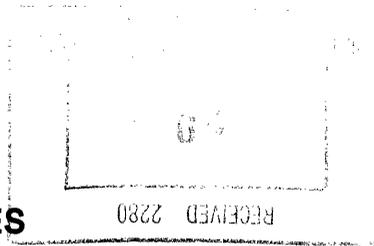


1030

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

STEEL CREEK TRAILER SALES, INC.
historic name: Continental Oil Company; Sioux Oil Company
other names/site number: 48LA1418/48LA717

2. Location

street & number: 801 West 19th Street not for publication: N/A
city or town: Cheyenne vicinity: N/A
state: Wyoming code: 56 county: Laramie code: 021 zip code: 82001

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.)

Richard A. Smith 8/25/03
Signature of certifying official Date
State Historic Preservation Officer

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Commerce/Trade Sub: warehouse

Current Functions (Enter categories from instructions)

Cat: Commerce/Trade Sub: warehouse

7. Description

Architectural Classification (Enter categories from instructions)

Cat: Late 19th and Early 20th Century American Movements

Sub: Commercial Style

Materials (Enter categories from instructions)

foundation: Stone

roof : Wood, tar and gravel

walls: Masonry with face 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)

Cat. Commerce

Period of Significance: ca. 1905-1953

Significant Dates: ca. 1905 (building date)

Significant Person (Complete if Criterion B is marked above) _____

Cultural Affiliation: N/A

Architect/Builder: Unknown

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

9. Major Bibliographical References

(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: _____

10. Geographical Data

Acreage of Property: less than one

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

	Zone	Easting	Northing
1	<u>13</u>	<u>514820</u>	<u>4553270</u>

See continuation sheet.

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

Lots 1-4, Block 334, Original City of Cheyenne

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

The boundary is the lots which the property occupies in the north half of Block 334.

11. Form Prepared By

name/title: Robert G. Rosenberg, Historian
organization: Rosenberg Historical Consultants date: 1/15/2003
street & number: 739 Crow Creek Road telephone: (307)-632-1144
city or town: Cheyenne state: WY zip code: 82009

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name: Robert L. Morris, et ux.
street & number: 3116 Bluff Place
city or town: Cheyenne
state: WY zip code: 82009
telephone: (307)638-6165

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 7

STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING

7. Description

Steel Creek Trailer Sales, Inc., is located at 801 West 19th Street, and the property occupies the north half of the block. It is immediately adjacent to and west of a railroad line that runs north-south along Reed Avenue on the west side of the original commercial district of the City of Cheyenne, Wyoming. This property consists of three related buildings, two of which are over fifty years old. Building No. 1 is a one-story shed-roofed brick building, the main component of which is 40' E-W x 60' N-S. It rests on a three-foot high rock-faced ashlar foundation and has a 7-foot high basement. The walls of the building are constructed with masonry covered with face brick. The building is situated on the northeast corner of the block and faces the railroad tracks to the east and West 19th Street to the north. From the window and door openings as they appear today, either side could be considered the facade or front. The east side features a corbeled cornice with dentil work and brick parapet. Window and door openings include two above-grade basement windows with segmented arches, a loading bay with a segmented arch that has been boarded over, but is functional on the inside with twin-leaf wooden doors still in place. There are two smaller windows with segmented arches set high in the wall, and a rectangular one over one-light double-hung window with a stone lintel and concrete sill that lights a portion of the office area. The south side of the main component features a three-stepped parapet.

There is a much shorter brick addition (22' N-S x 10' E-W) on the south end of the building that also has a corbeled brick cornice that is less ornate than that of the main component. There are no openings on the east side of this addition; there is one rectangular opening with a stone lintel and concrete sill on the south side. The west side of this addition has two pedestrian entrances, one with a wood panel door, the second or northernmost is sealed over. This addition is slightly over half as tall as the main component. It was originally identified as an "oil pump house," which was separated from the main component by a narrow wood frame addition. By 1923, it had been enlarged and connected to the main building, eliminating the wood frame addition. This portion of the building is no longer in use.

