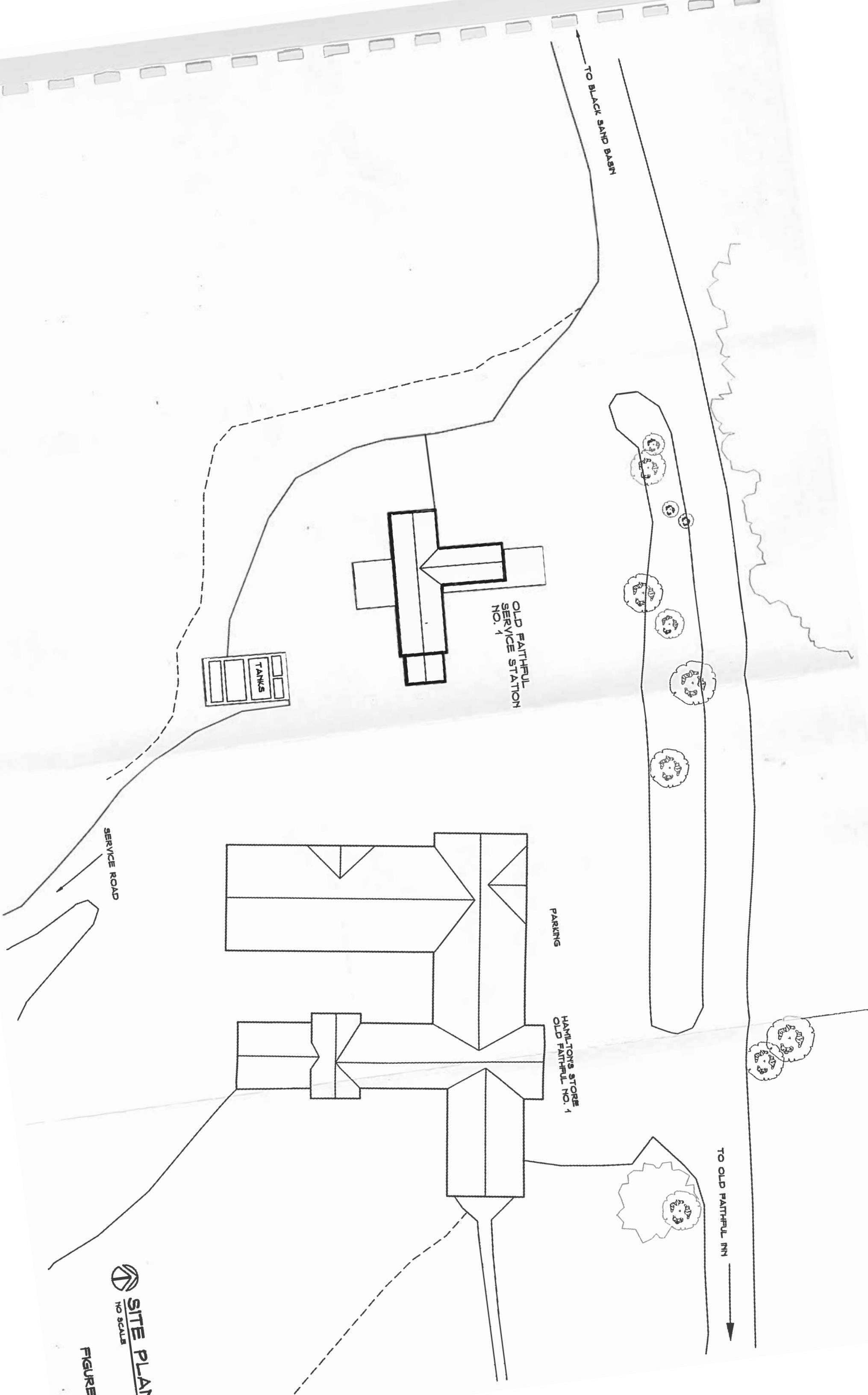
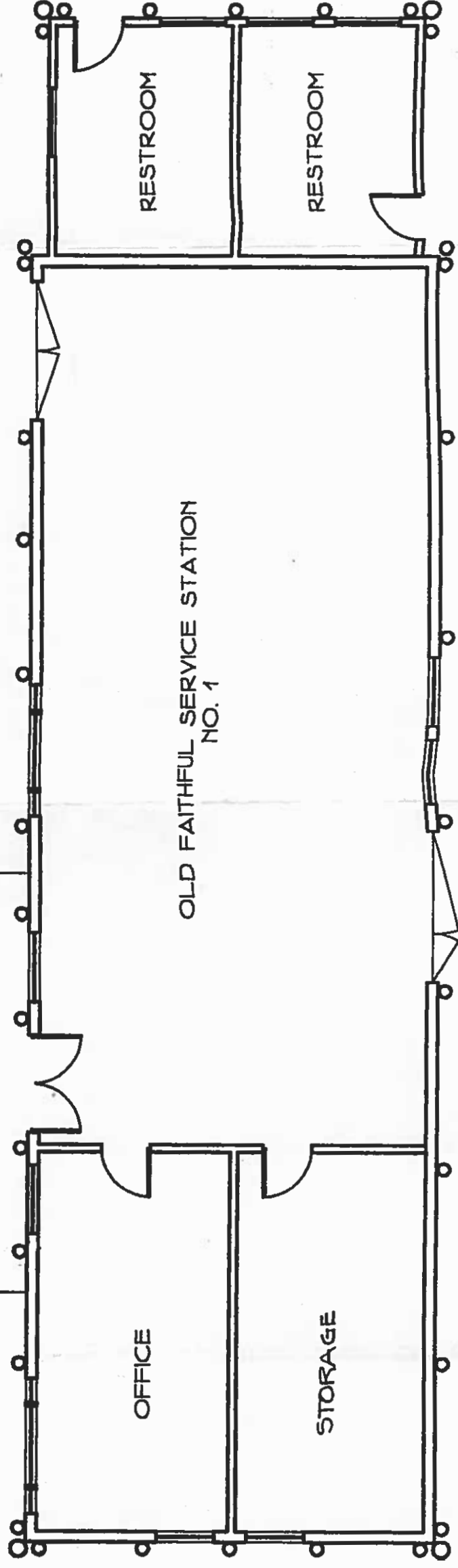
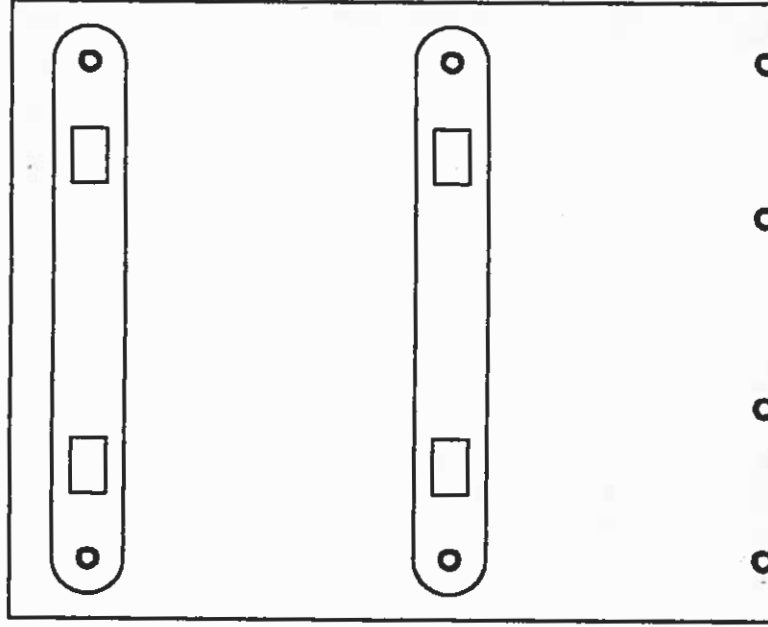
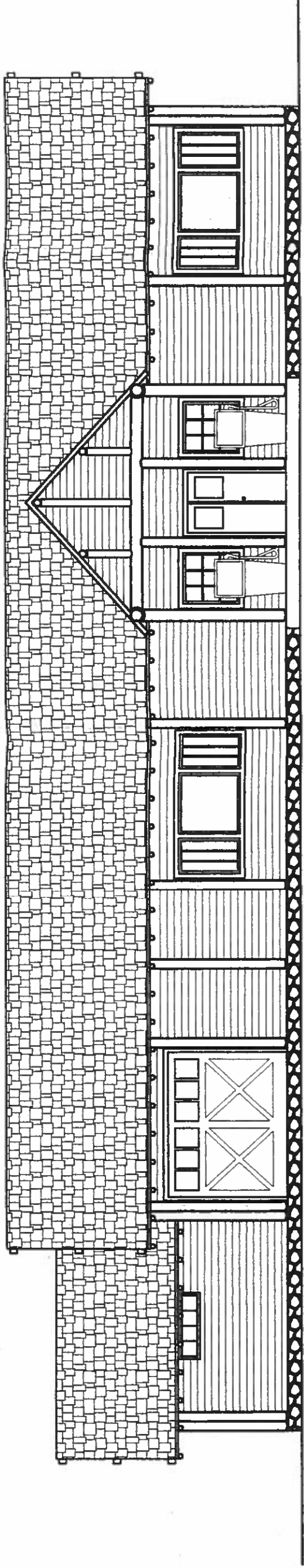


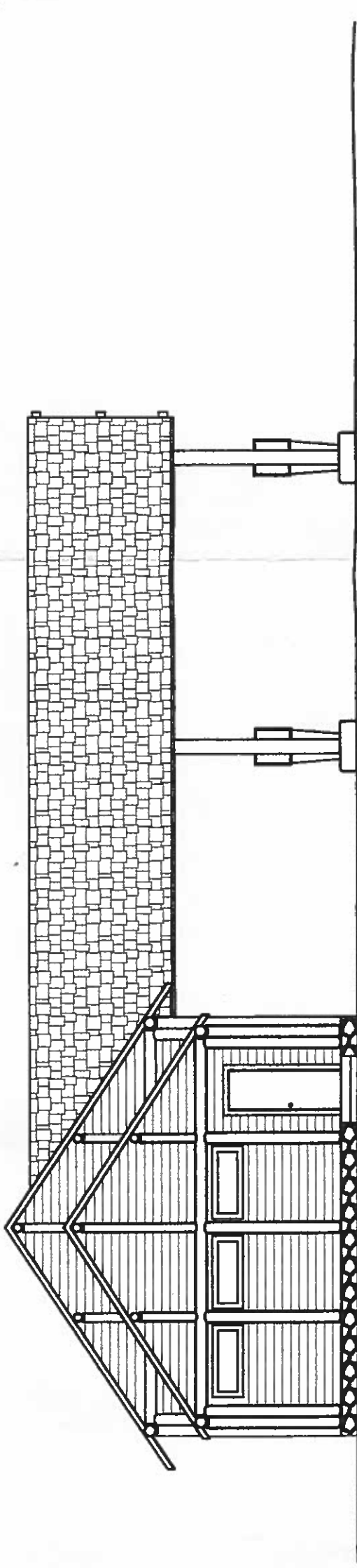
FIGURE
SITE PLAN
NO SCALE



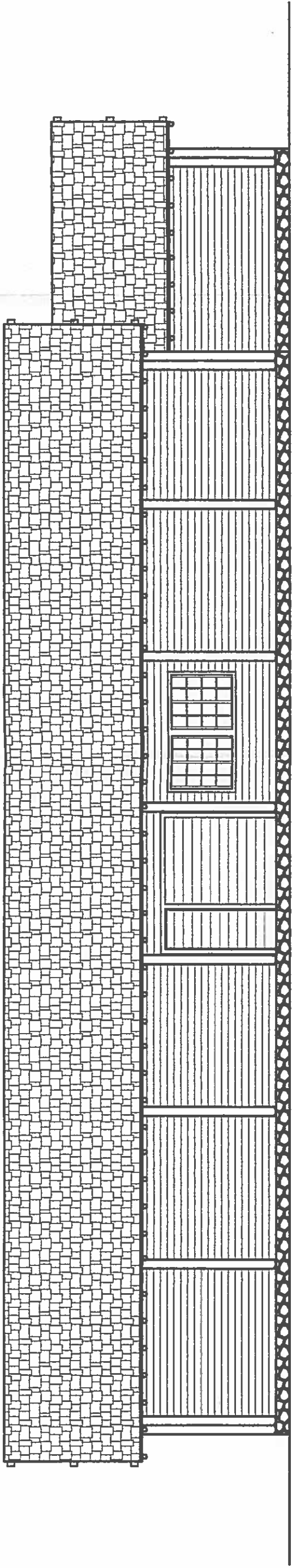
FLOOR PLAN
SCALE 1/8" = 1'-0"



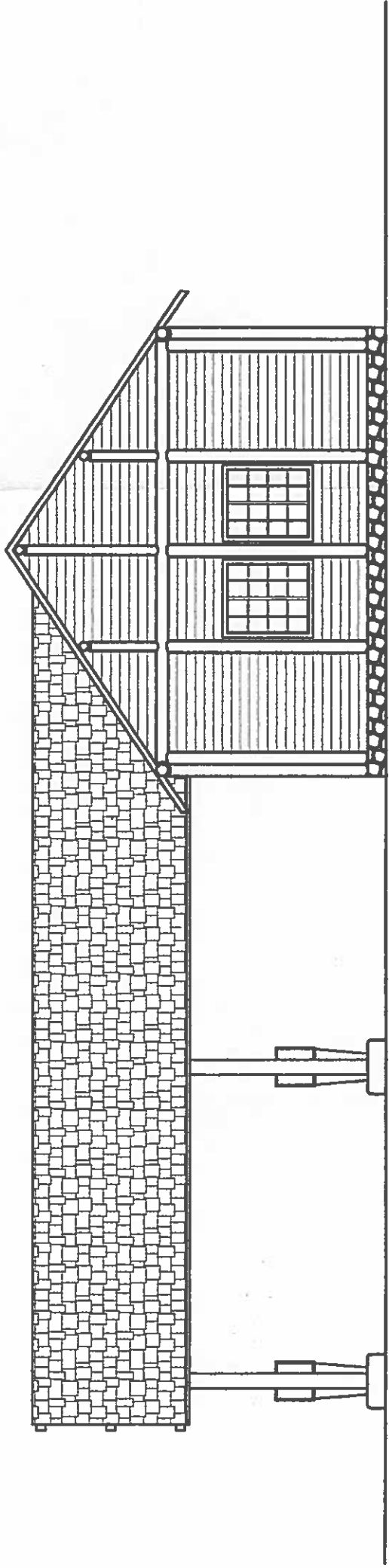
NORTH ELEVATION
SCALE 1/8" = 1'-0"



EAST ELEVATION
SCALE 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"



WEST ELEVATION
SCALE 1/8" = 1'-0"



Figure 7: Looking southeast at the covered pump area. The log columns and concrete islands are in good condition.

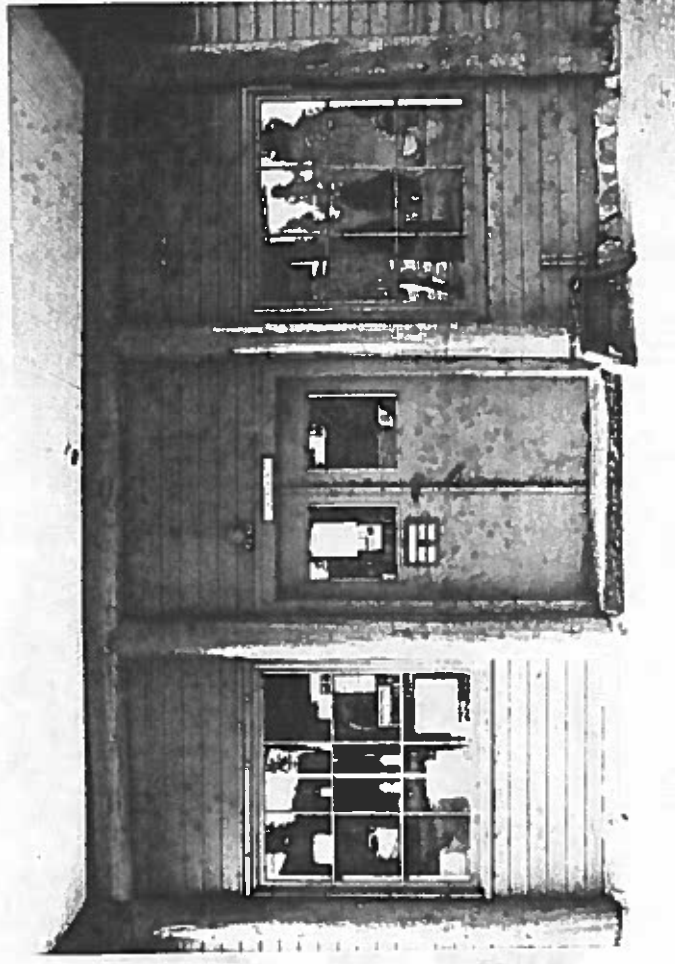


Figure 8: Looking south at the front entrance to the station. The windows are original, but the doors have been changed from the original full length lights. The materials are in good condition with the exception of some sill rot.

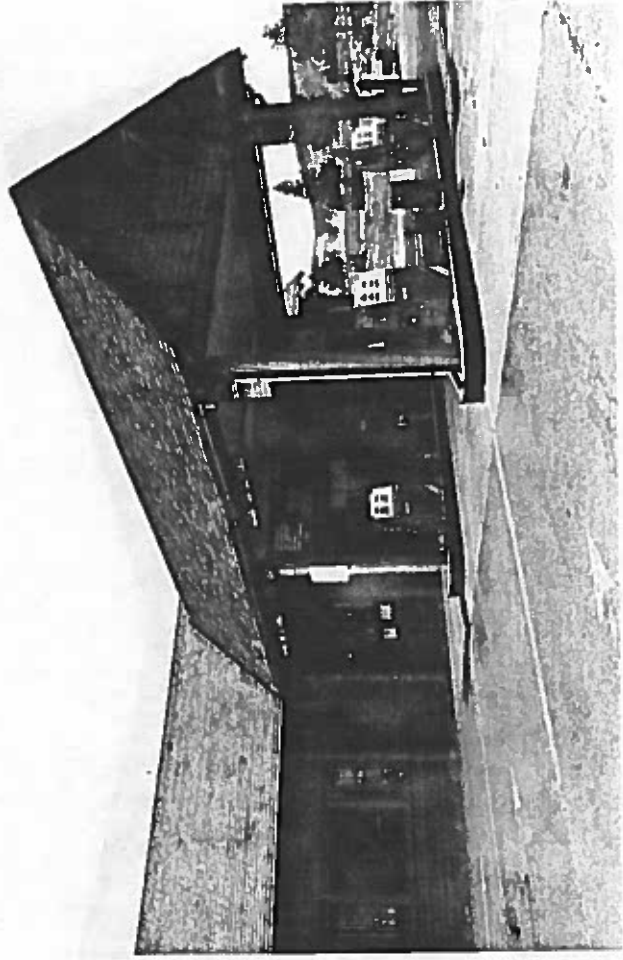


Figure 9: Looking southwest at the covered pump area. Note the lighting and signs on the covered area.



