

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

APR 17 1987

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Historic U.S. Post Offices in Wyoming (Thematic Resources) 1900-1941

AND/OR COMMON

2 LOCATION

STREET & NUMBER

See Individual Forms

CITY, TOWN

See Individual Forms

STATE

See Individual Forms

NA VICINITY OF

CODE

See Individual Forms

NA

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

See Individual Forms

COUNTY

" "

CODE

" "

3 CLASSIFICATION**CATEGORY**☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT☒ Thematic
Group**OWNERSHIP**☒ PUBLIC☐ PRIVATE☐ BOTH**PUBLIC ACQUISITION**☐ IN PROCESS☐ BEING CONSIDERED

NA

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 AGENCY**

REGIONAL HEADQUARTERS: (if applicable)

United States Postal Service, Western Regional Headquarters

STREET & NUMBER

850 Cherry Avenue

CITY, TOWN

San Bruno

NA VICINITY OF

STATE

CA 94099

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC.

See Individual Forms

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

See Individual Forms

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE 1900-1941

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This thematic nomination includes twelve post offices owned and administered by the U.S. Postal Service (USPS) throughout the State of Wyoming. The buildings included in this nomination represent a continuum of federally constructed post offices allocated to the state between the turn of the century and 1941. The nominated buildings exhibit a variety of styles and sizes but maintain a common demeanor representative of the federal presence. All of the nominated buildings maintain high integrity and have been well maintained.

While the buildings specifically included in this nomination cover only the span of years between 1908 and 1939, they along with other federally constructed post offices presently listed in the National Register represent the two major eras of federal construction between 1900 and 1941. Imbedded in these construction periods are transitions in federal design philosophy, changes in funding programs, and changing economic conditions of the state and nation. The purpose of this nomination is to provide an overview of these various factors within the thematic period with which to establish a context for the evaluation of the individually nominated buildings.

All of the buildings included in this nomination were constructed from standardized plans developed from guidelines provided by the Office of the Supervising Architect in the Treasury Department. Variations in design styles reflect both the transition in the design philosophies of the Supervising Architect and the requirements developed in response to the Depression. These variations in design, as well as functions are also somewhat related to the communities in which they were placed and reflect the economic/political/governmental context of those communities.

ORGANIZATION OF THIS NOMINATION

This nomination consists of two parts: the theme (or cover) document and twelve individual nomination forms including one for each of the buildings included in the theme.

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The cover document lists the properties to be nominated as well as federally constructed post offices presently listed on the National Register, defines the theme, discusses the criteria used in determining the significance of the nominated buildings, and examines the historical context in which the buildings were constructed. The purpose of this discussion is to establish a broad overview to which the significance of the individual properties can be related. The nominated properties were selected by consultation between the USPS and Wyoming State Historic Preservation Office.

The individual nomination forms are included to provide more complete information on each of the properties. The information provided in these forms includes: physical descriptions of the properties; discussions of their significance and relationship within the theme; a brief historical overview of the community in which they are located; and a summary of local newspaper coverage during the construction period.

The following list includes the twelve USPS properties included in this nomination. This list is followed by former federally constructed post offices currently listed in the National Register.

Properties Nominated and Owned by the USPS

Office	Date Occupied	Architect
Evanston MPO ¹ (HD) ²	1908	James Knox Taylor/OSA ³
Lander MPO	1912	James Knox Taylor/OSA
Douglas MPO	1916	Oscar Wenderoth/OSA
Basin MPO	1919	James A. Wetmore ⁴ /OSA
Buffalo MPO	1917	James A. Wetmore/OSA

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Properties Nominated and Owned by the USPS - Continued

<u>Office</u>	<u>Date Occupied</u>	<u>Architect</u>
Newcastle MPO	1933	James A. Wetmore/OSA
Thermopolis MPO	1933	James A. Wetmore/OSA
Torrington MPO	1933	James A. Wetmore/OSA
Kemmerer MPO	1936	Louis A. Simon/OSA
Powell MPO	1937	Louis A. Simon/OSA
Yellowstone Park MPO (Mammoth) (HD)	1938	Louis A. Simon/OSA
Greybull MPO	1939	Louis A. Simon/OSA

POST OFFICE BUILDINGS CURRENTLY INCLUDED IN THE NATIONAL REGISTER

<u>Office</u>	<u>Date Occupied</u>	<u>Administered By</u>
Rawlins MPO (city hall)	1910	City of Rawlins
Old Faithful Station, YNP ⁵ (HD)	1972	USPS
Lake Station, YNP (HD)	1972	USPS
Grants Village Station, YNP (HD)	1972	USPS

Notes:

¹MPO: Main Post Office²HD: Historic District³OSA: Office of Supervising Architect⁴James A. Wetmore, Acting Supervising Architect, was an attorney who administered the office, but was not involved in design work.⁵YNP: Yellowstone National Park

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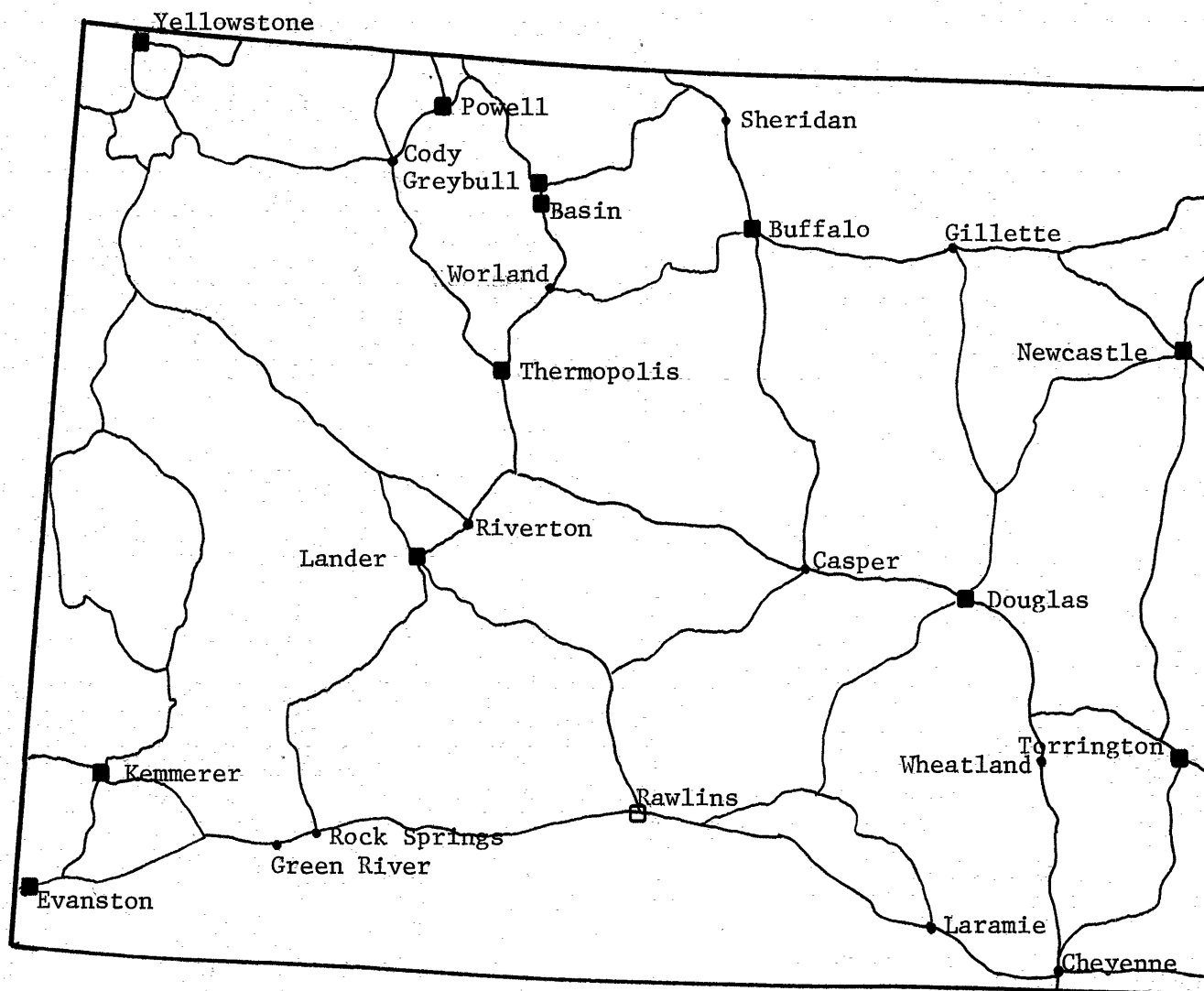
date entered

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■ Post Offices Included In This Nomination

□ Post Offices Currently Listed In National Register

Note: Old Faithful Station, Lake Station and Grants Village Station are listed in the Yellowstone National Park Historic District but not included on this schematic.

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According to Postal Service records, public building appropriations, and local newspaper accounts, there were 25 post offices constructed in Wyoming between 1900 and 1941. Ten were constructed between 1900 and 1920. Four of these are still owned and operated by the USPS; three, Cheyenne (1905), Laramie (1906) and Casper (1916), have been demolished; one is owned by the City of Rawlins (1910-City Hall); one is owned by the city of Rock Springs (1913-unoccupied); and the former Sheridan Post Office (1910) is privately owned (office building).

Fifteen post offices were constructed between 1926 and 1941. Nine of these are still owned and operated by the USPS as post offices; two, Casper (1932) and Cody (1927), are administered by GSA; and four are city-owned, Gillette (1935-City Hall), Green River (1932), Wheatland (1935-City Hall), and Worland (1935-City Hall).

Survey methodology for each property included the following: field surveys; interviews with local post office personnel; consultation with local planning agencies, libraries, and historical societies; review of assessors' records; and review of available federal statutes and reports of the Office of Supervising Architect, Department of the Treasury, and Congress. The field survey involved building inspection; review of available plans, specifications, and progress photos; taking photographs of existing conditions; and survey of surrounding land uses and other significant period buildings within the community.

