

PH0507067

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY	
RECEIVED	NOV 15 1977
DATE ENTERED	MAY 22 1978

**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

Riverton (C&N) Railroad Depot

AND/OR COMMON

Riverton Depot

2 LOCATION

STREET & NUMBER

1st and Main

CITY, TOWN

Riverton

__NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT
First

STATE

Wyoming

CODE

56

__ VICINITY OF

COUNTY

Fremont

CODE

013

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Fremont County

STREET & NUMBER

Fremont County Courthouse

CITY, TOWN

Lander

__ VICINITY OF

STATE

Wyoming 82520

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Fremont County Courthouse

STREET & NUMBER

CITY, TOWN

Lander

STATE

Wyoming 82520

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Wyoming Recreation Commission Survey of Historic Sites, Markers and Monuments

DATE

1967 (revised 1973)

__FEDERAL STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Wyoming Recreation Commission, 604 East 25th Street

CITY, TOWN

Cheyenne

STATE

Wyoming 82002

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Riverton Depot is situated on the east side of, and parallels, the Chicago and North Western Railroad tracks that intersect the town of Riverton from north to south. A small park is adjacent to the depot on the north, and directly east of the depot is a large parking lot. Situated within the commercial-industrial district of the town of Riverton, the Chicago and North Western depot is a historic landmark that contrasts with structures which surround it—the A. D. Martin Lumber Company and the Tomahawk Motel to the north across Main Street, the American National Bank to the east across First Street, a Pepsi Cola distributing company just a few yards south on the same block, and an abandoned gasoline station to the west across the railroad tracks.

The depot is a one story, frame structure clad with drop siding, its dimensions 140 feet in length by 22'4" in width. A rectangular projection located midway along its west face was once an extension of the clerk's office, and two, rectangular, shed-roofed projections which were later, bathroom additions are located along its east face. On the south face of the depot and returning along a portion of its east face is an open, wooden porch covered by a shed roof.

The roof of the depot itself is steeply gabled, covered with asphalt shingles, and is penetrated by four, corbelled brick, interior chimneys centered on the ridge line. A cross gable is situated midway along the west side of the roof. Large overhangs, supported by triangular, wooden eave brackets—typical of many railroad depots—characterize the Riverton Depot. Another distinctive characteristic is the collective appearance of many depot windows, which are all of the double hung variety, two over two, with wood casings. Entrances to the west, south and east faces of the depot contain wooden, four-panel doors topped by transoms. Also a typical, but distinctive characteristic of the depot is a brick-paved platform ten feet in width and extending the length of the west face of the building.

Because the structure is no longer used as a depot, that function having been discontinued in March, 1976, contemporary use of interior spaces obviously does not conform to historic use. Originally, the depot housed, from north to south: a Railway Express Agency office, a storage room, men's waiting room, clerk's office, women's waiting room, and living quarters containing bathroom, dressing room, bedroom, kitchen and dining room, and living room. An attic extends three-quarters of the length of the building, but only the area above the living quarters was used for storage, the rest being crawl space. With a few exceptions, interior spaces generally conform, in their dimensions, to original spaces. Present occupation of the spaces, from north to south, is as follows: the REA office is the Frontier Gun Shop and Gallery, the storage room is a coffee shop and restaurant named The Club Car, the men's waiting room is occupied by the Riverton Chamber of Commerce, the women's waiting room and the bedroom of the living quarters contains The Music Store, and the rest of the living quarters houses a craft shop. Some original depot furnishings, such as wood paneling and hardwood flooring, remain as attractive features of the building.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Fall, 1906-Spring, 1907 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

(Note: the following is mainly a synopsis of material found in research papers submitted by Mr. Bob Peck, and Mrs. Tonia Burnette, and those papers are attached to this nomination form in an addendum.)

