

United States Department of the Interior
National Park Service

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received

DEC 10 1987

date entered

JAN - 7 1988

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 Chicago and Northwestern Railroad Depot

and or common Powder River Train Station

2. Location

street & number 35231 West Dakota Avenue not for publication

city, town Powder River (Unincorporated) vicinity of

state Wyoming code 056 county Natrona code 025

3. Classification

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

4. Owner of Property

name Bud Galbreath

street & number P.O. Box 82

city, town Powder River vicinity of state WY

5. Location of Legal Description

courthouse, registry of deeds, etc. County Clerk's Office, Natrona County Courthouse

street & number 200 North Center

city, town Casper state Wyoming

6. Representation in Existing Surveys

title Wyoming Recreation Commission has this property been determined eligible? yes no

date 1978 federal state county local

depository for survey records State Historic Preservation Office

city, town Cheyenne state Wyoming

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"/> moved date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Powder River is an rural community of low profile buildings, log cabins, and mobile homes. Populated by less than 100 people, it is located atop a windswept and barren plain in desolate central Wyoming. Dominating the open landscape of Powder River is the Chicago and Northwestern Railroad Station, a simple one-story rectangular building with a projection on the south elevation. Twenty-two feet wide and eighty feet long, the station has eight bays. The front-facing wing is four feet by fifteen feet. One of the two interior chimneys, located on the ridge of the roof, has a corbelled cap. The corbelled cap on the second chimney has been lost to deterioration. The intersecting gable roof is covered with wood shingles. The open eaves are finished with tongue and groove soffits and bracketed cornices. Simple molding decorates the eave fascia.

The station, which was constructed in 1910 by employees of the Chicago and Northwestern Railroad, is of a frame construction with novelty siding and boxed corners. On the facade there are two double-hung two-over-two windows and a pair of double-hung two-over-two windows. The freight door, a 5'11" sliding door with angled siding and an overhead seven light transom window, is located on the western end of the facade. The door to the passenger area has four panels and one transom window. The door to the station master's living quarters has four horizontal panels and one light. There are double-hung windows on the west and east elevations of the wing. On the east elevation, there were three double hung windows, two-over-two, but the bathroom addition, which was probably constructed in the early 1970's, used the southern most window as an entrance. Four double hung sash windows and one four panel door with transom are placed on the rear (north) elevation. The west elevation displays the station sign "Powder River."

The foundation is wood pole, and the exterior siding covers the structure to ground level. The station platform adjoining the facade is red brick laid in a stretcher pattern/bond.

The central and western portion of the station houses the ticket office, waiting room, and freight storage area. The interior of the public portion, which is virtually unchanged, is covered with grooved wood paneling. The doors have symmetrically molded trim with corner blocks. The eastern portion of the station housed the station master. The interior of the master's quarters have undergone some change, primarily the addition of a bathroom.

Although the fairly recent addition of a bathroom has removed a window on the east elevation, the integrity of the exterior has not been seriously affected by the addition. The addition could be dismantled without further injury to the structure.

The privy is still located on the property, and is frame with novelty siding and boxed corners. The gable roof has wood shingles. The doors are composed of vertical slabs.

The other outbuilding is a wood frame garage/stable with gable roof and novelty siding with boxed corners and is non-contributing.

Located a few feet north of the old Chicago and Northwestern track and surrounded by sagebrush and western grasses, the station retains a high degree of integrity of setting, design, location, materials, and workmanship. Even with the small addition on the east end, the station, which has not undergone any other alterations, strongly conveys a sense of its time and place.

9. Major Bibliographical References

SEE ADDENDUM

10. Geographical Data

Acree of nominated property 0.74 acres

Quadrangle name Powder River

Quadrangle scale 1:24000

UTM References

A	<u>13</u>	<u>338160</u>	<u>4766360</u>
	Zone	Easting	Northing

B	<u>13</u>	<u>338230</u>	<u>4766340</u>
	Zone	Easting	Northing

C	<u>13</u>	<u>338230</u>	<u>4766297</u>
	Zone	Easting	Northing

D	<u>13</u>	<u>338160</u>	<u>4766317</u>
	Zone	Easting	Northing

E	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

F	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

G	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

H	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

Verbal boundary description and justification

SEE ADDENDUM

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

state	<u>Not Applicable</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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11. Form Prepared By

name/title Renee R. Magee, Historic Preservation Planner

organization Natrona County Planning Office

date December 22, 1986

street & number P.O. Box 610

telephone (307) 235-9435

city or town Mills

state Wyoming

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

title SHPO

date 12-3-86

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

date 1-7-88

Keeper of the National Register

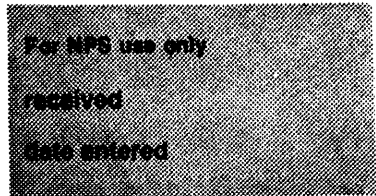
Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet C&NW Railroad Depot Item number 8 Page 1

