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National Register of Historic Places  
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Industrial Facilities Served by the Railroad in Cheyenne, Wyoming, ca. 1890-1945

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Commercial and Industrial Development of Cheyenne, Wyoming, in Relationship to the History of Railroading, ca. 1867-1945.

C. Form Prepared by

name/title Robert G. Rosenberg, Historian  
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city or town Cheyenne state Wyoming zip code 82009

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Richard Hunt 8/25/03  
Signature and title of certifying official Date  
State Historic Preservation Officer

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson A. Beall Oct 13, 2003  
Signature of the Keeper Date

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**E. Statement of Historic Contexts**

Organization of Multiple Property Group

The Multiple Property Documentation Form is a listing of Industrial Facilities Served by the Railroad in Cheyenne, Wyoming, ca. 1890-1945, and includes one historic context, The Commercial and Industrial Development of Cheyenne, Wyoming in Relationship to the History of Railroading, ca. 1867-1945. The industrial facilities were identified during the Cheyenne West Side Survey, conducted by Rosenberg Historical Consultants for the Cheyenne Historic Preservation Board and the City of Cheyenne Planning Office in 2000 (Rosenberg 2000:12-13 and Table 1). The buildings are generally located on the west side of downtown Cheyenne and all are on or near existing railroad lines and were served by railroad sidings. However, there are significant physical gaps with modern infill between the buildings, making a contiguous National Register district unfeasible.

Three main property types are associated with the context that serve to describe and identify the different types of industrial facilities directly serviced by the railroad in Cheyenne, Wyoming: Commerce/Trade, Agriculture/Subsistence, and Industry/Processing/Extraction. These property types are derived from the Data Categories for Functions and Uses utilized by the National Register Registration Form. The context statement outlines general historic developments related to the theme. The discussion of property types includes a description of physical characteristics, an evaluation of significance, and registration requirements for each property type.

**The Commercial and Industrial Development of Cheyenne, Wyoming in Relationship to the History of Railroading, ca. 1867-1945**

The Union Pacific Railroad and the Establishment of Cheyenne, 1867-1869

By the mid-nineteenth century, America recognized the necessity of a safe, reliable, and speedy means of passenger and freight travel that would bridge the gap between the settled areas on the West Coast and the eastern portion of the United States. In between lay a vast expanse of largely uninhabited plains and mountains. A transcontinental railroad would not only provide a link between east and west, but would also serve as the catalyst for settlement and development of the western territories. Both stagecoach and covered wagon travel in the

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territories were subject to the constant danger of Indian raids, and the length of time involved in western emigration and freight deliveries via wagon trains was a deterrent to western development. All transportation west of the Missouri River was by wagon, and the Missouri River cities were the westernmost supply bases for manufactured goods. Water sources were unreliable in many areas along emigrant and stagecoach trails, and many travelers complained of alkali poisoning.

The development of western towns is an important aspect of the frontier expansion in the nineteenth century. Towns preceded farmers and even ranchers in many of the regions of the west due to the railroad's expansion. Agriculture, mining and logging followed the opening of previously isolated interior areas once the railroad provided a means of exploiting and marketing these products. According to historian Duane Smith, the result was that the urban frontier developed in a "leap frog fashion across the western landscape." The development of the western interior often came about not in waves of isolated individuals moving west, but in waves of settlers moving into established railroad and mining towns. As a result, towns emerged in the nineteenth century that began less as villages designed to serve farmers and ranchers than urban centers built to serve the mines and railroads.

In 1867 and 1868, six major towns sprang up in southern Wyoming Territory to serve the Union Pacific Railroad. Cheyenne, Laramie City, Rawlins, Rock Springs, Green River City, and Evanston all can trace their roots to the railroad construction that is recognized as an epic part of western history. The building of the first transcontinental railroad in these pivotal years required thousands of men in an era of intensive manual labor. Women and men entered Wyoming to serve the needs of the railroad and thereby helped create a new cultural landscape tied to the railroad. All the towns that emerged throughout southern Wyoming Territory during those early years were built solely to serve the railroad, and all shared a common beginning, emerging in a short time span in places that previously lacked permanent settlements. All developed astride the tracks of the Union Pacific Railroad, like islands in a sea of sagebrush connected by wooden ties and metal rails. Along these rails, steam locomotives carried a new generation of emigrants into the western interior.

The benefits derived from this railroad were many and immediate. Population grew rapidly in cities selected as railway terminals. Western land grant acreage and government homestead laws provided the motivation to utilize this new transportation system. The Union Pacific crossed

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extensive grazing lands and mineral-rich areas of southern Wyoming Territory. The presence of the railroad spurred the development of these natural resources.

The Cheyenne townsite was surveyed on July 9, 1867, and was named after one of the indigenous Indian tribes. The original townsite was four miles square and laid out with blocks, lots, and alleys. The lots first sold for \$150 each. On July 25, a small frame house was built among the tents on the corner of Sixteenth and Ferguson (Carey) and became the first building in the new town. When the tracks reached the townsite on November 13, 1867, the end-of-track town already had a population of 4000 people (the majority male), a town government, two daily newspapers, and an estimated 200 businesses. Fort D.A. Russell and the quartermaster storehouses at Camp Carlin were established at Cheyenne and became the most important military presence in the Rocky Mountain region, supplying military posts throughout the region. The military provided not only protection but a needed source of income from the military payrolls. A rail spur was built from the mainline of the Union Pacific Railroad to the storehouses at Camp Carlin in 1868. A wide variety of goods was shipped via rail to Camp Carlin, then freighted across the region via wagon.

