

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Rankin Auto Court

Other names/site number: Rankin Motel; ISHI# 43-16372

Name of related multiple property listing:  
N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 120 S. Highway 20

City or town: Ashton State: Idaho County: Fremont

Not For Publication:  N/A Vicinity:  X

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

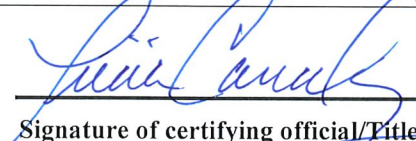
I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide   X   local

Applicable National Register Criteria:

  X   A     B   X   C     D

 <hr/> Signature of certifying official/Title: <u>Tricia Canaday, Deputy SHPO</u>	<u>8-11-22</u> <hr/> Date
<u>Idaho State Historic Preservation Office</u> <hr/> <b>State or Federal agency/bureau or Tribal Government</b>	

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<p>_____  <b>Signature of certifying official/Title:</b> <u>Tricia Canaday, Deputy SHPO</u></p> <p>_____  <u>Idaho State Historic Preservation Office</u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p><b>Date</b></p>
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In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
**Signature of commenting official:**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Title:**

\_\_\_\_\_  
**State or Federal agency/bureau  
or Tribal Government**

#### 4. National Park Service Certification

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

##### Category of Property

(Check only **one** box.)

Building(s)

District

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Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>14</u>	_____	buildings
_____	_____	sites
<u>1</u>	<u>1</u>	structures
<u>1</u>	_____	objects
<u>16</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC:

motel

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

DOMESTIC:

motel

single dwelling

\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

NO STYLE  
MODERN MOVEMENT: Ranch

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

foundation: CONCRETE  
walls: WOOD: weatherboard; STUCCO  
roof: WOOD: shingle; METAL

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Rankin Auto Court is a 2.68-acre commercial motel property located at 120 S. Highway 20, adjoining the southwest corner of the city limits of Ashton in Fremont County, Idaho. Developed beginning in 1920, the property has a distinct U-shaped driveway characteristic of cabin camps and cottage courts. The predominant type of guest accommodation is a series of one-story gabled cabins and cottages that line the U-shaped drive. Lushly landscaped, the property features mature trees, flower beds, and a park-like lawn. Contributing resources include the U-shaped Driveway, three double-unit cottages, a single-unit cottage, Woodshed, the Ranch House/Motel Office, the six-unit Motor Court, Garage, Sign, three one-room cabins, two single-unit stucco cottages, and the Washhouse. Despite the replacement of most of the cabin and cottage doors and windows and the removal their brick chimneys, the property retains a good degree of integrity and clearly conveys its original function, historic associations, and period of construction.

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## Narrative Description

### *Location and Setting*

Ashton (2019 pop. 1,050) is situated in the Upper Snake River Valley, a fertile agricultural region in eastern Idaho. Located in Fremont County, the small farming community is nestled between the Henry's Fork of the Snake River to the north and the Fall River to the south. The west entrance of Yellowstone National Park is located about 55 miles to the northeast.

Located at 120 S. Highway 20, the Rankin Auto Court sits on a 2.68-acre property immediately to the southwest of Ashton's city limits. Bounded by a convenience store and gas station to the north, U.S. Highway 20 to the west, the Farmer's Own Canal and Rankin Farm to the south, and farm fields to the east, the auto court property is roughly rectangular in shape. The sprawling, irregular-shaped Ashton Elementary School, located on the east side of the highway opposite the auto court and set back behind a row of evergreen trees, dominates the immediate surroundings. The highway is lined with commercial properties to the north and farmland to the south. Downtown Ashton is located to the northeast of the property.

The character-defining features of the property are a series of small, rectangular-plan cabins and cottages that line a U-shaped driveway, a layout typical of early auto-tourist facilities. Built in 1920, the U-shaped gravel driveway has two entrances from U.S. Highway 20. Each of the two sections of the drive adjoining the highway are paved with asphalt, and a perpendicular extension of the northern entrance connects to the convenience store and gas station immediately to the north of the property. The U-shaped driveway defines a series of park-like lawns with mature deciduous and evergreen trees and flower beds. Guests generally park on the lawn directly outside their room.

Built between 1920 and 1973, the buildings lining the U-shaped driveway represent several phases of early motel architecture, including the "cabin camp," "cottage court," and "motor court."<sup>1</sup> These buildings, along with the other resources, are primarily situated in three groups around the driveway. The center island of the U-shaped driveway contains the largest number of resources, including three cabins built in 1920, two 1940s stucco cottages, the 1940 washhouse, and the 1960 motel sign. Across the driveway to the south, the second group consists of four cottages constructed between 1928 and 1960 and a small wooden footbridge built in 2018 that crosses the Farmer's Own Canal. To the west of the U-shaped driveway, the third group includes the c. 1910s woodshed and two larger buildings, the Ranch-style residence/motel office built in 1966, and the 1973 motor court. The north side of the driveway features a wood-frame garage built in the late 1930s.

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<sup>1</sup> Section 8 defines these early types of motel architecture.

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### *Property Inventory*

The resources in the property inventory are ordered and numbered in a clockwise manner around the U-Shaped Driveway.

#### **RESOURCE 1: U-Shaped Driveway**

##### **Contributing**

**Date of Construction: 1920**

Built during the initial phase of construction in 1920, the U-shaped driveway is the central feature of the property, providing vehicular access to the guest accommodations from U.S. Highway 20, determining the layout of the individual buildings, and defining the common areas. Its U-shaped layout was characteristic of early cabin camps and cottage courts. Accessed from the east side of the property, the driveway has north and south entrances from the highway. The northern and southern segments are each approximately 245-feet long. The semicircular bend in the driveway on the west is approximately 100-feet long and widens to a parking lot in the front of the 1973 Motor Court (resource 9). Apart from asphalt paving at the two access points off the highway, the drive is made up of gravel and dirt and is approximately 16-feet wide.

#### **RESOURCE 2: Cottage 4**

##### **Contributing**

**Date of Construction: c. 1928**

Located in the southeast corner of the property, Cottage 4 is the first of three nearly identical double-unit cottages (the others are resources 3 and 4) built between c. 1928 and 1930. They represent the first major expansion of the auto court facilities after its 1924 opening, and the property's transition from a cabin camp to a cottage court. The primary distinction between the two types being the addition of a small private bathroom in each one-room unit. Built on a concrete foundation, the single-story, wood-frame cottage has a rectangular plan, wood novelty siding, and a side-gable metal roof with exposed rafter tails and a shallow eave extension to shelter the doorways below. Simple architectural details include corner boards and window and door surrounds. Facing east towards the highway, the façade has symmetrical fenestration that denotes the two separate units. Replacement entry doors to each unit are set off center on the façade. Vinyl one-over-one windows on the far right and far left ends of the façade complete the symmetrical arrangement of doors and windows. The side elevations on the north and south ends of the building each have a single vinyl one-over-one window. Facing west, the rear elevation has a symmetrical arrangement of two vinyl one-over-one windows, one for each of the two-units. At some point, the two guest room units were combined with the addition of a connecting interior door.

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**RESOURCE 3: Cottage 3**  
**Contributing**  
**Date of Construction: c. 1928**

Located to the north of Cottage 4 (resource 2) at the south entrance to the auto court, Cottage 3 is the second of three nearly identical double-unit cottages (the others are resources 2 and 4) built between c. 1928 and 1930. They represent both the property's first major expansion, and its transition from a cabin camp to a cottage court. The primary distinction between the two types being the addition of a small private bathroom in each one-room unit. Built on a concrete foundation, the single-story, wood-frame cottage has a rectangular plan, wood novelty siding, and a side-gable metal roof with exposed rafter tails and a shallow eave extension to shelter the doorways below. Simple architectural details include corner boards and window and door surrounds. Facing east towards the highway, the façade has symmetrical fenestration that denotes the two separate units. Replacement entry doors to each unit are set off center on the façade. Vinyl one-over-one windows on the far right and far left ends of the façade complete the symmetrical arrangement of doors and windows. The side elevations on the north and south ends of the building each have a single vinyl one-over-one window. Facing west, the rear elevation has a symmetrical arrangement of two vinyl one-over-one windows, one for each of the two-units. Like Cottage 4, the two guest room units have been combined with the addition of a connecting interior door.

