

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000883 Date Listed: 9/2/93

Union Pacific Railroad Depot
Property Name

Carbon County WY State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for [Signature]

Signature of the Keeper

9/2/93

Date of Action

=====
Amended Items in Nomination:

State/Federal Agency Certification: The property is evaluated at the local level of significance.

This information was confirmed with Sheila Bricker-Wade of the Wyoming State historic preservation office.

DISTRIBUTION:

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

NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service

OMB No. 1024-0018
RECEIVED

AUG 04 1993

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historical name Union Pacific Railroad Depot

other names/site number _____

2. Location

street & number North Front and Fourth Streets not for publication
city or town Rawlins vicinity _____
state Wyoming code WY county Carbon code WY 007 zip code 82301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 XX meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

John J. Keck _____ 7/13/93
Signature of certifying official Date

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 commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register _____ Autawood Area 9/2/93
See continuation sheet.
- determined eligible for the National Register _____
See continuation sheet.
- determined not eligible for the National Register _____
- removed from the National Register _____
- other (explain): _____

Signature of 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

Contributing	Noncontributing	
<u> 1 </u>	<u> 0 </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u> 1 </u>	<u> 0 </u>	Total

Number of contributing resources previously listed in the National Register 0

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

N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: rail-related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: rail-related

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Late Victorian: Romanesque

Materials (Enter categories from instructions)

foundation Stone: Granite
roof Asphalt
walls Brick
other _____

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

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- 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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance 1901 - 1943

Significant Dates 1901

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Union Pacific Railroad Company
Engineering Department:
No Architect identified

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

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9. Major Bibliographical References

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(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 # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

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10. Geographical Data

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Acreeage of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>13</u>	<u>314000</u>	<u>4628320</u>	3	_____	_____
2	<u>13</u>	<u>314060</u>	<u>4628340</u>	4	_____	_____
	<u>See continuation sheet.</u>					

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

Part in NW1/4 SE1/4 SE1/4 Sec. 17 T21 R87

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

Boundary contains the entire area historically occupied by the structure on the property.

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11. Form Prepared By

=====

name/title Pamela S. Nowak/Historic Preservation Consultant
organization Nowak & Associates date 9/15/91
street & number 1708 Glasgow Boulevard telephone (307) 324-3544
city or town Rawlins state WY zip code 82301

Property Owner

=====

name: City of Rawlins telephone: (307) 328-4500
street & number: P.O. 953 state: WY zip code: 82001
city or town: Rawlins

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

The Union Pacific Railroad Depot is a one-story brick and granite transportation structure. The building is rectangular in shape with Richardsonian Romanesque elements. It is similar in design to the structures of the Union Pacific Railroad Complex in Evanston, Wyoming. No architect is identified for the Evanston structures or the Rawlins depot. Architectural drawings of the Rawlins depot are stamped with the mark of the Union Pacific Railroad Engineering Department. John Berry was chief Engineer, John L. Huntly was the Principal Assistant Engineer. No credit is given to the specific designer. The original depot was constructed in 1901 with additions on the west (1901 - 1903) and east (1903 - 1912) sides and numerous interior modifications.

The current structure measures 132' x 28' and has a low quarried granite foundation which is painted white. Walls are constructed of red battered bricks. Materials used for additions blend perfectly with original materials. Approximately three feet above the foundation is a seven inch stone belt course which runs the entire perimeter of the building and forms a sill for nearly all of the windows. Most windows are 1/1 double-hung and are topped by heavy stone lintels; many have transom windows. The hip roof has flared eaves which extend approximately six feet beyond the exterior walls and which are supported by wooden brackets. Soffits are plain. A wood frame veranda once ran around the entire perimeter of the building, but was removed after 1924. The original black slate roof was replaced with shingles after 1941.

The original depot housed a men's waiting room, women's waiting room, ticket lobby, ticket office, telegrapher's desk and restrooms. It measured 74' x 28'. Interior decor was of oak finish with oak wainscoting and a white maple floor. The main entrance faced north and opened through a vestibule onto North Front Street.

The exterior of this central entrance is elaborate and features an arched portal topped with a square pavilion-roofed tower and galvanized iron finial. The tower has three small round-head windows in its upper front face with a single stone sill under the three and a stone bar across the center of each. There is one similar window in each upper side face of the tower. A stone sculpture is situated in front of the center front window. Tower corners are rounded and have sculpted bases. The entrance itself is centered under a rounded stone arch supported by piers. The original double doors have been replaced with boards and a simple modern door. Side columns of brick are situated on either side of the entrance. One small 1/1 window is set into each of the lower side faces. Two large interior chimneys and two small galvanized iron pavilions have been removed from the tower.