The north side of the building faces West 19th Street; this side features a continuation of the more ornate corbeled cornice and brick parapet. Window openings on this side are all rectangular with stone lintels and concrete sills. There are two above-grade basement windows with stone lintels, and there is a large opening that was formerly the main entrance that has been covered over with a Conoco signboard; only the sill is visible. There are three identical evenly-spaced one over one-light double-hung windows west of the signboard and one east of it. A small wood frame shed-roofed vestibule was added in 2000 at the northwest corner, which contains the more recently used enclosed entrance. This wood frame vestibule has vinyl siding and a nine-light door accessed via a short flight of wooden stairs and railings. There is a two-light casement

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING

window in the west side of the addition. A wooden loading dock runs the length of the west side and is accessed by a similar flight of wooden stairs. The bay was formerly protected by an open shed-roofed porch that has been removed. The west side of the main component has windows with brick arches set high in the wall with two-light windows with wooden sash and frames that open inward. There is a large arched loading bay with twin-leaf hinged wooden doors that is still in use. A wood frame shed-roofed addition (14' x 30') at the rear extends as far west as the loading dock. It is covered with metal siding and has side by side six-light sliding windows with wooden sash and frames. According to building permit records this addition was constructed in 1923 as a "two-room heating plant." Building No. 1 was re-roofed in 1994.

The interior of Building No. 1 consists of a three-room office area in the north end that has been remodeled with wood paneling and dropped ceilings. There is a small bathroom to the south of the main entrance. The office still contains an original "Mosler" safe. The remainder of the building consists of an open warehouse area with rough plank flooring. The post-and-beam frame of the building is exposed, as are the wooden ceiling rafters. This area was formerly used to store barrels of oil. There is a motorized rope-and-cable open freight elevator located in the middle of the warehouse area that is still functional. A wooden stairway located at the southwest end of the warehouse area descends to the full basement. The walls of the basement have been relined with concrete blocks in the last five years, and the basement has a concrete floor. The wood frame addition on the south side contains an old scale that was formerly used for weighing barrels.

Building No. 2 is a one-story brick garage constructed between 1912 and 1923, similar in appearance to the warehouse. The garage is 35' E-W x 26' N-S x 10' high. It has a concrete floor with no basement, and it has a shed roof covered with built-up tar and gravel that is in an advanced state of deterioration. It faces north and has three large garage bays across the facade that retain twin-leaf wood garage doors with diagonal paneling. Narrow brick pilasters at the corners and between the garage bays extend slightly beyond the roof line and feature small contrasting-colored brick patterns. The cornice above the garage bays features rectangular patterns of indented brick; the cornice and pilasters are topped with a soldier course of contrasting brick. The east and west sides have a stepped parapet and rectangular window openings containing six-light hopper windows with steel sash. The northeast corner of the building has settled, causing significant cracks in the brick walls.

Building No. 3 is a modern (ca. 1956) gable-roofed metal building with concrete floor that is 28' E-W x 36' N-S x 12' high and has large steel sliding garage doors on the east side.

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING

Several large above-ground fuel storage tanks were constructed behind or south of Building No. 1. By 1912, there were three linseed oil tanks located southwest of Building No. 1. By 1923 there were seven iron oil storage tanks in this location, and the linseed oil tanks had been removed. In 1993, three 17,000-gallon tanks, two 12,000-gallon tanks, one 10,000-gallon tank, one 8,000-gallon tank, and one 560-gallon tank were removed from the site. In 2000, soil remediation was carried out on the property to remove hazardous materials that had leaked into the soil from prolonged fuel storage. The site is still being monitored using a number of wells, and a small temporary shed has been built west of the garage as part of the remediation process.

Overall, Building Nos. 1 and 2 retain high levels of physical integrity both inside and out with nearly all original windows, sash and frames. Remodeling of Building No. 1 includes a recent enclosed frame entrance and interior office renovation. Building No. 1 is a well-preserved example of early twentieth-century brick masonry architecture. Although Building No. 2 retains its original appearance, it will require significant repair and renovation in the near future, including a rebuilt roof and foundation stabilization.