**RESOURCE 4: Cottage 5**  
**Contributing**  
**Date of Construction: c. 1930**

Located west of Cottage 3 (resource 3) on the south side of the U-shaped driveway (resource 1), Cottage 5 is the third of three nearly identical double-unit cottages (the others are resources 2 and 3) built between c. 1928 and 1930. The three cabins represent the property's first major expansion, and its transition from a cabin camp to a cottage court. The primary distinction between the two types being the addition of a small private bathroom in each one-room unit. Built on a concrete foundation, the single-story, wood-frame cottage has a rectangular plan, wood novelty siding, and a side-gable metal roof with exposed rafter tails. Simple architectural details include corner boards and window and door surrounds. Facing east towards Cottage 3, the façade has symmetrical fenestration that denotes the two separate units. Replacement entry doors to each unit are set off center on the façade. Vinyl one-over-one windows on the far right and far left ends of the façade complete the symmetrical arrangement of doors and windows. The side elevations on the north and south ends of the building each have a single vinyl one-over-one window. Facing west, the rear elevation has a symmetrical arrangement of two vinyl one-over-one windows, one for each of the two-units. Like Cottages 3 and 4, the two guest room units have been combined with the addition of a connecting interior door.

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**RESOURCE 5: Cottage 6**  
**Contributing**  
**Date of Construction: c. 1960**

Located west of Cottage 5 (resource 4) on the south side of the U-shaped driveway (resource 1), Cottage 6 is a smaller single-unit variation of the same basic design of Cottages 3-5 (resources 2-4). Built c. 1960, this cottage represents the endpoint of the facility's architectural development as a cottage court. The single-story, wood frame cottage has a concrete foundation, rectangular plan, large profile wood siding, and a side-gable metal roof with boxed eaves and a curved barge board. Facing east, the façade has an asymmetrical fenestration pattern; the entrance is located on the far-right and a vinyl one-over-one window is centered on the left half of the elevation. The north and south elevations each have a small window positioned at the far west end of the building; the north has a one-over-one vinyl window, and the south has a small inoperable vinyl window. Facing west, the rear elevation also has asymmetrical fenestration; double one-over-one vinyl windows are located at the far left and a single one-over-one window is centered in the right half of the elevation. The interior includes a bedroom and a small ensuite bathroom.

**RESOURCE 6: Footbridge**  
**Noncontributing**  
**Date of Construction: 2018**

Located to the southwest of Cottage 6 (resource 5), the Footbridge provides a pedestrian crossing over the Farmer's Own Canal between the auto court and the Rankin Farm property to the south. The Footbridge is constructed of wood planks laid over a wood frame and features a simple wood railing on the west side. Defining the south boundary of the auto court property, the canal provides irrigation for its grounds. Along the southern edge of the auto court property, the earthen canal is approximately 5-feet wide. In recent years, the canal has been diverted into a large underground gravity pressurized pipeline and the channel is now dry. Built after the period of significance, the footbridge is a noncontributing feature of the property.

**RESOURCE 7: Woodshed**  
**Contributing**  
**Date of Construction: c. 1910s**

Built when the property was part of the Rankin Farm, the Woodshed is a single-story rectangular plan building located on the west side of the U-shaped driveway (resource 1) directly south of the Ranch House/Motel Office (resource 8). The front-gabled wood-frame building sits on a wood foundation, wide plank horizontal siding, and a wood shingle roof with exposed rafter tails. Facing east, the building's only fenestration is a door opening centered under the gable.

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**RESOURCE 8: Ranch House/Motel Office**  
**Contributing**  
**Date of Construction: 1966**

Designed and constructed by Boise Cascade Homes in 1966, the Ranch House/Motel Office is located on the west side of the U-shaped driveway between the Woodshed (resource 7) to the south and the Motor Court (resource 9) to the north. The single-story Ranch-style building has a rectangular plan, a side-gable metal roof with boxed eaves, and faux grained wide profile metal siding. Facing east, the building has four bedrooms and one-and-a-half baths. The façade is asymmetrical with the entry door at the top of a small concrete stoop on the left one-third of the elevation. An aluminum picture window with sidelights to the left of the entry. The right two-thirds of the façade has three large aluminum slider windows spaced equidistant along the elevation. Decorative features include wrought iron stoop rails, decorative shutters on the picture window, and vertical siding between the windows. There is a brick chimney on the south gable end. The south and north elevations have no fenestration but feature vertically oriented siding in their gable ends and a rectangular louvered vent. Like the façade, the west (rear) elevation has asymmetrical fenestration. The back door is positioned in the center of the elevation at the top of a small concrete stoop. An aluminum slider window and a sliding glass door are to the right. The left half of the west elevation has three aluminum slider windows.

**RESOURCE 9: Motor Court**  
**Contributing**  
**Date of Construction: 1973**

Designed and constructed by Boise Cascade Homes in 1973, the Motor Court is located on the west side of the U-shaped driveway (resource 1) immediately north of the Ranch House/Motel Office (resource 8). Built on a concrete foundation, the Ranch-style building has a rectangular plan, a side-gable metal roof with deep boxed eaves, and faux grained wide profile metal siding. Facing east, the façade has entrances to the six guest rooms; each door is paired with a large metal slider window and a small concrete stoop with wrought iron railings. The fenestration pattern along the elevation is door-window-window-door-door-window-window-door-door-window-window-door. There is vertical siding between the windows. A concrete sidewalk in front of the units connects the front stoops and defines a parking area in front of the rooms. There is no fenestration on the north, south, and west elevations. The north and south ends of the building feature vertical siding in their gable ends and rectangular louvered vents. Each guest room is approximately 288 square feet to accommodate two queen beds and an ensuite bathroom.

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**RESOURCE 10: Garage**  
**Contributing**  
**Date of Construction: late 1930s**

Located north of the U-shaped driveway (resource 1), the Garage is front-gabled one-story building dating to the late 1930s. Built of wood-frame construction without a foundation, the rectangular plan building is clad in wide plank siding and has a wood shingle roof with exposed rafter tails and thin barge boards. The façade faces south towards the U-shaped driveway and features a two-bay opening with sliding wood doors. Other elevations have no fenestration. The Garage is presently in poor condition, but this issue does not detract from its integrity.

**RESOURCE 11: Sign**  
**Contributing**  
**Date of Construction: c. 1960**

Located on the eastern side of the central island near the U.S Highway 20, the Sign is composed of a pillar, a main sign, and a smaller undermounted sign. The square metal pillar is topped a double-sided elongated hexagonal light box-type sign centered on the pillar. It currently reads "Rankin Motel, Serving You Since 1924" with a colored drawing of an automobile from the 1920's. A smaller rectangular sign is mounted underneath the hexagonal main sign on the east side of the pillar. It reads, "Office In Back" and a small red neon arrow is mounted below. While the logos and the images on both sign boxes have been updated, the pole and sign frames have been on the property since c. 1960.

**RESOURCE 12: Office Cabin**  
**Contributing**  
**Date of Construction: 1920**

Located in the center island defined by the U-shaped driveway (resource 1) near the south entrance to the auto court, the Office Cabin is the first of three nearly identical one-room cabins built in 1920 (the others are resources 15 and 16). These cabins were the auto court's first accommodations for travelers. They do not have bathrooms, and guest restroom and shower facilities were in a washhouse. The single-story cabin has a rectangular plan, wood novelty siding, corner boards, fenestration frames, and a front-gable metal roof with exposed rafter tails and a thin barge board. It was built to be moved around the property, like its two counterparts, and has no foundation. Facing east towards the highway, the façade has a single replacement door on the right which is covered by a small gabled entry porch projection supported by two knee brace brackets. To the left of the entry door, is a fixed window. A small fixed four-lite wood window is centered in the south elevation. The west (rear) elevation has a small fixed four-lite window centered under the gable, while the north elevation has no fenestration. This cabin served as the auto court office for many years.

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### **RESOURCE 13: Stucco Cottage 1**

#### **Contributing**

**Date of Construction: 1940s**

Located in the center island defined by the U-shaped driveway (resource 1) near the north entrance to the auto court, Stucco Cottage 1 is the first of a pair of nearly identical single-unit, two-bedroom cottages built in the 1940s (the other is resource 14). These cottages are larger than the four located on the south side of the U-shaped driveway (resources 2-5), featuring a living room, dining nook, and kitchenette, as well as two bedrooms. Built on a concrete foundation, the frame-constructed, single-story building has a rectangular plan, stucco walls, and a steep side-gable metal roof with exposed rafter tails and thin barge boards. Facing west towards Stucco Cottage 2 (resource 14), the façade has one entry door at the right side of the elevation with a small, stuccoed gable entry porch projection supported by two knee brace brackets. The north elevation features two one-over-one vinyl windows. Facing towards the highway to the east, the rear elevation has asymmetrical fenestration with a large vinyl slider on the left side, a small vinyl slider placed high on the wall near the center, and a one-over-one vinyl window on the right. The south elevation has a single vinyl slider window centered under the gable.