On either side of this central tower are 16 foot wide squared bays, each containing three transomed 1/1 windows in the front face. These bays formed alcoves off the segregated waiting rooms. The restrooms were situated between the bays and the tower and each contained one small inset leaded window. Each bay also contains one 1/1 window in the side face farthest from the tower. Roofs of the bays are hipped.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====
The rear, or track side of the original depot featured a central telegraph bay with three 1/1 windows, one per face, which are now boarded. This bay extends above the main roof, having three small round-head windows in its upper faces. Dual gables top the bay with a tin deck originally connecting to the main roof-line. Directly under each gable was a narrow rectangular window and a flared eave above the round-head windows.

The waiting rooms, on either side of the telegrapher's bay, contained central double doors with one transomed 1/1 window on each side of those doors. The double door to the west has been replaced with boards and a single door. To the east, the doors and window nearest the bay were relocated in 1941 so that the doors are now near the bay with two windows to their east.

The east end of the depot contained two closely set transomed 1/1 windows centered in the lower face. A gabled dormer with extended eaves formed an upper face and contained two small round-head windows. Slate walls formed side buttresses on this dormer. This upper face was later removed.

The west end of the original depot contained a single centered door. Almost immediately after completion of the original building, an extension was constructed to the west and connected with an enclosed public checking corridor. Construction materials and design matched the original. The extension housed a 36' baggage and express room, a second public corridor, and a 22' general telegraph office. The basement, poured at the same time as the original unfinished basement, contained a 19' x 56' battery room. The hip roof of the extension is slightly lower than the roof of the original depot building.

The Front Street elevation featured a single transomed glass door at the connecting corridor (now wooden). The baggage room featured 4/1 window on either side of a transomed double-wide sliding wooden door. To the west was the single transomed glass door to the second public corridor. In 1941, this door was replaced with a window. Two closely set 1/1 windows with transoms were located in the telegraph office. The track elevation was identical. The door to the eastern-most public corridor on the track side was replaced with a window in 1941. Boards now cover most windows. The west elevation contained two closely set 1/1 transomed windows and an exterior stairway to the basement. An interior chimney has been removed from this extension.

By 1912, a second building had been constructed to the east of the brick depot. It utilized the same materials and design as the first building and housed a dining room, lunch counter, and kitchen. A 16' covered concourse, or arcade, connected the buildings.

The main entrance to this Eating House was located on the track (south) side. The central door was located under a molded arch and supported by stone piers. A heavy stone molding was located directly above the door and below the arch. Extending from the main roof-line above the door was a gabled dormer with plaster designs and a perforated galvanized iron vergeboard. The vergeboard was removed after 1941. The door was in the center of a slight (1') rectangular bay.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

To the west of this bay, nearest the depot building, was the portion of the Eating House that formed the lunch counter. To the extreme west was the small 1/1 etched window of the washroom. Next to that was a single transomed door. Two 1/1 windows were located between the door and the bay. East of the bay were two 1/1 windows with a transomed door centered between them. At the extreme east was the small etched 1/1/ window of the men's restroom. Except for removal of vergeboard, replacement of original doors and the boarding of windows, this elevation appears unaltered.

The north elevation was less symmetrical than the south. On the extreme east was a small etched 1/1 window located in the women's restroom. Three large 1/1 windows were situated in the main dining room, just next to the restroom. The kitchen formed an eight foot bay on the north. Just east of that kitchen bay was a small serving pantry with a small etched window (since enlarged). The bay contained two large arched 1/1 windows in its main face, each with decorative stone lintels. One small window was set in each side of the rectangular bay. A single door just west of the kitchen bay provided employee access to an exterior basement stairway. This stairway was enclosed by a wooden lean-to prior to 1941. To the west of the stairway was the concourse which featured a paneled wooden arch and stone corbels.

The kitchen bay extended above the roof-line with a brick facade. The facade featured six steps of brick, each topped with a stone course and united in a central chimney. Stone consoles flanked the chimney and were also located under the first step. A round false window with stone trim was located in the center of this false front.

End elevations were simple. The west end contained one central 1/1 window and an ice shoot to its left. The east elevation featured a small circular bay in the center with one 1/1 window centered in that bay.

A storage basement was located under the western half of the Eating House and contained a locker room, refrigerated room, coal storage, kindling room, vegetable storage, locked storage and a men's room. The remaining half of the basement was unexcavated.

In the early 1920's, a fire destroyed parts of the Eating House. Several plans were submitted for alteration and extension during 1923 and 1924 which included ideas for conversion of the depot into non-segregated waiting rooms, enclosure of the concourse, expansion of the dining room, and relocation of the kitchen. Actual modifications included two extra office which were set into the baggage and telegraph areas and the women's waiting room by 1924. Extensions were not added to the Eating House, however, and no structural alterations were made. A few interior modifications were made to the Eating House.

