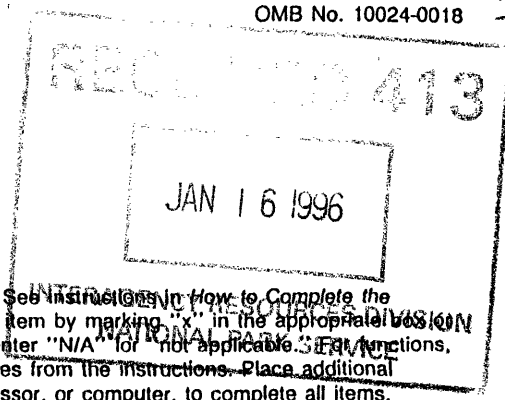


United States Department of the Interior
National Park Service

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Wheatland Railroad Depot

other names/site number 48PL995

2. Location

street & number 701 Gilchrist Avenue not for publication

city or town Wheatland vicinity

state Wyoming code WY county Platte code 031 zip code 82201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

John J Keck 12/11/95
Signature of certifying official/Title Date
State Historic Preservation Officer
State of 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 official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

Signature of the Keeper

Date of Action

Linda M Clelland 2/16/96

Wheatland Railroad Depot

Platte County, Wyoming

Name of Property

County and State

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

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
One		buildings
		sites
		structures
		objects
One		Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation, rail-related

Current Functions

(Enter categories from instructions)

Vacant/Not In Use

7. Description

Architectural Classification

(Enter categories from instructions)

Other/standard railroad plans

Materials

(Enter categories from instructions)

foundation Stone

walls Brick

roof Asphalt

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Criterion A: Transportation

Period of Significance

Criterion A: 1895-1945

Significant Dates

1895 Depot Construction

1965 Termination of Passenger Service

1969 Closure of Depot

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Denver & Gulf Railroad

Charlie Goodrich

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- Criteria for previous documentation on file.

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

Wheatland Railroad Depot
Name of Property

Platte County, Wyoming
County and State

10. Geographical Data

Acreage of Property .22 acres (9,592 square feet)

UTM References

(Place additional UTM references on a continuation sheet.)

1 13 504080 4655570
Zone Easting Northing
2

3
Zone Easting Northing
4

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Roger Ludwig, volunteer
organization Wheatland Depot Agents date 1-16-95
street & number 74 13th Street telephone (307) 322-2710
city or town Wheatland state WY zip code 82201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

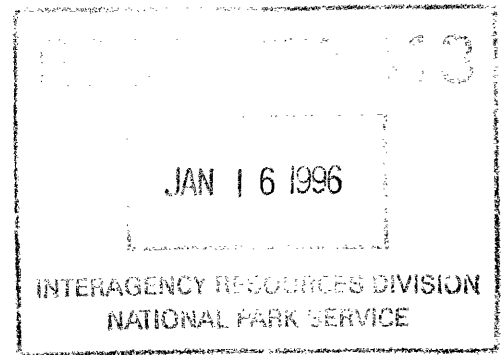
Property Owner

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

name C.H. Brown, III.
street & number P.O. Box 789 telephone (307) 322-2525
city or town Wheatland state WY zip code 82201

Paperwork Reduction Act Statement: This information is being collected for applications 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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Wheatland Railroad Depot

Platte County, Wyoming

Narrative Description

The Wheatland Depot is a rectangular one story building, built of brick from foundation to eaves. It measures 24' x 88' with a 3' x 11' protruding bay at the Station Master's desk. The depot was built in two phases. The original structure, completed in January, 1895, measured 24' by 48'. In August, 1916, a 24' x 40' freight room was added to the south, built with the same locally made brick. The depot is topped with a gable roof supported by nine ornamental brackets on each side. A gabled dormer extends over the bay window area.

The Depot is situated at the east end of Wheatland's original "main street", Gilchrist Avenue, at its junction with the tracks. At the time it was a booming strip of false front shops and saloons with the new Globe hotel, a three story brick building, built across the street.

The Depot consists of four rooms laid out in a row. The waiting room is on the north, the Station Master's office with bay window next, then the express room for packages, ending with the large freight room on the south. Toilet facilities, now gone, consisted of two outhouses in the railroad yard.

The walls, 12" thick, are constructed of three wythes of brick on a foundation of local rock and beams. The roof was originally covered with cedar shingles. The shingles and decking have been replaced with a temporary roof of chip-board covered with asphalt rolled-roofing.

Fenestration consists of nine large double-hung windows, 6 panes over 6, most measuring 39" x 78", plus two double-hung single-pane windows, 15" x 78" forming the sides of the bay section. There is a two-pane transom over the passenger entry door. A double-hinged door opens to the tracks from the express room.

The freight room has three large cross buck sliding doors, two of which have small windows in them. There are also two small fixed sash windows on the east wall of the freight room.