### **RESOURCE 14: Stucco Cottage 2**

#### **Contributing**

**Date of Construction: 1940s**

Located in the center island defined by the U-shaped driveway (resource 1) to the west of Stucco Cottage 1 (resource 13), Stucco Cottage 2 is the second of a pair of nearly identical single-unit, two-bedroom cottages built in the 1940s (the other is resource 13). This resource is a mirror image of its counterpart, which it faces across the lawn. Built on a concrete foundation, the frame-constructed, single-story building has a rectangular plan, stucco walls, and a steep side-gable metal roof with exposed rafter tails and thin barge boards. The façade faces east and features one entry door on the left side of the elevation with a small, stuccoed gable entry porch projection supported two knee brace brackets. A single vinyl sliding window centered under the gable on the south elevation. The west elevation has symmetrical fenestration with a one-over-one vinyl window on the left, a small vinyl slider placed high on the wall near the center, and a large vinyl on the right. Two one-over-one vinyl windows are spaced equidistantly on the north elevation.

### **RESOURCE 15: Laundry Room Cabin**

#### **Contributing**

**Date of Construction: 1920**

Located to the west of the Stucco Cottage 2 (resource 14) in the center island defined by the U-shaped driveway (resource 1), the Laundry Room Cabin is the second of three nearly identical one-room cabins built in 1920 (the others are resources 12 and 16) that were the auto court's first

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accommodations for travelers. Like the other two cabins, it does not have a bathroom, and guests would use the restroom and shower facilities in a washhouse. The single-story cabin has a rectangular plan, wood novelty siding, corner boards, fenestration frames, and a front-gable metal roof with exposed rafter tails and a thin barge board. It was built to be moved around the property, like the two other cabins, and has no foundation. Facing southeast towards the central lawn, the façade has a single replacement door on the right which is covered by a small gabled entry porch projection supported by two knee brace brackets. To the left of the entry door, is a vinyl sliding window. The northwest (rear) elevation has a small sliding vinyl window centered under the gable. It has no fenestration on the side elevations. The cabin is currently used for storing cleaning supplies and linens.

### **RESOURCE 16: Pool Room Cabin**

#### **Contributing**

**Date of Construction: 1920**

Located north of the Laundry Room Cabin (resource 15) in the center island defined by the U-shaped driveway (resource 1), the Pool Room Cabin is the third of three nearly identical one-room cabins built in 1920 (the others are resources 12 and 15) that served as the auto court's first traveler accommodations. Like the other two cabins, it does not include a bathroom, and guests would use the facilities in a washhouse. The single-story cabin has a rectangular plan, wood novelty siding, corner boards, fenestration frames, and a front-gable metal roof with exposed rafter tails and a thin barge board. It was built to be moved around the property, like the other two cabins, and has no foundation. Facing southeast towards the central lawn, the façade has a single replacement door on the right which is covered by a small gabled entry porch projection supported by two knee brace brackets. To the left of the entry door, is a vinyl sliding window. The northwest (rear) elevation has a small sliding vinyl window centered under the gable. Like the Laundry Room Cabin, its side elevations have no fenestration. The building is named for the recreational pool table that the Grover family added during the 1970's.

### **RESOURCE 17: Washhouse**

#### **Contributing**

**Date of Construction: 1940**

Located at the west end of the central island defined by the U-shaped driveway (resource 1), the Washhouse is a rectangular plan concrete block building with a hipped metal roof with boxed eaves and concrete foundation. Its façade faces south and has two doors, one on the west corner and one on the east corner, that originally accessed the separate men and women's restrooms and showers. The west elevation has three metal slider windows that are placed high on the wall. Facing north, the rear elevation has one metal slider window placed high on the wall at the west end of the elevation. The east elevation has two metal slider windows that are placed high on the wall and a door at the north end that provides access to a room housing the auto court's well water filtering system. This building is the second washhouse built on the property; its non-

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extant predecessor was built c. 1920 to serve the cabins, which did not have private baths. Following the end of the cabins' use as guest accommodations, the present washhouse was converted into a storage building, which involved the removal of some restroom partitions and toilets, but these interior alterations have not adversely impacted its integrity.

### *Change Over Time and Integrity*

The Rankin Auto Court has functioned as a roadside hostelry from its official opening in 1924 (although the earliest buildings date from 1920) until the present. During its nearly 100 years of operation, the property has undergone changes typical of extant cabin camps and cottage courts. Known alterations since the historic period are as follows:

- Date Unknown: Wood shingles on the roofs of the cabins and cottages replaced with standing seam metal.
- 2009-2011: Most one-over-one wood-frame windows in the cabins and cottages replaced within their original openings with vinyl sliding windows due to deterioration.
- 2009-2011: Wood doors and screens on the cabins and cottages replaced with vinyl and metal doors.
- 2014: Brick chimneys formerly used for wood stoves removed from the cabins and cottages due to structural issues.
- 2016: Internal reconfiguration of Washhouse for storage use, including removal of stalls and toilets on one side of the building.

Although the above-noted changes have impacted the property's historic integrity in terms of design and materials, it remains an excellent example of an early roadside hostelry that clearly conveys its original function, historic associations, and period of construction. The removal of some historic design elements and materials in the individual cabins and cottages is noteworthy, but these changes are modest in terms of the overall auto court's design and do not significantly impact the character-defining features. The property maintains its historic layout, defined by the U-shaped driveway, park-like lawns, and mature trees, and the series of small, single-story, rectilinear cabins and cottages with gable roofs representing different phases of motel design. A pair of larger Ranch-style buildings continue to anchor the west end of the U-shaped driveway. The property maintains excellent integrity of location, setting, workmanship, feeling, and association, and good integrity of design and materials.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ENTERTAINMENT/RECREATION

ARCHITECTURE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1920-1973

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1920 (horseshoe drive laid out; single-room cabins constructed)

1924 (auto court opens with single-room cabins and washhouse)

c. 1928 (double-unit cabins constructed)

c. 1930 (additional double-unit cabin constructed)

1940s (stucco cabins constructed)

1966 (ranch house/motel office constructed)

1973 (motel unit constructed)

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Hugh Rankin (Builder)

David Kenderson Rankin (Builder)

Boise Cascade Homes (Builder)

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Rankin Auto Court is significant under National Register of Historic Places (NRHP) Criteria A and C, at the local level of significance. It is eligible under Criterion A in the area of significance of ENTERTAINMENT/RECREATION for its association with the development of tourism to Yellowstone National Park. The Rankin Auto Court is also eligible under Criterion C in the area of significance of ARCHITECTURE as a representative example of the early architectural development of the motel building type, exemplifying the cabin camp, cottage court, and motor court phases of roadside hostelry architecture. The period of significance for the Rankin Auto Court is 1920-1973, beginning with the development of its earliest guest accommodations and ending with the construction of the most recent building. This endpoint also roughly corresponds to the fifty-year age convention of the NRHP, reflecting the property's continuous use since its opening.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

#### *Settlement and Early History of Ashton*

Ashton is situated in the fertile Upper Snake River Valley of eastern Idaho. It occupies the ancestral lands of the Shoshone-Bannock Tribes, which encompassed vast stretches of land in present-day Idaho, Oregon, Nevada, Utah, Wyoming, and Montana. Tribes to the north in what is now Idaho included the Nez Perce, Coeur d'Alene, and others. The Shoshone-Paiute Tribes live in areas to the southwest. Attracted by the fertile soil and abundance of water, Euro-American settlers arrived in the area following the passage of the Homestead Act of 1862 and established small farming communities around what is now Ashton.<sup>2</sup> Early area crops included barley, corn, oats, and wheat. However, the lack of adequate transportation kept the population relatively low, especially in comparison to the growth experienced by areas further down the Snake River in the 1880s.

The City of Ashton owes its early growth to the arrival of the Oregon Short Line Railroad (OSL), a subsidiary of the Union Pacific Railway.<sup>3</sup> Ashton's origins date to 1901 when a group of residents of nearby St. Anthony, Idaho purchased 640 acres of land for a townsite. The fledgling town was overshadowed by nearby Marysville until the OSL shifted the route of its Yellowstone Branch two miles to the west to avoid being price gouged by speculators in the rival community. In February 1906, the first train arrived in Ashton, and the community incorporated later the same year. The settlement took its name from the OSL Chief Engineer, William Ashton, who

<sup>2</sup>Glade Lyon, *Ashton, Idaho: The Centennial History, 1906-2006* (West Valley City, UT: Walking Lion Press, 2006), 2.

<sup>3</sup>Background on early Ashton history and the arrival of the railroad is from Cort Conley, *Idaho for the Curious: A Guide* (Cambridge, ID: Backeddy Books, 1982), 162 and Lyon, *Ashton, Idaho: The Centennial History*, 4-8.

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surveyed the railroad line through the area. Unsurprisingly, Ashton prospered while Marysville gradually declined.

