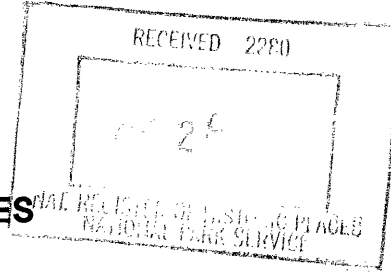


United States Department of the Interior
National Park Service



1024

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL QUALITY, AIR QUALITY MAINTENANCE
historic name: Wyoming Fuel Company, Inc.; Cheyenne Transfer and Storage Co.; Wyoming Transfer and Storage Co.

other names/site number: Wyoming State Liquor Commission; Wyott Manufacturing, Inc.; 48LA1418/48LA705

2. Location

street & number: 720 West 18th Street

city or town: Cheyenne

state: Wyoming

code: 56

county: Laramie

code: 021

not for publication: N/A

vicinity: N/A

zip code: 82001

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

8/25/23

Signature of certifying official

Date

State Historic Preservation Officer

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

for Edson H. Beall _____
Signature of Keeper Date of Action 10/13/03

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
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<u>1</u>	<input type="checkbox"/> Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: Industrial Facilities Served by the Railroad in Cheyenne, Wyoming, ca. 1890-1945

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Commerce/Trade Sub: warehouse

Current Functions (Enter categories from instructions)

Cat: Government Sub: government office

7. Description

Architectural Classification (Enter categories from instructions)

Cat: Late 19th and Early 20th Century American Movements
Sub: Commercial Style

Materials (Enter categories from instructions)

foundation: Concrete
roof : Wood, tar and gravel
walls: Brick and concrete
other: _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Cat. Commerce
Architecture

Period of Significance: 1929-1953

Significant Dates: 1929 (building date); 1937 (north addition)

Significant Person (Complete if Criterion B is marked above): William Dubois

Cultural Affiliation: N/A

Architect/Builder: William Dubois

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property: less than one

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	<u>13</u>	<u>514910</u>	<u>4553260</u>

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Lot 5, Block 333, Original City of Cheyenne

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

The boundary is the lot which the property occupies in the southwest portion of Block 333.

11. Form Prepared By

name/title: Robert G. Rosenberg, Historian
organization: Rosenberg Historical Consultants date: 1/15/2003
street & number: 739 Crow Creek Road telephone: (307)-632-1144
city or town: Cheyenne state: WY zip code: 82009

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name: State of Wyoming
street & number: 122 West 25th Street
city or town: Cheyenne
state: WY zip code: 82001
telephone: 307-777-7391

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 7

STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL
QUALITY, AIR QUALITY MAINTENANCE
LARAMIE COUNTY, WYOMING

7. Description

The brick warehouse that currently houses the State of Wyoming Department of Environmental Quality, Air Quality Maintenance, is located at 720 West 18th Street and is bordered on the west by a railroad line and spur. A large steel building constructed in 1964 and attached on the north side of the warehouse currently houses the State of Wyoming, Department of Administration and Information Motor Pool at 723 West 19th Street. The brick warehouse was once served by a railroad siding on the east side. Although the tracks are still in place, the siding does not appear to be functional. The building is also adjacent to the railroad mainline that is still in use. The property is located on the west side of the original commercial district of the City of Cheyenne, Wyoming.

The building consists of a two-story, flat-roofed brick masonry warehouse (53' E-W x 105' N-S). It rests on a poured concrete foundation with a full basement. The southern portion of the warehouse (53' x 70') was constructed in 1929, and the northern portion (53' x 35') was added in 1937. Although the north addition is shorter in length, it is identical on the exterior to the original component; plans for this addition utilized the 1929 elevation drawings to duplicate the exterior appearance. The building today presents an appearance of one continuous structure, with no visible differentiation between the original south portion and the slightly later north portion. The building has a flat roof and a low cement-capped brick parapet. The walls are segmented by regularly-spaced cement-capped brick pilasters with intervening window bays that are aligned on the first and second stories. Windows have large cement lintels and brick sills. The second story lintels extend across each recessed area between the pilasters, thus spanning two windows. Original windows consist of six-light horizontally pivoted units with metal sash. Most of the windows in the east, south, and west sides remain original, but a few windows have been replaced or sealed over with brick. The west side of the building fronts on the railroad siding and has a reinforced concrete loading platform. Originally, there were three large rectangular bays with freight doors in this side. Two of the three bays have been sealed over with brick. The northernmost bay retains a metal overhead garage door. The north side of the building is constructed of hollow brown building tile, most of which is obscured by the steel motor pool building. When the steel building was constructed in 1964, the two buildings were separated by a "two-hour fire wall," and there are no openings between them.