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING

8. Significance

The buildings occupied by Steel Creek Trailer Sales, Inc., are eligible to the National Register of Historic Places under Criterion A, because they represent the early twentieth-century commercial activity in Cheyenne, Wyoming. Cheyenne had its origins as a railroad town created in 1867 by the construction of the first transcontinental railroad, making it an important transportation center from its inception. Therefore, its commercial history was inextricably tied to the railroad. The warehouse building at 801 West 19th Street was constructed in ca. 1905 and was accessed by a railroad siding on the east side. The siding has been removed, but the mainline is still in use so that the property retains its physical association with the railroad. The brick warehouse is a well-preserved example of early twentieth-century factory/warehouse architecture and served as a bulk oil storage facility operated by the Continental Oil Company. It is one of a group of industrial buildings identified by previous historical surveys that remain on the west side of downtown Cheyenne and that were directly serviced by the railroad (see related Multiple Property Listing).

Historical Setting

The Cheyenne townsite was surveyed on July 9, 1867, and by the time the tracks reached the town on November 13, it already had a population of 4000 people and 200 businesses. Fort D.A. Russell and the quartermaster storehouses at Camp Carlin were established at Cheyenne and became the most important military presence in the Rocky Mountain region, supplying military posts throughout the region. A rail spur was built from the mainline of the Union Pacific Railroad to the storehouses at Camp Carlin in 1868. A wide variety of goods was shipped via rail to Camp Carlin, then freighted across the plains to the widely scattered frontier posts and Indian agencies. Thus, the precedent was already well established of Cheyenne serving as a supply center for the surrounding region, and it would continue to serve this function well into the twentieth century.

The Union Pacific Railroad Company chose Cheyenne as the site for its principal depot and repair shops in the Rocky Mountain region assuring it a vital and long term role in the life of the railroad. A twenty-stall roundhouse and turntable were constructed there in 1869, among the first permanent structures in Cheyenne. The spur to Camp Carlin diverged from the Union Pacific mainline at the roundhouse and headed north along Reed Avenue. After Camp Carlin was decommissioned in 1890, the line continued to serve Fort D.A. Russell. It was along this corridor on the west side of Cheyenne that many warehouses and other industrial buildings requiring rail service were later constructed.

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**STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING**

Cheyenne enjoyed a boom period based largely on cattle ranching that extended from 1875 to 1887. Large cattle outfits established far-flung ranching operations on the surrounding plains, and Cheyenne's strategic location made it an important shipping point. Many of the cattle barons built their headquarters in Cheyenne, making it the political, social and economic center of the Wyoming cattle industry. Cheyenne's location also allowed it to become a major shipping point and banking center for the Black Hills gold rush when it was linked to the mines via the Cheyenne-Deadwood Stage Road.

The cattle boom proved to be short-lived and declined in the late 1880s. Many of the cattle barons left the city, selling their mansions to residents engaged in government (territorial and state capitol), commerce, and the railroad. The Cheyenne and Northern Railroad was chartered in Cheyenne in 1886 to tap the ranching lands of the Power River Basin. The 125-mile line followed the existing branch from the Union Pacific mainline up Reed Avenue to the Cheyenne Depot and Fort D.A. Russell, then northwest along the east side of the Laramie Range. However, track building unaccountably stalled for three years at Wendover on the North Platte River so that it was of limited economic value to the Union Pacific or Cheyenne. Finally in 1890, a 28-mile segment was built to the east-west running Chicago and North Western Railway at Orin Junction, thus completing a link between Cheyenne and Casper. The line was later controlled by the Chicago, Burlington and Quincy Railroad, and a nine-mile segment built in 1915 connected two sections of Burlington's lines and linked Montana to Nebraska, as well as providing a southern link to Texas. A freight yard and roundhouse were later constructed by the Burlington in northwest Cheyenne, continuing its tradition as an important railroad town.