*Criterion A: Development of Tourism to Yellowstone National Park*

Located 55 miles from the west entrance of Yellowstone National Park, the City of Ashton was ideally situated to capitalize on early tourist trade in the area. Established by the U.S. Congress and signed into law by President Ulysses S. Grant on March 1, 1872, Yellowstone was the first national park in the United States, but it was not easily accessible. In 1872, there were two primary routes to the park: the Union Pacific Railway to Utah or Montana, or by boat on the Missouri River to Fort Benton, Montana. In either case, the next part of the visitor's journey was by stagecoach, wagon, or on horseback. This final leg was over very rough roads, either from the north entrance, through the Yankee Jim Canyon to Mammoth Hot Springs, or through the west entrance, via Madison Canyon to the Lower Geyser Basin.<sup>4</sup> The arduous and time-consuming nature of travel to and from the park limited the number of tourists.

Yellowstone's potential as a major tourist destination prompted the railroads to construct lines directly to the park. Northern Pacific, which had lobbied for the creation of the national park, was the first railroad to provide direct rail access to Yellowstone, connecting to the north entrance in 1883. Increased visitor numbers convinced E.H. Harriman, president of the Union Pacific Railroad, to construct a 70-mile extension of the Oregon Short Line from St. Anthony, Idaho (the terminus at that time of a spur line from Idaho Falls) to West Yellowstone, Montana at the west entrance to the park. The first train arrived at West Yellowstone in 1908 via the new line that passed through Ashton.

The increasing availability of automobiles, alongside Yellowstone's growing popularity as a tourist destination, encouraged the development of vehicular access to the park. Officials first permitted automobiles to enter the park in 1915, and they tracked the arrival of 3,445 cars between June and September of the following year.<sup>5</sup> The Yellowstone Trail, which opened in 1912 (preceding the development of government marked routes) as the first transcontinental automobile highway through the upper tier of states in the United States, provided access to West Yellowstone enroute from Plymouth, Massachusetts to Seattle, Washington.<sup>6</sup> Designated in 1926, U.S. Highway 20, known as the Yellowstone Highway, stretches from Boston, Massachusetts to Newport, Oregon. Like the Yellowstone Trail, which it largely superseded, U.S. Highway 20, provides access to West Yellowstone. In Idaho, the route begins northwest of Parma at the Oregon state line and passes through Ashton before entering Montana west of West Yellowstone. The Rankin Auto Court was one of the early regional motels that opened along the Yellowstone Highway to meet the demand for automobile-oriented accommodations from motorists traveling to the park.

<sup>4</sup> Culpin, Mary Shivers, *The History of the Construction of the Road System in Yellowstone National Park, 1872-1966: Historic Resource Study, Volume 1 (Rocky Mountain Region: National Park Service, 1994)*, 2.

<sup>5</sup> *Ibid.*, 84.

<sup>6</sup> Yellowstone Trail Association. Accessed August 11, 2022 from <http://www.yellowstonetrail.org/>

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### *The Rankin Family and the Development of the Rankin Auto Court*

The Rankin family's roots in Ashton date to 1911, when they relocated to the area from Virginia and established themselves as farmers. Following World War I, David Kenderson "Kenny" Rankin acquired 200-acres of farmland southwest of Ashton with the help of his brothers Hugh and Robert that became known as the Rankin Farm.<sup>7</sup> Beginning in the 1920s, the Rankins, like many farmers in the Ashton area, focused on producing seed potatoes, which thrived in the area's climate and soil.<sup>8</sup> In 1922, Kenny Rankin married Eva Martin, and the family farm remains in the hands of their descendants.

In 1920, the Rankins capitalized on burgeoning automobile tourism in the region by developing a portion of their farm as an auto court. The Rankin Farm was ideally situated for the development of a roadside hostelry: located on the outskirts of Ashton along the Yellowstone Highway. Furthermore, the Rankin family was already involved in the hospitality industry. In 1918, Kenny's brother Hugh built the 20-room Ashton Hotel, the community's leading traveler accommodation. He became intrigued with the potential of automobile-oriented roadside lodgings for tourists, which appealed to motorists by offering convenient parking just outside their rooms and a more casual atmosphere than downtown hotels. He partnered with his brother Kenny to develop a "cabin camp" on the family farm. They laid out a U-shaped drive and built several cabins on the property in 1920. Following several years of development, the Rankin Auto Court officially opened in 1924. Kenny eventually bought out his brother's interest in the auto court and operated the property with his wife.<sup>9</sup>

Kenny and Eva Rankin operated the Rankin Auto Court for the next four decades, developing the "mom and pop" facility to meet the increasing demand for automobile tourism in the area by building additional guest accommodations and amenities. They also opened a store and gas pumps immediately to the north of the auto court to obtain further income from passing tourists.<sup>10</sup> The entire family contributed to the running of the auto court and family farm, which collectively provided a steady income throughout the year. Kenny and Eva managed the business while their children made beds and cleaned linen.

Betty Rankin, Kenny and Eva's daughter, and her husband Byron Grover purchased the Rankin Auto Court in 1967.<sup>11</sup> They modernized the property with the construction of up-to-date motel facilities while maintaining its overall character as an early roadside hostelry. After a short time living in a trailer, the family moved into a ranch-style home built for them on the property by Boise Cascade Homes. The Grovers also retained Boise Cascade Homes to construct a six-unit motor court, which sits at the west end of the U-shaped drive, completed in 1973.

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<sup>7</sup> Over the years, portions of the farm were sold off until it now comprises 120 acres.

<sup>8</sup> Lyon, *Ashton, Idaho: The Centennial History*, 47.

<sup>9</sup> Lois Nash, *The Rankin Family* (n.p., 1990), 59.

<sup>10</sup> The convenience store and gas station are under separate ownership from the auto court property, and the buildings constructed by the Rankins are not extant.

<sup>11</sup> Betty Rankin and Byron Grover married in Pocatello in 1958.

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In recent years, the Grover's daughters, Jennifer and Kim, have owned and operated the auto court, which remains a popular lodging option for travelers along the historic Yellowstone Highway. In addition to the motor court building, most of the cabins and cottages still provide guest accommodation. Recent developments include the ongoing rehabilitation of the historic buildings.<sup>12</sup>

*Criterion C: Early Architectural Development of the Motel Building Type*

The motel emerged in the 1920s and 1930s as an alternative to traditional hotels.<sup>13</sup> In the 1920s, mass production of automobiles and their subsequent low cost allowed the average American family to acquire their own means of transportation. As recreational auto travel increased, so did the demand for inexpensive and auto-friendly accommodations.

Hotels were traditionally located in densely developed downtown commercial areas or near the railroad tracks. They generally catered to business travelers and the social elite, and as such were too expensive for many auto travelers. As people of moderate means began to use their cars for recreational travel, demand for inexpensive alternatives to traditional hotels increased tremendously. Hotels were also inconvenient for motor-vehicle owners. Most traditional hotels had no place to store a vehicle while the owner stayed at the facility. Although many hotels attempted to make accommodations for automobiles, they were primarily located inside congested areas of towns. Thus, auto-tourist lodgings developed on the fringes of a town or city or near a highway, where adequate parking for the vehicles could be provided.

The first inexpensive automobile-friendly development was the **auto camp** - what today would be called a campground. Auto camps were, at their most basic, designated places to erect a tent or park an automobile. They first became popular in the United States during the 1910s, including in the Yellowstone Park area. Local towns often built and maintained the camps to prevent indiscriminate camping along roadsides or on private property. Without them, inconsiderate travelers would stop without permission to eat, leaving messes and frustrating landowners. Referred to as 'tin can tourists,' these individuals were migratory, squatting on private land for days on end.<sup>14</sup> Municipal auto camps often became matters of civic pride and could be quite elaborate.

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<sup>12</sup> The original farmhouse on the Rankin Farm was demolished for highway widening, and the current building was relocated to the property from another farm in the 1960s

<sup>13</sup> The information on the early architectural development of the motel building type in this section is primarily reproduced from Jennifer Eng, "Boulevard Motel," National Register of Historic Places Registration Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1999), Section 8, pages 2-4 and Madeline Kelley Buckendorf, "Riggins Motel," National Register of Historic Places Registration Form (Washington, DC: U.S. Department of the Interior, National Park Service, 2001), Section 8.

<sup>14</sup> John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore, MD: John Hopkins Press, 1996), 31.

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The **cabin camp** was the next innovation designed to meet the demand for inexpensive automobile-oriented accommodations. Cabin camps performed the same function as the auto camp, but they provided more shelter from the elements, additional privacy, and a greater degree of comfort. They typically consisted of a series of small, one-bedroom, vernacular buildings with rectangular or square floor plans and a gable roof. Most examples had no bathroom facilities, although they occasionally included a kitchenette, electric lights, and hot water. The cabins were generally standardized and often sold as kits with pre-cut lumber that could be bought at local hardware stores or were advertised in popular magazines. Individual buildings in a cabin camp were arranged in a variety of common layouts that evolved as the needs of the burgeoning business changed: row, row-on-row, L-shaped, crescent, clustered, and U-shaped.<sup>15</sup> Many cabin camps started out as one or two cabins built on private property, advertised for rent. Sometimes cabins were built at existing auto camps, offering another (more expensive) choice for travelers. The first known example was the Askins' Cottage Camp in Douglas, Arizona built in 1901.