The price of town lots in Cheyenne soon soared to as high as \$2,000. As the first winter approached, more permanent housing was quickly built. Ninety percent of the homes were constructed of pine lumber often prefabricated, but adobe, grout, stone and brick were also used to replace the tents.

On February 26, 1868, the Union Pacific voted to establish machine shops at strategic points for the whole interior route. The railroad company chose Cheyenne as the site for the principal depot and repair shops in the Rocky Mountain region. Cheyenne was a convenient midway point along the Union Pacific mainline between the cities of Omaha and Ogden. Due to Cheyenne's location at the eastern base of the Laramie Range, it was necessary to assist and repair engines and rolling stock for the steep haul to the 8,200-foot summit.

Although half the population moved on when track construction continued, Cheyenne's future was assured when the Union Pacific Railroad constructed repair shops and a twenty-stall stone roundhouse and turntable in 1869. The "elegantly designed" engine house was among the first permanent structures in Cheyenne.

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The spur to Camp Carlin diverged from the Union Pacific mainline at the stone roundhouse and headed north along Reed Avenue, then turned northwesterly to Camp Carlin. This spur line was later called the Cheyenne Military Department Railroad. After Camp Carlin was decommissioned in 1890, the line continued to serve Fort D.A. Russell. It is along this historic transportation corridor on the west side of Cheyenne that many warehouses and other industrial buildings requiring rail service were later constructed.

The Territory of Wyoming was created on July 25, 1868, and Cheyenne was designated the temporary territorial capital by the first Governor, Brigadier General John A. Campbell. The various offices of the territorial government brought in twenty to thirty thousand dollars a year in salaries to the local economy. Cheyenne had the largest population of any city in the territory, and once designated as the seat of government, this position was vehemently defended by its residents.

In December 1869, the Denver Pacific Railway was completed between Cheyenne and Evans, Colorado. This severely curtailed Cheyenne's function as a trade center. With a rail connection in Colorado, freighters no longer used Cheyenne as their depot. A large portion of Cheyenne's population migrated south. The "Magic City of the Plains" suffered a depression, but the presence of the military at Fort D.A. Russell, the Camp Carlin depot, and the Union Pacific shops kept it from becoming just another western ghost town.

Cheyenne and the Open Range Cattle Industry, 1870-1887

The economic future of Cheyenne was uncertain in the 1870s, but this period also marked the beginning of the range cattle industry, which played a key role in Cheyenne's history and development. The abundant high plains grasslands proved suitable for livestock maintenance and after the Civil War, cattle driven en masse from Texas quickly filled the range. These cattle were fattened on the range, and the Union Pacific supplied the transportation for shipping them to distant eastern markets. The first cattle were shipped eastward by rail from Cheyenne in 1870.

Early cattlemen amassed large holdings in Laramie County by utilizing the public domain or railroad land. The Union Pacific owned a forty-mile swath of alternate sections of land across its right-of-way in southern Wyoming Territory. The Swan Land and Cattle Company, the

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Wyoming Hereford Ranch, the Warren Livestock Company, and many others established large ranches in the Cheyenne region. These open range operations depended on vast areas of the public domain for grazing. Control of the available water supply also effectively increased the amount of range that could be utilized by a particular outfit, because land without water was useless in this semi-arid region.

From about 1875 to 1887, Cheyenne enjoyed a boom period based largely on cattle ranching. Spectacular profits were made during the 1880s, with some investments yielding as much as a thirty percent profit in a single season. Foreign speculation, particularly British, was prevalent in Laramie County. Many entrepreneurs from England and Scotland who came to Wyoming formed large cattle companies with their headquarters in Cheyenne. To accommodate the "cattle kings," remittance men, and others associated with the livestock industry, the Cheyenne Club was erected in downtown Cheyenne in 1881. It symbolized the exploitation of the western livestock industry by eastern and European capital, and it became the political, social, and economic center of the cattle industry and Wyoming.

At the same time that the Wyoming cattle industry was burgeoning, the Wyoming Territorial legislature approved a road from Cheyenne to the Black Hills, scene of the latest gold rush. Cheyenne was the nearest railhead to the area, and the Cheyenne-Deadwood Stage Road, approved in 1875, allowed Cheyenne to become the major shipping point and banking center for the Black Hills mines.

By 1884, the population of Cheyenne had soared to 7,000. The livestock interests centered in the city were valued at fifteen million dollars. As a result, Cheyenne became the wealthiest town per capita in the United States. Ferguson (Carey) Avenue was lined with the mansions of merchants and cattlemen, and became known as Millionaires' Row. Life was much more comfortable for the cattle barons in Cheyenne than on their isolated ranches, and was replete with telephone service (as of 1882), electric lights, phonographs, free mail delivery, and a street railway (as of 1888).

Cheyenne grew primarily north and secondarily south from the east-west running Union Pacific tracks and rail yards. Several permanent brick masonry commercial buildings were constructed in the early 1880s along the north and south sides of Sixteenth Street between Carey

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Avenue and Capitol Avenue and constituted the core of the original commercial district. These included the Atlas Block, the Phoenix Block, the Warren Block, and the Idelman Block.

