NPS Form 10-900

OMB No. 1024-0018

United States Department of the Interior
National Park Service

919

National Register of Historic Places Registration Form

RECEIVED 2280
OCT 25 2013
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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.

1. Name of Property

Historic name: Fossil Oregon Short Line Depot
Other names/site number: 48LN4730
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Approximately .4miles WNW of Hwy 30 and County Rd 300
City or town: Kemmerer State: WY County: Lincoln
Not For Publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide x local

Applicable National Register Criteria:

X A ___B ___C ___D

Mary M. Hopkins 9/27/2013
Signature of certifying official/Title: **Date**
Wyoming SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Edson K. Beall 12-11-23

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: [x]

Public – Local [ ]

Public – State [ ]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [x]

District [ ]

Site [ ]

Structure [ ]

Object [ ]

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/Rail-related

Current Functions
(Enter categories from instructions.)
WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions.)
_Other: late 19th century vernacular_____

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _wood (frame, siding, shingles), stone foundation, brick chimneys_____

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Oregon Short Line Depot in Fossil, WY, located in the southwestern region of the state, exhibits simple wood frame construction and is a variation of the standard Union Pacific 24x64 rectangular plan, with a 1902 addition on the west end that expands the dimensions to 24x80 feet.[1] This addition was constructed when the Union Pacific relocated the depot to its current location due to trains overshooting the previous location because of a steep downgrade.[2] The entire town moved along with the depot and continued to develop until the coming of diesel fuel when trains no longer needed to stop as often. Originally built in 1882, the depot served as living quarters for the station master and his family, as a ticketing and waiting area for passengers, and as freight storage. Records indicate that a Western Union Telegraph Office was located at the station as well. The depot was the main source of information and place of activity

[1] Union Pacific Historical Society, "O.S.L. Standard 24x64 Depot with Living Rooms," *The Streamliner* 2, no. 2 (1987): 16-19.
[2] Marcia D. Fagnant, *Fossil, Wyoming: A Trip Through Time and Memories* (Dutch John, UT: Dinosaur Nature Association, 1993), 2.

in the small western Wyoming town. The façade of the single-story depot faces north with a small outhouse/coal storage building standing to the east. Concrete foundations from 1920 and 1924 are still present to the southeast of the buildings, likely remnants of the town water works. Additionally, two private residential buildings, one being the former section house, remain to the north and to the east of the property, with Fossil Butte National Monument visible to the north and the rolling, sagebrush-covered hills marking the surrounding landscape. The residential buildings, the visible railroad grade immediately north of the depot, two more buildings across the railroad grade from the depot, and a few small cabins in the distance to the south are all that remain of the town of Fossil. Two more recent residential buildings have been built near the depot but are not original to the town of Fossil.

While the depot is in need of repair due to years of vacancy and harsh weather conditions, it retains its integrity from 1902, when the building was moved to its current location. Despite its rundown condition the depot retains strong integrity of location, materials, design, association, and feeling. The majority of the building's historic materials still endure in place, including the stone foundation, clapboard siding, wood doors and trim, plaster walls, and wainscoting. The overall form and interior spaces remain unchanged. Although the railroad line served by the depot was moved in 1956 the grade is still clearly visible north of the building and the spatial relationship between the depot and grade is clearly defined. The integrity of setting is somewhat compromised by the fact that the surrounding community of Fossil has largely disappeared from the landscape, however remnants such as a section house, railroad grade, various foundations, and a residence are still present. The remaining of the surrounding area is characterized by open spaces.

Narrative Description

Exterior:

The single-story depot exhibits simple frame construction in a 24x80 plan. The building sits on a stone foundation and is covered with clapboard siding. The building is capped by a side-gabled roof of cedar wood shingles and two brick chimneys. The standard window of the building is a 4-over-4 double-hung, wood sash window, and all have been covered by boards or original doors.

