

HISTORY COLORADO

COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

SECTION I

Name of Property

Historic Name Denver, Northwestern & Pacific Railway Depot

Other Names Kremmling Depot

Address of Property

[] address not for publication

Street Address 111 N. 4th Street

City Kremmling County Grand Zip 80459

Present Owner of Property

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name Grand County Historical Association

Address 10 E. Byers Avenue Phone 970-725-3939

City Hot Sulphur Springs State CO Zip 80451

Owner Consent for Nomination

(attach signed consent from each owner of property - see attached form)

Preparer of Nomination

Name Serena Fanning Date 2/26/19

Organization Grand County Historical Association

Address 110 E. Byers Avenue Phone 970-725-3939

FOR OFFICIAL USE:

Site Number 5GA.4680

3/21/2019 Nomination Received

9/20/2019 Review Board Recommendation
 Approval Denial

9/25/2019 HC Board State Register Listing
 Approved Denied

Listing Criteria A B C D E

Holly K. Norton

9/30/19
Date

Certification of Listing: Deputy State Historic Preservation Officer, HISTORY COLORADO

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SECTION II

Local Historic Designation

Has the property received local historic designation?

no

yes --- individually designated designated as part of a historic district

Date designated

Designated by _____ (Name of municipality or county)

Use of Property

Historic Transportation: Rail-Related

Current Vacant/Not in Use

Original Owner Denver, Northwestern & Pacific Railway Company

Source of Information Valuation Reports and Roadway Completion Reports available at the Colorado Railroad Museum.

Year of Construction 1906

Source of Information Union Pacific Foundation

Architect, Builder, Engineer, Artist or Designer Unknown

Source of Information _____

Locational Status

Original location of resource(s)

Resource(s) moved to current location

Date of move 9/15/2008

For Office Use Only

Property Type: building(s) district site structure object area

Architectural Style/Engineering Type: Railroad Depot

Period of Significance: 1906-1954

Level of Significance: Local State National

Multiple Property Submission: Railroads in Colorado, 1858-1948

Acreage less than one

P.M. 6th Township 1N Range 80W Section 7 Quarter Sections SE

UTM Reference: Zone 13 Easting 381394 Northing 4435283 NAD83

Site Elevation: 7371 feet

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SECTION III

DESCRIPTION AND ALTERATIONS

(describe the current and original appearance of the property followed by a discussion of all alterations)

Location and Setting

Completed in 1906, the Denver, Northwestern & Pacific Railway Depot stands facing north in the southeast corner of the Heritage Park Museum grounds in Kremmling, Colorado (Photo 1). To save the depot from demolition, it was moved off its original site adjacent to the railroad tracks on the southern edge of town to the nearby Heritage Park Museum in 2008. The museum occupies .431 acres at the corner of 4th Street and Central Avenue, one block north of U.S. Highway 40, Kremmling's main commercial thoroughfare. The museum grounds contain five other historic buildings relocated from around Grand County—the MacElroy Livery barn (5GA.817, State Register listed 12/9/1992), the Hermitage ranch house, a 1915 Forest Service Ranger Station, the Ritschard family fishing cabin, and the original Kremmling town jail.

Description

The 30'-5" x 87' one-story, rectangular, wood-frame combination depot rests on a temporary timber crib foundation. A portion of the depot's historic timber foundation—fashioned from railroad ties—remains intact above the temporary foundation (Photo 12). The side-gable roof is covered with asphalt shingle roofing and features 3' overhanging eaves supported by decorative wood brackets. The eaves are finished with tongue-and-groove wood beadboard. The lower portion of walls are clad with vertically installed tongue-and-groove wood beadboard siding. A horizontal molding separates the lower siding from the horizontal wood drop siding and wood cornerboards covering the upper portion of the walls. There are no cornerboards on the lower portion of the walls. The floorplan is typical of a combination depot with the freight area occupying the west end of the building; ticketing/railroad office, storage closet, and restrooms in the central section; and the passenger waiting room and a storage area occupying the east end (see Sketch Map).

North Wall (Front)

The primary entrances of the depot are found on the north wall, which originally faced south towards the DNW&P mainline. The north wall features a front-gable, rectangular projecting bay with two 3' x 9'6" door openings located west of the bay (Photo 3). The westernmost opening contains a wood five-panel door (Photo 4) leading into a storage area. The door opening between this door and the bay leads to the passenger waiting room and is currently closed with plywood. The historic door at this opening was stolen the day before the depot was moved to the museum.¹ The 17'-wide rectangular bay projects 4' from the depot's north wall and features four three-over-three wood windows, one on the bay's east wall, two on its north wall, and one on its west wall (Photos 4 and 5). The three-over-one windows were installed during a 1954 remodel of the building completed by the Union Pacific Railway. East of the bay is a large, wood, eight-panel, overhead freight door that replaced the original sliding freight door sometime after 1981 (Photo 6). The seven-light transom above the door has been covered over with plywood on the exterior and interior.

West Wall

The west side of the building features a large, wood, 7' x 9' sliding freight door at the southwest corner, with a seven-light transom above (Photo 7). The exterior surface of the door is covered by vertical tongue-and-groove beadboard; the interior surface consists of angled tongue-and-groove boards approximately 6" in width (Photo

¹ An identical wood door with four lights was salvaged from the Denver, Northwestern & Pacific Railway depot at Granby and is stored inside the building awaiting installation.

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13). At the gable peak are the remnants of decorative eave ornamentation removed ca. 1949.

South Wall

The west end of the south wall includes a sliding freight door and transom of the same material and design as the freight door on the west wall and located directly across from the overhead freight door on the north wall (Photo 9). East of the freight door are four windows—a pair of small, square, three-over-one wood windows looking into the restrooms; a slightly larger three-over-one wood window looking into the passenger waiting room (Photo 10), and a 3' x 6'-6" two-over-two wood window approximately 3' from the east corner of the building that looks into the storage space. The three-over-one windows were installed during the 1954 remodel of the building. Cuts in the wood siding indicate the size and location of the original window openings (Photo 10) on this side of the building.

East Wall

The east wall contains two 3' x 6'-6", two-over-two wood windows looking into the storage space (Photo 11). There are no other openings on this wall.

Interior

The depot's interior spaces, as reconfigured during the 1954 renovation, remain intact. The floor in the freight section was removed prior to moving the building, but the historic features and finishes are otherwise intact in this space (Photo 13). Historic graffiti related to the annual wool harvest is visible on the west end of the south wall (Photo 14).

The ticket office/railroad office retains historic wall and floor finishes from the 1954 remodel—drywall and square asphalt flooring tiles. The drop ceiling installed at that time was water damaged and has been removed, revealing portions of the 1906 horizontal beadboard walls and beadboard ceiling as well as the top portion of the 1906 wood window casings on the projecting bay (Photo 15). The wood ticket window remains intact on the office's east wall and a storage closet within the ticket office retains its 1906 wall finishes—vertical beadboard wainscoting with horizontal beadboard walls above.

The restrooms retain the historic wall, ceiling and floor finishes from the 1954 remodel as does the passenger waiting room (Photo 16). During the 1954 remodel, a partition wall was added, reducing the size of the passenger waiting room and creating the storage space at the east end of the building. The storage space retains the 1906 wall and ceiling finishes; window casings; and tongue-and-groove wood floor (Photo 17).

Alterations

A historic photograph of the north side of the depot taken ca. 1930s documents what is presumed to be the original fenestration on the east end of the depot's north wall (Figure 8). A window is documented east of the door to the passenger waiting room and a transom is visible above the door. Cuts in the wood siding indicate the size and location of this transom today (Photo 4). Other historic photographs document decorative eave ornamentation at the east and west gable peaks and at the gable peak of the projecting bay (Figures 3, 5, and 8). This ornamentation was removed prior to 1949 (Figure 10). Wood identification signs are documented on the east and west walls ca. 1906-30s. These were replaced by painted signage after the Denver & Rio Grande Western Railroad took over the line in 1947 (Figure 10). By 1981, the painted signage was covered over and a wood identification sign installed on the east wall and perhaps the west wall (Figure 12).