By the end of 1868 the construction of the Union Pacific Railroad, part of a trans-continental transportational artery, was completed through southern Wyoming. Thus the territory, and later the state, was provided a stimulus for growth. Although that stimulus was felt in greater Wyoming, its impact was most obvious in southern Wyoming. Central Wyoming had to wait until 1906 for a railroad, and it was the Chicago and North Western that first tapped the resources of that area of the state.

About the same time the United States Congress opened up slightly less than one and one-half million acres of the Wind River Indian Reservation for settlement and entry under the Homestead Act, the Chicago and North Western extended its tracks from Casper to Lander, Wyoming. At Lander, the western terminus of the railroad, construction stopped and the rails were not pushed further west over the Wind River Range, nor south toward a junction with the Union Pacific. However, in the 1960's a rail spur was built from a taconite mine near Atlantic City, over the Continental Divide, to the Union Pacific line at Winton near Rock Springs. Thus, for about a decade a thirty mile stretch of track was needed to complete a connection between the Union Pacific and Chicago and North Western.

On August 15, 1906, two weeks before Chicago and North Western construction crews reached Riverton, 1,600 homesteads in the Wind River Valley were opened up for 7,240 claimants who won the right to draw for them. Business and residential lots were opened up in the Riverton townsite that was laid out by the Wyoming Central Irrigation Company. Moving into the townsite on the morning of the 15th, entrepreneurs laid claim to their lots, recording their claims with a government agent, and began unloading their belongings, putting up signs, and establishing businesses.

Among the first supplies shipped to Riverton was lumber for construction of a new depot. By the fall of 1906 a temporary depot located north of the Main Street-railroad crossing intersection was replaced by the present depot, located just south of that intersection. Completed in 1907, the depot became part of a transportational system that played a vital role in the agricultural and industrial development of the Wind River Valley. Not only did the Chicago and North Western Railroad provide transportation for raw materials produced, and supplies used, in

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Larson, T. A. History of Wyoming. Lincoln: University of Nebraska Press, 1965.

Vertical Files, Wyoming Recreation Commission, Cheyenne, Wyoming:

Burnette, Tonia, "Current History of the Depot...Riverton, Wyoming 82501," April, 1977, 1p.

Peck, Robert A., "Northwestern Railroad Depot, Statement of Significance," April, 1977, 9pp.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A [1, 2] [7 1, 2] [6, 6, 5] [4, 7 6, 6] [6, 2, 5]
 ZONE EASTING NORTHING

B [] [] [] [] [] [] [] [] [] []
 ZONE EASTING NORTHING

C [] [] [] [] [] [] [] [] [] []

D [] [] [] [] [] [] [] [] [] []

VERBAL BOUNDARY DESCRIPTION

The Riverton (C & NW) Depot property to be included in the National Register is within the following described boundaries: beginning at a point where the center line of the main track of the Chicago and North Western Transportation Company intersects Main Street, or the north line of Block 21, thence east to First Street, thence south along the west side of First Street to a point fourteen feet south of a line extending east from the southeast corner of the depot, thence west to the center line of the above described railroad track, thence north to the point of beginning.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Mark Junge, Historian

ORGANIZATION

Wyoming Recreation Commission

DATE

May 10, 1977

STREET & NUMBER

604 East 25th Street

TELEPHONE

(307) 777-7695

CITY OR TOWN

Cheyenne

STATE

Wyoming 82002

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____

STATE _____

LOCAL X

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

Jan F. Wilson

TITLE

Wyoming State Historic Preservation Officer

DATE

October 27, 1977

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. H. Cole

DATE

5-22-78

ATTEST:

W. H. Cole

KEEPER OF THE NATIONAL REGISTER

DATE

5-12-78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET Riverton Depot ITEM NUMBER 8 PAGE 2

the valley, it created a need for coal that was mined at places such as Hudson, and for wood and ties which were procured near the head of the Wind River.