The asymmetrical façade faces north and stretches eight bays across. It features a projecting gabled pavilion just to the east of center. The pavilion, representing the ticketing and waiting area of the building, exhibits two standard windows on its north wall. Standard windows also sit on both of the side elevations of the projection. The bays west of the pavilion have a standard window and an entryway capped by a transom with an original four-panel wood door. This door marks the entry point into the depot for the public. The western-most portion of the façade contains a large sliding wood door for entry into the freight storage. East of the pavilion are two more standard windows separated by an entryway capped with a two-light transom. These bays on the eastern end of the façade mark the residential space of the building. A wood sill course runs the length of the façade. The façade has a broad overhanging eave along its length and on

the gable end of the pavilion. Two brick chimneys are visible at the peak of the roof, one showing some damage while the other remains in good condition.

A rectangular wood deck extends out from the west elevation. This deck leads to a large sliding wood door that accesses the freight area of the depot. Another opening into the freight room stands above the sliding door. The wood sill course and broad eaves are also found on this elevation.

The four-bay south elevation features an off-centered raised doorway, indicating the removal of some type of platform to reach the entrance. The entry has a five-panel wood door that leads into the residential portion of the depot. Three standard windows flank the entryway, two to the west and one to the east of the entrance. A piece of vertical wood trim rises the height of the elevation towards its western end. This trim marks the edge of the freight addition. The sill course found on the other elevations is not present on this elevation.

The east side of the building continues the simple plan, with two standard windows evenly punctuating the elevation. Like the west elevation, it terminates with the gabled roof of the building. The wood sill course continues on this elevation. The siding below the course has a slightly larger reveal than that above the sill course.

Interior:

The interior of the depot has three main sections with the residential section on the east, the central ticketing and waiting areas, and the freight area on the west. The interior features original lathe and plaster as well as wood flooring and base boards throughout the residential and public spaces, although these have deteriorated in some areas due to lack of use and extreme weather conditions. The flooring has been removed in the central ticketing and waiting area, although the historic wainscoting remains in place in this area. The freight storage portion on the west end of the building displays exposed wood trusses, rafters, studs, and siding. In addition, historic graffiti—the signatures and dates of travelers—cover large portions of the exposed interior, indicating that the open structure is a historic treatment. While many of the windows and doors have been removed from their original locations, these still remain in the building as well.

Entering the building from the eastern-most entrance of the façade, one encounters the residential space of the depot and what was likely a sitting room. Standard windows sit on the north and east walls. At the south end of the room are two doorways leading to more rooms of the residential space. One likely served as the family's kitchen as indicated by a stovepipe opening and its long, narrow arrangement. The other room was most likely a bedroom. A circular opening at the top of the west wall marks the place where a stovepipe would have connected to the east chimney, suggesting the use of a woodstove for heating in the sitting room. Also, a doorway on the west wall near the entrance of the building leads into another residential room. These rooms all retain their original wood flooring, lathe and plaster walls and ceiling, and simple wood trim.

The central portion of the depot, marked by the protruding pavilion on the façade, was used either as office space for the station master and other personnel or for the public as a ticketing and waiting area. This room has five window opening, four on the north end and one on the south. The windows on the projecting sides of the pavilion allowed people to see trains approaching the depot from either direction. While the materials have deteriorated, the room retains its original lathe and plaster walls, flooring, wainscoting, and simple wood trim. While the lathe of the ceiling is visible, much of the plaster is missing. Two doors on the west wall lead to the main public waiting room. This room is similar in size and used the same materials, indicating its historic use as another public room. It contains an entrance in its north wall, which is what the public would have used to enter the building. The condition of this room is more deteriorated than the other interior spaces. It is missing its flooring, wainscoting on the east wall and the door trim on the northeast interior door.

The western portion of the building served as the freight storage area, and the large sliding wood doors on the façade and west elevation allow entry into the space. The structural elements are exposed on the interior, including the historic wood trusses, rafters, and posts. Throughout the freight area, historic graffiti drawn and carved into the wood embodies the stories of travelers, workers, and Fossil inhabitants with names, initials, destinations, and dates from the early twentieth century. The presence of the graffiti indicates that this space was historically not finished over with plaster. A small wood plank ladder in the southeast corner leads up to an attic space above the public rooms.