After completing the field work and review of local historical information, a preliminary evaluation of significance was made. This was later supplemented by additional research at the Wyoming State Archives, Museums and Historical Department Library. In addition to the USPS-owned buildings that were included in the initial survey work, the Wyoming SHPO's office was consulted to gather survey data on post offices no longer

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owned by the USPS (including GSA, state, or local government, and private ownership). Information on these other surveyed buildings is used in comparative analysis and for supplemental information.

It should be noted that the methodology outlined in the document "How To Apply National Register Criteria To Post Offices" (Bulletin 13, U.S. Department of the Interior, Washington D.C., Fall 1984) was used as a guide in preparing this nomination.

In addition, inquiries were made to individuals or local planning agencies regarding former federally constructed post offices that were not included on the USPS, GSA, or SHPO inventories, but that were listed in either newspaper accounts of federal appropriations. All of these non-USPS-owned buildings were visited.

This nomination includes twelve USPS-owned buildings: four from the 1900 to 1920 period, one from the late 1920s, and seven from the Depression Era. One building from the Depression era is not included in this nomination. This post office was determined to be not eligible based on National Register criteria A, B, and C. The eligibility of the nominated buildings was determined with the concurrence of the SHPO's office.

THEME STATEMENT

The theme of this nomination concerns the federal building programs in Wyoming as manifested in the construction of post offices in the first four decades of the 20th Century. The buildings included also record the evolution of both the political/economic philosophies and the design philosophies of the federal government through its building programs.

As selected through initial field surveys and preliminary significance evaluations, the buildings in this group represent outstanding and well-preserved architectural examples of the progression of federal architecture from the first two decades of the century through the transition of style which ended with the onset of World War II. The buildings completed in this era represent a discrete body of federal architecture.

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With the War's end the federal government turned again to its construction programs, but modernization and efficiency became the new symbols of America's post-war philosophy. The use of design to provide a symbol of the monumental presence of the federal government in its post offices had ended with the beginning of the war.

CHARACTERISTICS OF POST OFFICE FUNCTION, DESIGN, AND PLANS

The design characteristics of federally owned post offices are based on functional considerations, although to some degree political considerations entered into site location, building size, and materials selection. As mentioned, plans were standardized with some consideration given to special conditions of the local area and the attempt to provide some degree of individuality to the buildings of individual communities. In most all cases, however, the dimensions and building envelope were set with variations limited to minor interior arrangement of functional areas, use of lobby materials, facade treatment, and use of exterior materials.

1. Functional Categories

Functional categories cannot always be clearly defined. But generally, post offices/Federal buildings can be placed in the following broadly descriptive divisions. The funding appropriated for construction, design, and use of building materials were influenced by these categories. The categories, based upon the size and annual postal receipts of the respective communities, determined the type of post office a town might hope to receive. The broad categories that would apply to Wyoming post offices are discussed below.

a. Small, Single-purpose Post Offices

These buildings were constructed in small towns and, in the case of metropolitan areas, neighborhood areas within the service area of the main post office. The Basin, Newcastle, Yellowstone and Greybull MPO's are examples of this functional category.

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b. Small, Combined Post Office and Federal Building

These facilities were also located primarily in small communities, usually in communities somewhat isolated from the larger cities that served as regional centers. These buildings typically covered the same ground area as the single-purpose buildings but carried an additional one or two floors to provide office space for Federal agencies. The primary function of the building was to provide postal service to the community. Examples of this building type include Douglas MPO, Buffalo MPO, Torrington MPO, Thermopolis MPO, Kemmerer MPO and Powell MPO.

c. Combined Post Office, Federal Offices, and Federal Court

Constructed in major regional centers, the post office, Federal courts, and often various Federal agencies were also housed in these structures. Examples of this category include the Evanston MPO, and Lander MPO.

2. Design

Although the design styles of the Wyoming post offices during this period vary, they are all rooted in Classical design principles and, therefore, display common characteristics. The twelve post offices included in this nomination and the one presently listed in the National Register represent the spectrum of federal design styles used in Wyoming and are thus representative of the state as a whole.

The typical post office is a rectangular box, ranging from one to three stories in height with the first floor set in a raised platform (basement) three to five feet above grade. The facades are flat with nominal articulation, usually less than one to two feet. Articulation is provided by either projecting the central section of the front facade slightly beyond the corners or by recessing the central section relative to the corners. The facades are symmetrical and well proportioned, with the principal entry centered on the long axis in all but rare cases. The entry is flanked by lamps, either free-standing on buttresses flanking the entry platform or affixed to the wall. Windows are also symmetrically arranged. The roof is either flat or hipped and in most cases terminates behind a low parapet.

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Variations in facade treatment are provided by the inclusion of historical architectural elements and by use of materials. Brick is the most used facing material. Stone is rarely used for the entire facade and is generally limited, as is terra cotta, for use on detailing (sills, belt courses, cornices, etc.). The evolution of the modern influence can be traced by the change from distinct facade treatment such as columns or pilasters, full capitals, full entablatures, and cornices to piers dividing bays, stylized capitals or none at all, belt courses to suggest entablatures, and coping to replace cornices. Roofs also provided stylistic variation but are limited to flat or hipped.

The stylistic variations of the facade treatment, or design types, are discussed in a following section, captioned "Glossary of Stylistic Terms".

3. Plan

The plan is based on functional considerations and displays the same general characteristics for both large and small buildings. The first floor plan is rectangular with the public area oriented to the primary entrance. The main entry provides access to the lobby via an entry vestibule. The approaches from the vestibule to the lobby are, in most cases, lateral, one at each end of the vestibule. The lobby is elongated, running along the front side of the building, with the postmaster's office at one end. Service counters along the lobby face the entry and post office boxes are arrayed to the sides of the counter area. The opposite end often contained the registry/money order office, though this room has been typically replaced by lobby expansion in the demand to provide additional post office boxes. The postmaster's office contains a restroom. The vault is located adjacent to the postmaster's office, typically opening to the workroom area. In larger post offices, additional offices are provided for the assistant postmaster and administrative personnel. These offices are also located adjacent to the postmaster's office or at the opposite end of the lobby.

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The workroom, where the mail sorting takes place, is located behind the lobby and counter area and occupies the entire rear of the building. Restrooms and swingrooms for personnel are located immediately off the workroom, on a mezzanine level if provided, or in the basement. The loading vestibule, which provides access to the loading platform, is located to the side or rear of the building. If additional floors are provided, the stairs are located at the end of the lobby. The additional floors are, in most cases, U-shaped and open to the rear. The central court is open so as to allow the provision of skylights (which in most cases have been covered over). In buildings with a federal court, the courtroom was placed in the open area of the "U", thereby creating a rectangular plan. Offices and activities associated with the court occupied the perimeter of the building in a "U" configuration.

GLOSSARY OF STYLISTIC TERMS

This glossary discusses the terms used to identify architectural styles in this report. The process is complicated by a lack of consensus among architectural historians on what to call various styles, and by some confusion on the part of the building's architects themselves. Most of the architects discussed in this report adhered to the decorated shed concept; that is, the shape of a building was pre-defined as a classical box, and the style could be determined by adding the appropriate ornamentation. The dates given for styles will be somewhat later than their eastern counterparts. As a final note, federal design was often eclectic. In other words, various styles and stylistic periods might be interwoven in the design of a single building. Therefore, a building design may not clearly fit into a specific stylistic category, but instead cross into other closely related styles.

Beaux-Arts Classicism (1890-1920)

This term is used rather loosely to describe buildings derivative of the design ideology taught at the Ecole des Beaux Arts, the leading architecture and art school in France during the 19th and early 20th centuries. In this nomination, only the American interpretation of this school is relevant.

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Beaux-Arts Classicism is characterized by its grandiose compositions with an exuberance of detail and variety of stone finishes. Highlights of the style are projecting facades or pavilions with colossal columns, sometimes grouped in pairs with enriched moldings and statuary. Windows may be enframed by free-standing columns, balustraded sills, and pedimented entablatures. Pronounced cornices and enriched entablatures are topped with a tall parapet, balustrade, or attic story.

The following classifications (Neo-classicism and Second Renaissance Revival) can also be categorized under the heading of Beaux-Arts Classicism since they derived from the Classic Greek and Roman forms.

Neo-Classicism (1900-1920)

Neo-Classical style is based primarily on the Greek and, to a lesser extent, the Roman architectural orders. It can be distinguished by the symmetrically arranged buildings of monumental proportions finished with a smooth or polished stone surface. Colossal pedimented porticos may highlight the facade flanked by a series of large pilasters. Windows are predominantly large single light sashes. Parapets and attic stories are popular but roof lines are devoid of statuary ornamentation. Arches or archways are generally not employed and enriched moldings are rare.

Second Renaissance Revival (1890-1920)

This refers to an academic style not at all incompatible with the Beaux-Arts style. The inspiration for this style derived from the Northern Italian Renaissance. The term refers not to a Second Renaissance, but to the Revival; the Renaissance enjoyed popularity earlier in the 19th Century (1840-1890).

Scale and size distinguish the later Revival from the earlier Renaissance Revival. Larger buildings (usually three stories high) are organized into distinct horizontal divisions by pronounced belt or string courses. Each floor is articulated differently. For example, if the Doric Order or rustication is used on the first floor, the upper floor will be treated with a

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different order and finish. The window trim usually changes from floor to floor. Enriched and projecting cornices are supported with large modillions or consoles. The roof often is highlighted with a balustrade.

Starved Classicism (1930-1942)

Also referred to as PWA Moderne by some writers, this was the dominant mode of government construction during the 1930's and it is a direct descendant of the Supervising Architect's earlier Beaux-Arts-inspired buildings. The facade and plan of these buildings remain symmetrical; the primary shift is in the ornament. Starved Classicism, in an effort to reduce costs and speed construction, eliminated or reduced ornament to a minimum. The ornament that was used often owed a stylistic debt to the Art Deco of the twenties.

