

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

MAR 26 2001

444

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 15A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Crested Butte Denver and Rio Grande Railroad Depot

other names/site number 5GN3112

2. Location

street & number 716 Elk Avenue [N/A] not for publication

city or town Crested Butte [] vicinity

state Colorado code CO county Gunnison code 051 zip code 81224

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally.
(See continuation sheet for additional comments [].)

Suzanna Cortez, State Hist Pres Officer 3/17/01
Signature of certifying official/Title Date

State Historic Preservation Office, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria.
(See continuation sheet for additional comments [].)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register
See continuation sheet [].

determined eligible for the
National Register
See continuation sheet [].

determined not eligible for the
National Register.

removed from the
National Register

other, explain
See continuation sheet [].

Signature of the Keeper

Date

Bob Boland 3/10/01

Crested Butte Denver and Rio Grande Railroad Depot
Name of Property

Gunnison / Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

Railroads in Colorado, 1858-1948

Number of contributing resources previously listed in the National Register.

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

SOCIAL/civic

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN/Queen Anne

Materials

(Enter categories from instructions)

foundation STONE
walls WOOD/weatherboard
WOOD/shingle
roof WOOD/shingle
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property

County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] A Property is associated with events that have made a significant contribution to the broad patterns of our history

[] B Property is associated with the lives of persons significant in our past.

[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

[] A owned by a religious institution or used for religious purposes.

[] B removed from its original location.

[] C a birthplace or grave.

[] D a cemetery.

[] E a reconstructed building, object, or structure.

[] F a commemorative property.

[X] G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Periods of Significance

1883-1954

Significant Dates

1883

1954

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

[] preliminary determination of individual listing (36 CFR 67) has been requested

[] previously listed in the National Register

[] previously determined eligible by the National Register

[] designated a National Historic Landmark

[] recorded by Historic American Buildings Survey

[] recorded by Historic American Engineering Record

Primary location of additional data:

[X] State Historic Preservation Office

[] Other State Agency

[] Federal Agency

[] Local Government

[] University

[] Other:

Name of repository:

Crested Butte Denver and Rio Grande Railroad Depot
Name of Property

Gunnison / Colorado
County/State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

A. Zone 13	Easting 328390	Northing 4303970	B. Zone	Easting	Northing
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title R. Laurie Simmons and Thomas H. Simmons, historians
organization Front Range Research Associates, Inc. date 24 November 2000
street & number 3635 West 46th Avenue telephone (303) 477-7597
city or town Denver state CO zip code 80211

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Crested Butte Society, Inc.
street & number P. O. Box 503 telephone _____
city or town Crested Butte state CO zip code 81224

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 7 Page 1 (Railroads in Colorado, 1858-1948 MPS)

Description

The Crested Butte Denver and Rio Grande Railroad Depot is a frame building which consists of three connected rectangular components: a one-and-a-half-story station house, a one-story freight room to the south, and a one-story frame addition south of the freight room (Photograph 1). The depot remains at its original site on the eastern edge of Crested Butte, a historic coal mining community in central Colorado, twenty-eight miles north of Gunnison. The building, located about two blocks east of the original business and residential sections of the town, sits on an open, level site which provides commanding views of surrounding peaks, including 12,162' Crested Butte Mountain.

The one-and-a-half-story northernmost section of the depot, which contained the passenger waiting room, administrative office, express room, and hallway on the first story and the residence of the station agent, with parlor, kitchen, and two bedrooms above, has a steeply pitched, cross-gable roof, with flared, widely overhanging eaves supported by oversize decorative brackets with slats and arched undersides on the east and west (Photograph 2). The wide overhangs, typical of depot design, provided shelter for freight and passengers. There is a central red brick chimney with a corbelled cap, and the roof has wood shingle roofing. At the apex of each of the four gable faces is a pediment ornamented with a sunburst motif decoration in the tympanum; there are louvered vents on the north and south gables. Paired two-over-two-light double-hung sash windows are placed immediately beneath the thick horizontal molding at the base of the sunburst on the north, east, and west gables, while two small, two-light windows are on the south gable. The north gable face beneath the molding is ornamented with fishscale shingles, while the east, west, and south faces have coursed square shingles. The gable face flares outward above the first story on the north gable end, and a course of molding divides the upper and lower stories. The first story has horizontal siding on the upper walls to sill level, and vertical board siding on the lower walls from sill level to the foundation. There is a sill course dividing the two types of siding and wood skirt boards are along the foundation.