The window at the east end of the north wall was replaced by a door sometime prior to 1981, most likely in 1954 when Union Pacific undertook an extensive renovation of the depot (Figure 12). In 1954, plumbing and electrical systems were modernized; restrooms were installed; and the passenger waiting room reduced in size

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through construction of a partition wall. Asphalt tile flooring was installed in the passenger waiting room, restrooms, and ticket/railroad office; a drywall drop ceiling was also installed in these spaces, lowering the ceiling height to 8'4". The transom over the passenger waiting room door was presumably covered over or removed as part of this project. Four large two-over-two wood windows on the projecting bay were replaced by three-over-one wood windows during the renovation and changes were made to the fenestration on the south side as well. Two of the three original two-over-two windows on this side of the building were replaced by three-over-one wood windows to accommodate the interior reconfiguration (Figure 11). The location of the original window openings is documented in a 1906 photo of the depot under construction (Figure 2) and by cut marks in the existing wood siding (Photo 10). The cost of the 1954 improvements was \$2,003.

On the north wall, a door with four lights and three recessed panels below occupied the eastern door opening, and a five-panel door occupied the adjacent opening to the west after 1954 (Figure 12). A four-light door of the same design was stolen from the depot prior to the 2008 move and a historic five-panel wood door now occupies its location. Replacement of the freight door on the north wall and covering of the transom above appears to have occurred after 1981 (Figure 12). The "KREMMLING" sign visible at the east gable in Figure 12 was removed sometime prior to 2008.

Union Pacific made plans to demolish the depot in the 2000s. To save the depot, the Grand County Historical Society acquired the building and moved it the Heritage Park Museum property approximate .33 miles to the northeast in 2008. Prior to the move, Union Pacific remediated materials within the building containing asbestos and lead, and removed the freight room floor and the exterior portion of the brick chimney. The interior portion of the chimney was left intact. The depot was placed on a temporary timber foundation in its new location and given a new roof in 2009. The building was repainted that same year.

Wood platforms once extended along the south and west sides of the building (Figures 4, 5 and 6). These were reconfigured over the active life of the depot and have not been reconstructed since the depot's move.

INTEGRITY

(discuss the property's historic integrity)

Moved less than a mile from its original location adjacent to the railroad tracks to the Heritage Park Museum grounds in 2008, the Kremmling Depot no longer retains integrity of location and setting and is therefore nominated for its architectural significance only. To a lesser degree, integrity of feeling and association was also diminished by the move; however, the depot retains historic characteristics critical to conveying its architectural significance—design, materials, and workmanship—to a high degree and displays sufficient integrity to convey its significance as a wood-frame combination type railroad depot built by the Denver, Northwestern & Pacific Railway Depot in 1906 and modernized in 1954 by the Union Pacific.

The depot's integrity of design is excellent. The building's exterior form and interior spatial configuration remains unchanged since the 1954 remodel. Design details typical of an early 1900s wood-frame combination type depot, such as the rectangular plan, hip roof with deep overhanging eaves supported by decorative brackets, projecting bay on the track-facing side, and 1954 fenestration pattern are intact as are the ticket office and separate interior spaces devoted to freight and passenger needs. Integrity of materials and design has been diminished to a small degree by the replacement of one of the building's three freight doors and the covering of the transom above; however, the size of the opening has not changed and the design of the replacement door is neutral and its materials compatible.

Integrity of exterior materials is otherwise very good; the depot retains its historic wood siding; its decorative roof brackets; and all of its historic windows and doors, with the exception of the aforementioned freight door and one passenger door. Removal of the decorative details at the gable ends occurred within the period of significance and does not diminish the depot's integrity of materials or design. Integrity of interior materials is

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not as high, but sufficient to convey the depot's historic appearance. The freight room floor has been removed and portions of the 1954 ceilings have been lost due to water damage in the ticket office and passenger waiting room; however, all 1906 window and door trim, baseboard and wall, ceiling, and floor finishes in the storage room are intact and in good condition. Integrity of workmanship is also good and the craftsmanship, building techniques and aesthetics employed during the depot's initial construction and subsequent 1954 remodel are conveyed by the exterior siding, windows, doors and remaining interior wall, ceiling and floor finishes.

SECTION IV

Significance of Property

Nomination Criteria

- A** - property is associated with events that have made a significant contribution to history
- B** - property is connected with persons significant in history
- C** - property has distinctive characteristics of a type, period, method of construction or artisan
- D** - property is of geographic importance
- E** - property contains the possibility of important discoveries related to prehistory or history

Areas of Significance

- | | | |
|---|---|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Economics | <input type="checkbox"/> Landscape |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Education | Architecture |
| <input type="checkbox"/> Archaeology –
prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Law |
| <input type="checkbox"/> Archaeology –
historic | <input type="checkbox"/> Entertainment/
Recreation | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Art | <input type="checkbox"/> Ethnic Heritage | <input type="checkbox"/> Military |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Exploration/
Settlement | <input type="checkbox"/> Performing Arts |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Geography/
Community Identity | <input type="checkbox"/> Politics/
Government |
| <input type="checkbox"/> Community
Planning and
Development | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| | <input type="checkbox"/> Invention | <input type="checkbox"/> Social History |
| | | <input type="checkbox"/> Transport |

SIGNIFICANCE STATEMENT

(Provide a summary paragraph that includes level of significance, applicable criteria, areas of significance, and justification for the period of significance.)

The 1906 Denver, Northwestern & Pacific Railway Depot in Kremmling is significant under Criterion C for Architecture as a good example of the wood-frame combination depot subtype as defined in the Multiple Property Documentation Form, *Railroads in Colorado 1858-1948*. Combination depots were regularly built in rural areas like Kremmling, where there was insufficient freight or passenger traffic to warrant separate depots.

The Kremmling depot exhibits the common characteristics of wood-frame combination depots built in the late

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1800s and early 1900s and is nearly identical to the standard combination depot plan used by the Union Pacific Railroad ca. 1885 (Figure 16). Like others of its type, it is a one-story, rectangular plan, wood-frame building, with a side-gable roof, deep overhanging eaves that provided shelter for passengers and freight from inclement weather, decorative eave brackets, and large sliding freight doors with transoms above. As was typical, the ticket/railroad office occupied the central portion of the building, with freight functions housed on one side and passenger services on the other, and a central projecting bay provided the railroad agent with a good view of activity along the mainline. Among the few surviving examples of wood-frame combination depots built by the Denver, Northwestern & Pacific Railway in Grand County during the early 1900s, the Kremmling depot by far retains the highest level of architectural integrity.

To save the depot from demolition, it was moved off its original site to the nearby Heritage Park Museum in 2008. As noted in the *Railroads in Colorado 1858-1948* MPDF, depots, more than any other railroad-related buildings, are often moved from their original locations, sometimes to nearby parks or museum grounds. Because integrity of location is critical to significance under Criterion A, a moved depot will rarely qualify under this criterion. However, per the MPDF and State Register guidelines, a moved depot may continue to qualify for listing under Criterion C.

Like many depots and associated buildings, the Kremmling depot was upgraded by the railroad to meet changing needs and passenger expectations. The changes made during the 1954 renovation by the Denver & Rio Grande Western Railroad represent the methods and materials employed historically by the railroad to adapt an existing depot for continued use and do not detract from the architectural significance of the building.² The period of the significance extends from 1906, the year of the depot's construction, to 1954, when the renovation was completed.

DEVELOPMENTAL HISTORY / ADDITIONAL HISTORIC CONTEXT INFORMATION

The Denver, Northwestern & Pacific Railway Depot in Kremmling is located within the high-mountain basin known as Middle Park in Colorado's Rocky Mountains. Prior to Euro-American settlement, Paleo-Indians occupied Middle Park, followed by the Utes, and later the Arapaho and Cheyenne. All took advantage of the area's abundant game and natural hot springs. Fur trappers arrived in the 1820s, but permanent Euro-American settlement did not begin until after the start of the Colorado Gold Rush in 1858.