Shortly before the era of the cattle barons drew to a close, the Union Pacific decided to construct a new depot in Cheyenne. Plans were announced on December 20, 1885, before anyone could have predicted the end of open range cattle ranching. There were several reasons for building a new depot, including the desire to impress visitors to Cheyenne. At the time, the superintendent's office was in one building, baggage and express in another, and the dispatcher's office in yet another building. City fathers felt that the Union Pacific owed Cheyenne a new depot because its citizens had given the railroad \$1,000,000 worth of business each year; it was also hoped that the building of a new depot would encourage cattlemen and other businessmen to build their homes in Cheyenne. The resulting Richardson Romanesque style building, built in 1886-1887, incorporated native rock and sandstone in its construction and featured clean functional lines. The impressive depot with its clock tower was strategically placed at the foot of Capitol Avenue, facing the State Capitol several blocks north.

The economic well being of Cheyenne during the heyday of the cattle barons proved to be short-lived. The open range cattle industry was a precarious one, based on cheap available land and low maintenance costs. The range was largely unfenced, and no provision was made for winter feeding. The winter of 1886-87 brought a series of severe blizzards and intense cold. Cattle losses were as high as eighty percent for some of the larger outfits. Overgrazing and a sharp decline in beef prices on a glutted market contributed to the demise of the cattle barons. As a result, the size of ranches was reduced so that winter pastures could be fenced. Native hays were irrigated and cut for winter, and structures were built for the winter protection of livestock. Better livestock breeding practices were followed, and a new and more stable era of cattle raising gradually evolved. In the meantime, sheep ranching emerged as a viable industry, filling the void and dominating the Wyoming livestock scene into the early twentieth century.

From Frontier Town to Modern City

Cheyenne quickly evolved from a rough-hewn railroad town to a modern city. Starting in the 1880s, electricity, water service, telephone, street maintenance, public transportation, and police and fire protection were available to Cheyenne citizens. Water was first supplied to the city via a pipeline from Crow Creek. In 1875, the Territorial Legislature provided for the construction



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of waterworks and other public improvements. Mayor L.R. Bresnahan made the plans for laying the water mains for the system, and they were completed by 1877. In 1892 the Union Pacific Railroad constructed a pumping station on Crow Creek near its right-of-way, which was soon transferred to the City of Cheyenne as part of the city water supply system. Just west of the building was a 2,500,000-gallon brick and concrete reservoir (12' x 120' x 240'). The stone pumphouse featured a stone arched door and window bays with keystones, reflecting its Romanesque Revival architecture. The reservoir has subsequently been filled in, but the pumphouse still stands (1500 block of Ames Avenue; original City Block 409) and later housed the city's street and alley department. A dam was also constructed on Crow Creek about two miles above the military reservation that diverted water by ditch to four lakes northwest of Cheyenne including Terry, Absaraca, Athabasca and Mahpakiutah (now Sloan's Lake). Water shortages continued until the Granite Springs reservoir and supply line were completed in 1910, and the North and South Crow dams in 1911. The water was carried by gravity flow to the Round Top filtration plant completed in 1915. Another dam on Upper North Crow Creek was completed in 1930. After 1934, the city also completed forty-eight deep water wells with pipelines to augment the supply.

Gas lighting predominated in early Cheyenne. The Cheyenne City Gas Company began supplying gas for lighting and heating in November 1883, operating a plant located on the north half of Block 349, at Reed Avenue and West Eighteenth Street. Colin Hunter, acting on behalf of the Wyoming Hereford Association, deeded the ground to the gas company. The Brush-Swan Electric Light Company was formed in January 1883 and installed wiring for streets light and thirty downtown buildings. During the day the company charged storage batteries that were then delivered by wagon at dusk to homes and businesses not on the company's circuits. By 1885, there were about fifty private homes using electricity. In 1884, the company entered into an agreement with the city to provide eighteen carbon arc lights, which were erected at certain key intersections. Between 1894 and 1907, the Northern Colorado Power Company built an electric light plant on the south half of Block 349, at Reed Avenue and West Seventeenth Street. This was the first component of the power plant that still stands at this location. The plant was steam-powered, using coal that was provided via a rail siding. By 1912, both the gas and electric plants were operated by the Northern Colorado Power Company. A large spray pond was added to the facilities between 1912 and 1923. By 1923, the plants were operated by the Western Light and Power Company. By 1931, the Cheyenne, Light Fuel and Power Company operated the facilities. However, it appears that the gas plant portion was no longer functional, and the building had been

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incorporated into the electric plant complex for storage. The old gas facilities located on the north half of the block were torn down sometime after 1931, and the spray pond has since been filled in. The power plant still stands but is vacant, and it appears that all machinery has been removed.

The decline of the cattle industry in the late 1880s also affected the growth and development patterns of Cheyenne. Many of the cattle barons left the city, selling their mansions to residents engaged in government, commerce, and the railroad. Smaller homes were constructed on the subdivided lots. When Wyoming achieved statehood in 1890, the state capitol was located in Cheyenne (the capital building had already been constructed in 1886-87), and therefore the city became the seat of state government with its related agencies, large work force, and payroll.