But the railroad was subject to the environment which it penetrated, and to historical processes. The railroad was affected by the boom period of World War I, the slow-down of the Depression, and by the economic recovery during and following World War II. Despite attempts to promote central Wyoming as an agricultural cornucopia, occupation of farmland in the valley was slower than expected. A post World War II extension of a perennial Wind River Valley reclamation project spurred the local economy but for several reasons, one of which was competition offered by motor vehicles, the fortunes of the railroad declined. The Chicago and North Western cut back its central Wyoming operations, abandoning use of depots at Lander, Hudson and Arapahoe, and tracks were picked up and bridges removed between Lander and Riverton.

Threatened with demolition in 1974 was the depot at Riverton, the last west of Casper. When the Chicago and North Western Company announced, in December of that year, the imminent sale of the Riverton Depot to a local resident who had agreed to demolish the structure and retain the land as an investment, a group of citizens began a campaign to save and restore the structure. Those volunteer efforts were successful and culminated June 26, 1976, the day on which the partially restored depot was dedicated. Presently a Depot Management Board composed of local citizens manages the building for the county, which owns the property. Spaces within the depot are rented to business people, who are not allowed to alter the historic structure.

The Riverton Depot is historically significant for several reasons. For nearly three-quarters of a century it has been a local nerve center along a major transportation artery in the Wind River Valley. Constructed in 1906-1907, the depot has a history that parallels the birth and growth of Riverton, a town which grew up along the Chicago and North Western tracks. Finally, the depot is the last station building remaining along the Chicago and North Western line west of Casper. Enrollment in the National Register would be a tribute, and perhaps a further stimulus, to the efforts of local citizens who feel that the depot is worthy of preservation.



Addendum A: History of Riverton (C & NW) Depot by Robert A. Peck.

The construction of the railroad through central Wyoming right after the start of the 20th century triggered major, long-lasting developments. Fifty years earlier the Union Pacific had laid tracks across the southern part of Wyoming. Surveyors took a look at the South Pass as a way over and through the north-south mountains that divide Wyoming, but UP took the southern route. The United States government encouraged the UP to move westward through its gift of alternate townships 20 miles on either side of the rail right of way.

But when, by 1900, there was little settlement of the central part of Wyoming, beyond cattle and sheep ranching, gold mining having already had its heyday and subsided, the government encouraged the railroads to build through the middle belt of Wyoming.

The Shoshone and the Arapahoe Tribes had been situated on a 3 million acre tract in west central Wyoming, but their lives were poor, despite the fact they had chosen the best hunting and fishing grounds. The government decided to open for settlement a large tract of land on the Reservation. The theory was that white settlers would teach the Indians how to farm, to raise crops, to raise livestock, and to better adjust to life in an advancing, changing society.

Coincident with the opening of about 100,000 acres of lands to settlement by homesteaders, the Chicago and Northwestern Railroad started to extend its lines from Casper to Lander. The line had been built from Chadron to Casper. With the Oklahoma land rush fresh in people's minds, a great flush of optimism and enthusiasm swept across the country as word of the land opening spread, at what was to be called Riverton, and similar irrigated farm developments up through the Big Horn Basin.

Government surveyors staked out a townsite in the bend of the Big Wind River. Cutting diagonally through the proposed townsite was a right-of-way for the new railroad.

Laid out around the townsite were homesteads--new farms which were to be awarded on the basis of a lottery. The lottery, the free land, attracted homestead filings from all over the United States.

The townsite lots were to be claimed by squatters rights.

The summer of 1906 saw multiple events building to an exciting climax. The railroad construction crews were laying rail from Casper to Shoshoni, where a tent city sprang up. The town had many bars, gambling centers and other attractions which fortune seekers expect and support.

It was at new Shoshoni and at Lander, the older county seat town, where the homestead drawings for the farms were being coordinated. The rails were at Shoshoni when, on August 15, the drawings for farms took place.

And it was on August 15 when the business and residential lots in the new town were opened up for claim--first-come, first-served--on a squatters basis. One group of squatters from Lander jumped the gun and arrived a day early, but troops from Fort Washakie were sent to clear the area and give everyone a new try on August 15 to lay claim to business or home sites.