The term starved classicism was used by Lois Craig, Director of the Federal Architecture Project for the National Endowment of the Arts, in describing the "modern" architectural style that was derived from the Classical but stripped and simplified to provide in her terms: ". . . a gaunt, underfed, "starved" classicism, denoted as much by white masonry and the rhythm of wall and window as by vestigial columns." [The Federal Presence, p. 282.]

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" 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 type="checkbox"/> AGRICULTURE	<input 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 checked="" type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1900-1941

BUILDER/ARCHITECT See Individual Forms

STATEMENT OF SIGNIFICANCE

The significance of the properties included in this nomination lies in the following areas: architecture and politics/government. Two other areas (community planning and economics) also have some relevance to specific properties included in the nomination. These latter categories are less clearly defined and relate not to major influences of specific buildings within a community but to general trends. For example, the Basin MPO is associated with the major growth period of the city and the Depression Era buildings are associated with the broad economic patterns of the nation, not with identifiable economic impacts to the community resulting from a building's construction. Two Depression era post offices, Greybull and Powell, are exceptional in the category of art, as they house murals from the New Deal arts programs.

All but two of the nominated buildings were selected as being well-crafted and well-maintained or notable examples of their style--in other words, their architectural significance. They represent the evolution of federal design philosophy and public building programs as influenced by international design movements and federal funding policies. Essentially, the buildings constructed prior to 1926 represent the first of the comprehensive federal building programs (although greatly curtailed between WWI and 1926), while those constructed in the 1930's represent the transition of design and construction programs in response to the national economic emergency. The buildings constructed in the early 1900's typically represent their communities' early period of development, whereas those of the mid-to late-1930's stand as monuments to the massive federal building programs of the Depression.

In all cases, the various construction programs under which these buildings were constructed linked local communities to the federal government. In smaller communities, these properties were the first federally constructed buildings and the sole representation of the federal presence. Most remain the community's only Federal building. As such, the construction of a Federal building/post office was a major community event which not only involved local politics (involving economics and community development) but also the interaction with nationally elected officials. As a result, these buildings in their architectural form exhibit an important symbol of the federal

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheets.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY See Individual Forms

UTM REFERENCES

See Individual Forms

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See Individual Forms

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

STATE	CODE	COUNTY	CODE
NA	NA	NA	NA
STATE	CODE	COUNTY	CODE
NA	NA	NA	NA

11 FORM PREPARED BY

NAME / TITLE

H. J. "Jim" Kolva, Senior Associate

ORGANIZATION

Institute for Urban and Local Studies

STREET & NUMBER

W. 705 1st Avenue

CITY OR TOWN

Spokane

DATE

April 1986

TELEPHONE

(509) 458-6219

STATE

WA

99204

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ☒

NO ☐

NONE ☐

Robert D. Bush
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National ☒ National ☐ State ☐ Local.

FEDERAL REPRESENTATIVE SIGNATURE

John S. Benson

TITLE

Realty Acquisition Specialist, Principal

DATE

2-9-87

FOR NPS USE ONLY

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

See sign-in sheet

DATE

MAY 22 1987

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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government and its relationship to the local community. Specific areas of significance are addressed below. The following criteria explain the ways in which National Register Criteria A, B, and C relate to Wyoming post offices. They are divided by areas of significance, level of significance (national, state, or local), and level of integrity needed to qualify as significant. The headings also indicate which of the three National Register criteria was judged to be most relevant for each area of significance.

A. ARCHITECTURAL SIGNIFICANCE

1. Local Level

a. Criterion C

The post office is of local importance as one of the most monumental, imposing or sophisticated buildings in a town. For example, this is true of the Lander MPO which is the City's most imposing downtown building. All of the post offices included in this nomination are locally important, and in most cases, locally unique examples of a given architectural style. The Beaux-Arts design buildings represent locally unique examples of a style common to government and certain commercial buildings, especially banks, in larger cities throughout the country.

It is doubtful that post office design discernibly affected the designs of subsequent buildings or a town's architectural history. Analysis of other buildings in the communities receiving post offices indicates that there was little or no influence. The post office is a unique type. Though it plays an essentially commercial role in terms of land use, post office design did not follow design practice for commercial development, nor did subsequent development tend to imitate the style of the post office. There is a reason for this. Post offices were designed to look like post offices; that is, certain symbols or signifiers were included as subliminal messages of the building's function.

b. Criterion A

The architectural signifiers and symbols also carry meaning and associative values beyond their mere physical appearance. A

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post office design is a record of the post office's and the federal government's self image, and of the image which the federal government wished to project to those it governed. A post office in a small town may provide one of the few, perhaps the only, such record of the demeanor of the federal government -- that of the monumental and the solidity. This is true for essentially all of the small town post offices considered in this nomination. The use of strong classical or Renaissance forms, such as those incorporated in the design of the Evanston MPO, reinforce the idea of a strong and stable federal government.

2. State Level

a. Criterion C

A post office may be aesthetically important on the state as well as the local levels, as an example of particularly fine craftsmanship, or as a sophisticated, imposing, and well articulated example of its style or type. The Supervising Architect's office also used standard designs for a great many post offices, but many have been altered in the process of modernization and expansion. As per National Register guidelines, a post office may have statewide significance because it is a first, and excellent, or a prototype of a standardized design. None of the post offices in Wyoming are thought to be the earliest of prototype examples of standard designs.

b. Criterion A

A group of post offices from different periods can, by the associative values contained in their architecture, act as a record of the federal government's self and projected images. Post offices in such a group would not have to be individually significant; the significance would lie in the relation of one building to another. In this nomination, all of the buildings have Beaux-Arts derived ornamental motifs although two represent the Starved Classicism in which these motifs were substantially reduced and simplified.

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B. POLITICS/GOVERNMENT AND ECONOMIC SIGNIFICANCE

1. Local Level

a. Criterion A

Research could not quantify the economic impact a post office had on a particular town and this may not be possible. An individual post office may, however, be an important local example of national economic trends and the federal government's policies in dealing with those trends. In particular, those post offices built during the 1930's as part of the accelerated public works programs under the Hoover and Roosevelt administrations are concrete examples of the New Deal and the Depression. In many cases, the employment provided by post office construction was an important local event. Also, the site selection process within a community was, in most cases, an event that brought into play the political and economic forces of the community. A post office may qualify as locally significant if it is the only, or one of the few, surviving examples of New Deal public works projects. (Powell MPO for example). Finally, the federal building/post office represents the presence of the federal government in the community -- the recognition of the stability of that community. The efforts of a community to procure a federal "gift" involved local cooperation and involvement with nationally elected officials. This would apply in the case of all of the nominated properties.

C. COMMUNITY PLANNING AND DEVELOPMENT

1. Local Level

a. Criterion A

A post office may have been constructed in a significant period of a town's development and, thus, act as a passive record of that development. A post office would be significant as an active participant in a town's evolution if it can be demonstrated that the building's siting played a role in the direction, shape, and nature of a town's growth or in the siting of other public buildings.

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A post office may also act as an important document of a town's past, even if it did not have a particularly strong effect on its development. The post office may also be located in a distinct district within a community and make a significant contribution when associated with the other buildings within that district. Both the Basin and Newcastle post offices, for example, were located in either a planned civic center (Basin) or located adjacent to a grouping of public buildings.

D. ART

1. Local Levels:

a. Criterion A

Murals in post office lobbies were, in many towns, the only examples of the Treasury Department's fine arts program. More so than even the architecture of the building, these murals represent the only example of trained artist's work easily and publically accessible. These examples represent the federal commitment to public art in a form understandable to the common citizen. As such they have an historic association with the government's New Deal arts programs which were intended to bring art to small communities and provide relief to artists.

b. Criterion C

The murals, as an integral part of the decor of the post office lobby, represent a significant type period and style of artistic expression. The expression of the American Scene or the American Regionalism through public mural art represents a specific period in American art as promoted through the New Deal arts programs of the Depression era. The depiction of events or scenes that were representative of the local area was accomplished in a straight-forward style that could be enjoyed without possessing the interpretative capability of an art critic.

c. Criterion D

The symbolic content of a mural may have local significance in that it reflects a period in the community's history, and the social or economic values of the community. As such they are

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valuable documents of a region's local history and economy. This fact means that the murals derive much of their meaning from the context, not only of the post office lobby, but also of the town or county in which the post office is located.

2. State Level

These murals, in the case of Wyoming, would have statewide as well as local significance for essentially the same reasons discussed above. The murals contained within the Powell and Greybull MPOs, for example, represent two of only six public arts works in the entire state that were placed in post offices. Further, only three other examples in public buildings other than post offices exist in the state. Not only did the small communities of the state not have an artistic tradition, but the state as a whole significantly lacked in that tradition. Therefore, these murals as provided to the communities and the state under the public arts programs are rare examples and serve as an important legacy to the state as a whole. They symbolize the federal government's efforts to bring public art to a state which had little artistic tradition as well as the local context in the historical development of the state.

FEDERAL PUBLIC BUILDINGS CONSTRUCTION PROGRAMS

This section will provide only a discussion of national building programs. A following section will be devoted to the relationship of these programs in the context of the buildings constructed in Wyoming.

The history of post offices construction before WWII can be divided into three distinct phases. From 1893 to 1914, under the provisions of the Tarsney Act, buildings could be designed within the Treasury Department or submitted to competitive bids among private architects. From 1915 to 1930, the Secretary of the Treasury implemented policies that standardized the design of public buildings, in contrast to the previous practice of preparing an individual design for each structure. From the onset of the Depression (1929 to 1930) a new era of government buildings was initiated with the development of public works programs designed to stimulate local economies.

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Prior to 1902, when the first "Public Buildings Omnibus Act" was passed, federal buildings were funded on an ad hoc basis. Appropriations bills rarely contained allocations for more than three buildings at one time. Acquisition of sites and construction occurred only with Congressional authorization.

