

Rocky Mountain Express

Where preserving railroading in the Rocky Mountain States begins and will never end...

March 2015

Rocky Mountain Railroad Heritage Society

Volume 2015, Issue 3

A LOOK AT THREE COLORADO COMBINATION DEPOTS WITH STATION AGENT QUARTERS

First-generation depots were usually wood frame buildings. If traffic warranted it, or if town officials pressured the railroad for a finer depot, or if the original building burned down, the replacement depot was usually brick or stone. These depots came to symbolize a community's prosperity and its gateway to the world. Following World War II, more than one town watched its depot demolished by the operating railroad, who owned the property. Several Colorado towns have preserved their depots.

Multi-story depots in a small town were rare. In all probability it would be a single-story "combination" depot, that is, the passenger and freight services were all in the same building, and may have included living quarters for the station agent and his family. The agent's office contained all the equipment needed to run a small town railroad agency: timetables, tickets, ticket dater, freight waybills and tariffs, a telegraph, and hoops to hand up orders to passing trains.

BUENA VISTA DEPOT—DENVER, LEADVILLE & GUNNISON RR/ later the DENVER, SOUTH PARK & PACIFIC RR

116 US Hwy. 24 North, Buena Vista, Chaffee County

State Register 3/10/2004, 5CF.1616



One of the few extant Denver, South Park & Pacific Railroad (formerly Denver, Leadville & Gunnison) depots in the state, the 1891 Buena Vista Depot is also the last remaining intact depot in Chaffee County. The wood frame combination depot contains the station agent's quarters in addition to the waiting room and freight area, typical of first generation depot construction.

After eight years of fundraising and hard work, the Depot restoration was complete and opened in July 2011. An exhibit created by Traub Design shows the transportation and railroad history of the valley. Come see an authentic and beautiful Depot. The living quarters and waiting room will be outfitted with antiques and railroad paraphernalia so visitors can step back in time and experience the depot as it was in the 1890s.

KIT CARSON UNION PACIFIC RAILROAD DEPOT (Kit Carson Museum)

US Hwy. 40/287, Kit Carson, Cheyenne County

State Register 8/14/2002, 5CH.65

Constructed in 1904, the wood frame building is a well-preserved example of a Union Pacific standard plan combination depot and is architecturally important as the most intact Colorado example of this depot type. In addition to handling passengers and freight, this depot also served as the station agent's residence. The prominent bay window provided the agent with an unobstructed view of the track in both directions. With minor exceptions, the interior of the depot retains its original layout and materials.

When threatened with demolition in 1969, the Kit Carson Historical Society moved it from its original trackside location. The society received \$174,980 from the State Historical Fund to restore the depot, which has been operating as the Kit Carson Museum since 1969. Completed in February 2005, the project involved the complete restoration of the exterior, including replication of the original UP paint colors, the application of a fieldstone veneer resembling the original stone foundation, restoration of the windows and storm windows, and reconstruction of the sloping freight platform.



STEAMBOAT SPRINGS D, NW & P RWY/D & SL RR/D & RGW RR/UP RR DEPOT (Eleanor Bliss Center for the Arts)

39265 Routt County Rd. 33B, Steamboat Springs, Routt County

National Register 12/20/1978, 5RT.73



Mike Walker photo

David Moffat's Denver, Northwestern and Pacific Railway reached Steamboat Springs in 1909, opening up an important rail link between the community and Eastern Slope markets. To bring railroad service to Steamboat Springs in the early 1900s, local citizens agreed to pay for the town depot and raised \$15,000 for the project. Denver architect Frank Edbrooke, designer of the Colorado State Capitol, designed the two-story depot, which incorporated brick and stone from the local Emerald Mountain Quarry. It opened in June 1909. The lower level included a passenger section with waiting rooms and station office; the upper level contained the living quarters, while a long freight and baggage extension occupied the west end of the building.

Moffat's resources were exhausted when the railroad got to Steamboat Springs, and he went into bankruptcy. In 1913, it was reincorporated as the Denver & Salt Lake RR. In the 1920's the trackage was leased by the Denver & Rio Grande Western, which was subsequently absorbed into the Union Pacific RR. The depot closed when passenger service ended in 1968. In 1972, local residents again raised hundreds of thousands of dollars to fix the place up, adding a theater and gallery space to convert it into a new home for the Steamboat Springs Arts Council.

Rocky Mountain Railroad Heritage Society
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- Mill Creek Valley Historical Society
- Moffat Road Railroad Museum/Grand County Model Railroad Club
- Museum of Northwest Colorado
- Palmer Lake Historical Society
- Pioneer Historical Society of Bent County
- Railroad Memories
- Western Museum of Mining & Industry



Rock Island Railroad depot in Sioux Falls, SD

Opened in 1886 to serve Rock Island predecessor, the Burlington, Cedar Rapids and Northern Railway, this station served passenger trains through Sioux Falls until 1970. Of Richardsonian Romanesque design, the building has a side-facing stone gable and an octagonal turret. The interior of the station included a waiting room, a ticket office, and the station agent's quarters.