Outbuilding:

The outhouse/coal storage outbuilding that stands to the southeast of the depot features a similar wood frame construction with wood siding and a gabled roof covered with wood shingles. Two doorways on the north façade of the small building provide entry into the two outhouse rooms. Small vents on the east and west elevations allow for air movement in addition to a small rooftop vent. The south half of the outbuilding exhibits a small room, likely used for coal storage, accessed through a doorway on the west elevation. The interior walls are all unfinished horizontal wood planks. The floors and ceiling are likewise unfinished wood.

To the east of the depot and immediately south of the outhouse/coal storage building remain concrete foundations presumed to be from the town water works. Since these foundations are not functionally related to the depot they are not included within the boundaries of this nomination.

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.)

- [x] 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
- [x] 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 old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Transportation

Period of Significance
1902-1956

Significant Dates

1902
1956

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder
Union Pacific

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Oregon Short Line Depot in Fossil, WY is eligible for the National Register of Historic Places under Criterion A as an important cultural resource for the development and growth of Fossil, WY as a railroad town along the Union Pacific's Oregon Short Line. For a town that owed its existence to the railroad, the OSL Depot was a centerpiece of Fossil and stands as one of the last remaining visible elements of the town. The depot and most of the town of Fossil moved to its current location in 1902. Also at this time the freight room addition was built onto the building. The depot was a center of activity as freight, mail, and passenger train service linked the town's residents and trade to other regional centers.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

As early as 1832, Americans envisioned and called for a route from New York to Oregon and the Pacific Ocean, and the Oregon Short Line (OSL) fulfilled that vision.[3] In 1881, the Oregon Short Line Railway Company was incorporated in order to build a line from the Union Pacific (UP) main line in Granger, WY into eastern Idaho, where it would connect with the Utah Northern line at McCammon, ID.[4] Once the OSL. was constructed, the two lines shared the rail for twelve miles until they reached Pocatello, ID, and from there, the OSL continued on to Huntington, OR.[5] At Huntington the line connected to Portland, OR via the Oregon Railway and Navigation Company.[6] The route of the OSL followed Hams Fork River west of Granger, Twin Creek, and then the Bear River into Idaho. The grading for the railroad began in May of 1881, and the construction of the rails started soon after in July. Fossil was one of nineteen station stops along the line in Wyoming, and the first train came through the following year in July 1882.[7]

The main line of the Union Pacific (UP), allowed for much of the early white activity in the southwest region of the Wyoming, although it was minimal—largely railroad men and fossil hunters. The Sublette Cutoff of the Oregon Trail did pass just three miles north of Fossil Butte, however, bringing white pioneers to the area long before the railroad.[8] After 1868, fossils were discovered in the region by

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[3] Maury Klein, *Union Pacific, Volume I: 1862-1893* (Minneapolis: University of Minnesota Press, 2006), 7.

[4] Robert A. King, *Trails to Rails: A History of Wyoming's Railroads* (Casper, WY: Endeavor Books—Mountain States Lithographing, 2003), 49.

[5] Don Strack, "Oregon Short Line & Utah Northern," UtahRails.net, last modified 2005, http://utahrails.net/ogden/ogden-oslun.php.

[6] Don Strack, "Oregon Short Line Railroad (1891-1936)," UtahRails.net, last modified May 15, 2013, http://www.utahrails.net/up/osl-1897-1936.php.

[7] King, *Trails to Rails*, 49.

[8] Ibid., 2.

railroad workers and given to Ferdinand V. Hayden, a well-known geologist surveying the area for the federal government. He then turned the fossils over to paleontologist Edward D. Cope for study.[9] This led to a number of fossil hunters such as Lee Craig, Samuel Small, and David Haddenham to arrive in the area and quarry fossils from the limestone. These fossils were sold and shipped around the country to private collectors and museums. Fossil Butte National Monument was established in 1972 to protect a portion of the fossil beds, however private fossil quarries still exist on private lands.