Early photographs show that a raised decking once surrounded the building, at loading dock height to the south, at ground level on the north. Today this decking is gone. A loading dock, measuring 20' by 110', abuts the building on the south end.

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Wheatland Railroad Depot

Platte County, Wyoming

Interior

The waiting room and Station Master's office are finished with tongue-in-groove wainscoting to 49", topped with a chair rail. Above that the brick is plastered to the ceiling. Lathe and plaster cover the ceiling and interior walls. The trim is simple, a six inch baseboard with quarter rounds along the floor and at the joints. Window trim is Victorian in style, six inches wide, with five ridges running down the center. The floor is maple tongue-in-groove, 3 1/2" wide.

A pot-bellied stove heated the waiting room, another in the Station Master's office, and a third in the express room. These stoves are no longer present.

Two ticket windows separate the waiting room from the Station Master's office.

The freight room is unfinished on the interior. Its floor is of 2 x 11 planks.

Present Condition

The deterioration of the depot began with a train derailment during the 1960's. A quick stop caused several empty ore cars to leap from the tracks, one colliding with the bay. The brick was damaged and continues to bulge. The area was covered with stucco.

Around 1969 the railroad office moved into a new metal building some distance to the north. The depot was leased for storage and the loading dock used for the unloading of farm equipment. Since then the building has essentially been vacant.

Youth and transients had frequented the building. The freight room was set on fire some years ago. The structure was saved and minimal repairs were made, including a white paint job. Most of the windows were broken out and there were gaping holes in the roof.

Because of its condition, the Town of Wheatland issued a "Repair or Abate" order to the owner in August, 1994, requesting that it be torn down. To meet the town's objections and to prevent the raising of the depot, volunteers covered the windows with chips

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Wheatland Railroad Depot

Platte County, Wyoming

board and the owner removed the shingles and sheathing, replacing it with chip board and temporary rolled roofing. The two chimneys were removed to roof level and covered over. The town then rescinded its order.

A. Sayre Hutchinson, Historical Architect with the National Park Service, visited the site in August, 1994. He wrote, "We found the Depot to be quite charming, in remarkably good condition, and definitely worthy of preservation."

The interior, except for an institutional green paint job and falling plaster, is just like it was in 1895, sans furnishings. The wooden windows can be largely restored. The brick work is also repairable. The rock foundation is sound.

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Wheatland Railroad Depot

Platte County, Wyoming

Narrative Statement of Significance

Summary

The town of Wheatland, Wyoming and the neighboring farming district owe their existence to two events: the bringing of irrigation water through the Wheatland tunnel and the arrival of the railroad. Water made crops grow. The railroad made crops profitable. The Wheatland depot, little changed from its construction in 1895, was the point of arrival for most settlers and the point of departure for the area's products, sugar beets, wheat, cattle and produce. Until its closure in 1969, the Wheatland depot was a focal point of commerce. The building represents much of the locality's early history. The depot is one of three prominent commercial buildings of that period remaining, the others being the former headquarters of the Wheatland Colony and the Carey Building.

Narrative

The topography of what is now Wheatland's farming district--the flats--was a barren, high desert of cactus, soap weed and sagebrush. Fur trappers skirted the place, following the river bottoms. Oregon Trail travelers passed by on the north. Outposts of the huge Swan Land and Cattle Company, along with other small ranches, were established on its edges. The flats were uninhabited.

An early settler, T.H. McGee wrote that in 1856 the region was "nothing but mud flats, horned toads and bullaloes (sic). I wouldn't have taken the whole thing for a gift if you had offered it to me. It was the most desolate place I ever saw."

Johnny Gordon, a poet, fiddlemaker, and an 1878 homesteader at Uva, on the northeast edge of the area, changed all that. While hunting he saw that the flats, because they were flat, were ideal for irrigation. He imagined a fertile plain, watered with criss-crossing canals.

In 1881 Gordon discussed his ideas with his friend, Judge Joseph M. Carey, a former judge then ranching along the North Platte. Carey hired G.E. Bailey, a civil engineer, to map an irrigation plan, "Lands of the Sybille Colony". It was feasible.

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Wheatland Railroad Depot

Platte County, Wyoming

Carey enlisted the support of six men prominent in the territory: Horace Plunkett, the son of Lord Dunsany of Ireland; John Hoyt, Wyoming territorial governor from 1878 to 1882; Morton Post, business man and territorial delegate to the U.S. Congress; Francis E. Warren, businessman, cattleman and Treasurer of the Territory; William C. Irvine, stockman and Territorial Legislator; and Andrew Gilchrist, Scottish-born President of the Stock-grower's National Bank and member of the Wyoming House of Representatives. They incorporated the Wyoming Development Company on May 17, 1883 with the hopes of profiting through the sale of stock and the investment in property, and through the ancillary business the settlers would bring.

