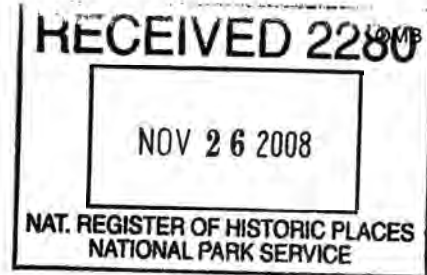


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Green River Downtown Historic District

other name/site number \_\_\_\_\_

2. Location

street & number 72-142 Flaming Gorge Way; 58-94 N. 1<sup>st</sup> E. (see continuation sheets) ☐ not for publication

city or town Green River ☐ vicinity

state Wyoming code WY county Sweetwater code 037 zip code 82935

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. ( ☐ See continuation sheet for additional comments.)

Mary M. Hopkins 11/20/2008  
Signature of certifying official/Title Date

Wyoming State Historic Preservation Office  
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ( ☐ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the  
National Register  
☐ See continuation sheet.  
☐ determined not eligible for the  
National Register.  
☐ removed from the National  
Register.  
☐ other, (explain:) \_\_\_\_\_

Edson H. Beall 1-8-09  
Signature of the Keeper Date of Action

## 5. Classification

### Ownership of Property

(check as many boxes as apply)

- ☒ private  
☒ public-local  
☐ public-State  
☐ public-Federal

### Category of Property

(check only one box)

- ☐ building(s)  
☒ district  
☐ site  
☐ structure  
☐ object

### Number of Resources within Property

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

Contributing	Noncontributing	
11	1	buildings
0	0	sites
1	0	structures
0	0	objects
12	1	Total

### Name of related multiple property listing

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

N/A

### Number of contributing resources previously listed in the National Register

0

## 6. Function or Use

### Historic Function

(Enter categories from instructions)

DOMESTIC/Hotel  
COMMERCE/Financial Institution  
COMMERCE/Department Store  
COMMERCE/Restaurant  
INDUSTRY/Communications Facility  
EDUCATION/School  
TRANSPORTATION/Rail-Related  
TRANSPORTATION/Road-Related

### Current Function

(Enter categories from instructions)

COMMERCE/Specialty Store  
COMMERCE/Financial Institution  
COMMERCE/Department Store  
COMMERCE/Restaurant  
INDUSTRY/Communications Facility  
SOCIAL/Meeting Hall  
TRANSPORTATION/Rail-Related  
COMMERCE/TRADE/Business

## 7. Description

### Architectural Classification

(Enter categories from instructions)

no style

### Materials

(Enter categories from instructions)

foundation concrete, stone  
walls brick, stucco, metal siding  
roof flat, tile, metal  
other

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Green River Downtown Historic District, Green River, Sweetwater County, WY

### Narrative Description

The Green River Downtown Historic District encompasses the downtown area's surviving historic core which includes a small area along East Flaming Gorge Way (from Center Street to North 2<sup>nd</sup> East Street), East Railroad Avenue (from North 1<sup>st</sup> East Street to North 2<sup>nd</sup> East Street), the Union Pacific tracks (from North 1<sup>st</sup> East Street to North 3<sup>rd</sup> East Street) and North 1<sup>st</sup> East Street (from East Flaming Gorge Way to East Railroad Avenue). Because the edges of this area are typically characterized by newer development, boundaries have been drawn to create a contiguous district with the highest concentration of historic structures. The district also extends over the Union Pacific tracks to include the 1938 Pedestrian Overpass. The entire district falls within the boundaries of Green River's Original Town (c. 1867, official 1877). The Downtown Historic District is the first National Register district to be nominated in Green River. The Sweetwater Brewery and the former Green River Post Office, both listed on the National Register of Historic Places individually, are separated from the district by modern infill.

The district is located within a grid system of paved streets north of, and parallel and perpendicular to, the Union Pacific tracks. Streets are offset from the cardinal directions by 45 degrees. In general setbacks are uniform and begin at the sidewalk in the typical fashion of commercial downtown districts. However, a rise in elevation from the valley floor of the Green River to the south to the sandstone formations found immediately north of town, influences the overall character of the district. On the north side of East Flaming Gorge Way, concrete stairs take pedestrians uphill from the street and sidewalk to the elevated and setback entrances of the Third School (Building No. 2) and the Mountain States Telephone and Telegraph Co. Building (Building No. 4). Along North 1<sup>st</sup> East Street, the Green River Mercantile Building (Building No. 10) and the Tomahawk Hotel (Building No. 11) are taller on their southern ends to accommodate their sloped setting. The Union Pacific Depot (Building No. 9) and the Pedestrian Overpass (Building No. 13) represent a final deviation in the overall grid pattern of the district. Both are located between East Railroad Avenue and the Union Pacific tracks and are separated by a small section of green space, the surviving section of a park developed there in the 1890s. Today the remaining area surrounding the depot is paved and a parking lot is located on the west side of the Pedestrian Overpass.

Buildings are primarily commercial in nature, but transportation, education, communication and residential uses also played a significant role in the district's historic development. In particular, the selection of Green River as a switching point on the Union Pacific Railroad and the coming of the Lincoln Highway in 1913 spurred early development along Railroad Avenue and East Flaming Gorge Way. Buildings within the district date from 1891 to 1943, indicating its continued importance throughout the period of significance. A building boom took place immediately after World War I spurred in part by the increasing popularity of the Lincoln Highway. Of the twelve contributing buildings within the district, five were constructed between 1919 and 1922.

While the district has no overarching architectural style, most of buildings were designed in various forms of the vernacular commercial style typical of main streets in Wyoming and the United States during the early 1900s. Only four buildings within the district are architect designed. With the exception of the Classical Revival Union Pacific Depot (Building No. 9) and the Third School Building (Building No. 2) (originally designed in the Stick

## National Register of Historic Places Continuation Sheet

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Green River Downtown Historic District, Green River, Sweetwater County, WY

Style), all buildings are simple, flat-roofed structures ranging in height from one to three stories with simplified ornament. The curved roof of the Sweetwater Auto Company (Building No. 3) offers one variation on the commercial style that connects it to early vernacular traditions for automobile garages and to the Lincoln Highway.

No building within the Green River Downtown Historic District has entirely escaped the alterations that come with continued use over nearly a century. Occasionally buildings in the district underwent full-scale remodeling, such as the 1927 conversion of the Third School (Building No. 2) to a Masonic Temple, the addition of second-story apartments to the Evers Building (Building No. 5) in 1940, and the c. 1940 modernization of the Green Gander Bar (Building No. 7). These alterations, however, are historic themselves and point to the changing needs and tastes of Green River. More often, contributing buildings within this district have undergone minor undocumented changes over time. The most common types of alterations include the updating of storefronts and the replacement or covering of original windows and doors. Despite minor alterations, each contributing building significantly adds to the overall historic character of the Green River Historic District.

### Methodology

Initially, each structure in the district was surveyed by a research assistant for Humstone Consulting, using a system based on WYSHPO architectural survey forms. In addition, digital photographs were taken of each structure to document overall design and architecturally significant elements. Using data and photographs collected during the on-site survey, narrative descriptions of each structure were composed. Dates for each structure were determined from *Sanborn Fire Insurance Maps* for the years 1894, 1907, 1912, 1920, 1930 and 1938, and by consulting county building records, city directories, newspaper articles and dated historic photographs held at the Sweetwater County Museum, Sweetwater County Library and the American Heritage Center and Coe Library at the University of Wyoming.

### Evaluation criteria

Each resource was evaluated as contributing or noncontributing based on physical integrity and sense of time and place. Because all buildings have undergone at least minimal alterations, more emphasis was placed on setting, location, feeling and association than the other three qualities of historic integrity. However, all contributing buildings meet the physical requirements of historic integrity to compellingly convey a sense of Green River during the period of significance.

Non-contributing buildings were evaluated as non-intrusive or intrusive. Non-intrusive buildings do not contribute due to age (less than 50 years old) or extensive alterations that obscure the historic integrity of a building. Intrusive buildings are modern intrusions that detract from the overall character of the historic district.



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Green River Downtown Historic District, Green River, Sweetwater County, WY

All 13 resources in the district are primary resources, including 12 buildings and 1 structure. Of these, 12 are considered contributing and 1 is considered non-contributing, non-intrusive. (See table at end of section.)

### Descriptive Format

The narrative descriptions of the structures located within the district follow a basic format: address, name of business if appropriate, style or vernacular architectural type, approximate construction date, overall description, and contribution rating.

### East Flaming Gorge Way

East Flaming Gorge Way runs parallel to the railroad tracks and contains the highest concentration of historic buildings in the Green River Downtown Historic District. These buildings date from 1891 through 1943 and are primarily commercial in nature, the 1891 Third School (Building No. 2) being the sole exception. Beginning in 1913, the Lincoln Highway crossed the Union Pacific tracks at Elizabeth Street (North 1st East Street) and turned east onto what is now Flaming Gorge Way. In 1924, it was rerouted so that it ran along Flaming Gorge Way all the way through Green River. The presence of the Lincoln Highway significantly affected development along Flaming Gorge Way, as new commercial ventures moved away from Railroad Avenue and toward the Highway. A 1907 Sanborn Map shows a street lined by domestic structures interspersed with a few public buildings, but by 1930 Flaming Gorge Way was home to a commercial district that included garages, retail stores and the city's telephone exchange. Today, commercial and public buildings line the entirety of Flaming Gorge Way, interspersed with a few residences.

1. 72 East Flaming Gorge Way (Piggly Wiggly): The Piggly Wiggly is a one-story, flat-roofed, brick building with a poured-concrete foundation, constructed in 1924 on the lot immediately west of the Green River Mercantile. The entire façade has been painted white and contains three bays, consisting of a central main entrance flanked by two large window openings. Sidelights and a six-light transom surround the wooden entrance. On either side of the entrance are two smooth, stone-faced pilasters that extend from the base of the building to a modified entablature that runs above the door and the window openings. Large, fixed panes capped by smaller, 12-light, fixed units dominate the east and west bays. All windows have wood muntins and sashes and appear to be original. Decorative brickwork resembling dentils runs above the entrance and windows, below an undecorated frieze. Above the frieze is a brick cornice with a decorative motif of green squares punctuated by black circles. The top of this cornice is decorated by a series of waves. Above the entablature, the wall surface is flat until it reaches the roofline, which terminates in a narrow cornice. Corner pilasters are divided into two segments by the entablature and rise slightly above the roofline and continue around the corner.

The west elevation of the Piggly Wiggly building is a solid brick wall with no openings. The roofline steps back toward the alley in three segments. An illegible ghost sign is located in the top south corner of the north segment.

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Green River Downtown Historic District, Green River, Sweetwater County, WY

The central segment contains a brick chimney with a concrete cap that protrudes above the roofline. The concrete foundation is visible from the south wall until it disappears due to the sloped nature of the site.