Newsletter Volunteer Staff
Editor: Sigi Walker
Photographer: Mike Walker

All photos are website images except as noted.

Note: All submissions may be edited for content, grammar, and space allocation, and become the property of the Rocky Mountain Railroad Heritage Society unless other arrangements have been made. Digital text submissions in .doc or .docx; photos in jpg, please. Submit articles and photos to mikensigi@comcast.net.

Rocky Mountain Railroad Heritage Society
publishes this newsletter at
PO Box 969
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RMRHS has applied for Federal 501(c)(3) status

Mark your Calendar!
TECO Train Show: Apr 25 & 26
RMRHS Symposium: Apr 26
Cheyenne Depot Days: May 16 & 17

Contributors to this edition:
James Craig Jim Jordan
Mike and Sigi Walker
Thanks to all who "reviewed and commented!"

PRESIDENT'S LETTER TO THE MEMBERSHIP:

With much appreciation, Jim Jordan

Announcing the 2015 Rocky Mountain Railroad Heritage Society Symposium

Date: April 26, 2015
Time: 7:30 a.m. until 5:30 p.m.
Place: Englewood, CO
Presenters and Topics:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Please ✂

or provide the information requested on a plain sheet of paper and mail with payment.

Rocky Mountain Railroad Heritage Society
PO Box 969, Englewood CO 80151-0969

2015 Membership

<input type="checkbox"/> Individual \$25	<input type="checkbox"/> Business \$100
<input type="checkbox"/> Family \$40	<input type="checkbox"/> Corporate \$500
<input type="checkbox"/> Museum/Historical Society \$40	<input type="checkbox"/> Patron/Lifetime \$1000

Name _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Please check one: **New** membership **OR** **Renewing** membership

Please enclose check (no cash) made payable to:
Rocky Mountain Railroad Heritage Society (RMRHS)

Date: _____ Venue: _____

Historical Societies Working to Preserve Railroad Structures

This column profiles three historical societies working to preserve historic Colorado railroad structures. RMRHS applauds their efforts! Future columns will profile other historical groups and museums.

Pioneer Historical Society of Bent County (PHSBC)

In January 1959, almost ten civic groups organized "to preserve the history of the Arkansas Valley." Their goals were to acquire the historic site of Boggsville (one of the first European-American settlements and final home of Kit Carson), reconstruct Old Bent's Fort, and provide education for school children. By September of 1959, charter memberships reached 270 family names. In 1986 the PHSBC published "Bent County History." Bent County's population is around 5,900; the city of Las Animas nearly 2,300.

Today, the Pioneer Historical Society of Bent County actively preserves the history and heritage of Bent County. It offers historical and cultural programs, and operates the 110-acre Boggsville Historic Site and the John W. Rawlings Heritage Center, which houses a museum, art gallery, event space, archival library, and PHSBC office.

A future preservation goal is the eventual acquisition and future restoration of the Santa Fe Depot in the city of Las Animas, presently owned by the BNSF railroad and leased to Bent County.

Museum of Northwest Colorado, Craig, Colorado

Sparsely-populated Moffat County (2.56 persons per square mile) is the second largest county in Colorado, although 55% of the land is public domain. Craig's population is around 14,000.

Serving as the *de facto* Craig Historical Society, the Museum of Northwest Colorado began as the Moffat County Museum in 1964, housed in the Moffat County Courthouse. In 1991 it opened in the former Colorado State Armory, which has been almost totally renovated and restored with Moffat County support and grants totaling \$155,400 from the Colorado Department of Local Affairs, Colorado Historical Society, and the Gates Foundation. In 1992 the building was placed on the National Register of Historic Places. The museum's operational budget is currently funded by Moffat County.

In the museum's permanent collection is the Cowboy and Gunfighter Museum and memorabilia from Edwin Johnson, Colorado governor and senator. One of the current exhibits is "The Moffat Road: 100 Years of Rails to the Yampa Valley." The museum is actively involved in efforts to preserve the Craig Depot.

Roundhouse Preservation, Inc., Hugo, Colorado

Preservation and restoration of the Hugo UP Roundhouse is the focus of Roundhouse Preservation, Inc. (RPI), a 501(c)(3) located in Lincoln County, CO, which received its non-profit status on March 20, 2002. The population of Lincoln County is about 5,500; Hugo around 800.

To date, RPI has received three State Historical Fund grants to begin restoration of the 1909 roundhouse. Together with a grant received by Lincoln County, the roundhouse has been shored up and is no longer in danger of collapse. The exterior masonry work has been completed, the replacement of the roof and stacks is complete, and the restoration and replacement of doors and windows has begun.