Stock was sold. Water rights were obtained from the Laramie River. The plan called for the drilling of a 3,100' tunnel to divert the water into Bluegrass Creek, then into Sybille Creek, where it would be divided into a network of canals covering the renamed "Wheatland flats". The tunnel and the two major canals were finished by the fall of 1883, capable of irrigating 58,000 acres.

The Company's plans, according to its articles of incorporation, were to "lay out a town and supply it with water, together with any railways, tramways, mills or factories that might be necessary."²

Efforts were begun to recruit settlers to homestead the government owned flats. The process was slow and cumbersome.

During this time Cheyenne's businessmen, 70 miles to the south, were hurting. Cheyenne had lost its position as the railhead for northern Wyoming and Montana cattle as Northern Pacific Railroad was constructed across southern Montana in 1883. Then in 1885 the Fremont, Elkhorn and Missouri Valley Railroad reached Chadron, Nebraska, taking the northeastern Wyoming trade. In 1886 the Wyoming Central Railway was organized to extend a line from Chadron directly through central Wyoming.

Cheyenne citizens were roused to act. Francis Warren and others incorporated The Cheyenne and Northern Railway Company on March 1, 1886. William Irvine became president. A county bond issue was passed by the voters for \$400,000 to help fund the rail line north through central Wyoming, serving the Big Horn Basin, on to Billings, Montana, north to the "southern boundary line of British America."³ Warren and Carey served as trustees. Within two months the Union Pacific agreed to subscribe to a majority of the Cheyenne

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Wheatland Railroad Depot

Platte County, Wyoming

& Northern's capital stock, running the northern line.

Construction began that summer, extending 50 miles of track by year's end. They reached the Wheatland flats in July 1887. Track continued on to Wendover where it joined The Wyoming Central. Despite the desires of some Cheyenne businessmen to continue north to compete with the other railroads, Union Pacific, now in control, decided it would not be profitable. "There is nothing upon which to base a proposal of remunerative business."

The Wheatland Colony, however, had its railroad. The previous planned town site of "Wheatfield" near Rock Lake was scratched. A new one, "Wheatland" was selected further east, along the tracks.

Work on the Colony itself was moving slowly. In order to get the land into the hands of settlers, each needed to homestead a section (640 acres) under the terms of the Desert Land Act of 1877, apply water, "prove up" his or her homestead and receive patent to his land. Then the homesteader faced a choice. He could keep the land and contract with the Development Company for water or he could sell the land, either to the Company or to others. This process took time.

Thirteen "entrymen" filed on claims to the flats from 1880 to 1888, covering only 7,320 acres.

During these years the U.S. Commissioner of Public Lands began investigating abuses and illegalities throughout the West. In its efforts to tighten up the situation, the Land Act of October 2, 1888, was passed which removed irrigable land from entry. Areas could be reopened only under the direction of the President. This brought the progress of the Wheatland Colony to a standstill.

Three years later the impasse was broken with the passage of the Revision Act of March 3, 1891. Claims could be filed on irrigated developments and associations were permitted. Between 1888 and 1895 eighty-nine entrymen made filings. Nearly all of these signed their rights back to the Wyoming Development Company for one dollar.

With the Development Company now in ownership of the land, the water flowing and a railroad line in operation, the boom was on.

During the summer of 1894 Wheatland lots were auctioned. Stores

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Wheatland Railroad Depot

Platte County, Wyoming

and saloons were thrown together. "The Globe", a grand hotel was built near the tracks. A newspaper began, The Wheatland World. And the railroad depot was to be built.

Construction of the depot coincided with the paper's first issue. It is carefully chronicled with characteristic boosterism in successive issues of paper:

October 19, 1894

W.C. Saunders, trainmaster for the Denver & Gulf, and H.W. Cowan, engineer for the road, arrived in the city Monday, in company with J.A. Johnston president of the Wyoming Development company, and proceeded to locate a depot for Wheatland. The site selected is at the foot of Gilchrist Avenue, on the west side of the main track. The new depot will be 24x60 feet; the walls will be built of brick, and the inside will be handsomely finished and arranged. Work will be commenced at once, and when completed Wheatland can boast of one of the best depots on the Denver & Gulf road.

[Note: The Cheyenne & Northern was operated by Union Pacific from 1887-1890. In 1890 the Union Pacific Denver and Gulf Railway Company was founded, a consolidation of several railroads including the Cheyenne and Northern and The Colorado Central. This system went into receivership in 1893 but continued to operate. The Colorado and Southern was formed and took possession of most of the system on December 29, 1898.]

Wm. Hightower, Henry Ryan and several others went up to Platte River Canon Wednesday, to get out rock for the foundation to the new depot.

November 2, 1894

Engineer Cowan, of the Denver & Gulf, was in town Monday and completed the work of location the new depot. Work on the building will be begun next week.

When the new depot is completed, a side track will be put in on this side of the depot and extending some thirty rods along the main track. Better shipping facilities have been very badly needed here the past season and the new order of things will be gladly received.