The rear (south) elevation contains two door openings. The east opening has been boarded over but a concrete lintel is still visible. The west door appears to be original and is constructed of overlapping metal panels held together with rivets. A concrete lintel is also present above this door. Original, stationary, 6-light windows with concrete lintels are located on either side of the west entrance. The concrete foundation is visible along the entire rear elevation. **Contributing**

2. 129 East Flaming Gorge Way (Third School; Masonic Lodge): Green River's third school building was constructed in 1891 to house a growing school-age population. Upon its transformation from a school to a Masonic Lodge in 1927, this building was stripped of its original stick-style decoration and school bell and covered with off-white stucco and heavy stucco trim painted blue. This alteration has transformed the style of the building from Stick Style to a simple building that is Neoclassical in appearance. The building is a two-story, "T"-plan, wood-frame structure with a medium-hipped roof punctuated by steep center gables on the façade and side elevations. A high stone foundation that was covered with stucco in 1927 is demarcated by heavy stucco trim around the entire building.

The south façade faces East Flaming Gorge Way and contains five symmetrical bays with a main entrance in the center flanked by two bays of windows. The wooden, 6-panel door is inset, and the entrance has a heavy, undecorated surround that is flush with the wall. Sidelights are located on either side of the door and a wooden panel is located above it. A concrete staircase and stucco-covered concrete railing added in 1927 by the Masons leads up to the elevated entrance. Its arrangement of three, five and seven steps holds significance as it replicates the step arrangement leading to one of the chambers in the Ancient Temple of Solomon. A pair of square, 1-over-1, double-hung windows is located above the door on the second-story. Elongated, 1-over-1, double-hung windows are found in the side bays on both stories. All windows appear to be original. Heavy stucco trim has been added to the corners of the building and a wide stucco frieze extends below the eave, covering the tops of the second-story windows. The trim forms a pediment at the center gable. The roof is currently covered with modern, corrugated-metal sheeting. The Masonic symbol is located just above the main entrance, between the first and second stories.

The side (east and west) elevations have four symmetrical bays. First-story windows are identical to the side-bay windows on the façade. The second-story windows, however, were filled in and covered with stucco during the 1927 renovation. The trim motif of the façade continues on all four elevations. The rear (north) elevation has a protruding central bay with two second-story, 1-over-1 windows and a first-story entrance. The side bays are identical and contain one window on each story. The south and north facing walls of the "T" each has one first-story window. This is the only elevation that does not have a cross gable on the roofline. **Contributing**

3. 130 East Flaming Gorge Way (Sweetwater Auto Company): A one-story, rectilinear, concrete and brick building with a curved roof constructed in 1919 to house the Sweetwater Auto Company. The raised basement is

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concrete, while the first-story walls are constructed with brick. Square, brick piers with concrete bases are found at the corners of the façade and the rear elevation. The piers extend above the roofline and are decorated with corbelling at the top. The north-facing façade contains three bays. The space created by the distinctive curved roof is framed with wood and filled with stucco that is colored brick-red. The central bay consists of a driveway leading up to a recessed and slightly elevated opening with a modern garage door with four small lights. Above the raised basement, both side bays contain elevated and recessed entrances flanked by large display windows that extend around to the recessed central bay. Concrete steps lead up to both entrances. There were originally three sets of paired basement windows below the display windows, but only those in the east bay are still visible.

The west bay consists of a storefront with a central entrance. The wood door appears to be original and has a single panel on the bottom and a large rectangular light on top. The door is surrounded by wood and the original transom has been filled in with a wood panel. On the east bay, the entrance is offset to the east, with three display windows extending to the west, and one window around the corner in the area created by the recessed central bay. The east-bay entrance is deeply recessed, and has been modified and clad in natural wood paneling. There are two doors: a north-facing replacement door located at the back of the recessed space and an east-facing door with multiple lights. The thin strip of stationary, 1-light panes located above the display windows on the east bay once extended across the whole building, but it has since been covered with wood paneling on the west bay and removed from the central bay altogether.

The side (west) elevation consists of nine bays separated by pilasters. In the raised concrete basement there is a pair of square windows in each bay, all of which are either boarded up or filled with glass block. The brick first story is separated from the basement by a slightly protruding rowlock course of brick. Each first-story bay contains one 9-light window with metal muntins. The middle row of these windows opens in a fashion that combines awning and pivot techniques. The east elevation is similar except that its northern bays are covered by the building to the east and only one bay contains basement windows.

The rear (south) elevation contains three bays separated by pilasters and similar to those found on the side elevations. Because of the slope, the basement is a full story on the rear elevation. The basement contains a replacement sliding garage door made of vertical wood boards in the central bay, a pair of square window openings filled with glass block in the west bay, and a modern metal door and a square window opening filled with glass block in the east bay. The first story of each bay contains the same 9-light windows as the side elevations. Square piers like those found on the façade are located at the corners of this elevation as well.

### Contributing

4. 151 East Flaming Gorge Way (Mountain States Telephone and Telegraph Co.): A one-story, flat-roofed, rectilinear, brick building constructed in 1928 by the Mountain States Telephone and Telegraph Company, later known as Mountain Bell. The building's design includes a mixture of Classical Revival and Romanesque elements. Dark brown bricks were used on the façade and front halves of the side elevations, while red brick completes the rest of the building. The building has a brick water table demarcated by a protruding soldier course



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of brick, which continues around to the front half of both side elevations. All other decorative banding and motifs also continue around to the front half of both side elevations.

The south-facing façade has four bays, with the entrance in the westernmost bay and three identical window openings to the east. All openings begin just above the water table and are contained in a series of recessed arches that mimic an arcade. An original light fixture is located between the entrance and the windows, and decorative black shutters have been added to the door and all of the windows. All bays are separated by simple brick pilasters. The top of each pilaster has a protruding rowlock and header course, which is level with the top of the windows. Arches created by two rowlock courses of brick spring from the top of the pilasters. The entrance contains an early replacement door, which is a single wood unit with a large glass panel. Concrete steps with the original wrought iron railing lead up to the entrance. A white wooden panel with individual letters reading "Green River Cable TV" replaces the original 4-light transom. A second white panel fills the arch above the door. The window bays are identical. Each contains a white wood panel framed in brick below the windows. Windows are 3-over-3, double-hung wood sashes that appear to be original. White-painted wood panels fill the spaces created by the arches. A smooth brick wall extends above the arches to an entablature that consists of a stone architrave and cornice. The frieze is decorated with alternating soldier and stretcher courses of brick, with the vertical bricks grouped into threes to resemble triglyphs. Brick dentils are located under the cornice. A brick parapet wall capped by stone is located above the entablature.

The side (west) elevation is divided into three bays. The roofline steps back in three sections from front to back. The south bay is a solid wall decorated with the same banding as the façade. The central and north bays are slightly recessed and the concrete foundation is visible on both. Three evenly-spaced, 2-over-1 light windows with rowlock brick sills are located in the central bay. These windows have wood sashes and appear to be original. The east elevation is similar but contains no windows.

The rear (north) elevation contains two bays. A wood door with 4 lights and one panel and a 2-over-2, double-hung window are located in the slightly recessed east bay. The west bay contains a small, rectangular, 1-over-1 window and a larger 2-over-2 window. All windows and the door appear to be original. Several satellite dishes are located behind and on top of the building indicating its current use as a cable television provider.

### **Contributing**

5. 142-160 East Flaming Gorge Way (Evers Building): A two-story, flat-roofed, brick commercial building constructed by the Evers brothers in 1922 as retail space. A seam in the building and historic photographs indicate that it was constructed in two sections with two storefronts in the west section and one in the east section. Prior to a 1940 remodeling, the façades of the then one-story buildings were designed to differentiate the two sections. The west section had two storefronts divided by brick pilasters with an entrance in between them and a rectangular parapet protruding from the center of the roofline. The east section had a flat roof with decorative brick banding at the top. In 1940, second-story apartments were added to both sections of the Evers building and their facades were redesigned to match each other. While the first story of the building retains its 1940 form with three separate storefronts each consisting of an entrance flanked by display windows, all three



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storefronts have been modified from their original appearance with replacement doors and areas in-filled with materials such as stone facing, ceramic tile and colored fiberglass or plastic paneling.

Two rowlock courses of red and buff-colored brick separate the first-story storefronts from the second story. The second story of the façade contains three windows evenly-spaced over the west and central storefronts and three over the east storefront. All of the window openings contain 2-light replacement sliding units surrounded on the bottom and sides by glass block. Each window opening has a rowlock-brick sill and a soldier-course lintel of buff-colored brick. Toward the top of the building there is a second stringcourse of decorative brick created by two header courses of alternating red and buff-colored brick, one rowlock course of buff-colored brick and one rowlock course of red brick. The decorative courses protrude slightly. Plain brick separates the upper stringcourse and the flat roofline.

On the east elevation, second-story windows are barely visible between the Evers Building and the Vrettas Building immediately to the east. The rear (south) elevation of the Evers building has a varied arrangement of windows and doors that serve both the first-story businesses and the second-story apartments. The second-story windows are all two-light sliding units with rowlock-brick sills and stretcher-course brick lintels. The western bay of the rear elevation has a two-story addition with a brick foundation and a wood-frame second story. A one-story brick and concrete addition is located on the central bay. An exterior wooden staircase serves the second-story entrances of both the Evers Building and the Vrettas Building located immediately to the east.

### **Contributing**

6. 176-178 East Flaming Gorge Way (Vrettas Building): A two-story, flat-roofed, commercial building constructed in 1943 by Steve Vrettas, longtime owner of the Red Feather Inn located in the Evers Building. The building was designed to match the façade of the Evers building after its second-story apartments were added in 1940. Like the Evers building, the Vrettas building was constructed for business or office use on the first story with apartments on the second story.

The first story of façade contains side-by-side storefronts with a single glass door to the west that likely serves as an entrance to the second-story apartments. The replacement glass doors of both storefronts are located next to one another and replacement display windows and colored fiberglass paneling fill in spaces beside each door. A green awning is located above the door and windows on the west storefront. The second story of the Vrettas Building replicates the decorative banding of the Evers Building, except that the roofline and the two stringcourses are slightly lower. This story contains two windows that are identical to those found in the second story of the Evers Building.

The side (east) elevation contains two sets of three evenly-spaced, 2-light, sliding units with concrete sills on the second-story. The northernmost window in each set is smaller and square. While the Evers and Vrettas Buildings are flush on the façade, from the rear (south) elevation a space between the buildings is visible on the second story. The first story of this elevation contains two elevated doors to the east and a 2-light sliding window with a

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concrete sill to the west. A wood staircase serves the second-story entrances of both buildings. On the second-story landing of the staircase there is a shed-roofed addition. **Contributing**

### East Railroad Avenue

The block along East Railroad Avenue (formerly North Railroad Avenue) containing the Green Gander Bar and First National Bank Building is only a small part of Green River's original commercial district, which fronted both the south and north sides of the Union Pacific tracks. By 1894 commercial buildings were found between River Street (North 1<sup>st</sup> West) and Cedar Street (North 2<sup>nd</sup> East) along the north side's Railroad Avenue. While this area continued to see a high concentration of commercial activity throughout the District's period of significance, many of these buildings have been demolished or altered and modern infill has taken place. Due to this street's location along the railroad tracks, both sides of North Railroad Avenue were also home to many Union Pacific buildings including the current Union Pacific Depot, a cornerstone of the district. A park was developed between North Railroad Avenue and the Union Pacific tracks in the 1890s east of the Depot, which—along with the open space on the Union Pacific campus—provided Green River citizens with recreational opportunities.

