

United States Department of the Interior
National Park Service

For NPS use only
received JAN 4 1985
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National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Boeing/United Airlines Terminal Building, Hangar and Fountain

and/or common Old Airport Terminal Building and Building No. 14

2. Location

street & number 200 East 8th Avenue _____ not for publication

city, town Cheyenne N/A vicinity of

state Wyoming code 056 county Laramie code 021

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> n/a being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: office

4. Owner of Property

name Cheyenne Airport Board and City of Cheyenne

street & number 2101 O'Neil Avenue

city, town Cheyenne N/A vicinity of state Wyoming

5. Location of Legal Description

courthouse, registry of deeds, etc. Laramie County Building

street & number 19th and Carey Avenue

city, town Cheyenne state Wyoming 82001

6. Representation in Existing Surveys

title City of Cheyenne Survey has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Wyoming Recreation Commission, 122 West 25th Street

city, town Cheyenne state Wyoming 82002

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> removed date N/A
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The nominated area includes the Boeing/United terminal, a hangar, and a fountain. The structures were built between 1929 and 1934 and their architectural styles vary. Although through the years additions were constructed, the hangar and terminal retained their architectural integrity. All three structures are located in the north section of Cheyenne, Wyoming, and are close to the current municipal airport. The land around the historic buildings and the airport has changed significantly since the twenties but the buildings and their immediate surroundings remain intact.

The terminal building constructed for Boeing Air Transport in 1929 whose influences from the Fullivan School of Architecture. Examples of this influence are the asymmetrical facade, the decorative brickwork, and the external expression of the skeleton structure, which implies some of the interior arrangements. Designed by the Austin Company of Seattle and Portland, the terminal building is basically rectangular with rectangular projections east and south. The two-story building includes a partial basement and is nine bays wide. A continuous concrete base, and red pressed common brick comprise the exterior. An elaborate brick pattern near the parapet is comprised of a diagonal basket weave, with stretcher and soldier courses surrounding it. This same pattern is repeated on the first floor in one bay that is flanked by a fireplace on the interior. Other detailing includes a soldier course above the concrete base, corbeling under the second floor windows, brick sills, a recessed brick pattern of heading bond below the second floor windows, and a continuous galvanized iron coping.

The major element of the facade is the projection enclosing the entrance vestibule. This vestibule has double doors with side transoms. A metal and plaster marquee shelters the doors. The second-story facade of the vestibule is penetrated by a large wood-paned window. Brick details on the portico include recessed brickwork on each side of the window, a circle of headers in which a Boeing insignia was once painted, and a decorative header course, creating a zigzag pattern. The brickwork on the vestibule is finished with concrete coping.

The exterior appearance of the terminal building has changed very little since its construction. A small addition has been added to the east, but it is in keeping with the style of the building and is barely noticeable. A canopy covering the baggage loading area to the east has been removed, and some windows on the first floor have been enclosed with plywood. In 1960, the interior was altered with the addition of new walls, partitions, and wall finishes. Presently, plans are being developed for renovation of the building. The exterior and the interior vestibule will be restored as closely as possible to their original condition. The rest of the interior will be remodeled to create a workable office space.

The large hangar building, which is located directly north of the terminal building, was built in 1930. It was designed by a Cheyenne architect, Frederic Porter, Sr. The hangar cannot be associated with a distinct architectural style but is utilitarian in appearance. When constructed, the building included a large two-story hangar, with a one-story office wing to the south. The exterior is red brick on a concrete base. There are three soldier courses on the office wing. One is above the base, one is above the windows, and one forms a parapet topped by concrete coping.

SEE ADDENDUM

8. Significance

Period	Areas of Significance—Check and justify below			
..... prehistoric	..... archeology-prehistoric	..... community planning	..... landscape architecture	..... religion
..... 1400-1499	..... archeology-historic	..... conservation	..... law	..... science
..... 1500-1599	..... agriculture	..... economics	..... literature	..... sculpture
..... 1600-1699	<input checked="" type="checkbox"/> architecture	..... education	..... military	..... social/
..... 1700-1799	..... art	..... engineering	..... music	..... humanitarian
..... 1800-1899	..... commerce	..... exploration/settlement	..... philosophy	..... theater
<input checked="" type="checkbox"/> 1900-	..... communications	..... industry	..... politics/government	<input checked="" type="checkbox"/> transportation
		..... invention		..... other (specify)
Specific dates	Terminal - 1929 Hangar - 1930 Fountain - 1934	Builder/Architect	Terminal: The Austin C./Seattle-Portland Hangar: Frederic Porter, Sr.	