The Cheyenne and Northern Railroad

The Union Pacific Railroad launched an expansion program in the mid-1800s to tap new markets and thwart competition from the newer railroads building into the region. Charles Francis Adams, Jr., the new president, attempted to create a north-south axis for the railroad by extending the line southward from Wyoming through Colorado into extreme northeastern New Mexico and Texas, terminating at Fort Worth. The northernmost section of this line was called the Cheyenne and Northern Railroad. As conceived, the Cheyenne and Northern would extend northward from Cheyenne to tap the ranching lands of the Powder River Basin and the newly created town of Casper. Such a line would compete with the rapidly expanding Chicago and North Western Railway, then building west through northern Nebraska toward the North Platte River.

The Cheyenne and Northern was chartered in Cheyenne in 1886 with funding provided by a \$400,000 bond issue voted by Laramie County. Francis E. Warren and the large cattle interests centered in Cheyenne floated the bond issue as an incentive for the Union Pacific which, had been heretofore reluctant to build north into the rangeland controlled by these interests. The money was raised by March 1886, and in May of that year the Union Pacific subscribed to a majority of the common stock of the Cheyenne and Northern, making the line officially a Union Pacific branch. Grading of the line began on April 3, 1886, and track laying commenced in late September. The 125-mile line followed the existing branch from the Union Pacific mainline up Reed Avenue to the Cheyenne Depot and Fort D. A. Russell, then westward along Crow Creek to Silver Crown, then turned north along the east flank of the Laramie Range through the stations

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of Federal, Islay, Altus and Iron Mountain, where it followed Chugwater Creek northeast and north to Wheatland. It continued north, reaching Wendover on the North Platte River on November 11, 1887. The original intent was to build the line north into the Powder River Basin and beyond to Montana, where it would connect with the Northern Pacific Railroad. However, the railroad's interest unaccountably waned, perhaps due to pessimistic reports from its advance engineers about the agricultural and mineral prospects along the unbuilt remainder of the line. As a result, the railroad essentially went nowhere and was of limited economic value to the Union Pacific Railroad or Cheyenne. The line languished for three years and brought in very little revenue.

Finally, in 1890, the Union Pacific consolidated eleven subsidiary lines, including the Cheyenne and Northern Railway. The resulting Union Pacific, Denver and Gulf Railway formed a line running north to south from Wyoming to Fort Worth, Texas. A twenty-eight-mile link was built that year northward from Wendover along the west side of the North Platte River to the east-west running Chicago and North Western Railway at Orin Junction, thus completing the link between Cheyenne and Casper.

In 1893, the Union Pacific went into receivership, and the Union Pacific Denver and Gulf Railway was one of the lines removed from company control. In 1898, it was reorganized as the Colorado and Southern. The Chicago, Burlington and Quincy Railway, which had built from Alliance, Nebraska, to Guernsey, Wyoming near Wendover in 1900, bought control of the Colorado and Southern in 1908. By 1915, the Burlington bridged the North Platte at Guernsey and built a nine-mile connecting link to intersect the Colorado and Southern at Wendover. This link connected two sections of Burlington's lines and linked Montana to Nebraska, as well as providing a southern link to Texas. A freight yard and roundhouse were later constructed by the Burlington in northwest Cheyenne. The line remains in operation today with light traffic.

Expansion of the Union Pacific Railroad Facilities in Cheyenne

In 1890, the Union Pacific Division machine shops were constructed in Cheyenne, which brought about a substantial increase in the work force and ameliorated the effects of the decline of the cattle industry. However, the Financial Panic of 1893 severely curtailed the economic development of the Union Pacific, as explained above. The City of Cheyenne, whose economic fate remained securely tied to the railroad, remained depressed until World War I brought new prosperity to the railroad.

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In spite of the economic downturn, the Union Pacific gradually expanded its rail yard facilities during the early 1900s. The size and number of stalls in the roundhouse were increased, and a 100-foot diameter Warren pony truss type turntable operated by electricity, large enough to handle the engines of the 700 class, was installed. As a result of World War I prosperity, the Union Pacific announced that it would build a new machine shop along with several other major improvements to the Cheyenne yard at an estimated cost of \$1,750,000. Construction of the machine shop began in late August of 1918 and included a new power plant, paint shop, sand house, oil house, store buildings, wash rooms, bunk houses, and dining and boarding facilities. The machine shop was completed during the summer of 1919 and was one of the largest buildings ever constructed in the Union Pacific system. It contained a complete erection facility in the north half for assembly and disassembly of all types of locomotives, while the south half was occupied by machines. By 1929-30, the machine shop was connected to the roundhouse via a new ten-stall brick addition on its east side.

In 1923, the Union Pacific Railroad established a freight terminal in Cheyenne as a distribution point for Wyoming and adjoining states. As a result, the existing yards were expanded and a new freight terminal was built, followed by a new steel and concrete viaduct spanning the rail yards, improvement of the city's water system, and construction of housing for the increased railroad work force. In 1929, the Union Pacific Railroad began another ambitious program of yard improvement in Cheyenne. The plans included remodeling the depot, enlarging the yard, and expanding the existing roundhouse. Fifty bricklayers were hired from the local bricklayers' union, and more than 400 men were employed in the overall yard improvement program. When the addition was completed in 1931, the roundhouse had a total of forty-eight stalls.