The Oregon Short Line, a UP subsidiary, further opened up vast areas of the Northwest for settlement that were previously all but inaccessible to the larger population. According to the Congressional Committee on Pacific Railroads, the OSL would also contribute to the welfare of the government in the expansion of the Union Pacific, which was indebted to the government.[10] Two decades after the creation of the OSL, the Union Pacific reported great prosperity of the railway due to the development of mining, agriculture, stock raising, and manufacturing in the intermountain-mountain region including parts of Wyoming, Utah, Idaho, Montana, and Nevada.[11]

Development of Fossil

On a smaller scale, the OSL led to the founding and local development of the town of Fossil in southwestern Wyoming, starting with the founding of the town as a service station for the railroad. During the year of the OSL's construction in Wyoming, the Union Pacific built the depot, an engine house, coal chutes, a pumphouse, section house, and maintenance house in Fossil.[12] Also a helper engine was located at Fossil to help east bound trains over Hodges Pass. By 1884, two years after the opening of the railway, settlers began to make their way to the Fossil Basin to claim land that they would use for grazing cattle and sheep. One of the earliest settlers was Richard Lewis who brought a small herd of cattle and some horses. Ranching proved to be a prosperous venture in the area, and Fossil soon became an essential station for cattle and sheep shipping.[13]

The discovery of oil in 1885 also brought dozens of speculators to Fossil, even though only two wells remained active several years following the discovery.[14] Soon, a saloon and general store, also serving as a post office, as well as a restaurant were added to the town. By 1897, several fossil hunters arrived to quarry fossils for museums, collectors, and local people.[15] Fossil Butte, located just north of the town, received its name (as did the town) from the innumerable fossils preserved in the limestone rock. The railroad town continued to attract newcomers, and by the turn of the century, Fossil welcomed its first doctor, "Doc Wainright," who was also one of the saloon keepers.[16]

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9 Ibid., 2.

10 U.S. House Committee on Pacific Railroads, *Oregon Short-Line Railway Company* (Washington, DC: GPO, 1882), 1.

11 "Oregon Short Line." *Wall Street Journal (1889-1922)*, Jan 04, 1902. http://search.proquest.com/docview/128812801?accountid=14793.

12 Fagnant, *Fossil, Wyoming*, 3.

13 Fagnant, *Fossil, Wyoming*, 3.

14 Ibid., 3.

15 Ibid., 3.

16 Gertrude A. Lewis, "History of Fossil, Wyoming," in *First One Hundred Years Coal Mining: Hams Fork-Kemmerer, Lincoln County*, ed. Alice Antilla (Kemmerer, WY: A. Antilla, 2004), 333.

Soon after their construction, the location of the railroad facilities in Fossil proved problematic. A steep downgrade east of town caused trains to overshoot the depot. Once the trains were able to stop they had to back into place. As a result, in 1902, the Union Pacific moved the depot and most of its accompanying buildings a mile to the west. The depot, section house, pumphouse, and water tank were moved to the new site, while the engine house and coal chutes were relocated to Kemmerer. The new townsite was built on land obtained from Richard Lewis and Elizabeth Rawlings.

Essentially, the entire town relocated with the move of the station, as Fossil had built up around the depot, the lifeblood of the town. Every day, trains carrying freight, supplies, mail, and passengers came through, bringing news, goods, and people to the rural western town.[17] As a combination depot, the building served both passengers and freight. The original section house east of the depot served as the home for two section foreman and their families. One family lived on the main floor while the second lived upstairs. In 1926 a second section house was built to better accommodate the families.

After the relocation, Fossil developed further, adding a hotel and a restaurant in 1902 and another hotel in 1904.[18] Richard H. Lewis, one of the original Fossil settlers, also donated land for the school house to be built in "New Fossil," and it was used until 1941. In 1955 the school was razed for its lumber.[19]

Through the first decades of the twentieth century Fossil continued to develop as an important shipping center for local cattle and sheep activities. By 1915 a sheep shearing plant using steam powered machines was located in Fossil. Reportedly the plant had a capacity of 3,000 head a day. It was estimated that 50,000 sheep passed through the facility during the summer of 1915. The resulting wool would be shipped to various markets from the depot.