In 1840, William N. Byers, founder of the *Rocky Mountain News*, stopped at the hot springs during an expedition through Middle Park. Enamored by the area, Byers established a resort town at the springs, which he renamed Hot Sulphur Springs in 1863. When Grand County was partitioned from Summit County in 1874, the town became the county seat.

Settlement of Middle Park intensified in the 1880s after the Utes were forced from the region. In the early 1880s, Rudolph Kremmling established a general store in western Grand County, and later moved it to Kinsey City, a town platted by ranchers John and Aaron Kinsey in 1888 near the confluence of the Blue River, Muddy Creek, and Grand River (now known as the Colorado River). A small community grew up around the store, eventually incorporating as the town of Kremmling in 1904, the year the Denver, Northwestern & Pacific Railway arrived in Grand County.

Development of the Denver, Northwestern & Pacific Railway

The *Colorado Encyclopedia's* online entry for the Denver, Northwestern & Pacific Railway Hill Route (Moffat

² Per the *Railroads in Colorado 1858-1948* MPDF, "Railroad-related alterations made during the period of significance may be considered part of a depot's historic fabric, provided they do not substantially diminish the building's historical association with that line or its architectural/technological distinction."

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Road) provides a clear and succinct history of the railroad's early development. The section below is adapted from that entry.³

At the start of the twentieth century, the prominent Denver businessman David Moffat became determined to build a transcontinental railroad west from Denver to Salt Lake City and ultimately to the Pacific. The transcontinental railroads built in the late nineteenth century had chosen less direct routes across the mountains to the north or south. To go directly west from Denver would require building an expensive tunnel through the mountains or traversing the Continental Divide at a high elevation. In the 1880s the Denver, Utah & Pacific Railroad had started to build a tunnel under the divide near Rollins Pass, but the project ground to a halt before much work could be completed. Twenty years later, Moffat believed such a route would justify itself financially by opening up valuable coal, lumber, and livestock resources in northwestern Colorado.

To realize his transcontinental dream, Moffat incorporated the Denver, Northwestern & Pacific Railway in July 1902. He hired Horace Sumner as the railroad's locating engineer and established the Colorado-Utah Construction Company to build the railroad, which would go from Denver to the foothills via Leyden Mesa, then turn north and follow South Boulder Creek to the Continental Divide. The original plan called for a tunnel under the Continental Divide around Rollins Pass or James Peak to reach Middle Park. It was estimated that a tunnel under the mountains would take at least two or three years to build, however, so in the meantime the railroad decided to build a temporary route that would cross the divide at Rollins Pass.

Eventually known as the Moffat Road (or the Hill Route), the route followed the traditional Ute trail and existing wagon road from South Boulder Creek to Jenny Creek. It then took a longer but gentler route the rest of the way to the pass. On the western side of the divide, the railroad descended via a series of switchbacks (even looping under itself at one point) to get down to the Berthoud Pass wagon road on the valley floor.

Construction along the twenty-three-mile route proceeded quickly. Rails reached Rollinsville in May 1904 and made it to Boulder Park, about four miles west, by June. That summer Denver tourists began to take the train for excursions to Mammoth, where they could escape the heat at an elevation of nearly 8,900'. On September 2, 1904, tracks reached the summit of Rollins Pass, and by the end of the month the railroad had made it down the west side of the divide to Arrowhead (later Arrow) at 9,585'. From there construction continued through Middle Park, reaching Hot Sulphur Springs in August 1905.

Construction of the Denver, Northwestern & Pacific Railway Depot in Kremmling

Construction of the Denver, Northwestern & Pacific Railway continued west from Hot Sulphur Springs toward Kremmling, with the railroad purchasing 100 acres of land in Kremmling for yards and shops in the fall of 1905.⁴ Soon work began on a depot near the Grand (Colorado) River on the town's southern edge (Figure 2).

As was typical in the late 1800s and early 1900s, the DNW&P used standardized plans for the wood-frame combination depots constructed along its line. The plans were most likely created by the railroad's Chief Engineering Office and the wood-frame combination depot in Hot Sulphur Springs exhibited the same design and details.⁵ Exceptions included the Steamboat Springs Depot (5RT.73; NRIS.78000884, National Register listed December 20, 1978), completed in 1909 and designed by Frank E. Edbrooke, and the 1906 Moffat Station (5DV.195; NRIS.76000553, National Register listed October 22, 1976) at the railroad's Denver

³ Encyclopedia Staff, "Denver, Northwestern & Pacific Railway Hill Route (Moffat Road)," Colorado Encyclopedia, last modified April 04, 2018, <https://coloradoencyclopedia.org/article/denver-northwestern-pacific-railway-hill-route-moffat-road>.

⁴ *Steamboat Pilot*, October 11, 1905.

⁵ In the issue of the *Corona Telegraph* (CT-38), Ken Shaver notes the similarities between the DNW&P and Denver & Salt Lake Railway depots and the plans for a depot at Tabernash that was never built. The title block for the Tabernash plans identifies them as the work of the D&SL Chief Engineer's Office.

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terminus, designed by Edwin Moorman. Both were more substantial buildings constructed of brick. Another example of the railroad's use of standardized plans are its early coal chutes. Plans for the first one, at Mammoth (Tolland), dated 1904, were prepared by the DNW&P's Chief Engineering Office and modified as needed for similar structures at other locations. The plans indicate that the coal chutes would be built by the Colorado-Utah Construction Company and it is possible that the firm was also responsible for construction of the depot at Kremmling.

Work on the DNW&P tracks and Kremmling depot progressed steadily and on June 27, 1906, the *Steamboat Pilot* announced that freight and passenger services were now being offered at the new Kremmling depot, with passenger trains arriving at 3 p.m. daily.⁶ Travelers arriving in Kremmling could continue on to Routt County and Steamboat Springs via stage coach. The following day the *Routt County Courier* reported, likely with tongue in cheek, that "the first freight shipment of freight to reach Kremmling was a car load of liquors for the seven saloons in the town and first car to leave was loaded with empty bottles and barrels."⁷

To mark the arrival of the railroad and opening of the new depot, the residents of Kremmling planned a three-day celebration to take place July 4-6, complete with "horse racing, broncho busting, baseball, a fishbake and other amusements."⁸ The railroad offered a special \$7 round trip fare from Denver for those wishing to join in the festivities.⁹

Serving Kremmling's Railroad Transportation Needs, 1906-1970s

The town's population had swelled with the arrival of the railroad workers and a number of businesses, including hotels and saloons, sprang up to service the needs of the workers and growing number of travelers. Kremmling remained the western terminus of the DNW&P while the railroad completed the arduous push west through Gore Canyon. The line eventually reached Yarmony in November 1907, Yampa in September 1908 and Steamboat Springs in February 1909.

The DNW&P struggled with high operating costs and frequent closures due to winter storms. After Moffat's death in 1911, the railroad reorganized as the Denver & Salt Lake Railroad and continued to push west, eventually reaching Craig in 1913. In 1922, the Colorado legislature passed a bill to fund construction of the long-planned Moffat Tunnel under the Continental Divide. The 6.2-mile tunnel opened in 1928, significantly reducing the travel time from Denver to Kremmling.

In 1926, the railroad reorganized again as the Denver & Salt Lake Railway. During World War II, the railroad transported German prisoners of war captured during the North African Campaign to the towns of Fraser and Kremmling, where some 400 POWs were put to work between 1943 and 1946, filling jobs left vacant by young Americans who had enlisted in the U.S. military. In Kremmling, prisoners cut ice from the Colorado River for use by the railroads, while the POWs in Fraser primarily worked in the lumber industry.