As the Union Pacific Railroad was the impetus for settlement of southern Wyoming in the 1860's, the 145 mile spur of the Chicago and Northwestern through central Wyoming from Casper to Lander was the impetus for settlement of northwest Natrona County and central and eastern Fremont County. The Chicago and Northwestern, with its steam engines hauling freight and passengers, provided efficient transportation, maintained wells and reservoirs necessary in a region where there was little available surface water, and formed the nucleus for agricultural settlements.

Until the Chicago and Northwestern commenced construction from Casper to Lander in the summer of 1905, only stage stations and the nomadic sheep industry, which adapted easier than cattle to a semi-arid region with less than 15 inches of rainfall annually, represented frontier settlement in northwest Natrona County. The majority of those who ranged sheep in northwest Natrona County had their main headquarters in Casper, the 1888 terminus of the Chicago and Northwestern, and traveled one to three days on horseback or buggy to check on their herders and sheep.

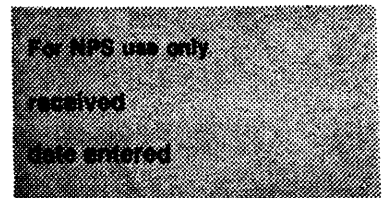
Only one of these stage stations in northwest Natrona County grew significantly prior to the coming of the railroad. Wolton was established on the edge of a reservoir constructed in 1896 by the Chicago and Northwestern Railroad.¹ With a supply of water created by the railroad, a store and post office were established. Later an eatery and road ranch were constructed of log. One of the largest machine sheep-shearing plants in the west was built at Wolton. In 1900, Wolton's population was 69, according to the U. S. Census.

In June, 1905, the Chicago and Northwestern awarded the contract for construction of its spur, the first railway to serve central Wyoming. In December, 1905, the first live-stock shipment was made over the spur, still under construction, by Bert Orchard and Patrick Sullivan.² It was fitting that Patrick Sullivan, an Irish immigrant, should be one of the first to use Chicago and Northwestern's services. His was one of the first sheep operations in central Wyoming, and his Irish charm and wit was to dominate local and State politics until his death in 1935.

A few months before construction began, the U. S. Congress opened slightly less than one and one-half million acres of Wind River Reservation, located primarily in the 145 mile stretch between Casper and Lander, to settlement and entry under the Homestead Act. The official opening of the Reservation to filings was to be August, 1906. 10,559 persons registered to apply for homestead entries on the reservation, and 7,420 were given the right to draw for 1,600 available homesteads. The Chicago and Northwestern promised prospective homesteaders that its line was to be in operation by August, 1906, to transport them to their filings. In July, 1906, the Chicago and Northwestern brought a flood of land-hungry people to Shoshoni, a new town platted at its railhead, and in that summer, "a canvas town, somewhat reminiscent of Union Pacific hell-on-wheels communities" of the 1860's in Wyoming.³

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Continuation sheet C&NW Railroad Depot Item number 8 Page 2

Soon after the Chicago and Northwestern promoted the development of the new town Shoshoni, it turned its attention to a new community to be named Riverton, also platted in 1906. From a tent town in the winter of 1906, Riverton was to become the most populous community in central Wyoming.

Most of the settlement spurred by the Chicago and Northwestern was less dramatic than Shoshoni and Riverton and the opening of the Wind River Reservation. The railroad conducted a well-advertised campaign to settle the region through which it built its line, and its campaigns coincided with changes in federal homestead laws which in 1909 doubled the free land available for a homestead entry, and in 1912 reduced the residency requirement from five to three years. In 1916, Congress authorized the Stock Raising Homestead, which made grazing homesteads of 640 acres available. In 1911-1913 and 1919-1920, the State of Wyoming encouraged "sodbusters" to settle in the drier regions of the State. State publications attested that, in most years, it was possible to successfully dry land farm in a semi-arid region where rainfall was less than 15 inches per year.

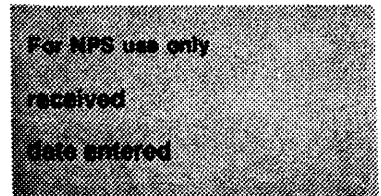
The dependable and efficient transportation provided by the Chicago and Northwestern railroad, when complemented by more liberal homestead laws and State encouragement of dry land farming, generated agricultural settlements along the right-of-way in northwest Natrona County. In 1917, Bucknum listed its population as 18, and Waltman, 14, and Powder River had a post office and train station. By 1924, Bucknum claimed a population of 25, Powder River 45, and Waltman, 50. Schools were established at Bucknum, Waltman, Natrona, Powder River, and Hiland, all depots, by 1922. From 1918 to 1930, Natrona grew from one or two families to 42 with an elementary school and two year high school. Until the late 1930's, when the State Highway connecting Lander and Casper was improved and oiled, the railroad was the center of community and agricultural life.

