

GALLATIN ENTRANCE ROAD  
Yellowstone Roads and Bridges  
Between Bozeman and West Yellowstone  
West Yellowstone  
Gallatin County  
Montana

HAER No. MT-92

HAER  
MONT  
16-WEYEL  
1-

WRITTEN HISTORICAL & DESCRIPTIVE DATA

Historic American Engineering Record  
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HISTORIC AMERICAN ENGINEERING RECORD

GALLATIN ENTRANCE ROAD  
~~Yellowstone National Park~~

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HAER MT-92

Location: Between Bozeman and West Yellowstone, Gallatin County, Montana, Yellowstone National Park

Construction date: 1911

Designer: Gallatin County Commissioners; Moore & Moore; U.S. Army Corps of Engineers; National Park Service, Bureau of Public Roads

Present Owner: National Park Service, U.S. Department of the Interior

Present Use: Park entrance road

Significance: The Gallatin Entrance Road was urged by citizens of Bozeman, Montana, who sought to provide improved access to the southern part of Gallatin County and to capture a part of the lucrative Yellowstone tourist trade.

Project This project was conducted in summer 1989 under the sponsorship of Yellowstone National Park, the Historic American Engineering Record, and the Rocky Mountain Regional Office, all entities of the National Park Service, U.S. Department of the Interior.

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## HISTORY

This is one in a series of reports prepared for the Yellowstone Roads and Bridges Recording Project. HAER No. WY-24, YELLOWSTONE ROADS AND BRIDGES, contains an overview history of the park roads.

### History of the Gallatin Entrance Road

The first publicized drive for a road from Bozeman, Montana via the West Fork of the Gallatin River and over Bighorn Pass to Yellowstone National Park was in 1904 at the insistence of a group of Bozeman citizens.<sup>1</sup> Almost immediately, Maj. Hiram Chittenden, the U.S. Army Corps of Engineers officer in charge of the road construction and improvements in Yellowstone National Park, warned the Chief of Engineers in Washington D.C. that he objected to the proposal. He believed the four existing approach roads, the North, the South, the West and the East met the needs of the public and that the road would be "of local importance mainly, and as such is not justified as a public measure". As the road would have to cross high country, it would probably be available for travel only for an average of two months a year. Major Chittenden, who estimated the road would cost approximately \$50,000 plus maintenance, felt strongly that "It would be bad policy to increase that burden unless there is positive public necessity for it. It will be a great deal better to develop and perfect the present system of roads than to extend it unduly."<sup>2</sup>

However, a few years later a sum of \$1,000 was specified in the 1907 appropriation for a survey for a road to Bozeman through the northwest corner of the park. The proposed route would begin at a point 7 miles south of Mammoth Hot Springs on the Norris road and terminate where the Gallatin River crossed the park boundary. Lt. Ernest Peek calculated that a "crude road" could be constructed for \$32,055 or a more substantial one for about \$100,000. Like Chittenden, Lieutenant Peek felt that the maintenance cost on such a road would be heavy "without any corresponding benefit to the general public."<sup>3</sup>

No action was taken on the fifth entrance road into the park, but a survey and permission to build a road from Bozeman to Yellowstone (West Yellowstone), the new settlement at the west entrance to park, were secured by the Gallatin

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<sup>1</sup> Aubrey Haines, *The Yellowstone Story*, 2 vols. (Boulder, Colorado: Yellowstone Library and Museum Association in cooperation with Colorado Associated University Press, 1977), Vol. II, 246.

<sup>2</sup> Hiram Chittenden, Major, U.S. Army Corps of Engineers, *Improvement of Yellowstone National Park, Including the Construction, Repair and Maintenance of Roads and Bridges*. (Annual Report of the Chief of Engineers for 1905, Appendix FFF.) (Washington D.C.: Government Printing Office, 1905), 2821.

<sup>3</sup> Haines, I-246.

county commissioners in 1910.<sup>4</sup> During the summers of 1910 and 1911, contractors Moore and Moore of Eldridge, Montana constructed the road, 14 miles of which were within the boundary of Yellowstone National Park. The contractors were granted permission to construct a small log cabin within the park boundary. The log cabin site, which was to be out of sight of the road, would be selected by the non-commissioned officer stationed at the Gallatin Soldier Station. Under certain restrictions the contractor was allowed to cut logs to be used in the cabin's construction and for bridges on the park section of the road. As part of the agreement, upon the road's completion, the cabin, which was used for storage of tools and equipment, would be turned over to the Army.<sup>5</sup> The contractor was sent a copy of the park rules and regulations and expected to abide by them.