The Public Buildings Omnibus Act of 1902 authorized 150 new projects. Since it provided for a large body of projects rather than requiring individual authorization, it saved a considerable amount of time in Congress. However, the omnibus bills created the opportunity for political abuse in that Congressmen were eager to please their constituents by distributing "federal presents". Political influence, rather than operational requirements, seemed to dictate size, ornamentation, and location. The omnibus legislation provoked allegations of waste and cries of "pork barrel" from the press.

The utilization of the omnibus buildings approach greatly increased the number of buildings under control of the Treasury Department. In 1899 there were 391 federal buildings under the Department of the Treasury; and this number increased to 1,126 by 1912. [Craig, 1979, p. 213] Many of the new buildings went to smaller cities and developing towns which received their first federal buildings.

After experimentation with submitting smaller projects (less than \$500,000) to competing architects in the project vicinity in 1903-1904, it was decided that these projects would be designed "in-house" by the Supervising Architect's office. A return to the "classical style of architecture" for government buildings was also announced during this period. Stylistic elements were drawn from the French Beaux-Arts and Neo-Classical traditions. In addition, America's architectural heritage was reflected in Colonial Revival design.

During the tenure of Supervising Architect James Knox Taylor (1898-1912), buildings were individually designed. Toward the end of his tenure (1912), concern was expressed that the costs of federal construction in comparison to privately constructed commercial buildings was too high. It was felt that designs should be standardized. Taylor felt, however, that government buildings could not be designed and constructed as standardized units.

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After Taylor resigned as Supervising Architect, James Wetmore served as Acting Supervising Architect from 1912 to 1913. Oscar Wenderoth followed Wetmore from 1913 to 1915. During Wenderoth's tenure, legislative changes took place that profoundly affected government architecture, particularly small-scale projects. However, the designs of 1913 and 1914 differed little from Taylor's. The post offices designed during Wenderoth's administration, through the use of ornamentation, symmetry, and fine materials (using Renaissance Revival details), brought the idea of the Beaux-Arts movement to small cities and towns. "They [small town post offices] are generally the most important of local buildings, and taken together, are seen daily by thousands, who have little opportunity to feel the influence of the great architectural works in the large cities". [The Architect, Vol. XV, No. 23, March 1918, p. 188.]

The Omnibus Public Buildings Act of 1913 set the stage for a change in federal construction policy. Although the Act authorized a large number of construction projects, it also stipulated that no new post office buildings would be authorized for communities with postal receipts totaling less than \$10,000. Pressure to control "wasteful spending" on unneeded public buildings also led to the establishment of the Public Buildings Commission in the 1913 Act.

In his annual report for fiscal year 1913, the Supervising Architect seemed somewhat skeptical of the commission's ability to render assistance. He hoped, however, that the commission would discuss thoroughly

..." the two mooted questions of the so-called 'standardization of buildings' and the claim that the public buildings erected under the direction of the Supervising Architect cost appreciably more than similar buildings erected by municipalities, by county and state governments, and by private individuals. The reports of the debates in the House and Senate show that there is great diversity of opinion among members of Congress on these two subjects, and that they are matters of frequent discussion. It is believed that it is due this office that Congress be authoritatively informed of the limitations of the scheme of 'standardization' and, also, whether the Supervising Architect is actually to be charged with fostering

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extravagant methods of building construction. "[Annual Report of the Supervising Architect of the Treasury, for Fiscal Year Ending 30 June 1913", Washington D.C.: Government Printing Office, 1914]

The Public Buildings Commission, chaired by Secretary of the Treasury William McAdoo, presented its report to Congress in 1914. The report strongly recommended that buildings be standardized in order to reduce cost. This was followed by the establishment of four building classes and building criteria in McAdoo's annual report of 1915. The purpose of the classification scheme was "to provide a rational system of uniformity and business economy in designing and constructing public buildings, so that buildings suitable to the public needs may be built without waste of government money." [Ibid., p. 9] The result of this report was the complete reshaping of post office construction policies after 1915. Buildings were to be less costly but durable, simple, and architecturally desirable. The policies of standardizing plans and constructing cost-efficient public buildings continued throughout the 1920s. An effort was made to use the same design as frequently as possible, with variation in floor plans only if an unusual, specific need arose.

The classification scheme developed by the committee is as follows:

* CLASS A:

Definition: Buildings that include a post office of the first class with annual receipts of \$800,000 or over; the site forming part of a city development plan or situated on an important thoroughfare of a great city; improvement on an adjoining property reaching the higher valuation of metropolitan real estate.

Character of Building: Marble or granite facing; fireproof throughout; metal frames, sashes, and doors, interior finish to include the finer grade of marble, ornamental bronze work, mahogany, etc. Public spaces to have monumental treatment, mural decorations; special interior lighting fixtures.

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CLASS B:

Definition: Buildings that include a post office of the first class with receipts from \$60,000 to \$800,000; valuation of adjoining property somewhat below the higher valuation of metropolitan real estate.

Character of Building: Limestone or sandstone facing; exterior frames and sash metal; interior frames, sash and doors wood; interior finish to exclude the more expensive woods and marbles; ornamental metal to be used only where iron is suitable; restricted ornament in public spaces.

* CLASS C:

Definition: Buildings that include a post office of the second class with receipts of \$15,000 or over, and of the first class to \$60,000 receipts; valuation of surrounding property that of a second class city.

Character of Building: Brick facing with stone or terra cotta trimmings; fireproof floors; non-fireproof roof; frames, sashes and doors wood; interior finish to exclude the more expensive woods and marbles; the latter used only where sanitary conditions demand; public spaces restricted to very simple forms of ornament.

* CLASS D:

Definition: Buildings that include a post office having annual receipts of less than \$15,000; real estate values justifying only a limited investment for improvements.

Character of Building: Brick facing, little stone or terra cotta used; only first floor fireproof; stock sash frames, doors, etc., where advisable; ordinary class of building, such as any business man would consider a reasonable investment in a small town.

James A. Wetmore resumed the reins of the Supervising Architect in 1915 and retained the title of Acting Supervising Architect. Wetmore was a lawyer by training and was concerned more with

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administration than the design of buildings. During his administration, the Superintendent of the Architectural Division, Louis A. Simon, exercised considerable influence on the design of federal buildings. After 1915, designs became standardized and ornament less lavish.

Construction of public buildings had tapered off with the onset of WWI and came to a halt during the war. After the war ended, construction of previously authorized buildings resumed slowly. For example, 20 buildings were constructed in 1919, 10 in 1920, 3 each in 1921 and 1922, 9 in 1923, and 13 in 1924. No new construction laws were enacted until the Public Buildings Act of 1926. This Act contrasted with previous omnibus acts which had authorized appropriations for specific buildings. Two public buildings commissions--one for the District of Columbia and the other for the rest of the country--recommended a new building program which would base building location and size on a business approach rather than Congressional logrolling. The 1926 Act ordered the Treasury Department to implement a "business considerations" policy in response to protests over unneeded projects that were merely a means for a Congressman to win local favor. The standardization of plans for small post offices was also carried forward from the policies of the Public Buildings Commission's report of 1914. A survey report completed under the direction of the 1926 Act identified over 2,300 towns and cities with postal receipts over \$10,000 that were without federal buildings. The estimated cost of constructing these buildings was \$170,420,000. [Ibid., p. 13]

The policies of standardizing plans and constructing cost-efficient buildings continued throughout the 1920s. Post offices, particularly those in small communities, were constructed in so far as possible according to plans established in conformance with conditions and community needs. Stylistically, the majority retained the basic elements of Beaux-Arts massing and plan. Classical details were minimized (to reduce costs) and floor plans did not vary unless a specific need arose.

The crash of 1929 and subsequent Depression delayed the full implementation of the building program outlined in the 1926 Act. In 1930, Congress authorized increased funding for public building by amending the 1926 Act. This legislation established

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a trend in public works projects that arose in direct response to the Depression. It served as a precedent for subsequent policies and acts that would attempt to reduce unemployment and stabilize the economy.

The Federal Employment Stabilization Act of 1931 was a major step in the government's efforts to aid the national economy through building programs. The Act established the Federal Employment Stabilization Board, which was charged with advising the President as to the trend of the economic and employment situation. [46 Stat 1086] The President would then transmit to Congress "such supplemental estimates as he deems advisable for emergency appropriations to be expended during such period upon authorized construction in order to aid in preventing unemployment and permit the Government to avail itself of the opportunity for speedy, efficient, and economical construction during any such period." Emergency appropriations were to be used, among other things, for carrying into effect the provision of the Public Buildings Act of 1926. The Act also provided for acceleration of emergency construction, advanced planning, and increased appropriations by \$100,000,000.

Design policies also continued to stress standardization. A set of "Cabinet Sketches" was produced by the Treasury Department which provided standard floor plans for post offices of different sizes. Where practicable, individual treatment was given to exterior details. In order to achieve rapid construction, emphasis was placed on minimizing the number of individual drawings.

In 1933, the Treasury Department was reorganized and the Supervising Architect's office was placed within the Procurement Branch in the Division of Public Works. Also in 1933, the Public Works Administration (PWA) was created under the National Industrial Recovery Act and additional legislation was passed for funding new projects through emergency construction programs. The funds appropriated under the 1926 Act became unavailable, except for those projects under contract. In 1934, Louis A. Simon became the Supervising Architect, a position he held until 1941. He became responsible, therefore, for carrying out the bulk of federal construction through the balance of the Depression Era.

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The proliferation of federal building programs increased the bureaucratic complexity of federal construction. The Treasury Department's annual report of 1935, for example, listed construction projects under the following programs: the original Public Buildings Program under the 1926 Act; Public Works Administration projects; the Emergency Relief Construction Program; and the Building Program for the District of Columbia under the 1926 Act. [Ibid., p. 17]

The number of post offices constructed under these programs grew rapidly. There was a push to provide post offices in those communities that had been identified in the survey report resulting from the 1926 Act, as well as in towns that had not been included the report or subsequent amendments. As indicated below, the emphasis on economic revival was reflected in the distribution expansion of the building programs.