Without the OSL, life would not have flourished as it did in Fossil. The citizens of the rural town had access to information from the outside world as well as easy transportation through the OSL. The population of Fossil peaked at 151 at some point during the first decades of the twentieth century.[20] However, with the coming of the diesel engine, which could travel further without servicing, the Fossil depot was no longer needed as a service station, and economic opportunities began to diminish in the community. People gradually left Fossil in search of better opportunities, and, following the 1941 closure of the school, the post office also closed in 1945.[21] In 1956, the Union Pacific moved the tracks about a half-mile north, closer to Fossil Butte, which provided an easier grade. The relocation of the tracks marked a definite end to the town of Fossil—the railroad moved all its buildings but the depot and the section houses, and others moved their houses, tore them down for lumber, or simply left the buildings to the natural elements.[22] Today, the depot, railroad grade, section house, and a few foundations are the remaining visible elements of the town of Fossil.

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17 Fagnant, *Fossil, Wyoming*, 4.
18 Ibid., 4-5
19 Ibid., 9-10.
20 Ibid., 10.
21 John S. Gallagher and Alan H. Patera, *Wyoming Post Offices 1850-1980* (Burtonsville, MD: The Depot, 1980), 84.
22 Fagnant, *Fossil, Wyoming*, 6,10.

Today, the Fossil Basin Institute, a non-profit organization based in Washington State, is working to preserve and rehabilitate the depot for educational use by student groups, researchers, and other citizen groups interested in learning about the history of the Oregon Short Line in Fossil and its impact on the local history. Only a handful of OSL Depots are currently listed on the National Register of Historic Places, including depots in Ontario, OR, Fort Hall, ID, and Caldwell, ID. The OSL Depots in Ontario and Caldwell represent a different culture in the more majestic architectural styles used. The Fossil OSL Depot, however, like that of the Ross Fork OSL Depot, embodies the rural high plains physical and social environments and would add diversity and further evidence of this culture to the current OSL resources listed on the National Register.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Fagnant, Marcia. *Fossil Wyoming: A Trip Through Time and Memories*. Dutch John, UT: Dinosaur Nature Association, 1993.

Fossil Butte National Monument. National Park Service. Last modified May 24, 2013. http://www.nps.gov/fobu/index.html.

Gallagher, John S. and Alan H. Patera. *Wyoming Post Offices.* Burtonsville, MD: The Depot, 1980.

King, Robert. *Trails to Rails: A History of Wyoming's Railroads.* Casper, WY: Endeavor Books—Mountain States Lithographing, 2003.

Klein, Maury. *Union Pacific, Volume I: 1862-1893*. Minneapolis: University of Minnesota Press, 2006.

Lewis, Gertrude A. "History of Fossil, Wyoming," in *First One Hundred Years Coal Mining: Hams Fork-Kemmerer, Lincoln County*, edited by Alice Antilla, 331-333. Kemmerer, WY: A. Antilla, 2004.

Strack, Don. "Oregon Short Line & Utah Northern." UtahRails.net. Last modified 2005. http://utahrails.net/ogden/ogden-oslun.php.

_____. "Oregon Short Line Railroad (1891-1936)" UtahRails.net. Last modified May 15, 2013. http://www.utahrails.net/up/osl-1897-1936.php.

U.S. House Committee on Pacific Railroads, *Oregon Short-Line Railway Company*. Washington, DC: GPO, 1882.

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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__x__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): __48LN4730_____

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10. Geographical Data

Acreage of Property ____.34 acres_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[x] NAD 1927 or [ ] NAD 1983

1. Zone: 12	Easting: 522776	Northing: 4629253
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property is defined as a polygon bounded on the west by a dirt access road, on the north by the former railroad grade and on the east and south by lines approximately 300 feet from the depot and associated outbuilding. See the attached map.

Boundary Justification (Explain why the boundaries were selected.)

The boundary represents the area currently and historically associated with the depot.