In 1890 the Union Pacific Division machine shops were constructed in Cheyenne, which brought about a substantial increase in the work force and ameliorated the effects of the decline of the cattle industry. The Union Pacific gradually expanded its rail yard facilities in the early 1900s; the size of the roundhouse was increased and a larger turntable was installed. A new machine shop was constructed in 1918-19, one of the largest buildings ever constructed in the Union Pacific system. In 1923, the Union Pacific Railroad established a freight terminal in Cheyenne as a distribution point for Wyoming and adjoining states. Once again the rail yards were expanded, and a new freight terminal was built. In 1929, the depot was remodeled, the yard was enlarged, and the roundhouse was once again expanded, exemplifying the Union Pacific's continued commitment to its Cheyenne rail facilities, a major economic mainstay for the city.

The industrial district of Cheyenne generally spread north and east throughout the late 1800s and early 1900s, following the Cheyenne and Northern railroad corridor north along Reed Avenue and beyond, and the Union Pacific mainline east and west of the depot. Warehouses and industrial buildings were spaced

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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**STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING**

along the north corridor along Reed Avenue and consisted of lumber yards and storage facilities for hay, grain, coal, and ice. The city gas works was also located along this corridor in 1886. After the turn of the century, more industrial buildings and warehouses were constructed along West Fifteenth Street. By 1907, the Northern Colorado Power Company had built an electric light plant near the gas plant that was serviced by the railroad along Reed Avenue. A substantial grain elevator was constructed along this corridor in 1911. Ice plants and coal companies were also located along the rail corridor in the early twentieth century. Substantial brick warehouses were built along West Fifteenth Street in the 1910s and early 1920s in what had formerly been a modest residential area and were served by railroad spurs. The Laramie County Milk Producers Co-op Association built a creamery in 1923 at 2311 Reed Avenue in the north end of the warehouse district that was also serviced by a railroad spur. Thus, the pattern for industrial growth in the City of Cheyenne had been set in the late nineteenth century by railroad construction, and it continued well into the twentieth century.

801 West 19th Street

The original building permit for the warehouse is unfortunately no longer available in the public record. However, city directories and Sanborn Fire Insurance maps verify the building date of 1905 listed in the Tax Assessor records. The 1907 Sanborn Fire Insurance map first depicts the brick warehouse and identifies it as a bulk oil storage facility for the Continental Oil Company. Oil and other fuels were hauled in by railroad cars, then unloaded for local distribution for home heating fuel and to serve several Cheyenne retail auto service stations. By 1929-30, the Continental Oil Company (Conoco) had three service stations in Cheyenne at 301 East Lincolnway, 503 West Lincolnway, and 1802 Central Avenue. By 1945, in addition to the above gas stations, there were service stations at 18th and Capitol Avenue, 4000 Central Avenue, 620 Central, and 408 West 18th Street. The office and wholesale facility remained at 801 West 19th Street with a variety of local agents through 1979. In 1981, the Sioux Oil Company took over the facilities. By 1990, the property was vacant until 2000 when the current business moved in.

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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STEEL CREEK TRAILER SALES, INC.
LARAMIE COUNTY, WYOMING

Section 9. Major Bibliographical References

Cheyenne City Directories, Cheyenne, Wyoming, 1902-1999.

Ittelson, Ellen

1986 *Historic Building Inventory Record*. Westside Survey, Cheyenne, Wyoming.

Original City Books, County Clerk's Office, Laramie County Courthouse, Cheyenne, Wyoming, n.d.

Property Records, Tax Assessor's Office, Laramie County Courthouse, Cheyenne, Wyoming, n.d.

Sanborn Fire Insurance Maps dated 1894, 1907, 1912, 1923, and 1931.

Building Permit Files, Room 202, City Building, Cheyenne.

Wyoming State Archives

n.d. City of Cheyenne, City Engineer, Building Permits, Record Group 3001.

Wyoming State Business Directories, Cheyenne, Wyoming, 1900-1990.

W. 19th St.

SNYDER AVE

No. 3

No. 1

No. 2

FORMER
ABOVE-GROUND
TANK AREA

REED AVE.

