

CHEYENNE AIRFIELD, FOUNTAIN  
(Cheyenne Airport, Fountain)  
200 East Eighth Avenue  
Cheyenne  
Laramie County  
Wyoming

HAER WY-83-B  
*HAER WY-83-B*

PHOTOGRAPHS  
WRITTEN HISTORICAL AND DESCRIPTIVE DATA  
FIELD RECORDS

HISTORIC AMERICAN ENGINEERING RECORD  
INTERMOUNTAIN REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
12795 West Alameda Parkway  
Denver, CO 80228

# HISTORIC AMERICAN ENGINEERING RECORD

## CHEYENNE AIRFIELD, FOUNTAIN

(Cheyenne Airport, Fountain)

HAER No. WY-83-B

LOCATION: 200 East Eighth Avenue  
Cheyenne, Laramie County, Wyoming  
The Cheyenne Airport Fountain is located at latitude: 41°09'11.06"N, longitude: 104°49'14.78W.  
The coordinate represents the structure's centerpoint. This coordinate was obtained using Google Earth, Simple Cylindrical Projection, WGS84 .

SIGNIFICANCE: The Cheyenne Airport Fountain was conceived in the mid-1930s as a central feature in the city's landscaping efforts around its municipal airfield. Although built during the Great Depression, the structure was related only tangentially to the federal government's relief programs. It was commissioned by the City of Cheyenne and designed, fabricated and constructed by the Denver Terra Cotta Company, the region's largest terra cotta manufacturing facility. The fountain featured a strongly expressed Art Deco design, with a two-tiered bronze light fixture seated atop a terra cotta pylon much like the type of light beacons commonly found at municipal airports of the period. This pylon was surrounded at its base by two concentric pools, through which water plumed and cascaded over submerged light fixtures. Situated prominently in the center of the newly developed Eighth Avenue Esplanade, directly in front of the airport terminal, it formed a pivotal point in the landscaping of the airport grounds. The Airport Fountain was listed in the National Register in 1983, along the passenger terminal and hangar nearby. Its handsome proportions, Art Deco design and high degree of craftsmanship distinguish it among examples of Depression-era architecture in Wyoming

DESCRIPTION: The Airport Fountain is a free-standing structure situated in a grassed median between the eastbound and westbound traffic lanes of East Eighth Street. Located directly south of the original passenger terminal for the Cheyenne Municipal Airport, it is configured as a single spire that rises from a concentric pair of water pools. Illuminated by submerged colored lights, water shoots upward from jets in the upper pool and cascades through a scupper into the lower reflecting pool. A bronze light fixture is mounted atop a stepped 18-foot-tall terra cotta pylon distinguished by its classic Art Deco lines. The octagonal base that frames the lower reflecting pool is 19'-4" wide; the wall that encloses the circular upper pool was 9'-4" in diameter; the pylon is 1'-8" thick. All are built of terra cotta blocks, constructed without means of an interior concrete or steel armature. The Denver Terra Cotta Works cast the terra cotta blocks for the fountain using custom-made molds and had glazed the blocks with a glossy sand-colored finish, which it designated as its H507 glaze. Around the rim of the upper pool wall it cast decorative blocks that depict in bas-relief an airplane—the Boeing 247 B, developed in 1933-1934—in flight.

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HISTORY: On March 13, 1911, Cheyenne resident Guy Stoddard towed his newly built airplane, christened the "Cheyenne," to Frontier Park, determined to be the first person to fly a motorized plane in Wyoming. His intention was to fly the plane the following day, but vandals had done significant damage to the motor and the controls overnight, and Stoddard was unable to make his flight as planned. As Stoddard worked to repair the damaged piano and eventually faded from public notice as he failed to get the plane aloft—others in the state began building aircraft of their own. A boy in Douglas constructed a scale model, with plans to build a workable full-scale version. Riverton mechanic W.S. Adams announced his intention to fly a Curtiss plane on Independence Day in Lander. Both the Frontier Days Committee in Cheyenne and the State Fair Committee in Douglas touted plans to host the state's first flight. As it turned out, Gillette was the site of Wyoming's first flight. On July 4<sup>th</sup> Denver test pilot George Thompson took off from a field there and circled around town for several minutes before diving the plane toward the gathered crowd for a dramatic landing.<sup>1</sup>