November 21, 1894

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Wheatland Railroad Depot

Platte County, Wyoming

The Denver & Gulf carpenters have the wood work to the depot about completed. Plastering is about all there is to be done to the building.

November 30, 1894

The warm, pleasant weather of the past ten days has been most favorable for builders and it has been generally improved. If winter remains away much longer Wheatland will enjoy a regular building boom.

H.W. Cowan, head engineer for the Gulf, accompanied by W.W. Wood and M. Baum, of Denver, was in town Saturday completing the survey and arrangements for the new depot.

Contractor Goodrich is putting up the brick work to the new depot this week. Next week H.A. Miller's restaurant building will be put up. Thus goes on the pioneer work of building up one of the best towns of Wyoming.

December 7, 1894

The new depot is about completed. It is one of the nicest structures of the kind on the road, and will be much appreciated by Wheatlandites. The freight room is raised several feet higher than the main body of the building, and is provided with a landing correspondingly raised, so that freight can easily be loaded or unloaded. The waiting room, which is at the north end of the building, will be of ample proportions and is so constructed that it will be a pleasant apartment.

January 4, 1895

The depot, since it has been given the finishing strokes, presents an neat and attractive appearance, the inside wood-work being finished in oil. Hall & Daily have been doing the plastering.

January 11, 1895

Wheatland is now an established station in the railroad kingdom. Auditor Glenn, of the Denver & Gulf, came over the road Wednesday and stopping at Uva gobbled up Davie Brice, baggage, office fixtures and all, and transferred them to Wheatland, where Mr. Brice is now domiciled in the neatest, largest and best depot on the road.

January 25, 1895

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Wheatland Railroad Depot

Platte County, Wyoming

The trains on the Cheyenne & Northern began stopping at Wheatland for meals the first of the week, and hereafter passengers will be held here 20 minutes. This is of big advantage to Mr. Wallace as it will materially improve business at the Globe hotel, and incidentally will be a benefit to the town as a whole as it will give travelers and opportunity to hastily take a look at the most growing, progressive community in the west.

With the depot in place promotion began in earnest.

"There appeared in Eastern agricultural districts, circulars describing a land where there was no failure of crops and other blessings too numerous to mention, and soon excursions of prospective land buyers were brought in."⁶

The circulars read:

Good Land, Cheap Homes, Easy Terms, at Wheatland, Wyoming. The Wheatland Colony is situated 96 miles north of Cheyenne on the Cheyenne and Northern railroad. The lands are owned by the Wyoming Development Company and comprise 60,000 acres of the most fertile land to be found anywhere in the west. These lands are traversed by three large irrigating ditches, which are so constructed that they can carry the full volume of the Laramie river if necessary. . . With these safeguards there are no chances of failure for the settler to encounter, and a farm well tilled is certain to bring its owner profitable returns, etc, etc.⁷

The agent for the development company, J.R. Mason, brought in scores of prospects via the Denver & Gulf. Thousands of acres were sold within a few years. By 1895 the population had reached 1,315.

The pivotal role the depot played in the endeavor is noted in some of the pioneering families' memoirs:

It so happened that Hazelle (Merrill) came to Wheatland in 1902, arriving on July 4th. The train came in at 10:30 in the morning at that time, and because the town was celebrating the 4th, the Band was at the depot to welcome the passengers from the train. Now Wheatland was 8 years old at the time, and I have a picture in the scrap book which is about the way it looked that day in 1902.⁸

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Wheatland Railroad Depot

Platte County, Wyoming

Frank and Corabelle [Windom] moved to then Laramie County in February of 1903. They bought 40 acres of Carey Act Land from the Wyoming Development Co. They came to farm, but found their land, located just east of the Wheatland Reservoir, to be all rock. They never raised a crop on it. They had come by train, and in three freight cars Frank and Corabelle brought machinery, horses, cows, pigs and chickens from Nodaway, Iowa.⁷

Many of the settlers were of foreign birth, purchasing land in Wheatland after a temporary stay somewhere else in the West. George Fertig, his wife and four children, came from Russia to land they had purchased in Mexico, then to Enid, Oklahoma, to Topeka, Kansas to Wellington, Colorado to Fort Collins, Colorado. "From there George came to Wheatland on a train in the spring of 1905 in the search for land, and bought the land above Festo Lake..."⁸

In 1908, the Woolseys came by train [from Kansas] to live in Wheatland. They purchased 40 acres 6 miles southwest of Wheatland.... Being a restless man, C.V. left Wheatland in the year 1912. They sold their possessions and land and departed by train for Florida to make their home, later returning to Kansas for a short stay, and then back to Wheatland for their final home.¹¹

My brother-in-law, Irwin Searls, and I [Oscar Throckmorton] came by train in August 1913, to file on a homestead, then went back to Oklahoma for our families. We had a sale and loaded up a freight car with supplies and headed for Wyoming.¹²