**Cottage courts**, as they came to be known in the 1930s, were a larger variation of the cabin camp that was winterized for year-round business. Designed to resemble miniature suburban houses, cottage courts were meant to attract middle-class travelers. Typically, the individual units, called "cottages," were arranged around a common lawn area. Each cottage usually exhibited more substantial construction methods and materials than cabins and often contained private bathrooms, living rooms, closets, and heating units. Architecturally, cottages were often styled after popular domestic architecture of the time. The default was an unpretentious, vernacular wood-framed gabled cottage like those at the Rankin Auto Court. Both cabin camps and cottage courts might have a coffee shop, filling station, garage, and even some public spaces. They usually had a manager and space for an office and lodgings for the manager and family.

The **motor court** evolved out of the cabin camp and cottage court form. The defining characteristic of the motor court was integrated or unitary construction rather than separate cabins or cottages. This allowed for greater efficiency in construction and in the provision of services such as electricity, heat, and plumbing. Motor courts were single-story buildings and most had fewer than twenty units. Many also retained the look of the separate cottage court with architectural details like varied roof lines and irregular wall planes. Like cottage courts, motor courts were designed in a variety of contemporaneously popular architectural styles ranging from Colonial Revival to Ranch.

As auto-tourist facilities grew in popularity during the late 1920s, they quickly became a common sight along American highways. In 1926 the word "mo-tel," a contraction of the phrase "motor hotel," was used for the first time at The Milestone Mo-tel in San Luis Obispo, California. During the Great Depression of the 1930s, motel and cabin camp construction was one of the few building sectors to experience a boom. The number of motels grew from approximately 3,000 in 1928 to 9,848 in 1935. This number increased to a staggering 20,000 motels nationwide by 1946 and peaked in 1961, when the industry claimed 60,951 motels.<sup>16</sup>

<sup>15</sup> Michael K. Witzel, *The American Motel* (Osceola, WI: MBI Publishing, 2000), 38.

<sup>16</sup> Jakle, Sculle, and Rogers, *The Motel in America*, 20.

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The Rankin Auto Court's development between 1920 and 1973 exemplifies the architectural evolution of roadside hostelries from the cabin camp to the cottage court to the motor court. Its initial form was that of a cabin camp, with a series of modest wood-frame cabins lining a U-shaped drive that provided easy access to Highway 20. Motorists could park directly outside their individual cabin, which contained a single room with a wood-burning stove. The cabins lacked plumbing, and a communal washhouse provided bathrooms and showers for guests. Beginning in 1928, the Rankins added cottage court-type accommodations to the property with indoor plumbing. These included a series of double-unit cottages with small private bathrooms. In the 1940s, the Rankins built a pair of larger stucco cottages with two bedrooms, a living room, and a kitchenette with a stove. The construction of a store and gas pumps on the property during this period was characteristic of typical cottage court developments and provided additional revenue.<sup>17</sup> The property's cottage court development phase lasted until 1960, with the construction of an additional large single-unit cottage with a bathroom. In 1973, the Rankin Auto Court entered the final phase of its architectural development with the construction of a Ranch-style motor court building. The building's six motel rooms each had two queen beds and a bathroom, which the owners marketed as 'new units' for many years to appeal to middle-class travelers.

### *Summary*

The Rankin Auto Court is significant under Criterion A in the area of ENTERTAINMENT/RECREATION, for its association with the development of tourism to Yellowstone National Park. Established beginning in 1920, the auto court was one of the early regional motels that opened along the Yellowstone Highway to meet the demand for automobile-oriented accommodations from motorists traveling to the park. The Rankin Auto Court is also eligible under Criterion C in the area of significance of ARCHITECTURE as a representative local example of the early architectural development of the motel building type. It exemplifies the early twenty-century architectural evolution of roadside hostelries from the cabin camp to the cottage court to the motor court. Largely unaltered since its 1920-1973 period of significance, the Rankin Auto Court retains good overall integrity and clearly conveys its original function, historic associations, and period of construction.

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<sup>17</sup> Ibid., 39.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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<https://yellowstoneshortlinetrail.org/history>

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** 2.68 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 44.069688 Longitude: -111.456713
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

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**Or**  
**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |          |           |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Rankin Motel is located in Ashton on U.S. Highway 20, north of St. Anthony, south of West Yellowstone, and west of Jackson Wyoming. The Farmer's Own Ditch borders the south and west end of the property. The north side of the horseshoe drive borders the property line of the grocery store.

**Boundary Justification** (Explain why the boundaries were selected.)

The above noted boundaries include the entire 2.68-acre property owned by Grover Hospitality on which the auto court is located.

---

**11. Form Prepared By**

name/title: Kim Grover-Haskin  
organization: Grover Hospitality  
street & number: 1524 Churchill Dr.  
city or town: Denton state: Texas zip code: 76209  
e-mail: kgroverhaskin@gmail.com  
telephone: 940-395-9402  
date: May 4, 2022

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Figure Log

- **Figure 1:** Regional Location Map
- **Figure 2:** USGS Quadrangle Map
- **Figure 3:** Local Location Map
- **Figure 4:** Site Plan
- **Figure 5:** Photo Location Map
- **Figure 6:** Kenny and Eva Rankin and Family, 1931
- **Figure 7:** Kenny and Eva Rankin, 1959
- **Figure 8:** Betty and Bryon Grover, 1967
- **Figure 9:** Auto Court Office, c. 1925
- **Figure 10:** U-Shaped Driveway, 1935
- **Figure 11:** First Washhouse Building, c. 1935
- **Figure 12:** Rankin Auto Court from U.S. Highway 20, 1940s
- **Figure 13:** Cottages 2 and 3 from U.S. Highway 20, 1945
- **Figure 14:** Stucco Cottages from U.S. Highway 20, 1950s
- **Figure 15:** Rankin Auto Court from Rankin Farm, 1959
- **Figure 16:** Bird's Eye View of Rankin Auto Court, 1961
- **Figure 17:** Auto Court Sign and Stucco Cottage 1, 1969
- **Figure 18:** Cottage 3 from U.S. Highway 20, 1970
- **Figure 19:** Rankin Auto Court from U.S. Highway 20 showing Office Cabin and present Sign

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### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Rankin Auto Court

City or Vicinity: Ashton

County: Fremont State: Idaho

Photographer: Horrocks Engineers

Date Photographed: July 2021

- **Photo 1 of 43:** View of Rankin Auto Court from U.S. Highway 20. Camera facing southwest.
- **Photo 2 of 43:** View of north entrance to the auto court from U.S. Highway 20. Camera facing southwest.
- **Photo 3 of 43:** View across U-Shaped Driveway (resource 1), Camera facing northwest.
- **Photo 4 of 43:** View of U-Shaped Drive (resource 1) towards south entrance. Camera facing east.
- **Photo 5 of 43:** View of central island in U-Shaped Driveway (resource 1). Camera facing northeast.
- **Photo 6 of 43:** View of auto court from southern property boundary. Camera looking north.
- **Photo 7 of 43:** North entrance to auto court and U.S Highway 20. Camera facing east.
- **Photo 8 of 43:** View of central island from U-Shaped Driveway (resource 1). Camera facing northwest.
- **Photo 9 of 43:** View of southern segment of U-Shaped Driveway (resource 1). Camera facing west.
- **Photo 10 of 43:** Cottage 4 (resource 2), view of east and north elevations. Camera facing southwest.
- **Photo 11 of 43:** Cottage 4 (resource 2), view of north and west elevations. Camera facing southeast.
- **Photo 12 of 43:** Cottage 3 (resource 3), view of east and north elevations. Camera facing southwest.