The first story of the west wall of the one-and-a-half-story section of the depot has paneled doors with divided transoms at the north and south ends (Photographs 1 and 7). There is one two-over-two-light double-hung sash window and paired windows between the doors. The doors face wood exterior steps. The north wall has one set of central, paired, two-over-two-light double-hung sash windows (Photograph 2). The east wall, originally the trackside of the building, has a rectangular projecting bay window with central paired windows (Photograph 3). South of the bay are double paneled doors surmounted by a divided transom. North of the bay is a paneled door with a divided transom. North of the door is a double-hung sash window. There is a slightly raised, wood board deck along the east.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 7 Page 2 (Railroads in Colorado, 1858-1948 MPS)

The one-story freight room wing on the south has a gable roof with wood shingle roofing and widely overhanging eaves. The rectangular wing has horizontal board siding on the upper walls and vertical board siding on the lower walls. There is a horizontal trimboard between the two types of siding. The west wall of the wing has central double doors ornamented with cross-bracing and vertical trim and is surmounted by a divided transom (Photograph 1). The stone foundation is visible on this section of the building. There is a raised wood dock in front of the doors. The east wall of the wing (trackside) also has double doors with a divided transom which face a raised wood deck (Photograph 4). There is a metal frame with a canvas awning sheltering the doors.

The one-story, side gable roof addition on the south has a roughly L shape, with a lower projecting wing extending a short distance to the east (Photograph 5). The addition has board and batten siding, widely overhanging eaves with diagonal braces, and corrugated metal roofing. There is a center brick chimney clad with metal. The west wall of the addition has two paneled doors facing wood steps, with paired and single two-over-two-light windows between the doors (Photographs 6 and 7). The south wall of the addition has a single double-hung sash window (Photograph 5). The east wall has a paneled door toward the south and a gabled projection toward its north end, which has central double hinged doors facing a concrete step (Photograph 4). Connecting the addition to the freight room is a bay with slightly lower gable roof, board and batten siding, and no window or door openings.

The interior of the first story of the building has been divided into offices. The upper story houses an apartment. The interior of the depot retains hardwood floors, wood wainscot, molding around doors, cornice molding, paneled wood doors, and a staircase with balustrade.

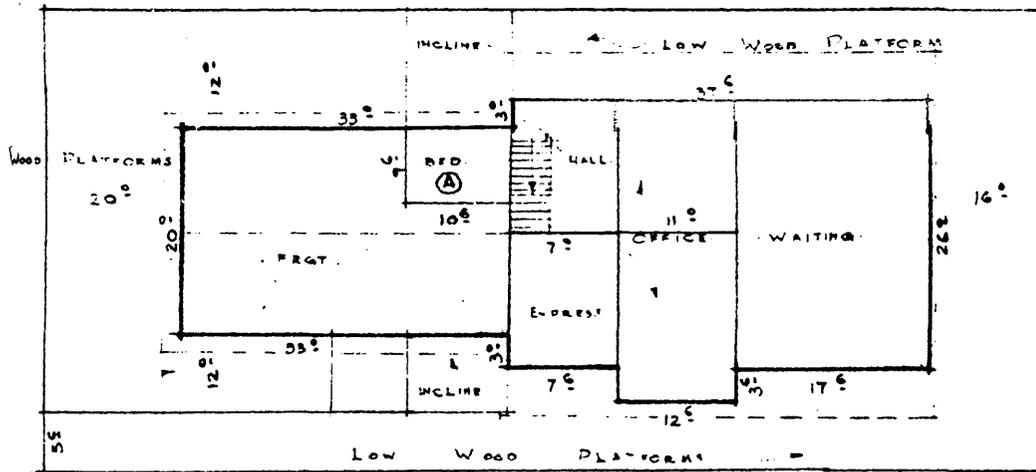
The station house chimney appears to have been altered and perhaps rebuilt after 1954, and a chimney on the freight room roof is gone. Railroad tracks which originally paralleled the building on the east were removed in 1955. A one-story building was relocated south of the original depot after October 1955 and, in 1973, was attached to the original depot with a short connecting section (See Sketch Map on page 13).¹

¹The southern one-story section appears to be historic, and longtime residents indicated that it was a former railroad section house moved to this site from a location two blocks to the south, where historic maps of Crested Butte railroad facilities do show a section house. The southern section was not in its current location in August 1955, according to historic photographs, but was present in a photograph published in the local newspaper December 1972. Ralph E. Clark, Jr., indicated that he built the connecting section in 1973. Aerial photographs and discussions with longtime residents could not provide a more precise date for the relocation of the southern section of the building. Colorado Railroad Museum, photographic collection, photograph of depot, 20 August 1955; *Crested Butte Chronicle*, 6 December 1972; Ralph E. Clark, Jr., telephone interview by Thomas H. Simmons, Gunnison, Colorado, 9 January 2001; Richard L. Dorman, comp., *Gunnison* (Santa Fe, NM: R.D. Publications, 1993), 99.