...[W]ith a view to relieving countrywide unemployment the Secretary of the Treasury and Postmaster General, in the selection of towns or cities in which buildings are to be constructed, shall endeavor to distribute the projects equitably throughout the country so far as may be consistent with the needs of the public service; and the Secretary of the Treasury and the Postmaster General may also select for the prosecution under this appropriation such projects not included in such report as in their judgment are economically sound and advantageous to the public service. [48 Stat 1062].

Emphasis on standardization and the allocation of economic benefits of federal construction programs to the various producing industries was indicated in the Annual Report of the Secretary of the Treasury (Fiscal Year ended 30 June 1935). An advisory committee on engineering was formed and was charged with the task of developing a Manual of Design to serve as a guide in the development of plans and specifications for new structures. A directive board was established to study the requirements of each project in its preliminary stage, taking into consideration the best utilization of the site selected, the general character of the design in its broad sense, the selection of the most appropriate materials for construction and finish, the availability of local materials, the relationship of the proposed building to its surroundings, and the development

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of an equitable balance in the use of materials that will spread the benefits of the public building program as much as possible among all the producing industries.

The Annual Report of the Secretary of the Treasury for 1937 reported that standardization had been successful in achieving its goals of efficiency and stimulating employment. It is also interesting to note the reference to 11 standard designs to meet the sectional architectural traditions.

A large portion of the program has consisted of small post office buildings spread over the entire United States. Type designs were developed, and in order to meet the varying requirements of the Post Office Department and the sectional architectural traditions 11 designs were required. By thus standardizing the designs, there resulted a great saving in time and cost of production of the drawings and specifications, and the placing of these projects on the market was greatly expedited. The buildings which have been constructed from these type designs have proved economical and satisfactory.

The policy of preparing drawings and specifications permitting to the greatest practicable extent the use of materials and products native to the localities has resulted in stimulating employment and spreading the benefits of the building program.

In 1935, 185 post offices were constructed by the federal government. This number was followed by 260 in 1936, 303 in 1937, and 259 in 1938.

Under Government Reorganization in 1939, the Public Buildings Branch of the Procurement Division was placed under the administration of the Federal Works Agency. The Supervising Architect was also consolidated under the FWA. The Public Buildings Administration, headed by a commissioner of public buildings, was charged with the responsibility of administering these functions. It appears that the post office construction policies remained substantially the same as under the previous organization.

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The architectural styles of the Depression Era, particularly after 1933, tended toward modernized, simplified buildings. The buildings retained the symmetry and proportions of their predecessors but were stripped of the architectural ornamentation that characterized the pre-1920 buildings and even those of the first three years of the 1930's. The design was a basic rectangular box with flat facade. The detailing suggested Classical elements, but in rudimentary form. In addition to the various Revival influences, Art Deco was used but even this motif worked with stylized Classical elements. However, these buildings were still of quality construction with the use of brick, stone, and terra cotta; and they continued to symbolize the stability of the federal government.

The quest for efficiency of plan preparation and rapid construction, and the influence of the international or modern design movement created a building that is termed "starved classical". The end of the Depression Era also brought the end to this building type. Construction essentially stopped during World War II and the post offices which followed were designed to meet the changing operational functions of modern postal facilities.

FEDERAL ARTS PROJECTS

Like the accelerated post office construction of the Depression Era, the New Deal Federal Art Projects were developed to alleviate unemployment in the arts, and to decorate federal architecture. Three programs were administered through the Treasury Department and one through the Works Progress Administration. [The New Deal Art Projects: An Anthology of Memoirs, O'Connor, 1972, p. 12]. These programs were as follows:

Treasury Department Programs

1. The Public Works of Art Project (PWAP), which lasted from December of 1933 to June of 1934. This was an emergency relief program applied without a strict relief test. It employed roughly 3,700 artists and cost \$1,312,000.
2. The Section of Painting and Sculpture, later the Section of Fine Arts. This was the program primarily responsible for murals and sculpture found in post

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office buildings throughout the country. Commissions were awarded based on anonymous competitions without reference to the artists' economic need, i.e., it was not, strictly speaking, a relief program. The program began in October of 1934; the final commission was completed in 1943. There were 1,400 contracts awarded at a total cost of about \$2,571,000.

3. Treasury Relief Art Project (TRAP) was created in July of 1935 by a funding allocation from the WPA to the Treasury Department. TRAP was administered by the Section of Fine Arts, applying the same relief rules that governed WPA employment. The project employed 446 persons at a cost of \$833,784; it was discontinued in 1939. The project's primary output was painting and sculpture used to decorate federal buildings.

Work Progress Administration

4. Federal Art Project (WPA/FAP) was a large relief project devoted to the plastic arts. The WPA/FAP was part of a larger program called Federal Project No. 1, which included the WPA drama, music, and writing projects. The over-all project began in August of 1935, employed over 4,000 persons, cost \$35 million, and was terminated in 1943.

In decorating its new public buildings, the Treasury Department supported the arts in the manner of the traditional patron. The Department selected both artists and subject matter in the process of conveying the ideals of the New Deal to the public users of its facilities. In accomplishing that task, the Section of Fine Arts made it clear what was considered as appropriate style and subject matter for its programs. Literal interpretation of the American scene, particularly events that were representative of the communities in which they were located, was the essence of that appropriate style. Though some artists felt that this standard was repressive, many critics praised the Section for bringing art out of the studios and museums and into public buildings, some in towns where people had never seen original works of art.

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The themes portrayed in the local buildings expressed the experiences, history, and ideals of the local communities, so their artistic significance varied with the local context. The style was conservative and realistic, one that was identifiable and did not require the interpretation of an art critic to be appreciated by the local populace. It was a style that it could relate to. The mural art provided the link between the federal government in its New Deal programs, and the local citizen.

ESTABLISHMENT OF EARLY MAIL SERVICE IN WYOMING

Until the construction of the Union Pacific Railroad through Wyoming in the late 1860s, settlement was limited to what were essentially way stations and army garrisons along the major trail routes that carried settlers and gold seekers to the Willamette Valley in Oregon and the gold fields of California. The break in the Continental Divide, known as South Pass, allowed relatively easy east-west travel through what is now Wyoming. The route along the North Platte and Sweetwater rivers, through South Pass and westward to the Great Salt Lake basin or the Snake River plains was heavily traveled by trappers and traders, emigrant trains to Oregon, Mormons to Salt Lake and gold seekers to California.

Fort Laramie, the first permanent settlement in what is now Wyoming, was established at the confluence of the Laramie and North Platte rivers in 1834. The fort was purchased by the U.S. government in 1849 and established as an army garrison to protect emigrants along the Oregon Trail. Wyoming's first post office was established at Fort Laramie, Missouri Territory on March 14, 1850. Fort Bridger, founded by Jim Bridger and Louis Vasquez on the Black's Fork of Green River (on the west side of South Pass) in 1843 became Wyoming's second post office on August 6, 1850.

Mail service, through the future state of Wyoming, was authorized by Congress on March 3, 1847 [9 Stat. 194]. The intent of the legislation was to establish two transcontinental mail routes, both originating from Independence, Missouri. One route would follow the Santa Fe Trail southerly to Santa Fe, then to California. The other would follow the Oregon Trail route via Fort Laramie to Astoria, Oregon.

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Judge Samuel H. Woodson was awarded the first mail contract that would pass through present day Wyoming. The route which was authorized to commence on July 1, 1850 provided bi-monthly service between Council Bluffs Iowa and Salt Lake City, Utah Territory. Woodson's contract expired in 1854 and, according to Gray in an article entitled "The Salt Lake Hockaday Mail, a new four-year contract was awarded to William M.F. Magraw and John E. Reeside. The contract was for monthly service between Independence Missouri by way of Westport, Fort Leavenworth, Fort Kearney, Fort Laramie, Independence Rock (on the lower Sweetwater) and Fort Bridger. John M. Hockaday was also involved with Magraw and Reeside in the provision of passenger service to run with the mail trains. Indian depredations along the Wyoming route led to the withdrawal of Reeside and, later, Magraw's release from the contract in August of 1856.

On October 19, 1856, the contract was awarded to Hiram Kimball, an agent of the Brigham Young Express (B.Y.X.). The Mormon War brought an end to this contract in June 1857. In the same month Hockaday submitted a bid to carry the mails on a monthly basis for a yearly sum of \$62,000. Instead, the contract was awarded to Steven B. Miles at a fee of \$32,000. As a result of poor service, a contract was awarded to Hockaday and George Chorpensing. Hockaday would provide service from St. Joseph, Missouri to Salt Lake and Chorpensing secured the contract to provide service from Salt Lake to Placeville, California. Hockaday's contract of \$190,000 called for weekly service with a 22 day run. Although Hockaday had established a successful and reliable mail service to Salt Lake, sectional rivalries in Washington D.C. and the favor of the southern Butterfield route by the Postmaster General Joseph Holt and the Administration led to a reduction in funding and service along Hockaday's Central route. The service reduction resulted in financial difficulties for Hockaday and the subsequent sale of this line to Russell, Majors and Waddell of the Leavenworth and Pikes Peak Express (L. & P.P. Ex.). Hockaday sold his Salt Lake City mail contract on May 11, 1859. On July 1, 1859, Russell, Majors and Waddell took over the run under a revised schedule of bi-monthly service.

In February of 1860, the Kansas legislature granted a Charter to the Central Overland California and Pikes Peak Express Company (C.O.C. & P.P.Ex.Co.) which absorbed the L. & P.P.Ex. In order to

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bring attention back to the Central route, William H. Russell and Alexander Majors initiated the Pony Express. The first run departed St. Joseph, Missouri and Sacramento, California simultaneously on April 3, 1860. The route was run on a weekly basis on a ten-day schedule. Following the central route, some twenty-three stations were located in present-day Wyoming, including post offices at Fort Laramie, Deer Creek and South Pass. On July 1, 1861 the service was increased to semi-weekly and the rates were reduced from \$5.00 per ounce to \$1.00 per ounce. Although the Pony Express left a colorful legacy in the history of mail transportation, its life was short-lived and service was discontinued in October of 1861 upon the completion of the transcontinental telegraph line.