The east side of the warehouse is similar to the west side, except that there is a freight entrance to the basement level with a concrete ramp, retaining walls, and a wide steel side-hinged door. This feature appears to be a later addition and is not shown on the 1937 plans. There are no window or door bays in the east side first story; however, regularly-spaced wide concrete lintels for windows are in place, and it appears

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STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL
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LARAMIE COUNTY, WYOMING

that the bays were filled in with brick or perhaps were never constructed, a departure from the building plans. Directly above the basement entrance, there is a freight door bay that is boarded over; however, the building is currently being renovated, and it is not known how this bay will be finished. A shallow brick addition with a flat roof and a wooden portico and columns has been added to the main entrance on the east side of the building near the south end. This addition is modern but utilizes the original entrance to the office area. The entrance has a modern wide panel door flanked on the south by a small one over one-light double-hung window, both of which have white shutters. A narrow one-story steel addition north of the entrance links the warehouse with a modern one-story flat-roofed steel building to the east at 706 West 18th Street, which also houses State of Wyoming offices. The east side originally contained a freight bay that was fitted with a rolling entrance, similar to those on the west side; this bay has been altered to accommodate the small addition.

The interior of the warehouse was formerly an open space storage area on all floors, including the basement, with regularly-spaced round steel-reinforced concrete support columns. It was fitted with an electrically operated freight elevator centered in the original 1929 component. A set of steel stairs flanked the elevator on the south and connected all floors. At various times during its history, the warehouse was shared by more than one business, so that the interior of the building was divided into three equal segments by east-west concrete block walls. The south third was further divided into an office area in the southeast corner by stud walls. In recent years, the interior of the office area has been renovated with modern paneling, new doors, dropped acoustic ceilings, and restrooms. Cement block walls surround the stairwell, a modern elevator has been installed, and a portion of the wall north of the elevator has been moved farther north. The wall that once divided the middle and northern third of the warehouse has been removed. This area remains open on the first floor, but renovation is currently taking place, and the appearance of this portion of the interior when completed is unknown. The second floor has been remodeled with separate suites of offices and rooms on either side of a central hallway. The interior of the brick addition on the east side contains a room that houses furnace/air conditioning equipment, and double doors lead into the covered steel addition that connects with the property adjacent to the east.

Basic exterior changes consist of the small brick entrance with portico, and sealing of garage bays and several windows. The building's attachment to modern metal buildings to the east and north that do not replicate materials, style, or proportions somewhat detracts from its physical integrity and setting. The majority of the interior has been remodeled and no longer resembles the original warehouse interior; however the exterior of the brick warehouse retains fair to good physical integrity.

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STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL
QUALITY, AIR QUALITY MAINTENANCE
LARAMIE COUNTY, WYOMING

8. Significance

This property, owned by the State of Wyoming, currently houses the Department of Environmental Quality, Air Quality Maintenance. It is eligible to the National Register of Historic Places under Criterion A, because it represent the early twentieth-century commercial activity in Cheyenne, Wyoming. It is also eligible under Criteria B and C, because it was designed by prominent Wyoming architect William Dubois and is the only known example of a Dubois-designed warehouse remaining in Cheyenne.

Cheyenne had its origins as a railroad town created in 1867 by the construction of the first transcontinental railroad, making it an important transportation center from its inception. Its commercial history was inextricably tied to the railroad. The warehouse building at 720 West 18th Street was constructed in 1929. In 1937, the warehouse was extended on the north to its current dimensions, and William Dubois also designed the addition. The property was accessed by a railroad siding on the west side and was also adjacent to the railroad mainline that runs along the Reed Avenue corridor. Therefore, the property retains its physical association with the railroad. The brick warehouse is a good example of early twentieth-century factory/warehouse architecture as rendered by William Dubois, and it housed a variety of businesses, including a fuel and feed company, a moving and storage company, the State Liquor Commission, and a restaurant supply firm. It is one of a group of industrial buildings identified by previous historical surveys that remain on the west side of downtown Cheyenne and that were directly serviced by the railroad (see related Multiple Property Listing).

Historical Setting

The Cheyenne townsite was surveyed on July 9, 1867, and by the time the tracks reached the town on November 13, it already had a population of 4000 people and 200 businesses. Fort D.A. Russell and the quartermaster storehouses at Camp Carlin were established at Cheyenne and became the most important military presence in the Rocky Mountain region, supplying military posts throughout the region. A rail spur was built from the mainline of the Union Pacific Railroad to the storehouses at Camp Carlin in 1868. A wide variety of goods was shipped via rail to Camp Carlin, then freighted across the plains to the widely scattered frontier posts and Indian agencies. Thus, the precedent was already well established of Cheyenne serving as a supply center for the surrounding region, and it would continue to serve this function well into the twentieth century.