The settlers camped across the river the night of August 14, 1906, and moved on to the townsite the morning of the 15th of August.

They piled belongings, built signs, physically occupied their lots, making recordings with the government agent, to lay claim to the lot, and to establish embryo businesses, future homesites, to serve the farms to be carved from the sagebrush, and to establish a center for commerce.

Coming fast behind the lot squatters and the homesteaders was the railroad construction crew. About two weeks after the townsite was opened, the rail building crews moved into town from the northeast, and exited on the southwest, bound for the terminus of the Chicago and Northwestern Railroad, which was Lander, Wyoming.

With rail service established, the merchants who were using Shoshoni as a center, moved in their lumber, their merchandise, their goods of all sorts.

Among the first things to arrive was straight, dry, true-grained lumber for the construction of a new depot. A temporary building next to the water tower which the steam-boilers of the locomotives needed, was constructed 75 yards north of the Main Street-railroad crossing.

But immediately south of the Main Street-railroad crossing a new depot was under construction in the fall of 1906. The train crews arrived in Lander, completing their building of bridges and their laying of ties and rails, by October of 1906.

The crews then took up their saws and hammers and turned to completing the sturdy, attractive, serviceable buildings which have stood through 71 years of the history of Riverton.

While the Northwestern built from Casper, to Shoshoni, Riverton and Lander, stimulated by the opening of the irrigated lands for white settlement, the Burlington--full name the Chicago, Burlington and Quincy Railroad--was pushing south through the Big Horn Basin, carving tunnels and ramps through the Big Wind Canyon between Shoshoni and Thermopolis. Within two years, the Burlington had laid a rail line parallel to the Northwestern's from Casper to Shoshoni, to link with its northern arm, which brought settlement to Thermopolis, Worland, Greybull, Lovell and towns north to the Montana line.

With two railroads pushing into the area, and with enthusiasm at boom-time highs, talk of further railroad expansion filled the news.

The Riverton Depot became a landmark from its completion in early 1907. The Riverton Republican, spring of 1907, carries stories about "Riverton's best hotel, two blocks from the Depot."

The Republican of June 29, 1909, tells about plans to build a spur line west from Riverton, through Pavillion and a new townsite called King (Lenore) going on to Dubois, and possibly on west over Union or Togwotee Pass.

As it happened, the rails never went beyond Lander. The rails did not go over the South Pass, although the Union Pacific, with the opening of the Atlantic City Ore Mine in 1962, built a rail spur from Winton near Rock Springs to the mine, over the top of the Continental Divide. So for a brief decade, only about 30 miles separated linking the rails ending at Lander and the new taconite hauling spur built from the UP to South Pass.

The railroad and the Depot occupied the heart of the commercial activity, And although the promised water for irrigation was years in delivery, the Depot provided a fountainhead of optimistic pronouncements, romances and tragedies.

The debate over fuels for the engines, which took place in the 1906-1910 period, is amazingly similar to the arguments going on today, during the energy debates of the late 1970's.

The oil burning locomotives which were making runs in 1909 were being challenged by "lignite engines". On Jan. 16, 1909, Lignite Engine No. 1455 came to Riverton to demonstrate the possibility of using native coal to fuel the trains.

In late November of 1907, a trainload of coal had been shipped from Riverton to the Black Hills. Twenty-five cars of coal from the mines near Hudson went to South Dakota, with good results reported.

After three years, the announcement came of new railroad prospects. Riverton's "sister town of Wahaba" was to be the site of new railroad activity. A depot was built at Wahaba, a stop 15 miles northeast of Riverton, where it was believed a major development could take place. The Wahaba Depot has long-since disappeared.

The Burlington finally succeeded in hacking its way through the Wind River Canyon, the construction crews closed the gap from Orin Junction. Riverton thought it would be a stop on the "Q" as well as the Northwestern, and The Republican predicted the arrival of the Burlington would create 3000 new jobs.