The financial strain of the Pony Express operation may have been the reason that the stage line operation operated by Russell, Majors and Waddell was sold to Ben Holliday in 1862. Holliday operated the line until 1866 and then sold out to Wells Fargo Company which operated an ever-shortening route until being displaced by the Union Pacific Railroad in May 1868 when the last spike was driven at Promontory, Utah. Thereafter, stage service was limited to serving the communities off the mail routes.

In spite of the importance of the trails and early transcontinental mail routes through Wyoming in the history of western postal service, there was actually little need for service in Wyoming itself. Until the development of the Union Pacific, settlements in Wyoming were little more than army forts, supply stations and stops along the way for early settlers and freight haulers on their way to the Pacific Coast. In addition to the post offices at Fort Bridger and Fort Laramie, post offices were located at Green River (December 29, 1853 to April 29, 1856), Deep Creek (September 17, 1859 to September 12, 1862), South Pass City (March 6, 1861 to September 9, 1862) along the Oregon Trail route.

Congress, looking for a route more secure from hostile Indians, ordered the Overland Mail Company (Holliday) to move to a more southerly route. The route, from Fort Laramie west, followed the Laramie River to intersect the Cherokee Trail in the Laramie Plains. Fort Halleck was established by the army near the

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Medicine Bow River in order to protect the new Overland Trail route. A post office was established here on January 2, 1862, but was subsequently moved to Fort Buford (south of present-day Laramie) on October 4, 1866. On November 12, 1866, the name of Fort Buford was changed to Fort Sanders and with it the name of the post office. The purpose of this army garrison was to protect the survey and construction crews of the Union Pacific Railroad. In May of 1868, the formation of Laramie City at the railhead of the Union Pacific, resulted in the relocation of the post office from the military reservation to the new rail town. The final post office on the Overland Trail was established at Elk Grove (15 miles south of present-day Rawlins) on December 27, 1866. The post office was discontinued on January 26, 1869 after this section of the Trail was no longer required for stage and mail service.

The Union Pacific Railroad had a significant impact on the initial settlement of Wyoming but did little to establish an economic base except for supplying the railroad. As the rails pushed westward, new towns grew from the dusty plains along the route through Wyoming. Cheyenne City was the first of these new towns and was provided a post office on August 22, 1867. Cheyenne boomed as a supply point for the railroad, and survived the westward movement of the railhead to Laramie City in May of 1868. Dale City, Benton, Bryan, and other railroad towns, flourished until passed by the rails, then rapidly faded into history. Rawlin's Springs (later changed to Rawlins), Green River City and Evanston, also spawned by the railroad, managed to survive to become important cities along the Union Pacific route.

Two years after the completion of the Union Pacific the 1870 census showed that the new territory of Wyoming (organized on July 21, 1868) had only a population of 9,188, with most of the populace residing in the towns along the Union Pacific. There was still little reason to locate in Wyoming and people entered only to pass onward to another destination. With the opening of the Black Hills area of South Dakota to gold seekers in 1876, Cheyenne became a staging point for prospectors. The Cheyenne and Black Hills Stage Line ran daily coaches between Cheyenne and the Black Hills area. Other than the boost provided to Cheyenne and eastern Wyoming, the economic base still revolved

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around the Union Pacific and growing coal mining activity along the railroad route. In 1880 Wyoming's population had doubled from the year 1870 but was still sparse at 20,789.

The decades of the 1880s and 1890s laid the groundwork for Wyoming's transportation network and future growth. In 1880 Wyoming had 1,753 miles of mail routes, a substantial increase over the 1875 total of 580. Although railroad routes with origins and destinations outside of Wyoming with terminal points in Cheyenne were listed, no rail routes within Wyoming were listed in the Postmaster General's report of 1880. Mail within Wyoming outside of the Union Pacific towns was being carried from points on the rail line by stage lines to the various post offices scattered in the ranching areas and small communities to the north. The first mail route by rail within Wyoming was along the Oregon Short Line from Granger on the Union Pacific to Hunnington, Oregon. In the late 1880s, the central and northern portions of Wyoming began to benefit from new railroad construction. The Freemont, Elkhorn and Missouri Valley line (later Chicago North Western) reached Casper via Douglas and Lusk in 1888. The Burlington reached Newcastle in November of 1890 then Gillette in August, 1891 and Sheridan in November, 1892. Coal, cattle ranching, and later, oil provided the stimulus for the extension of the rails into these areas.

The 1894 report of the Postmaster General indicated a total of 3,118 mail route miles in Wyoming. Of these, 935 miles were on designated rail routes. The longest was the Granger to Hunnington, Oregon route of 541 miles, of which only a small portion was in Wyoming. Other rail routes included the Cheyenne to Wendover (123 miles by Union Pacific); Wendover to Orin Junction (31 miles by Denver and Gulf Railway); Douglas to Casper (59 miles by Fremont, Elkhorn and Missouri Valley Railroad); Newcastle to Gillette (76 miles by Burlington); and Newcastle to Cambria (7 miles also by the Burlington). The cities and small communities not located on the rail lines were still being served by stage coaches or freight wagons from way points along the rails.

By 1906, with the extension of rail service to Greybull, Basin and Worland (Burlington) and Lander (Chicago and Northwestern), most of Wyoming's "major" cities now had rail service. The

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Postmaster General's report of 1909 showed a total of 288 mail routes covering a distance of 5,983 miles. Of these, 11 were rail routes for a mileage of 1,135.

A major shift also took place in the carrying of the mails in the routes off the railroads. From 1910 to the 1920s, the automobile came to Wyoming and its usage began to grow. Along with the growth of the automobile population came the increased demand for improved roads. Thus, motorized vehicles replaced the last of the mail routes conveyed by horse-driven stage.

As a final note, Wyoming also played a role in the development in transcontinental airmail service. The 1920 report of the Postmaster General reviewed the year's progress in the establishment of transcontinental service by air. It was reported that the citizens of Rock Springs and Cheyenne had readied landing fields for the servicing of the airmail carriers. The inaugural flight, which carried 16,000 letters, had departed New York on September 8, 1920 and landed in San Francisco some 22 hours ahead of the best time possible by train. Thus, Wyoming mail service has had a rich history from the first transcontinental overland mail route in 1858 to the Pony Express in 1860 and finally to the first transcontinental airmail flight in 1920.

FEDERAL POST OFFICE CONSTRUCTION IN WYOMING

The first post office in what is now Wyoming was established at Fort Laramie, Nebraska Territory, on March 14, 1850. A post office followed at Fort Bridger, Utah Territory on August 6th of the same year. Essentially, the post offices established in Wyoming prior to formation of Wyoming Territory on July 25, 1868 were located along major trail routes (Oregon and Emigrant Trail and Overland Trail) and the Union Pacific Railroad route. The new territory was sparsely populated, having only 9,118 residents in the 1870 census. Growth was slow and the "ramshackle economy" was held up by the railroad, army and federal government. By 1880 the population reached 20,789 and in the year of statehood, 1890, only 62,555 people made their home in the wilds of Wyoming. Cheyenne was the largest city with a population of 11,690, followed by Laramie with 6,388 residents. No other Wyoming city had a population greater than 5,000.

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By the turn of the century, Wyoming had still not seen a large influx of new residents and the population reached only 92,531. Cattle and sheep raising, the railroads and coal mining contributed to the non-governmental share of the state's economy. Only Cheyenne, at 14,087, topped the 10,000 mark in population. Laramie, still at second, had 8,207 residents and only Rock Springs, with a population of 4,363, neared the 5,000 mark. Rawlins and Evanston followed with populations of 2,317 and 2,110, respectively. Over three-quarters of the state's population resided in railroad towns yet the urban component of the state's population was only 26,657. The towns along the Union Pacific route--Cheyenne, Laramie, Rawlins, Rock Springs, Green River and Evanston--were the state's largest cities. However, by 1892 the Burlington Railroad had reached Newcastle, Gillette and Sheridan, and the Chicago and Northwestern had linked Casper, Lusk and Douglas. These lines opened up the central and northern portions of the state to future growth.

Wyoming's first federal building was completed in Cheyenne in 1905. Legislative authorization had actually been received on March 2, 1895 for a site and building in the amount of \$150,000 [28 stat. 913]. As the state's capitol and its largest city, time was due for federal recognition. Although the same act appropriated \$11,164 for a site, acquisition did not take place until 1897. An act of June 11, 1896 increased the building's construction limit an additional \$100,000 and provided an appropriation of \$50,000. This was followed by an appropriation of \$100,000 in June 1897, \$88,852 in July 1898, an authorization to again increase the construction limit an additional \$75,000 on March 3, 1901, and an appropriation of \$74,983 in June 1902. Three more years passed before the building was finally completed and under operation as the state's first federally-constructed post office. One final appropriation of \$15,000 was made on June 30, 1906, several months after the monumental stone edifice was completed. The six different appropriations, which totaled \$326,582, exemplify the piecemeal nature of federal appropriations during this period.

It is also interesting to note that Lois Craig, in The Federal Presence, included the Cheyenne Federal Building (no longer standing) as a prime example of the federal pork barrel. "Grand buildings in small cities were a tribute to the power of Con-

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gress over the Supervising Architect's analysis of need. Much of the extravagant use of detail and space so admired today were the result of Congressional pressures which were seldom related to aesthetics."