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LARAMIE COUNTY, WYOMING

The Union Pacific Railroad Company chose Cheyenne as the site for its principal depot and repair shops in the Rocky Mountain region assuring it a vital and long term role in the life of the railroad. A twenty-stall roundhouse and turntable were constructed there in 1869, among the first permanent structures in Cheyenne. The spur to Camp Carlin diverged from the Union Pacific mainline at the roundhouse and headed north along Reed Avenue. After Camp Carlin was decommissioned in 1890, the line continued to serve Fort D.A. Russell. It was along this corridor on the west side of Cheyenne that many warehouses and other industrial buildings requiring rail service were later constructed.

Cheyenne enjoyed a boom period based largely on cattle ranching that extended from 1875 to 1887. Large cattle outfits established far-flung ranching operations on the surrounding plains, and Cheyenne's strategic location made it an important shipping point. Many of the cattle barons built their headquarters in Cheyenne, making it the political, social and economic center of the Wyoming cattle industry. Cheyenne's location also allowed it to become a major shipping point and banking center for the Black Hills gold rush when it was linked to the mines via the Cheyenne-Deadwood Stage Road.

The cattle boom proved to be short-lived and declined in the late 1880s. Many of the cattle barons left the city, selling their mansions to residents engaged in government (territorial and state capitol), commerce, and the railroad. The Cheyenne and Northern Railroad was chartered in Cheyenne in 1886 to tap the ranching lands of the Power River Basin. The 125-mile line followed the existing branch from the Union Pacific mainline up Reed Avenue to the Cheyenne Depot and Fort D.A. Russell, then northwest along the east side of the Laramie Range. However, track building unaccountably stalled for three years at Wendover on the North Platte River so that it was of limited economic value to the Union Pacific or Cheyenne. Finally in 1890, a 28-mile segment was built to the east-west running Chicago and North Western Railway at Orin Junction, thus completing a link between Cheyenne and Casper. The line was later controlled by the Chicago, Burlington and Quincy Railroad, and a nine-mile segment built in 1915 connected two sections of Burlington's lines and linked Montana to Nebraska, as well as providing a southern link to Texas. A freight yard and roundhouse were later constructed by the Burlington in northwest Cheyenne, continuing its tradition as an important railroad town.

In 1890 the Union Pacific Division machine shops were constructed in Cheyenne, which brought about a substantial increase in the work force and ameliorated the effects of the decline of the cattle industry. The Union Pacific gradually expanded its rail yard facilities in the early 1900s; the size of the roundhouse was increased and a larger turntable was installed. A new machine shop was constructed in 1918-19, one of the largest buildings ever constructed in the Union Pacific system. In 1923, the Union Pacific Railroad

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LARAMIE COUNTY, WYOMING

established a freight terminal in Cheyenne as a distribution point for Wyoming and adjoining states. Once again the rail yards were expanded, and a new freight terminal was built. In 1929, the depot was remodeled, the yard was enlarged, and the roundhouse was once again expanded, exemplifying the Union Pacific's continued commitment to its Cheyenne rail facilities, a major economic mainstay for the city.

The industrial district of Cheyenne generally spread north and east throughout the late 1800s and early 1900s, following the Cheyenne and Northern railroad corridor north along Reed Avenue and beyond, and the Union Pacific mainline east and west of the depot. Warehouses and industrial buildings were spaced along the north corridor along Reed Avenue and consisted of lumber yards and storage facilities for hay, grain, coal, and ice. The city gas works was also located along this corridor in 1886. After the turn of the century, more industrial buildings and warehouses were constructed along West Fifteenth Street. By 1907, the Northern Colorado Power Company had built an electric light plant near the gas plant that was serviced by the railroad along Reed Avenue. A substantial grain elevator was constructed along this corridor in 1911. Ice plants and coal companies were also located along the rail corridor in the early twentieth century. Substantial brick warehouses were built along West Fifteenth Street in the 1910s and early 1920s in what had formerly been a modest residential area and were served by railroad spurs. The Laramie County Milk Producers Co-op Association built a creamery in 1923 at 2311 Reed Avenue in the north end of the warehouse district that was also serviced by a railroad spur. Thus, the pattern for industrial growth in the City of Cheyenne had been set in the late nineteenth century by railroad construction, and it continued well into the twentieth century.

720 West 18th Street

The Wyoming State Archives retains the original building permit and the architectural plans for the warehouse drawn by Wyoming architect William Dubois in 1929 and for the northern addition drawn in 1937. Dubois was educated at the Chicago School of Architecture during the late nineteenth century and utilized architectural styles ranging from Beaux Arts Classicism and Romanesque Revival to commercial styles popular at the turn of the century. He resided in Cheyenne and for several decades designed a variety of governmental buildings, including the east and west wings of the State Capitol, the Laramie and Albany County courthouses, and the State Supreme Court and Library. He also designed residential buildings such as the Landmark Apartments, hotels including the Plains Hotel, schools, commercial structures such as the Hynds Building, and Masonic temples.