Figure 10: Looking southwest at the front of the station towards the front entrance. Note the good windows and the stone base. Also, note the rotted roof rafter and the condition of the shingles on the roof at the right.

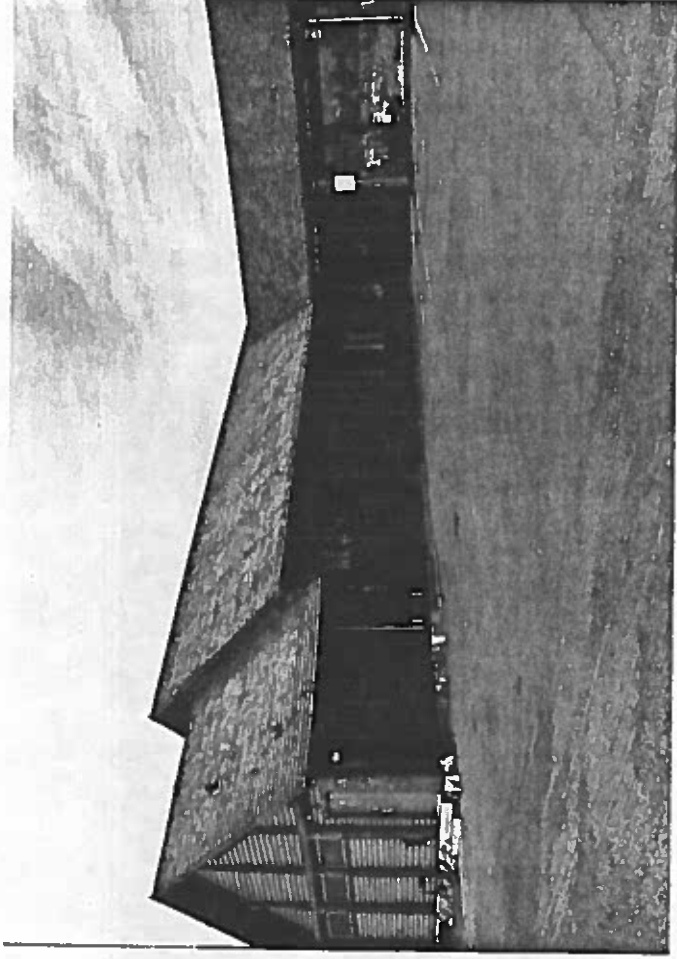


Figure 11: Looking southwest at the service station. Note the later addition on the left that was built shortly after the original building was finished. The roof on this side is in good condition with some minor exceptions.



Figure 12: Looking south at the service station. The windows are original to the building, the doors are not. All are in good condition. The doors need some minor adjusting of hardware.

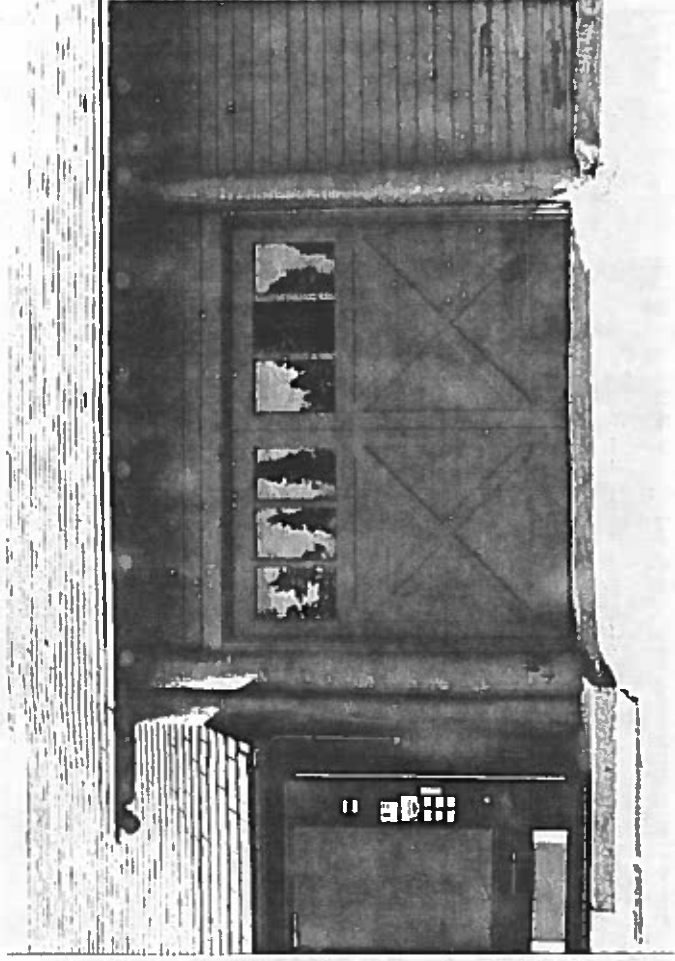


Figure 13: Looking south at the doors into the service bay on the north side of the building. The doors are in good condition.

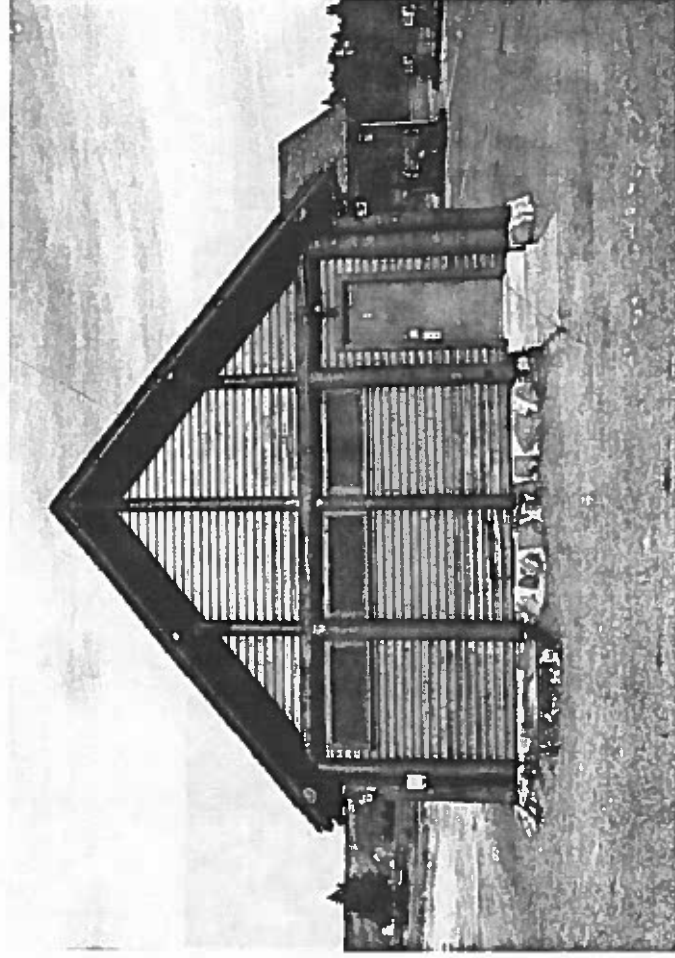


Figure 14: Looking west at the end of the station. The walls are in good condition with the exception of some rotted boards at the base of the wall. The stonework is in good condition.

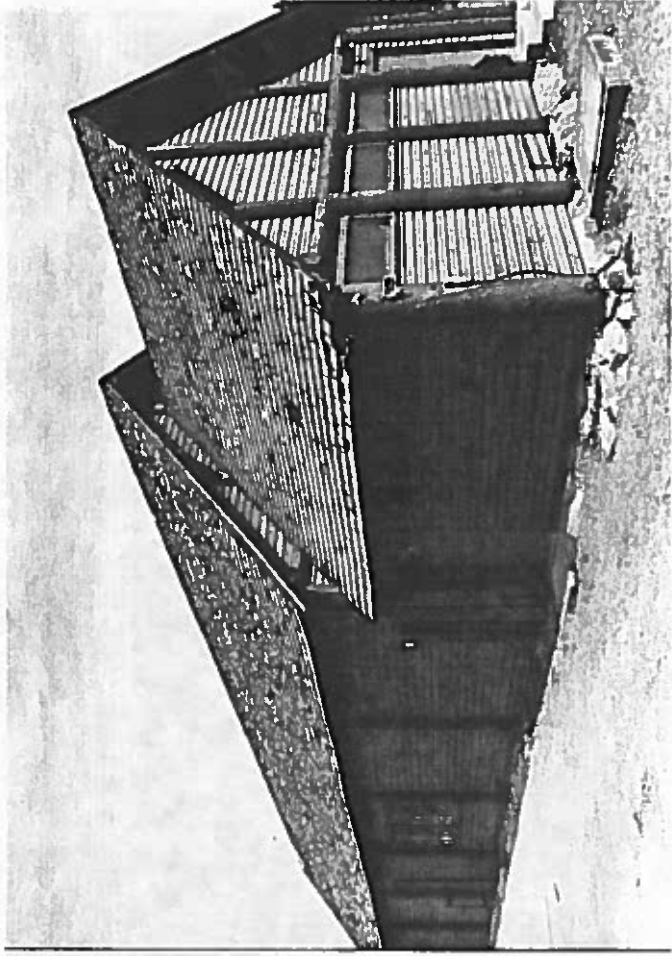


Figure 15: Looking northwest at the station. Note the broken corner of the roof, and broken shingles throughout the roof area. The doors to the bathrooms have been changed to a flush door.

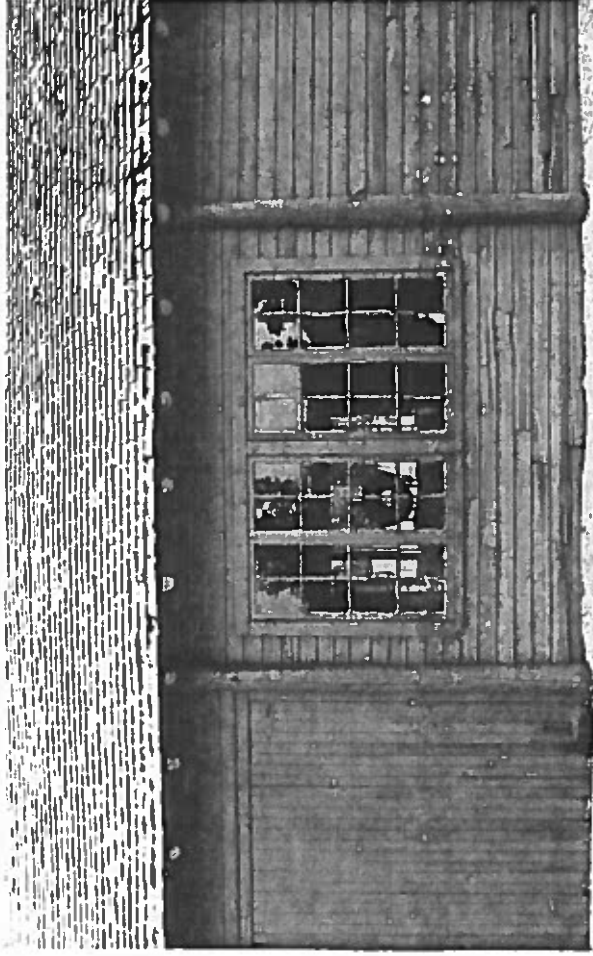


Figure 16: Looking north at the windows on the back of the station. The windows need some work. Note the high grade around the base of the building which is causing some of the wall boards to rot.

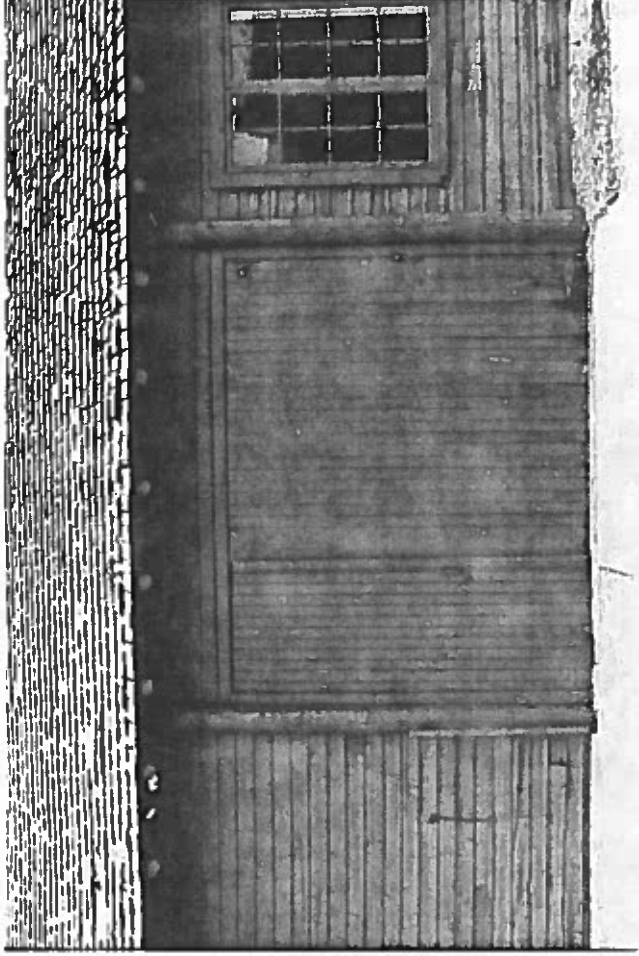


Figure 17: Looking north at the service bay doors on the back of the station. The doors are not original to the building and are in poor condition. Note the broken and missing shingles on the roof.

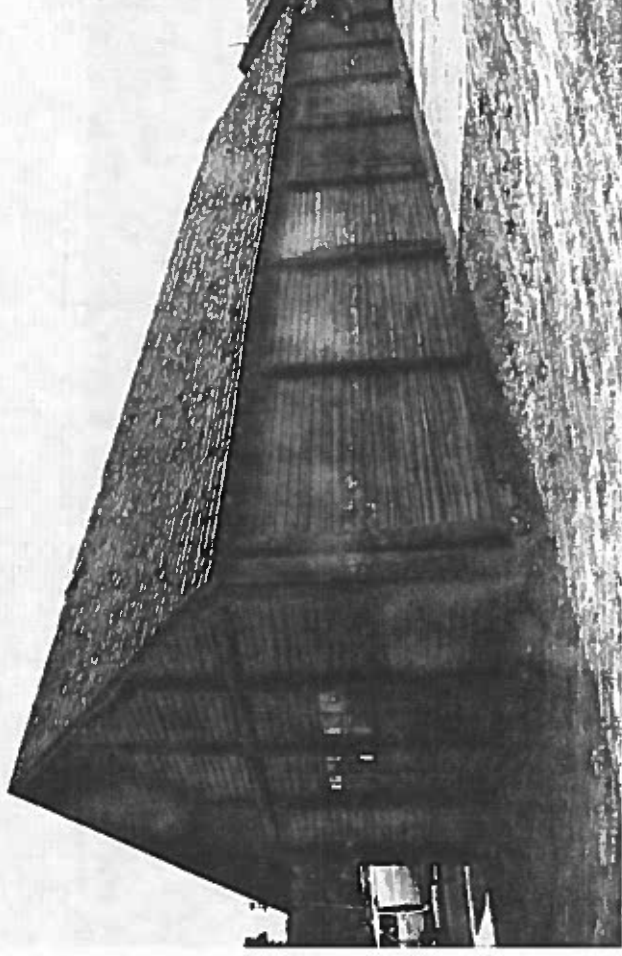


Figure 18: Looking northeast at the station. Several of the boards on the west and south sides of the building are broken or rotted.

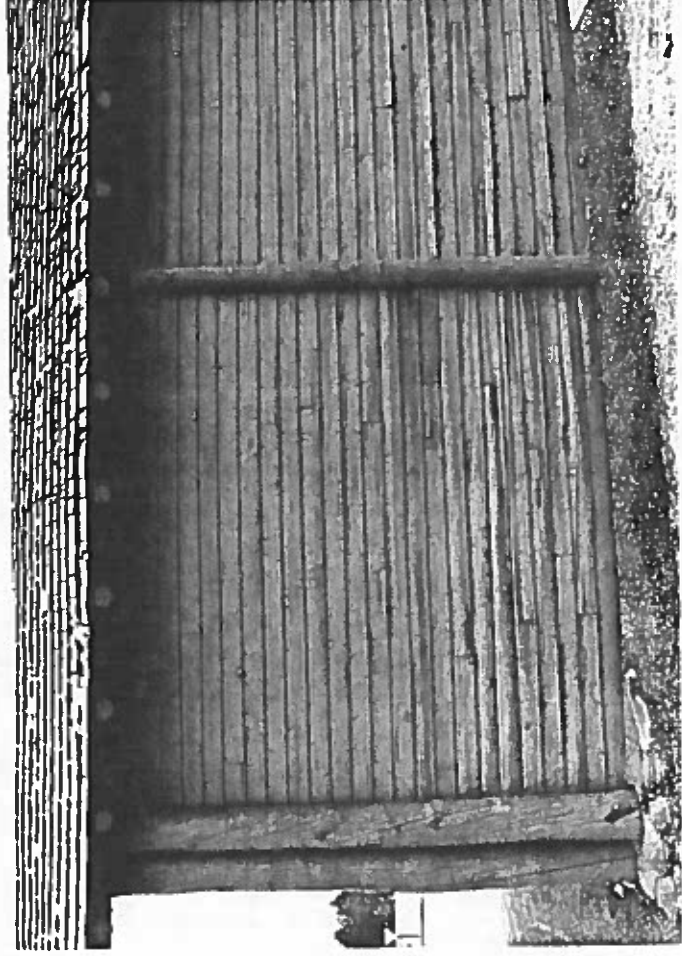


Figure 19: Looking north at a section of the wall on the south side. Note the broken boards on the wall, and the broken and missing shingles on the roof.

