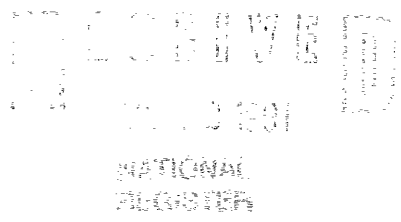


NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Lusk Water Tower

other name/site number: 48NO146
Lusk Water Tower

2. Location

street & number: U.S. Highway 20 & C & NW R.R.

not for publication: N/A

city/town: Lusk - East Edge of Town

vicinity: N/A

state: WY county: Niobrara code: 027 zip code: 82225

3. Classification

Ownership of Property: Private
Niobrara County Historical Society
Lusk, Wyoming 82225

Category of Property: Structure

Number of Resources within Property:

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: Zero

Name of related multiple property listing: N/A

=====
4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX 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. ___ See continuation sheet.

Thomas E. Marceau

6/27/91

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. ___ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

=====
5. National Park Service Certification
=====

I, hereby certify that this property is:

✓ entered in the National Register

Antoinette Rice

8/12/91

___ 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): _____

fr Signature of Keeper

Date of Action

=====

6. Function or Use

=====

Historic: TRANSPORTATION Sub:rail related (water tower)

Current: VACANT/NOT IN USE Sub: _____

=====

7. Description

=====

Architectural Classification:

No Style

Materials: foundation Concrete - Wooden Columns roof Redwood Shingles
walls Redwood staves with metal bands other N/A

Describe present and historic physical appearance. X See continuation sheet.

=====

8. Statement of Significance

=====

Certifying official has considered the significance of this property in relation to other properties: Statewide

Applicable National Register Criteria: A

Criteria Considerations (Exceptions) : N/A

Areas of Significance:

TRANSPORTATION

Period(s) of Significance: 1886 - World War II

Significant Dates : N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Fremont, Elkhorn and Missouri Valley Rail Line

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
X See continuation sheet.

=====

9. Major Bibliographical References

=====

Niobrara County Historical Society - Lusk, Wyo 82225 (Annabelle Hoblitt)

Wyoming Comprehensive Historic Preservation Plan, "Draft Transportation Historic Context and Community Development Context", State Historic Preservation Office.

Historical Background Study for the Orin to Sean Cohee Railroad Line Abandonment Converse and Natrona Counties, Wyoming--Patrick Engineering, Glen Ellyn, Illinois, April 1990.

Railroad Water Tower Historic Structure Report, Community Services Collaborative, Boulder, Colorado, May 1990.

History of Wyoming, T.A. Larson, University of Nebraska Press, Lincoln, 1978.

The Country Railroad Station in America, H. Roger Grant and Charles W. Bohi, Pruett Publishing Company, Boulder, Colorado, 1978.

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 7/29/81
- 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 - Niobrara County Historical Society - Lusk, Wyoming
- University
- Other -- Specify Repository: _____

=====
10. Geographical Data
=====

Acreage of Property: less than 1/4 acre

UTM References: Zone Easting Northing Zone Easting Northing

 A 13 546360 4734420

Verbal Boundary Description: ___ See continuation sheet.

The 1982 Warranty Deed to the Niobrara County Historical Society states that the Lusk Water Tower site consists of .2 acres. This tract of land is in the E1/2 of Section 8, Township 32 North, Range 63 West of the 6th P.M. USGS Quad Map-Lusk described as follows:

From the 1/4 Section Corner on the East Section Line of Section 8, Township 32 North, Range 63 West of the 6th P.M. along 1/4 Section Line a distance of 1,300 feet to point of beginning. Thence
North 69 32' West, a distance of 230 feet; thence
South 53 02' East, a distance of 173 feet, thence
South 69 32' East, a distance of 94.5 feet, thence
North 20 28' East, a distance of 50 feet, thence
North 69 32' West, a distance of 32.5 feet to the point of beginning.
Containing 0.2 acres, more or less.

Boundary Justification: ___ See continuation sheet.

The boundary is based on the legally recorded boundary lines which encompass the single parcel of land that is occupied by the water tower and its immediate surroundings. This represents the parcel owned and protected by the Niobrara County Historical Society.