In 1947, merged with the newly reorganized Denver & Rio Grande Western Railroad. A 1949 photo of the depot documents new signage on the building indicating it was now operated by the D&RGW (Figure 11). In 1954, the D&RGW undertook a significant renovation of the building to upgrade its mechanical systems and improve its passenger facilities. After 1988, the line operated under the Southern Pacific name and was later acquired by Union Pacific in 1996.

There were no live-in station agents at the Kremmling depot, rather there were three agents who rotated eight-hour shifts. According to Jim Yust, a local resident and descendent of one of Middle Park's earliest ranching

⁶ *Steamboat Pilot*, June 27, 1906.

⁷ *Routt County Courier*, June 28, 1906.

⁸ *Colorado Republican*, June 14, 1906.

⁹ *Steamboat Pilot*, June 27, 1906.

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families, incoming and outgoing freight and all livestock shipments were ordered by arrangement with the depot's ticket agent. Cattle ranchers like Yust's father visited the depot prior to the ship date to order the number and size of cars needed. Sheep ranchers would have done the same when shipping their animals. After the annual spring sheep shearing, wool was shipped from the depot and the historic graffiti on the freight room's south wall documents the dates of these shipments from the 1920s through the 1940s.

Cars delivering freight were parked on the "house track," the business track that extended along the depot's south side. Outgoing freight, such as lumber and wool, was loaded onto train cars from depot's south side, while passengers boarded the train on the depot's north side. During the railroad's early years, area residents traveled to Denver to make connections to their final destinations. After the Denver & Rio Grande Western Railroad completed the Dotsero Cutoff east of Glenwood Springs in 1934, Kremmling locals had the option of traveling directly to Salt Lake City as well. From its beginning, the route was popular with tourists eager to enjoy the cool mountain air and breathtaking scenery. The depot continued to provide passenger services until April 7, 1968.¹⁰ The U.S. Post Office ended its contract with the railroad to carry the mail in the early 1960s, and freight service effectively ended soon afterward. However, the railroad continued to dispatch rail cars to transport livestock into the 1970s.

In 2008 the Union Pacific made plans to remove obsolete buildings and facilities from along its mainline through Grand County. The depot in Kremmling was closed and slated for demolition. In March of that year, the Grand County Historical Association received notice that they could have the building with the understanding it had to be removed from the railroad property. A hasty survey of support from the community of Kremmling, Grand County, and many railroad enthusiasts in Colorado was taken. Within a few weeks, GCHA had railroad contractors removing the asbestos shingles from the roof and lead paint from the outside and inside of the depot. Union Pacific donated \$15,000 to help with the moving cost and the Grand County Commissioners contributed \$10,000. Many private individuals donated time, money, and supplies to help complete the move. On September 15, 2008, just after noon, the depot was removed from its original site adjacent to the UP tracks. It made a slow and careful trip of five blocks to its current location within the Heritage Park Museum complex in Kremmling.

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¹⁰ Jackson C. Thode, *A Century of Passenger Trains* (Denver: Rocky Mountain Railroad Club, 2001), 139.

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Yust, Jim. "Saving the DNW&P Frame Depot at Kremmling." *Rocky Mountain Rail Report*, October 2008.

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Denver, Northwestern & Pacific Railway Depot
Name of Property

Grand County
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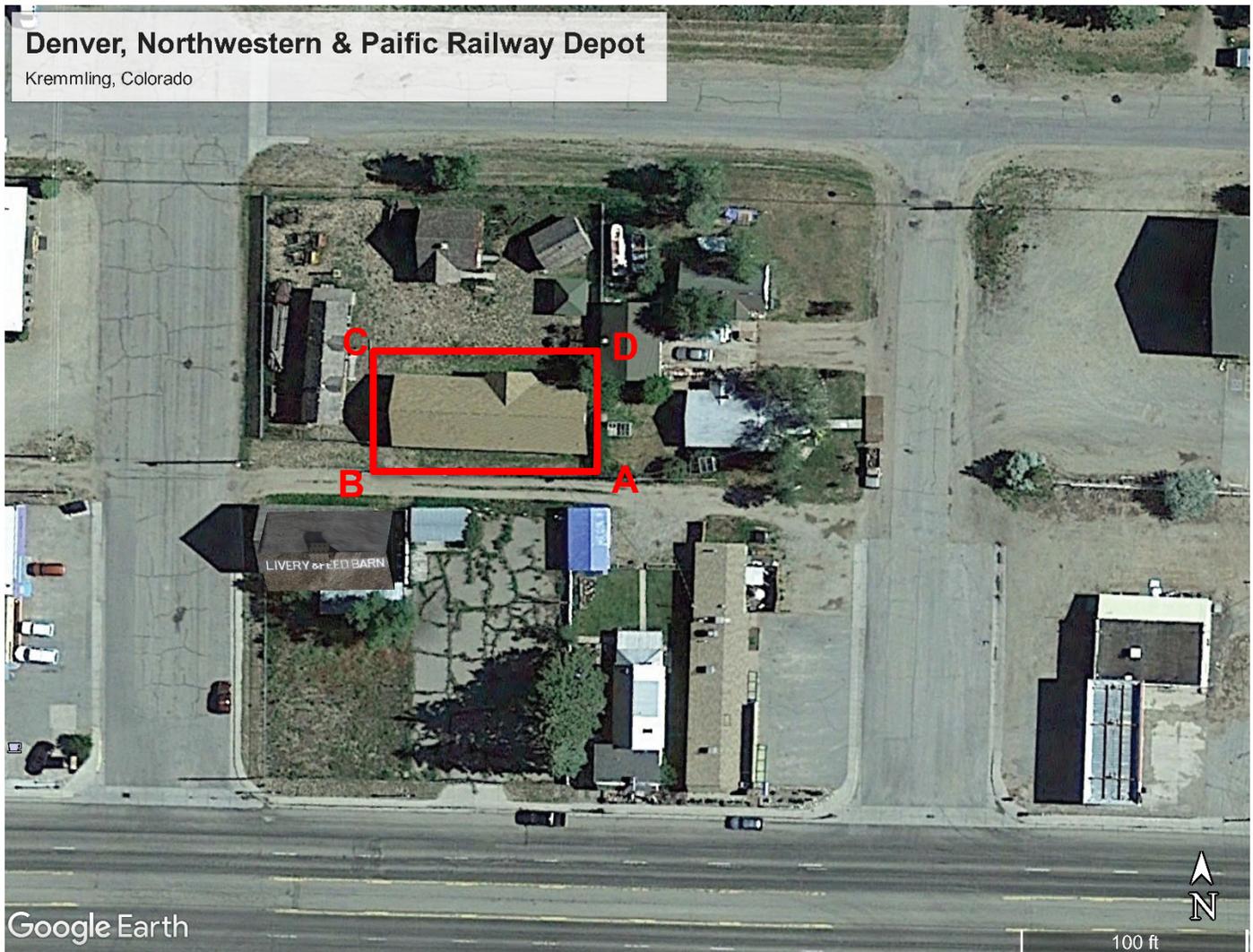
SECTION V

GEOGRAPHICAL DATA

Verbal Boundary Description of Nominated Property (describe the boundaries of the nominated property)

The Heritage Park Museum parcel, within which the Denver, Northwestern & Pacific Railway Depot stands, comprises Lots 2, 4, 6, 8, and the west 20' of Lot 10 in Block 5 of the Kremmling subdivision in Kremmling, Grand County, Colorado. The depot occupies the southeast corner of the parcel, specifically the south portion of Lots 4, 6, 8 and south portion of the west 20' of Lot 10. The depot was moved to the museum in 2008 and other historic resources located within the museum parcel are not historically associated with the depot. Therefore, the nomination boundary includes the depot only and is described as follows: beginning at Point A at the southeast corner of the Heritage Park Museum parcel, the boundary extends approximately 100' west along the south edge of the museum parcel to Point B; then north approximately 50' to Point C; then east approximately 100' to Point D; then south along the east edge of the museum parcel to the point of beginning, creating a buffer that extends 10' from the building's foundation except on the east side where the boundary extends from the foundation to the east property line (approximately 5').