Soon barnstorming flights were held elsewhere in the state at the county fairs in Laramie and Sheridan, at the Big Horn Country Fair and the Wyoming State Fair.<sup>2</sup> A number of attempts were made in Cheyenne that summer, all thwarted by mechanical failures or high winds. Finally, on August 16, aviator Harold Brinker got off the ground and flew low around a field north of town, cruising up to 50 miles per hour on his maiden flight. He was scheduled to fly over the grandstands at Frontier Day but declined, according to the *Wyoming Tribune*, in the name of safety:

Harold Brinker will not fly this week. Up until the opening of the celebration Wednesday, it was supposed that he would run out his machine every day for the big show, and give a brief exhibition. He had tried out his craft and so far as could be seen by the average land lubber, performed nicely. It seems, however, that the engine was lacking in power, and for this reason it was decided, at the last minute, by the young aviator, that he would not attempt any stunts at present, fearing that a new motor would be necessary. Brinker placed his order for one some time ago, but it has not yet arrived, nor will it be here for perhaps a week more. Had it put in an appearance, the crowds may have had the opportunity of witnessing a series of flights as announced.<sup>3</sup>

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"Flies 1,000 Feet High at Gillette," *Wyoming Tribune*, 6 July 1911.

<sup>2</sup>On August 16, W.S. Adams of Riverton flew a Shoshone couple and performed a wedding ceremony aloft, marking the first aerial wedding in Wyoming, the first aerial wedding of a Native American couple, and perhaps the first aerial wedding of any couple anywhere. "To Be Wed in an Airship," *Wyoming Tribune*, 15 August 1911.

<sup>3</sup>"Brinker Won't Fly This Week," *Wyoming Tribune*, 25 August 1911.

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That spring the army announced plans to build airfields at five locations around the country, including Fort D.A. Russell west of Cheyenne, at which it would train pilots. "Every person who owns an aeroplane will be invited to occupy hangars on the government reservations and thereby assist in training the officers selected by the War Department for training," the *Tribune* reported.<sup>4</sup> Despite appropriating \$125,000 for the fields, the army was slow to begin construction in Cheyenne.

**A**viation in Wyoming during the 1910s amounted to little more than exhibition flights and air races staged by barnstorming pilots. It would not be until World War I that the nature of flight would change dramatically. Military use of airplanes prompted their rapid development from slow, clumsy devices with dubious reliability to much faster, more dependable vehicles capable of carrying passengers and cargo. As many of these planes were sold as surplus after the war, commercial aviation developed into a viable industry in America. Also at this time, the U.S. Post Office initiated air mail service. Using army pilots and airplanes, the U.S. Air Mail Service began carrying

mail from Philadelphia to New York and Washington in May 1918, with service expanded to Chicago the following year. In May 1920, the Post Office announced plans to extend air mail delivery across the country to include San Francisco. Like the first transcontinental railroad, the transcontinental air mail traversed the West on a single east-west line. And like the transcontinental railroad, the air mail route crossed southern Wyoming in lieu of more populous Colorado, because the early airplanes could not negotiate altitudes above 10,000 feet.