Evanston and Laramie were the next Wyoming cities to receive federal gifts. Both received authorizations of \$100,000 for federal buildings on June 6, 1902 [32 Stat. 320]. The Laramie Post Office (no longer standing) was completed in 1906, and the Evanston Post Office and Courthouse in 1908. The power of Senator Clarence D. Clark of Evanston was demonstrated in his effort to provide a lasting legacy in his hometown. Even though Evanston had a population of barely over 2,100 as compared to Laramie's population of 8,207, the Evanston building received authorizations to increase the funding limit an additional \$79,000 in 1903 and \$5,000 in 1906. The result was a monumental building of sandstone which stands today as the state's most impressive federal building.

The Omnibus Public buildings Act of June 30, 1906 authorized \$80,000 for a site and building in Rawlins [34 Stat. 781], \$150,000 for a site and building in Sheridan [34 Stat. 781], and \$7,500 for a site in Lander [34 Stat. 784]. Authorization for a building in Lander, at a cost of \$115,000, was provided in the Omnibus Public Buildings Act of May 30, 1908 [35 Stat. 528]. The same act also authorized \$10,000 for a site in Casper, \$75,000 for a site and building in Rock Springs, and \$10,000 for a site in Douglas.

The year 1910 brought the next wave of federal authorizations for public buildings projects in Wyoming. The Public Buildings Omnibus Act of June 25, 1910 authorized sites in Basin (\$6,000), Buffalo (\$7,000), Cody (\$6,000), and Green River (\$6,000). Buildings to be constructed on the previously authorized sites were authorized in Casper and Douglas in the amounts of \$55,000 and \$65,000 respectively. In addition, the construction limit for Rock Springs was increased by \$15,000 and for Sheridan by \$7,000.

In the ten years since the turn of the century, Wyoming's population had grown to 145,965. Most of the growth since 1900 had taken place in the northern counties which showed an in-

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crease of 137%, from 28,630 to 67,906, as compared to the southern, or "Union Pacific", counties which had an increase of 22%, 63,532 to 77,540. Coal and oil production doubled during this period, cattle and sheep production had peak years between 1903 and 1909, and attempts were made to provide irrigation for farming through various reclamation projects. Although the population was still concentrated in the towns located along the Union Pacific route, the towns which developed in the central and northern portions of the state as a result of railroad construction in the late-1880s to early-1990s had also began to boom. In fact Sheridan, in northern central Wyoming, had become the state's second largest city with a 1910 population of 8,408. By 1906 the rails had also been extended to Cody, Greybull, Basin, Worland, Lander, and Riverton.

Five Wyoming cities now had federal buildings. Magnificent stone edifices stood in Cheyenne (1905), Laramie (1906) and Evanston (1908). Sheridan's grand new post office and courthouse of rusticated stone in the Second Renaissance Revival style stood as a monument to its booming growth and bright future. The new Rawling post office of brick trimmed in stone also demonstrated that city's regional importance.

The state had had great success in receiving its share of the federal pork barrel. Not only had the state received more than its share, but the quality of the buildings located in Wyoming's small cities rivaled that of those buildings of much larger metropolitan areas. Bill Barlow in his Budget (Douglas) in an article of January 24, 1912 lambasted Collier's lamentations regarding the undue allocations made to the state by its delegation in Washington. Barlow not only took pride in listing the buildings that had been completed and that were to be completed in Wyomings cities, but he also boasted of the efforts of Wyoming's delegation. As stated by Barlow:

"A chronology of the state's building record furnishes a record unequalled by any other western state and by no state in the union when population is considered; a record of accomplishment of which the delegation may well be proud. It represents added wealth and substantial improvement to the state at no expense to its citizens, and affords them conveniences they could not otherwise enjoy.

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That a dollar of these appropriations was secured through the sacrifice of individual conscience or the state's material benefit, as charged by those who would belittle the work of the Wyoming delegation, is the veriest twaddle, apparent to anyone familiar with the way such bills are handled in congress."

Senator Francis E. Warren, as a member of the Senate Committee on Public Buildings and Grounds, had worked diligently and obtained over \$1,000,000 in appropriations for Wyoming between 1902 and 1912.

Lander's post office and courthouse was completed in 1912. The Second Renaissance Revival building of brick dominated the downtown area and reinforced the city's dominant position in westcentral Wyoming. In the next year, the Rock Springs Post Office was completed on its site across the street from the city hall. Although a smaller building than its Wyoming counterparts and serving only as a post office, the red brick building with its overhanging hipped roof, and well-executed in its design and terra cotta detailing, was a fitting symbol of the federal government.

The Public Building Omnibus Act of March 4, 1913 provided the authorizations for three more buildings for which sites had been previously appropriated: Basin (\$50,000), Buffalo (\$62,500) and Cody (\$50,000) [all 37 Stat. 873]. In addition, \$5,000 was authorized for a site in Newcastle [37 Stat. 879]. Senator Warren as New Castle's former mayor, had addressed the requests of his hometown citizens.

The Douglas and Casper post offices were completed in 1916, and the last post office completed in Wyoming prior to the wave of federal construction promulgated by the Public Buildings Act of May 25, 1926 was completed in Basin in 1919. World War I intervened and dashed the hopes of the expectant citizens of Cody and Buffalo. Sites had been acquired and monies appropriated for buildings, but building contracts were never let. Although neither the Green River nor the Newcastle buildings were authorized, sites had been acquired, and hopes were strong that a building would soon follow. The citizens of those cities would also have to wait until the 1930s for their federal post offices.

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Wyoming and her growing towns had prospered during the first two decades of the Twentieth Century. The population had almost doubled from 92,531 in 1900 to 145,965 in 1920. Cheyenne was the state's largest city with a population of 13,829 followed by Casper with 11,447 residents. Sheridan's population had almost reached 10,000 and Rock Springs and Laramie topped 6,000. Several new towns which had not existed in 1900 were beginning to grow. The railroad mileage had more than doubled. Oil and coal production fueled the economy. Prosperity, stimulated by the war, was also enjoyed by the cattle and sheep ranchers and farmers.

Wyoming now had ten federally-constructed post offices which were located in eight of the state's ten largest towns. Cheyenne, Laramie, Rawlins, Rock Springs and Evanston, the major towns along the Union Pacific route, had all received post offices. Green River, also on the Union Pacific route and the seat of Sweetwater County, would wait until the 1930s. Post offices were also located in Douglas, Casper and Lander along the central route of The Chicago and Northwestern Railroad. Casper, in the center of the state, was rivaling Cheyenne as the result of its newly found oil wealth. Sheridan, the epicenter of the rich coal mining and ranching region of northcentral Wyoming and the state's third largest city was well represented by its federal edifice. Finally, Basin, only ranked 25th among the state's cities in population, had somehow jumped ahead of its larger competitors to receive a Federal building; the state's smallest.

The optimism that prevailed at the end of World War I rapidly faded, however, as Wyoming entered the 1920s. Drought in 1919 and post-war deflation created a situation of severe distress for the ranching and farming sectors. Livestock values dropped from \$73.8 million in 1919 to \$23 million in 1925. Wool production and crop production also declined substantially. In the first four months of 1921 the Union Pacific laid off one-third of its labor force. National coal strikes and the stagnation of the economy resulted in almost a halving of mining employment. Oil production, which peaked at 44 million barrels in 1923, dropped to 11.5 million barrels in 1933, before climbing back. Wyoming had 153 banks in 1920, and although 32 opened in the next ten years, 101 closed between 1920 and 1930; 35 in the year

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1924 alone. Although the farmers were not prosperous during the 1920s, they did not fare as poorly as their neighbors to the north in Montana, where one-half of the farmers lost their farms.

Thus, the stage was set for Wyoming's final pre-World War II post office construction era. The buildings constructed during this era represented the federal government's response to a national economic emergency and stand as legacies to the various federal programs implemented during the 1930s. The federal government played a strong role in Wyoming during this period through such programs as the Civilian Conservation Corps, Rural Electrification, Farm Credit Administration, Agricultural Adjustment Administration, Taylor Grazing Act, and Works Progress Administration. Highway construction boomed and a fine network of oiled roads was made possible by federal aid. Jobs were also created by federal reclamation on the Kendrick, Riverton and Shoshone projects. Public schools, civic centers, sewers, reservoirs and aqueducts were completed by WPA workers.

Wyoming received fourteen federally-constructed post offices between 1927 and 1941 in cities that had not previously received a federal building. In addition, a new federal building was constructed in Casper to replace the city's 1916 building. Two of these cities, Buffalo and Cody, had actually received buildings appropriations from the Public Buildings Omnibus Act of 1913. They were among the first of the cities to benefit from the Public Buildings Act of May 25, 1926 and received identical federal buildings in 1927. Although six of these new post offices, Green River, Kemmerer, Newcastle, Thermopolis, Torrington and Wheatland, were actually grounded in legislation prior to the onset of the national depression and the great public works projects of the New Deal era, they represent the Depression era in the Wyoming context.

As mentioned previously, no new federal buildings/post offices had been authorized in Wyoming after the Public Buildings Omnibus Act of 1913, and Basin received the final post office from this period in 1919. This is true of the nation as a whole; between 1921 and 1930 only 122 post offices were constructed by the federal government. Most of these 1920s buildings had been appropriated prior to 1920 and the remainder

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followed the Public Buildings Act of May 25, 1926 (also known as the Keyes-Elliott Act). This act expanded the scope and consolidated the funding of post office construction and set the groundwork for the massive federal buildings programs of the 1930s. Between 1931 and 1939, 1,584 post offices were constructed across the nation--three times as many as had been constructed in the previous fifty years.

In response to the duties imposed by the 1926 Act, the House of Representatives issued House Document 710 (February 17, 1927) to identify potential projects under the \$100,000,000 allocation provided by the Act. The report recommended 278 projects including 118 new buildings in towns which had not previously received federal buildings. In addition, the committee estimated a need for 2,311 public buildings across the nation and recommended another \$100,000,000 to expand the program. The document listed three projects in Wyoming: the sale and replacement of the Casper Federal Building, and new post offices in Buffalo and Cody.