Official Map (show location of property on map)



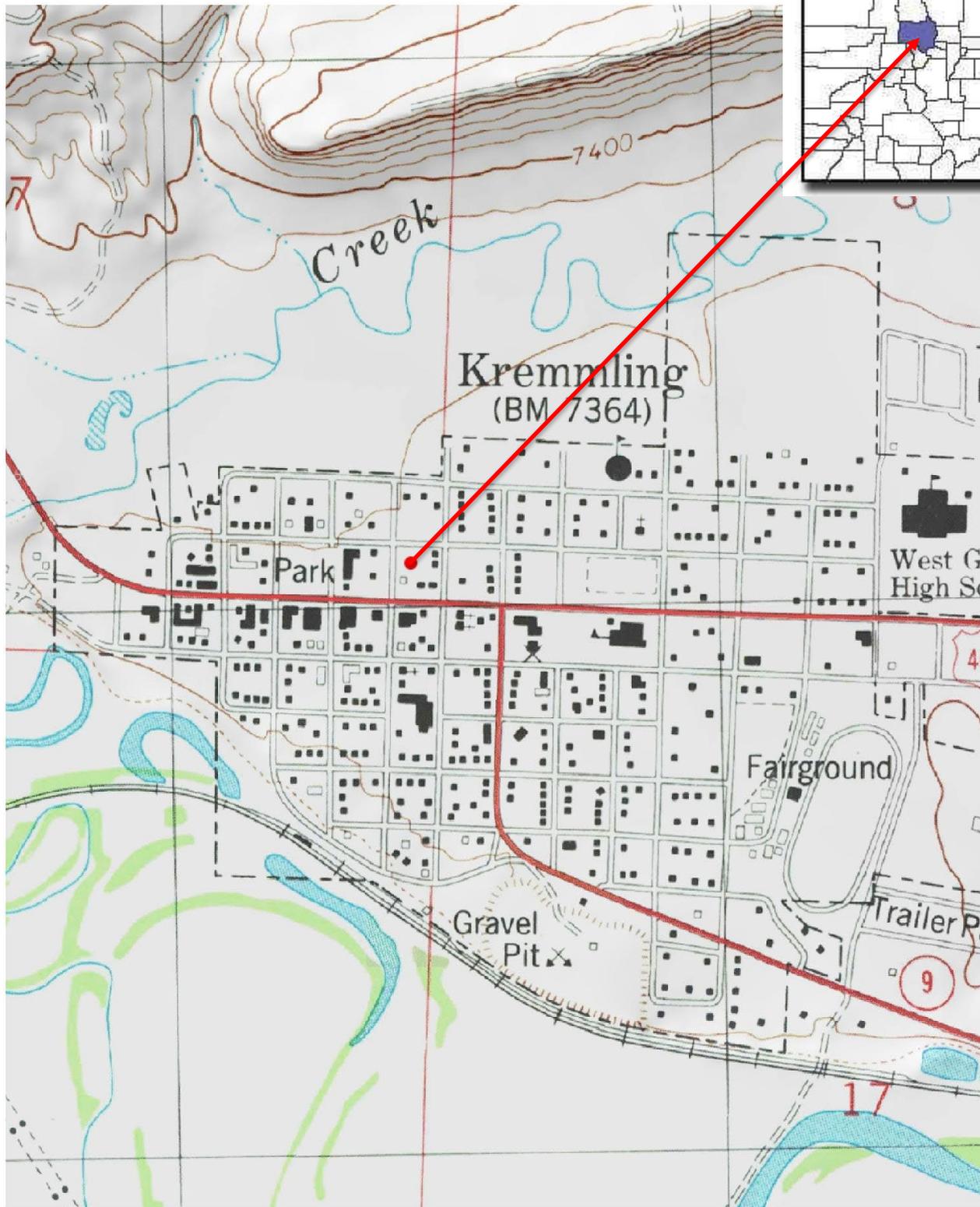
COLORADO STATE REGISTER OF HISTORIC PROPERTIES

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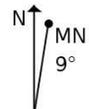
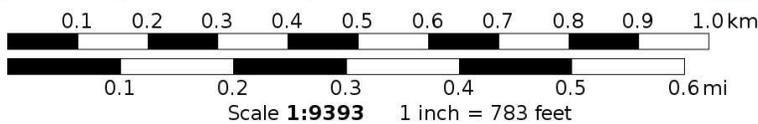
Name of Property

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Mercator Projection
WGS84
USNG Zone 13TCE
CalTopo

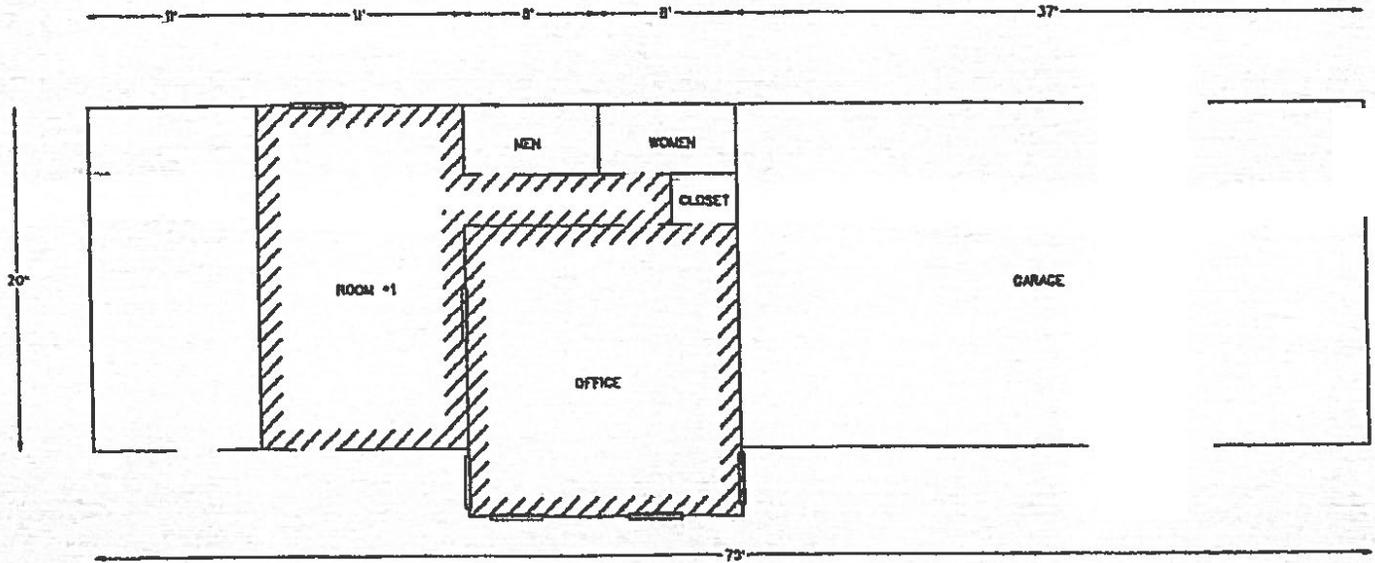


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SKETCH MAP



From plans drawn by the AMI Group for Union Pacific in 1997. No changes have occurred to the floorplan since that time. Hashed areas indicate areas where lead paint was documented.