7. 125 East Railroad Avenue (Green Gander Bar): A one-story, flat-roofed, wood-frame commercial building. While some knowledgeable local sources believe this building was constructed in the late 1800s, Sanborn Maps and County Assessor's records indicate that it was constructed in 1920 by C. L. Young to house the Candy Kitchen, a Prohibition-era confectionary and soda fountain.

Historic photographs suggest that the façade of this building was significantly altered sometime before 1955. Prior to this, it was a simple, false-fronted building with a central entrance flanked by display windows. The alterations most likely took place in 1940 when Green Gander Liquor changed its name to the Green Gander Bar. Of particular significance is the building's historic sign. The sign employs neon lighting, stylized text treatments, and a streamlined shape, capped by a gander with a top hat. The façade is clad in green, red and silver metal sheeting with thin vertical banding. Silver metal "pilasters" are found at the corners of the building from the ground until they meet a horizontal band of smooth white paneling located above the door and windows. Above this, the wall is clad in green metal sheeting terminating in a second horizontal band at the roofline.

The storefront section of the façade contains three bays and is clad in red metal sheeting. A metal 5-panel door with a small rectangular light is flanked by 2-light sliding windows with metal sashes. Directly above the door there is a square stationary pane of glass. A second sign reading "Package Liquors" is located between the tops of the entrance and window openings and the mid-level horizontal band. The lettering is painted on to the wall of the building and outlined with neon lighting. Neon lights also surround the lettering with a zigzag pattern on the ends. A 1955 photograph shows the façade appearing almost exactly as it does today.

The side (west) and rear (north) elevations are clad in metal sheeting scored to look like brick. The side wall extends above the roof and steps back in four sections toward the alley. A small, 2-light sliding window was

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added to provide drive-up services on the side elevation. The rear elevation contains three bays. A modern metal door is located in the central bay and has a prefabricated plastic sign for the bar above it. The east bay contains a door opening with wood surrounds that has been boarded-up. A 4-light window with a wood sash is located in the west bay. The two bottom lights of this window have been filled with wood panels. **Contributing**

8. 131 East Railroad Avenue (First National Bank): A two-story, flat-roofed, brick commercial structure with a poured concrete foundation and a full basement, constructed in 1919. Red and brown brick was used on the façade, while the remainder of the building is buff-colored brick. The south-facing façade has three bays with doors flanking a large central window on the first story. A low, flush, cast-concrete water table sits upon the concrete foundation. Shallow concrete steps allow pedestrians access to both side doors, which are slightly elevated from the sidewalk. Both replacement doors have metal frames and two glass panels. A strip of red brick decorates the space between the soldier course brick lintels over each door and the stationary windows that provide light to the first-story banking room. These windows, located just above the doors, consist of a stationary pane below and three horizontally arranged lights in a decorative star pattern. Like all of the original windows in the First National Bank Building, these have a cast-concrete slip sill. The central bay contains a large opening with two large replacement panes in a metal sash. The area below the windows has been boarded up and the area above them contains a stationary pane of glass.

Decorative banding created by rowlock and soldier courses of brick divides the first and second stories. A cast-concrete panel engraved with the words "First National Bank" is located within this banding. The four evenly spaced, second-story windows are original 9-over-1, double-hung with wooden sashes. The two central windows are served by the same sill. Decorative brick banding that protrudes slightly at each course (stretcher, rowlock, stretcher) is located above the windows. Above this, the wall is again flush until it meets a cast-iron cornice with brick dentils. The wall extends above the cornice to a parapeted roofline trimmed with cast concrete, which terminates in flattened pediments at the corners. A diamond motif decorates this uppermost wall section, with three cast-concrete diamonds in the center bay and one on each side bay. A wooden antenna with a sculpted metal eagle on top projects upward from the center of the building's roofline.

A narrow, one-story, extension is attached to the east elevation of the façade. The extension, which appears to be original, is only wide enough for a single door. Originally the extension may have contained stairs to the basement. The original entrance has been in-filled with a modern window and lapped siding. Above the entrance, the decorative diamond motif of the main building is continued. The roofline consists of a molded triangular parapet that closely matches but does not duplicate the corner parapets of the main building. A shed-roofed addition has been built behind the façade of the extension, and extending to the east, to house the bank's drive-up services.

The four-bay side (east) elevation of the main building maintains much of its integrity including its original windows. The second story contains four evenly spaced, 24-light units, with the central 4 lights opening in a casement style. Each has a cast-concrete lintel and slip sill. The southern half of the first story is covered by the side addition. The northern half contains two closely spaced pairs of windows in the same style as those on the



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second story. The southern window has been filled with brick to accommodate the addition. Small basement windows with arched lintels created by three soldier courses of brick are located directly under the first story windows. The roofline of this elevation steps back from the façade in three equal segments.

The rear (north) elevation contains two bays. On the second story, each bay has one 24-light window identical to those found on the east elevation. The west bay of the first story has a door flanked by 6-over-6, double-hung windows. A 9-light window is found immediately above the metal-panel door. All of the openings are located under the same concrete lintel and both windows have their own concrete sill. **Contributing**

9. 200 East Railroad Avenue (Union Pacific Depot): A two-story, brick building with a medium-pitched hipped roof designed in the Classical Revival Style. The building is symmetrical in plan with single-story wings extending to the east and west. The roof of the main building and the wings is covered with terra cotta-colored ceramic tile, with decorative tile capping the joints and corners. The concrete foundation of the main building is faced with stone, while on the wings it is faced with brick and demarcated by a stone stringcourse. All windows and doors in the depot are replacements. Typically these are multi-paned, metal units with opaque stationary panes near the top and clear operational panes at the bottom. The replacement windows and doors are not historically sensitive and do detract somewhat from the historic character of the building; however, the overall pattern of fenestration has been retained in most cases. In general, replacement features are overshadowed by the scale, setting and original architectural features of the depot, as well as its association with rail transportation.

The south-facing façade of the main building is divided into seven bays by brick pilasters with stone-faced bases and decorative stone capitals. A plain stone lintel course, located immediately above the second-story windows, appears to rest on the pilasters. Just above this, the brick wall terminates in a cast-iron cornice decorated with an egg-and-dart motif. The most dominating feature of the depot is a two-story, tetrastyle colonnade with stone Tuscan columns, which extends across the three central bays of the façade. The roof of the colonnade follows the decorative patterning of the main building (except it has a brick parapet wall above the cast iron cornice). A metal panel reading "Green River" in raised capital letters is located on the front of the colonnade at the entablature. This was once located on top of the parapet roof but it has been lowered to accommodate an intrusive trapezoidal watchtower now located on top of the colonnade.

On the first story of the façade, behind the colonnade, the central bay (originally the main entrance) has an elongated opening with a plain stone surround. Two identical bays with openings that also extend to the ground flank the main entrance. The four side bays are identical, with elongated window openings beginning above the foundation. On the second story, the central bay contains a large, three-paned oriel window supported by stone brackets. The base of the oriel window has two bands of stone separated by brick. All other second-story bays have windows with stone sills contained between the pilasters.

Originally both wings were connected to the main building with a recessed, flat-roofed wall containing an arched walkway. The arch was decorated in a keystone pattern visible on both the façade and rear elevations. However,

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this arrangement only remains between the east wing and the main building. The walkway between the west wing and the main building has been filled in to match the appearance of the other bays.

The one-story, hip-roofed, east and west wings of the depot are similar in style and decoration to the main building, except they are less elaborate and have no differentiated central bay. On the south façade, each wing has seven bays divided by pilasters. The four northern bays of the west wing contain rectangular window openings with stone lug sills. Except for the bay containing an entrance, the remaining window openings extend to the foundation. The openings of the east wing have been filled with white paneling. Small operational panes and door entrances have been added to the lower section of each bay in an alternating pattern. The side (east and west) elevations of the east and west wings are similar, with each having three bays separated by brick pilasters. Each bay on the west wing contains three rectangular windows with no sills on the first-story and paired basement windows. On the side elevation of the east wing the northern bay contains an elevated double door reached by concrete steps, and the side bays have elongated openings extending to the foundation.

The rear (north) elevation of the Union Pacific Depot faces East Railroad Avenue. As a result it takes on added significance within the district. In general, the architectural features of the façade are continued on the rear elevation although in a less elaborate fashion. The corner pavilions of the main building are the most notable features of the rear elevation. They are defined by brick pilasters that match those found on the façade and terminate in a pediment. The pediment ends are decorated with the same material as the cornice, and each contains an original oculus window. Paired windows are located in both stories of the pavilions, and thin brick strips with corbelling frame the second-story windows. A stone sill course is located under the second-story windows of the main building and a stone lintel course is located above the windows and pilasters.

The west wing of the rear elevation has an exterior chimney, which separates the east bay from the rest of the bays. This chimney breaks the cornice line and extends above the roofline. It has a recessed rectangular decorative motif on its upper section. A pyramidal-hipped roof structure with wood siding is attached to the back of the chimney on the roof of the building. An interior brick chimney with the same decorative design is located on the roof just off the southwest corner of the exterior chimney. **Contributing**

### **North 1<sup>st</sup> East Street**

Prior to 1913, Elizabeth Street (North 1<sup>st</sup> East Street) was an important cross street in Green River's downtown that served as the main grade crossing of the Union Pacific yards. As a result, the street saw significant commercial development during Green River's early period. A 1912 Sanborn Map shows a grocery, a second hand store, two Chinese laundries, a meat market and a saloon lining Elizabeth Street. The businesses housed in the Green River Mercantile Company Building (including a bank, the city's post office and a general merchandise store) also added to the importance of this street. The dynamic of this street changed, however, when the Lincoln Highway was routed along Elizabeth Street in 1913. Elizabeth Street, from Railroad Avenue to North 1<sup>st</sup> Avenue (Flaming Gorge Way), became the entrance to downtown Green River for tourists and other travelers—a perfect

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site for the Hotel Tomahawk, built in 1919. The construction of the Pedestrian Overpass at the southern end of North 1<sup>st</sup> East Street further solidified its status as downtown Green River's most significant north/south street.

10. 79 North 1<sup>st</sup> East Street (Green River Mercantile Company): A one-story, brick, commercial building constructed in 1905 as a warehouse and store for the Lawrence and Hoadley Company. Prior to 1912 (c. 1910), a one-story extension was added to the north end of the building. The east-facing façade runs one-half block along North 1<sup>st</sup> East Street, and is divided into three bays. Due to the sloping site, the storefront section of each bay is staggered in height. The recessed and slightly elevated storefront entrances to the original 1905 building and are located in the south and central bays. This elevation has been covered in light green stucco, and the concrete foundation and all wood trim is painted dark green. The middle section of the building is dominated by a band of original display windows divided by wood muntins below a band of rectangular wood paneling. The façade wall terminates in a denticulated cast-iron cornice. Raised, painted capital letters reading "Green River Department Stores" are located on the southern section and "Green River Mercantile Company" is located on the northern section of the cast iron frieze.

The north elevation faces East Flaming Gorge Way and has undergone significant renovation in recent years. The storefront of this elevation is divided into four bays by metal pilasters with vertical banding that extend from the ground to a horizontal band near the top of the building. Storefront bays contain single glass panes and columns of metal panels that have been painted white. The entrance to the c. 1910 northern extension is located in the second bay to the east. The storefront is separated from the metal sheeting at the top of the building by a thick metal strip with horizontal banding.