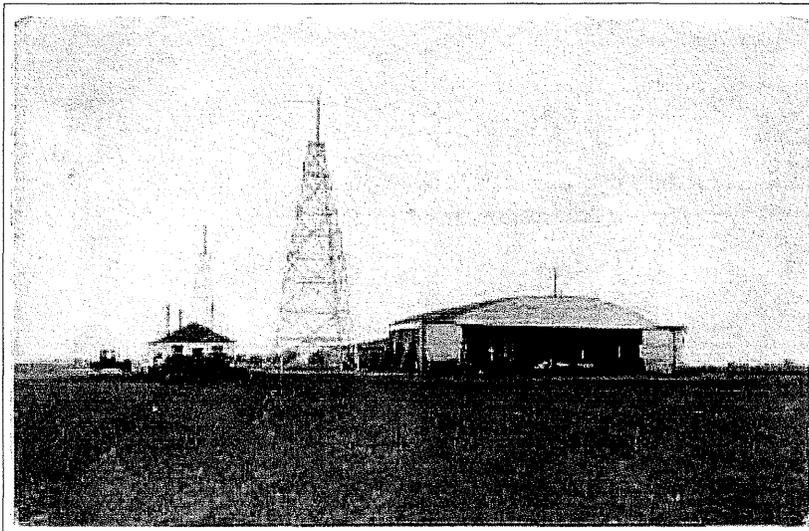


Figure 1 Cheyenne Airfield ca. 1920

As the division point between Omaha and Salt Lake City, Cheyenne would need greatly expanded airport facilities. Initially, the city proposed using existing Wales Field adjacent to Fort Russell, but the War Department refused to share the facility with civilian aircraft, contending that it would be needed exclusively for military use in case of another war. This prompted the city to designate a 200-acre field north of town as the air mail port. Laramie County approved con-

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<sup>4</sup>The other locations were Fort Riley, West Point, Governor's Island and an undisclosed place near Washington, D.C. "U.S. to Train Men to Fly: Aerodromes to Be Established at Army Posts and Soldiers Trained to Handle Aeroplanes," *Wyoming Tribune*, 8 April 1911.

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struction of a four-plane, concrete/steel hangar to house the mail planes, guard house, oil house, workshop and steam heating plant. Work was completed on September 1, a week before arrival of the first air mail planes [Figure 1].<sup>5</sup> Air mail service in Wyoming began on September 8, when the first airplane lifted off with 400 pounds of mail west to Salt Lake City. The following day, the first air mail arrived from the East, after the plane was delayed by engine problems. Without navigational instruments, the pilots followed the Union Pacific rail line across Wyoming, which they nicknamed the "iron compass."

Over the next five years, airmail delivery continued in this manner, with the army supplying the personnel and equipment to fly the mail on a daily basis. In 1921 the first night flights were attempted, as pilots navigated by bonfires set by farmers along the way. When this proved unsatisfactory, the post office installed a series of rotating light beacons to delineate the route at night. In 1925 Congress transferred air mail service to private commercial carriers. A year later the Boeing Air Transport Company of Seattle won the contract for airmail delivery between Chicago and San Francisco, including service to Cheyenne. The city acquired the Cheyenne Air Field and the structures that had been built here over the previous five years [Figure 2].

Now a civilian facility that handled commercial flights for freight and passengers, the airfield

changed markedly in its management and configuration. In 1929 the air carrier branch of Boeing was renamed the United Aircraft and Transport Company (predecessor to United Airlines). The company introduced the new Boeing B-80 Tri-Motor aircraft with a greatly increased capacity and airspeed. It hired stewardesses for the first time to tend to the needs of the passengers and generally elevated the quality of air travel from a white-knuckled, seat-of-your-pants experience to something that approached luxury [Figure 3].<sup>6</sup>

Image was removed because of possible copyright

Figure 2 Cheyenne Airfield, ca. 1925

<sup>5</sup>"First Aerial Mail from East Will Reach Cheyenne Soon," *Denver Post*, 1 August 1920.

<sup>6</sup>Michael Kassel, "Thunder on High: Cheyenne, Denver and Aviation Supremacy on the Rocky Mountain Front Range." MA Thesis, University of Wyoming, 2007.