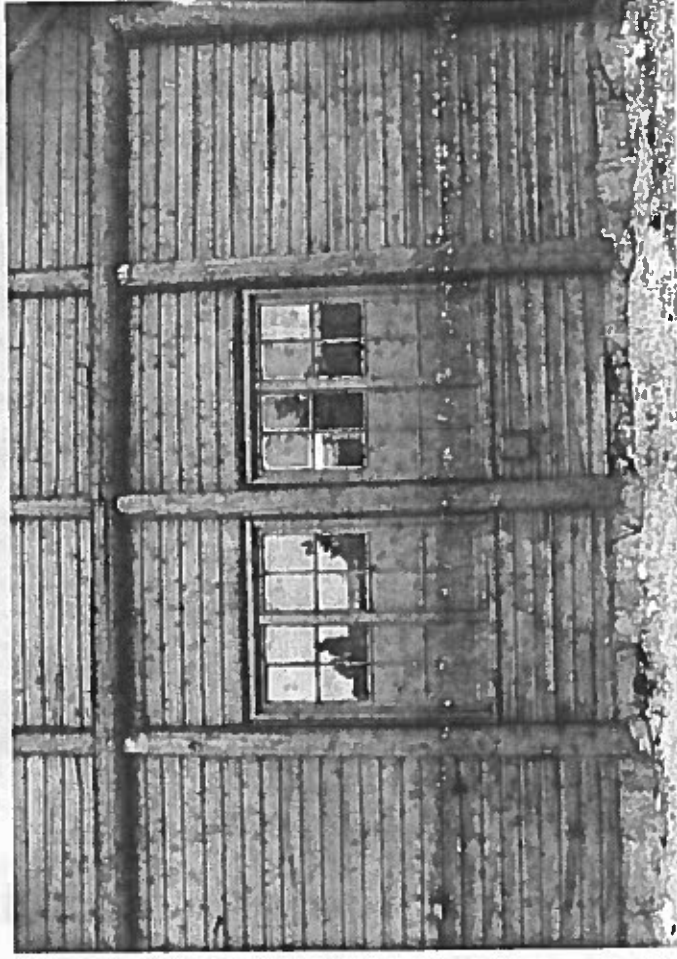


Figure 20: Looking east at the windows and wall surface of the station. Note the broken and cupped boards on the wall. Some of the stonework is missing mortar and is loose.

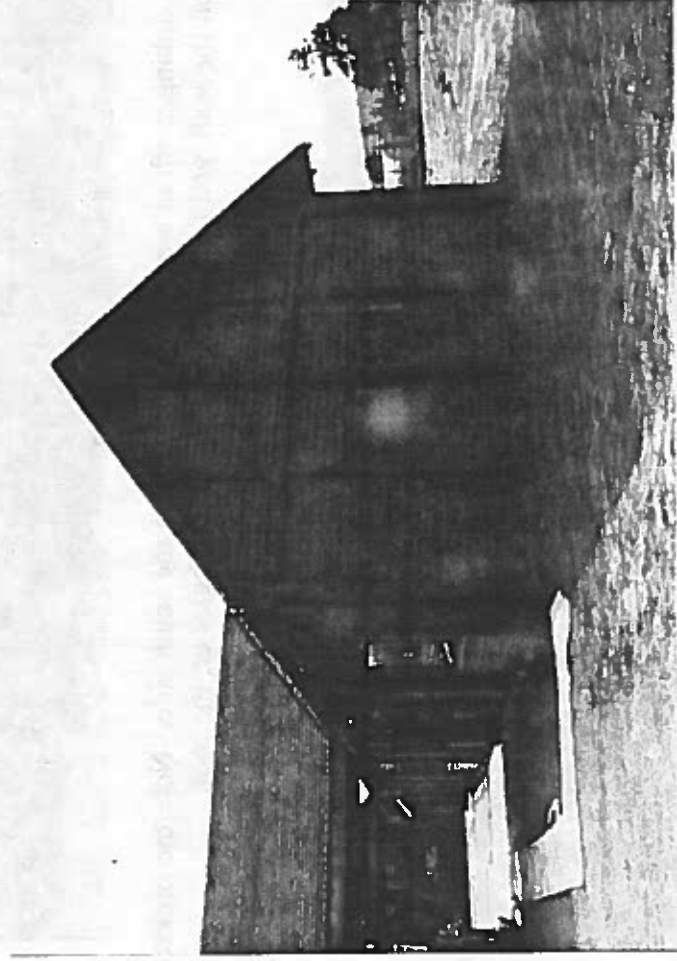


Figure 21: Looking southeast at the end of the station. Most of the upper brackets and log columns are in good condition.

INTERIOR

The interior of the main room of the Lower Service Station is for customer service at the west end and auto service at the east end. A door at the northwest accesses the office and a door at the southwest accesses a storage room.

The north, south, and east walls of the service area are finished with horizontal, beaded tongue and groove fir. The west wall is finished with horizontal 1 x 8 tongue and groove boards. The ceiling is finished with beaded tongue and groove fir also. The walls are green the first five feet and then painted white to within about two feet of the ceiling; the upper wall and ceiling are the natural fir with a clear finish. The floor is concrete. Doors and windows are trimmed with 1 x 4 casings. Lights are fluorescent.

The door to the southwest storage room is a five panel door--two small vertical panels below, one horizontal panel at the center, and two larger vertical panels above. The south and west walls and the ceiling of the storage room are finished with painted, (white) beaded tongue and groove fir. The north wall is finished with 1 x 8 tongue and groove boards. The east wall is unfinished. The floor is concrete. A hatch at the upper north wall accesses a storage space above the office ceiling. Another hatch at the beaded fir ceiling within this storage space accesses the attic. The windows are trimmed with 1 x 3 casings. Lights are incandescent.

The door to the northwest office is a panel door with three horizontal panels below and six lights above. The north and west walls of the office are finished with painted, beaded tongue and groove fir. The south and east walls and the ceiling are plastered. The door and windows are trimmed with 1 x 4 casings. The north and west walls have quarter round molding at the base. The south and east walls have 1 x 6 baseboards. The lighting is fluorescent.

The restrooms are accessed from the exterior at the south and east. These spaces have been updated. The floors are concrete. The walls are finished with plywood and wall covering. The ceiling is finished with plywood. The lighting is fluorescent. The restroom toilets, sinks, and metal stall partitions are not original to the building and appear to have been installed in the 1980's.

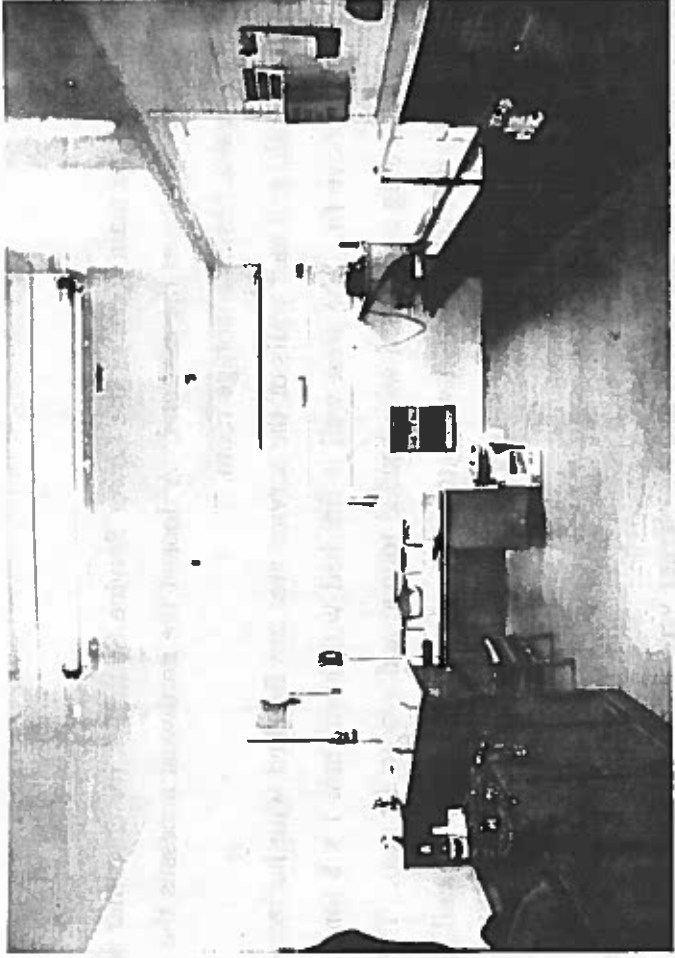


Figure 22: Looking west at the interior of the office space of the station. The sheetrocked walls and ceilings and the concrete floors are in good condition. Note the florescent lighting.

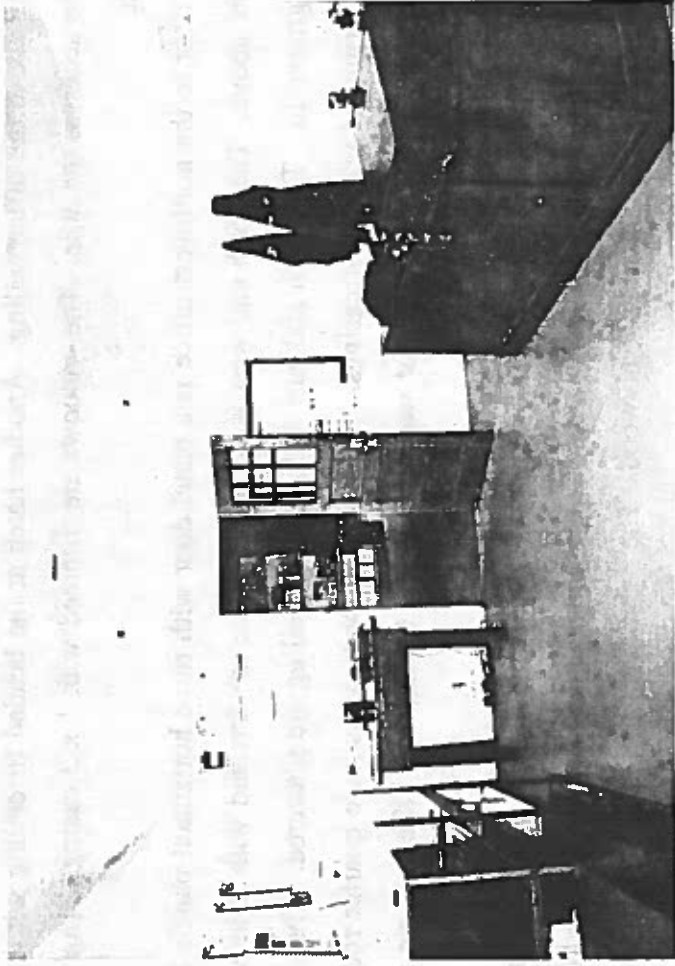


Figure 23: Looking east at the entrance to the service bay of the station. Note the door which appears to be original. This door needs some refinishing work.



Figure 24: Looking west at the interior of the storage space in the station. The narrow, wood tongue-and-groove walls and ceiling are in good condition. Note the concrete floor and incandescent lighting.

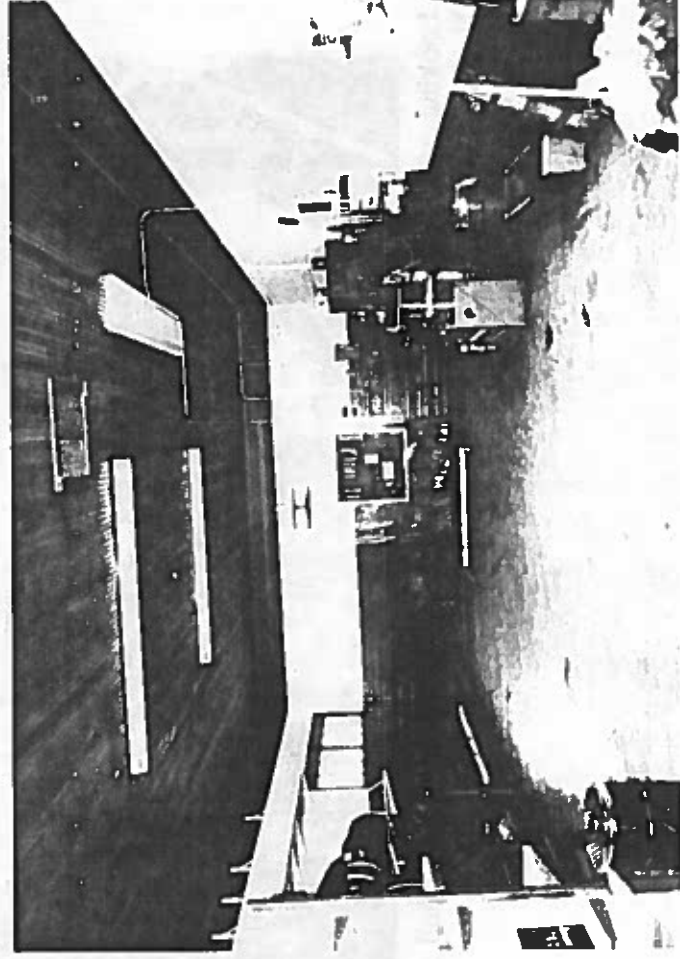


Figure 25: Looking east at the service bay of the station. Note the wood walls, ceiling and concrete floors. There is florescent lighting and the electrical conduit is exposed.

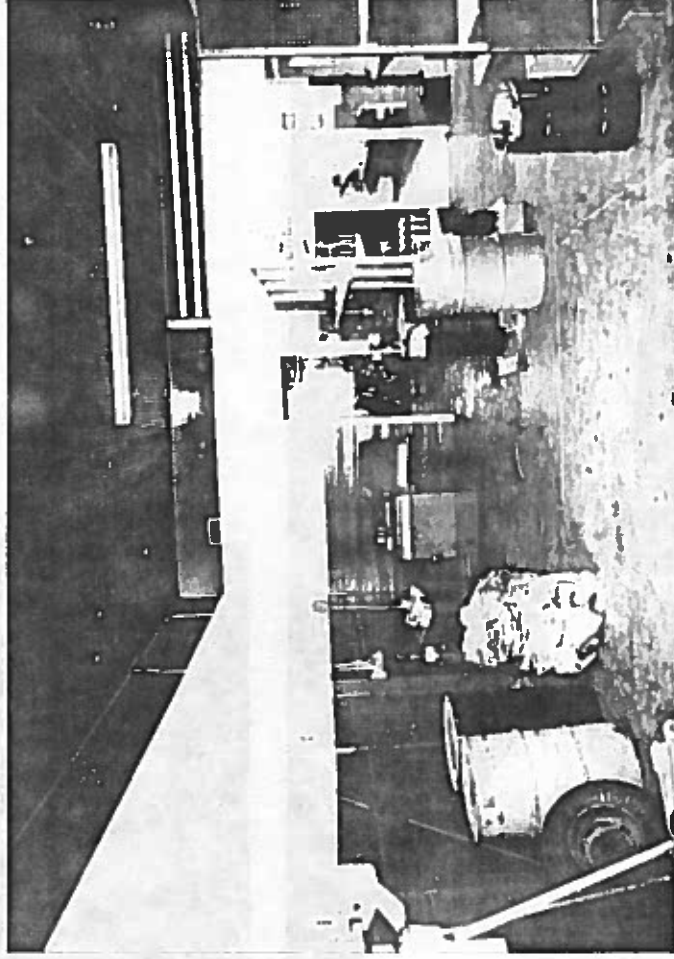


Figure 26: Looking west at the service bay of the station, towards the storage and office area.
Note the back of the service bay doors.

MECHANICAL AND ELECTRICAL SYSTEMS

The Lower Service Station does not have any major mechanical systems other than water and sewer for the bathrooms. There is no central heating--small electric heaters are used. The electrical system has been updated over the years with all of the wiring in conduit. There is incandescent and florescent lighting.

ACCESSIBILITY

The Lower Service Station itself is accessible, however the public restrooms on the east end are not accessible.

CONDITION

The Lower Service Station is in good condition with most of the problems relating to the roof and siding; especially on the south side of the building. The roof is adequate for now and probably has at least five years of life left in it. However, there are several missing or broken shingles, and some of the shingles are curling. There are some rotted log rafter tips. The tongue and groove board siding is rotting in some areas of the base. There has been some cupping of the siding due to the drying allowed by the lack of paint at some time. Presently, the boards are covered with a good-quality paint. The grade on the south side is poor with some of the base materials being covered with dirt. This causes moisture to be held against the walls and further, water is being wicked up into the walls. The exterior log columns are in good condition with the exception of some minor rot at the base. The stone foundation is good with the exception of the west end where there is some missing mortar and loose stones. The overall structure appears to be in good condition with no obvious settlement or cracks in the building. The windows and doors are in good condition. The exception would be the doors on the rear of the building which are hard to operate because of sagging hinges. All of the windows and doors need minor maintenance in the form of hardware adjustment and paint.

Upper Service Station Description

EXTERIOR

This one-and-one-half story gas station is constructed on a concrete foundation. The building consists of a central rectangular section oriented north/south. The north third of this section is enclosed (to contain office, parts supply and work areas) while the south two-thirds are open and function as drive-through service bays. The walls of the enclosed portion are cast-in-place concrete scored horizontally to resemble wide boards. Gabled roof canopies extend from the east and west sides of the enclosed portion of the central north/south component. Each corner of the main building has a battered stone column that extends above the eaves. The roof of the canopies are also supported by battered stone piers of random ashlar which extends above the eaves. The wood frame gable ends are finished with alternating courses of narrow and wide wood shingles. The intersecting, wood-shingled gable roofs have exposed log purlins and rafters. The building contains fixed and casement sash windows and has two types of doors; flush wood with one light and French doors.