The local paper declared that Pavillion springs up on the line of the Northwestern RR in February, 1909. That same summer, a local committee planned to load a train car with produce from the new farms to tell people, and show them, what great crops of all kinds could be raised from the homesteads along and near the railroad.

A special inspection team of May 15, 1909, reported Riverton's Depot and rail facilities were in good shape. To come were stockyards for the loading of livestock. And to follow soon was a major timber cutting operation above Dubois. The railroad ties for the western end of the Northwestern lines were cut, floated down the river, creosote treated at tie yards on railroad land south of The Depot. The operation continued for about 50 years.

The Depot: it stayed at the hub of town for years. Otto Jones and Martha Day eloped aboard the passenger train through the Depot, Feb. 13, 1909.

There were tragedies: Lee Wolf Bear was killed by a train.

There was commerce: E. T. Glenn, Riverton's first merchant, announced receipt of a carload of flour. The C. H. King lumber yard brought in carloads of boards for the continued construction in town and country.

The outbreak of World War I saw extension of coal hauling spurs to the southeast of Hudson. Fremont County coal went to war, not only used by the railroad to save scarce oil, but shipped to industrial sites to fuel the wartime economy.

The railroad station agents who lived in the south end of The Depot were a part of the community promoters. Despite the glowing accounts of agricultural cornucopia, which the railroad and Lion's Club continued to spread across the land, farm settlers were slow to come.

It was not until the dust bowl of the '30's that the valleys filled--Paradise Valley, Lost Wells Butte, Buckhorn Flats. As they were settled, another surge of optimism, and rumored rail extensions to Pavillion and beyond, swept the county. But nothing.

Hard times hit the railroad, as the Depression engulfed the land. The daily train service from Casper continued into the '30's, although the passenger train cut down to "The Galloping Goose," a diesel-powered engine, baggage car and passenger car, whose 5:30 p.m. whistle announced to the community that the train was pulling into The Depot.

The Depot hummed again during World War II, with oil tankers hauling crude oil from several fields, loading at Wyopo and Riverton. The postwar extension of the Reclamation project brought business through The Depot. But rail fortunes began to decline.

The Burlington and the Northwestern saw the folly of maintaining parallel tracks between Casper and Shoshoni. The Northwestern abandoned and scrapped their lines, building a spur to Bonneville to link their Lander line to the Q tracks.

The motor truck continued to make inroads into the hauling business. And while Riverton and Lander continued to grow, The Northwestern successfully petitioned for right to abandon its line from Riverton to Lander. Down came the Depots at Hudson and Arapahoe. Off came the ends of the

Depot at Lander. Up came the tracks. Away went the bridges, including the big railroad bridge over the Big Wind River south of Riverton.

The nameplate from this bridge is now on display at The Riverton Depot.

As the Northwestern cut back its operations, converting real estate to cash, the decision was made to sell the Riverton Depot. Already scrapped and gone was the depot at Shoshoni and the several depots along the Northwestern Line between Casper and Riverton.

Under siege was the last Northwestern depot west of Casper. Threatened was the demolition of the Depot on the farthest station from Chicago, the last outpost on the western end of the line that had helped settle and develop Fremont County.

This building, The Depot, with its broad eaves, its pleasant wooden construction, its clay brick platform on which walked the people great and small who built and loved Riverton, had to be saved. That recognition of its significance and appreciation of its historic heritage prompted the successful community effort which saved The Riverton Depot from demolition.

The men who served as railroad station agents and telegraphers were important figures in the area's progress. For a brief period, the Depot bore the name of Wadsworth, named after an agent here at the time of the townsite opening. But it was Riverton the young, visionary settlers and squatters chose for the permanent name.

Agents came and stayed for years in The Depot apartment.

Linn occupied the apartment on the south. His son Ralph Linn, with the DesMoines Register, continues his interest in the preservation of the Depot today.

There were others: Horstman, whose children grew up there, one son, now a surgeon in Casper.