The conversion from government to commercial administration had a formative effect on the Cheyenne airfield, as passengers and freight poured through the city along the transcontinental route. Incorporating Cheyenne as a major stop on its cross-country itinerary, United Aircraft and Transport essentially took the air field over as its own and soon developed Cheyenne into its

principal overhaul facility, where the company's growing roster of planes was maintained and repaired. For its part, the City of Cheyenne undertook a substantial upgrade of the airport facilities to accommodate the increased passenger and airplane traffic. In 1929 the city constructed a passenger terminal building at the southern edge of the airfield. Situated facing south toward East Eighth Avenue, the building was a simply configured, two-story brick box, with little other than a terra cotta cartouche over the front entrance to indicate its function as a transportation facility.<sup>7</sup>

Image was removed because of possible copyright

Figure 3 United Airlines stewardesses in Cheyenne, 1930

In July 1929 the airline and the city agreed to share the cost of expanding the airfield and its facilities. That year one frame and four brick hangars were built west of the terminal to replace the original wood structure, which had burned in 1925.<sup>8</sup> The following year United constructed a large steel-frame hangar north of the terminal building.<sup>9</sup> Combined, these seven structures formed the nucleus for the newly reconfigured airfield [Figure 4], which would endure for more than three decades. The airport structures occupied the northeastern quadrant of the Evans/Eighth Avenue intersection, clustered around a large open area in which aircraft could be taxied, loaded and maintained. Runways had yet to be paved or even delineated; aircraft were still taking off and landing angled into the wind in the open field north of the hangars.

<sup>7</sup>The terminal, which was listed on the National Register with the Airport Fountain in 1983, is still standing, though it no longer functions as a passenger terminal.

<sup>8</sup>These hangars were demolished in 1982.

<sup>9</sup>This hangar was also included in the National Register district designated in 1983 but has since been demolished. Robert Rosenberg, "Cheyenne Airfield, United Airlines Hangar (Cheyenne Airfield, Building No. 14) (Cheyenne Airfield, Fixed Base Operation Hangar No. 1) — HAER No. WY-83-A." *Historic American Engineering Record*. October 1993.

Image was removed because of possible copyright

Figure 4 Cheyenne Airfield, ca. 1930 (from Wyoming State Archives)

At that time the airport complex stood relatively isolated at the northern periphery of Cheyenne, still standing apart from the suburban development that was creeping northward from the city. This began to change in the 1930s, as United increased its maintenance crew to more than 500 workers. Facing a housing shortage to accommodate this influx, the city in 1935 sold sixteen lots south of the airport to the newly formed Home Builders Company for the purpose of residential construction. The new houses that were eventually built would serve as infill for the area next to the airport.<sup>10</sup>

Since the structural improvements made to the airport in 1929-1930, little had been done to improve its functionality and virtually nothing had been done in the way of aesthetic landscaping for the facility. The Depression had slowed air traffic but eventually provided the stimulus—through federal

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<sup>10</sup>"City to Sell Airport Lots." *Cheyenne Tribune*, 27 August 1935.

relief funds—to upgrade the Cheyenne Airport once again. The first new project, initiated in the spring and summer of 1934, involved construction and oiling of runways northeast of the terminal/hangar complex [Figure 5].<sup>11</sup>

Image was removed because of possible copyright

Figure 5 Cheyenne Air Field, 1935 (from Wyoming State Archives)

As work was concluding on the runways later that year, the Cheyenne City Council began planning improvements to the landscaping around the terminal. The grounds around the terminal and hangars had been tidied somewhat since the 1929-1930 construction, with an oiled tarmac laid in front of the hangars, a parking lot added west of the terminal and a curved driveway built at the terminal's south entrance. But autos still parked haphazardly along Eighth Avenue, and nothing had been undertaken to landscape either of the two avenues that bordered the airfield or the entrance to the terminal. Given the importance of the Cheyenne airfield to United and to transcontinental air traffic, its appearance could hardly be considered auspicious. The Union Pacific had recently undertaken landscaping around its railroad depot downtown, improving the visual aspect of the city's other transcontinental waypoint. In 1935 the City of Cheyenne moved to begin landscaping the airport as well.