The original brick construction of the Green River Mercantile Building has not been covered on the rear (south) elevation. The brick is stepped out near the middle and the top of the eastern corner to create a corbelling effect. This elevation contains two entrances, both of which include what appear to be original metal doors. The western double doors are elevated off the ground for use as a loading dock. Two small window openings are located between the doors, and another is found on the east side of the eastern entrance. A final window opening is located in the eastern bay of the building. All windows are bricked in, although their concrete sills are still visible. A faded ghost sign for Green River Mercantile Co. that lists many of the store's goods and services is visible on the eastern bay of this elevation. The roofline of this elevation steps downward in three places from the façade.

Despite significant alterations, the Green River Mercantile Company Building is significant as the home of Sweetwater County's oldest business throughout the district's period of significance. It also retains its original display windows, cornice and pattern of entrances on the façade, as well as the feeling of an early 20<sup>th</sup> century general store through its setting, scale and overall form. With the Tomahawk Hotel, it provides historic continuity along North 1<sup>st</sup> East Street. **Contributing**

11. 58-94 North 1<sup>st</sup> East Street (Tomahawk Building): A substantial three-story, flat-roofed, commercial building constructed with buff-colored brick in 1919 by Dr. J.W. Hawk and Thomas Welsh to house a hotel as well as various businesses on the ground floor. While the first story has a regular rectilinear plan, the second and third



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stories are arranged in a "U"-plan with the opening toward the rear (east) elevation. The building is situated on a site that slopes downward from north to south and is taller at the southern end.

The symmetrical, west-facing façade extends one-half block down North 1<sup>st</sup> East Street and contains seven bays. The first story contains seven storefronts separated by red brick piers. Each storefront includes a single door and two panes of glass. Doors are found either in the middle or the side of this arrangement. While all still contain display windows, in most cases the doors have been replaced and the area below and above the windows has been covered or modified with various modern materials. The four southernmost storefronts, however, do contain what appears to early wooden paneling below the windows. An elaborate cast-iron canopy is suspended by diagonal cables over the main entrance to the hotel, located in the second bay to the north. The canopy has been painted white and has lost some of its original features.

Two soldier courses of red brick flanking a band of buff-colored brick separate the first-story storefronts from the upper stories. All upper-story windows in the Tomahawk building are original, 1-over-1, double-hung units with wood sashes. The corner bays contain three windows on each story, while the five central bays contain two. Second-story windows begin at the decorative brick banding and have flush, soldier-course brick lintels. Third-story windows have protruding rowlock-brick sills and extend to the decorative brick banding near the top of the building. From bottom to top this banding includes one soldier course, two stringer courses, three shiner courses and one header course (all of red brick). Moving upward, each type of course projects slightly beyond the others. Above the banding, the façade wall terminates in a rectangular parapet painted with "Hotel Tomahawk" at the center of the roofline and stepped parapets at the corners. The southern corner parapet has fallen off. A rowlock course of red brick capped with cast concrete is found at the roofline. All decorative banding extends around to the north and south elevations.

The north elevation of the Tomahawk Building faces East Flaming Gorge Way and contains three bays. On this elevation the concrete foundation is visible. The first story is constructed with red brick and retains the original pattern of openings. A large opening has been in-filled with a replacement display window and wood paneling on the western corner. The east bay contains three openings. The easternmost is a large display window with wood paneling above and below it. The central opening contains an early wood door with a large glass light and wood paneling above it. Just west of this door is a small window opening. While the wood paneling on this elevation is not original, it was likely part of an early remodeling and adds a western feeling. The corner bays contain three second-story windows and two third-story windows, while the central bay has two and two. These windows are identical to those found on the façade and are arranged in the same fashion. A stepped parapet painted with "Hotel Tomahawk" is located at the center of the roofline.

The rear (south) elevation contains five bays that are nearly identical on the second and third stories. Like the north elevation, the first story of this elevation consists of red brick above a visible concrete foundation. The first story contains three evenly spaced window openings with brick sills. The central window is filled with an air-conditioning unit. Each bay contains a single window on the second and third stories. The windows on the

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second bay from the western corner have been converted into doors, which exit at the fire escape landings. A rectangular parapet painted with "Hotel Tomahawk" is located at the center of the roofline. **Contributing**

12. 62 North 1<sup>st</sup> East Street (YWCA): A modern one-story, eave-front brick building with a poured concrete foundation. The west façade contains five bays and a shed-roofed structure attached to the north elevation, which houses the main entrance. The central bay contains wood paneling flanked by two 2-over-1 windows. A brick sill extends under the paneling and both windows. All four side bays contain identical 2-over-1 windows with brick sills. The gabled side (north) elevation contains three bays. The central bay has wood paneling with vertical stick-style decoration that extends from the foundation to the top of the gable. The side bays are solid brick, except for a metal door located in east bay. **Non-contributing, non-intrusive**

13. Southern Terminus of North 1<sup>st</sup> East Street and East Railroad Avenue (Pedestrian Overpass): A three-span, Pratt through-truss, steel and concrete bridge. The 750-foot-long bridge crosses the Union Pacific railyards from North 1st East Street to South 2nd East Street. The bridge was constructed in 1938 by the Inland Construction Company of Omaha, Nebraska, under the supervision of the Wyoming Highway Commission and with funding from the Federal Railroad Crossing Elimination Project. In addition to the significance of the structure itself, the Pedestrian Overpass also provides sweeping views of Green River and the surrounding landscape.

The Pedestrian Overpass was designed by highway engineers using highway rather than pedestrian specifications, but scaled down to pedestrian size, making it extremely overbuilt for its intended purpose (Fraser). The three Pratt trusses span 204 feet, 187 feet and 187 feet respectively, and carry a six-foot-wide concrete deck flanked by steel blast plates. The upper chords of the trusses and the inclined end posts consist of back-to-back, 12-inch steel channels covered by a steel plate on top and bar lacing underneath. The lower chords consist of two back-to-back, 12-inch steel channels with batten plates. All of these members are riveted using steel gusset plates.

Overhead struts extend 10 feet above the deck at the panel points. The portal struts are gusseted A-frames, made up of front-to-front angles with bar lacing. Floor beams are riveted to the verticals and support I-beam stringers upon which the concrete deck rests. The trusses are supported by heavy, cast-steel bearing shoes, fixed on one end and rocking on the other, which are anchor-bolted to sills on top of steel support towers. The support towers rest on battered, reinforced concrete pedestals.

Staircase and ramp approaches are located on both sides of the bridge. On the north side, a ramp approaching from the west and a steel staircase approaching from the east meet at a six-foot-square, reinforced-concrete landing. At the landing, the ramp turns south until it meets the bridge. The ramp features a six-foot-wide concrete deck supported by two four-bent towers and one two-bent tower on reinforced-concrete pedestals. Both the stairway and the ramp are flanked by riveted steel guardrails. Solid concrete guardrails with bush-hammered, recessed rectangular panels flank the lower portion of the ramp.

The arrangement is similar on the bridge's south side, except here the steel staircase and ramp are both longer and meet directly at the bridge. The staircase has one concrete landing at the center of its run. The ramp, which

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extends to the west like its counterpart on the north side of the tracks, consists of a single, continuous, 365-foot-long slope, and features a six-foot-wide concrete deck. It is supported by a series of steel girders averaging 36 feet in length. These spans are in turn supported by three four-bent towers interspersed with four two-bent towers, all resting on reinforced-concrete pedestals. Both the stairway and the ramp are flanked by riveted steel guardrails. The base of the ramp, where it joins the sidewalk, is flanked by solid concrete guardrails with bush-hammered, recessed rectangular panels (Note: Much of this description comes from Fraser's Survey Report, 2007).

The Pedestrian Overpass is in excellent condition and has not been altered since its completion in 1938. It remains a prominent landmark in Green River. **Contributing**

### Table of Buildings

Bldg. No.	Bldg. Name	Address	Rating	Date
1	Piggly Wiggly	72 E. Flaming Gorge Way	Contributing	1924
2	Third School/Masonic Lodge	129 E. Flaming Gorge Way	Contributing	1891
3	Sweetwater Auto Company Garage	130 E. Flaming Gorge Way	Contributing	1919
4	Mountain Telegraph & Telephone Co. Building	151 E. Flaming Gorge Way	Contributing	1928
5	Evers Building	142-160 E. Flaming Gorge Way	Contributing	1922
6	Vrettas Building	176-178 E. Flaming Gorge Way	Contributing	1943
7	UP Saloon/Green Gander Bar	125 E. Railroad Avenue	Contributing	1920
8	First National Bank	131 E. Railroad Avenue	Contributing	1919
9	Union Pacific Depot	200 E. Railroad Avenue	Contributing	1910
10	Green River Mercantile Company Building	79 North 1st East Street	Contributing	1905
11	Tomahawk Hotel	58-94 North 1st East Street	Contributing	1920
12	YWCA	62 North 1st East Street	Non-Contributing	Post-1958
13	Pedestrian Overpass	North 1st East Street (Southern Terminus)	Contributing	1938



## 8. Description

### Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

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

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

### Narrative Statement of Significance

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

## 9. Major Bibliographical References

### Bibliography

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

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

### Areas of Significance

(enter categories from instructions)

Transportation

Community Planning and Development

Commerce

### Period of Significance

1891-1958

### Significant Dates

N/A

### Significant Persons

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

N/A

☒ See continuation sheet(s) for Section No. 8

### Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☒ University
- ☒ Other Name of repository:

Sweetwater County Museum, Sweetwater County Library

☒ See continuation sheet(s) for Section No. 9

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### Narrative Statement of Significance

The Green River Downtown Historic District is eligible for listing in the National Register of Historic Places under Criterion A for its association with patterns of history significant to the development of Green River, a city of approximately 12,000 in southwestern Wyoming. The district is significant in the areas of transportation, commerce, and community planning and development. The downtown district developed and continued to thrive in direct connection to its location along nationally significant transportation routes including the Union Pacific Railway and the Lincoln Highway. Many buildings within the district represent the surviving historic core of commercial activity in Green River from its early development into the modern period. The district's mixed-use character can be attributed to the community's crowded early development within a small area of land bounded by the Union Pacific and the Green River to the south and a series of unique bluffs and rock formations to the north.

The district encompasses only a small portion of Green River's original downtown area. Between 1872 and 1894, commercial and public buildings were constructed on portions of five blocks north of the Union Pacific tracks and two blocks south of the tracks, with the highest concentration along the tracks. Unfortunately, no concentration of historic buildings from this early period remains intact enough to warrant a historic district. The Green River Downtown Historic District represents Green River from 1891 through 1958. The beginning of this period establishes Green River not as a fledgling railroad town, but as community of approximately 1,000 residents brimming with the confidence necessary to construct a two-story school building and more substantial brick buildings downtown. Contributing resources were added to the district over a span of fifty-two years (1891-1943). The district maintained supremacy as the commercial heart of Green River until new development south of the river represented formidable competition in the 1960s.