Statement of Significance (in one paragraph)

The Boeing/United Airlines terminal building, hangar, and fountain stand as major symbols of a time when the Cheyenne Municipal Airport was a flourishing air transportation center of national importance. Commercial aviation began in Cheyenne in 1920, when the main terminal building was constructed, the Cheyenne Air Field was an important air travel and maintenance facility. The construction of this modern, two-story passenger facility was indicative of the hope that Cheyenne would remain dominant in regional air travel. The brick hangar, built in 1930, is the only remaining hangar of the six constructed at Cheyenne in the 1920's and 1930's. In 1934, Boeing/United erected a fountain in front of the terminal, commemorating the early days of commercial aviation. It remains today as the only outdoor fountain in Cheyenne. Although the fountain is not yet fifty years old, it is an integral part of the historic airline structures and it deserves recognition because of its historical and architectural value. Cheyenne's importance to regional air travel has steadily declined since the end of World War II; Denver, Colorado, is now the leader in Rocky Mountain aviation. Yet the Boeing/United Airlines terminal building hangar, and fountain form an architectural complex, symbolizing an era of prosperity for air travel in Cheyenne and Wyoming.

SEE ADDENDUM

9. Major Bibliographical References

SEE ADDENDUM

10. Geographical Data

Acreeage of nominated property Approximately 3 acres

Quadrangle name Cheyenne North, Wyoming

Quadrangle scale 1:24,000

UTM References SEE ADDENDUM FOR COMPLETE LIST OF UTMS

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	D	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	F	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification

SEE ADDENDUM

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Maurice Plambeck, Planner I

organization Cheyenne-Laramie County Regional Planning Office date September 2, 1983

street & number 2101 O'Neil Avenue telephone 637-6281

city or town Cheyenne state Wyoming 82001

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Alvin J. Baston

title State Historic Preservation Officer date December 17, 1984

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I hereby certify that this property is included in the National Register

Maurice Plambeck date 2/7/85
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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Continuation sheet

Description

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Large glass-paned sliding doors comprise a major portion of the east and west walls of the hangar. Above these doors is a band of clerestory windows. Brick pilasters with concrete coping are at each corner of the two-story section of the building. This section of the building also has a gable roof with parapets on all sides.

A two-story wing has been added to the north of the hangar which is in keeping with the original style. It is constructed of red brick with metal-paned windows. In 1952, an addition was constructed above the original office wing to the south. This addition is of frame construction with asbestos siding. The original one-story wing has been pierced with numerous overhead doors, and some of the windows have been enclosed.

In 1934, United Airlines constructed a fountain as a memorial to early aviation history. It is located in the median of 8th Avenue, directly south of the terminal building. Generally, the fountain exhibits design elements that are associated with the Art Deco style. The structure is dominated by a tall rectangular spire, with a lighthouse-type beacon above. The base of the fountain is comprised of two water pools, one above the other. Terra cotta blocks were used to construct the fountain, and the inside of each pool is lined with tile. A detail was sculpted on the outside wall of the upper pool. The detail includes clouds and the Boeing "247 B" Airplane, which was developed in 1933-1934. The fountain was not in operation for many years until 1981 when it worked during a portion of the summer. More recently it has been operational periodically during warm and windless weather.

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**Addendum

Early aviation activity in Cheyenne consisted mainly of itinerant barnstormers, who would do anything, including stunt flying, wing walking, and parachuting, to attract crowds and the prospect of paying passengers. But, even these daredevil flyers preferred to avoid Cheyenne's high altitude (6,120'), and the thin air which was hard on pilot and engine alike.

Commercial aviation began in Cheyenne in 1920, when the United States Post Office Department announced plans for an airmail route from Chicago to San Francisco. Cheyenne was chosen as the division point between Omaha, Nebraska and Salt Lake City, Utah, because it offered the best access through the Rocky Mountains for planes which could not fly above ten thousand feet.