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SECTION VI

PHOTOGRAPH LOG

The following information pertains to photographs numbers 1- 9, except as noted:

Name of Property: Denver, Northwestern & Pacific Railway Depot
Location: Kremmling, Colorado
Photographer: Amy Unger, History Colorado
Date of Photographs: May 29, 2019

Photo No, Description of View and Direction of Camera

- 1 of 17: View of depot and south side of Heritage Park Museum property. Camera facing northeast.
- 2 of 17: View of depot from north edge of Heritage Park Museum property. Camera facing south-southeast.
- 3 of 17: North side of depot, Camera facing south.
- 4 of 17: North side of depot, showing east side of projecting bay and door openings on east end. Camera facing west-southwest.
- 5 of 17: North side of depot, showing west side of projecting bay. Camera facing southeast.
- 6 of 17: North side of depot, showing freight door. Camera facing south.
- 7 of 17: West side of depot. Camera facing east-northeast.
- 8 of 17: South and east sides of depot. Camera facing northwest.
- 9 of 17: View of freight door, west end of south wall. Camera facing north.
- 10 of 17: View of three-over-one window installed during 1954 renovation. Note cut marks in siding indicating size and location of original window. Camera facing north.
- 11 of 17: East side of depot. Camera facing north-northwest.
- 12 of 17: View of timber foundation on south side. Lapped section is historic. Camera facing north.
- 13 of 17: Freight section, west side of depot. Camera facing southeast.
- 14 of 17: Historic graffiti on the south interior wall of freight area. Camera facing south.
- 15 of 17: Ticket/railroad office in central section of depot. Ticket window visible at right. Note original window casing and beadboard wall and ceiling finishes visible above the 1954 drywall walls. Camera facing northeast.
- 16 of 17: Passenger waiting room. Ticket window visible at left, door opening at right. Camera facing northwest.
- 17 of 17: East portion of passenger waiting room (storage room after 1954). Interior finishes date to 1906. Camera facing south-southwest.

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HISTORIC PHOTOGRAPHS & FIGURES

(Insert available digital images of historic photographs and figures illustrating the property over time. Include captions with source information.)



Figure 1: Kremmling in 1906, the year the depot was constructed. (Denver Public Library, MCC-1419).



Figure 2: Depot under construction in 1906. (Denver Public Library, Z-5693)

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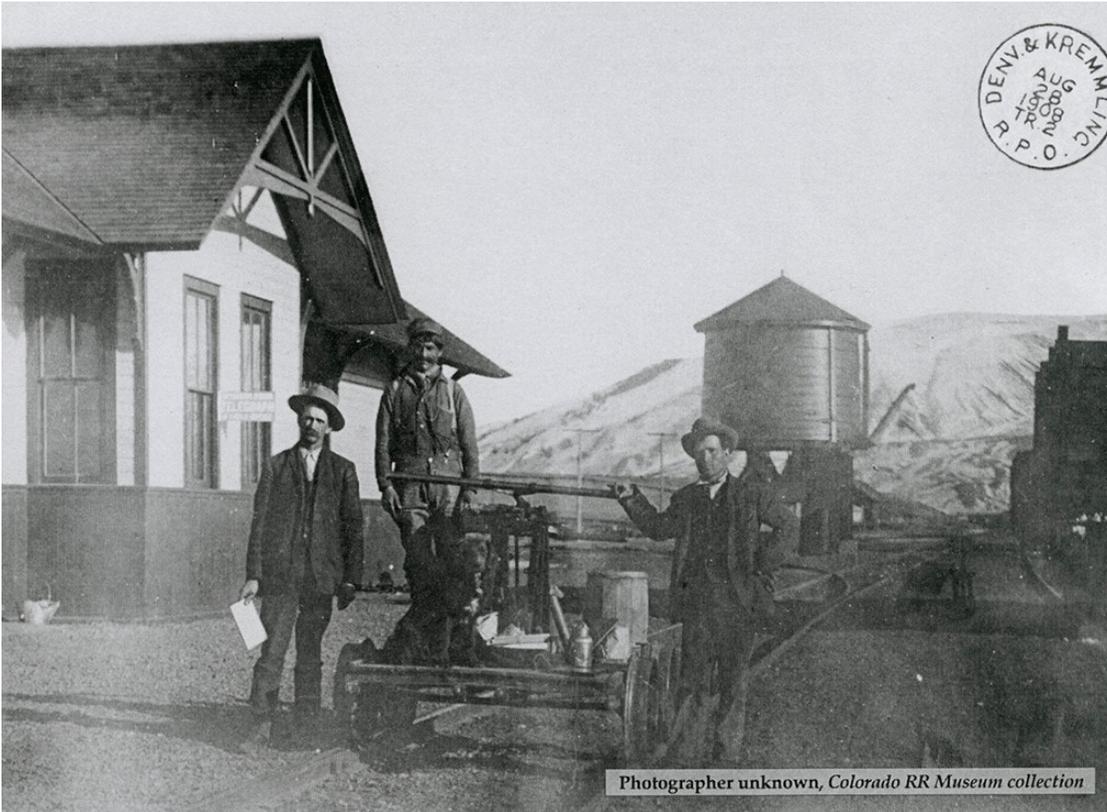


Figure 3: Kremmling Depot in 1908 (Colorado Railroad Museum Collection/*Corona Telegraph*, Vol. 10, No. 2)



Figure 4: ca. 1906-13. The boxcar in the foreground is identified a Denver Northwestern and Pacific Railway car. The DNW&P reformed as the Denver and Salt Lake Railroad in 1913, suggesting the photo was taken prior to 1913. (Grand County Historical Society collection)

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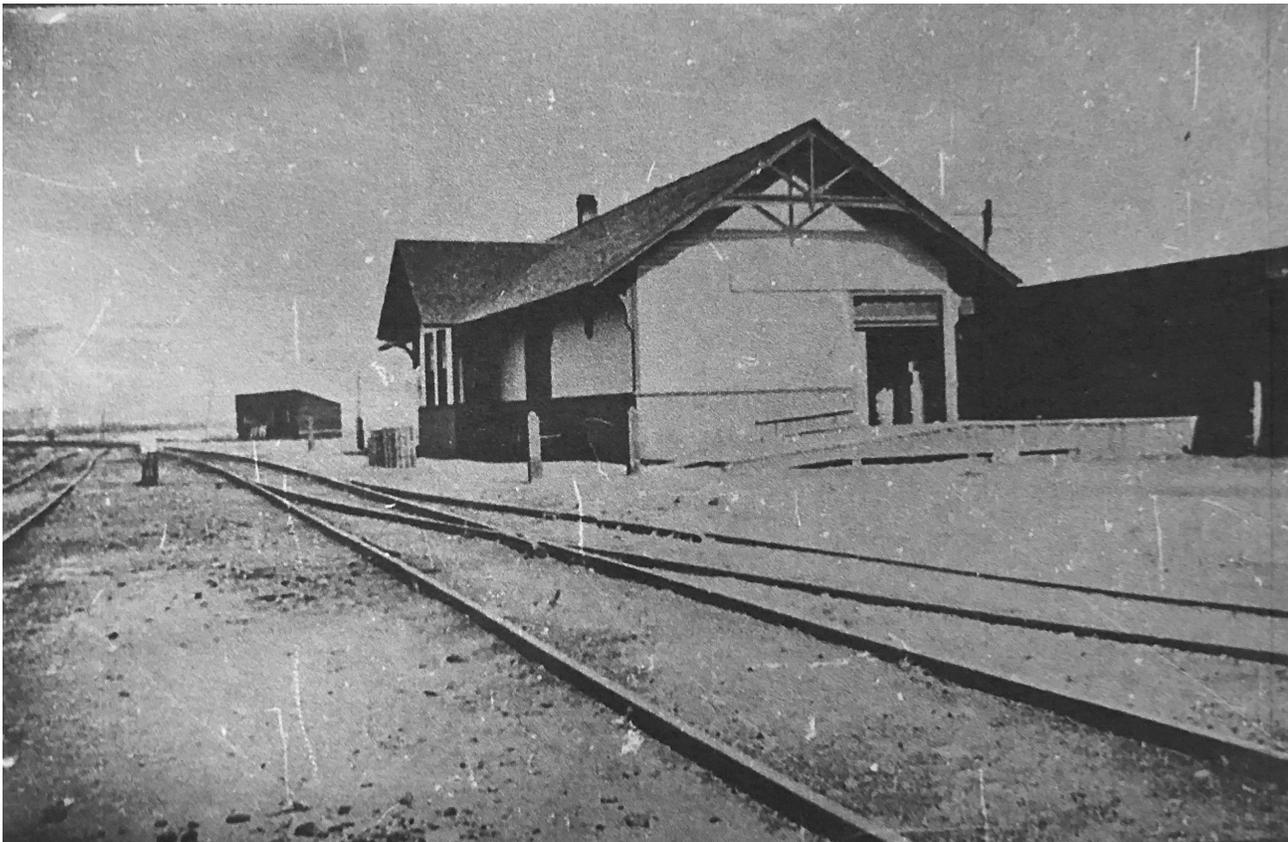