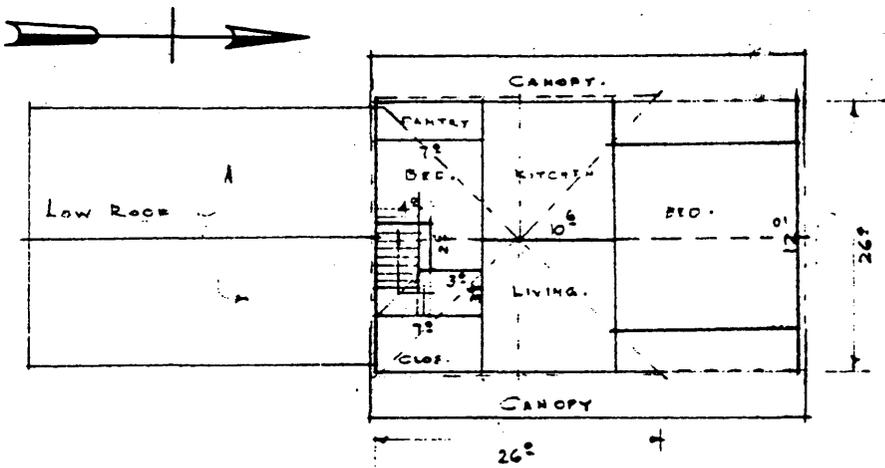
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 7 Page 3 (Railroads in Colorado, 1858-1948 MPS)

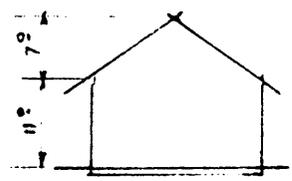
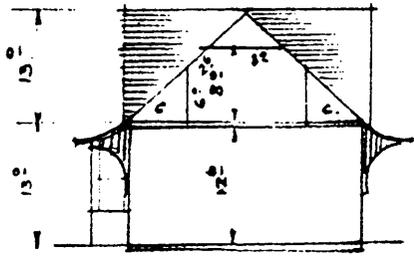


PLAN OF DEPOT - 1ST FLOOR.



• 2ND FLOOR PLAN •

SECTION 2 STORY PART.



SECTION 1 STORY PART.

Figure 1. SOURCE: Denver and Rio Grande Railroad, Valuation Ledger, 1 September 1920, in the files of the Colorado Railroad Museum, Golden, Colorado.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 8 Page 4 (Railroads in Colorado, 1858-1948 MPS)

Significance

The Crested Butte Denver and Rio Grande Railroad Depot is a significant historic rail-related building which meets the registration requirements outlined in the Multiple Property Documentation Form "Railroads in Colorado, 1858-1948." The depot is associated with the historic contexts "The Bonanza Years, 1880-1892" and "The Peak Years: 1893-1913," and "The Years of Retrenchment: 1913-1967." The property type represented is the depot and the subtype is the combination depot. The registration requirements listed in the related Multiple Property Documentation Form were utilized to determine the eligibility of the resource. Among the criteria employed were integrity of location, materials, design, setting, workmanship, feeling, and association. The depot retains excellent historic integrity under these criteria and is in very good condition.

The depot is significant under Criterion A, for its association with the history of railroad transportation in Crested Butte. The combination passenger and freight depot was the most significant building of the Denver and Rio Grande's rail operations in Crested Butte during a period of more than seventy years. The railroad made possible the development of the coal mines and the coking industry which, in turn, laid the economic base of development for the community. In addition, throughout much of the isolated mountain town's history, the railroad provided the only regular and reliable contact with the outside world, enabling Crested Butte to become an important shipping and supply center for the area. The depot is also significant under Criterion C, for its architecture, as an extremely well preserved representative of the combination depots which included passenger and freight facilities as well as residential space for railroad employees. The depot reflects Queen Anne style influences in its multiple gables, decorative shingles, shaped brackets, and sunburst ornaments. The building also includes features typical of depot construction, including the long rectangular plan which paralleled the railroad tracks, the wide overhangs which sheltered passengers and freight, and the trackside bay window. The period of significance for the depot extends from its construction in 1883 to 1954, the year the branch line was abandoned and the building ceased to be used for railroad functions.

Construction and Operation

The Crested Butte branch line was a part of the Denver and Rio Grande Railroad's Third Division. The narrow gauge railroad was organized in 1870. The D&RG was originally projected as a north-south line linking Denver with El Paso, Texas, and points in Mexico. As new mining discoveries were made in the Colorado mountains, the D&RG's focus turned westward toward new sources of mineral wealth, building to Leadville, Gunnison, Aspen, Durango, and, eventually, Salt Lake City, Utah. The D&RG arrived in Gunnison in early August 1881, nearly thirteen months before the arrival of its competitor, the Denver, South Park, and Pacific Railway. The DSP&P built a branch

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 8 Page 5 (Railroads in Colorado, 1858-1948 MPS)

line northward to Baldwin, but did not compete in completing track to Crested Butte.²