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11. Form Prepared By

name/title: Danielle Schmidt
organization: University of Wyoming, American Studies Graduate Program
street & number: 1000 E. University
city or town: Laramie state: WY zip code: 82071
e-mail dschmi16@uwyo.edu
telephone: (605)-770-5828
date: 9/26/2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log
Name of Property: **Fossil Depot**
City or Vicinity: **Kemmerer vicinity**
County: **Lincoln** State: **WY**
Photographer: **Richard Collier**
Date Photographed: Summer, 2012

North façade of depot, photographer facing south.
1 of 18

North façade, photographer facing southeast.
2 of 18

North facade and west elevation of depot and railroad grade, photographer facing southeast.
3 of 18

West and south elevations, photographer facing northeast.
4 of 18

South elevation, photographer facing north.
5 of 18

South and east elevations, photographer facing northwest.
6 of 18

East elevation, photographer facing west.
7 of 18

Overview of site, photographer facing north.
8 of 18

Outhouse/coal storage building, photographer facing east.
9 of 18

Outhouse/coal storage building, photographer facing southwest.
10 of 18

Living area in depot, photographer facing south.
11 of 18

West bedroom, photographer facing southwest.
12 of 18

South bedroom, photographer facing south.
13 of 18

Kitchen, photographer facing southwest.
14 of 18

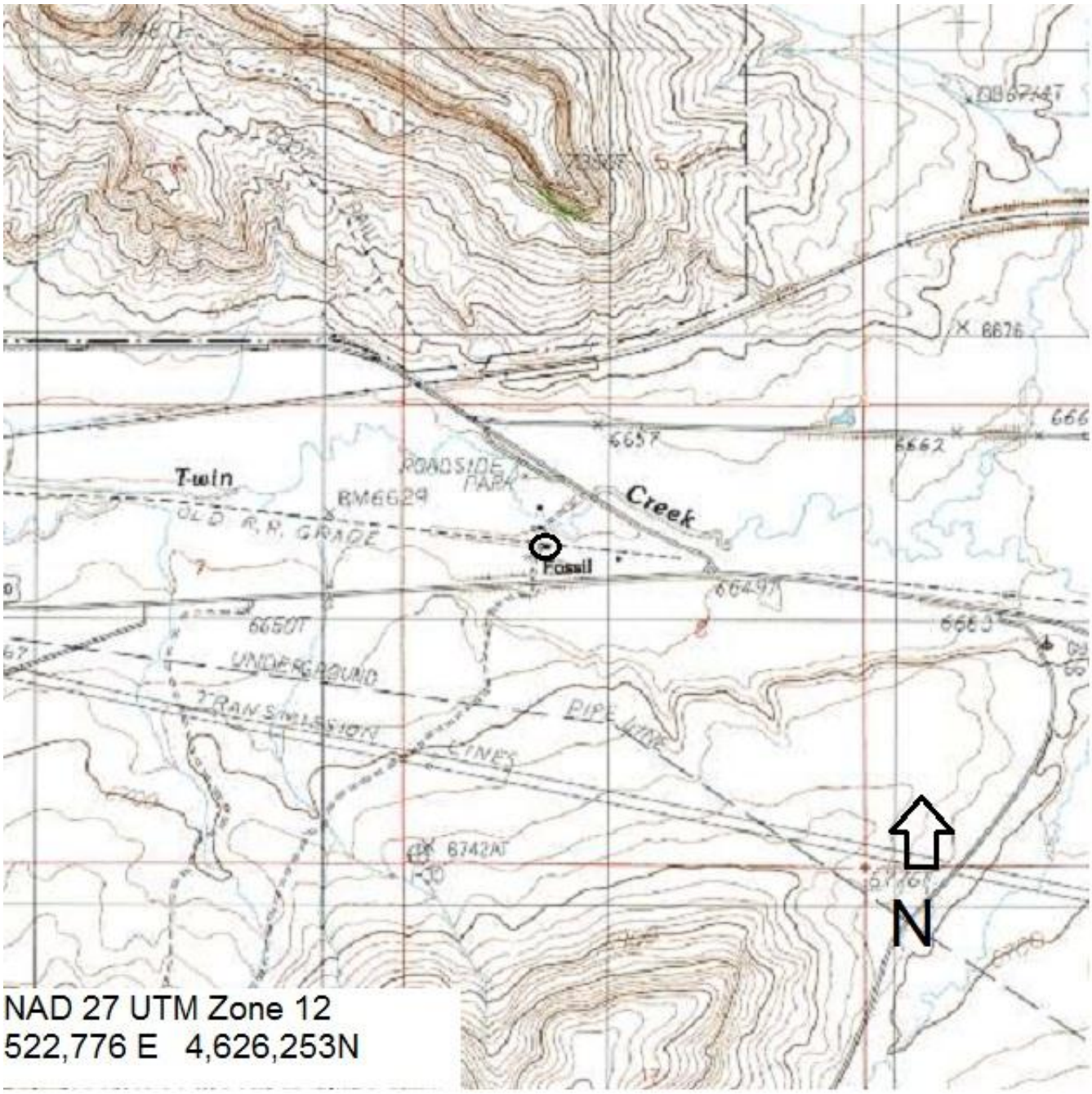
Ticketing office, photographer facing north.
15 of 18