An army field, adjacent to Fort D.A. Russell, was first proposed as the site for the Cheyenne Airport, but the War Department chose not to allow its use as a municipal field. The eventual site chosen was a two hundred acre plot of land owned by the City.

In the early morning hours of September 8, 1920, the first airmail planes, each carrying four hundred pounds of mail, took off from the Cheyenne field for Salt Lake City. At the same time, planes were leaving Salt Lake City and Omaha, heading for Cheyenne. These early planes traveled only in the daylight hours; the mail was carried by trains at night. The first attempt at night flying came in 1921. Farmers along the route built bonfires in their fields, forming a rather primitive guidance system. This did not prove satisfactory so, in 1923, a system of rotating beacons was established.

In 1925, Congress allowed commercial airlines to take over the Airmail Service. Whenever possible, these planes carried passengers. In 1927, the contract for the Chicago-to-San Francisco route was awarded to Boeing Air Transport Company which, in 1929, became United Aircraft and Transport Company. At this time, the company's main overhaul base was established at Cheyenne and soon, over five hundred workers were employed at the base.

In 1929, Boeing introduced the tri-motor B-80 which, in addition to carrying a full load of mail, was capable of accomodating fourteen passengers. With the introduction of the B-80, United became the first airline to employ stewardesses to provide service to airline passengers. (A stewardess training school was operated in Cheyenne from 1947 to 1961.)

Passenger and maintenance facilities in Cheyenne continued to grow. In 1929, the main terminal building was constructed at a cost of \$60,000; four brick hangars were built west of the terminal in the same year. The hangars replaced the original wooden hangar which had burned in 1925. These four hangars were demolished in

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1982. Another hangar, located north of the terminal, was erected in 1930.

United Airlines was created in 1931, when United Aircraft and Transport Company, a holding company, was incorporated into an airline. Through the early 1930's, as most industries retreated from the depression, United continued to grow. By 1933, all of United's major maintenance and overhaul activities had been moved to Cheyenne. Other airlines were attracted to the Cheyenne facilities. In 1940, Wyoming Air Service, which later became Inland Airlines, began basing its operations in Cheyenne. Inland Airlines incorporated with Western Airlines in 1944.

The advent of the four-engine DC-4 began the slow downfall of the Cheyenne Airport. These planes could fly at an altitude of 18,000 feet, more than enough to cross any Rocky Mountain peak. World War II served to delay the decrease in activity at the airport. During the war, the Cheyenne Airfield was a modification center for bombers. When the war ended, the decline of the Cheyenne Airport began.

Gradually, all of the nationally important airport operations moved from Cheyenne to more populous centers. Denver, Colorado, became the major airline center of the Rocky Mountain Region; Cheyenne, once a major link in the transcontinental airline route, is now served only by a north-south feeder route. As a relic of the golden era of air transportation in Wyoming, the Boeing/United Airlines terminal building and associated structures are worthy of preservation.