Future interior plans include a large dining hall, kitchen, visitor's center, and museum. Bay eight will be restored to resemble the original engine facility with future plans to house a small (non operating) steam locomotive in the exhibit.

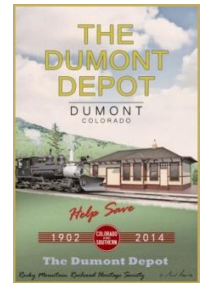
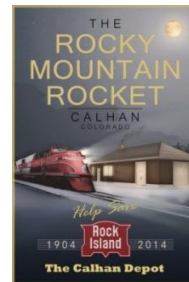
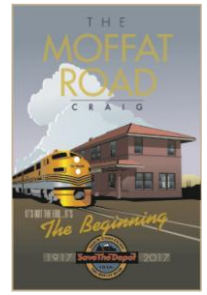
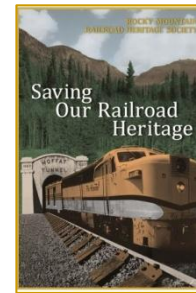
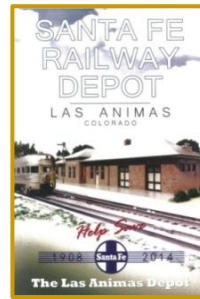
In the last month a 50' 1957 UP/SP PFE reefer and a 1941 UP "Route of the Streamliners" 50' flatcar were delivered as part of the future outside exhibits.

To find out more about the above groups, go to:

www.bentcountyheritage.org/; www.museumnwco.org/;
and www.hugoroundhouse.com/

Your support would be most appreciated.

Historic Railroad Structures RMRHS is working to preserve



Brighton Great Western Rwy scale and freight house: The land on which this building sits will soon have a new owner. The RMRHS may be given the building, along with some rail and switch stands.

Calhan Depot: The Historic Structure Assessment draft is nearly complete and should be submitted to the State Historical Fund for review by the end of the month. The town of Calhan plans to apply for a grant from the State Historical Fund to replace the roof.

Castle Rock Santa Fe Depot: The building has been boarded up to protect it from further deterioration. It may be moved in the future.

Como Depot: Don't forget to mark your calendar for August 22, 2015, the grand opening and dedication of the depot to be held in conjunction with the 20th annual Boreas Pass Railroad Days.

Craig Depot: Union Pacific RR correspondence indicates they will hold off on demolition of the depot for another 12 to 18 months.

Dumont Depot: The Purchase Agreement for the depot building (not land) has been signed. The RMRHS now needs to raise \$10,000, after which the building will be donated to the Mill Creek Valley Historical Society and moved.

Hugo Union Pacific Roundhouse: The restoration of doors and windows is in progress. Future interior plans include a large dining hall, kitchen, visitor's center, and museum. Bay eight will be restored to resemble the original engine facility.

Kit Carson (CO) Pumphouse: Building donated to Kit Carson Historical Society but land is owned by the UPRR. Grant request from the state for an evaluation in progress. Need funding to move the building.

Las Animas Depot: Clean-up of the property by volunteers has been ongoing. Bent County and Las Animas have made numerous offers to purchase the building and the land.

Loveland Great Western Rwy Depot: OmniTrax has put the contract on hold although Granby and Dave Naples have signed it.

Midland Depot at Divide: Grant applications are in progress to fund the next phase of the restoration. The building has been raised and leveled, and a permanent foundation is in place. The annual Midland Days symposium is scheduled for May 16, 2015.

Trinchere Freight House (now a museum): No update to report.

Train Treks with Mike and Sigi Walker: C & S Broomfield Depot Museum

After being closed for seven months, the 1909 former Colorado & Southern Railway



(C&S) "combination depot" re-opened on Saturday, January 17, 2015. A \$94,578 grant from the Colorado State Historical Fund and funding from Broomfield's capital improvement fund provided the necessary funds to enable the Broomfield Depot Museum to renovate its 105-year old building. First, the building's foundation was secured, then exterior wood doors, windows, siding and trim were restored, and cracks and crevasses repaired. The depot has been repainted its original color - a dark tan with green and red accents.

One side of the depot was used for ticketing, a waiting room, and the station agent's office; the other side was the living quarters of the agent's family. Combination depots were typically located in an area with a small population - in 1909, Broomfield had a population of 160!

The depot also served the C&S subsidiary Denver & Interurban Railroad (D&I), which was an electric commuter line between Denver and Boulder, dubbed the "Kite Route" because of the shape of its route.

The exhibits inside the museum have gotten a makeover as well. The artifacts will focus on faithfully recreating the various uses of the public and private sides of the building. Museum administrator Jacqui Ainlay-Conley is in contact with family members who lived in the depot and has recorded some of their memories, adding immeasurably to the record of railroad life at the time. The son of one station agent recalls that meals were cooked on a hot plate. The depot was terribly cold in the winter, since the building had little insulation. A pot-bellied stove provided heat, but it was allowed to go out during the night.