By 1940, the Eating House had been converted into offices, locker rooms, and a washroom. The telegraph office served as a yard office and lockers had been set into the western most public corridor. The on-hand room and the railway express agency had expanded into the other public corridor.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

Extensive remodeling occurred between 1941 and 1943. The waiting rooms were remodeled and finally combined; interior wood trim was removed and asphalt floor tiles laid. The telegraph and ticket office was relocated and a telephone office created, both in the east end of the depot building. The concourse was not enclosed with matching exterior materials and had one door in each side. This area became the yard office. Offices located in the former eating house were rearranged. Ceilings were changed to masonite.

Further interior remodels were accompanied during the 1960's but did not change the building structurally. Asphalt shingles replaced the slate roof after 1942. After the Amtrak line pulled out in 1984, the depot was converted entirely to office use.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8

Page 1

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

The Union Pacific Railroad Depot in Rawlins, Wyoming is significant under Criterion A in the area of transportation. It is representative of the influence of the railroad and its transportation connections as related to the development and growth of Rawlins. The railroad served as a reason for settlement and its transportation links provided support for the development of other industries and expansion of the city. This depot, constructed during a period of expansion, is one of the few remaining railroad structures in Rawlins and represents the era of that influence.

Ideas for construction of a western railroad had surfaced as early as 1832 with a serious proposal by Asa Whitney in 1844. While Whitney's plan was defeated in Congress, it launched the series of steps that ultimately led to the passage of the 1862 Pacific Railroad Act.

The railroad act was a culmination of ideas discussed for some 18 years and was directly influenced by the Civil War. The military importance of a transcontinental rail-line had come to the surface. This, combined with the increasing westward emigration prompted congressional action. Approval which was previously blocked by sectional interests came easily from the Civil War congress.

Providing land grants to two railroad companies (the Union Pacific and the Central Pacific), the act supported construction of rail-lines which would meet at approximately the California border. In addition to monetary loans for construction, alternating 10 mile wide sections of right of way (which could be sold for profit by the railroad companies) were provided by the government. These railroad lands would be the seeds of settlement, providing the land-base for towns such as Rawlins.

The Union Pacific Railroad began construction westward from Omaha, Nebraska in December of 1863. The route, as originally proposed, was to follow the path of the Emigrant Trail. This seemed most practical as it was already well-traveled and among the easier of the known trails. However, with the discovery of gold in Colorado and the resulting population growth, the route was adjusted. The goal was to route the railroad through Denver or as near to Denver as the topography would permit. Survey crews eventually identified Sherman Hill, Wyoming as the nearest practicable crossing of the Rockies. This route would bring the railroad through southern Wyoming, providing an added bonus of available coal deposits. The final route closely paralleled the Overland Trail (which lay south of the Oregon Trail), but was north of the actual trail, following the Platte River Valley.

By October 1867, the railroad had reached Wyoming. A division point of the railway was established on Crow Creek and the city of Cheyenne laid out. Between Cheyenne and Laramie, the small community of Dale Creek grew up to house workers constructing the bridge over Dale Creek, located in the Laramie Hills. From there, the route crossed the Laramie Plains, westward toward the Red Desert. Several military installations near the right-of-way (such as Fort Russell and Fort Fred Steele) provided the forces needed to deal with increasing bands of Indian raiders. The territory also began to see the creation of small

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2 Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

as "end-of-the-line towns". These towns served as residence areas for the workers, usually featured a depot or station, and often had reputations for disorder and violence. They were normally located approximately 60 miles apart.

Many of the early inhabitants and businessmen made Rawlins their permanent home. Their names became synonymous with the town and their influence widespread. They included James C. France, bank, merchant and postmaster; Isaac C. Miller, sheepman and sheriff; John C. Dyer, mineral development, postmaster, and merchandising; and DeWitt C. Kelley.

By 1870, the population of Rawlins had grown to 612, most of whom were employed by the railroad. During the next decade, the economic base of the town began to expand. Rawlins' location on the rail-line made such expansion possible. Exploration and development of coal, copper, iron, and other minerals was encouraged by the Union Pacific. Private entrepreneurs soon discovered a variety of minerals in the area including red hematite. John C. Dyer established the Rawlins Metallic Paint Company and erected mills to crush oxide ore for manufacture into a paint known as "Rawlins Red". The paint was purchased for use on the Brooklyn Bridge and was used extensively by the Union Pacific Railroad.

Economic expansion also resulted from Rawlins' location as a supply point for the Shoshone and Arapaho Agency and the Ute White River Agency. Freighting became a major business.