More recently Mr. and Mrs. Wally Pearson lived in the Depot apartment. Pearson, Fremont County Commissioner, understood the historic significance of the building, and helped with the effort to save it, prior to his death.

And the final agent to occupy The Depot, felt the same way. The Depot should be saved. He thought so. So did all of Riverton.

Thus it stands today, and hence its appropriate candidacy for admission to the National Register of Historic Places.

Addendum A: Bibliography



NEWSPAPERS:

The Wind River Mountaineer, 1905, 1906, 1907, 1908, 1909.

The Riverton Republican, 1906, 1907, 1908, 1909.

The Riverton Review & Chronicle, 1917-1953.

The Riverton Ranger, 1953-1977.

50th Anniversary Edition, The Riverton Ranger, August 15, 1956.

The Riverton Museum issue of Riverton Review Magazine.

INTERVIEWS:

Fred Stratton, Jr., Riverton, whose father surveyed the townsite.

Daisy Glenn Watt, Riverton, whose father was Riverton's first merchant.

John Lapeyre, Riverton, whose father operated Riverton's finest hotel, two blocks east of The Depot, 1909.

Narrative written by Robert A. Peck, Co-publisher, The Riverton Ranger, and member of Riverton Musuem Association and Depot Committee.

Addendum B: Current History of the Depot --- Riverton, Wyoming 82501

When the Chicago Northwestern Railway Co. announced the eminent sale of the Riverton Depot in December of 1974 to a local resident, who had agreed to demolish the structure and retain the land as an investment, a group of citizens began a campaign to "save the Depot" which culminated in Dedication Day of the restored and saved Depot, June 26, 1976.

Hundreds of letters were sent to the Railroad President in Chicago by citizens, senators, the Governor, etc., urging the Railroad to reconsider its decision. The Depot was nearly the last remaining historical landmark left in Riverton; however, negotiations continued until the local resident purchased the property and Depot. He then offered the building itself to the newly formed Bicentennial Commission to be moved to another location.

After securing a \$10,000 grant from the Wyoming Bicentennial Commission on only the supposition that 1) the Railroad could be convinced that the building could stay in place; 2) that the land could be purchased from the local resident; and 3) that funds could be raised to match the grant, the Bicentennial Commission began the long process of Saving the Depot.

The first step was a Ball to raise money --- \$2,000 resulted. A loan of \$15,000 was given, interest-free, from the First National Bank and a donation of \$2,000 was given by the American National Bank. The property was purchased for \$24,000 leaving \$5,000 for restoration. After many months, the Railroad finally agreed to let the Depot stay in place and the restoration began in March of 1976.

With almost total volunteer labor from the residents of Riverton, young people, schools, service clubs, carpenters, contractors, etc., the Depot was polished and painted, antique lights were replaced, a new park with tie planters and shrubs and trees and "instant grass" (sod) was constructed facing Main Street; original street lights, that once lined Riverton streets, were donated by Pacific Power and Light, added charm; the building was replumbed, rewired and had new heat installed. The Bicentennial Year began to have meaning for our town; total cooperation and commitment all manifested in that quaint, old building with its charm and warmth.

Spaces were rented to small businesses with rentals used to repay the loan and make routine maintenance repairs. The Depot Management Board, made up of one County Museum Board member, one Riverton Museum Board member, a Chamber of Commerce member, and community members, takes care of the Depot for the County. The Depot property was donated to the County. Presently, a coffee shop, an antique gun shop, a craft shop, a music store and the Chamber of Commerce are housed in the Depot. Tenants are not allowed to alter the building in any way.

At the formal Dedication of the Depot on June 26, 1976, 1,000 helium-filled balloons were released to proclaim to distant states that the Riverton, Wyoming Depot had been saved. A granite plaque in the new park states: "Trains Came; Town Born, 1906, The Depot, Saved and Restored by the Bicentennial Commission; Dedicated to the people of Riverton."

WE DID IT!!!

Tonia Burnette, President
Riverton Bicentennial Commission
and
Depot Management Board