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- **Photo 13 of 43:** Cottage 3 (resource 3), view of west and south elevations. Camera facing northeast.
- **Photo 14 of 43:** Cottage 5 (resource 4), view of east and north elevations. Camera facing southwest.
- **Photo 15 of 43:** Cottage 5 (resource 4), view of south and west elevations. Camera facing northeast.
- **Photo 16 of 43:** Cottage 6 (resource 5), view of east and north elevations. Camera facing southwest.
- **Photo 17 of 43:** Cottage 6 (resource 5), view of west elevation. Camera looking east.
- **Photo 18 of 43:** View of Footbridge (resource 6). Camera facing southeast.
- **Photo 19 of 43:** Woodshed (resource 7), view of east and north elevations. Camera facing southwest.
- **Photo 20 of 43:** Ranch House/Motel Office (resource 8), view of south and east elevations. Camera facing northwest.
- **Photo 21 of 43:** Ranch House/Motel Office (resource 8), view of east elevation. Camera facing west.
- **Photo 22 of 43:** Ranch House/Motel Office (resource 8), view of north elevation. Camera facing south.
- **Photo 23 of 43:** Ranch House/Motel Office (resource 8), view of west elevation. Camera facing northeast
- **Photo 24 of 43:** Motor Court (resource 9), view of east elevation. Camera facing northwest.
- **Photo 25 of 43:** Motor Court (resource 9), view of south elevation. Camera facing north.
- **Photo 26 of 43:** Motor Court (resource 9), view of north elevation. Camera facing south.
- **Photo 27 of 43:** Motor Court (resource 9), view of typical room. Camera facing west.
- **Photo 28 of 43:** Garage (resource 10), view of west and south elevations. Camera facing northeast.
- **Photo 29 of 43:** Garage (resource 10), view of east and north elevations. Camera facing southwest.
- **Photo 30 of 43:** View of Sign (resource 11). Camera facing northwest.
- **Photo 31 of 43:** Office Cabin (resource 12), view of east and north elevations. Camera facing southwest.
- **Photo 32 of 43:** Office Cabin (resource 12), view of west and south elevations. Camera facing northeast
- **Photo 33 of 43:** Stucco Cottage 1 (resource 13), view of north and west elevations. Camera facing southeast.
- **Photo 34 of 43:** Stucco Cottage 1 (resource 13), view of east elevation. Camera facing west.
- **Photo 35 of 43:** Stucco Cottage 2 (resource 14), view of east and north elevations. Camera facing southwest.
- **Photo 36 of 43:** Stucco Cottage 2 (resource 14), view of west and south elevations. Camera facing northeast.

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- **Photo 37 of 43:** View of Pool Room Cabin at left (Resource 16) and Laundry Room Cabin at right (resource 15) across center island of U-Shaped Driveway (resource 1). Camera facing northeast.
- **Photo 38 of 43:** Laundry Room Cabin (resource 15), view of west and south elevations. Camera facing northeast.
- **Photo 39 of 43:** Laundry Room Cabin (resource 15), view of north and west elevations. Camera facing southeast.
- **Photo 40 of 43:** Pool Room Cabin (resource 16), view of south and east elevations. Camera facing northwest.
- **Photo 41 of 43:** Pool Room Cabin (resource 16), view of north and west elevations. Camera facing southeast.
- **Photo 42 of 43:** Washhouse (resource 17), view of west and south elevations. Camera facing northeast.
- **Photo 43 of 43:** Washhouse (resource 17), view of north and west elevations. Camera facing southeast.

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours  
Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

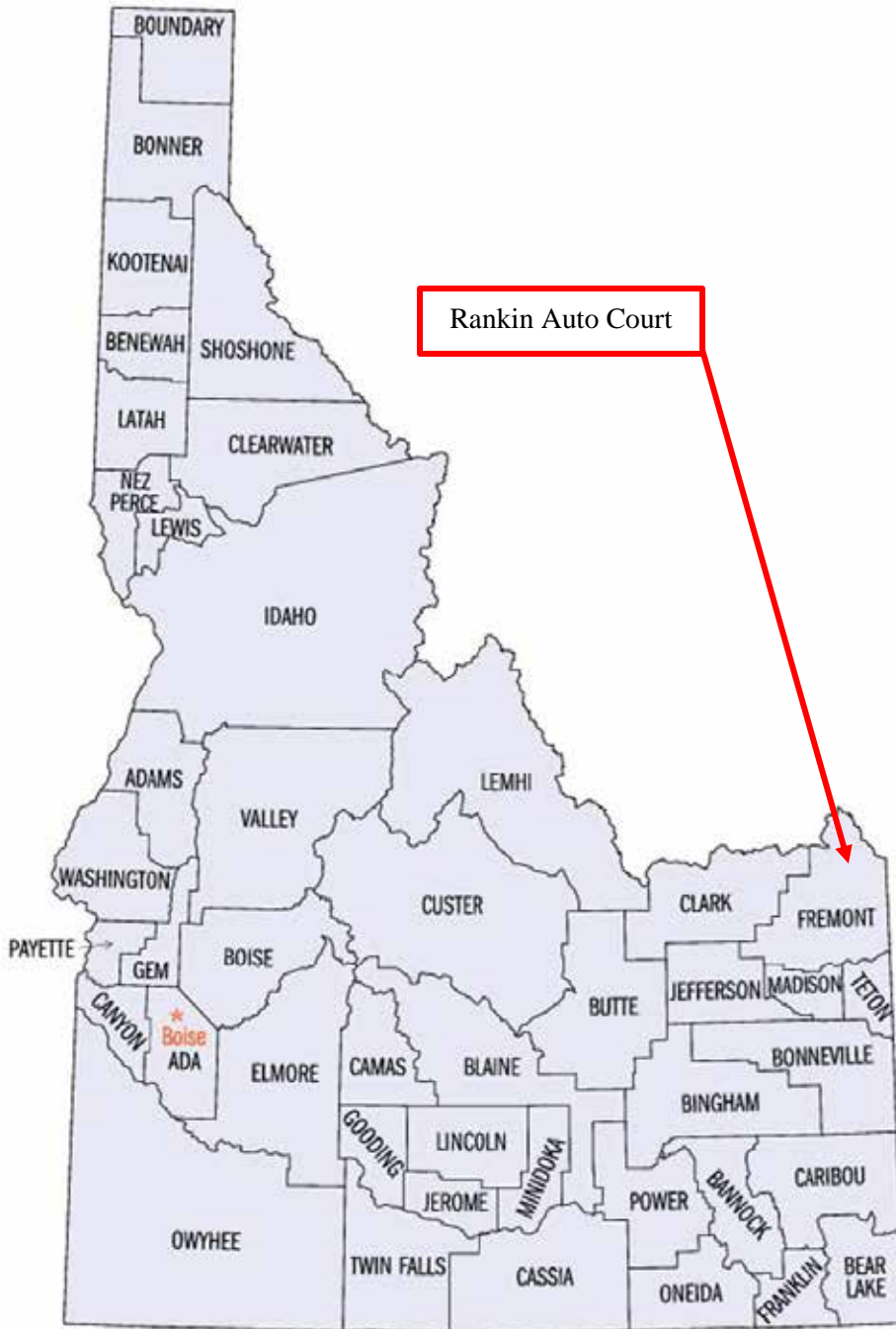
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Figure 1: Regional Location Map



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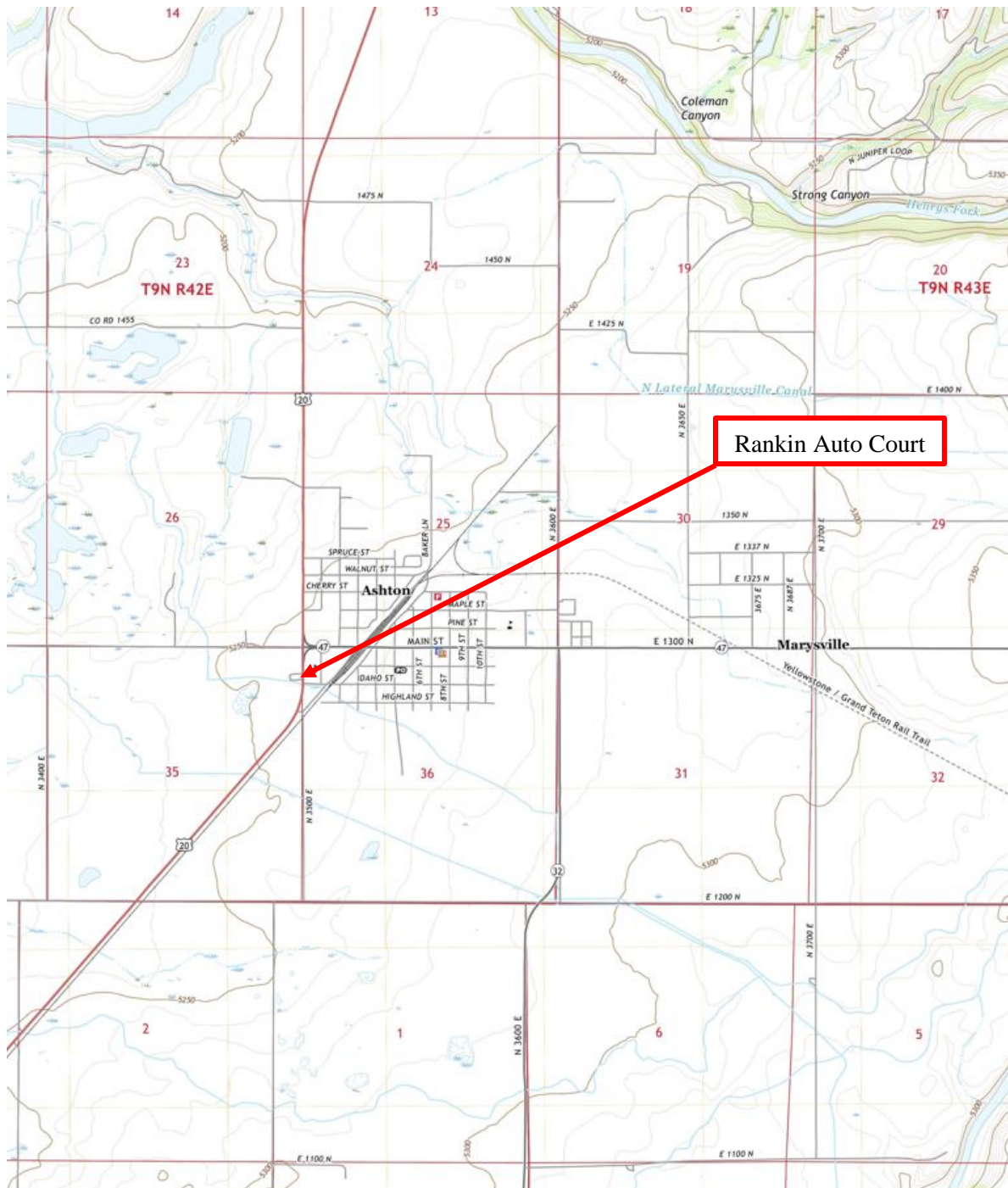
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Figure 2: USGS Quadrangle Map