The Lincoln Highway

In the early twentieth century, another form of transportation emerged that was destined to eclipse rail travel. The Lincoln Highway Association was formed in 1913 to promote and procure the establishment of a transcontinental highway. Thus it was a privately funded venture predating most state highway departments and received no federal aid. The Association endorsed a route paralleling the Union Pacific mainline across Wyoming. The original Lincoln Highway was little more than a two-track road following disconnected township and county roads and trails. In Wyoming, it also used segments of the old Union Pacific roadbed where it had been realigned. The highway used West Sixteenth Street (Lincolnway), the main east-west street in the

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commercial district of Cheyenne assuring that all transcontinental auto and truck traffic would pass through the city. The Federal Highway Act was passed in 1921, and by 1923 the federal government assumed responsibility for finishing the Lincoln Highway. In the late 1920s, the federal government took over the national road system, and the Lincoln Highway Association was disbanded in 1928. After that time, the Lincoln Highway was officially designated U.S. Route 30. In 1940, the Greyhound Bus Depot was constructed on East Lincolnway adjacent to the Union Pacific Depot. The one-story buff-colored brick building was designed in the Streamline Moderne style of architecture by joint architects James T. Allan of Omaha, Nebraska, and William Dubois of Cheyenne and was perhaps the most notable building associated with the Lincoln Highway in Cheyenne. It was razed in 1996.

The Growth of Cheyenne's Industrial District

The industrial district of Cheyenne generally spread north and west throughout the late 1800s and early 1900s, following the Cheyenne and Northern railroad corridor north along Reed Avenue and beyond and the Union Pacific mainline east and west from the depot. Sanborn maps from this time period depict this expansion. In 1886, the city gas works building was located in Block 349 (Reed Avenue between West Seventeenth and Eighteenth Streets) and was serviced by a railroad siding. Warehouses and industrial buildings were spaced along the north corridor along Reed Avenue and consisted of lumber yards and storage facilities for hay and grain, coal, and ice. There was very little manufacturing except for the Anheuser Busch Bottling Works, located in the southwest quarter of Block 413 (West Fifteenth Street and Bent Avenue). The first grain elevator (J.R. Gordon) is depicted in 1890 in the southwest quarter of Block 333 (Reed Avenue and West Eighteenth Street). The E.L. Hurd Lumber Yard occupied the east half of Block 272 (Reed Avenue and West Twentieth Street) during the 1890s.

After the turn of the century, more industrial buildings were constructed along West Fifteenth Street, including Van Tassell's and Draper Coal Warehouse, a brick building occupying the northeast quarter of Block 415 (West Sixteenth Street and Pioneer Avenue), and Hoffman Brothers Beer Storage and icehouse at the former location of the Anheuser-Busch facilities. Kimery and Nagle operated a grocery warehouse at the southwest quarter of Block 395 (Reed Avenue and West Sixteenth Street), and there was a wood frame hardware warehouse (Union Mercantile Company) at the northwest quarter of the block. By 1907, the Northern Colorado Power Company had built an electric light plant on the southeast quarter of the same block as the

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gas plant. Farther north, by 1907, the Continental Oil Company had built a bulk oil storage facility with a brick warehouse in the northeast quarter of Block 334; the warehouse still stands at 801 West Nineteenth Street. Other additions by 1907 included Gilcrest Lumber Company, which occupied the east half of Block 272 (Reed Avenue and West Twentieth Street), and a stone and brick agricultural implements warehouse in the northeast quarter of Block 225 (Reed Avenue and West Twenty-Second Street).

By 1912, the industrial district of west Cheyenne was filling in along Reed Avenue, what was then called the Colorado and Southern Railway corridor. Significant buildings that still exist include the Frontier Mill and Elevator, located in the southeast quarter of Block 225 (Reed Avenue and West Twenty-First Street). The wood frame building was constructed in 1911 at a cost of \$10,000. However, the facility appears to have been entirely reconstructed in 1920 to include an office, elevator, and warehouse. It was known as the Wyoming Mill and Elevator Company by 1923 and the Cheyenne Elevator Company by 1931. In the next block east and on the east side of the railroad tracks, the Cheyenne Steam Baking Company operated by Charles Manewal was constructed between 1907 and 1912, when it first appears on Sanborn maps. The facility consisted of a two-story brick commercial building on the southwest corner of the block. By 1923 the bakery had expanded into a second brick building located north of the alley, which was used as the mixing room with oven and a warehouse on the second floor. The original building had been expanded with a small brick oven addition on the north and a one-story office built onto the east side. In the 1920s and 1930s, the bakery operated under the names Manewal and Brown Bakers and Manewal's Bakery.

By 1912, the Cook Brothers Company Ice Plant and Warehouse had been constructed in the northeast quarter of Block 287 (Reed Avenue and West Twentieth Street) on formerly empty lots. In addition to several wood frame buildings, a two-story brick warehouse was constructed with a thirty-ton ice machine and freezing tanks in the basement of the southern portion of the building. The facility had its own railroad siding for coal and was powered by steam and electricity. By 1923, the facilities were owned by the Capital Coal Company, which used the warehouse for hay, grain and furniture storage and as a wholesale groceries warehouse. The same firm owned the facilities in 1931 but used the warehouse only for storing electrical supplies and furniture. A one-story brick warehouse was constructed in 1915 at Snyder Avenue and West Twenty-Third Street and was occupied by the Cheyenne Milling Company. A two-story brick addition was built onto the south side in 1927. At one time, the north end of the older one-story portion was

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occupied by a potato chip factory, the remainder was used for storage. The two-story portion housed electrical supplies. A one-story wood frame building (now gone) housed a chemical laboratory. Later occupants included the Mountain States Telephone and Telegraph Co., the Standard Oil Bulk Plant, Salt Creek Freightways, and the N.O. Nelson Company.