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**STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL
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LARAMIE COUNTY, WYOMING**

The site of the brick warehouse was formerly occupied by a wood frame one and one-half story warehouse owned by the Wyoming Fuel and Feed Company. This location was first occupied by the J.R. Gorden Grain Warehouse and Elevator, then William Murphy purchased the old Methodist Church in 1892 and moved it to the site for a warehouse. Later Murphy sold the building to the Reiner Coal and Feed Company, which in turn sold it to the Wyoming Fuel and Feed Company. C.W. Reiner was president of the latter firm for many years, and the firm's main offices were located at 1723 Carey Avenue, the yard at this location.

The brick warehouse was designed and constructed in 1929 for the Cheyenne Transfer and Storage Company, a concern that jointly shared the building with the Wyoming Fuel and Feed Company for a short time. George F. Story was the president and William Story Jr. was the secretary-treasurer of the firm, which was engaged in heavy hauling, moving and storage. The original building permit lists Archie Allison as the building contractor. William Dubois' plans are dated June 20, 1929, the same date as the building permit. By 1933-34, the Wyoming Fuel and Feed Company and Cheyenne Transfer and Storage had moved to 1512 O'Neil, and the Wyoming Transfer and Storage Company occupied the brick warehouse. George A. Dubois, son of William Dubois, was the secretary and manager of the latter firm. In 1935-37, the Wyoming State Liquor Commission, also under George Dubois, shared the warehouse with the firm. This arrangement continued until 1957, by which time the liquor commission had moved.

In 1960, the Wyott Manufacturing Company, Wholesale, occupied the warehouse. Lewis C. Thomas was president, Henry Morash, vice president, and L.J. Hunter, treasurer. This firm specialized in restaurant supplies at the wholesale level. By 1970, Wallace K. Brown was president and C. Gary Brown, vice president. The firm had manufactured restaurant equipment since 1936. By 1973, the Wyoming State Department of Economic Planning and Development occupied the warehouse. The building currently houses the Department of Environmental Quality, Air Quality Maintenance.

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STATE OF WYOMING, DEPARTMENT OF ENVIRONMENTAL
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LARAMIE COUNTY, WYOMING

Section 9. Major Bibliographical References

Building Permit Files, Room 202, City Building, Cheyenne.

Cheyenne City Directories, Cheyenne, Wyoming, 1902-1999.

Dubois, William, Cheyenne, Wyoming (grandson of William Dubois), Personal Communication, January 17, 2003.

Ittelson, Ellen. *Historic Building Inventory Record*. Westside Survey, Cheyenne, Wyoming, 1986.

Original City Books, County Clerk's Office, Laramie County Courthouse, Cheyenne, Wyoming, n.d.

Property Records, Tax Assessor's Office, Laramie County Courthouse, Cheyenne, Wyoming, n.d.

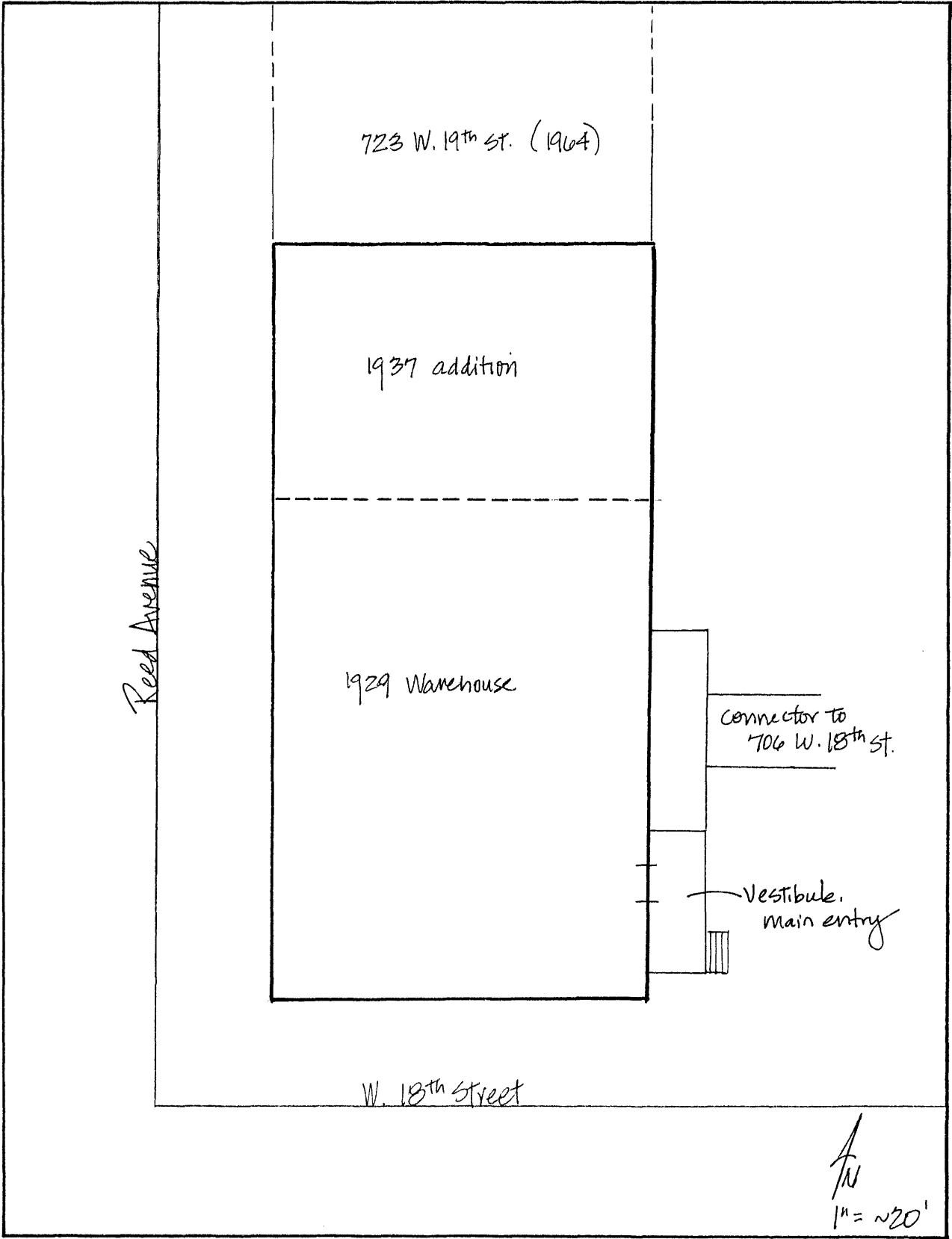
Sanborn Fire Insurance Maps dated 1894, 1907, 1912, 1923, and 1931.