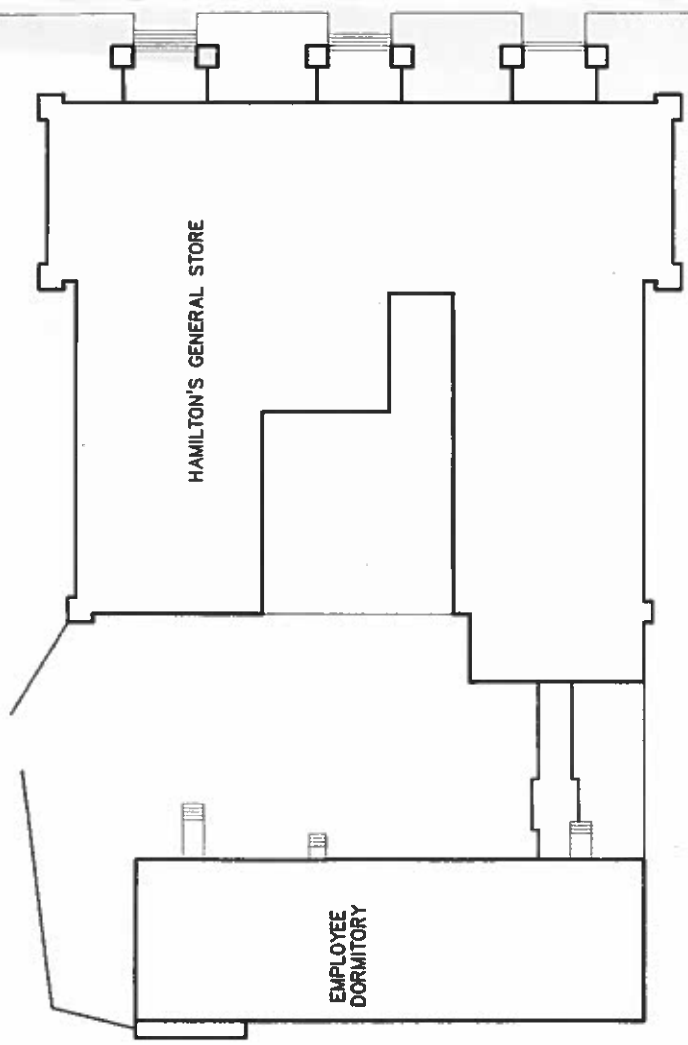
On the north elevation, the gable end of the enclosed portion of the central component contains a thirty-light fixed window at the first story and a pair of twelve-light casement windows in the gable end. On the north side, one can also see the roofs and corner piers of the east- and west-side canopies.

On the west elevation, the wall of the enclosed portion is divided into three bays by stone columns. The center bay contains an entry with a pair of flush wood doors with one light. The left and right bays each have a thirty-light fixed window. An open, gable-roofed canopy that extends perpendicularly from the west wall is centered over the entry. The canopy is supported at the west end by battered stone piers. South of the enclosed portion of the building, the open portion contains three service bays; these bays are defined by two log columns set on concrete piers, and the stone pier that provides the primary support for the southwest corner of the roof. The east elevation is similar to the west. (Fenestration on the east elevation mirrors that on the west elevation.)

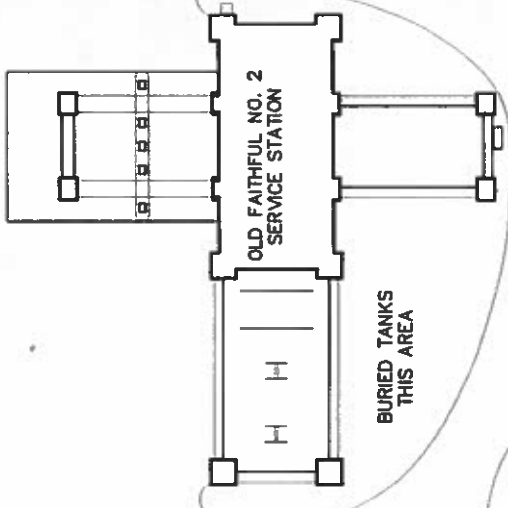
The open, gabled end of the three-bay service area is exposed in the south elevation. The south wall of the enclosed portion of the building contains a pair of twelve-light French

doors. The shingle roofs and stone piers of the east- and west-side canopies flank the enclosed service area.

The colors on the exterior of the building are presently a black concrete base with the rusticated concrete and wood in the gable ends a medium brown. Originally the colors were a reddish brown on the base, a sulfur colored yellow on the rusticated concrete wall, and a reddish brown stain on the upper wood.

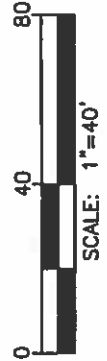
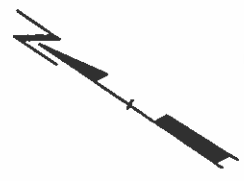


TO CABIN AREA



TO CABIN AREA

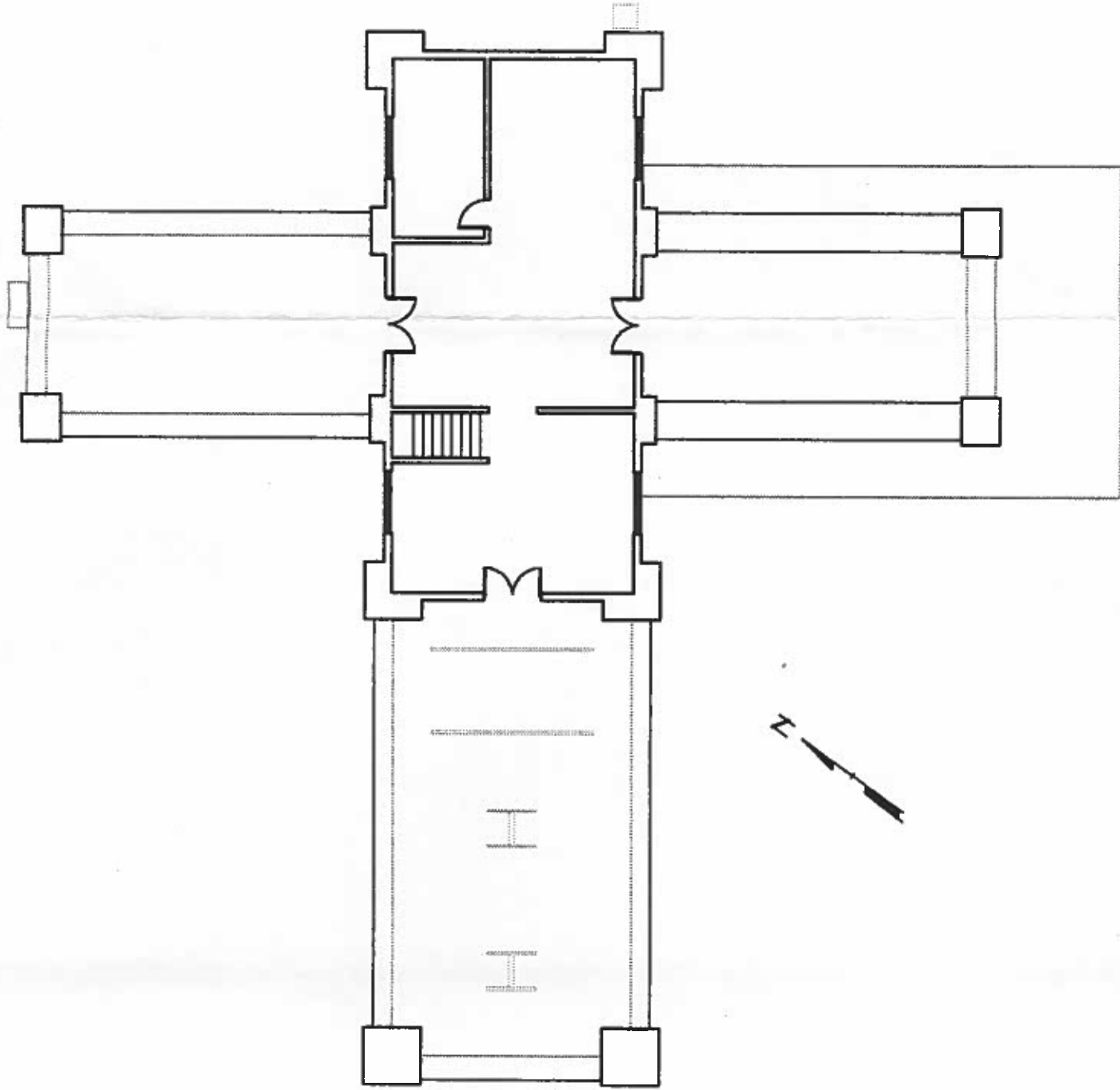
TO LODGE



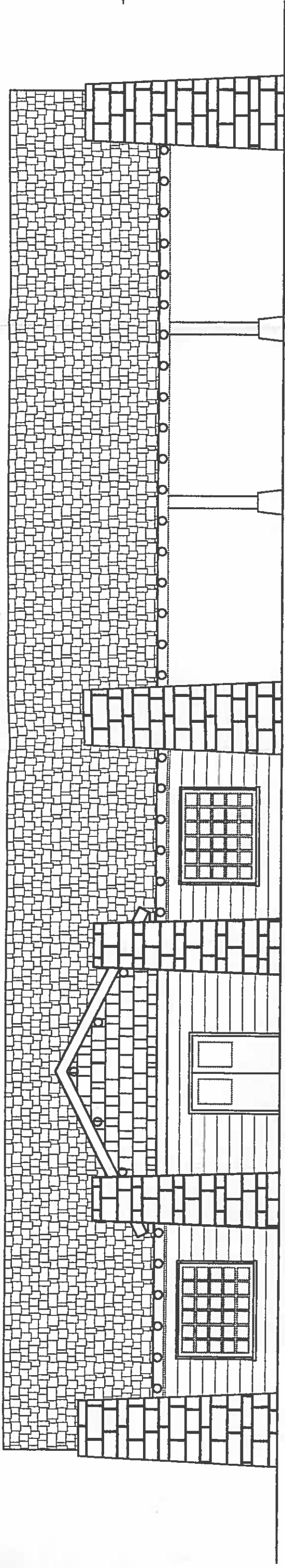
SITE PLAN

MAIN LOOP ROAD

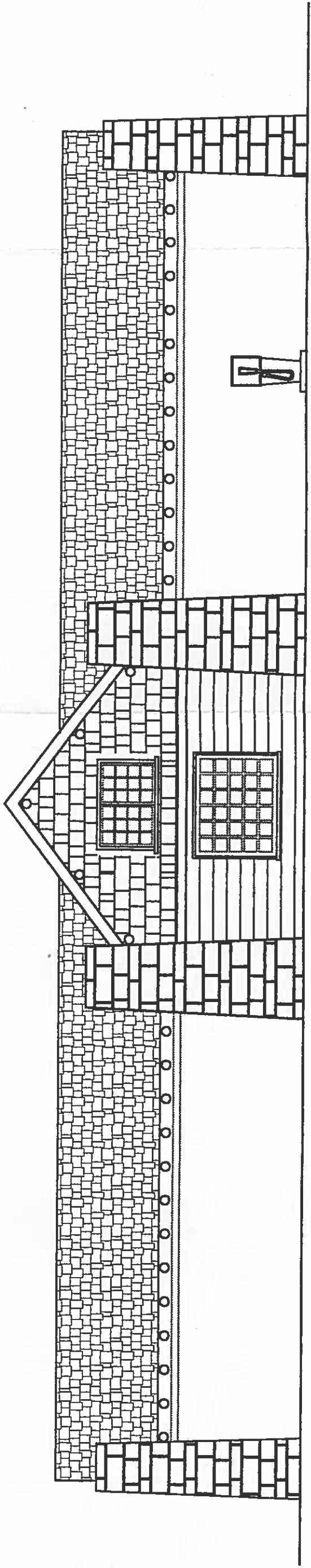
FIGURE 27



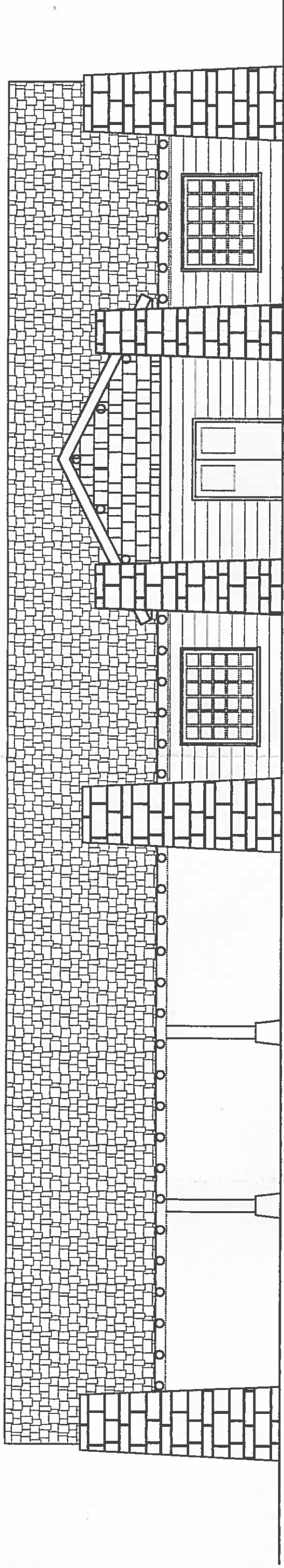
FLOOR PLAN
SCALE 1/16" = 1'-0"



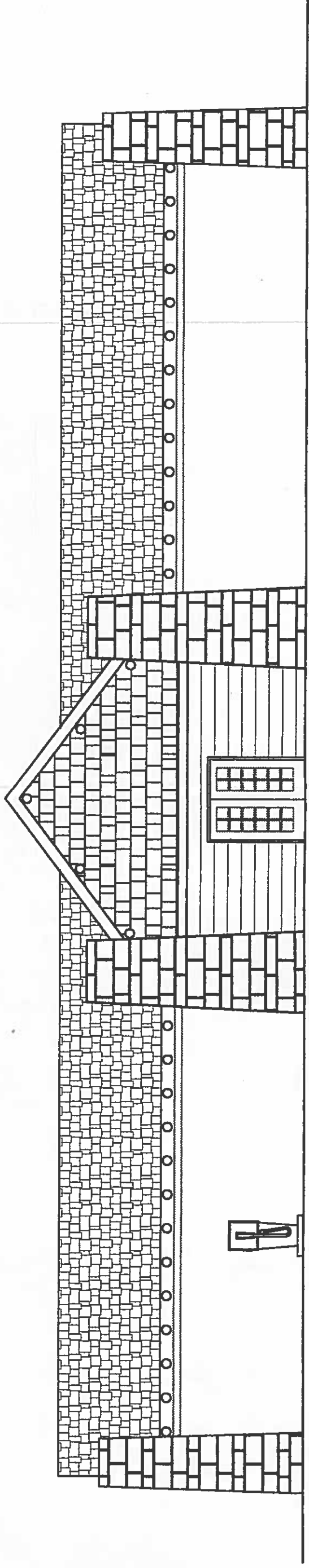
WEST ELEVATION
SCALE 1/8" = 1'-0"



NORTH ELEVATION
SCALE 1/8" = 1'-0"



EAST ELEVATION
SCALE 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"

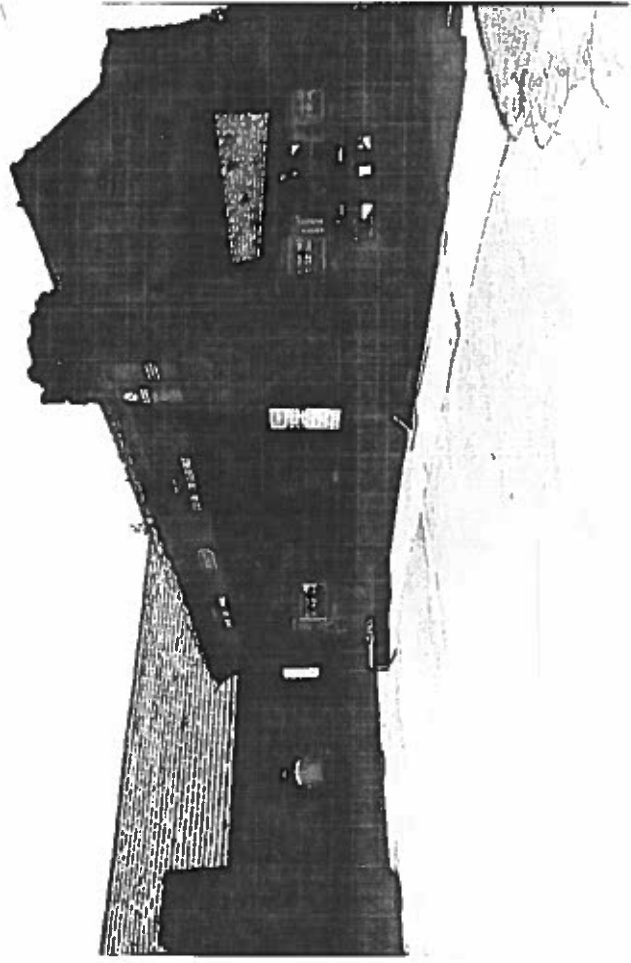


Figure 31: Looking southeast at the Upper Service Station. The roof has many broken and curled shingles.

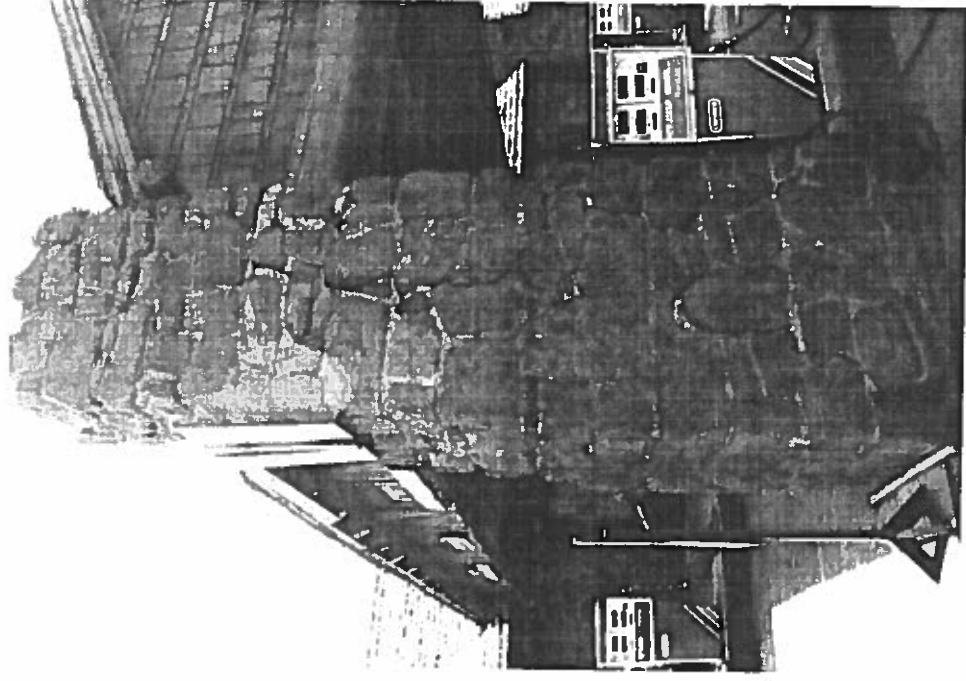


Figure 32: Looking southeast at a typical stone column at the station. Note the missing mortar and loose stones due to water penetration from the top.