=====
11. Form Prepared By
=====

Name/Title: Rheba Massey, Historian Mike Johnson, Architectural Specialist

Organization: State Historic Preservation Office Date: April 26, 1991

Street & Number: 1825 Carey Telephone: (307) 777-7498

City or Town: Cheyenne State: WY ZIP: 82002

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7

Lusk Water Tower

Page 1

=====

The site of the Lusk Water Tower is near the east boundary of the town of Lusk, which is located in Niobrara County. Originally, the water tower was built in the center of Lusk near the depot. The water tower was moved to this location in 1919 when the depot was rebuilt in the center of Lusk. The Lusk Water Tower is now directly to the north of the Chicago and North Western Rail Line. The water tower is enclosed by a chain link fence on a site less than 1/4 acre in size. Immediately surrounding the site is a rail line to the south, pasture land to the west and east, and a residential rural subdivision to the north. Beyond the pasture to the east of the water tower is a roundhouse that was constructed by the C&NW Railroad and is now used as a livestock sale barn. The move has little effect on the historic integrity of the structure, as its new setting is clearly associated with the rail line and reflects the continued development of the railroad and its functions.

The structure is a round water tank approximately 25 feet in diameter and approximately 25 feet high, supported by a wooden column structure that is approximately 25 feet high. The tank rests on 12 wooden floor joists, approximately 12 inches deep and 6 inches wide spaced at approximately 2 feet on center. These joists are supported by five large wooden beams, approximately 13 inches square, which span five rows of wooden columns. These wooden columns are approximately 13 inches square by 20-25 feet tall. Each column is supported on a concrete pedestal approximately 2 feet by 2 feet in plan and approximately 12 inches above grade. There are two columns each on the two outside rows and four columns in each of the interior three rows. These columns are cross braced with wooden diagonals, approximately 4 inches wide by 10 inches deep. In the center is the standpipe which is enclosed by a wooden structure approximately 6 feet square. Type of wood is presumed to be Douglas fir.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7

Lusk Water Tower

Page 2

=====

The floor of the tank is assumed to be tongue and groove. The outside walls are composed of vertical redwood staves, approximately 4 inches in thickness and in varying widths of 4 to 12 inches. The height is approximately 25 feet. The staves are held together in the same manner that a wooden barrel is constructed; i.e. with 13 metal bands around the outside circumference of the tank--at approximately 18 inches on center. When water is placed within the tank, the redwood staves swell and become tightly sealed to each other, preventing leakage. When the tank is empty these wooden staves dry and contract. The metal bands serve two purposes: to provide external support when the tank is full and to hold the staves in place when the tank is dry. The metal bands can be tightened in order to maintain the integrity of tank.

Inside the rectangular central core there are two cast iron pipes, one that is approximately 6 inches in diameter, and the other is 12 inches. It is likely that water was pumped from the well up into the tower through the 6-inch pipe; and the 12-inch pipe, which has a valve, was used to fill the steam engine boilers. This pipe went to a overhead supply system next to the track which swung over the train when filling. Many layers of wood were used in the core walls to create some insulation so that freezing of the water in the pipes would be less likely. There is an access port on the north side where the water valve could be turned on. The pumps were powered by a windmill. The entire core stands on a concrete base.

The conical-shaped roof is topped by an ornamental finial at its peak. Wooden rafters and undersheeting provide support for sawn wood shingles. Access to the roof is by a metal ladder which extends from the ground to the roof. A sign on its southeast elevation reads, "Fremont, Elkhorn, and Missouri Valley Railroad 1886-1986" with a drawing of a steam locomotive.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8

Lusk Water Tower

Page 1

=====

The Lusk Water Tower is eligible for the National Register of Historic Places under Criterion A for its association with the Chicago and North Western Rail Line (C&NW), a major railroad that stimulated Wyoming's settlement and development of rail transportation corridors. The Union Pacific Railroad, Burlington Northern Railroad, and Chicago North Western Railroad built the three main rail transportation corridors in Wyoming during the latter part of the nineteenth century. The Lusk Water Tower represents this early development of rail transportation including steam locomotion from the period of 1886 to World War II. Massive water towers and windmills were regular features of station sites during the age of steam. The Lusk Water Tower was built by the Fremont, Elkhorn and Missouri Valley Railway (a subsidiary of C&NW) in 1886 when it extended its line from Chadron, Nebraska to Lusk, Douglas, and Casper, Wyoming. The redwood water tank is supported on timber piles; water was pumped from a well to the tank by windmill and then discharged into steam locomotives for boiler water. The Lusk Water Tower is Wyoming's only surviving railroad structure of its type and was evaluated for eligibility under the "Draft Wyoming Transportation Context".

The Chicago and North Western Railroad originated in Illinois and in 1836 was known as the Galena and Chicago Union Railroad. The Galena absorbed the Chicago and North Western Railroad in 1864 and took the old line's name. The C&NW Railroad had extended to Council Bluffs, Iowa by 1867 and was a major link between the Union Pacific Railway and Chicago from that time. By 1882, the C&NW had continued expanding the line to Pierre, South Dakota and Minneapolis-St. Paul.