Starr, Eileen. *Architecture in the Cowboy State, 1849-1940*. Glendo, Wyoming: High Plains Press, 1992.

Wyoming State Archives

n.d. City of Cheyenne, City Engineer, Building Permits, Record Group 3001.

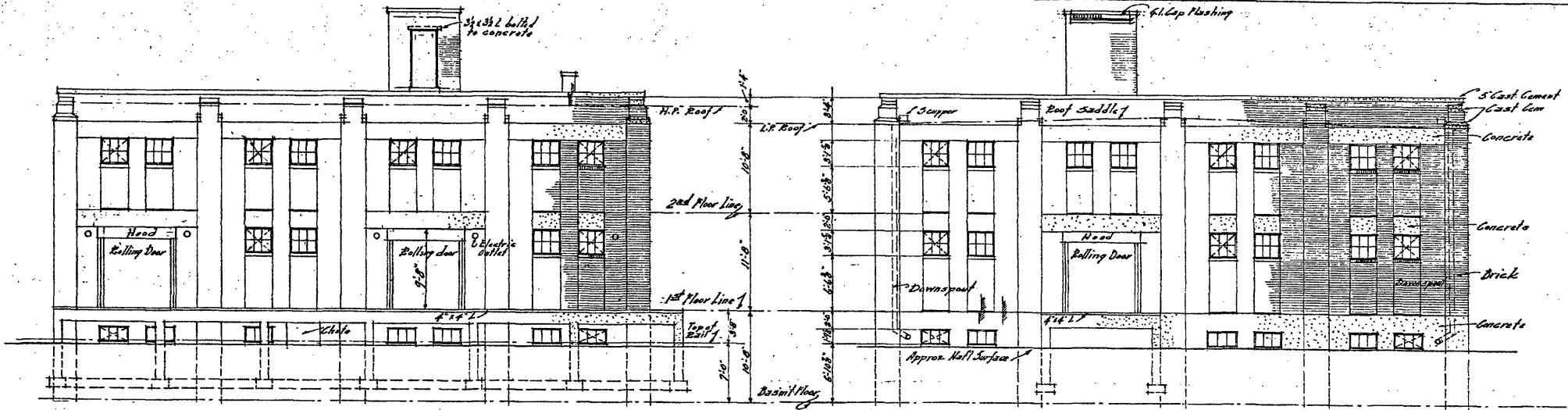
Wyoming State Business Directories, Cheyenne, Wyoming, 1900-1990.



720 West 18th Street
(48LA1418/48LA705 - State of Wyoming, Dept. of Environmental Quality, Air Quality Maintenance (Wyoming Transfer and Storage Co.))