Wyoming Governor Jim Geringer's Grandfather, Gottlieb Geringer, Sr., left the Volga region of Russia, to come to eastern Colorado. For ten years they worked fields and canneries, then buying land in Platteville, Colorado:

After a little over ten years in Platteville, Gottlieb Sr. heard about farming opportunities in Canada so he wrote for brochures to find out more about the country. In August 1927, he boarded a train and headed for Canada to see what kind of opportunities the country held for him. The train stopped in Wheatland, and while there he decided to check with a real estate agent to see what kind of farm land surrounded Wheatland. The agent offered him a place that Gottlieb thought would suit his family very well.¹³

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Wheatland Railroad Depot

Platte County, Wyoming

By 1915 the population was 5,277. The "Wheatland Flats" was home to a thriving community.

The April 5, 1916 edition of The Wheatland World notes the public clamor for a larger depot:

Becoming weary of waiting for the railroad company to voluntarily provide adequate and respectable accommodations for the traveling public at Wheatland, citizens have taken the matter in hand and will try to move the company to action by means of popular petition.

For a long time the people have put up with a dinky, dingy little coop that is dignified by the name of "depot," but which has long been a discredit--not to say disgrace--to both the town and the railroad. It is the shabbiest, most sorry looking building of a business or public nature in the whole town, and it is woefully lacking in ordinary conveniences either for the railroad employees or for the public. Citizens are now going to try to persuade the railroad officials to supplant this eyesore with a real depot that will be in keeping with the business of the town and will supply the traveling public with such reasonable conveniences as they are entitled to.

At the meeting of the Improvement Club, Monday evening, the depot was both cussed and discussed and a committee appointed to circulate petitions praying for relief from existing conditions and the building of an adequate station house.

The Colorado and Southern officials were moved to expand the depot, with the construction of a 24' x 40' freight room added to the south end of the existing building. From photographs it is clear that they also lowered the floor of the express room.

By August 16, 1916 the addition was nearing completion. The Wheatland World reports, under the headline "C. & S. HANDS US A LEMON IN NEW DEPOT":

The promised improvements (!) to the Colorado and Southern depot at Wheatland are nearing completion. That the remodeled structure is a disappointment to the public is stating it mildly. That it will supply needed office and storage space for the freight and express business is apparent, but so far as its furnishing adequate accommodation to the traveling public is concerned it amounts to nothing. Oh,

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Wheatland Railroad Depot

Platte County, Wyoming

yes. the waiting room space has been increased slightly--a ladies' department about the size of a hall bedroom comprising this addition.

What Wheatland wants and is entitled to is a real depot with modern conveniences. The present structure has no toilet rooms of any kind, no water--in fact nothing but shelter for a few people, nothing more than would be expected in any little flag station. The numerous expressions of disgust and indignation which are heard on every side are fully justified.

Wheatland gives the railroad a lot of cash business every day in the year. It is one of the best business stations for this road in the state. Why the railroad company should disgrace the town with such a miserable excuse for a depot is inexplicable. Everybody is growling about it and they have a right to growl.

It looks as if the C. & S. officials have adopted for their motto the well known principle once enunciated by the late Commodore Vanderbilt, "The public be damned."

No additional improvements to the depot were ever made.

Unlike many western development schemes, the Wheatland Colony was a thriving success for many settlers. The soil was fertile, the water was delivered (most of the time) and the railroad took the cattle, wheat and other products to market.

The activity of the depot continued for decades. Flour and alfalfa, later corn, then sugar, were shipped to national markets. Sons were shipped to war in 1917 and 1941. First settlers, then equipment, then automobiles were delivered to the depot.

"The Wyoming Development Company, in blocking out the Wheatland system, was the first to undertake the building of a great irrigation system in Wyoming."¹⁴

The community thrived but The Wyoming Development Company lost. When the company was liquidated in 1951 the combined books showed a cumulative loss of \$1,535,880.50.¹⁵

Activity at the depot began to decline with the ending of passenger service to Wheatland in 1965. Four years later the railroad, then the Burlington Northern, moved its Station Master to a metal building a half mile north. It was easier to heat and less costly to maintain. The depot was leased for storage and quickly deteriorated.

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Wheatland Railroad Depot

Platte County, Wyoming

rated.

Few commercial or public buildings remain from the earliest days of Wheatland. The Globe Hotel was torn down for a parking lot. The brick school burned. The flour mill is gone. The frame store fronts have been replaced. The depot, the two-story Carey Building and the headquarters of the Wyoming Development Company are the last prominent reminders of 1895 Wheatland.

To Wheatland and the surrounding country, the depot represents the era of settlement for "the Flats", a time of boosterism, and new beginnings for many of the area's families. For sixty years it noted the comings and goings of Wheatland and Platte County.