As the truck and auto became more dependable, and the roads were improved, the importance of the Chicago and Northwestern to the livestock industry diminished. During World War II, the Chicago and Northwestern was authorized by the Interstate Commerce Commission to abandon 87 miles of line in northwestern Natrona County west of Casper, and the last train to run on these tracks was in late 1943. The abandoned line was removed, and the steel rails salvaged for the War effort. The small settlements along the former bed began to slowly die. Settlers sold out, schools closed, and even the buildings, considered a valuable resource in a semi-arid region with few natural building materials, were removed.

The only substantially unaltered structure of the Chicago and Northwestern Railroad remaining in rural Natrona County is the Powder River station. It represents the construction of the railway which opened central Wyoming to settlement and dictated the settlement pattern of a large portion of the State.

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Continuation sheet C&NW Railroad Depot Item number 8 Page 3

The Powder River train station was also the center of commerce for the small western community of Powder River. In the 1920's, when the settlements along the Chicago and Northwestern railroad were at their height in growth and importance, the train station housed the post office and the telegraph office as well as train operations:

. . . Clarence McMillan, the Chicago and Northwestern rail agent, at Powder River, . . . Not only he was the railroad agent but also he was the postmaster, the American Express agent, and the Western Union telegraph agent. At the railway depot at Powder River you could mail a letter, purchase a book of stamps or a Postal Money Order, send a telegram, or express a package, as well as buy a train ticket or order a string of box cars to ship cattle or sheep .
. . .

The railroad, with daily trains east and west, was the most dependable link to the rest of the County and State. Its stations, especially the Powder River station, were the center of the agricultural communities it served for almost forty years.

FOOTNOTES

¹Moekler, Natrona County, pp. 234-5.

²Natrona County Tribune, August 10, 1905, p. 1

³Larson, History of Wyoming, p. 361

⁴John Galushi with Vera Saben, "Remember the Homesteaders?", Casper Magazine (April-May, 1981), p. 19

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Continuation sheet C&NW Railroad Depot Item number 9 Page 1

Casper Tribune. April 9, 1935.

City and County Directory, Natrona County. Salt Lake City: R. L. Polk and Company, 1917.

City and County Directory. Salt Lake City: R. L. Polk and Company, 1924.

City and County Directory. Salt Lake City: R. L. Polk and Company, 1945.

Galushi, John with Sabin, Vera. "Remember the Homesteaders?" Casper Magazine, (April-May, 1981), 17-22.

Larson, T. A. History of Wyoming. 2nd ed. Laramie, Wyoming: University of Wyoming, 1983.

Larson, T. A. Wyoming's War Years, 1941-1945. Laramie, Wyoming: University of Wyoming, 1954.

Moekler, Alfred James. History of Natrona County, Wyoming, 1888-1922. Chicago: The Lakeside Press, 1923.

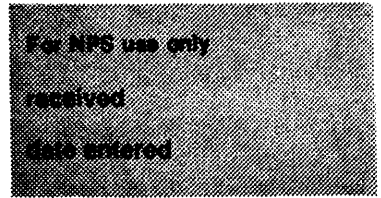
Natrona County Tribune. August 10, 1905.

Natrona County Tribune. December 14, 1905.

Wentworth, Edward N. America's Sheep Trails. Ames: Iowa State College Press, 1948.

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Continuation sheet C & NW Railroad Depot **Item number** 10 **Page** 1

In the immediate vicinity of the depot, there has been no new construction, leaving the original Chicago and Northwestern right-of-way vacant except for the depot and related structures. Although the Chicago and Northwestern track was removed during World War II, one spur remains south of the station and this spur is included within the boundaries.

The boundary begins at the intersection (Point A) of the eastern edge of the traveled way of County Road 106 with the southern edge of the traveled way of Dakota Avenue. The boundary extends along the southern edge of the traveled way of Dakota Avenue 230 east (Point B), then extends south 140 feet to an arbitrary point approximately 12 feet south of the railroad spur (Point C), and then runs west 230 feet to the eastern edge of the traveled way of County Road 106 (Point D) and turns north 140 feet to the point of beginning.

This boundary encompasses the contributing historic resources as well as the foundations and remnants of the water tank and roughly follows the historic boundaries of the land use of the depot.