Figure 5: Kremmling Depot ca. 1920. The ramp visible on the west side was reconfigured in 1927. (Heritage Park Museum collection)

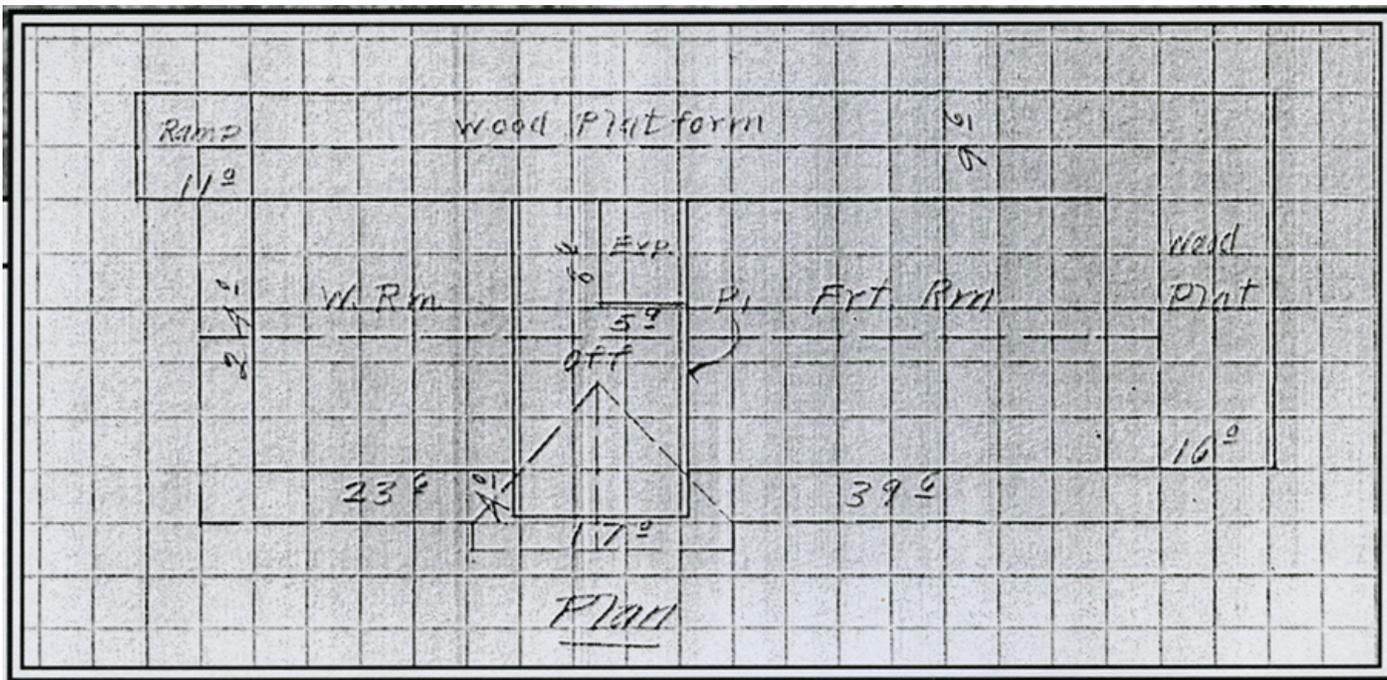


Figure 6: Depot floor plan as documented in 1920 I.C.C. Bureau of Valuation Structural Notes. Drawing includes the wood platforms on the west and south sides of the depot. (National Archives/Corona Telegraph, Vol. 10, No. 2)

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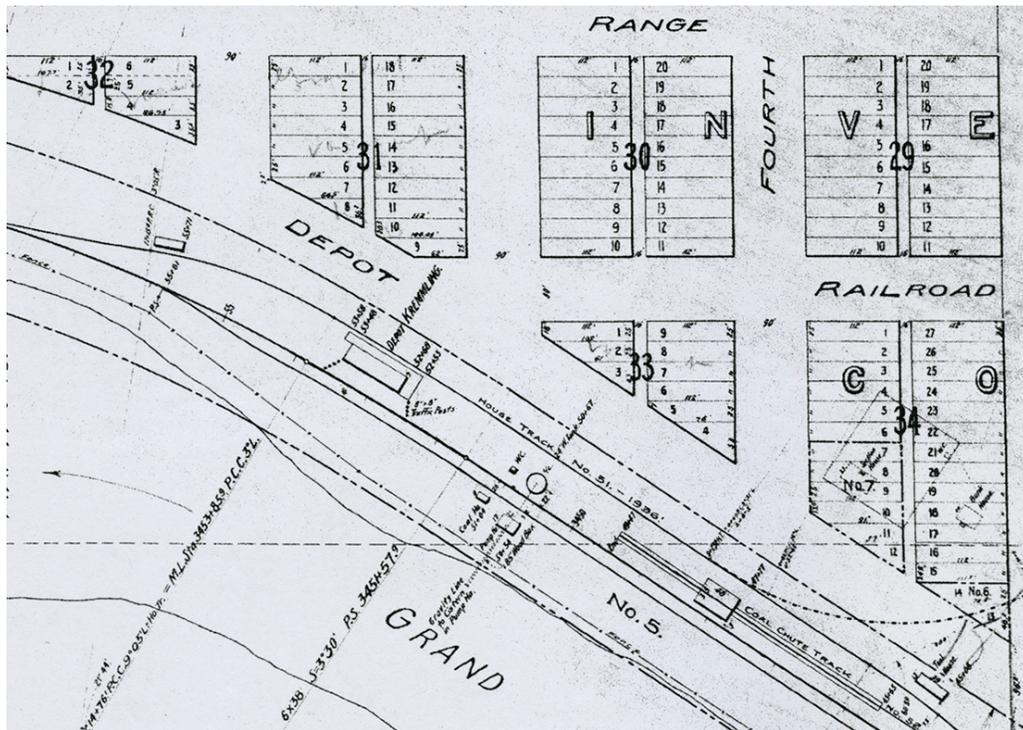


Figure 7: Detail from 1920 I.C.C. Valuation Map showing original location of Depot (National Archives/Corona Telegraph, Issue 27, Vol 10, No. 2).



Figure 8: East end of the depot ca. 1930s. (Grand County Historical Society collection)

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Figure 9: East wall of depot in 1933. (Denver Public Library, OP-11243)



Figure 10: West wall of depot ca. 1940s. (Denver Public Library, X-11044).

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Figure 11: North and west walls of depot in 1949 after the Denver & Rio Grande Western Railroad acquired the line. (Photo by J. Schick, Colorado Railroad Museum Collection/*Corona Telegraph*, Vol. 10, No. 2).



Figure 12: South and east sides after the 1954 renovation. Note changes to fenestration on south wall. (Colorado Railroad Museum Collection/*Corona Telegraph*, Vol. 10, No. 2).