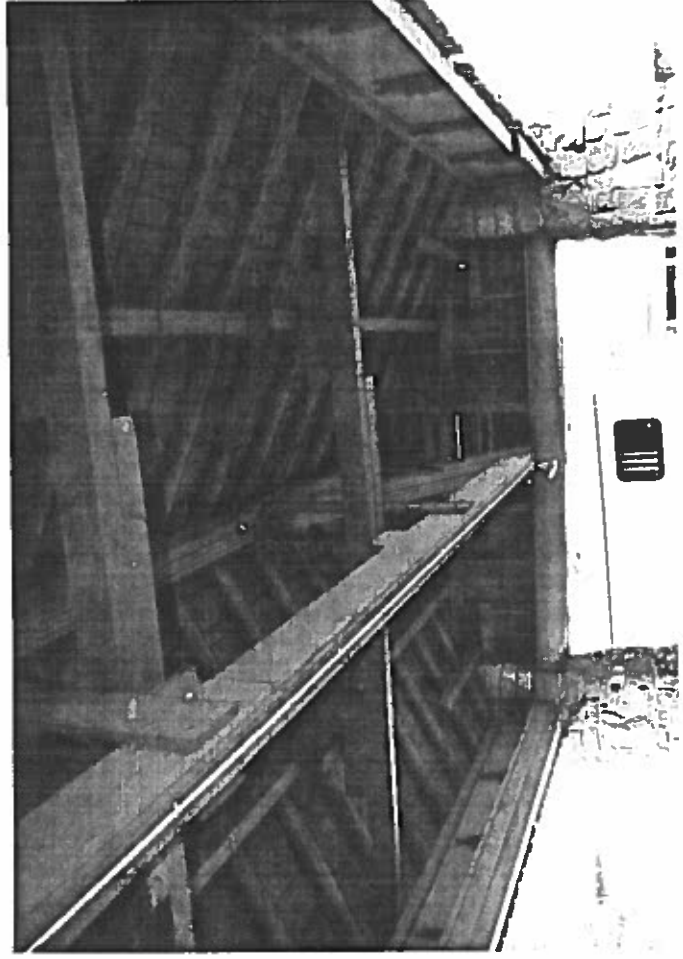


Figure 33: Looking west at the structure under the pump bay of the station. The structure appears to be in good condition.

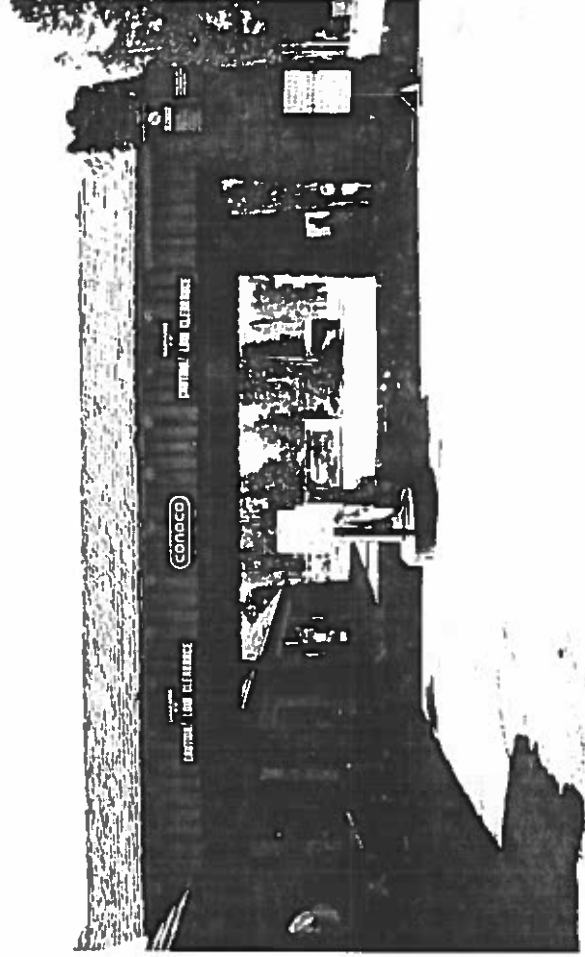


Figure 34: Looking south at the pump bay of the station. Note the poor condition of the roof, and the missing or loose vertical log slabs under the eave.

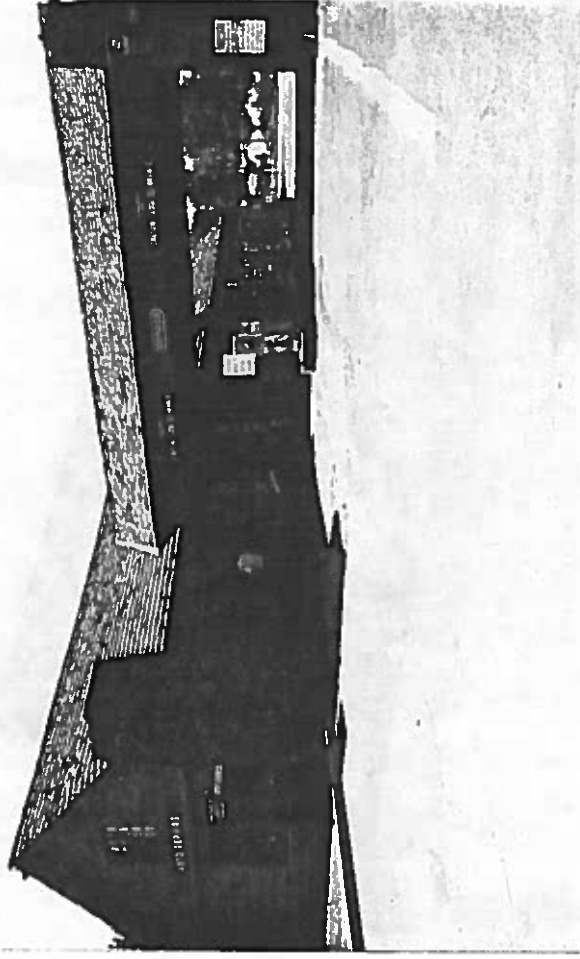


Figure 35: Looking southeast at the station pump bay and the rest of the building. Note the stone columns on each of the corners.

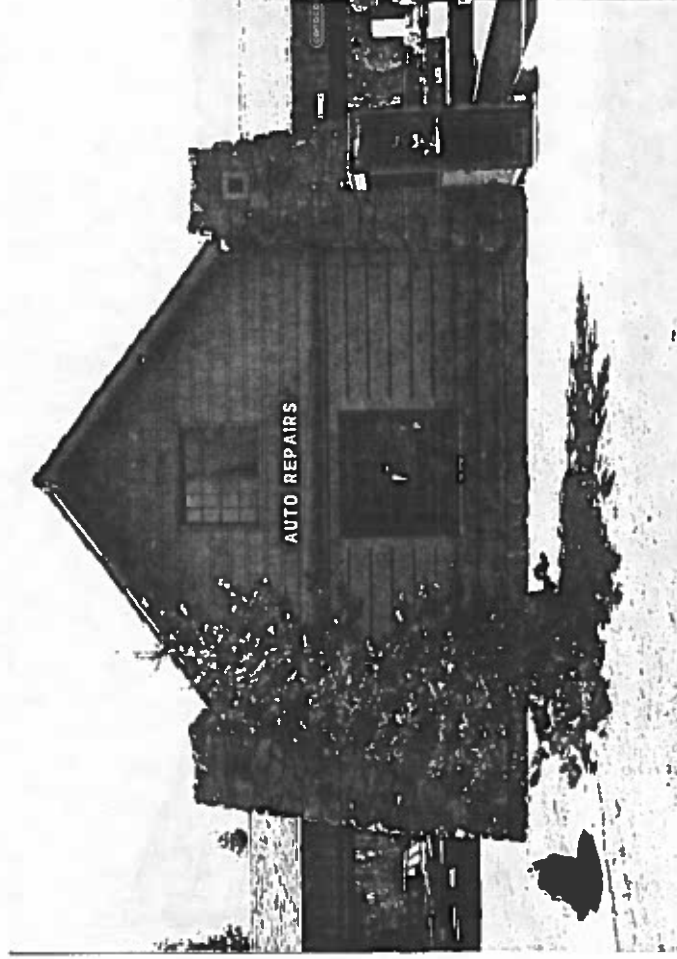


Figure 36: Looking south at the end of the main section of the station. The concrete base has reveals to simulate hewn logs. Note the double rows of shingles and exposed log purlins in the gable ends. Also note the vents on the rock columns, which are from the basement.

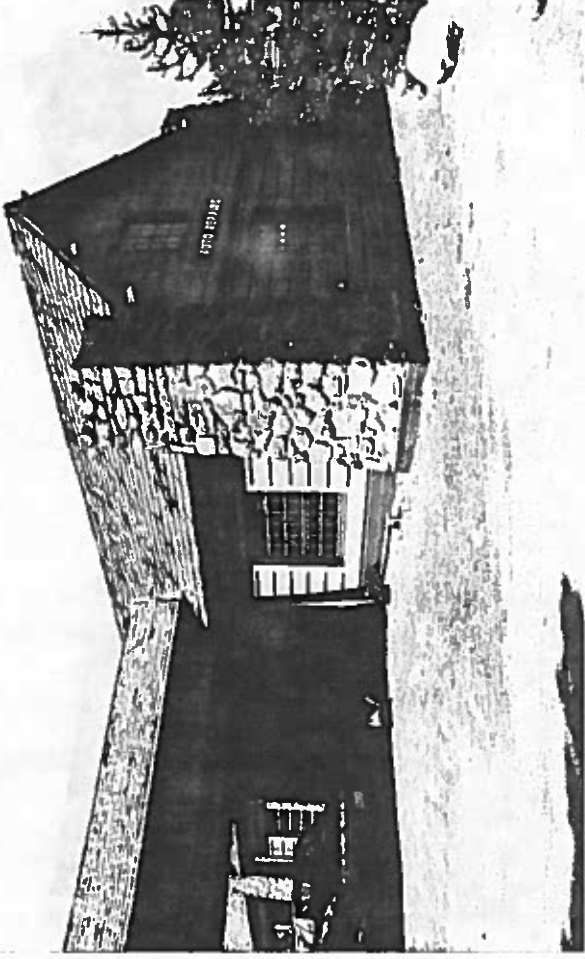


Figure 37: Looking southwest at the station. The small paned windows are in good condition but need some maintenance. Some of the rafter tips are rotted.

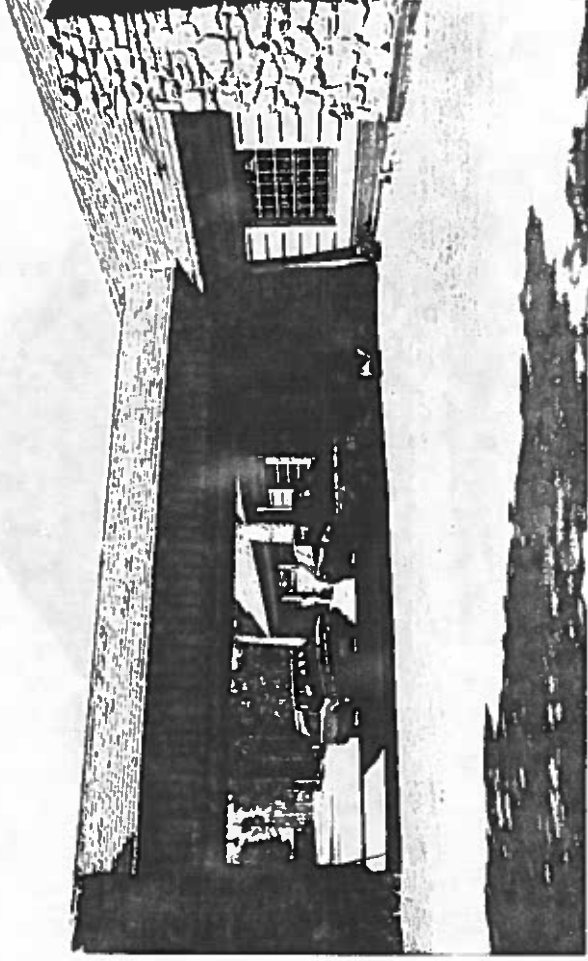
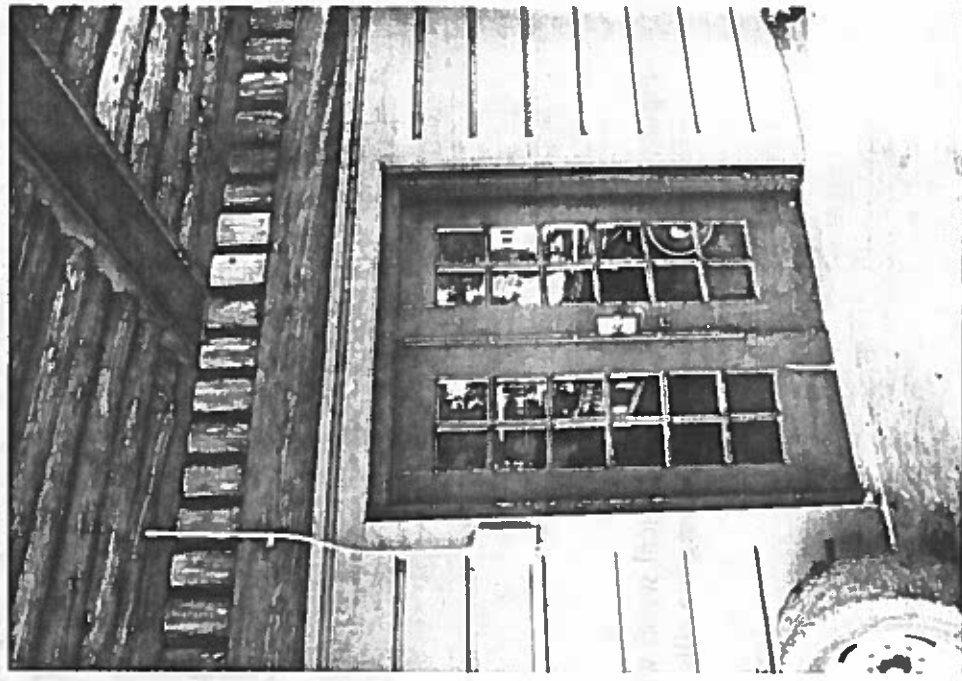


Figure 38: Looking south at the east bay (originally the pump bay) of the station.

Figure 39: Looking northwest at the end of the east bay of the station. Note the missing log under the shingles, and the loose and missing stonework in the columns.



Figure 40: Looking west at the original wood doors on the east bay of the station. There is new hardware on the doors.



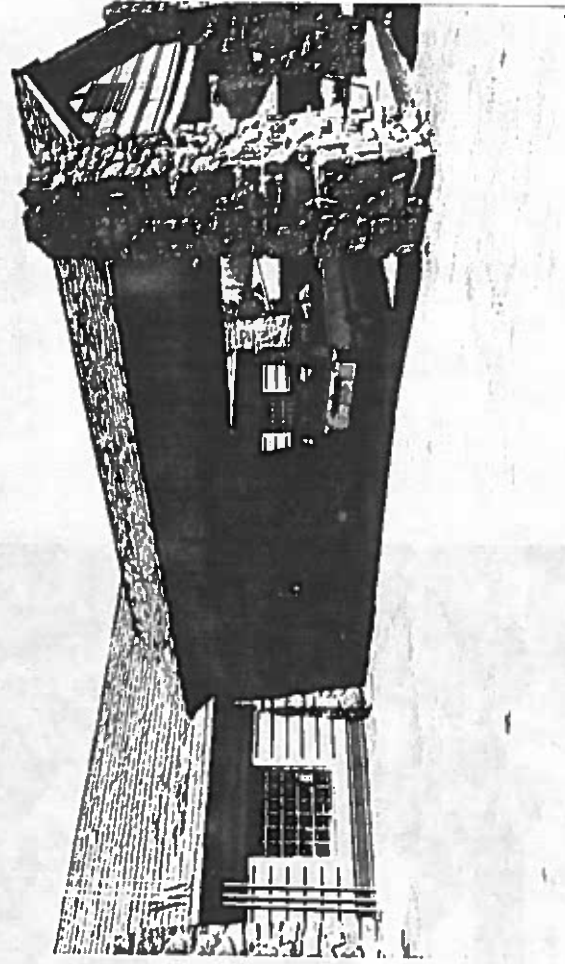


Figure 41: Looking northwest at the station and the east bay. Note the missing and cupped roof shingles, and the missing vertical log slabs under the eave.

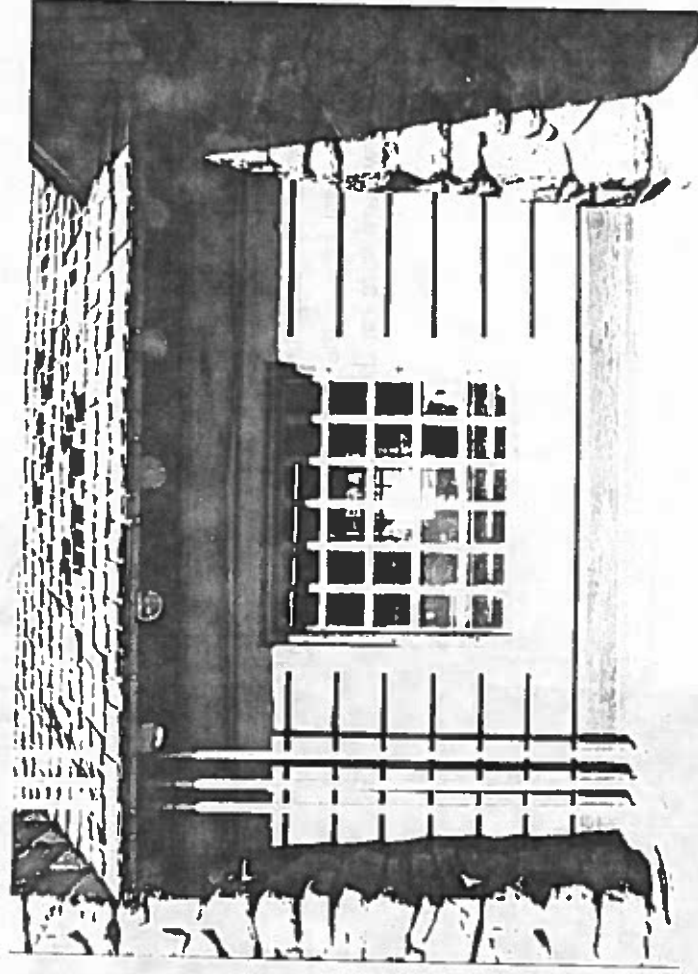


Figure 42: Looking west at a typical wood window on the station. Note the missing paint, and the weathering along the sills and jamb. The concrete walls appear to be in good condition.