Small wood frame dwellings originally occupied the area along the Union Pacific tracks just west of the depot along West Fifteenth Street. The nature of this area began to change in about 1914-15, when the McCord-Brady Company, originally located at 111 West Sixteenth Street, constructed a two-story brick warehouse on the southeast quarter of Block 414 (Thomes Avenue and West Fifteenth Street). The building housed McCord-Brady's wholesale grocery business through 1928, with C.F. Hoel as the local manager for this Omaha based concern. Hoel resigned in 1922, and M.H. Blunt was appointed local manager. In 1932, the McCord-Brady Company moved its operation to Casper, and sold its Cheyenne holdings to the Asher-Wyoming Company, also a wholesale grocery business, managed by Samuel L. Asher. Asher was a Cheyenne businessman, who in 1905 had been a partner in a wholesale grocery firm called Kimery and Asher located at Sixteenth and Reed; however, a year later he sold his interest to Erasmus Nagle, a wealthy pioneer Cheyenne businessman, and served as manager and secretary of E.S. Johnston Grocers. The Asher-Wyoming Company advertised itself as "Wyoming's Leading Wholesale Grocer" and remained at this address until 1974, when the company was officially dissolved. The old painted signs for the Asher-Wyoming Company are still visible on the cornice area on the east and south sides of the warehouse. This building was served by a railroad siding on both its north and south sides. Although the sidings have been razed, the Union Pacific rail yards lie on the south side of Fifteenth Street. This building is one of the best preserved examples of an early twentieth-century brick masonry warehouse remaining in Cheyenne.

In the early 1920s, new warehouses were built on the former site of the Anheuser Busch Bottling Works, just west of the Asher-Wyoming warehouse. A two-story brick warehouse was constructed in the southeast quarter of the block in ca. 1919-20 that housed the E.S. Johnson Grocery Company, a wholesale grocery business. Ephraim Johnson was president and manager, Samuel Asher, vice president and manager, and William E. Stine, second vice president. Johnson was also vice president of the Wyoming Trust and Savings Bank. E.S. Johnston Grocery Company was listed in city directories as occupying the building through 1928. Old painted signs on the building indicate that A.Y. McDonald, a wholesale plumbing and heating company, later occupied the building. A photo taken in the late 1940s-early 1950s shows a painted sign

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"Midwest Transfer and Storage Co." This building is adjoined on the west by another larger two-story brick warehouse constructed in about 1921. The Chamber of Commerce *Dynamo* dated May 2, 1921, announced that M.A. Disbrow, a sash and door manufacturer, would be locating in Cheyenne. A painted sign on the south side once read "M.A. Distrow & Co., sash and door screen interior woodwork." Disbrow occupied the building through 1928. The interior of the building was divided into two separate woodworking areas with a warehouse area for the storage of sash, door, screens and interior woodwork located in the western portion. In 1942, Lumber Dealers Supply Company with Henry Johnson as manager occupied the building. In 1945, the building housed several businesses, including Lumber Dealers, Inc., Grant Transfer and Storage, Cayot-Wellman, and Cheyenne Transfer and Storage. A photo dating from the late 1940s-early 1950s depicts a painted sign for the Yellow Cab & Transfer Company.

The early 1920s witnessed the construction of additional warehouses. Several blocks to the northwest, a two-story red brick warehouse was built in 1923 at 2311 Reed Avenue (Block 164) to house the Laramie County Milk Producers Co-op Association, whose president was Elmer Stewart. In 1926, the association and the building were acquired by Producers Creamery Company, Inc., more commonly known as the Sunrise Creamery, with William C. Ader as President. Sunrise Creamery was later known as Dairy Gold and was one of five such creameries operating in Cheyenne in the 1920s. A concrete heating plant was added to the south side of the building between 1923 and 1931. Although Sanborn maps for that time period depict the Transfer Company Warehouse in the south half of the building (the creamery occupying the north half), city and business directories did not list any businesses other than the creamery until 1937, when the Midwest Transfer Company was listed at 2309 Reed, the address for the south half of the building. The Sunrise Creamery continued to be listed at 2311 Reed until about 1940. Subsequently, the building housed a variety of businesses, mainly transportation and transfer and storage companies. The building was listed as vacant from about 1962 until 1970, when it was occupied by the Furniture Barn.

Cheyenne, like the rest of America, slid into the Great Depression in the late 1920s. A series of droughts in the early 1930s directly affected the livestock industry and resulted in crop failures. The oil and coal industries also suffered, and the Union Pacific laid off workers. Many of Cheyenne's banks also failed. President Roosevelt's New Deal program financed large public construction programs, including the Wyoming Supreme Court building in Cheyenne.



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World War II and the resulting war buildup rescued the American economy from the Great Depression. Fort D.A. Russell, renamed Fort Francis E. Warren, was chosen as the location of a Quartermaster Replacement Center. This facility trained 122,000 quartermaster specialists in a two-year period. Three hundred eighty-seven new buildings were constructed to process 20,000 men at a time. This emergency building program, which generally used local contractors and laborers, and the presence of a boosted military population spending its money locally, had a tremendous positive impact on Cheyenne's economy.