The present day community of Green River owes much of its early existence to transportation. Situated along the Green River, southwestern Wyoming's most substantial waterway, and near a number of unique and colorful rock formations, it was a natural stopping point along some of the nation's earliest east-west transportation routes for Euro-American westward expansion and settlement. Prior to this, however, the area was well known and used by the Shoshone, who referred to the river as the Seedska-dee Agie or the Prairie Chicken River. Initially the area was bypassed by the Oregon, California and Mormon Trails, but by the early 1860s the trail was becoming dangerous to travelers due in large part to the increasing violence between Plains Native Americans and the U.S. Army. One of the Oregon Trail's primary users, Ben Holladay's Central Overland Express, was therefore forced to find an alternate route to the south. Green River, a small settlement of adobe structures on the south banks of the river, became one of many stage stations along the newly formed Overland Trail.

Green River, of course, had the advantage of the river's presence and when the first transcontinental railroad was routed through southern Wyoming it seemed a natural rail center. The opportunity for profit did not go unnoticed, and an enterprising local man named S. I. Field took out a homesteading claim on the future town site. When the Union Pacific arrived in 1868 to find the prime spot already under ownership, they were not prepared to negotiate terms with Field to create a switching point. The company simply pushed on thirty miles

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east to the Black's Fork and platted the town of Bryan. For a brief period, it appeared that the entrepreneurial spirit so important to the settlement of the American West would not pay off for Green River.

The impact of the Union Pacific's decision to bypass Green River in favor of Bryan was immediate and, on the whole, negative. The population dwindled and Green River became a "virtual ghost town." When Fredrick S. Dellenbaugh disembarked from Green River on John Wesley Powell's second expedition to explore the Colorado River he found only:

"left over[s]...from the opulent days of a year or two back when this place had been the terminus of the line during building operations. Little remained of its whilom grandeur; a section house, a railway station, a number of canvas-roofed domiciles, Field's 'Outfitting Store,' and the aforesaid shanties in which we secured refuge, being about all there was of the place" (Lauritzen, 1996, pgs. 31-32).

Fortunately, Green River's status as a bypassed community was short lived. In the summer of 1872 the Black's Fork at Bryan ran dry, forcing the Union Pacific to move its switching point to Green River where the water source was much more reliable. Upon its return, the Company began construction of a roundhouse and machine shop south of the tracks and just west of Pine Street (South 2<sup>nd</sup> West Street). The original depot was located in a small section house just west of where the two-story brick depot (Building No. 9) stands today. Passenger services were greatly improved with the construction of Union Pacific Hotel in 1884 just east of the depot. The two-story hotel had a restaurant, dining room and sleeping quarters for passengers and railroad employees. The selection of Green River as the southern terminus of the Oregon Short Line in 1884 further solidified Green River's status as a major rail center.

The activities of the Union Pacific no doubt inspired confidence in Green River's growing number of entrepreneurs. Beginning in 1872, one-story, wood-frame and adobe buildings began to line North Railroad Avenue. A few two-story, wood-frame structures such as the Green River Opera House (later the Rex Theater) and the King Hotel were erected between Elizabeth Street (North 1<sup>st</sup> East Street) and Cedar (North 2<sup>nd</sup> West Street) within the boundaries of the district. To the west, other businesses and buildings were also springing up along Railroad Avenue between Sage (Center) and River (North 1<sup>st</sup> West) Streets. To a lesser extent, development was also occurring across the tracks on South Railroad Avenue between Sage (Center) and Cedar (South 2<sup>nd</sup> East) Streets. Very few buildings from this early period (1872-1890) are still standing, and none are found within the Green River Downtown Historic District.

The Original Town of Green River was platted in 1877 on lines running diagonal to the Union Pacific tracks, encompassing the emerging commercial districts on both sides of the tracks. Green River's development followed a classic "T" pattern, with commercial buildings lining streets parallel to the railroad tracks (North and South Railroad Avenues), and civic buildings centering on perpendicular streets such as Cedar (Center) Street. Most important of these new civic buildings was the attractive brick county courthouse completed in 1876 on the corner of Cedar (Center) Street and North 1<sup>st</sup> Avenue (Flaming Gorge Way), which was demolished and replaced with a new building in the late 1960s. In contrast to the brick courthouse, the first city hall and the first school



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building in Green River were housed in small wooden buildings moved from Bryan. A new, single-story, gable-roofed, wood-frame school was constructed by the newly-formed Sweetwater County School District No. 2 in 1873. Green River was quickly leaving the memory of being bypassed for Bryan behind.

Wyoming gained statehood in 1890 and Green River officially incorporated under state law on May 5, 1891. The town continued to grow, thanks in large part to the presence of the Union Pacific. By 1900 the population reached approximately 1,000, and this growth spurred new construction and the establishment of new services. Telephone service was added in 1891 and a street light system was in place the following year. The year 1891 saw the construction of two significant buildings in the Green River downtown area that marked the town's evolution from a fledgling transportation center to a progressive, growing community. The Morris block, a two-story, brick, commercial building replete with a corner cupola, was constructed by brothers Edward and Robert Morris on the southwest corner of Center Street and Railroad Avenue to house the Morris Mercantile Company and the Morris State Bank. Its grandeur represented the aura of commercial optimism present in Green River during the 1890s.

The Morris Building was lost to fire in 1917, but the second significant building constructed in 1891, the Third School (Building No. 2), is still standing within the boundaries of the Green River Downtown Historic District. The two-story, wood-frame structure was decorated with stick-style patterns in contrasting colors and had an overhanging eave supported by brackets. A central gable and cross gables marked the front and side entrances. The school was capped by a bell housed in a small, open-walled bell tower. The 1891 construction date makes this one of the oldest remaining school buildings in Wyoming, but it also represents Green River's continuing growth and development north of the Union Pacific tracks. The larger space accommodated Green River's growing school-age population, a result of the town's growth and the increasing likelihood of students to complete higher grades in school. Still, Green River did not add tenth-twelfth grades until 1905. The first student to complete high school did so in 1912. Although the building was large enough to hold all classes, school activities such as sports and graduation were held at the Rex Theatre, located just one block north on Railroad Avenue.

Green River continued to grow and make improvements between 1900 and 1910. In 1900, Hugo Gaensslen oversaw the construction of a new Sweetwater Brewery building on Railroad Avenue, two blocks west of the district. Surviving portions of the ornate, castle-like structure are already listed on the National Register of Historic Places. During this decade, the town of Green River also saw its first industrial development not related to the railroad, with the construction of a Soda Works just southeast of town in 1902. Soda (or trona) mining and processing was destined to become a leading industry in Green River after World War II. While early investments like those by the Wyoming Chemical Company and Western Alkali Company often faltered, they represented the promise of the resource industry in the future. The brewery and the emerging soda industry impacted the downtown district indirectly by providing jobs for potential customers and a sense of economic optimism, but other improvements during this period were more direct. For instance, Green River had 24-hour electricity after 1906.

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Every growing town needs to be supplied with groceries, clothing and other goods, and in Green River's early period, several businesses competed and later consolidated to provide these products. Among these were the Morris Mercantile Company, located in the Morris Building, and the store opened by Robert H. Lawrence and Willis F. Hoadly. The latter was housed in a large, one-story brick building on Elizabeth (North 1st East) Street constructed in 1905 (Building No. 10). Lawrence and Hoadly's ownership of this building was not long lived. It was purchased by the newly formed Green River Mercantile Company in 1910, and they quickly extended the building to the north to meet the sidewalk of North 1<sup>st</sup> Avenue (Flaming Gorge Way). Six years later this expanding company merged with the Morris Mercantile Company and moved their operations to the Morris Building, but this new home was destined for a dramatic ending not long after the move. In March of 1917, the Morris Building burnt to the ground destroying the merchandise of the Green River Mercantile Company, as well as the Green River State Bank, the United States Post Office and the offices of several professionals.

While this fire marked a major loss to Green River's built environment, it was not the end of the Green River Mercantile Company. Rising from the ashes, the company decided to return to its original location, the former Lawrence and Hoadly Store (Building No. 10). The company stayed in this building throughout the Downtown Historic District's period of significance, remodeling and expanding their store in 1921 and 1926. The merger with the Morris Mercantile Company made it Sweetwater County's oldest business, a distinction which the Green River Mercantile Company put to use in advertising as early as 1925.

By this time the need for a new Union Pacific Depot in a growing Green River was deeply felt among community members, who deemed the old section house that had long passed for a depot grossly insufficient. In November of 1907, the *Green River Star* sardonically broached the subject, reporting "At last, at last, at last. The people of Green River have been patiently waiting for the erection of a much needed depot and their waiting and watching is not to go unrewarded for lo, and behold...the company has truly and actually put in a new door" (*Green River Star*, 11/22/1907). Two years later, the Green River Commercial Club took the call for a new depot to the next level by presenting the Union Pacific Railroad Company with a petition ending with, "If the Union Pacific will at an early date construct a suitable railroad station it will be substantial proof that they are interested in the improvement of Green River, and be highly appreciated by its citizens" (June, 1990, Site 157).

Two months later, Superintendent W. A. Whitely proved that the Union Pacific was ready to make Green River's dream materialize by informing Mayor Hugo Gaensslen that plans for a new \$50,000 depot were already underway and that construction would start in the near future. The site selected for the depot was on the south side of North Railroad Avenue at the terminus of Cedar (North 2nd East) Street. This required the removal of the Union Pacific Hotel, which was moved across the street to the southwest corner of Railroad and Cedar. The Union Pacific Depot (Building No. 9), completed in 1910 at a cost of \$75,000, is the cornerstone of the Green River Downtown Historic District. The classically-inspired depot greeted passengers in grand style with a two-story colonnade at the entrance. The main floor of the two-story building held the waiting room, ticket office, express room and baggage room, while the second story contained offices. A one-story wing on the west side of the depot contained a well appointed dining room and a lunch counter.

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Naturally, the citizens of Green River were pleased with their new depot. In October of 1910, the *Green River Star* proudly bragged, "This building is the finest of its kind between Omaha and Ogden, and from an architectural standpoint has few equals and is surpassed by none... and only words expressing admiration [are] heard from all who view it" (June, 1990, Site 157). A year later the editors were forced to concede that it was, "second to none outside of Cheyenne in the State" (June, 1990, Site 157). Indeed, the Union Pacific Depot in Green River is a building of architectural significance. Its Classical Revival style contrasts well with Cheyenne's earlier and better known Richardson Romanesque depot, which garnered recognition as a National Historic Landmark in 2006. The Depot was more than just a beautiful building or a stylish stop for railroad passengers for Green River. The company opened the dining room up to the public and, "a tone of elegance and luxury was at once given to the social and club life of Green River" (June, 1990, Site 157). The dining room was the meeting place for the Women's Club, the Reading Club and the Community Club, and was the setting for many gala events and private card parties. In Green River, the Union Pacific Depot was certainly, "a focal point of the community" that, "immediately conveyed the settlement's economic and social status" (Starr, 1992, 108).

As the only major railroad building remaining in Green River north of the tracks, the depot is also a physical reminder of the intimate connection between the town's development and the Union Pacific Railroad. A 1937 "Trade-at-Home and Ship-by-Rail" advertising campaign that included the participation of thirty-two Green River businesses makes this connection explicit in its first sentence: "Green River's stability—economic and physical—is entirely and thoroughly wrapped up in the action or inaction of the Union Pacific Railroad Company" (*Green River Star*, 6/25/1937). That the business community and citizenry continually and publically acknowledged the Union Pacific's role in Green River speaks to the significance of this connection throughout the District's period of significance.