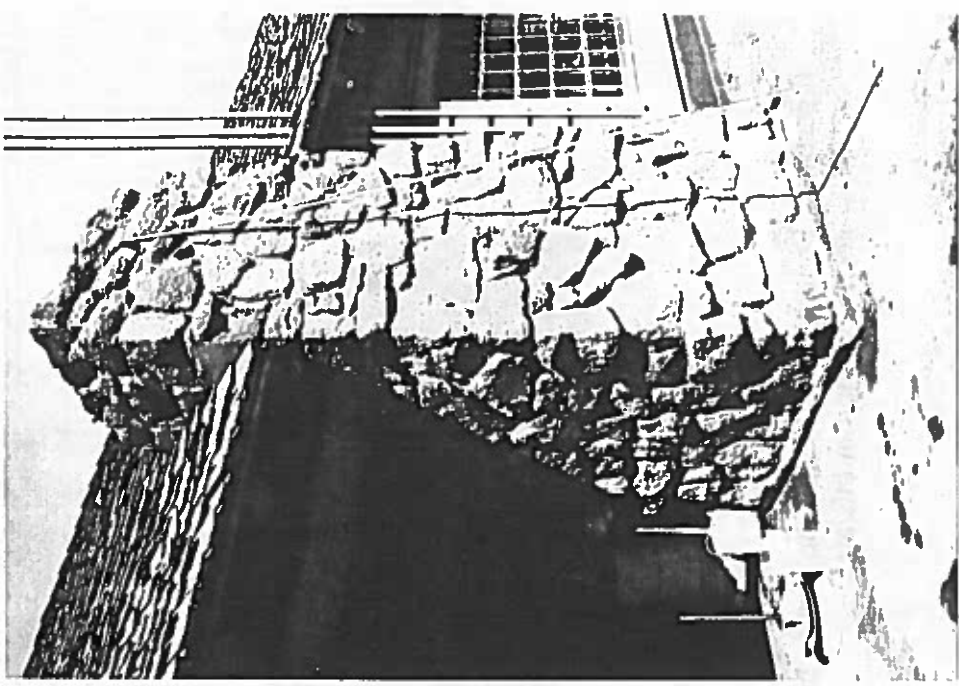


Figure 43: Looking northwest at a typical stone column on the east side of the building. With the exception of the top of the columns, this stonework appears to be in good condition.

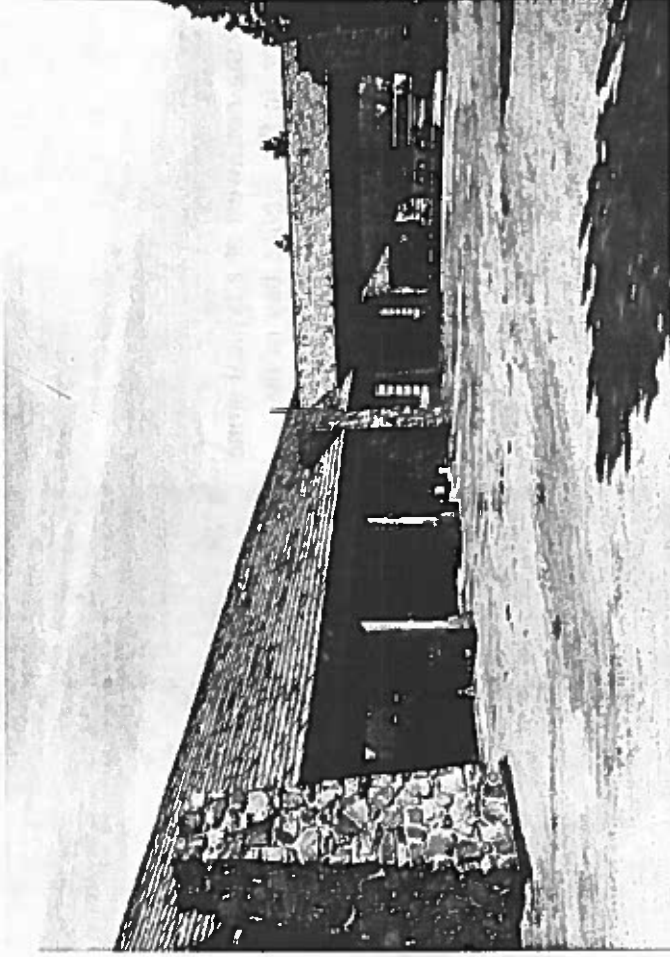


Figure 44: Looking northwest at the station and the service bays to the left. The cars waiting to be serviced are left in this area.

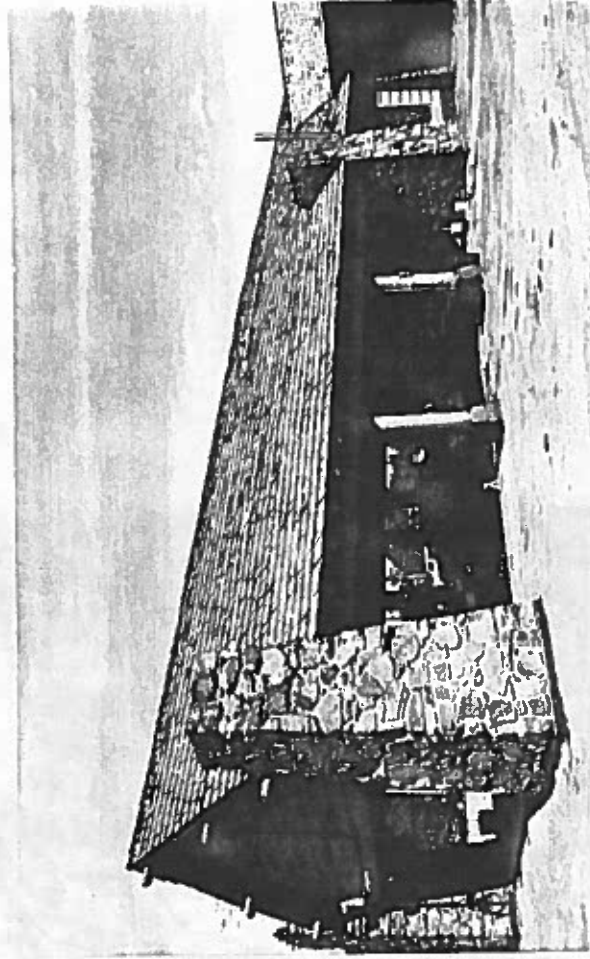


Figure 45: Looking northwest at the service bay of the station. The stone columns are in good condition in this area.

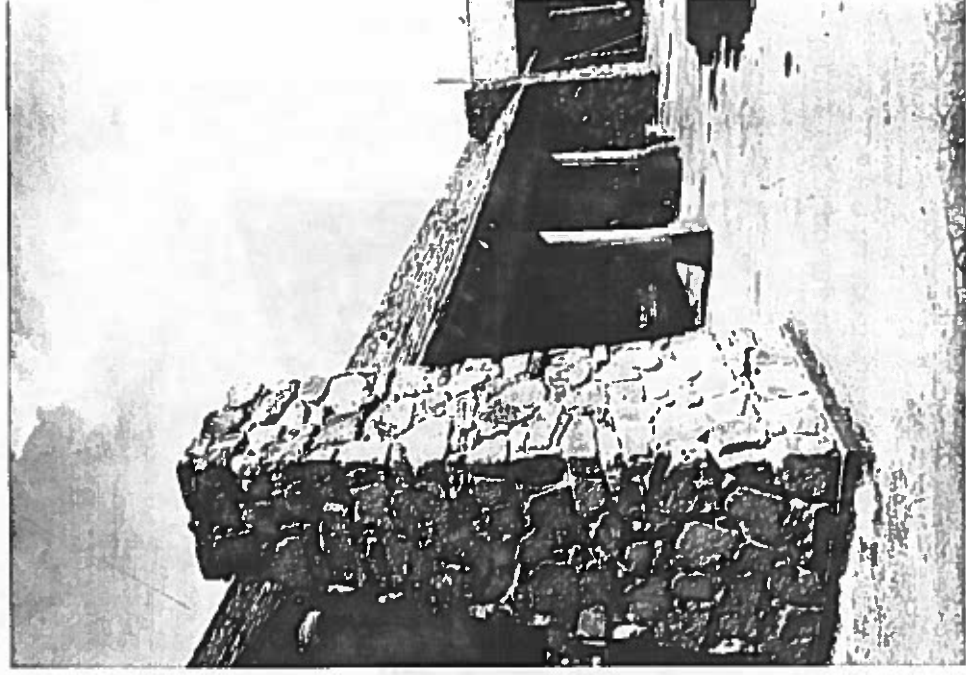


Figure 46: Looking northwest at a typical stone column in the service bay of the station. There is some (minor) missing mortar.

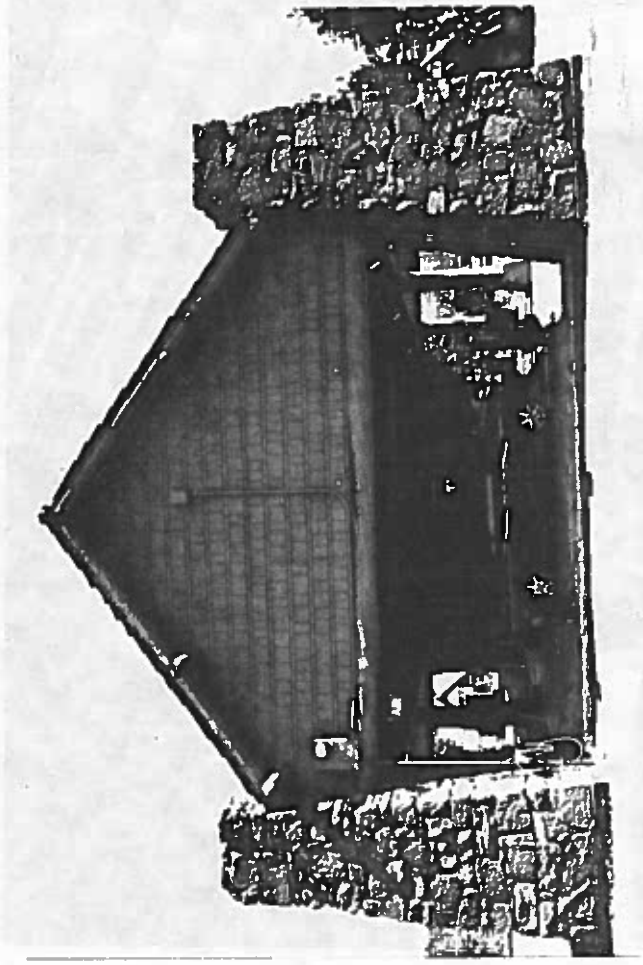


Figure 47: Looking north at the south end of the service bay. Note the checked and cracked log center. The shingles and log purlins are in good condition.

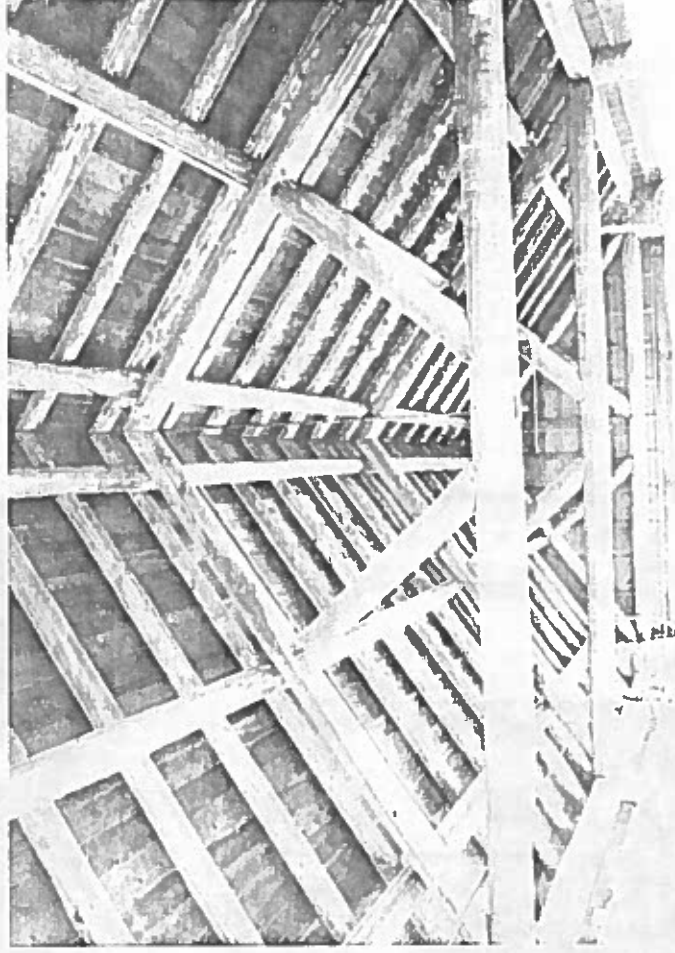


Figure 48: Looking south at the log trusses in the service bay. The structure appears to be in good condition.

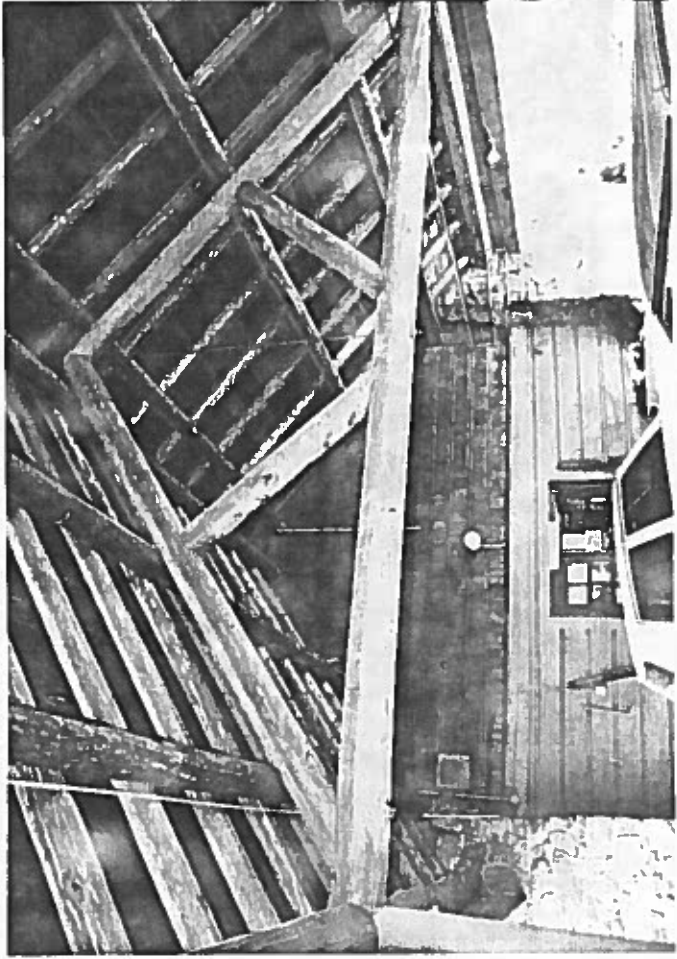


Figure 49: Looking north at the log trusses in the service bay. Note the incandescent lighting and exposed conduit.

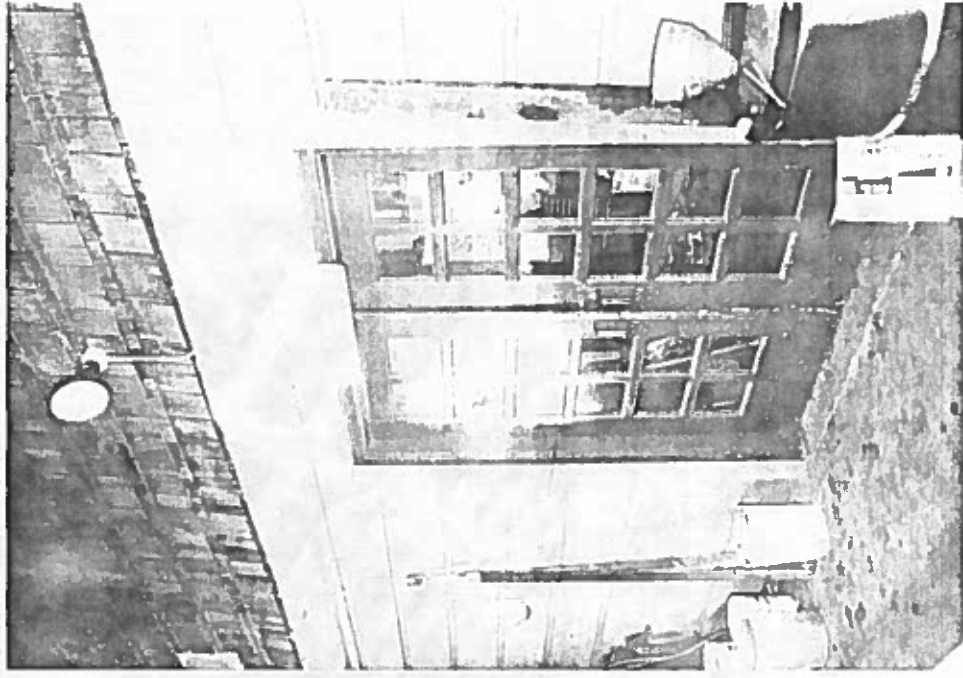


Figure 50: Looking northwest at the doors from the service bay into the storeroom of the station. The doors are original to the building.



