

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED MAY 7 1982

DATE ENTERED JUN 9 1982

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Denver and Rio Grande Depot

AND/OR COMMON Montrose Railroad Depot

LOCATION

STREET & NUMBER 20 North Rio Grande Avenue

NA NOT FOR PUBLICATION

CITY, TOWN

Montrose

NA VICINITY OF

CONGRESSIONAL DISTRICT

3

STATE

Colorado

CODE
05

COUNTY
Montrose

CODE
MN

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<u>NA</u> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<u>NA</u> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<u>NA</u> PRIVATE	<u>NA</u> UNOCCUPIED	<u>NA</u> COMMERCIAL
<u>NA</u> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<u>NA</u> WORK IN PROGRESS	<u>NA</u> EDUCATIONAL
<u>NA</u> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<u>NA</u> ENTERTAINMENT
<u>NA</u> OBJECT	<u>NA</u> IN PROCESS	<u>NA</u> YES: RESTRICTED	<u>NA</u> GOVERNMENT
	<u>NA</u> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<u>NA</u> INDUSTRIAL
		<u>NA</u> NO	<u>NA</u> MILITARY
			<input checked="" type="checkbox"/> MUSEUM
			<u>NA</u> PARK
			<u>NA</u> PRIVATE RESIDENCE
			<u>NA</u> RELIGIOUS
			<u>NA</u> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<u>NA</u> OTHER:

OWNER OF PROPERTY

NAME City of Montrose

STREET & NUMBER

433 South First Street

CITY, TOWN

Montrose

NA VICINITY OF

STATE

Colorado

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Montrose County Courthouse - Clerk
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

320 South First Street

CITY, TOWN

Montrose

STATE

Colorado

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Colorado Inventory of Cultural Resources

DATE

April 24, 1981

NA FEDERAL STATE NA COUNTY NA LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Colorado State Historic Preservation Office

CITY, TOWN

Denver

STATE

Colorado

7 DESCRIPTION

NA EXCELLENT
X GOOD
NA FAIR

CONDITION

NA DETERIORATED
NA RUINS
NA UNEXPOSED

CHECK ONE

NA UNALTERED
X ALTERED

CHECK ONE

X ORIGINAL SITE
NA MOVED DATE NA

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located close to the center of Montrose, the old Montrose Railroad Depot is an architectural bright spot in the downtown district. The Depot is a Mission Style Architecture that features arched arcades on three sides.

The one story building approaches being a rectangle in plan, but it's slightly irregular. As a Depot the building has two front facades depending on whether you arrive by car or by train. The east facade (street side) has 9 bays and the west facade (track side) has 11 bays. The south and north sides have 1 and 3 bays respectively.

The foundation of the building and the arched arcade walls is concrete which continues into concrete stemwalls appearing as a wainscot to a height of about 48 inches above ground. The walls above the wainscot are wood frame construction covered with metal lath and rough concrete stucco. The walls of the east and west facades feature both stepped and curvilinear parapets capped with a brick string course. There is no basement.

All windows have flat openings and are either non-opening single sash or double-hung two sash units. On the main floor windows, the top of the concrete wainscot serves as a sill. On the second floor there are half-round windows within the curvilinear parapets on both the east and west facades. The other second floor windows are eyebrow type.

The single leaf doors have three recessed panels with flat openings like the windows. The doors have flush light side panels and flush light mullion transom panels.

The Depot has two single stack chimneys offset to the left and right of center protruding at the gable of the terra cotta colored tile roof.

The interior of the Depot has in the past few years been converted into a museum by the Montrose County Historical Society. The museum in turn rents a portion of the Depot to the Continental Trailways' Bus System to help meet expenses.