Ashton, Idaho – Fremont County Quadrangle, 2020, 7.5-minute series, Scale 1:24,000



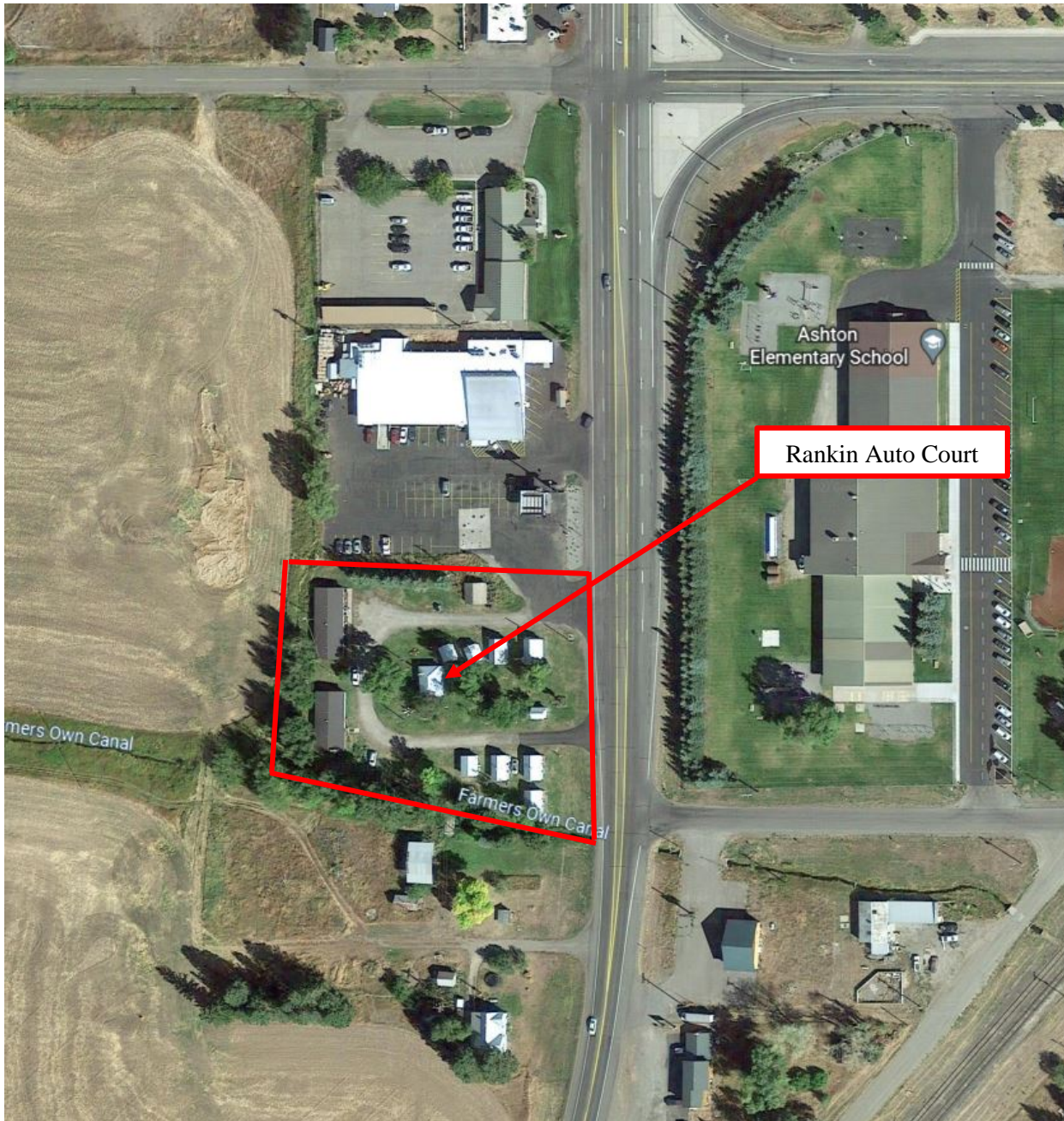
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**Figure 3: Local Location Map, Google Earth**  
Rankin Auto Court at 120 S. Highway 20 (North at top)



**Latitude:** 44.069688

**Longitude:** -111.456713



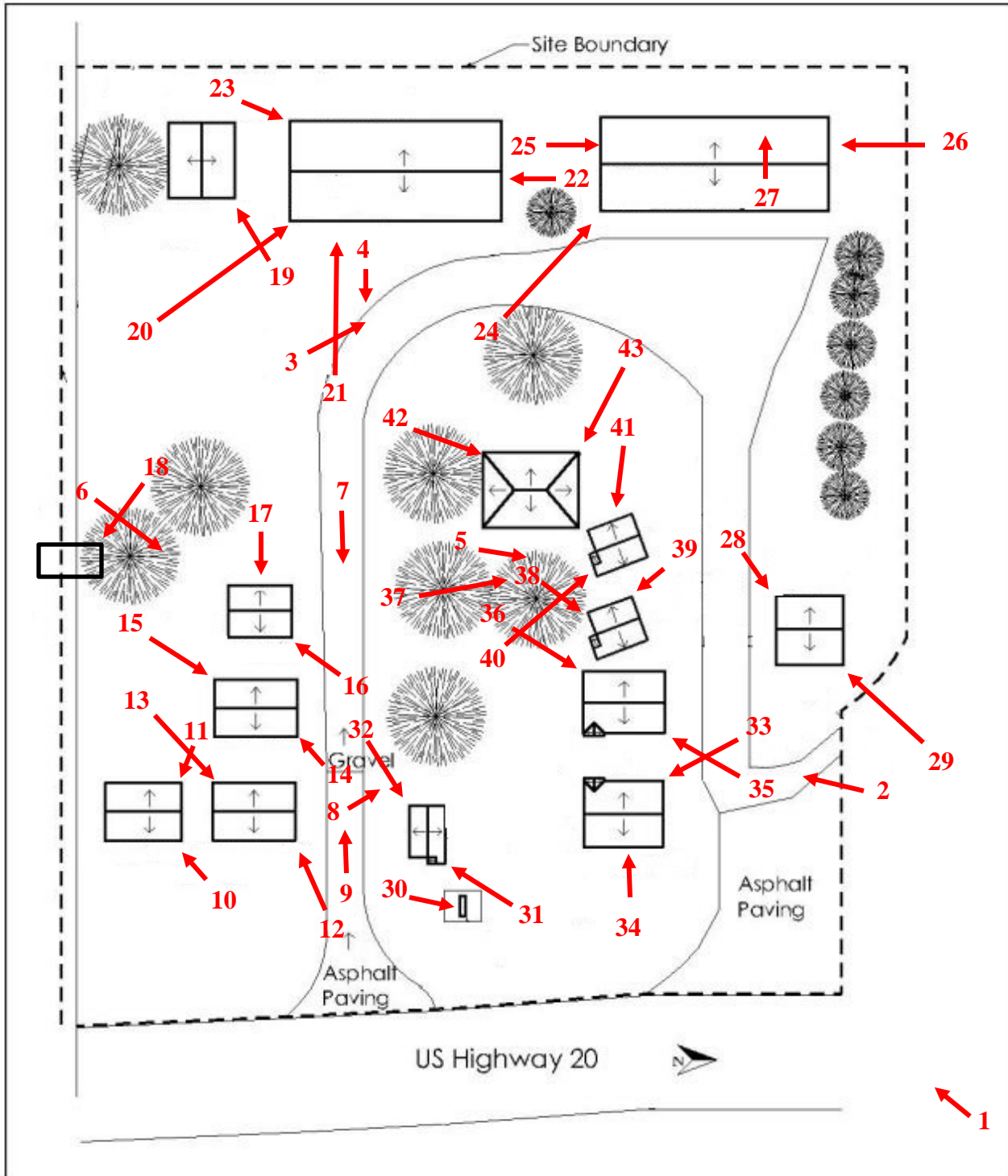
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Figure 5: Photo Location Map (Arrows represent camera direction)