Figure 51: Looking east at the service bay of the station. Note the cupped and curled shingles on the roof.

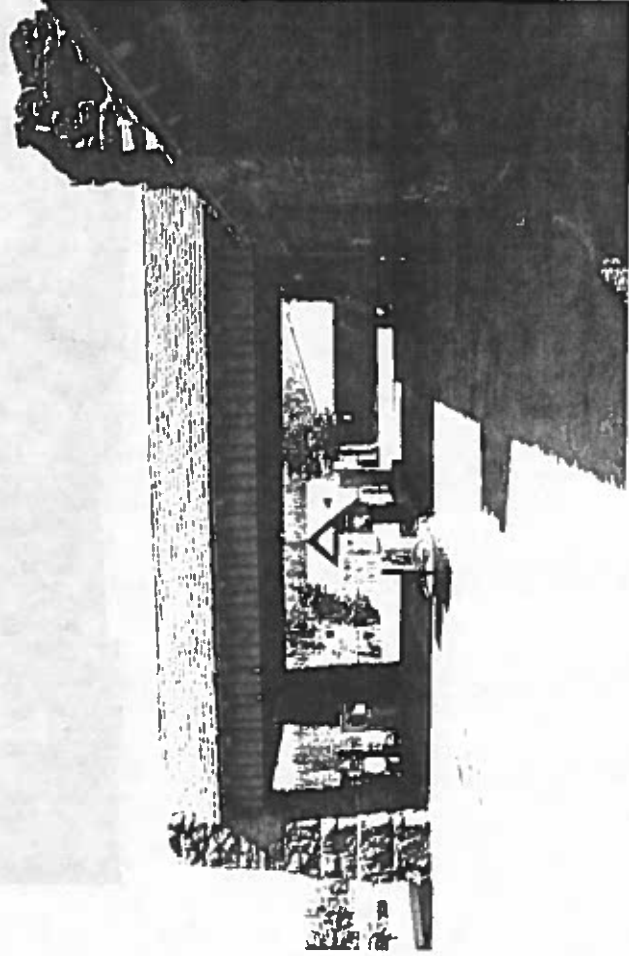


Figure 52: Looking north at the main pump bay of the station.

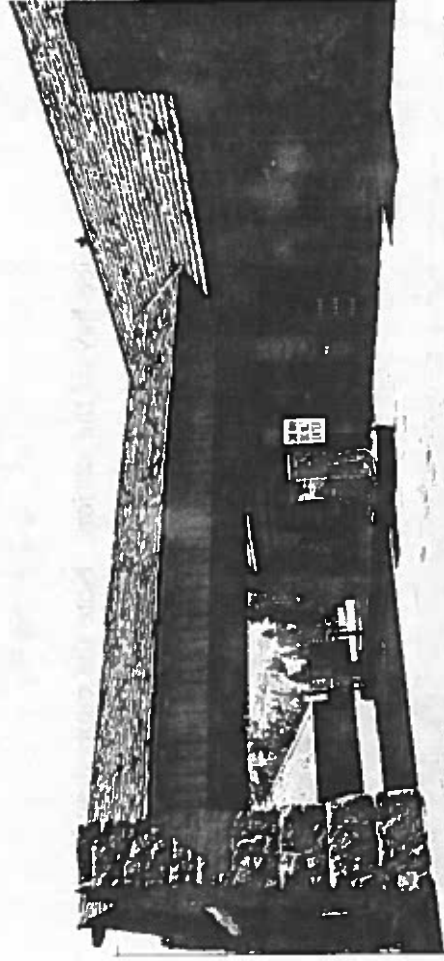


Figure 53: Looking northeast at the main pump bay of the station.

INTERIOR

The interior of the Upper Service Station is divided into two rooms. The north room is for customer service with auto service at the south room. The exterior walls are concrete and are painted green on the bottom 42" and white above. Originally the concrete walls had a white base and a bluish green top. The office in the northwest corner is wood frame with plywood painted white. A flush wood door accesses the office. Large windows in this office view the customer service area. A partition at the southeast corner defines another work space. A partition at the southwest corner defines the cashier space. Partition walls are finished with plywood and painted white. The floor throughout is concrete and is painted or sealed. The ceiling is open to the log structure of the roof with a partial floor added on the north end. The wood has a light stain and some areas of clear finish. Doors and windows are trimmed with 1 x 3 casings and painted to match the wall colors. There fluorescent lights in this area.

The partition between the north customer service area and the auto service area at the south is open to the structure. A partition at the basement stairway is finished with horizontal 1 x 8 tongue and groove boards. These partitions are painted white above and green below. Originally the upper wood was tan and the bottom white. Various green and grey colors were put on the wood walls. The ceiling is open to the log roof structure and is unfinished. The floor is concrete. A pair of doors to the basement storage area have four vertical panels; two small narrow panels below and two longer narrow panels above. Doors and windows are trimmed with 1 x 3 casings. The doors and trim are painted to match the walls. Lights are fluorescent.

The floor, walls, and ceiling of the basement are all concrete. There is a full basement under the main building. In each of the four corners of the basement are vents that go up through the main floor in the stone columns. These were originally used to vent the basement when it was used for the gas tanks. There is a concrete crawl space going out under each of the east and west bays. The basement is very clean and dry. There appears to be some open areas in the ceiling of the east crawl space and some potential water leaking into the space.

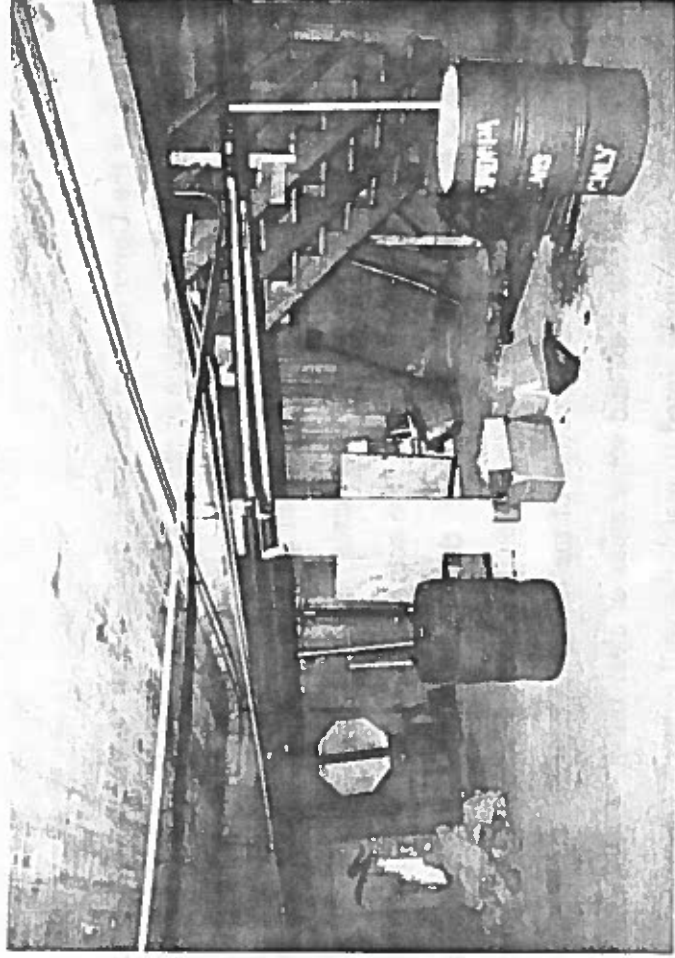


Figure 54: Looking south at the concrete basement of the station. Note the concrete walls, columns, ceiling and floor. The wood stairs accessing the basement are to the right. The pipes are the gas lines from the gas tanks south of the building to the pumps on the west side of the building .



Figure 55: Looking north at the concrete basement of the station. Originally the gas tanks were located in this area.

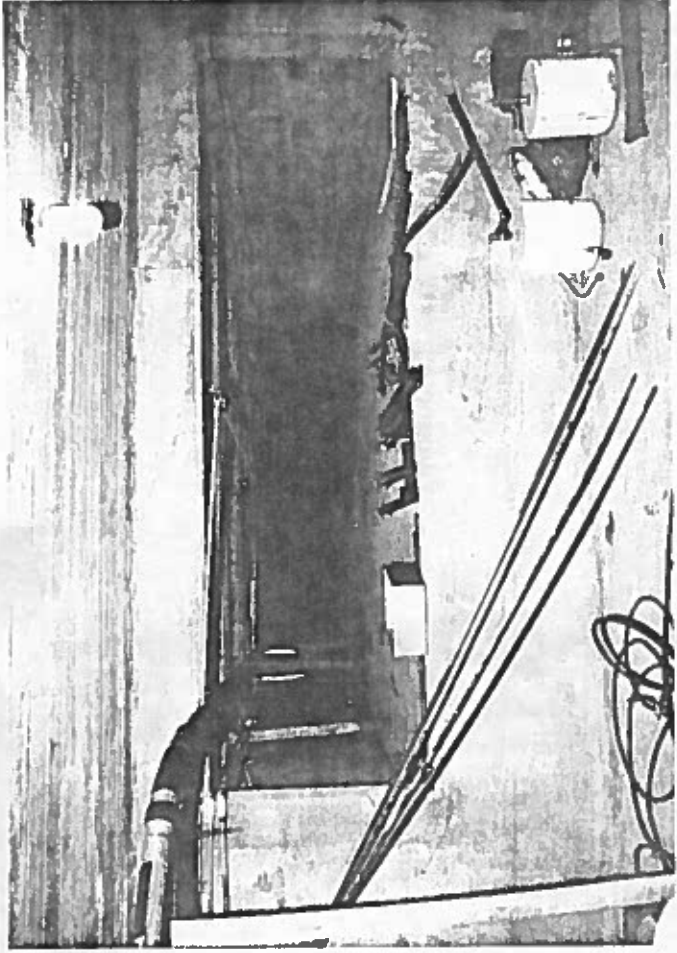


Figure 56: Looking west at the area under the west pump bay of the station. Note the gas lines to the pumps.

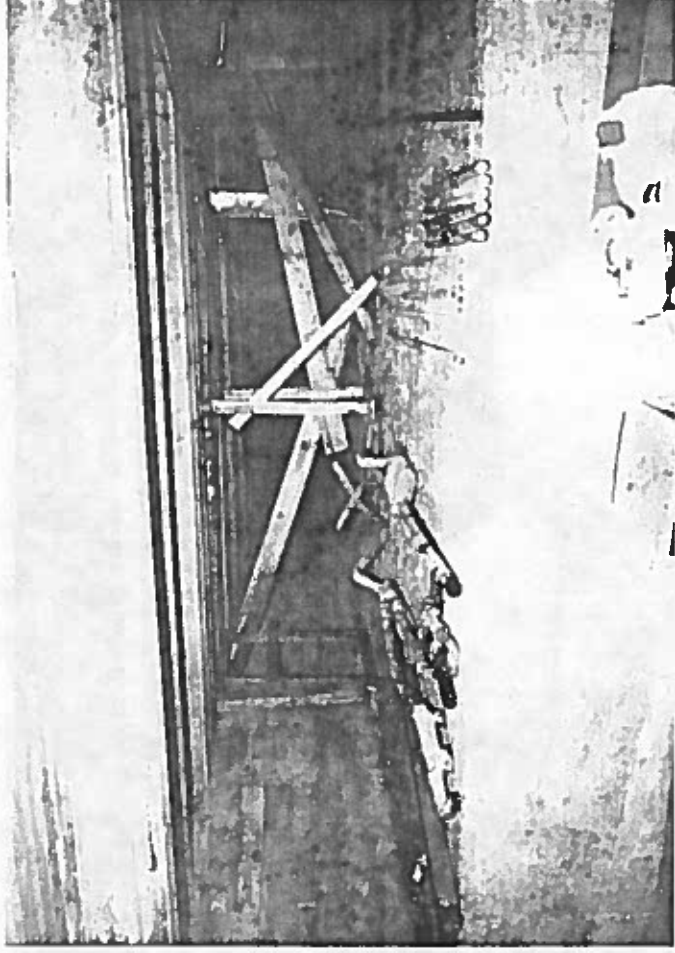


Figure 57: Looking east at the area under the east bay (original pump bay) of the station. There is some support of the concrete at this point because of some deterioration and settlement.

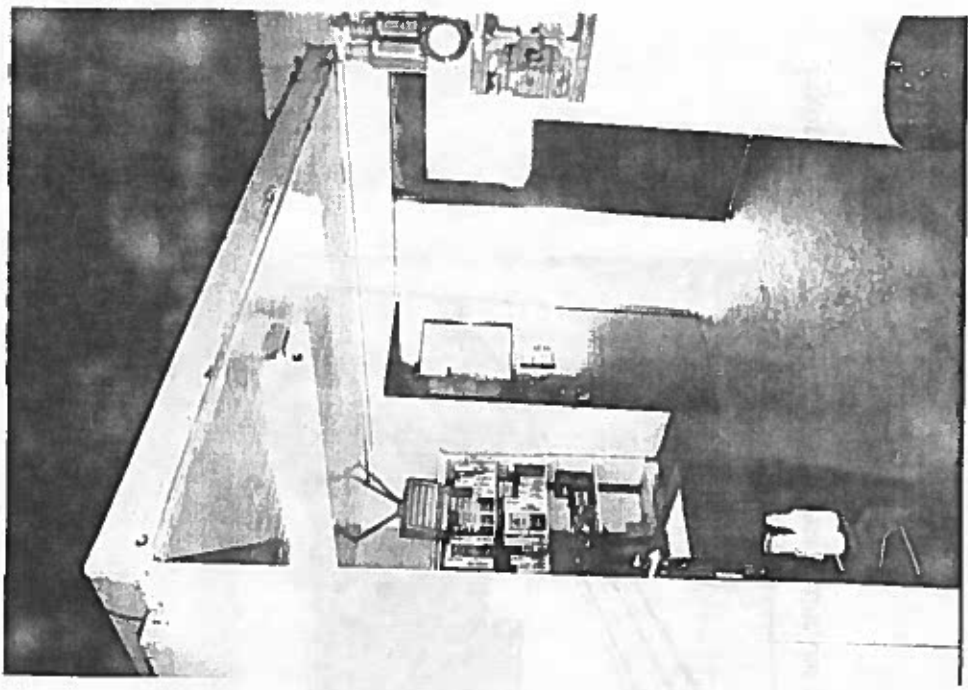


Figure 58: Looking west at the main doors leading to the west pump bay. The doors are not original to the building.

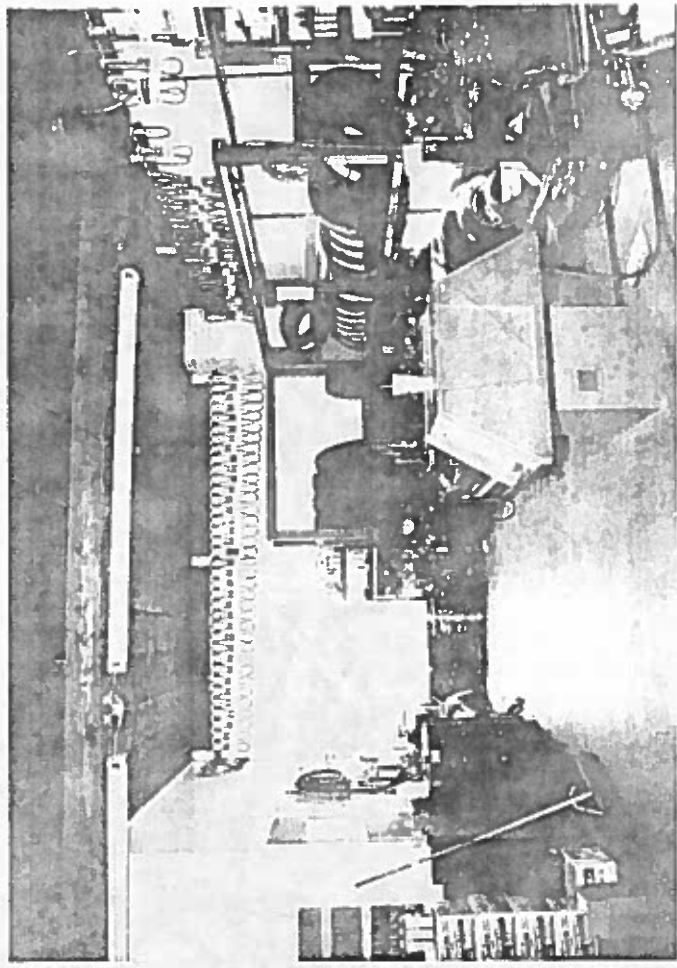


Figure 59: Looking north at the parts room (and office on the left) in the north end of the station. Note the log beams with the wood floor from above. The area above is used for old storage.

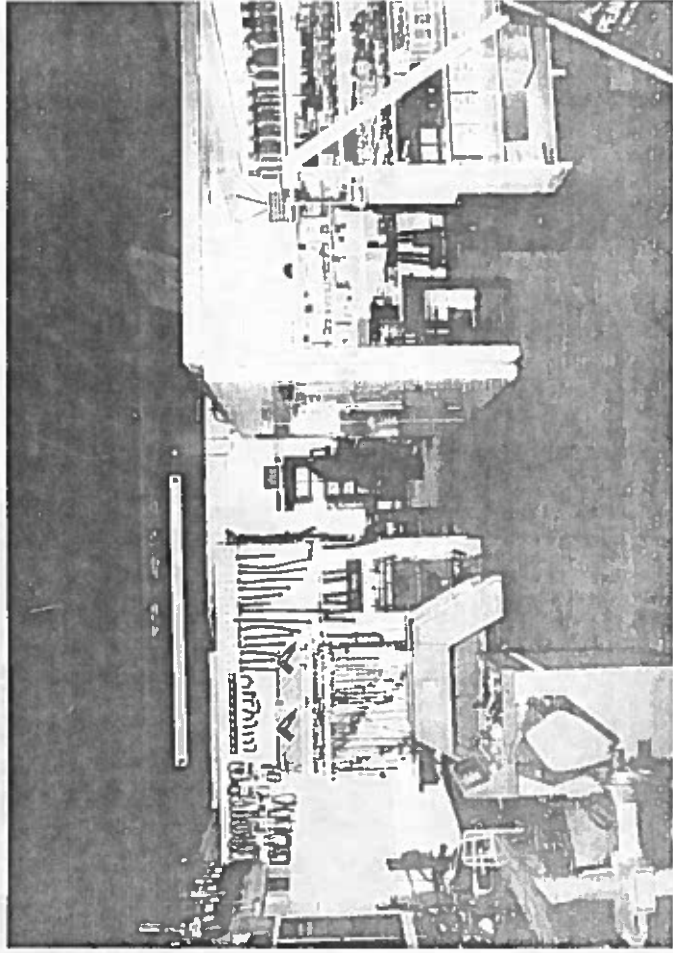


Figure 60: Looking south at the parts room and the service bay doors beyond. Note the painted wood walls and the concrete floors.