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Wheatland Railroad Depot

Platte County, Wyoming

Notes

1. T.H. McGee, "Early Days in the West," Annals of Wyoming 1 (April 15, 1924), p. 13.
2. Ruby Preuit, "Wheatland," Wyoming Platte County Heritage, (Marceline, Missouri, 1981), p. 31.
3. E.O. Fuller, "Cheyenne Looking North," Annals of Wyoming (1951).
4. Robert G. Athearn, Union Pacific Country, (Chicago, 1971), p. 300.
5. E.O. Fuller, "Cheyenne Looking North,".
6. W.A. Watrous, "Reminiscences of Early Days," Wheatland Times, (August 10, 1933).
7. Ruby Preuit, "Wheatland," p. 32.
8. H. M. Ferguson, "Wheatland's Past 1894-1914" MS, Typed, January 1959. Wheatland Public Library.
9. Dale Windom, "Windom, Frank & Corabelle," Wyoming Platte County Heritage, (Marceline, Missouri, 1981), p. 452.
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14. F. T. Carnes, Jr. "The Wyoming Development Company", MS, Typed, Master's Thesis, University of Colorado History Department, 1953, p. 91.
15. F. T. Carnes, Jr. "The Wyoming Development Company", p. 105.

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Wheatland Railroad Depot

Platte County, Wyoming

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Wheatland Railroad Depot

Platte County, Wyoming

Geographical Data

Verbal Boundary Description

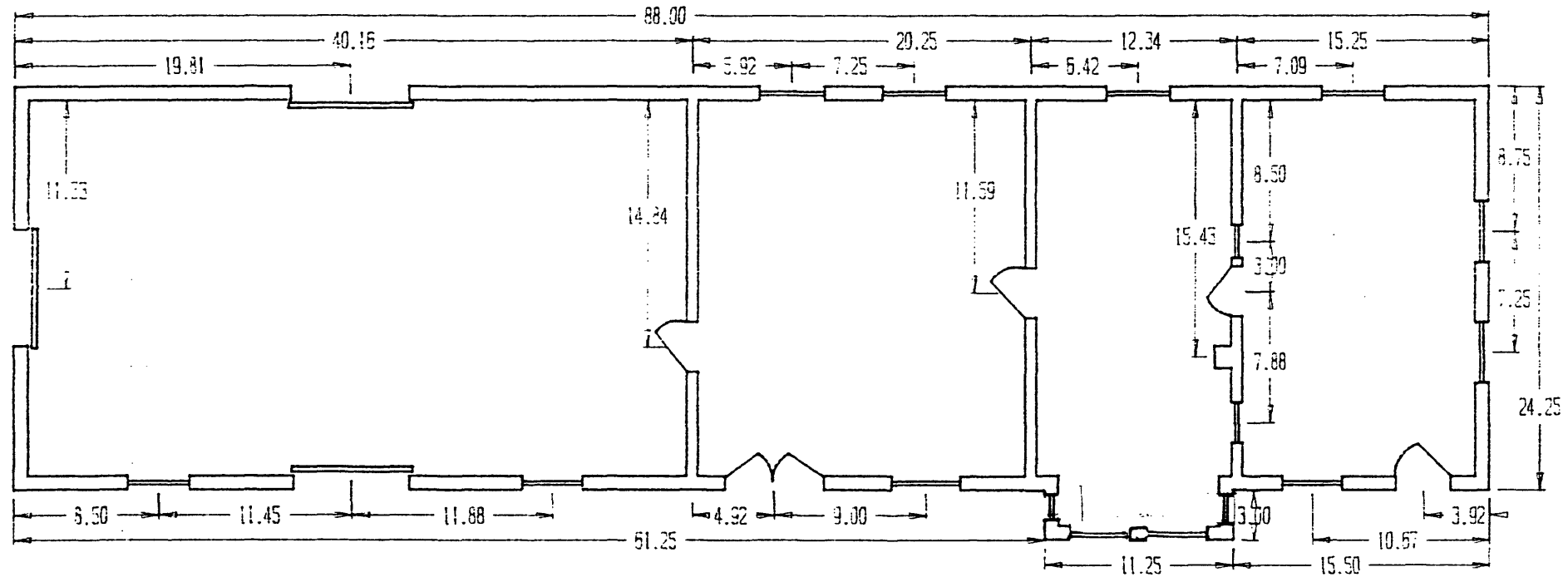
The National Register boundaries are 44 feet by 218 feet, the on-ground dimensions of the structure plus a ten foot area surrounding the building on the north, east and west sides, and a 110 foot extension on the south covering the area of the loading dock. The building is located on an unplatted area directly east of Block 61, Town of Wheatland, Township 24 Range 68 Section 13.