The grounds have changed since the days that there was a spur track south of the Depot. That area is now a parking lot and the west and north sides of the half acre grounds are now protected by a chain link fence. The railroad tracks west of the Depot still remain in service.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input checked="" type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input checked="" type="checkbox"/> CONSERVATION	<input checked="" type="checkbox"/> LAW	<input checked="" type="checkbox"/> SCIENCE
1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input checked="" type="checkbox"/> LITERATURE	<input checked="" type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input checked="" type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input checked="" type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input checked="" type="checkbox"/> MUSIC	<input checked="" type="checkbox"/> THEATER
1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input checked="" type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)
		<input checked="" type="checkbox"/> INVENTION		

SPECIFIC DATES Constructed between 1908 and 1912 BUILDER/ARCHITECT *unknown*

STATEMENT OF SIGNIFICANCE

The Denver and Rio Grande Depot is significant as a distinctive example of the type and method of construction utilized by the railroad and represents the artistic values of the Mission Style of architecture.

The arcades on the east, west and south facades, the tile roof, and the curvilinear parapets on the Denver and Rio Grande Depot are prominent features of the Mission Style. Also characteristic of the style are the stucco finish and the string course of brick on top of the parapet walls. The Mission Style was particularly well adapted for use by the railroads as the broad, covered arcades provided protection from the elements, while allowing passengers to board the train rapidly.¹

The Depot is also significant for its association with transportation and the development and settlement of Montrose and the San Juan region of Colorado.

Montrose was just a pioneer settlement when reached by the Denver and Rio Grande in 1882. The arrival of the Railway played an important role in the City's future development. George A. Crofutt, Crofutt's Grip-Sack Guide of Colorado, notes that Montrose "is the most important station west of Gunnison City, on the line of the Denver and Rio Grande Railway, being the outfitting point for Ouray, Red Mountain, Silverton, Telluride, San Miguel, and the numberless mining camps in Ouray and San Miguel counties to the southward from 30 to 60 miles."²

The Montrose County Historical Society's Museum at the Depot today retains many exhibits and memorabilia of the history of the region that the railroad had opened up and helped to settle. The same arched arcades that protected the railroad's passengers and baggage are still doing their job for Continental Trailway's passengers today.

1. The Four Corners Regional Commission Historical Survey of Montrose
April 24, 1981
Denver and Rio Grande Depot
2. George A. Crofutt
Crofutt's Grip-Sack Guide of Colorado, (Volume II, 1885; reprint edition Boulder, Colorado, Johnson Publishing Company, 1966) p.120

9 MAJOR BIBLIOGRAPHICAL REFERENCES

ACREAGE NOT VERIFIED

"Historic Surveys of Colorado Communities", Delta Survey conducted by Larry Steele, 1981.

UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .503

QUADRANGLE NAME Montrose West

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 1 3 2 4 8 8 2 5 4 2 6 2 5 8 0
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

NA

STATE CODE COUNTY CODE

NA

11 FORM PREPARED BY

NAME / TITLE

Roger Shores-City Planner

ORGANIZATION

City of Montrose

DATE

September, 1981

STREET & NUMBER

433 South First Street

TELEPHONE

(303) 249-4534

CITY OR TOWN

Montrose

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL NA

STATE NA

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Arthur C. Townsend

TITLE

State Preservation Officer

DATE

3.27.82

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

J. Helms Byers
KEEPER OF THE NATIONAL REGISTER

Entered in the
National Register

DATE

6/3/82

ATTEST:

DATE

CHIEF OF REGISTRATION

**United States Department of the Interior
Heritage Conservation and Recreation Service
National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Montrose Depot

Item number 10

Page 2

Commencing at the intersection of the centerline of North First Street and the centerline of Selig Avenue; thence S 48 -30' W, along said centerline of North First Street, 148.29 feet to a point on the centerline of Rio Grande Avenue; thence S 26 -27' E, along said centerline of Rio Grande Avenue, 88.18 feet; thence S 63 -33' W, 22.50 feet to a point in Railroad Company's easterly right of way line, said point being the True Point of Beginning, thence S 26 -27' E, along said easterly right of way line, 250.27 feet to a point on the northerly right of way line of Main Street; thence S 48 -30' W, along said northerly right of way line of Main Street, 88.65 feet to a point which lies 20.00 feet easterly (as measured perpendicularly) from the centerline of Railroad Company's Mainline Track of its Montrose Branch; thence N 26 -27' W, parallel with and 20.00 feet perpendicularly distant from said Mainline Track 273.29 feet; thence N 63 -33' E, 85.61 feet to the true point of beginning, containing 0.503 acres, more or less.