In October 1911, the road was completed at a total cost of \$9,793.44 for the entire 31.1 miles. The county commissioners claimed that the 14 miles portion within the park boundary cost \$7,312.19. At the time of completion 60 bridges had been constructed on the road but a 120' long bridge across the Madison outside of the park boundary had not been finished.<sup>6</sup>

The completed road, which had no greater than an 8 percent grade, lessened the trip from Bozeman to Yellowstone (West Yellowstone) by approximately 55 miles. It was considered a much easier route than the one through Madison County. Within a week of its completion, the Gallatin County commissioners sought permission from Lieutenant Colonel Brett, the park superintendent, to allow automobiles on the road. The commissioners stated:

We cannot see where there would be any objection for the reason that our road does not connect with any road entering the park until the town of Yellowstone is reached. In passing over our road through the edge of the Park we noticed an old Government survey had been made through there and have thought perhaps the Government at some time intended to construct a wagon road. . . . From our point of view we cannot see where will it damage the Park in any manner whatever and it would certainly be a great public benefit and convenience for us in the transaction of necessary public business. The growth and development of the southern portion of our county makes it necessary for us to make frequent

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<sup>4</sup> *Ibid.*

<sup>5</sup> Acting Superintendent of Yellowstone National Park to Messrs. James and Will Moore, 17 October, 1911. Yellowstone National Park Archives.

<sup>6</sup> Fred Brown, County Surveyor of Gallatin County to Board of County Commissioners, 16 October, 1911; W. W. Davis, Chairman of the Gallatin County Commissioners to Colonel L. M. Brett, 1st Cavalry, Superintendent, Yellowstone National Park, 14 October, 1911. Yellowstone National Park Archives.

visits to that portion of our county.<sup>7</sup>

Lieutenant Colonel Brett replied that no permits for passage of automobiles had ever been issued in Yellowstone, but he would forward their appeal to the Secretary of the Interior.<sup>8</sup>

The following year, the citizens again presented an application for use of automobiles on the road. Lieutenant Colonel Brett explained that pressure and considerable agitation had been exerted from many quarters on parks, on different government departments, and on Congress to allow the admittance of automobiles on park roads in general; however, he (Brett) was reluctant to forward the request and suggested that they submit it directly to the Secretary of the Interior. Brett added:

While, as stated above, autos on your road through the park would not be likely to do any immediate damage, the exception to the rule in one place would be apt to be used as an opening wedge resulting in the short time to their general use through-out the park, and our best authorities have agreed that this would not be safe with the roads in their present condition. Efforts are being made to get sufficient appropriations to build new roads for autos or widen the present ones to accommodate all sorts of traffic, but until this is done it is doubtful if the Department will favor the use of motor vehicles on any road within the park.<sup>9</sup>

In March 1913, the park superintendent requested information from the county commissioners in regard to the exact number of miles within the park boundary, the number of bridges on the park segment, and if Gallatin County had spent any money on improvements or maintenance of the road during the summer of 1912.<sup>10</sup> The commissioners replied that there were 47 bridges on the 17.86 miles of park road but that a separate accounting of cost had not been made for the park segment.<sup>11</sup>

On May 31, 1913, the Secretary of the Interior granted permission for automobiles to use the Gallatin Road, but they were not permitted on any other

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<sup>7</sup> Davis to Brett, 14 October, 1911. Yellowstone National Park Archives.

<sup>8</sup> Brett to Davis, 18 October, 1911. Yellowstone National Park Archives.

<sup>9</sup> Brett to Davis, 5 August, 1912. Yellowstone National Park Archives.

<sup>10</sup> Maj. E. S. Wright, 1st Cavalry for Superintendent of Yellowstone National Park to Chairman of the Board of County Commissioners, Gallatin County, Montana, 1 March 1913. Yellowstone National Park Archives.

<sup>11</sup> E. H. Schumacher, County Clerk of Gallatin County, Montana to Wright, 12 March 1913. Yellowstone National Park Archives.

Yellowstone road. The Secretary's memorandum stated:

Automobiles will be allowed to travel over the wagon road between Gallatin Station, Yellowstone National Park, and the town of Yellowstone, Montana, of which road about 17 miles lies wholly within the park. This authority granted upon condition that extraordinary care be exercised not to jeopardize life or limb of persons using road with animal drawn vehicles; that speed limit does not exceed 15 miles per hour; that rules and regulations of the park be strictly observed; and with further understanding that additional regulations and toll charges may be exacted later by the Department if found desirable.<sup>12</sup>

However, due to its unfit condition, automobiles did not use the Gallatin Road until the following year.