Ticketing office, photographer facing south.
16 of 18

Waiting area, photographer facing north.
17 of 18

Freight area, photographer facing south.
18 of 18

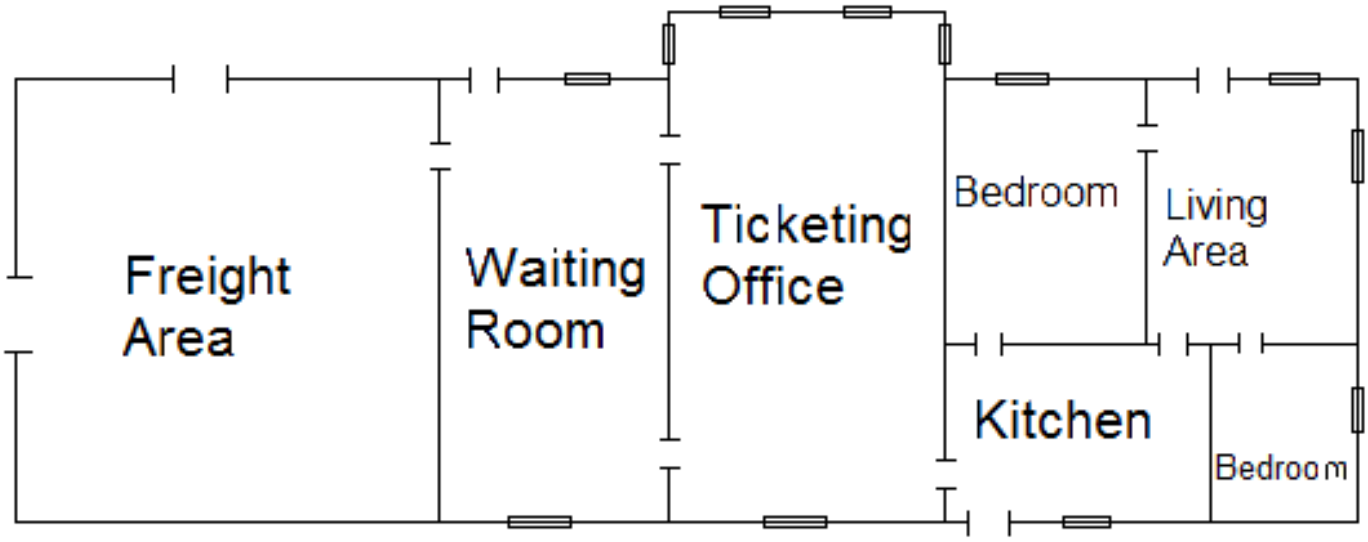
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



USGS topographic map showing location of Fossil Depot. The property is in Section 8, Township 21N., Range 117 W., Lincoln County, Wyoming.

0 30 60 120 Feet

1:1,128



Fossil Depot
Lincoln County, WY
(not to scale)

N

VMK
O.LANG
BOISE
W.P.Haney
OMAHA
E.D. Roberts
Pocatello
9-28-35