A bonus for the museum staff is the renovation of the basement. The addition of museum-quality shelving and storage space for historic documents and artifacts as well as space for sorting and cataloguing items will make a world of difference.

Today the depot interprets and tells the history of transportation in Broomfield but in earlier times the depot served not only as a transportation hub but as a gathering place to socialize and learn the latest news.

National Park Service to Manage Pullman Historic Site

The November 2014 issue of the "Rocky Mountain Express" had an note at the end of the article on the Historic Pullman District mentioning that the site might be designated a National Historic Monument or National Historic Park by year's end.

On February 10, 2015, it was announced that President Obama would designate the Pullman Historic District a National Monument during a visit to Chicago on February 19th. The National Park Service will be managing the site.

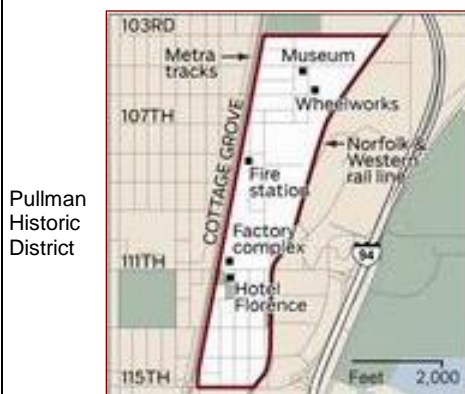
At right:
The Clock Tower will contain the administrative offices when reconstruction is completed. A fire in 1998 nearly destroyed it.



Historic Pullman Foundation photo

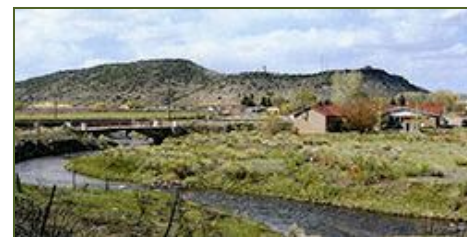
Michael A. Shymanski, president of the Historic Pullman Foundation, commented, "The designation of Pullman as a National Monument culminates a five-decade grassroots effort of the Pullman Civic Organization and the Historic Pullman Foundation to preserve and restore the Pullman Historic District's place in American history and to attract the national and international attention that this important landmark deserves."

George M. Pullman's railroad car factory and planned community, established in 1881, are significant for their role in the history of industry, commerce, and transportation. The association with labor and civil rights history and the bitter 1894 strike enhance the site's significance.



Under the National Monument designation, the federal government will own only the Clock Tower/Administration Building. The State of Illinois will continue to own and operate the Hotel Florence, and individual residents will continue to own the row houses, the church, and small businesses.

Crested Butte Denver & Rio Grande Railroad Depot/Stationhouse High Country Citizens' Alliance Awarded 2015 Grant by Colorado State Historical Fund



Grant Applicant Organization:

Town of Crested Butte

Fund: Acquisition and Development

Grant Awarded: \$182,165

Grant Number: 15-02-030

Built in 1881 on what was originally the eastern edge of town, the Crested Butte Denver & Rio Grande Railroad Depot has served many uses since 1954 when the narrow gauge line was abandoned, from storage facility to performing arts center. But with so much use over the last century, the depot is in need of repair.

In 2015, the Town of Crested Butte will use funding from the State Historical Fund to rehabilitate the foundation and add an ADA access ramp to the Victorian style building so it may continue to serve as office space for nonprofit organizations as well as public space available for rent for events, meetings, and other community gatherings.

See more at:

<http://www.historycolorado.org/grants/year-grants#sthash.MPbvXWIP.dpuf>

The D&GR first arrived in Crested Butte in November 1881, carrying out 13 boxcars full of coal. The narrow gauge ran north to the coal mining town of Floresta from 1893 until 1918 when the Floresta Mine closed. The railway bed ran between Ohio and Kebler Passes, following Kebler Pass Road. The line was difficult to keep open in the winter months due to heavy snowfall and avalanche danger. With the Big Mine closing in 1952, the D&RG made the decision to pull up the last of its track to Crested Butte by 1954.

Colorado Fuel & Iron Company had coke ovens in Crested Butte for cooking out unstable constituents from bituminous coal. There were 154 ovens in two long rows with tracks in front and on top of them, so that coal could easily be loaded into the ovens. The coke ovens burned constantly, polluting the air, except on Mondays when the ovens were cleaned. This was laundry day throughout the town in Crested Butte. The coke ovens went out of production in 1918; technologies had changed and coke no longer proved to be a valuable commodity. A historical marker sign at the location and some of the bricks that made up the ovens are present at the site.