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<sup>11</sup>"Airport Work to Be Put on Two Shifts Per Week in Future." *Cheyenne Tribune*, 12 May 1934.

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Early that year the Cheyenne City Council commissioned state landscape architect Harold L. Curtiss at the University of Wyoming to design the plan. As delineated by Curtiss that spring, the beautification effort would focus on the south entrance to the terminal and the Eighth Avenue corridor. The avenue would be expanded from its existing two-lane configuration into a boulevard with a landscaped median between the lanes. "The esplanade will consist of two oil driveways with a parking planted in lawn and evergreens in the middle," reported the *Tribune* in April. "Each driveway will be 33 feet wide and the parkway will be 36 feet wide. A curb and gutter must be installed on the south side of the esplanade to match the one now installed on the north side."<sup>12</sup>

The esplanade would extend three blocks across the front of the airport. In front of the terminal, plantings would frame the curved driveway that extended from Eighth Avenue, creating a formal entryway to the building. The front lawn would be planted with grass and shrubs. The city acquired a 48-foot-wide tract of property abutting the south edge of Eighth Avenue as right-of-way for the widened street, and on April 30 the streetwork began. According to the *Cheyenne Eagle*:

First work on the Eighth avenue esplanade, which is destined to soon be one of the most attractive spots in the city, was begun yesterday afternoon as city officials placed orders for trees and plants to be used in the beautification program. A preliminary survey was made and stakes were driven for the curb and gutter on the area three blocks in length. Loosening of the ground which will contain trees and shrubbery was started. An effort is being made to get the trees, hedges and lawn planted as soon as possible as it is already growing season. The three patches of lawn, which will be in the middle of the esplanade, will be surrounded with a broad hedge and will be interspersed with silver cedar and juniper trees. The avenue itself will be more than a hundred feet wide, while the lawn plots will be 36 feet in width. The oiled driveway on either side will allow ample room for comfortable motoring.<sup>13</sup>

For the project the city used workmen already on the payroll, with funding provided in part by federal relief money. Work continued into the summer, and by July the grading, curbing, paving and planting were complete.

The centerpiece for the esplanade would be a large outdoor fountain, centered in the parkway immediately in front of the terminal. The focal point for both the Eighth Avenue esplanade and the airport terminal, the fountain would be built of terra cotta blocks. For its design, manufacture and construction, the city commissioned the Denver Terra Cotta Company, the largest terra cotta manufacturer in the Rocky Mountain region. Choosing Denver Terra Cotta [DTC] was an

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<sup>12</sup>"Esplanade to Be Begun Now." *Cheyenne Tribune*, 29 April 1935.

<sup>13</sup>"Construction Work Begins on New Eighth Avenue Esplanade." *Cheyenne Eagle*, 1 May 1935.

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understandable decision for the city council, given the regional prominence of this Colorado-based firm. DTC had been established in 1911 by George P. Fackt. A former chemist for the St. Louis Terra Cotta Company, Fackt opened a plant with twelve employees at the corner of First Avenue and Umatilla Street in Denver. DTC started out by producing architectural trim pieces on a small scale for local projects such as the bas relief autos installed on the outside of the Markscheffel Garage (1914) in Colorado Springs. A member of the National Terra Cotta Society, Fackt developed several formulas for terra cotta glazes, which he maintained as secrets. Business increased during the 1910s, and as the only producer of architectural terra cotta between Kansas City and the West Coast, DTC expanded its client base steadily across the West.