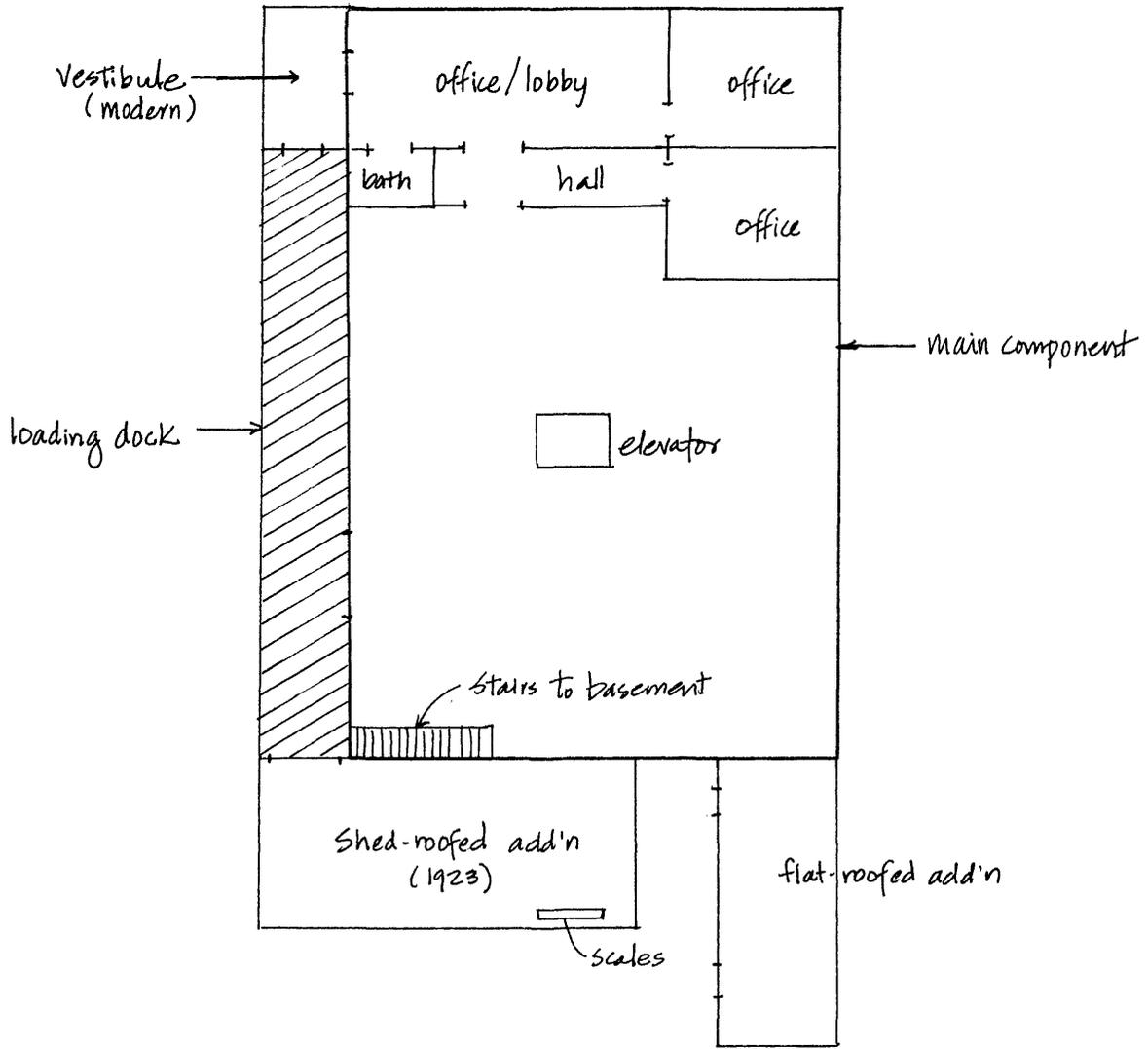
ALLEY

Block 334



1" = ~ 50'

801 West 19th Street
(48LA1418/48LA717 - Steel Creek Trailer Sales; Continental Oil Company)



801 W. 19th Street, Main floor plan (N.T.S.)

Building 1