In February 1914, shortly after permission was granted for automobile usage, the county commissioners requested funding from the government for the construction and maintenance of the park segment, citing its importance and necessity. They stated its importance for communication between Bozeman, the Gallatin County seat, and the southern portion of the county. They suggested it would be used for the supervision and administration of the Gallatin and Madison national forests and for the administration of the national park. It would also be "an unrivaled scenic road for tourists" to the western gateway of the park. The commissioners claimed they had expended about \$47,000 on its construction, \$10,000 of which was for the segment within the park. Another \$5,000 had been spent by the Forest Service on its section between Spanish Creek and the park boundary. However, considerable improvements were still needed, and the commissioners expected the 17.8-mile park segment to need another \$45,000 for grading, widening, bridges, riprapping, and construction of corduroy road. They pled to Congress for the government to assume the costs of construction and maintenance for the segment within the park.<sup>13</sup>

The district Army engineer reported to the Chief of Engineers that the West Gallatin Road had never been inspected by the Army engineers, but Lieutenant Colonel Brett described the road as

Narrow, fairly easy grades, and a fairly good dirt road most of the way. A few slight cuts and fills. About 50 yards broken rocks near northwestern corner. Miry in wet weather, and was late in opening spring 1913, on account wet weather. Some of the expense of upkeep is for clearing out of trees carried down by snow slides.

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<sup>12</sup> Haines, I-247.

<sup>13</sup> Schumacher to Brett, 6 February, 1914. Yellowstone National Park Archives.

The engineering officer stated that the road was not "an absolute necessity" for protecting and administering the northwestern corner of the park. While the road was used to "some extent by Park patrols" maintaining the Gallatin Soldier Station, most of the supplies were carried by pack train over the trails from Fort Yellowstone with the distance over one trail being 30 miles and the distance over another trail being 23 miles as opposed to the 75 miles by use of the road. He added that since the completion of the road, several new trails had been cut along the western boundary of the park, and patrols were using the road to some extent.

The report explained that the road was not considered part of the road system constructed and maintained by the Army Corps of Engineers. Any use of funds for this section would therefore have to be expressly authorized by Congress. The officer recommended that funds not be requested by the War Department as "The cost of maintenance of this road in its present condition would be entirely out of proportion to the benefits which would accrue to the Park." The Army's estimate for the annual maintenance sum was approximately \$3,000; it would not speculate on the cost of improvements as the engineers had not inspected the road, but from experience with similar roads, it should be no more than \$1,000 per mile.<sup>14</sup>

As a result of the increased automobile travel to the park via the West Entrance, the Army engineers reversed their opinion of not supporting government funding for the improvements to the West Gallatin Road. In the 1916 annual report, Major Fries, the park superintendent, requested the government assume responsibility for maintaining the 17.8-mile section.<sup>15</sup>

In an August 1918 meeting held in Bozeman, Montana between Horace Albright, then assistant director of the National Park Service, and Henry Graves, Chief Forester of the Forest Service, a tentative agreement was reached whereby the Forest Service agreed to construct a road in the forest reserve up the West Gallatin River to the Gallatin Soldier Station in the park, and that the National Park Service would connect with the road at the soldier station and construct the remaining portion within the park. The Gallatin County commissioners complied with the agreement with the Forest Service and by June 1919 a locational survey had been completed within the forest section. Bids for construction were due to be advertised by the end of June.

The National Park Service scheduled their locational survey for summer 1919. At the end of the summer, NPS Director Stephen Mather inspected the park road

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<sup>14</sup> Memorandum from District Engineer Officer, Yellowstone National Park to Chief of Engineers, U. S. Army, 16 February, 1914. Yellowstone National Park Archives.