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**F. Associated Property Types**

Property Types and Subtypes relevant to this listing:

1. Property type: Commerce/Trade  
    Subtype: warehouse
2. Property type: Agriculture/Subsistence  
    Subtype: processing  
    Subtype: storage
3. Property type: Industry/Processing/Extraction  
    Subtype: manufacturing facility  
    Subtype: energy facility  
    Subtype: waterworks  
    Subtype: industrial storage

1. Property Type: Commerce/Trade

**Description.** This property type is associated with industrial buildings served by the railroad that have been identified in previous surveys and that fall under the subcategory of warehouses used for commercial storage. A *warehouse* is defined as a place where goods or merchandise are stored. Late nineteenth-/early twentieth century warehouses were usually serviced by rail as the chief means of efficiently moving large items or large quantities of goods over long distances. These goods were, in turn, stored in warehouses for distribution to retailers. Such warehouses were designed to store manufactured goods (including groceries) and are distinguished from grain/feed, dairy or ice, oil, or coal. However, the primary function of these buildings often changed over time. Therefore, they are categorized according to their original use. Secondly, no manufacturing or processing takes place in warehouses. However, small portions of warehouses were sometimes used for wholesale/retail space. Previous surveys have identified at least seven remaining examples of this property type in Cheyenne. All known examples were constructed in the early twentieth century. Typically, they are characterized by brick construction,

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a flat roof, minimal ornamentation, and a large rectangular floor plan. Loading docks commonly appear on the ground floor.

**Significance.** This property type plays a role in the documentation of the early commercial activity in Cheyenne, which was inextricably tied to the railroad. Cheyenne was an important transportation center from its inception due to its strategic location on the first transcontinental railroad and later the first transcontinental highway. Cheyenne's early commercial development was largely dependent on the railroad. The few examples of warehouses remaining in Cheyenne were directly serviced by rail. These are early twentieth century buildings that bridged the gap between rail and auto travel, and as such they were often distribution points where goods were transferred from rail to truck. Warehouses represent the backbone or most fundamental unit of commerce and trade in any city or town and especially so in a city first established by the building of a railroad.

**Registration Requirements.** To be eligible for listing in the National Register of Historic Places, a building representing the Commerce/Trade property type must have been constructed within the recognized time period (1890-1945) and meet one or more of the four criteria for inclusion within the National Register of Historic Places. In Cheyenne, buildings of this property type are scattered along the railroad, mostly on the west side of town in areas of modern infill; they are not located within an area that qualifies as a National Register district and therefore must be evaluated on their own individual merits and not as a contributing or noncontributing element of a district. In addition, the seven aspects of integrity—location, design, setting, materials, workmanship, feeling, and association—must be applied to sites representing the Commerce/Trade property type.

Changes to the exterior of the building are cumulative, and therefore a rating system should be devised to quantify the degree of remaining physical integrity. Key functional architectural characteristics, i.e., loading docks and bays, should remain intact with a minimum of modifications, such as sealing over of loading bays and windows and replacement of original wood doors with aluminum, steel or fiberglass overhead units. Significant modern additions using inappropriate materials also detract from the overall physical integrity of the building and should be rated in comparison to the overall scale and proportions of the original component. The integrity of setting is a less important criterion, because it has already been determined by previous survey that a formal warehouse district cannot be established due to building removal,

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modern infill, and parking lots. However, all of the known remaining warehouses are located on the fringes of the original commercial district in close proximity to rail lines, so that there is still a sense of commerce and industry. Previous surveys have indicated that only a small number of examples of this property type remain in Cheyenne. Therefore, it is unlikely that a substantial number of new examples will be located in future surveys. As a result, the seven aspects of integrity should be applied less stringently to the few remaining examples.

## 2. Property Type: Agriculture/Subsistence

**Description.** This property type contains the subcategories of *processing* and *storage* and therefore includes buildings and structures that were used for the *processing* and *storage* of agricultural products. Examples of both subcategories include grain elevators, where grain was sorted, stored, and cleaned, then milled into more refined products in other buildings associated with the complex. Such facilities generally included warehouses for storage and office/sales space. There are only two known examples of grain elevators remaining in Cheyenne, both wood frame structures. There are no known examples of concrete grain elevators or silos.

This property type also includes creameries, where raw milk was processed into homogenized and pasteurized milk, butter, and cream, then distributed locally to retail stores and individual residences. Although the term dairy is often interchanged with creamery, the latter is distinguished from a dairy facility on a family farm (Domestic: secondary structure) where cows are milked, and the milk is stored and refrigerated in bulk coolers before being shipped to a creamery for processing. Like the grain elevator facilities, creameries represent both the processing and storage subcategories.

**Significance.** The Agriculture/Subsistence Property Type also documents the early commercial activity in Cheyenne and the key role that transportation, specifically the railroad, played in the city's commercial development. There are only a few examples of this property type remaining in Cheyenne that were directly serviced by rail. These are early twentieth century buildings and structures and/or complexes that served the local community rather than a larger regional market.