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**Figure 6: Kenny and Eva Rankin and Family, 1931.**

Source: Rankin Family Archives



**Figure 7: Kenny and Eva Rankin, 1959.**

Source: Rankin Family Archives



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**Figure 8: Betty and Bryon Grover, 1967.**

Source: Rankin Family Archives



**Figure 9: Auto Court Office, c. 1925. Camera facing west.**

Source: Rankin Family Archives



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**Figure 10: South Entrance to the U-Shaped Driveway with Double-Unit Cottages at right, 1935.**  
Camera facing west.

Source: Rankin Family Archives



**Figure 11: First Washhouse Building at the Auto Court, c. 1935.**

Source: Rankin Family Archives



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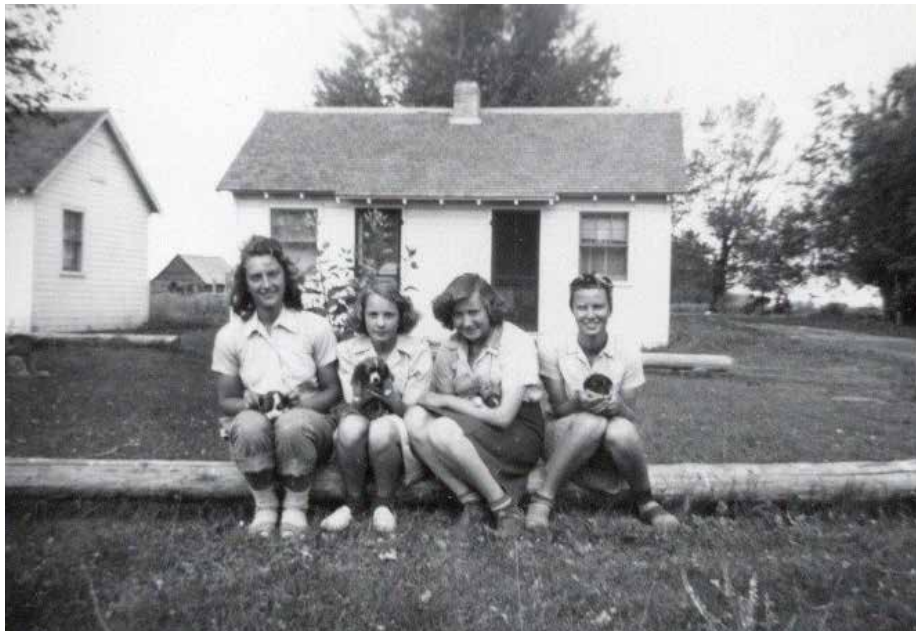
**Figure 12: Rankin Auto Court from U.S. Highway 20, 1940s. Camera facing northwest.**

Source: Rankin Family Archives



**Figure 13: Cottages 2 and 3 from U.S. Highway 20, 1945. Camera facing west.**

Source: Rankin Family Archives



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**Figure 14: Stucco Cottages and Garage from U.S. Highway 20, 1950s. Camera facing west.**

Source: Rankin Family Archives



**Figure 15: Rankin Auto Court from Rankin Farm with Kenny and Eva Rankin in foreground, 1959. Camera facing north.**

Source: Rankin Family Archives



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**Figure 16: Bird's Eye View of Rankin Auto Court, 1961. Camera facing north.**

Source: Rankin Family Archives



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**Figure 17: Earlier Auto Court Sign (non-extant) and Stucco Cottage 1, 1969. Camera facing northwest.**

Source: Rankin Family Archives



**Figure 18: Cottage 3 from U.S. Highway 20, 1970. Camera facing west.**

Source: Rankin Family Archives



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**Figure 19: Rankin Auto Court from U.S. Highway 20 showing Office Cabin and present Sign, 2000, Camera facing northwest.**

Source: Rankin Family Archives



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**Photo 1:** View of Rankin Auto Court from U.S. Highway 20. Camera facing southwest.



**Photo 2:** View of north entrance to the auto court from U.S. Highway 20. Camera facing southwest.



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**Photo 3:** View across U-Shaped Driveway (resource 1), Camera facing northwest.



**Photo 4:** View of U-Shaped Drive (resource 1) towards south entrance. Camera facing east.



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**Photo 5:** View of central island in U-Shaped Driveway (resource 1). Camera facing northeast.



**Photo 6:** View of auto court from southern property boundary. Camera looking north.



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**Photo 7:** North entrance to auto court and U.S Highway 20. Camera facing east.



**Photo 8:** View of central island from U-Shaped Driveway (resource 1). Camera facing northwest.



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**Photo 9:** View of southern segment of U-Shaped Driveway (resource 1). Camera facing west.



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**Photo 10:** Cottage 4 (resource 2), view of east and north elevations. Camera facing southwest.



**Photo 11:** Cottage 4 (resource 2), view of north and west elevations. Camera facing southeast.



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**Photo 12:** Cottage 3 (resource 3), view of east and north elevations. Camera facing southwest.



**Photo 13:** Cottage 3 (resource 3), view of west and south elevations. Camera facing northeast.



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**Photo 14:** Cottage 5 (resource 4), view of east and north elevations. Camera facing southwest.



**Photo 15:** Cottage 5 (resource 4), view of south and west elevations. Camera facing northeast.



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**Photo 16:** Cottage 6 (resource 5), view of east and north elevations. Camera facing southwest.



**Photo 17:** Cottage 6 (resource 5), view of west elevation. Camera looking east.



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**Photo 18:** View of Footbridge (resource 6). Camera facing southeast.



**Photo 19:** Woodshed (resource 7), view of east and north elevations. Camera facing southwest.



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**Photo 20:** Ranch House/Motel Office (resource 8), view of south and east elevations. Camera facing northwest.



**Photo 21:** Ranch House/Motel Office (resource 8), view of east elevation. Camera facing west.



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**Photo 22:** Ranch House/Motel Office (resource 8), view of north elevation. Camera facing south.



**Photo 23:** Ranch House/Motel Office (resource 8), view of west elevation. Camera facing northeast.



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**Photo 24:** Motor Court (resource 9), view of east elevation. Camera facing northwest.



**Photo 25:** Motor Court (resource 9), view of south elevation. Camera facing north.



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**Photo 26:** Motor Court (resource 9), view of north elevation. Camera facing south.



**Photo 27:** Motor Court (resource 9), view of typical room. Camera facing west.



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**Photo 28:** Garage (resource 10), view of west and south elevations. Camera facing northeast.



**Photo 29:** Garage (resource 10), view of east and north elevations. Camera facing southwest.



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**Photo 30:** View of Sign (resource 11). Camera facing northwest.



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**Photo 31:** Office Cabin (resource 12), view of east and north elevations. Camera facing southwest.



**Photo 32:** Office Cabin (resource 12), view of west and south elevations. Camera facing northeast.



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**Photo 33:** Stucco Cottage 1 (resource 13), view of north and west elevations. Camera facing southeast.



**Photo 34:** Stucco Cottage 1 (resource 13), view of east elevation. Camera facing west.



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Photo 35: Stucco Cottage 2 (resource 14), view of east and north elevations. Camera facing southwest.



Photo 36: Stucco Cottage 2 (resource 14), view of west and south elevations. Camera facing northeast.



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**Photo 37:** View of Pool Room Cabin at left (Resource 16) and Laundry Room Cabin at right (resource 15) across center island of U-Shaped Driveway (resource 1). Camera facing northeast.



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Photo 38: Laundry Room Cabin (resource 15), view of west and south elevations. Camera facing northeast.



Photo 39: Laundry Room Cabin (resource 15), view of north and west elevations. Camera facing southeast.



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Photo 40: Pool Room Cabin (resource 16), view of south and east elevations. Camera facing northwest.



Photo 41: Pool Room Cabin (resource 16), view of north and west elevations. Camera facing southeast.



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**Photo 42:** Washhouse (resource 17), view of west and south elevations. Camera facing northeast.



**Photo 43:** Washhouse (resource 17), view of north and west elevations. Camera facing southeast.