<sup>15</sup> Maj. Amos Fries and Maj. Arthur Williams, *Report Upon the Construction, Repair, and Maintenance of Roads and Bridges in the Yellowstone National Park and Report Upon Crater Lake National Park* (Washington D.C.: Government Printing Office, 1916), 1844.

system. Among his recommendations for action was a suggestion that the West Gallatin road be widened that the section from Grayling Creek to Yellowstone (West Yellowstone), Montana be rerouted within the park boundary.<sup>16</sup>

In 1920, William Buttelman, Chairman of the Board of County Commissioners for Gallatin County, sought information on the West Gallatin Road plans of the National Park Service in a letter to Horace Albright, then superintendent of Yellowstone National Park:

As you perhaps know, work on our road was started as soon as the necessary surveys could be made, and to date, we have expended \$50,000 as our share of construction. We have just completed arrangements with representatives of the Forest Service for the construction of four more sections of the road next spring and summer. Instead of costing this county \$70,000 for its share of construction, as was originally intended, it is probable that it will cost us \$125,000 or more. In addition, if present plans are carried out we will reconstruct the present road from Salesville to the point where construction of the West Gallatin Road was started; where necessary this reconstruction calls for gravel, and the estimated cost of this part of the road is high. This very material increase over the estimated cost is making it difficult for us to finance our share, particularly at this time, but we feel, in view of our agreement with the Department of Agriculture and with your Department, and the very great importance of the road, not only to this county but from the standpoint of tourists, to the entire state and nation that every effort should be expended in order that the road may be completed and opened up at the earliest possible date. At the time we feel that we are, to a large extent, wasting our money unless your Department actually constructs a road to connect with ours.<sup>17</sup>

Buttelman asked if a bill had been drafted which would authorize the expenditure of federal funds for the work. Albright responded three days later:

We also discussed the possibility of continuing the road from Grayling Creek southward to the west entrance road, keeping it entirely within the Park boundaries. I promised at the time that we would have our part of the road carefully surveyed for the purpose of determining what it would cost to have that section of

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<sup>16</sup> Stephen T. Mather, Director, National Park Service, *Report of Director of the National Park Service to the Secretary of the Interior for the Fiscal Year Ended June 30, 1919* (Washington D.C.: Government Printing Office, 1919), 51.

<sup>17</sup> William H. Buttelman, Chairman, Order Board County Commissioners, Gallatin County to Albright, 13 December 1920. Yellowstone National Park Archives.

the highway improved along the lines of the reconstruction of the Gallatin road outside the Park.

This was as far as the National Park Service was able to get at that time. Last year under my direction as Superintendent of the Park, the surveying that I promised was done, and we ascertained that it would cost approximately \$60,000 to improve the road in the Park and rebuild the section south of Grayling. The estimate was transmitted to the Washington office of the National Park Service, but was not submitted to Congress for two reasons. First, because of advice received from the Committee on Appropriations that it would not consider any new road construction projects in the national parks on account of the necessity for strict economy in the year 1920, and second, because it was not thought advisable to begin construction work in the Park until the County work outside was far enough along to enable us to say to Congress that our new road would connect with a reconstructed highway north of the park. . . .

In the meantime, in July 1920, the Appropriations Committee of the House of Representatives visited Yellowstone park, and its members were so impressed with the fact that Yellowstone already had such a vastly larger road mileage than any other park, that they expressed the opinion that no more new road construction projects should be undertaken there until the other parks got farther ahead.

Recently I was called to Washington to appear before the Appropriations Committee on the fiscal affairs of the Park, and during my hearing I covered the roads of the Yellowstone Park very thoroughly, emphasizing before the said Committee and the many members individually that the Gallatin road had to be built on account of the vast amount of money spent by the County if for no other reason. However, the Committee undoubtedly continues to stand on its view that the Yellowstone Park has been treated well enough so far as road construction is concerned, and that it should be kept on a purely maintenance basis for the next few years.<sup>18</sup>

Albright promised that the park would attend to the maintenance of the completed work and that an "efficient crew" would be assigned to the road for the season.

By 1923, approximately \$500,000 had been spent by the Forest Service, Gallatin county and the State of Montana on the road from Bozeman to the park boundary.

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<sup>18</sup> Albright to Buttelman, 23 December, 1920. Yellowstone National Park Archives.