By 1921 DTC was listed among the most prominent terra cotta manufacturers in the United States. The list would prove to be infamous, however, assembled by a federal grand jury to include indicted co-conspirators charged under the Sherman Anti-Trust Act. "Terra cotta may properly be classed as next in importance to steel and cement in the building industry," stated federal prosecutor William Hayward in New York. "We find that this vast industry reaching from here to the Coast has been within the complete and arbitrary control of about twenty-three men throughout the United States. Those men are banded together and operate almost as one."<sup>14</sup> Fackt managed to avoid conviction for price-fixing, and in 1924 he merged his company with the Northwestern Terra Cotta Company of Chicago. Associated with renowned architects Louis Sullivan and Frank Lloyd Wright, Northwestern was one of the largest terra cotta manufacturers in the country (and one of the co-conspirators listed in the 1921 anti-trust case).

Despite its affiliation with the much larger Chicago firm, the Denver Terra Cotta Company continued to operate under its own name during the 1920s, manufacturing and installing terra cotta components for a wide range of architectural projects. In July 1927 the company employed 200 workers and occupied a 25-acre plant, then shipping 300 tons of finished product per year to locations throughout the Rockies. Among its most famous projects were the Occidental Life Insurance Building (1927) in Albuquerque, the Buerger Brothers Building (1929) in Denver and the Paramount Theater (1930) in Denver. DTC undertook architectural projects in Colorado, Montana, New Mexico and—including the Casper Fire Department Station #1 (1921)—Wyoming.<sup>15</sup> The 1920s represented the golden age for architectural terra cotta, but business trailed off precipitously during the Great Depression. Many of the country's most prominent factories declared bankruptcy during the 1930s, and several more closed in the 1940s. The Denver Terra Cotta Company proved more durable than most, producing architectural and decorative ceramic products until it too closed in 1965.

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<sup>14</sup>"Indict 49 on 1,000% Terra Cotta Rise." *New York Times*, 29 September 1921.

<sup>15</sup>The Casper Fire Station was listed on the National Register in 1993. Eileen Starr and Dr. Michael Cassity, "Casper Fire Department, Station #1," *National Register of Historic Places Inventory-Nomination Form*, January 1993.

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DTC contracted with the City of Cheyenne on August 20, 1935, to design, fabricate and build the Airport Fountain for a total cost of \$1,420.00. The company provided a sketch drawing by an architect (whose identity is not now known) and soon thereafter began manufacturing the glazed terra cotta blocks that would make up the structure. "A beautiful electric fountain to be placed in the esplanade oval in front of the administration building at the airport is being cast, Mayor Archie Alison said Tuesday," reported the Tribune. "It is expected that six weeks will be required to cast the fountain which will be set up this fall. Colored lights will play on the waters of the fountain. Because of the cold weather it likely will not be put in operation until next spring."<sup>16</sup> DTC worked on the terra cotta casting over the next month, and by the first week of October the company notified Cheyenne mayor Archie Allison that it would be delivering the blocks.<sup>17</sup> By the end of the month the Cheyenne Airport Fountain, along with the airport esplanade, was complete [Figure 6].