On December 6, 1918, former mayor and tireless booster T.S. Taliaffero, Jr. published a letter in the *Star* calling for more development after the war "if Green River is to become more than a gradually dying community." His call for new houses and new businesses in Green River was apt, but his estimation of Green River's slow decline into stagnation may have been an exaggeration. After an early period of frantic building there was bound to be a slowdown and World War I understandably dampened development further. Starting in September of 1918, prospective construction projects estimated to cost over \$2,500 were required a building permit from the War Industries Board. Even during the war, however, projects were in the works. For example, First National Bank had been planning to construct a new building (Building No. 8) in late 1917 when they purchased the Joseph Payne property on North Railroad Avenue, and by November of 1918 the *Star* could report, "The concrete basement is in for the new brick building...and the brick work will be commenced very shortly" (*Green River Star*, 11/1/1918).

More significant was Union Pacific's decision in the summer of 1917 to make Green River the regional headquarters for Wyoming's Western division, from Rawlins to Ogden, Utah, which spurred construction projects as well as community optimism. As a result of this decision, improvements to the Union Pacific "campus" continued throughout the war, even after all railroads were placed under the control of the U.S. Government in an effort to better coordinate their wartime use. A one-story annex was added to the east side of



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the main depot building (Building No. 9) to house an express room and the second story was remodeled for office use in 1918. A Social Hall for railroad employees was also constructed across from the depot, opening on July 20, 1918.

The company also purchased South Railroad Avenue and cleared the area, either by moving buildings or by demolition, to accommodate widening the tracks and the construction of new repair and machine shops and a boiler house in 1919. While this virtually erased the south side commercial district, at least some community members rejoiced in the Union Pacific's actions. This attitude is apparent in the *Star's* comments that, "what was once a shack part of town, is today occupied by as fine structures as can be found anywhere" (*Green River Star*, 8/1/1919). In many ways this action by the Union Pacific insured the continued dominance of the north side business district and civic center, both economically and physically, by eliminating any potential competition from across the tracks. While a few reputable businesses such as the Up-To-Date Store would remain, the south side became better known as a red-light district. "Gambling Tables Burned by Sheriff," and "Colored Woman Is Shot and Killed"—two headlines about the south side from January 25, 1924—illustrate this point. Despite a bad reputation, the south side was more than just "the wrong side of the tracks." It was also home to many of Green River's working class families. The presence of the Union Pacific insured that this was a diverse group of various races, ethnicities and backgrounds. South-side residents shopped, went to school, took care of official business, and attended social events on the north side of the tracks in the Green River Downtown Historic District, along with their north-side neighbors.

A building boom took place in downtown Green River immediately after World War I. This began with the completion of the First National Bank building (Building No. 8) at 131 East Railroad Avenue in June of 1919. Designed by Rock Springs architect D. D. Spani and built by the Green River Lumber Company and the Evers Bros., the *Star* exclaimed that the First National Bank was, "a beauty" and a building that, "Green River can be proud of" (*Green River Star*, 6/13/1919). The two-story brick building was indeed a significant addition to a block that had long been characterized by one-story, false-fronted buildings and two-story wooden structures (Rex Theatre and King Hotel). Stylistically, Spani designed the bank with the subdued classical elements and decorative motifs that came to characterize the moralistic Progressive Era. Gone were the opulent cupolas, decorated cornices, and crenulated rooflines of the Gilded Age, which in Green River were best represented by the Morris Building and the Sweetwater Brewing Company building.

First National Bank remained in this building until 1976, and took an active role in Green River's development. For instance, under the presidency of T.S. Taliaferro Jr., the bank purchased the old Rex Theatre (on the lot east of the bank building) in 1927. In a speculative move, the bank financed the remodeling of the building to house a steam laundry on the first floor and apartments on the second and third floors. Considering the Taliaferro family's involvement in building houses in Green River, it is also reasonable to assume that many new residences were financed through First National Bank over the years.

Another architect-designed addition to the Green River Historic District constructed immediately after World War I was the Hotel Tomahawk (Building No. 11), which was completed in 1920. For this important structure,

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investors Thomas Welsh and Dr. Hawk called upon the services of Salt Lake City architect Walter J. Cooper and contractors Murray & Co. from Boise, Idaho. Like the First National Bank Building (Building No. 8), the exterior design included small parapets at the roofline and limited decoration, but the Hotel Tomahawk was on a larger scale than was typical to Green River. At three stories in height and one half-block in length, the new hotel instantly became Green River's most substantial commercial block. In addition to the hotel, the building also included six storefronts for business and office use.

The Hotel Tomahawk was more than just a hotel; it was also a trendsetter in Green River as one of the first major buildings in town consciously designed to face the Lincoln Highway and not the Union Pacific tracks. Green River residents were no doubt excited by the economic prospects of the Lincoln Highway Association's decision to route the nation's first transcontinental automobile route through Green River in 1913. However, excluding a few early exceptions, highway-related development did not take place until after World War I. As the first major building along the Highway in downtown Green River when entering town from the south on Elizabeth (North 1<sup>st</sup> East) Street, the Hotel Tomahawk officially welcomed auto travelers. Its influence was not just limited to location and design, however. The hotel also attracted travelers' attention and citizen admiration with the installment of Green River's first neon signs in 1929 on the northwest corner of the building, to maximize their visibility. The *Green River Star* noted, "all the larger cities are using them extensively" and that the signs give "the town a very metropolitan appearance" (*Green River Star* 1/23/1929). With the use of such innovations, the Hotel Tomahawk not only offered beds and business space, but a sense of economic prosperity and cultural relevance for Green River.

In the meantime, other local builders and businessman such as the Evers Bros. were also busy capitalizing on the increasingly popular Lincoln Highway. Along with P. G. Wall, Ray Black, and G. A. Bullock, William and John Evers formed the Sweetwater Auto Company with the intention "to carry on a general automobile business in all of its branches, and details," and to "maintain and operate a repair garage and repair shop" (*Green River Star*, 7/29/1919). The new corporation required a new building and the Sweetwater Auto Company Garage (Building No. 3) was completed, most likely by the Evers Brothers, in August of 1919. The building is located on the lot east of the Tomahawk Hotel. Its design, particularly its curved roofline, reflects early vernacular architectural trends in auto garages.

During the 1920s, new development continued to take place in the Green River Downtown Historic District along the Lincoln Highway (Flaming Gorge Way) at a slow but steady pace. In 1922 the Evers Brothers constructed a one-story brick building (Building No. 5) on the lot directly east of the Sweetwater Auto Company with the intention of renting out its three storefronts to Green River businesses. The relatively nondescript appearance of this building can be attributed to its sole use as rental space. In contemporary *Green River Star* articles it typically goes unnamed and is described simply as, "the brick building just east of Sweetwater Auto Co." (*Green River Star*, 2/1/1924). Regardless of its modest appearance, the Evers Building provided space for several businesses along the Lincoln Highway. Among these was the Red Feather Inn, Green River's first "all white help café," which was located in the west portion of the building from 1923-1959 (*Green River Star*, 2/1/1924). In 1926 the Golden Rule (later J.C. Penney) moved to the east portion of the building and in 1927

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expanded into the center portion, which had recently been vacated by the Spinner Meat Market. After J.C. Penney moved to the Tomahawk Hotel in 1933, an IGA occupied the east portion and the Red Feather Gardens was established in the center portion. As early as 1937, the Red Feather Gardens also served as Green River's bus depot along the Greyhound Overland Route, connecting Downtown Green River to yet another form of transportation.

Along with the Evers Building, the First National Bank and Tomahawk Hotel also provided important retail and office space for commercial and professional services in Green River, which had reached a population of approximately 2,200 by 1920. Sometimes renters remained in these buildings over a long period, while in other cases their stay was short. For instance, the Tomahawk Pharmacy was located on the first floor of the Tomahawk Hotel from 1921 until 1967 and the offices for the Utah Power and Light Company and its successor, Southern Wyoming Utilities, were there from 1922 until 1959. During the 1920s oil boom in southwestern Wyoming, the First National Bank building became the temporary headquarters for several oil-related businesses. In March of 1929, the Ohio Oil & Gas Company set up shop in the basement, while the Uintah Pipe Line Company remodeled offices on the second floor for temporary use. In addition to their important primary functions, these two significant buildings also gave Green River room to grow from the time of their construction through World War II without the substantial investment necessary for the erection of new buildings.

The coming of the Lincoln Highway and the general prosperity immediately after World War I were not the only national developments to affect Green River during the 1920s. Prohibition also had a direct effect on the Downtown District from 1919-1933. Saloons became pool halls, cigars stores, soft drink parlors and confectionaries, although speakeasies in the back rooms and basements of these new businesses were common. Even the soft drink parlor in the respectable First National Bank building (Building No. 8) was raided for having alcohol in April of 1924. In addition to forcing most of Green River's alcohol-related businesses underground, Prohibition also allowed a few businessmen to go dry for good. C. L. Young, longtime saloon proprietor and former mayor, seized the opportunity and opened the Candy Kitchen in 1920. To house his new confectionary business, he constructed a simple one-story, wood-framed building (Building No. 7) on the lot immediately west of the First National Bank building. Under various owners, the building continued to serve as a confectionary and soda fountain until the end of Prohibition when it became Green Gander Liquor.

1924 brought a new innovation in retail and grocery shopping to Green River when the Green River Mercantile Company built a Piggly Wiggly store (Building No. 1) immediately west of their main building. The Piggly Wiggly system of self-service shopping was developed by a Memphis, Tennessee, businessman in 1917, and stores were opened across the nation. For Green River citizens this meant they would "have the same merchandise facilities that the citizens of larger towns in the inter-mountain region enjoy" (*Green River Star* 2/8/1924). Other regional and national chains quickly followed the Piggly Wiggly to downtown Green River, including the Golden Rule (later J. C. Penney) in 1926, which rented space in the east portion of the Evers Building, and O. P. Skaggs Food Stores in 1927.



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The decorative, one-story, brick Piggly Wiggly building designed by Rock Springs architect D. D. Spani was also an attractive addition to North 1<sup>st</sup> Avenue (Flaming Gorge Way). A 1924 re-routing of the Lincoln Highway along North 1<sup>st</sup> Avenue through the entire town was quickly making it Green River's main thoroughfare, and improvements to this street became a concern. In the summer of 1924 the town installed an up-to-date drinking fountain at the corner of the Tomahawk Hotel for citizens and "weary travelers." On the north side of the street the sidewalk was widened for two blocks and a curb and gutter system installed, improving upon the "already beautiful street" (*Green River Star*, 7/18/1924). The increasing emphasis on this street most likely coincided with the beginning of a decline in Railroad Avenue.

New curbs and sidewalks were not the only changes taking place along the north side of North 1<sup>st</sup> Avenue (Flaming Gorge Way) during the 1920s. As Green River's school-age population continued to grow, the school building at 129 E. Flaming Gorge Way (Building No. 2) became insufficient. To accommodate the growing number of pupils, Sweetwater County School District No. 1 built two brick schools north of the Downtown Historic District in the 1920s. High school students vacated the old school building for the new Lincoln High School in 1922 and elementary students moved to Washington Elementary in 1925. Fortunately, the old school building was purchased by the local Masonic chapter with plans to convert it into a Masonic Temple. By early 1927, the *Star* could report that, "a wonderful transformation has taken place...the main features and special work done were the covering of the entire outside surface with metal lath and special stucco and two colors, and a fine new entrance with concrete steps" (*Green River Star*, 1/7/1927). The result of this transformation was a simplified temple façade appropriate for the building's new use as a Masonic Temple. Today, the building appears almost exactly as it did after the 1927 remodeling.