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**Registration Requirements.** To be eligible for listing in the National Register of Historic Places, a building representing the Agriculture/Subsistence property type must have been constructed within the recognized time period (1890-1945) and meet one or more of the four criteria for inclusion within the National Register of Historic Places. Because a viable National Register district cannot be established, the buildings and structures representing this property type must be evaluated on their own individual merits and not as contributing or noncontributing elements of a district. In addition, the seven aspects of integrity—location, design, setting, materials, workmanship, feeling, and association—must be applied to sites representing the Agriculture/Subsistence property type. Since this property type includes processing of raw agricultural products, technological advances often dictated modifications to existing buildings and structures and modern additions. In short, these sites evolved through time. The processes were complex; therefore a number of buildings and structures representing different time periods were often grouped closely together. Evaluating such properties requires an understanding of the various processes that took place and the special adaptation of buildings and structures to perform these functions. The key functional architectural characteristics should first be identified so that the buildings and structures can be rated for physical integrity. The majority of the buildings and structures in a complex must date from the relevant time period. The integrity of setting is less important, because only few examples of this property type remain. However, they do occur in close proximity to rail lines within an industrial area, so that there is still a sense of commerce and industry. Since the remaining examples of this property type are few, the seven aspects of integrity should be applied less stringently.

3. Property Type: Industry/Processing/Extraction

**Description.** This property type has a number of property subcategories or property subtypes.

*Manufacturing facility.* For the purposes of this listing, the definition of manufacturing is to make or process a raw material into a finished product. This property type is represented by factories, mills, refineries, and other processing plants.

*Energy facility.* Such a facility generates usable power, i.e., the old Cheyenne power plant that once supplied the city of Cheyenne with electricity.

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*Waterworks facility.* This subcategory refers to a water system that supplies water to a municipality. It also refers to the system's individual components such as reservoirs, water towers, pumping facilities, canals, and dams. The old Cheyenne Pumping Station and water storage facility is the only known representative of this property subtype.

*Industrial storage facility.* This subcategory is represented by several bulk oil storage facilities identified during previous surveys that were serviced by the railroad. These are early twentieth century facilities where oil was brought in by rail, stored in large tanks, then distributed by tanker truck to local and regional markets. Industrial storage could also apply to components within a building complex, such as a warehouse used to store industrial materials within a larger factory complex.

**Significance.** This property type also helps to document the early commercial activity in Cheyenne that was tied to the railroad. There are a variety of examples of the three property subtypes remaining in Cheyenne were directly serviced by rail. The bulk oil storage facilities bridge the gap between rail and auto travel and as such served as distribution points where oil was transferred from rail to storage tanks to tanker trucks. The remaining property subtypes, waterworks and energy facilities speak to the basic municipal utilities that were needed to service the City of Cheyenne, specifically water and electricity. These facilities required large amounts of fuel hauled in by rail to power the facilities. These basic utilities were essential to the maintenance of Cheyenne and its emergence as a modern twentieth century city.

**Registration Requirements.** To be eligible for listing in the National Register of Historic Places, a building or structure representing the Industry/Processing/Extraction property type must have been constructed within the recognized time period and meet one or more of the four criteria for inclusion within the National Register of Historic Places. Because a viable National Register district cannot be established, the buildings and structures representing this property type must be evaluated on their own individual merits and not as contributing or noncontributing elements of a district. The seven aspects of integrity must be applied to sites representing the Industry/Processing/Extraction property type. Key functional architectural characteristics should remain intact. Significant modern additions using inappropriate materials also detract from the overall physical integrity of the building and should be rated in comparison to the overall scale and proportions of the original component. Since this property type consists of buildings and structures with complex functions such as energy facilities, most have undergone periodic

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additions to accommodate new and larger machinery. Therefore, every effort should be made to accurately date such additions. Those that are more recent than the context time line detract from the historic physical integrity of the building or structure. The same holds true with modern elements of a building complex. The integrity of setting is less important because of the small number of remaining examples of this property type. However, they do occur in close proximity to rail lines within an industrial area, so that there is still a sense of commerce and industry. Since previous surveys have determined that the remaining examples of this property type are few, the seven aspects of integrity should be applied less stringently.

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## **G. Geographical Data**

The geographical boundary for this Multiple Property Documentation Form is the corporate limits of the City of Cheyenne, Laramie County, Wyoming.

## **H. Summary of Identification and Evaluation Methods**

The multiple property listing is based on the *Strategic Reconnaissance Survey of the City of Cheyenne* (1997) and the *Cheyenne West Side Survey* (2000) conducted by Rosenberg Historical Consultants for the Cheyenne Historic Preservation Board and the City of Cheyenne Planning Office.

The property types are based on Data Categories for Functions and Uses as stated in *National Register Bulletin 16A: How to Complete the National Register Registration Form* (National Park Service 1991). The standards for integrity for listing of representative properties were based on this publication as well as *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1991). Property types and standards for integrity were also based upon the results of the current project and the previous similar surveys and projects in the City of Cheyenne listed above.



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Sanborn Fire Insurance Maps of the City of Cheyenne for 1886, 1890, 1894, 1907, 1912, 1923, 1931.

# Properties included in Multiple Property Documentation Form

1. Certified Welding Corporation (Texaco) - 1122 West 23<sup>rd</sup> Street
2. Wattle and Daub Contractors, Inc. (N.O. Nelson) - 810-814 West 23<sup>rd</sup> Street
3. Antiques Central (Sunrise Creamery) - 2311 Reed Avenue
4. Steel Creek Trailer Sales, Inc. (Continental Oil) - 801 West 19<sup>th</sup> Street
5. State of Wyoming, Dept. of Environmental Quality, Air Quality Maintenance (Wyoming Transfer & Storage) - 720 West 18<sup>th</sup> Street
6. Cheyenne Winlectric Company (Asher Warehouse) - 1506 Thomes Avenue