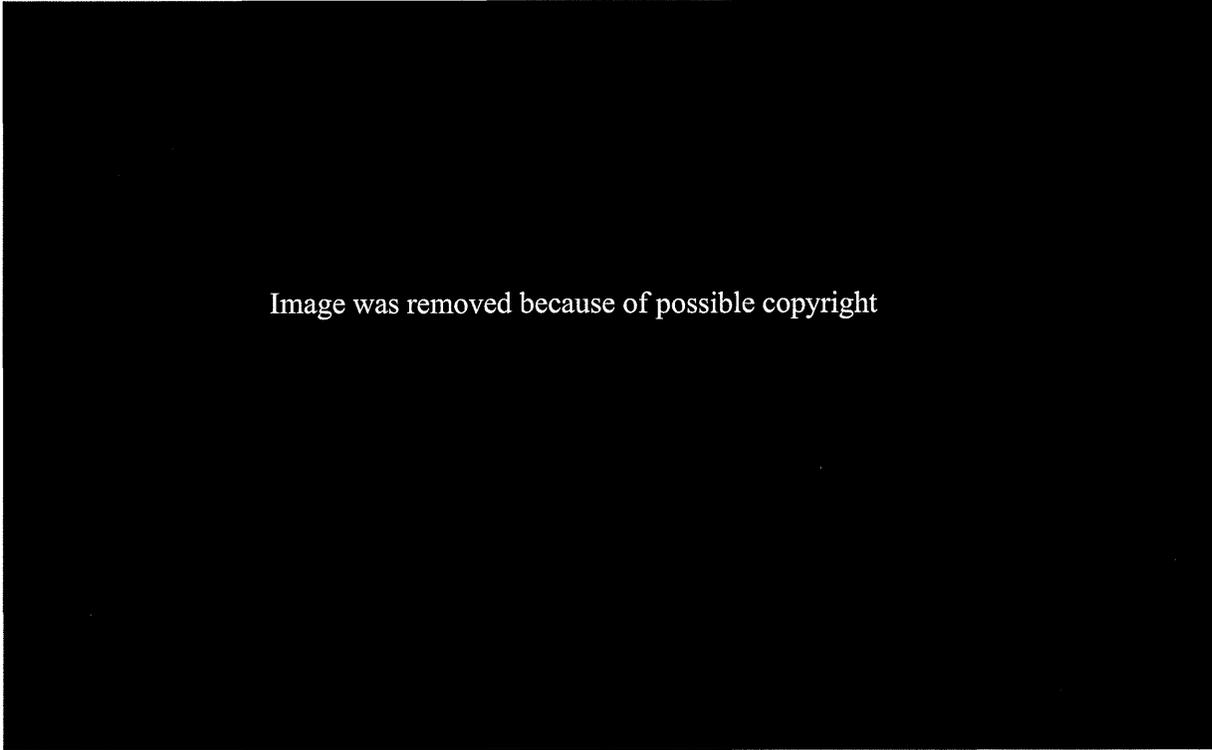


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Figure 6 Detail of photograph of Cheyenne Airfield, showing Eighth Avenue Esplanade, ca. 1945 (fromn Wyoming State Archives)

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<sup>16</sup>"Electric Fountain to Grace Airport Drive," *Cheyenne Tribune*, 3 September 1935.

<sup>17</sup>"Airport Fountain Is Due Saturday." *Cheyenne Tribune*, 4 October 1935:

The illuminated fountain which will be an attractive addition to the new esplanade in front of the airport will arrive here Saturday. The fountain will be installed as soon as a pit is dug and a foundation is set up.

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The season was too far advanced by the time the fountain was completed to fill it with water in 1935, so Cheyennites had to wait until the following spring to witness the fountain in operation. With water in the pools and the lights turned on, it was something to behold. Illuminated by submerged colored lights like those used at the Century of Progress Exposition in Chicago the year before, water shot upward from jets in the upper pool and cascaded through a terra cotta scupper into the lower reflecting pool. A bronze light fixture was mounted atop a stepped 18-foot-tall terra cotta pylon distinguished by its classic Art Deco lines. The fountain was well-proportioned for its setting. The octagonal base that framed the lower reflecting pool was 19'-4" wide; the wall that enclosed the circular upper pool was 9'-4" in diameter; the pylon was 1'-8" thick. All were built of terra cotta tiles and blocks, constructed without means of an interior concrete or steel armature. Denver Terra Cotta had cast the terra cotta blocks for the fountain using custom-made molds and had glazed the blocks with a glossy sand-colored finish, which it designated as its H-507 glaze. Around the rim of the upper pool wall it cast decorative blocks that depicted in bas relief an airplane—the Boeing 247 B, developed in 1933-1934—in flight.