720 West 18th Street

Architectural Plans (Wyoming State Archives)

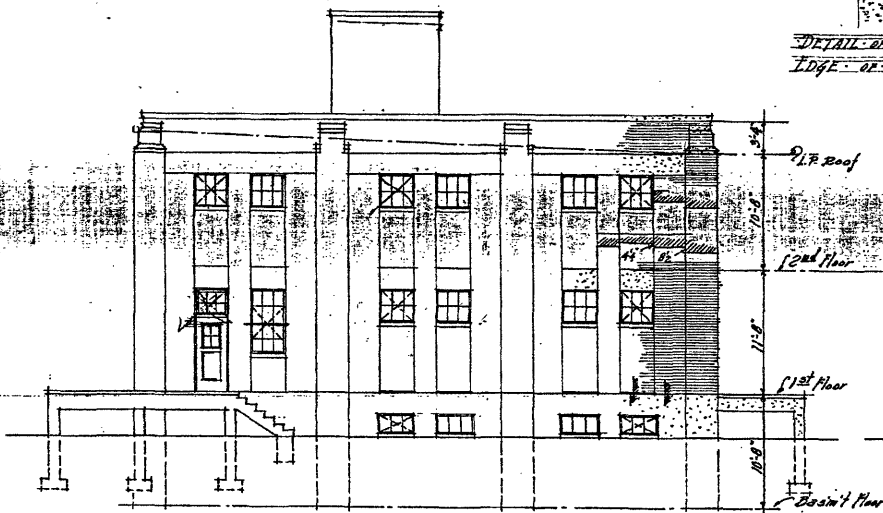


WEST ELEVATION Scale 1/4" = 1'-0"

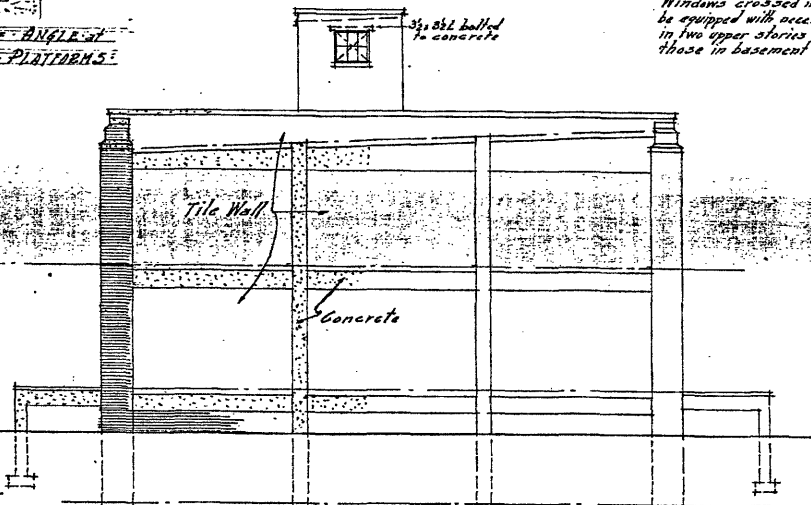
EAST ELEVATION Scale 1/4" = 1'-0"



NOTE:-
All windows are to bear Underwriters Label. Windows crossed in elevations are to open and be equipped with necessary hardware. The windows in two upper stories to be horizontally pivoted, those in basement to be hinged at top to swing out.

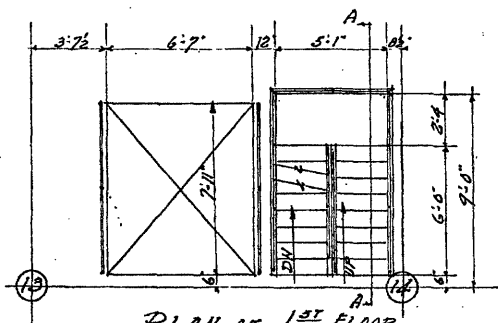


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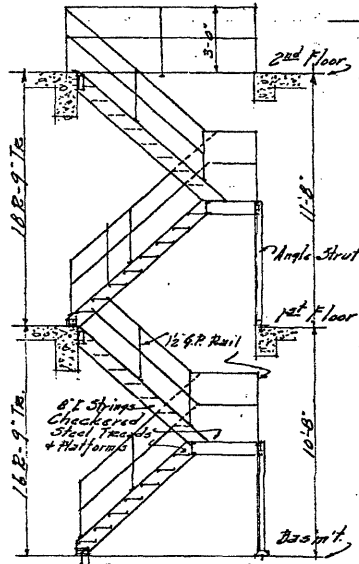


NORTH ELEVATION Scale 1/4" = 1'-0"

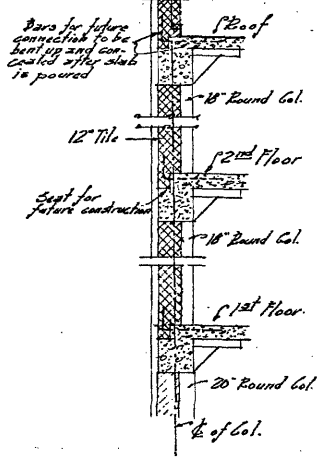
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R.W.B.	TRAMER and STUBBS - CO.	3
	Cheyenne - Wyoming	
Date	William Dubois - Architect	
6-22-29	Cheyenne Wyo.	