The sale of the Third School (Building No. 3) by the school district also opened the way for development on the eastern portion of the property. Telephone service had been a reality in Green River since 1891, but the number of users was small and the exchange always housed in rented space. By 1927, however, the need for expanded service was readily apparent when a recently installed switchboard quickly filled to capacity. The Mountain States Telephone & Telegraph Company purchased the eastern section of the former school property from the Masonic Building Association with plans to erect a telephone exchange building that could service Green River for twenty years. Upon hearing the news, the *Star* exclaimed, "Green River will have exclusive headquarters the same as Cheyenne, Laramie, Rock Springs and other communities enjoy" (*Green River Star*, 10/7/1927). The building was completed in 1928, but the installation of the new equipment was deferred for a year. When the cutover to the new exchange was completed in the winter of 1929, Green River had an up-to-date telephone exchange housed in a classically-inspired, one-story brick building (Building No. 4). Not only did this building contribute to Green River's development and growth in the downtown district, it also put the town psychologically on par with the rest of Wyoming's leading communities.

New construction in Green River slowed considerably during the 1930s due to the Great Depression, but improvements did continue. Many were long awaited projects that could only be accomplished with assistance from the federal government. Twenty-three streets in and adjacent to the downtown district were paved between 1935 and 1937 with WPA funds, and a complete curb, gutter and storm sewer system was installed. In 1937,

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Green River citizens finally saw the completion of a new post office building on North 1<sup>st</sup> Avenue (Flaming Gorge Way) just west of the Downtown Historic District. Today, this building houses the Sweetwater County Museum and is individually listed on the National Register of Historic Places. Federal funding through the Railroad Crossing Elimination Program also allowed for the construction of a vehicle underpass at North 4<sup>th</sup> West Street and a Pedestrian Overpass at North 1<sup>st</sup> West Street (formerly Elizabeth Street). The Pedestrian Overpass (Building No. 13) was constructed in 1938 by the Inland Construction Company of Omaha, Nebraska, under the supervision of the Wyoming State Highway Department.

As early as 1919, the *Green River Star* publically called for something to be done about the “perpetual nuisance” of the railroad grade crossing at Elizabeth (North 1st East) Street, reporting that “Autos and teams have been held at either side from thirty minutes to an hour and a half on many occasions” (*Green River Star*, 8/22/1919). The crossing was not only a nuisance to vehicles but a danger to pedestrians as well. The story of south side children crawling under stopped trains in an effort to get to their north side schools on time illustrates the potential for tragedy (Humstone, 2005). Remediating this situation was expensive, however, and Green River citizens would have to wait for federal assistance during the Great Depression to build a vehicle underpass and a pedestrian overpass.

The vehicle underpass was finished in August of 1937 at a cost of \$160,000 and the pedestrian overpass was completed in July 1938 for \$80,000. The overpass, located just west of the Union Pacific Depot, provided safe passage over the main line of the Union Pacific, as well as the yard tracks and the car repair tracks. Of the underpass, but applicable to the overpass as well, the *Star* excitedly reported,

This great improvement for all who have occasion to visit the south side of town (which has grown to some great extent in the past few years) will be whole-heartedly welcomed...It is a great advantage to everyone to be able to get to the business section of the south side, Island Park, ball grounds, or swimming pool, at any time in perfect safety (*Green River Star*, 9/27/1937).

Along with highlighting the benefits of the improved crossing, this passage also expresses the increased importance of the south side of the tracks to the community of Green River. While the commercial and civic buildings north of the tracks still maintained dominance, Green River—bound to the north by undevelopable land—was now growing to the south. After World War II this southward development would continue, as the town spilled across the river after which it was named. The overpass connected south side residents to schools, civic buildings and businesses on the north side of the tracks, while at the same time connecting the historic downtown district to Green River’s future.

By 1937 Green River was experiencing a slight recovery from the Depression, as this year marked the highest expenditures in new construction (mostly at the UP Yards) and in the remodeling of buildings and businesses since the stock market crash in 1929. World War II, however, would continue to stifle construction, although not necessarily economic recovery. The Union Pacific saw an all-time peak in business during World War II in Green River, with as many as 100 trains a day being serviced. Long layovers brought passengers into town to the

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benefit of local businesses. The town's population also continued to grow at a slow but steady pace reaching approximately 3,000 by 1930. As a result, some Green River property owners were able to remodel their buildings during the early 1940s. The Green Gander Bar (Building No. 7) received a new façade and signage and the façade of the Evers Building (Building No. 5) was remodeled when second-story apartments were added in 1940. Steve Vrettas, longtime owner of the Red Feather Inn, was even able to erect a new building (Building No. 6) in 1943 immediately east of the Evers Building that was designed to match its neighbor's recently remodeled façade.

The Green River Downtown Historic District has changed little since its period of historic significance. Small changes such as the remodeling of storefronts and the replacement of original windows and doors scarcely detract from its overall historic character. With recent development flanking the district on all sides, it serves as a window into Green River's transportation, commercial and community history for citizens and visitors alike. Despite formidable competition from commercial development south of the river and near Green River's two Interstate exits since the 1960s, the contributing buildings within the Downtown Historic District have remained in continuous service to their community. Green River became a Main Street community in 2005, with the hope of spurring downtown revitalization and historically-sensitive rehabilitation within the district and beyond. Recognizing and documenting the significance of the district to Green River's past is a necessary step in ensuring the Green River Downtown Historic District will contribute to the community's future as well.



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Green River Downtown Historic District  
Name of Property

Green River, Sweetwater County, Wyoming  
City, County and State

## 10. Geographical Data

Acreage of Property 5.68 acres

### UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/2 6/2/7/9/9/9 4/5/9/8/2/6/1  
Zone Easting Northing

2 / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / /  
Zone Easting Northing

### Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet

Property Tax No.

### Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet

☒ See continuation sheet(s) for Section No. 10

## 11. Form Prepared By

name/title Jessie Nunn, Research Assistant (Mary Humstone, Principal Investigator)

organization Humstone Consulting date March 3, 2008

street & number 4420 Bingham Road telephone 970-482-8939

city or town Fort Collins state CO zip code 80521

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

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

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

**Photographs:** Representative **black and white photographs** of the property.

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

### Property Owner

name/title see attached list

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

## National Register of Historic Places Continuation Sheet

Section No. 10 Page 30

Green River Downtown Historic District, Green River, Sweetwater County, WY

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### Geographical Data

### Verbal Boundary Description

The Green River Downtown Historic District comprises portions of three city blocks, a portion of space between E. Railroad Avenue and the Union Pacific tracks (approximately 2 blocks long and ½ block wide), and the Pedestrian Overpass (structure only) between the southern end of North 1<sup>st</sup> East Street and the northern end of South 1<sup>st</sup> East Street. The entire district falls within Section 22, Township 18 North, Range 107 West.

Begin at a point created by the intersection of the north and west property line of 72 East Flaming Gorge Way (Point A). Proceed east approximately 240 feet to a point even with the west property line of 129 East Flaming Gorge Way (Point B). Proceed north approximately 220 feet, following the west property line of 129 East Flaming Gorge Way to the north property line of 129 East Flaming Gorge Way (Point C). Proceed east approximately 120 feet to the east property line of 151 East Flaming Gorge Way (Point D). Proceed south approximately 160 feet to the north property line of 130 East Flaming Gorge Way (Point E). Proceed east approximately 60 feet to a point even with the east elevation of 178 East Flaming Gorge Way (Point F). Proceed south approximately 140 feet to a point even with the south property line of 178 East Flaming Gorge Way (Point G). Proceed west approximately 60 feet to a point even with the east property line of 131 East Railroad Avenue (Point H). Proceed south approximately 190 feet to the south curb of East Railroad Avenue (Point I). Proceed east approximately 440 feet to a point 20 feet east of the east elevation of 200 East Railroad Avenue (Point J). Proceed south approximately 150 feet (on a line 20 feet east of the east elevation of 200 East Railroad Avenue) to the northernmost track of the Union Pacific railroad yards (Point K). Proceed west approximately 660 feet to the east side of the Pedestrian Overpass (Point L).

*[The following paragraph of this verbal boundary description includes the Pedestrian Bridge structure in its entirety, but not the Union Pacific yards underneath or on either side of it].* Proceed south approximately 610 feet to the south end of the bridge of the Pedestrian Overpass (Point M). Proceed east approximately 60 feet along the northern rail of the staircase of the Pedestrian Overpass to the bottom of the staircase (Point N). Proceed south approximately 4 feet to the south railing of the stair case (Point O). Proceed west approximately 430 feet, following the southern railing of the staircase and ramp of the Pedestrian Overpass, to the west end of the south ramp of the Pedestrian Overpass (Point P). Proceed approximately 4 feet north to the north railing of the south ramp of the Pedestrian Overpass (Point Q). Proceed approximately 370 feet east along the north railing of the south ramp of the Pedestrian Overpass to the south end of the Pedestrian Overpass bridge (Point R). Proceed north approximately 650 feet along the west side of the Pedestrian Overpass bridge to the north end of the Pedestrian Overpass (Point S).

Proceed west approximately 70 feet along northernmost track of the Union Pacific tracks to a point even with the east property line of 79 North 1st East Street (Point T). Proceed north approximately 210 feet to the south property line of 79 North 1st East Street (Point U). Proceed west approximately 140 feet to the west property line of 72 East Flaming Gorge Way (Point V). Proceed north approximately 150 feet to return to Point A.

## National Register of Historic Places Continuation Sheet

Section No. 10 Page 31

Green River Downtown Historic District, Green River, Sweetwater County, WY

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### Boundary Justification

The boundary of the Green River Downtown Historic District was drawn to include the highest concentration of contributing historic buildings associated with early community development, commercial activity and transportation history in Green River within a contiguous district. Boundaries were selected based on visual barriers, visual changes and clearly differentiated patterns of historical development. In general, east and west boundaries are justified by visual barriers and changes due to new development along East Flaming Gorge Way and to a decline in the concentration of resources along East Railroad Avenue. Northern and southern boundaries are better justified by differentiated patterns of development including residential and new development to the north and industrial, rail-related development to the south along the Union Pacific Yards. The entire district is included in the Original Town of Green River, which was officially platted in 1877.

Boundary lines follow property lines whenever possible. Blocks in this area are approximately 300x300 feet. Originally each block contained five lots, each 60 feet wide, lining the north and south street elevations. While historic construction usually follows contemporary ownership lines, on one occasion current property lines cut through a historic building necessitating an unusual boundary. The Pedestrian Overpass also creates an unusual boundary, because only the structure has been included within the district.

The boundary line between points A and B was drawn due to a visual barrier caused by modern development on the north side of E. Flaming Gorge Way. Boundaries between points B and E were drawn to include two historic buildings, the Third School/Masonic Temple and the Mountain States Telephone & Telegraph Building, located on the north side of E. Flaming Gorge Way. These buildings are surrounded by the new development to the west and residential areas to the north and the east.