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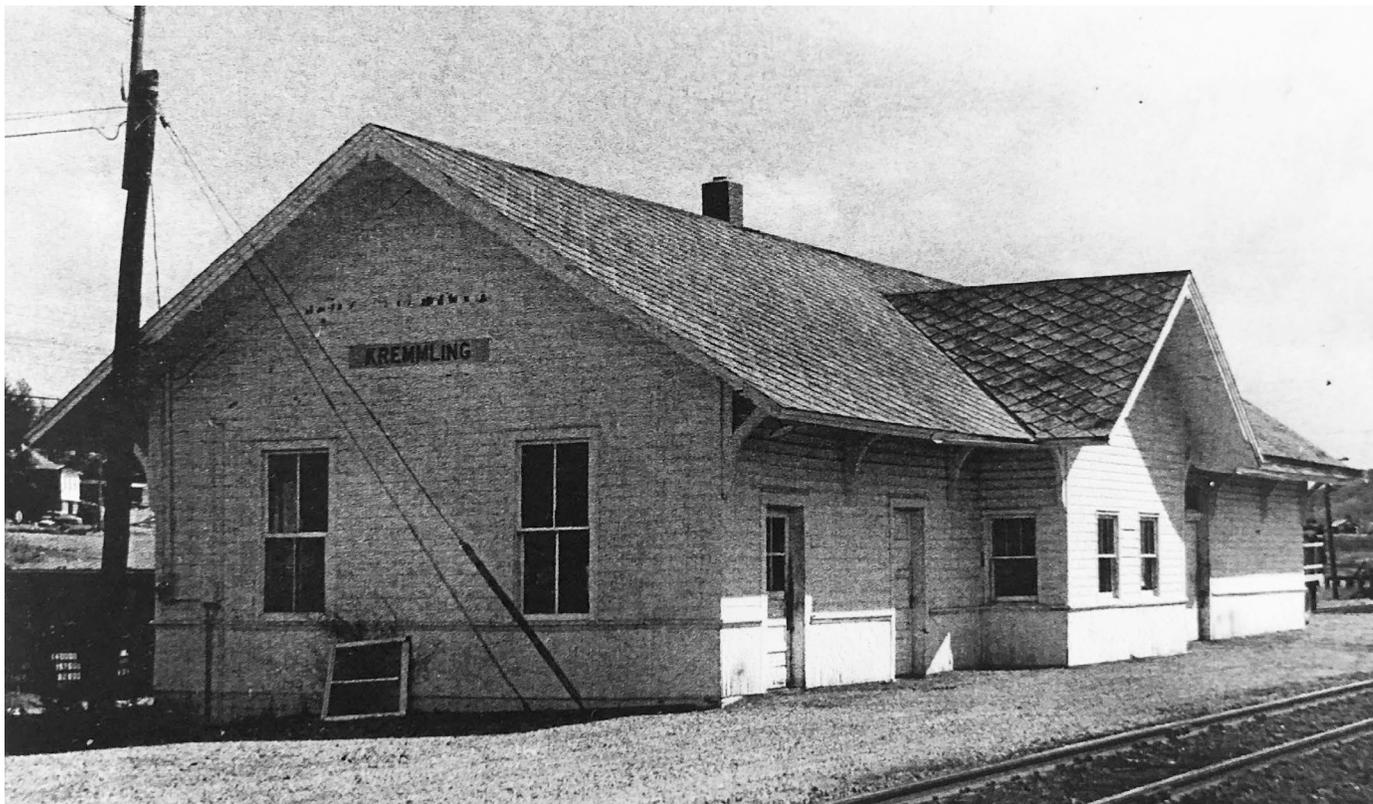


Figure 13: East and north sides, on September 19, 1981. Note changes to fenestration on east end of the north wall and projecting bay. Original transom and sliding freight door appear to be intact. Heritage Museum collection.



Figure 14: Depot in August 2008 prior to move. Katie Looby/Sky-Hi Daily News.

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Figure 15: Shortly before 2008 move. (Jim Yust)



Figure 16: Depot during move to Heritage Park Museum. (Jim Yust)

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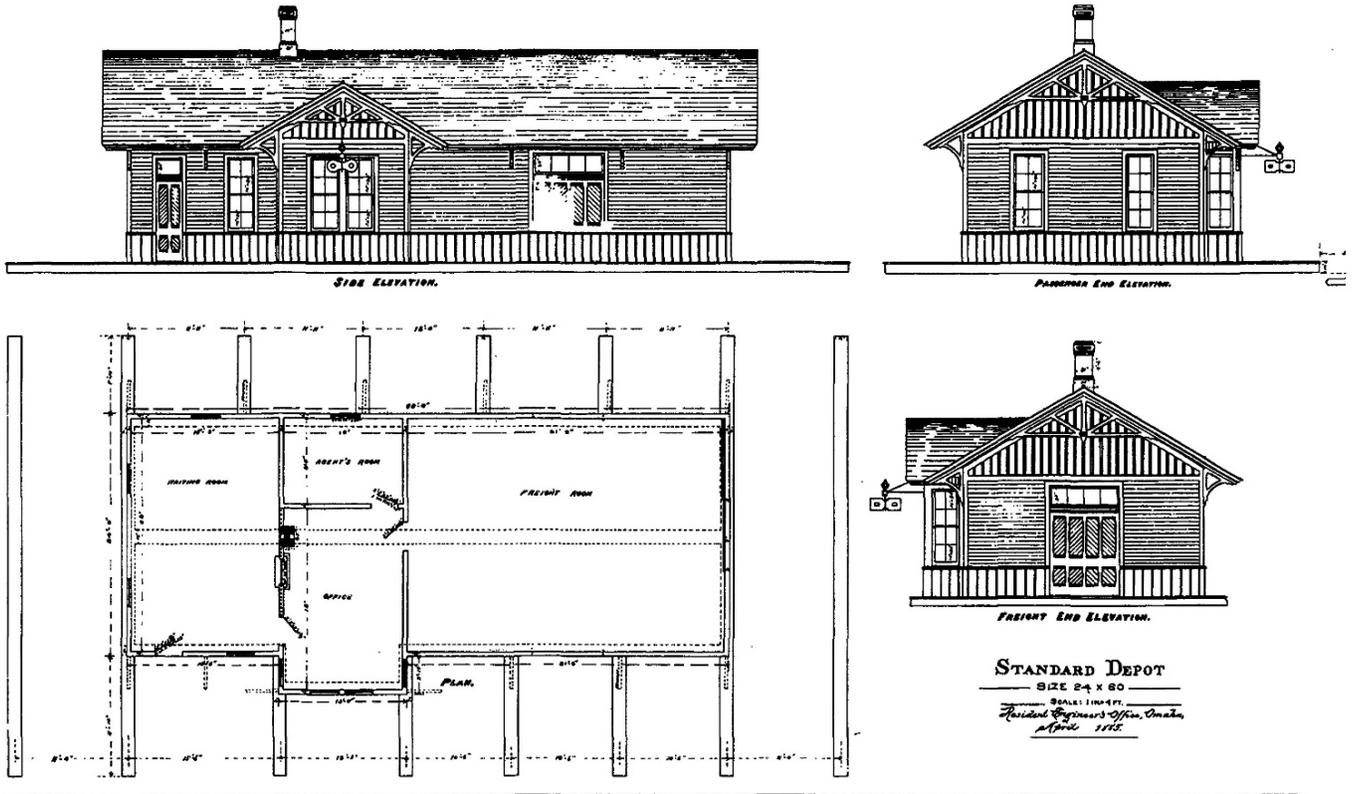


Figure 17: Standard plan for a wood-frame combination depot used by the Union Pacific, 1885. (Railroads in Colorado 1858-1948, Multiple Property Documentation Form)



Figure 18: 1911 map of the Denver, Northwestern and Pacific Railway "Moffat Road" and Projected Lines. At the time the railroad extended from Denver to Steamboat Springs (Heritage Park Museum collection)

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SECTION VII

ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION

Sketch Map(s)

Digital Images (separate files)

PDF of Current photos (see check-off list)

Owner Consent Form (Section VIII)

Use of Nomination Materials

Upon submission to the Office of Archaeology and Historic Preservation, all nomination forms and supporting materials become public records pursuant to CRS Title 24, and may be accessed, copied, and used for personal or commercial purposes in accordance with state law unless otherwise specifically exempted. History Colorado may reproduce, publish, display, perform, prepare derivative works or otherwise use the nomination materials for History Colorado and/or State Register purposes.