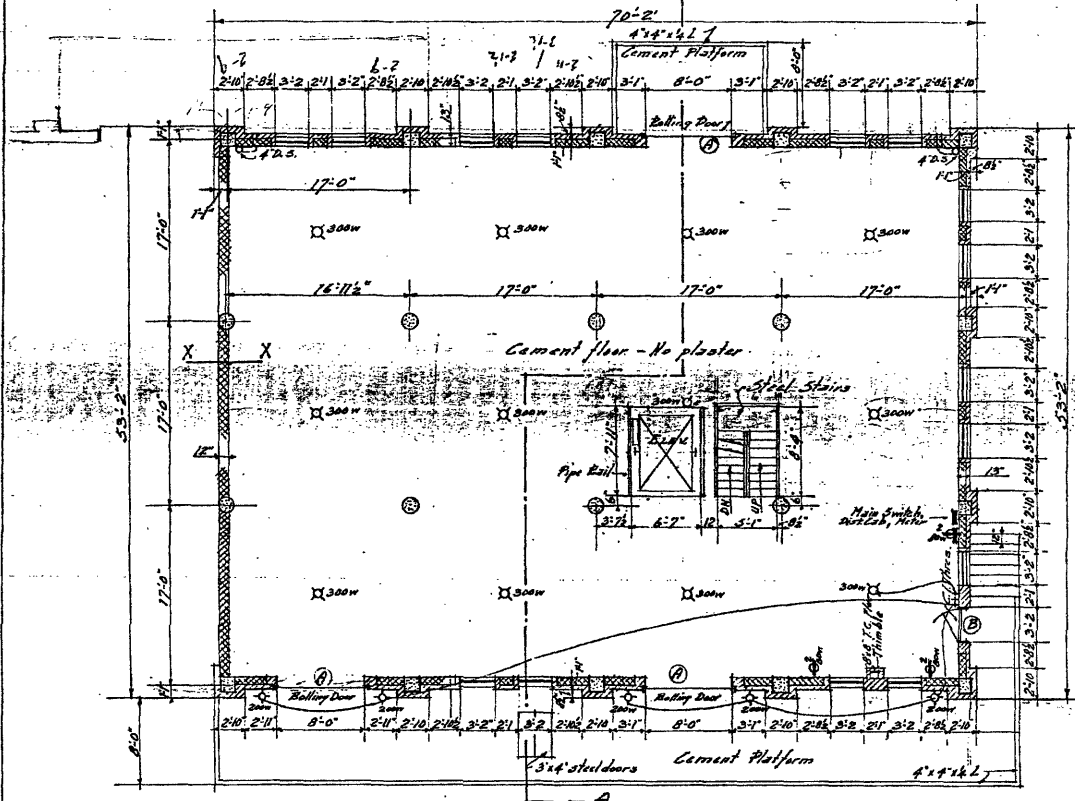
PLAN AT 1st FLOOR
Scale 1/4"=1'-0"



SECTION A-A

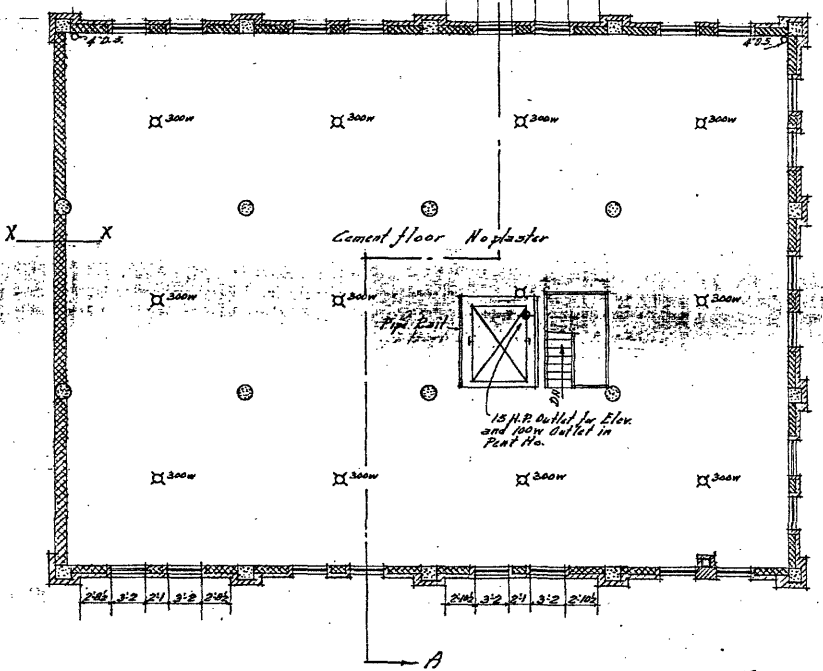


SECTION THROUGH NORTH WALL AT X-X
Scale 1/4"=1'-0"