The boundary line between points E and F was drawn to include the Evers Building and Vrettas Building. The east boundary (between points G and H) was drawn along the east elevation of the Vrettas Building instead of the property line, because the property line cuts through the historic building. A former residence that is out of character with the rest of the district is located to the east, and is excluded by this boundary line.

The boundary lines between points G and I follow property lines and were drawn according to a visual barrier caused by a modern building on the northeast corner of E. Railroad and N. 2<sup>nd</sup> West.

The boundary lines between points I and L were drawn to include the Union Pacific Depot within the Green River Downtown Historic District. The boundary between I and J follows the property line between E. Railroad Avenue and lands owned by the Union Pacific and separates the Union Pacific Depot from a parking lot and modern development to the north. The easternmost boundary of the district (between points J and K) separates the area surrounding the Union Pacific Depot from temporary modern structures associated more with contemporary railroad operations than with Green River's transportation history. The southern boundary (between points K and L) runs along the northernmost track of the Union Pacific and is based on clearly



## National Register of Historic Places Continuation Sheet

Section No. 10 Page 32

Green River Downtown Historic District, Green River, Sweetwater County, WY

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differentiated patterns of development—the Union Pacific Depot and the park area to the north and the Union Pacific yards to the south.

The boundary lines between points L and T were drawn to include the entire 1938 Pedestrian Overpass, which connects the north side of Green River to the south side of the Union Pacific tracks. The northern end of the bridge is located within the southern section of the district and proceeds south over the Union Pacific tracks. The boundary includes the structure in its entirety (bridge, approach stairs and ramps, support piers) but not the ground below it or on either side.

The boundary line between points T and U reconnects the Pedestrian Overpass to the larger district. It is also based on a visual change due to a decline in the concentration of historic structures along Railroad Avenue to the west of the district. A few of the historic buildings that still line Railroad Avenue between North 1<sup>st</sup> East Street and North 1<sup>st</sup> West are candidates for rehabilitation, but are isolated from the rest of the district by modern infill.

The boundary line between points U and V is drawn to include the contributing Green River Mercantile and Piggly Wiggly buildings, while excluding less concentrated historic development to the south. The boundary line from between points V and A excludes modern development along Flaming Gorge Way to the west.

## National Register of Historic Places Continuation Sheet

ADDITIONAL

Section No. DOCUMENTATION Page 33 Green River Downtown Historic District, Green River, Sweetwater County, WY

### Additional Documentation

#### 2. Location

72-178 E. Flaming Gorge Way; 125-200 E. Railroad Avenue; 62-94 North 1<sup>st</sup> East Street, Pedestrian Overpass  
(Southern Terminus of North 1<sup>st</sup> East Street to South 2<sup>nd</sup> East Street).

#### 11. List of property owners

First Name	Last/Corporate Name	Mailing Address	City	State	Zip
	Carrolo Co.	P.O. Box 8	Rock Springs	WY	82901
	City of Green River	50 East 2 <sup>nd</sup> North Street	Green River	WY	82935
	Green River UP Employees FCU	131 E. Railroad Ave.	Green River	WY	82935
Gordon D. & Noreena L.	Gunter	130 E. Flaming Gorge Way	Green River	WY	82935
Damon	Lamothe	1215 Upland Way	Green River	WY	82935
	Masonic Temple	129 E. Flaming Gorge Way	Green River	WY	82935
Jeffrey A. & Lynn	Paxton	125 E Railroad Ave.	Green River	WY	82935
Jeff	Stout	1215 Upland Way	Green River	WY	82935
Bimala V.	Summers	365 Walnut Ave. Apt. 3	Carlsbad	CA	92008
Bimala V. & Travis O	Tullock	365 Walnut Ave. Apt. 3	Carlsbad	CA	92008
	Union Pacific Railroad Co.	1400 Douglas, Stop 1640	Omaha	NE	68179
	United Realty Company	79 North 1 <sup>st</sup> East Street	Green River	WY	82935
	YWCA of Sweetwater County	26 North 1 <sup>st</sup> East Street	Green River	WY	82935

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Green River Downtown Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: WYOMING, Sweetwater

DATE RECEIVED: 11/26/08 DATE OF PENDING LIST: 12/16/08  
DATE OF 16TH DAY: 12/31/08 DATE OF 45TH DAY: 1/09/09  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08001306

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1-8-09 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

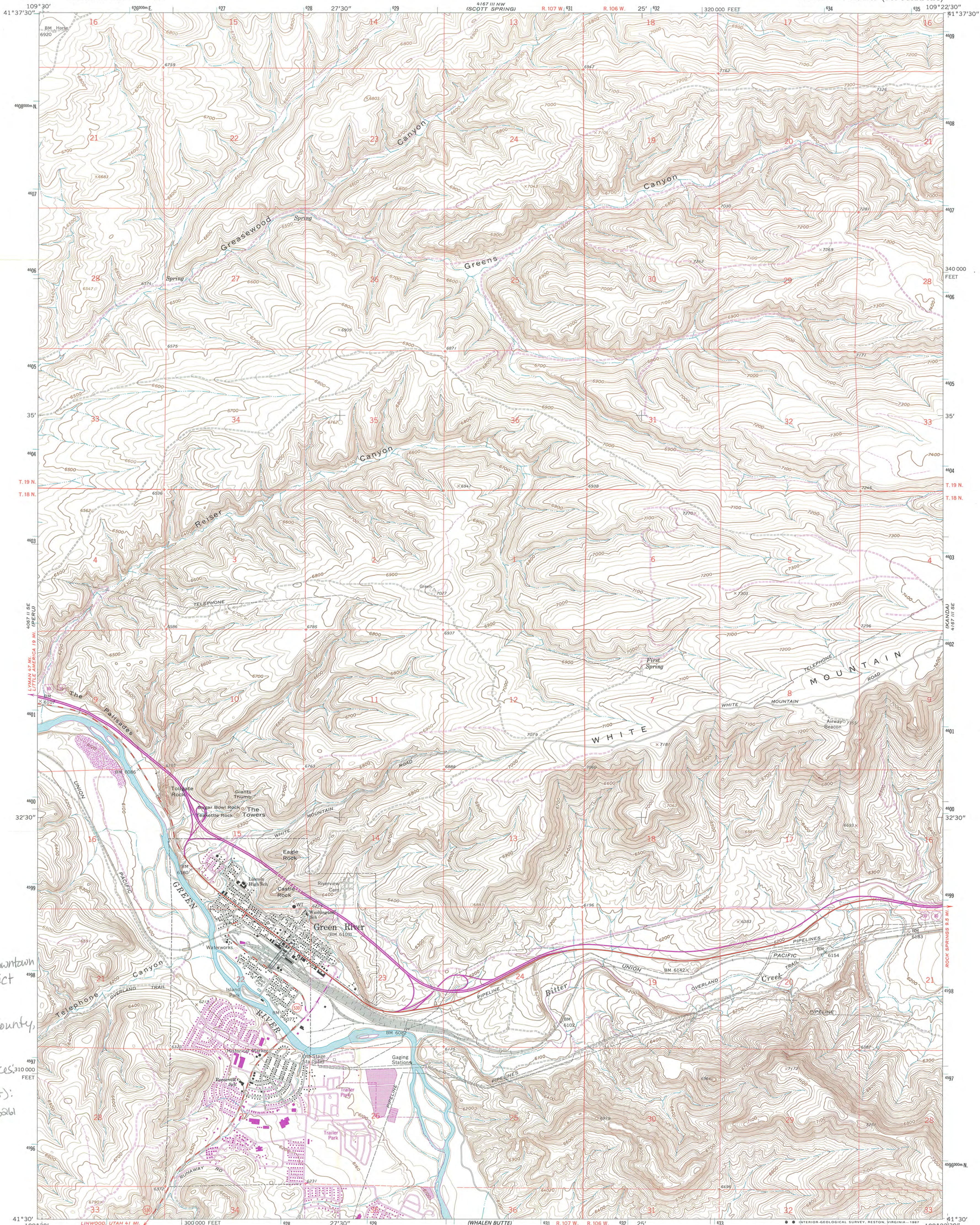
REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

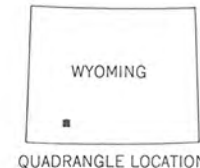
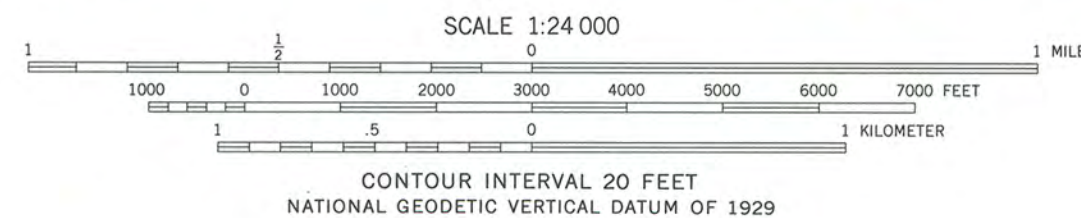
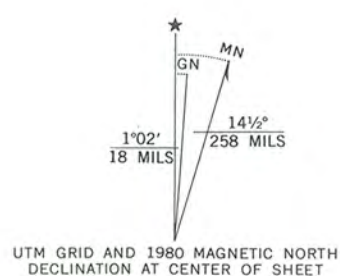
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





Mapped, edited, and published by the Geological Survey  
Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial  
photographs taken 1956. Field checked 1961  
Polyconic projection. 1927 North American Datum  
10,000-foot grid based on Wyoming coordinate system,  
west central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 12, shown in blue  
To place on the predicted North American Datum 1983  
move the projection lines 9 meter north and  
58 meters east as shown by dashed corner ticks  
Revisions shown in purple compiled from aerial photographs  
taken 1977 and other source data. This information not  
field checked. Map edited 1980



GREEN RIVER, WYO.  
41109-E4-TF-024

1961  
PHOTOREVISED 1980  
DMA 4167 III SW-SERIES V874



# ARTS. PARKS. HISTORY.

Wyoming State Parks & Cultural Resources

State Historic Preservation Office  
Barrett Building, 3rd Floor  
2301 Central Avenue  
Cheyenne, WY 82002  
Phone: (307) 777-7697  
Fax: (307) 777-6421  
<http://wyoshpo.state.wy.us>



20 November 2008

Janet Matthews  
Keeper of the National Register of Historic Places  
National Park Service  
1201 Eye St., NW  
8<sup>th</sup> Floor (MS 2280)  
Washington, DC 20005

Re: Submission of the Green River Downtown Historic District, Hyart Theater, and  
Moore Haven Heights Historic District Nominations

Dear Ms. Matthews:

The Wyoming State Historic Preservation Office is submitting the Green River Downtown Historic District, the Hyart Theater, and the Moore Haven Heights Historic District nominations for your review, which the State Review Board accepted and Mary Hopkins, the Interim State Historic Preservation Officer, signed. Also included is a letter of objection from Donald Woodhouse, a resident in the Moore Haven Heights Historic District.

Please contact me at 307-777-7828 if you have any questions.

Sincerely,

Kara Hahn

National Register Program Coordinator  
Wyoming State Historic Preservation Office  
2301 Central Avenue  
Cheyenne, WY 82002  
307-777-7828



Dave Freudenthal, Governor  
Milward Simpson, Director