Albright noted that of the total amount, \$300,000 in Forest Service funds had been expended. While conceding the "road runs through an extremely scenic canyon and will be a most attractive approach to the park when finished", he felt that it would never be as important as the road from Livingston for which very little federal money had been spent and "which is used by so many thousands of people and which is so very dangerous to life and limb".<sup>19</sup>

Albright reported to Mather that no funds were in sight for this project and that citizens of Gallatin County were now urging the revival of the old scheme of a road following the Gallatin over Bighorn pass, down Panther Creek, and merging with the Grand Loop at the Seven Mile Bridge. The route was particularly attractive to the Chicago, Milwaukee, and St. Paul Railroad who were thought prepared to spend \$300,000 to \$400,000 for a road survey. This would have enabled the railway company to bus people directly from its terminus near Bozeman and compete with Northern Pacific Railroad which had its terminus at the park boundary at Gardiner.<sup>20</sup> Mather opposed the building of the new road across Bighorn Pass, stating "We must keep a large area of Yellowstone in a state of untouched wildness if we are to be faithful to our trust as protectors of the wild life with which the park abounds."<sup>21</sup>

Albright agreed with Mather that nonessential roads should not be built in an area that is "full of wild life particularly elk" and that the "wild life of the park must have some secluded places in which to live unmolested by the noise and bustle of heavy traffic." The Secretary of the Interior denied the railway permission to conduct the survey.<sup>22</sup>

In 1925, just one year before the Bureau of Public Roads assumed responsibility for road construction in Yellowstone National Park, park engineers completed preliminary surveys of the approximately 18 miles section north and west of Grayling Creek on the West Gallatin Road. Albright described this section of the road as

little better than a trail; it is narrow, and is a one-track road with many sharp blind curves and crosses Grayling twelve times on log bridges to avoid sidehill excavation. In the eighteen miles there are 35 log and pole bridges having combined length of 760 feet. These bridges require considerable repairs work to maintain

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<sup>19</sup> Albright to Mather, 22 October, 1923. Yellowstone National Park Archives.

<sup>20</sup> *Ibid.*

<sup>21</sup> Mather, *Report of the Director of the National Park Service to the Secretary of the Interior for the Fiscal Year Ending June 30, 1923 and the Travel Season, 1923* (Washington D.C.: Government Printing Office, 1923), 48-49.

<sup>22</sup> Albright to Mather, 22 October, 1923. Yellowstone National Park Archives.

them in a safe and stable condition. The proposed new road will be located entirely on the north and west side of Grayling Creek, except possibly two crossings at the most. The estimated cost for unit #1 is \$60,000 in which is included an 80' concrete bridge over the Gallatin River.<sup>23</sup>

By 1927, the state highway departments had completed roads of high standards near the park in contrast to the poor condition of the park roads. Thus Albright called for the reconstruction of East Entrance Road and the West Gallatin Road.<sup>24</sup> In 1928, the West Gallatin Road was one of the three new road projects scheduled for the park. By the end of November, 1928, the Pioneer Construction Company of Bozeman, Montana completed the northern section of the project under Bureau of Public Roads supervision. All of the grading at been completed, corrugated metal pipe culverts with concrete headwalls had been installed and two bridges, the Bacon Rind Bridge and the Speciman Creek Bridge had been completed. In 1927, Thomas C. Vint, associate landscape engineer for the National Park Service, recommended that the bridges for this road be of the same design as those used by the Forest Service and the State of Montana on their segments. Of all of the sketches submitted to Vint by the BPR, he stated that he preferred the type used on the other park work, but that he would accept the concrete type used on the other sections through the forests.<sup>25</sup>

The southern or Grayling Creek section was designated a minor road project and constructed by day laborers under the supervision of the National Park Service. This 8.8-mile section had lower standards than those used on the northern section. The alignment and the grade line were the same as used on the northern section, however, the width of the road was reduced and corrugated metal culvert pipes or wooden structures were installed instead of concrete drainage structures. In some cases, temporary structures were built in anticipation of more funds at a later date. Two temporary camps housing up to 70 men were established during the summer of 1928. By October 4, the camps had been dismantled due to lack of funds.<sup>26</sup>

During the early 1930s, the road received light surfacing and oiling and its condition was commended by Bozeman attorney George Patten who expressed, on

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<sup>23</sup> Albright to J. W. Johnson, District Engineer, Bureau of Public Roads, 11 March, 1926. Yellowstone National Park Archives.

<sup>24</sup> Albright to Mather, 12 July, 1927. Yellowstone National Park Archives.

<sup>25</sup> Thomas C. Vint, Associate Landscape Engineer, National Park Service, to Dr. L. I. Hewes, Bureau of Public Roads, 21 January, 1927. Yellowstone National Park Archives.