The Airport Fountain functioned as a prominent landmark in Cheyenne landscape during the 1940s and 1950s, with its central role later diminished when the new terminal building was built in the 1960s. Located prominently in front of the original passenger terminal, this free-standing structure created a formal entrance to the city's airport and functioned as the centerpiece to one of the city's few landscaped boulevards. With bas relief airplanes flying through the clouds at its base and a light standard mounted atop a stepped pylon like the navigational light beacons found at airports of the period, the Airport Fountain was suitably detailed for its location at the airport's entrance.

The Airport Fountain was Cheyenne's only outdoor fountain at the time of its completion. This has proved to be both its distinction and its downfall. Operated only intermittently since its completion in 1935, the Airport Fountain has suffered considerable spalling of the glaze on many of the terra cotta blocks that surround the water pools—a victim of frequent freezing and thawing that characterize Cheyenne's weather. The ceramic tiles in the floor of the upper pool have been coated with concrete, and repairs have been made to three of the four base pieces along the upper pool wall. Other repairs have been made to the electrical and plumbing systems, resulting in further damage to some of the terra cotta blocks. Despite these alterations and natural deterioration, the fountain retains a high degree of structural integrity. Situated in its original location, its overall form and construction are intact, maintaining integrity of design, materials and workmanship. Although the fountain has suffered a certain diminution of its integrity of setting and feeling due to subsequent changes in its environs, it maintains a high integrity of association, especially when viewed with the original terminal in the background.

The airport as a whole has fared less successfully. After World War II the airlines upgraded their equipment, flying the new Douglas DC-4, which was capable of traveling from Chicago to

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California at 18,000 feet without stopping at Cheyenne. After United discontinued service to the city, it was bypassed by all but minor commuter airlines, despite construction of a new terminal in the 1960s.

Over time, the Cheyenne Airport has suffered a succession of alterations to its historic fabric. The original hangar and outbuildings have all been demolished or burned. The runways first built in 1934 have undergone major reconfiguration and reconstruction to accommodate larger, faster aircraft. The 1929 terminal building was replaced—but left in place—by the new terminal structure.<sup>18</sup> The 1929 hangars along Evans Avenue were demolished in 1982. The large hangar built by United in 1930 behind the terminal was demolished in 1999. The Eighth Avenue Esplanade has been largely obliterated through a subsequent street reconfiguration, and the landscaping in front of the original terminal has been replaced with a paved parking lot. As one of the last remaining features of the Cheyenne Airfield's formative period, the Airport Fountain is distinguished as a remnant of the material culture of early air transportation in Cheyenne.

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<sup>18</sup>The building today houses the Aeronautic Division of the Wyoming Department of Transportation.

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## PROJECT INFORMATION

The documentation of the Cheyenne Airport Fountain was produced by Fraserdesign of Loveland, Colorado, under a contract with the City of Cheyenne. The project was jointly funded by the City, administered by its Planning and Development Services Division, and by the National Park Service in the U.S. Department of the Interior. The federal portion of the project was administered by the Wyoming State Historic Preservation Office through the Wyoming Certified Local Government Program.

The fountain is an integral component in the Cheyenne Airport complex along East Eighth Avenue and has been listed on the National Register of Historic Places, along with the nearby United Airlines Terminal and Hangar.<sup>19</sup> Operated intermittently since its construction in 1935, the fountain has been allowed to deteriorate over the years. This documentation is intended to mitigate any possible adverse effect to this structure, in the event that it is substantially altered or demolished by the City.

## HISTORIAN

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<sup>19</sup>Maurice Plambeck, "Boeing/United Airlines Terminal Building, Hangar and Fountain," *National Register of Historic Places Inventory-Nomination Form*, September 1983. (The nomination states that the Airport Fountain was built in 1934 by Boeing/United to commemorate the early days of commercial aviation. Further research reveals that none of these assertions is correct.)

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- ☐ Cheyenne Airfield, Fountain
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