Boundary Justification

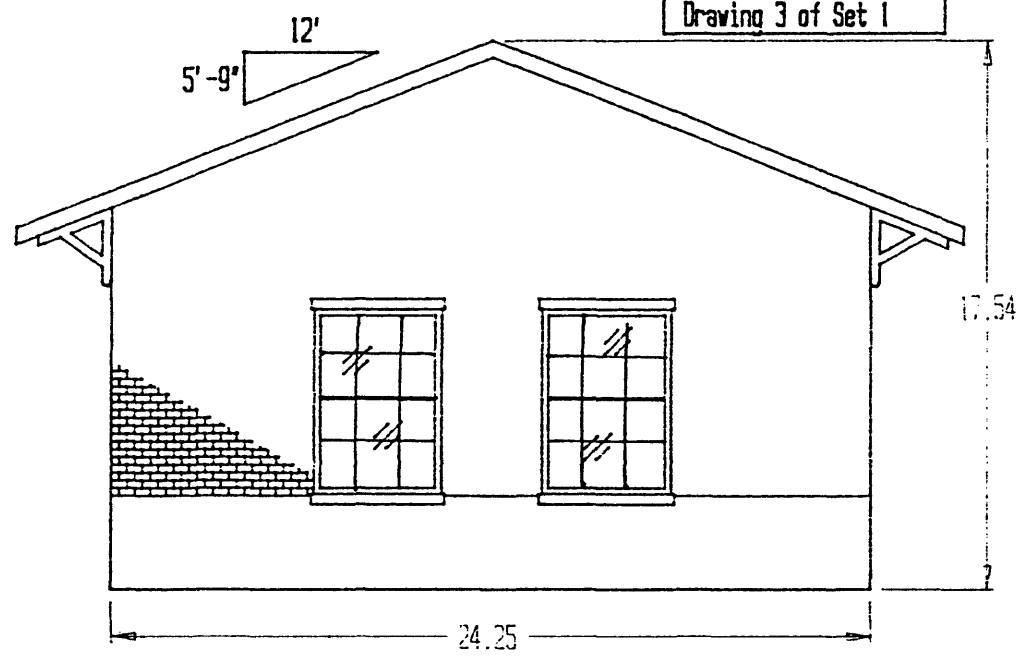
The boundaries contain the area of the depot, the current loading dock and the location of the original loading docks and wooden walkways, an unplatted area.