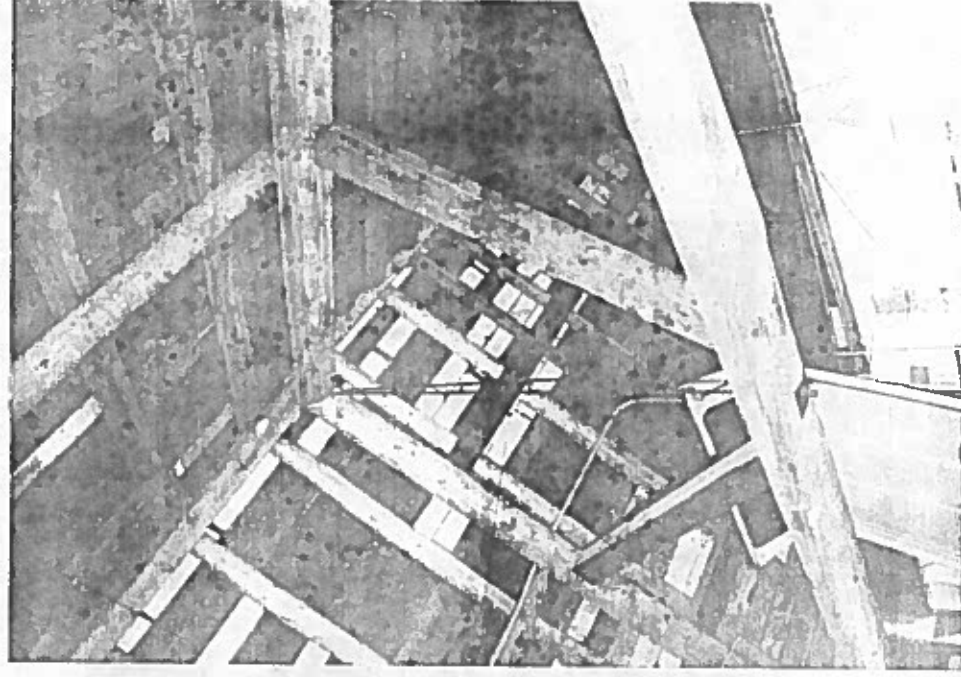


Figure 61: Looking north at the wood trusses in the ceiling of the enclosed section of the building. Note the partial wall that encloses the parts room.

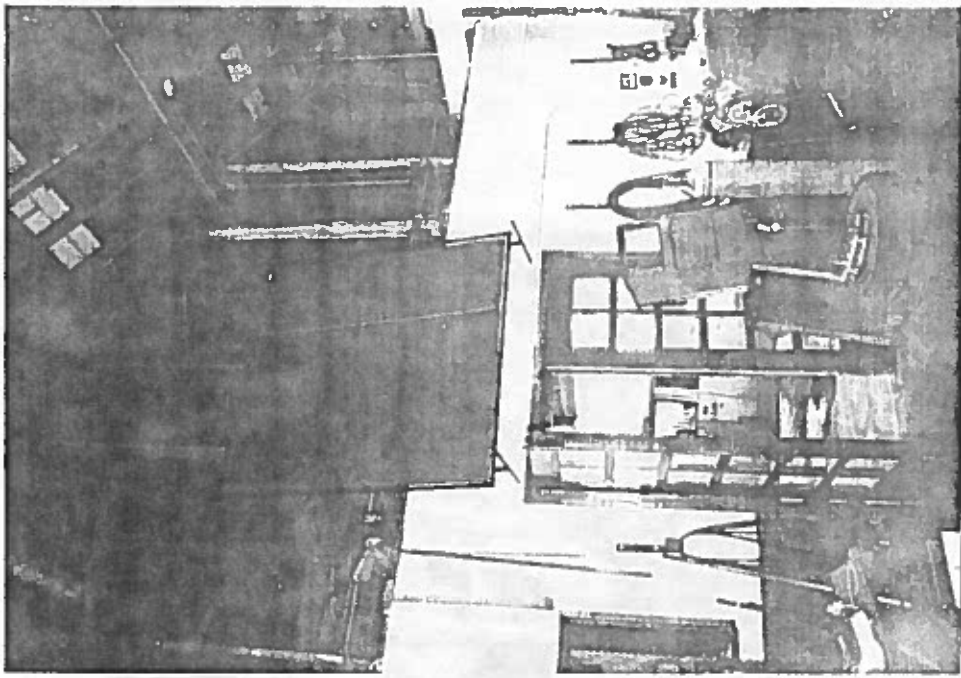


Figure 62: Looking south at the doors to the service bay of the station.

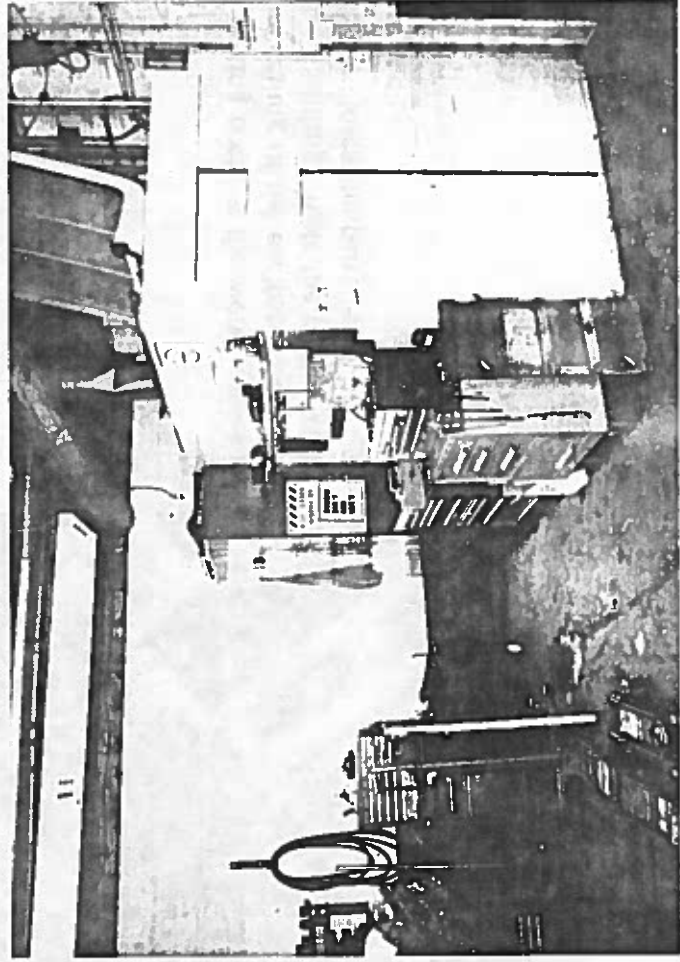


Figure 63: Looking northwest at the entrance to the basement in the mechanics room.

MECHANICAL AND ELECTRICAL SYSTEMS

The Upper Service Station does not have any major mechanical systems other than the pumps for the hydraulic lift system. There is no heating other than some small electric heaters. The electrical system has been updated over the years with all of the wiring in conduit. There is florescent lighting.

ACCESSIBILITY

The Upper Service Station itself is accessible. There are no bathrooms in this Service Station, however there is an accessible National Park Service comfort station adjacent to the building. It has been determined that this comfort station will meet accessibility requirements for the area.

CONDITION

The Upper Service Station is in good condition. The main problems relate to the poor condition of the roof and the cracks occurring in the stone columns due to moisture penetration from the top of the columns. The roof is not leaking at this time but has perhaps only a few years left, depending on the winters. There are a lot of missing, broken, and curled shingles--especially on the west side of the building; and there are some rotted log rafter tips. Some of the vertical log slabs under the eaves of the open bays are loose or missing. The concrete base appears to be in good condition. The stone columns at the corners of the building and the open bays have loose stones, mortar missing, or large cracks throughout the face. This condition occurs at the end of the east and south bays though most prevalent on the west side. Water appears to be penetrating the tops of the columns going down into the structure and, with the freeze/thaw cycle, forcing stones out from the structure. The overall structural elements appear to be in good condition as there are no obvious settlement or cracks in the building. The log beam in the south bay has some rot in the center. Also, there appears to be some settlement or potential for settlement in part of the east bay due to water penetrating into the concrete. The windows and doors are in good condition but need some minor maintenance in the form of paint and some adjustment of hardware.

PRESERVATION RECOMMENDATIONS

The Lower and Upper Service Stations are included in the Old Faithful Historic District listed on the National Register of Historic Places. Any plans for the renovation of the buildings have to be reviewed and approved by the National Park Service. Preservation maintenance, where all work is done in-kind and does not adversely affect the historic quality, falls under the memorandum of agreement between and the National Park Service and Wyoming State Historic Preservation Office. The buildings are in need of some preservation maintenance and renovation in order to keep their historical and architectural integrity. It is essential to maintain the historical integrity of these important historical buildings.

In order to preserve a historic structure, levels of preservative treatment are considered in making decisions based on available evidence. The levels of preservation treatment are defined by the Secretary of the Interior to be as follows:

1. Stabilization is defined as the act or process of applying measures designed to re-establish a weather-resistant enclosure and the structural stability of an unsafe or deteriorated property, while maintaining the essential form as it exists at present.

Stabilization shall re-establish the structural stability of a property through the reinforcement of load-bearing members or by arresting material deterioration leading to structural failure. Stabilization shall also reestablish weather-resistant conditions for the property. Stabilization shall be accomplished in such a manner that it detracts as little as possible from the property's appearance. When reinforcement is required to re-establish structural stability, such work shall be concealed wherever possible so as not to intrude upon or detract from the aesthetic and historical quality of the property, except where concealment would result in the alteration or destruction of historically significant material or spaces.
2. Preservation is defined as the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative cover of a site. It may include initial stabilization work, where necessary, as well as on-going maintenance of the historic building materials. Preservation shall maintain the existing form, integrity, and materials of a building, structure or site. Substantial reconstruction or restoration of lost features generally is not included in a preservation undertaking.

Preservation shall include techniques of arresting or retarding the deterioration of a property through a program of on-going maintenance.

3. Rehabilitation is defined as the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values. Another name for rehabilitation is adaptive reuse.

Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historic, architectural, or cultural materials and such design is compatible with the size, scale, color, material, and character of the property, neighborhood, or environment.

Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

4. Restoration is defined as the act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular time by removing later work or by replacing missing, earlier work. Every reasonable effort shall be made to use a property for its originally intended purpose or to provide a compatible use that will require minimum alteration to the property and its environment.

Reinforcement required for structural stability or the installation of protective or code required mechanical system shall be concealed whenever possible so as not to intrude or detract from the property's aesthetic and historical qualities, except where concealment would result in the alteration or destruction of historically significant materials or spaces.

5. Reconstruction is defined as the act or process of reproducing by new construction the exact form and detail of a structure or object, or a part thereof, as it appeared at a specific period of time. Reconstruction is a very difficult level of treatment that requires a great deal of documentation about the integrity of each aspect of the structure. The National Park Service does not generally encourage the reconstruction of historic structure. Reconstruction would be needed if it helps the integrity of the structure or each of its elements.

Reconstruction of all or a part of a historic property shall be appropriate when the reconstruction is essential for understanding and interpreting the value of a historic district, or when no other building, structure, object, or landscape feature with the same associative value has survived and sufficient historical documentation exists to insure an accurate reproduction of the original.

The reproduction of missing elements accomplished with new materials shall duplicate the composition, design, color, texture, and other visual qualities of the missing

element. Reconstruction of missing architectural features shall be based upon accurate duplication of original features substantiated by historical, physical, or pictorial evidence rather than upon conjectural designs or the availability of different architectural features from other building.

Reconstruction shall include measures to preserve any remaining original fabric, including foundations, subsurface, and ancillary elements. The reconstruction of missing elements and features shall be done in such a manner that the essential form and integrity of the original surviving features are unimpaired.

Some of these items come under separate categories in the budgeting and improvement work to be done on a historic structure. There are three areas to consider:

1. **Preservation:** This includes the major work to be done to maintain the existing form, integrity, and materials of a structure within the context of a new use change. The new use change must be consistent with the original historic character of the structure.
2. **Preservation Maintenance:** This includes the maintenance of items that are failing in their performance and making necessary alterations, like in-kind replacement, before major problems occur (i.e. roof repair, balcony and decks, etc.)
3. **Cyclical Maintenance:** This includes the annual maintenance of items to keep them in good shape (i.e., winterizing, painting windows, adjusting locks, etc.) This is done before there is a problem.

The Lower and Upper Service Stations, buildings and site are all in need of preservation maintenance to restore the integrity of the historic buildings. The materials (historic fabric) and the architectural features of the Lower and Upper Service Stations are the reasons that these buildings are historically significant. The buildings are in good condition with minor exceptions and will require little in the way of restoration, but are in need of preservation maintenance along with some renovation for present uses.

The recommendations for the preservation of the Lower and Upper Service Stations are as follows:

Lower Service Station

Site

1. Prepare a plan for the defining of parking, vehicular and pedestrian access to the building and to and in between the station and Hamilton Store. There is a major roadway running between the buildings, and a increased use of the roadway to get from the front to the back of Old Faithful Inn. It is important to start defining the areas with landscaping and roadways.
 2. Prepare a landscape plan for the screening of the tanks and the back of the building along with some additional vegetation around the building.
 3. Grade around the building to provide for positive drainage away from the building especially on the south side. This may require the replacement of the concrete slab to the back service doors.
 4. Provide parking for handicap access to the bathrooms as well as parking for the bathrooms.
- ## Exterior
5. Replace the rotted, broken or cupped wood siding in-kind. Paint to match.
 6. Repair and/or replace the rotted log rafter tips with a new bolted on tip to match the existing.

7. Reset the stones and tuckpoint the loose stones in the foundation.

8. Repair windows and paint. All of the windows which are original shall be repaired in-kind.

9. Repair original doors and replace the new flush doors to match the originals. The main doors are wood door with a full light made up of small panes. The doors to the restrooms were a wood paneled door. Replace hardware to make more compatible in color and finish to the original. Repair all other hardware.

10. Prepare a plan for eventual replacement of the cedar shingle roof. Match the roof to the original historic roof which had a shadow line of double shingles every four courses. Half round gutters should be added even though not original to keep water from the eaves of the bay roof.

11. Prepare a plan for a ramp for handicap access to each of the restrooms.

12. Remove the florescent lighting and replace with green metal incandescent hoods that would be more appropriate with the style and age of the building. The original incandescent lighting should be maintained and possibly used as a basis for additional lighting. It may not be possible to find the original shape of the fixtures, however there are some fixtures that

would be similar.

Interior

13. Study the interior of the main building to determine if it can be better utilized as there is a lot of space. It may be fine just the way it is. Whatever is done do not change the historical and architectural integrity of the building.
14. Prepare a plan for the renovation of the restrooms to provide for handicap access. This will require some modification of the exterior doors but the overall appearance should remain the same. As part of this plan look at the return of the exterior doors to their original location and restore if feasible. However it may not work with a plan to meet code.
15. Prepare an electrical plan to determine if the service is adequate. Look at the removal of the florescent lighting and provide compatible incandescent lighting.
16. Prepare a signage plan for the interior and exterior that would be historically compatible with the building and meet the requirements of the Park.

Upper Service Station

Site

1. Prepare a plan for the defining of parking, vehicular and pedestrian access to the building and to and in between the station and Hamilton Store. Also, prepare a plan for vehicular access to and from the station and the main loop road. It may require that the pumps be placed on the east original side of the building and the vehicle repair parking area be moved to the west side. The overall traffic plan should be tied in with the reorganization of the street and roadways as part of the new Snow Lodge.
 2. Prepare a landscape plan for the screening of the vehicle repair area and the back of the building along with some additional vegetation around the building. The screening of the vehicle repair area could include some additional log or stonework as stand alone elements between the columns.
 3. Grade around the building to provide for positive drainage away from the building especially on the north and east sides.
- ##### Exterior
4. Repair and replace the log slabs under the eaves of the east and west bays. Match in-kind.
 5. Repair and/or replace the rotted log rafter tips with a new bolted on tip to match the existing.

6. Reset the stones and tuckpoint the loose stones in the columns. The stone and mortar should match the existing in color, texture and scale. Cap all of the vents from the basement as there is potential for the openings to leak.
7. Repair windows and paint. All of the windows which are original shall be repaired in-kind.
8. Repair original doors and replace the new flush doors to match the originals. The main doors are wood door with a full light made up of small panes. Replace hardware to make more compatible in color and finish to the original. Repair all other hardware.
9. Prepare a plan for eventual replacement of the cedar shingle roof. Match the roof to the original historic roof. There is no information that this roof had a shadow line. Half round gutters should be added even though not original to keep water from the eaves of the bay roofs.
10. Remove the florescent lighting and replace with green metal incandescent hoods that would be more appropriate with the style and age of the building.

Interior

11. Study the interior of the main building to determine if it can be better utilized as the space is fairly crowded because of the service area. It may be fine just the way it is. Whatever is done do not change the historical and architectural integrity of the building.
12. Prepare an electrical plan to determine if the service is adequate. Look at the removal of the florescent lighting and provide compatible incandescent lighting.
13. A plan is needed for the use of the car bays and the relationship of the interior space.
14. The basement can be used for storage and should be utilized. It is underutilized at this time.

15. Prepare a signage plan for the interior and exterior that would be historically compatible with the building and meet the requirements of the Park.

General Recommendations

16. Both buildings should be painted their original colors. This will enhance the original architectural character of these buildings and bring back their historic qualities.
17. Once the work is complete a preservation maintenance guide will help maintain the buildings as well as provide the information to maintain the integrity of the buildings

including the colors.

18. An interpretive plan should be developed to tie in with the transportation history of Yellowstone National Park. These two stations would be a very important part of that history.