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Continuation sheet Addendum

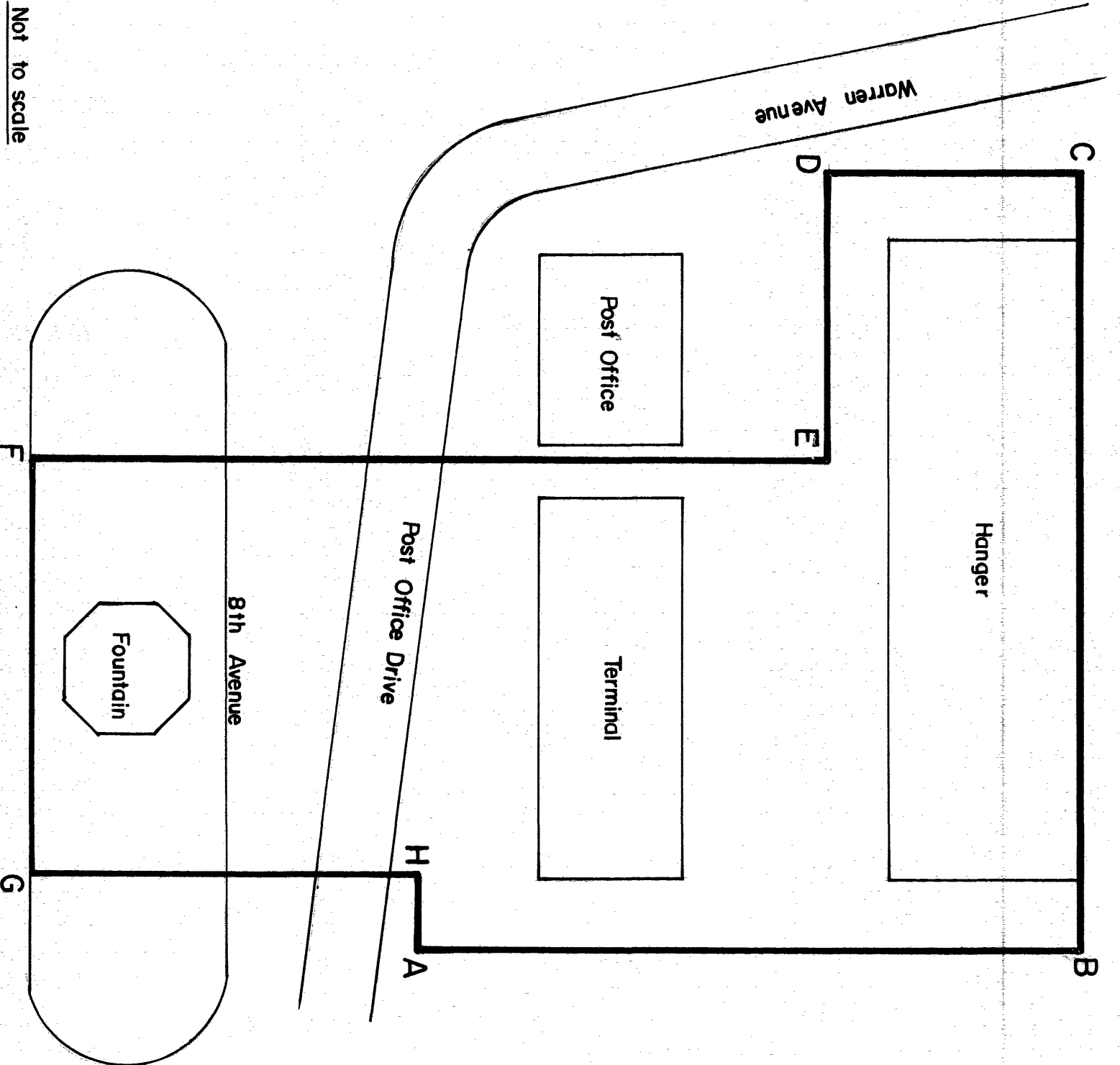
Item number 9

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MAJOR BIBLIOGRAPHICAL REFERENCES

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**Boeing/United
Airlines Terminal
Building, Hanger
and Fountain,
Cheyenne, WY.**



Not to scale

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The Boeing/United nomination includes two buildings (the hangar and terminal) and a fountain. Growth within the city of Cheyenne has changed the area surrounding these three structures but they have retained their integrity. The terminal and hangar are separated from the fountain by a modern street. Eighth Avenue is divided and the fountain is located on a small median in the middle of the street. The boundaries include only that portion of the street which runs between the terminal and the fountain so as to include the fountain within the nomination as a visually integral component of the property and maintain the historic integrity of the resource. The fountain is placed approximately eight feet from the north and south sides of the curbs and approximately forty-two feet from the east curbs and forty-four feet from the west curb. There is a distance of approximately one hundred seventeen feet from the south wall of the hangar to the north wall of the terminal. A chainlink fence located ten feet from the east wall of both the hangar and terminal provides the east boundary from point A to B. The north wall of the hangar from point B to C is the north boundary. An arbitrary line drawn ten feet west of and parallel to the west wall of the hangar is a portion of the west boundary from point C to D. Another arbitrary line drawn ten feet from and parallel to the south wall of the hangar is a portion of the south boundary and runs from point D to E. To exclude the modern post office, an arbitrary line is drawn eight feet from and parallel to the west wall of the hangar and proceeds from point E to F. This line extends across 8th Avenue to the curb on the south side of the fountain. The boundary then extends along the curb line on the south side of the fountain to point G approximately ten feet east of the fountain and extends in a straight line to the northernmost curb line of the post office driveway (point H) then extends in a straight line east to the point of beginning.