With the expansion of the cattle and sheep industries during the 1870's and 1880's, Rawlins served as a supply and shipping point to outlying ranches and as a terminus for marketing. Sheep operations, especially, grew along the Union Pacific right of way. By the 1890's and early 1900's, leading sheep families began making permanent homes in Rawlins and the town became known as a sheep center.

The town continued to push its population past 2000 by 1900. The list of established families continued to grow. Businessmen and sheepmen were becoming leaders and supporters of the bustling town.

This growing population both affected and was affected by the Union Pacific Railroad. The increasing traffic on the rail-line necessitated replacement of the 1868 depot with a new brick and granite building in 1901. The new building was constructed north of the tracks, just south of the downtown area.

The new depot represented the influence of the railroad on the town. Elegant and spacious, it symbolized the wealth of the town. The depot was immediately accompanied by a baggage and telegraph addition. Within 10 years, an Eating House was constructed to the east and connected to the depot. Because the town had several excellent hotels, the Union Pacific did not construct a railroad lodging facility.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

=====

In 1918, the Union Pacific employed between 300 and 500 persons. In 1923, its monthly payroll wad \$160,000. By 1924, however, modernization eliminated the need for the roundhouse and its use was abandoned. Union Pacific employment decreased.

During the next twenty years, this pattern continued. The depot continued to be vital, however, and was modernized in the early 1940's. The Eating House was converted to offices and locker rooms. By 1984, passenger transport through Rawlins had ceased and the depot fell into disuse except for office space. Although Amtrak service resumed in 1991, the use of the depot for passengers was not re-initiated.

The depot building remains today as a symbol of the impact of rail transportation. It is representative of the growth of Rawlins and the railroad's expansion and contribution to the community.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 1

Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

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Alcorn, Gay Day, Tough Country (Saratoga, Wyoming: Legacy Press, 1984).

Barnhart, William R., "The Early History of Carbon County Wyoming" (Master's Thesis, Department of History, University of Wyoming, 1969).

Bartlett, I.S., ed., History of Wyoming, Vols. I-III (Chicago: S.J. Clarke, 1918).

Bowen, Ezra, ed., The Railroaders (New York: Time-Life Books, 1973).

Chisum, Emmet D., "Boom Towns of the Union Pacific: Laramie, Benton and Bear River City," Annals of Wyoming LIII, 1 (Spring 1981): 2-13.

Combs, Barry B., Westward to Promontory (Palo Alto, California: American West Publishing Company, 1969).

Durrant, Richard, telephone interview (Rawlins to Salem, Illinois: 9/05/91).

Friend, John C., "Early History of Carbon County," Annals of Wyoming XV, 3 (July 1943): 280-286; also in Rawlins Republican, June 9, 1927.

Grant, M.N., "Field Notes of the Survey of subdivision lines in T21N R87W," Sept. 12, 1873: pp. 325-330.

Gray, Philip H., "Rawlins, the City of Surprises," The Union Pacific Magazine (September 1923); 31; ("Rawlins" file) (Laramie: University of Wyoming Archives, American Heritage Center).

Mariah Associates, Inc., Report of Cultural Resource Investigation for the U.S. Telecom Fiber Optic Cable Project. Cheyenne, Wyoming to Evanston, Wyoming (Laramie: Mariah Associates, Inc., 1986).

Reflections: A Pictorial History of Carbon County-1990 (no author or publisher given, 1990).

Sanborn Map Company, City of Rawlins (Fire Insurance Maps), 1903 (Rawlins: Carbon County Historical Society).

Sanborn Map Company, City of Rawlins (Fire Insurance Maps), 1912, 1920, 1931 (Laramie: University of Wyoming Coe Library, Government Documents).

Schweigert, Kurt and Robert Rosenberg. "Downtown Rawlins Historic District," National Register of Historic Places Inventory-Nomination Form (April, 1984).

"Union Pacific Railroad," file (Rawlins: Carbon County Historical Society).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1 Union Pacific Railroad Depot
name of property
Carbon County, Wyoming
county and State

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Regarding UTM reference: 2 references were cited because both the east and west sides of the structure were noted. The structure is indicated on the USGS map and references for both sides were plotted. They have different references. Thus, citations for both were provided.

Verbal Boundary Description:

Part in NW 1/4, SE 1/4, SE 1/4 Section 17, T21, R87 bordered by an east-west line located 36 feet south of the southern edge of North Front Street, a north-south line located 70 feet west of the center of Fourth Street, an east-west line following the southern edge of North Front Street, and a north-south line located 70 feet east of the center of Fourth Street.

Boundary Justification

The legal boundary description provided by the Carbon County Land Office states simply "part in section 17, T21, R87." A line has been designated approximately four feet around the perimeter of the building to more specifically define the boundary. This boundary includes the area historically occupied by the structure on the property and excludes areas of intrusions such as street, railroad tracks, and parking lots.