The C&NW operated under an aggressive strategy that included operating its own lines and numerous leased lines. One agent of the C&NW was a master rail system builder named John T. Blair. Blair was responsible for the construction of C&NW's subsidiary, the Fremont, Elkhorn and Missouri Valley Railroad, which slowly inched its way across central Nebraska in the 1870s. The Black Hills' gold strike provided the incentive for more speedy expansion, and between 1884 and 1886, this line completed the link between Valentine, Nebraska and Rapid City, South Dakota.

The Fremont, Elkhorn and Missouri Valley Railroad (FE&MV) also extended a branch west from Chadron to the Nebraska-Wyoming border in 1885. The east and west-central portion of Wyoming's second important railroad transportation corridor was opened by the extension of the FE&MV into the eastern part of the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8

Lusk Water Tower

Page 2

=====
territory in 1886-7. In succession the towns of Lusk, Douglas and Casper were created in conjunction with this rail extension. This route was officially merged with the Chicago and North Western Railway Company in 1902, and in 1906 a 102 mile extension was built to Shoshoni. By 1907 the line was further extended 46 miles to Lander, Wyoming.

The untrammelled grasslands of the central Wyoming prairie were the principal inducement for the line's early construction. In general throughout the West, the economic prosperity of the early 1880s generated a need for railroads to help with the grain, mining, and cattle raising industries. Cattle ranching was the prime activity in the Lusk area prior to railroad construction. Subsequent oil development in the latter quarter of the 19th century and second decade of the 20th century in the Salt Creek area near Casper and the Lance Creek area northwest of Lusk further established the railroad's need in this area.

Also, the C&NW, like other railroad companies at the time, was in the highly profitable town-making business, and any new line would produce its share of revenue from real estate speculations. The formation of communities and towns on the Wyoming landscape has been primarily dependent on transportation expansion. First to appear in the successional process of town formation were the "air towns" or "hell-on-wheels towns"--the shortlived communities formed around the railroad's construction. The "town" occupants included the railroad construction teams, railroad suppliers, land speculators, and assorted bar owners, prostitutes, gamblers, outlaws, and "outcasts". The towns were composed of shacks, dugouts, tents, log structures, and transportable wood frame buildings which were commonly carried by the railroad on flatcars to the next "town" up the road. However, the rail lines knew that temporary construction camps could not maximize the profitability of the rail lines. Therefore they would determine which "construction" towns could form the nucleus for a more firmly settled, and hence, profitable town. Generally the railroad's attitudes towards a future town were melded by their need for a division shop or repair facilities.

The railroad also made Wyoming's ranching country easily accessible to settlement. Using the railroad, thousands of settlers poured into the area, ready to claim a homestead on public land and start up a small ranch or farm. The arrival of the railroad contributed to the process of radical change in the structure of Wyoming's livestock industry, which occurred in the late 19th century. From the late 1870s to the late 1880s, the livestock industry was

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8

Lusk Water Tower

Page 3

=====

dominated by large cattle-raising empires. By 1890, the cattle empires were almost extinct due to the blizzards of 1886-87, poor management, over-capitalization, and a losing struggle with "grangers"--small ranchers and farmers whose presence forced the closing of the open range. The railroad provided local livestock loading facilities, obviating the need for open range cattle drives to distant railheads.

Therefore, of the many events of national significance which have touched the American West, few were more profound than the expansion of the railroads. The initial construction of the rail line that the Lusk Water Tower served was one small part of that great expansion. The presence of this rail line had a major effect on the settlement history of the area. The railroad arrived in Lusk July 13, 1886, replacing the Cheyenne to Deadwood Stage Coach and freight wagons. Lusk was a service center for the rail line and the tower was built near the train station in the center of Lusk; however, when the station was rebuilt in 1919, the tower was shifted to its present location. This relocation did not affect the historic integrity of the structure for it was relocated near the rail line and a round house. It retained its historic function and was used until the diesel engine replaced steam engines after World War II. On July 29, 1981, Bruce McDougal, for the Keeper of the National Register, determined that the water tower was eligible for listing on the National Register of Historic Places and a Determination of Eligibility Notification was made on that date. The significance statement reads as follows: "Railroad water tower--A significant relic of its type for the era of steam locomotion of trains, the type of rail power that opened this part of Wyoming to major settlement and agricultural development.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000997 Date Listed: 8/12/91

<u>Lusk Water Tower</u>	<u>Niobrara</u>	<u>WY</u>
Property Name	County	State

N/A
Multiple Name

 This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

<u><i>Antoinette Lee</i></u>	<u>8/19/91</u>
Signature of the Keeper	Date of Action

=====
Amended Items in Nomination:

Statement of Significance: Because the property is moved, Criteria Consideration B should be checked.

This information was confirmed with Rheba Massey of the Wyoming State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)