<sup>26</sup> C. A. Lord, "West Gallatin Road Project Grayling Creek Section-516 Report, February 5, 1929."

behalf of the county, his gratitude "for the consideration we have had from you gentlemen of the Park Service."<sup>27</sup>

In 1934, the Emergency Conservation Work program had several crews working in the Gallatin area. The crews had various assignments including roadside cleanup, and the blending and sloping of the roadside banks.<sup>28</sup> The next year crews began the construction of two entrance signs, one at Grayling Creek and one at Daly Creek. Sanford Hill, NPS associate landscape architect, found the work of the CCC crews at Grayling Creek inferior. It had been recommended that an experienced stone mason be hired to do the work, but the park was unable to find one. Hill stopped progress on the project until an experienced foreman could be found to supervise.<sup>29</sup> In 1939, Hill reported to Superintendent Edmund Rogers:

These entrance pylons have not been completed although they were started about five years ago. The present appearance of this entrance to Yellowstone is very disappointing and it is recommended that this project be completed, which should include the construction of two new lettered signs. These new signs could be constructed in the sign shop using our new type letters, although they should be the same size as the original design.<sup>30</sup>

In 1940, the Bureau of Public Roads maintained that with its new 6-year proposed road plan, all essential work would be done to complete the Yellowstone road system. The only project proposed and surveyed in 1927 which had not been planned or completed was the Bighorn Pass road off the West Gallatin Road. This proposed road was still not considered necessary.<sup>31</sup>

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<sup>27</sup> Albright to George Patten, 11 February 1931; Patten to Guy Edwards, Acting Superintendent, Yellowstone National Park, 31 October 1931. Yellowstone National Park Archives.

<sup>28</sup> Walter D. Popham, "Emergency Conservation Work: Report to the Chief Architect through the Superintendent of Yellowstone National Park for the Month of September, 1934;" J. W. Emmert, "Emergency Conservation Work, Yellowstone Park, Wyoming;" "Final Narrative Report of E.C.W. for Third Enrollment Period, 15 October, 1934."

<sup>29</sup> Sanford Hill, Associate Landscape Architect and Howard Gregg, Assistant Landscape Architect, National Park Service, "E.C.W. Report to the Chief Architect August 26 to September 26, 1935."

<sup>30</sup> Memorandum from Sanford Hill to Superintendent Edmund Rogers, 13 June 1939. Yellowstone National Park Archives.

<sup>31</sup> C. F. Capes, Engineer, Bureau of Public Roads, "Progress Report Season of 1940 on Public Roads Administration Activities on the Yellowstone National Park Highway System, Yellowstone National Park, Wyoming, February 28, 1941."

No major work was done on the West Gallatin Road during the World War II years and the late 1940s. In 1950, the Teepee Creek Bridge was reconstructed.<sup>32</sup> In 1952, an inspection of the primary roads in Yellowstone showed the system in generally good condition, with the exception of the Gallatin Road. An unstable subgrade, a less than desirable base and a heavy volume of truck traffic continued to plague the engineers on this section. Approximately 75 percent of the road had been patched or showed distress, and the engineers expected at least 12.5 miles of the road would need complete reconstruction. The good condition of the remaining system was attributed to improved maintenance practices.

For the next few years, no new major construction projects were begun, and routine maintenance tried to address the ever increasing problems. However, maintenance of the approach roads to the parks attracted the attention of Congress. In "Report on Negotiations for States to Take Over the Maintenance of Roads Outside the Boundaries of the National Parks and Monuments as Required by the Conference Report on the Interior Department Appropriation Bill, 1955," three of Yellowstone's roads were an issue--the Northeast Approach Road, the South Approach Road, and the West Gallatin Road. In regard to the West Gallatin Road, the report suggested:

This road is in an isolated section of the park and serves only minor park interests as compared to the usage it receives throughout the year by commercial traffic. . . . The Governor was requested by Assistant Secretary Lewis on March 5, 1954, to consider transfer of this road to the State, and at the Governor's suggestion, a meeting of Service and State Highway personal for a general discussion of the matter was held on June 2, 1954. Subsequently, the State took action to accomplish a portion of the reconstruction and is currently working on a two mile section within the Park conjunction with contiguous construction just outside of the park. The Service will follow up on the various aspects of this general operation relative to additional reconstruction and determination of the width of right-of-way acceptable in transferring responsibility to the State.<sup>33</sup>

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<sup>32</sup> Rogers, "Annual Report for Yellowstone National Park for 1950," 18.

<sup>33</sup> Memorandum from Regional Director to Superintendents, Yellowstone National Park and Glacier National Park, 3 March, 1955. Yellowstone National Park Archives.

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