This report was followed by House Document 613 (February 26, 1929) which authorized post offices in Green River and Thermopolis in the amounts of \$60,000 each. The document also continued to list Casper at a estimated cost of \$400,000. Yellowstone was listed in the category as a second class post office having receipts between \$20,000 and \$40,000, but not included in the \$448,000,000 building program. Also listed was Newcastle as a city where a site had already been acquired, but was not included in the program.

House Document 788 (February 27, 1931) listed the Green River (\$75,000), Thermopolis (\$90,000) Newcastle (\$90,000), post offices as being authorized and approved under a proposed \$415,000,000 program contained in the act approved May 25, 1926, February 24, 1928, May 31, 1930 and February 16, 1931. Also authorized and appropriated in this document were the following Wyoming buildings: Casper Federal Building \$400,000, Cheyenne Federal Office Building \$200,000; and Torrington Post Office \$90,000. Post offices in Kemmerer and Wheatland were authorized in the amounts of \$90,000 and \$80,000, respectively, but were not given an appropriation.

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Green River, the last of the major Union Pacific towns without a post office, and having had a post office site since 1911, was the first of the 1930s post offices in Wyoming. Completed in 1932, the brick Neo-Classical structure with colonnaded pedimented portico was received with jubilation by the citizens of Green River. Thermopolis with an appropriation of \$90,000, Torrington, also with a \$90,000 appropriation and Newcastle with a \$60,000 appropriation were completed in 1933. Both the Thermopolis and Torrington post offices are notable for their fine facade detailing. Especially fine is the stonework of the Thermopolis facade with its five semicircular-arched window bays, pedimented frontispiece over the main entry and balustraded parapet. Although the citizens of Thermopolis worked diligently to break the "Indiana Limestone Trust" in the attempt to use locally quarried stone, they could not prevail. Torrington is also Neo-Classical in form and exhibits fine marble, brick and terra cotta detailing with an Art Deco flavor. Even though the Newcastle building makes use of blind arches over the window bays, pedimented entry, and balustraded parapet, its facade is flat and stripped of significant architectural details. Strongly rooted in the traditional style, the design hints at the transition to the Starved Classical of the Wyoming post offices which followed.

Also completed in 1933 were Casper's new Federal building at a cost of \$400,000 and Cheyenne's new Federal office building at a cost of \$200,000. The Casper building replaced the city's original Federal building which had served the city since 1916 (later razed). Although the Cheyenne building was constructed for federal offices, and not as a post office, it also represents the Depression era buildings programs of the federal government. The building is also the first Wyoming federal building to show the strong modern influence, or starved classicism. Classically symmetrical and proportioned, stripped of significant architectural detailing, divided by flat piers which suggest columns, the design leads to the Starved Classical post offices which were completed in Wyoming in the mid- to late-1930s.

The Wyoming post offices constructed between 1935 and 1941 represent those constructed under various emergency appropriations that were authorized "with a view to relieving countywide unemployment". The Secretary of the Treasury and Postmaster

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General were directed to distribute projects equitably throughout the county so far as may be consistent with the needs of the public services. They also had the latitude to select projects not included in the report promulgated by the direction of the 1926 Act. The Federal Employment Stabilization Act (February 11, 1931) had addressed the use of planned and accelerated emergency construction to aid in preventing unemployment. This Act, along with several federal programs designed to provide economic relief, provided a foundation for the next wave of post offices constructed in Wyoming.

Wyoming received eight post offices between 1935 and 1941, all in communities that had not previously had a federally constructed post office. Four of these buildings were listed in House Report 1879 of June 2, 1934 which included the projects under the Deficiency Appropriations Bill of fiscal year 1934 and the Emergency Appropriation Bill of fiscal year 1935. Kemmerer with a proposed cost limit of \$84,000 and Wheatland with a cost limit of \$68,000 were included as remaining public buildings projects listed in House Document 788 for which funds had not yet been allocated by the Public Works Administration.

In addition to those buildings, six post offices which were not authorized in House Document 788 were included in the list of buildings which had been submitted to the Public Works Administration for consideration but had not yet been allotted funding. Gillette (\$77,000), Lusk (\$80,000) Midwest (\$80,000), Powell (\$80,000), Riverton (\$80,000) and Worland (\$77,000) were included in this list.

From the buildings listed in House Document 1879, Wyoming received three new post offices in 1935. Gillette and Wheatland with appropriations of \$65,000 each and Worland with an appropriation of \$64,000 were completed in 1935. (All of these buildings have been sold by the Postal Service to their respective cities and presently function as city halls.) The modern influence of Starved Classicism is evident in all of these buildings. Both the Wheatland and Worland buildings have flat brick facades and are symmetrically arranged and Classically proportioned. The former Wheatland Post Office is divided into five bays with the three central bays slightly recessed and divided by flat brick piers. The outside piers are undifferen-

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tiated from the facade except for flat terra cotta capitals. Delineation of the interior piers is provided by recessing the brick surrounds of the window and entry bays. An entablature is suggested by a molded terra cotta belt course resting atop the piers. The former Worland Post Office has a Colonial flavor with its wooden entry architrave with broken pediment and slate-clad hipped roof. Rusticated brick corner quoins and stone keystones in the flat window arches provide additional embellishment to the otherwise plain facade. Gillettes's former Post Office is the only Wyoming Federal building to make use of an asymmetrical facade arrangement. The two-story brick building of red brick and sandstone trim is also flat and devoid of significant detailing. Embellishment is provided by stone keystones in flat arches, stone belt courses and a stone architrave with pediment surrounding the main entry-- which is located in the corner of the building, rather than being centered.

After a dozen years or so of lobbying efforts Kemmerer citizens celebrated the dedication of their new \$84,000 brick edifice on February 15, 1936. Bills had been submitted in 1928, 1930, and 1931 which included a federal building for Kemmerer. Expectations had risen only to fall into frustration when other Wyoming cities moved ahead of Kemmerer. Finally, the Emergency Construction Act of June 19, 1934 provided the funding for Kemmerer's new post office. In contrast to the buildings in Gillette, Wheatland and Worland, the Kemmerer Post Office is more characteristic of the Beaux-Arts buildings of the early-1900s than the half modern or Starved Classical of the mid-to-late 1930s. Two stories in height, the front facade is distinguished by a Gibbs surround which defines the main entry, Palladian windows and has relief stone festoons.

Powell, which was established in 1910 as a result of the new croplands opened by the Shoshone Reclamation project, received the next Wyoming post office. Having experienced tremendous growth between 1910 and 1920, and suffering a decline in the 1920s, the economy of the city had stabilized during the 1930s. As the largest city in Wyoming without a federal building the Chamber of Commerce, in early 1936, had urged their representatives in Washington that it was their turn for a federally-constructed post office. In the next several months optimism

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prevailed and in June it was announced that an emergency appropriations bill had included Powell for a new post office which would also house the Bureau of Reclamation offices. By December of 1937 the simple, but "modern in every detail" brick building was completed and dedicated.

Yellowstone Park, at its headquarters in Mammoth, received Wyoming's next federal building in 1938. Designed in the mode of a French chateau, the building also provided a second story for living quarters of the postmaster and family. Greybull, also located in the northwestern portion of the state, was approved for a post office in an Act of August 25, 1937. Included in the Act was an appropriation of \$85,000 for a site and new federal building. As in the case of Powell, rapid progress was made and soon construction of the post office was added to the rolls of the considerable new building projects taking place in the city. Work began in January of 1939 and within the year the building was dedicated and serving local postal patrons. Riverton received the final post office in Wyoming to end the great public works projects which terminated with the onset of World War II. With an appropriation of \$85,000, the modern two story brick building was completed in 1941.

With the exception of the Yellowstone Post Office, the final Wyoming post offices--Powell, Greybull, and Riverton--exhibited the stripped facades of the modern design movement. Although they continue to exhibit the Classical influence in symmetry and proportion, these buildings are devoid of even the limited historical detailing of their mid-1930s counterparts in Gillette, Wheatland and Worland. They are typical, in fact identical, to numerous other small town post offices constructed throughout the West and nation during the later years of the 1930s. Typically, round arches for window and entry bays have been replaced by flat arches; architraves and friezes have become suggested by belt courses or all the elements of the entablature are combined into a broad contrasting stone or terra cotta band; and cornices have become flush with the facade or replaced by a contrasting coping course. Articulation is minimized and facades are flat. As stated by Lois Craig in The Federal Presence:

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"... the facades became simplified, their classical ornaments turning angular and disappearing into the opening shallow and anonymous. What resulted was a gaunt, underfed, "starved" classicism, denoted as much by white masonry and the rhythm of wall and window as by vestigial columns."

Generally, the post offices of the Starved Classicism genre are reductions of the American Colonial and Neo-classicism.

These final Wyoming post offices and several others that were never constructed were listed in House Document 177 of February 2, 1939. The document listed 738 projects nationwide for which \$130,000,000 had been authorized for emergency construction. Included in the list for Wyoming were the following: Cheyenne Federal Office Building, remodel and additional story (\$82,000); Gillette; Greybull; Kemmerer; Lovell; Lusk; Powell; Riverton; Wheatland; Worland; and Yellowstone Park. These were projects under existing acts for public building construction, projects remaining eligible for construction under Acts approved August 25, 1937 and June 21, 1938, and future authorizations. Neither the Lovell or Lusk buildings, both at a proposed cost limit of \$85,000, were constructed.

In summary, Wyoming received 25 federally-constructed post offices between 1900 and 1941 and one Federal office building (Cheyenne). Three of these buildings have been demolished--the original federal buildings in Cheyenne, Laramie and Casper. Two, Casper's second federal building and Cody, are no longer used as post offices and are under GSA administration. Four, Rawlins (NHR), Gillette, Wheatland and Worland, are now used as city halls. Both the Rock Springs and Green River post offices have been sold to their respective cities. The former Sheridan post office is now under private ownership and used as an office building. Finally, thirteen of these buildings continue to function as post offices under the control of the U.S. Postal Service.

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