FIRST FLOOR PLAN
Scale 1/8"=1'-0"

- DOOR SCHEDULE
- ① Rolling steel doors - 8'-0" x 10'-0" Masonry Opening
 - ② 2'-0" x 7'-0" Hollow Metal door, frame & Transom - 1/4" Wire Glass
 - ③ 3'-0" x 6'-0" Hollow Metal door in Pent House

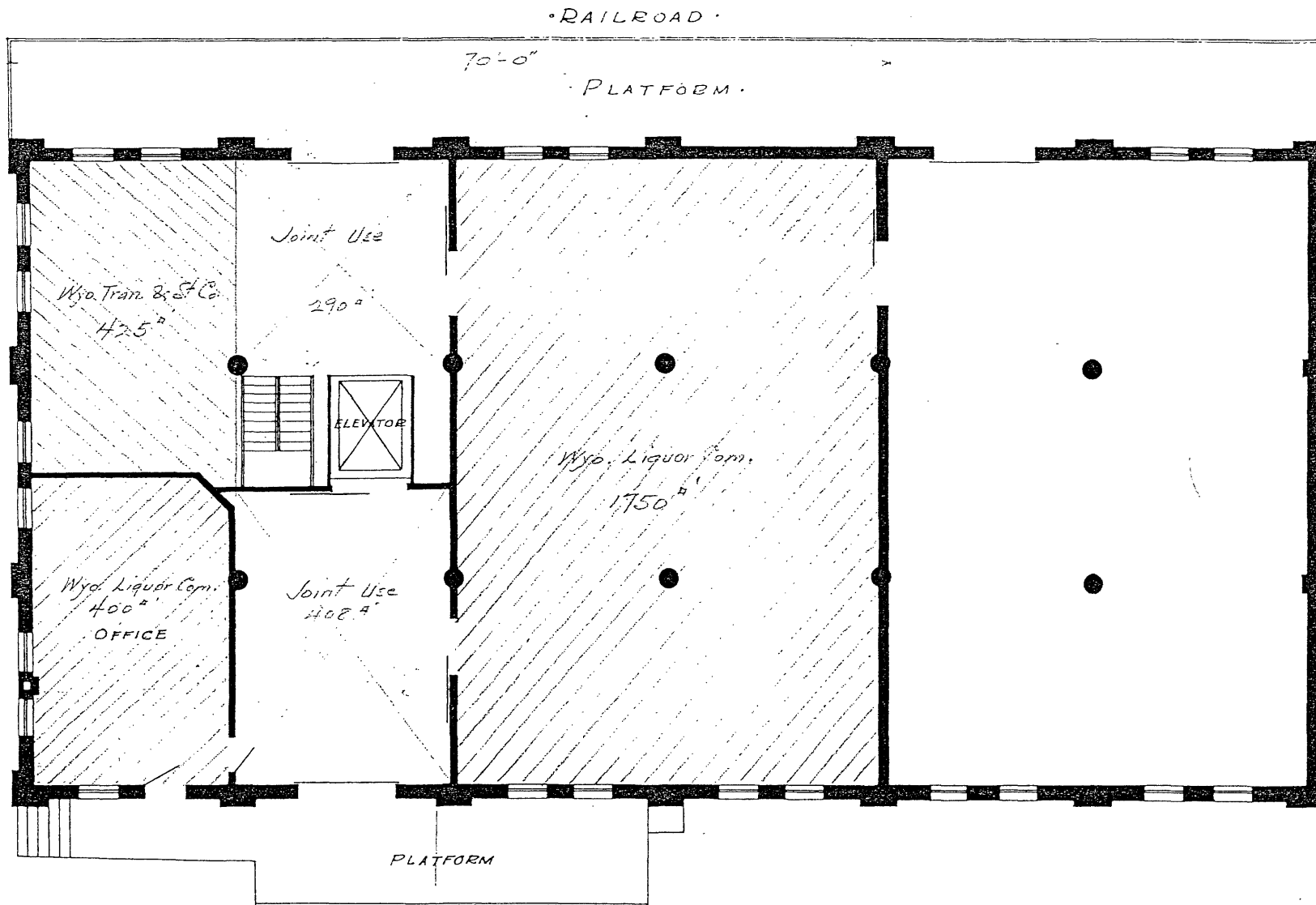


SECOND FLOOR PLAN
Scale 1/8"=1'-0"

MATERIAL SCHEDULE

CONCRETE	[Symbol]
Hollow Tile	[Symbol]
[Symbol]	[Symbol]

Drawn by	WAREHOUSE and THE CHEYENNE	Sheet No.
R.W.B.	IRONSTEEL and STEELER CO.	2
Arch.	Cheyenne - Wyoming	
Eng'g.	William Dubois - Architect	
	Cheyenne Wyo.	



•FIRST FLOOR PLAN•