Scott Obertal
Depot Floorplan
Date: 12-2-94
Drawing 1 of Set 1

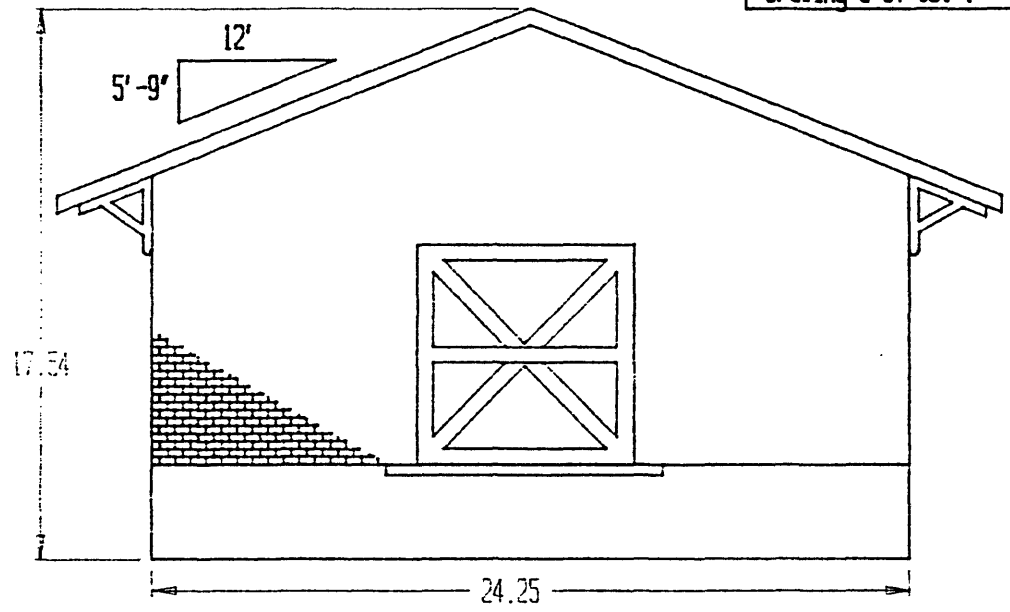
North →



Scott Obertal
North Elevation
Date: 12-2-94
Drawing 3 of Set 1



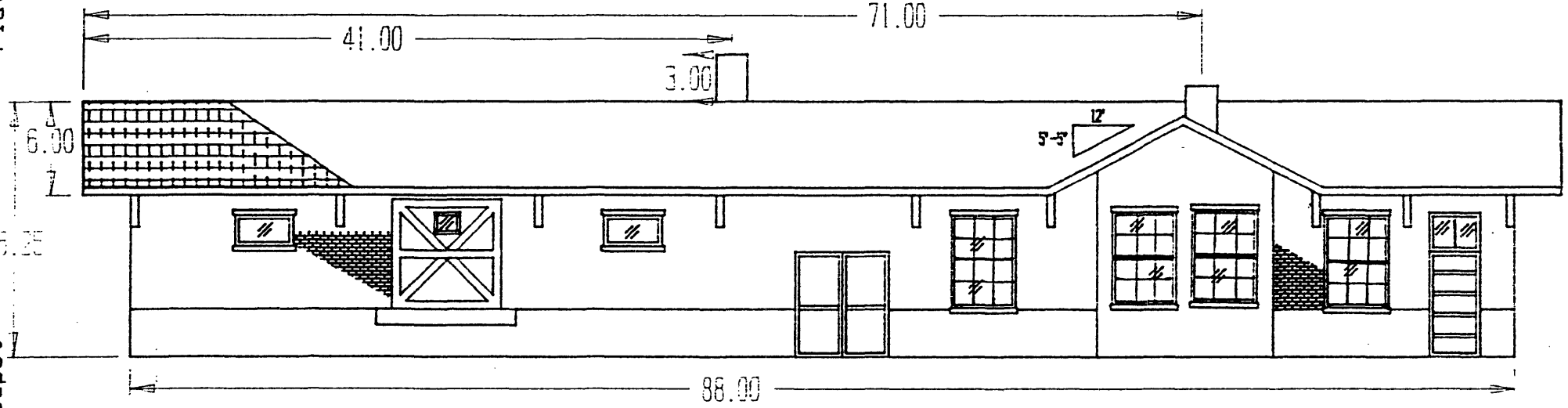
Scott Obertal
South Elevation
Date: 12-2-94
Drawing 5 of Set 1



Platte County, Wyoming

Wheatland Railroad Depot

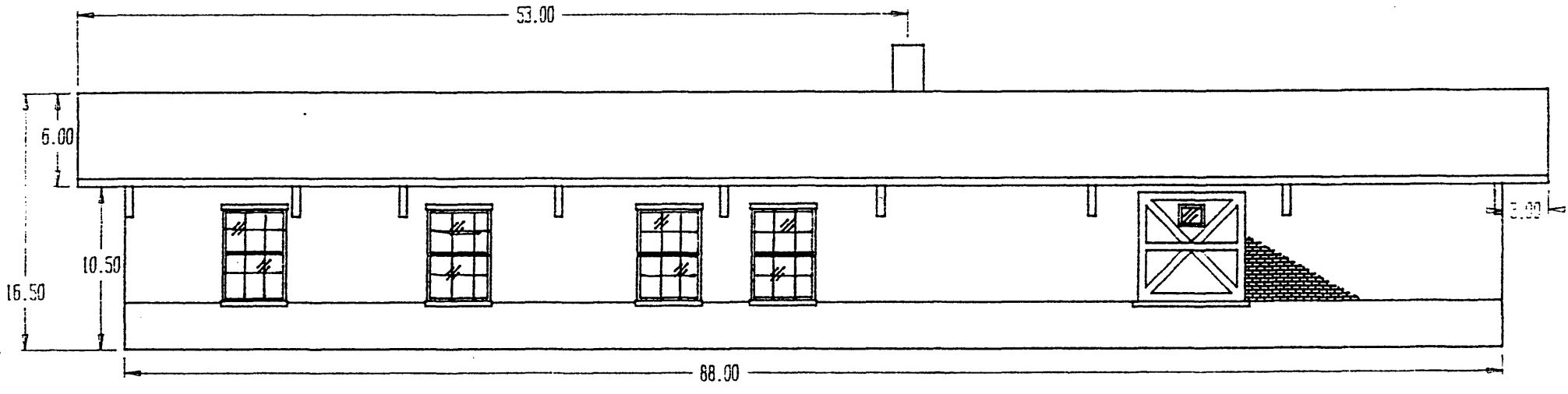
Scott Obertal
East Elevation
Date: 12-2-94
Drawing 4 of Set 1



Platte County, Wyoming

Wheatland Railroad Depot

Scott Obertal
West Elevation
Date: 12-2-94
Drawing 2 of Set 1



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SUPPLEMENTARY LISTING RECORD

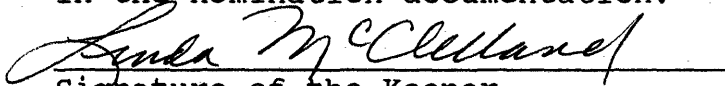
NRIS Reference Number: 96000077 Date Listed: 2/16/96

Property Name: Wheatland Railroad Depot

County: Platte State: Wyoming

none
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.


Signature of the Keeper

February 16, 1996
Date of Action

=====
Amended Items in Nomination:

Section 8. Significance

"1965" and "1969" are, hereby, removed from the significant dates, because they are outside of the period of significance of the property, 1895-1945.

Sheila Bricker-Wade, National Register coordinator, Wyoming State Historic Preservation Office was notified of this amendment on February 15, 1996.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)