Three months after reaching Gunnison, the D&RG narrow gauge tracks were extended 28.2 miles northward to tap the rich coal resources of the Crested Butte region. Regular service on the branch began in November 1881. The branch was extended beyond the end of the tracks at Crested Butte to access more remote coal mining areas: in December 1882, tracks reached Anthracite, some 5.2 miles to the north, and in September 1893, a 10.7-mile branch was constructed west over Kebler Pass to Floresta. Crested Butte was originally established as a supply center for the precious metal mining areas in the nearby mountains, and a townsite was platted in 1880. Efforts to exploit the coal deposits in the vicinity of Crested Butte began in the late 1870s, but large-scale development came when the Colorado Coal and Iron Company (later the Colorado Fuel and Iron Company) acquired large amounts of coal-bearing properties in 1881. The company operated the Jokerville Mine and later the Big Mine immediately south of the townsite. According to historian Duane Smith, Crested Butte had emerged as the leading mountain coal mining community in the state by 1882.³

The Crested Butte Denver and Rio Grande Railroad Depot was built in 1883. The \$3,000 building was a combination depot, including a passenger waiting room, a freight warehouse, a Railway Express Agency, and office space. The building also included living quarters on the upper floor for the station agent (See Figures 1 and 2). The plans for the building are dated February 1883, and the same design was used for the D&RG depot at Wagon Wheel Gap, Mineral County, Colorado (previously listed in the National Register). The depot was the hub for D&RG activities in the area, but there were a number of other facilities at other locations in Crested Butte: an engine house, a bunk house, a section house, privies, track scales, stock pens, a wooden water tank, and several smaller structures. A wye south of the station provided access to the Big Mine coal tipple and coke ovens.⁴

²O. Meredith Wilson, *The Denver and Rio Grande Project, 1870-1901* (Salt Lake City, Utah: Howe Brothers, 1982), 74; Robert Athearn, *The Denver and Rio Grande Western Railroad: Rebel of the Rockies* (Lincoln, Nebraska: University of Nebraska Press, 1962; orig. publ. as *Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad*, New Haven, Connecticut: Yale University Press, 1962), 106; Duane Vandebusch, *The Gunnison Country* (Gunnison, Colorado: B&B Printers, 1980), 91 and 100.

³Tivis E. Wilkins, *Colorado Railroads: Chronological Development* (Boulder, Colorado: Pruett Publishing, 1974), 37, 43, 99, and 221; Duane A. Smith, *When Coal Was King: A History of Crested Butte, Colorado, 1880-1952* (Golden, Colorado: Colorado School of Mines Press, 1984), 11.

⁴Denver and Rio Grande Railroad, "Crested Butte," Buildings and Bridges Ledger and Station Valuation Maps, in the files of the Colorado Railroad Museum, Golden, Colorado; Denver and Rio Grande Railroad, "Crested Butte Depot," plan, elevation, and sections drawing, February 1883, in the files of the John Maxwell Collection, Fernley, Nevada (<http://www.colong.com>); Dorman, 95-105.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 8 Page 6 (Railroads in Colorado, 1858-1948 MPS)

The Crested Butte branch line mainly carried freight rather than passengers. The principal items transported were coal and coke from Colorado Fuel and Iron Company mines. Between 1880 and 1952, Crested Butte mined 10.2 million tons of coal; nearly, 1.4 million tons of coke were produced between 1881 and 1918. The mostly bituminous coal was shipped for use as railroad locomotive fuel, in industry, and as domestic fuel in Colorado and adjoining states. An 1891 newspaper article emphasized the importance of the railroad to Crested Butte, reporting that the town was "the supply and shipping point for a number of surrounding mining camps which do not enjoy the privileges of a railroad, such as Irwin, Pittsburg, Gothic, Crystal, Yule Creek, Brush Creek and Cement Creek. In order to reach any of these points it is necessary to come to Crested Butte." Crested Butte historian George Sibley noted that "the railroad represented the only significant and generally reliable contact with the rest of the world. Without the railroad, the town would not have had its mines, and without the mines there would have been no town after the shortlived silver boom." During the railroad era, the highway was not kept open in winter north of Jack's Cabin (a point about halfway to Gunnison).⁵

Abandonment and Later Uses

During the twentieth century, the D&RG began to curtail service to the Crested Butte coal mining region. In 1929, the Floresta branch was closed; in 1947, the line to Anthracite was abandoned. After peaking during World War II, coal production dropped quickly in the postwar period. In 1952, CF&I announced the closure of the Big Mine in Crested Butte. In 1953, the D&RG requested permission to abandon the narrow gauge line from Poncha Junction to Cimarron west of Gunnison. A railroad officer noted that this segment of the railroad had lost money in recent years, with two-thirds of the revenue it generated coming from coal shipments from the Big Mine. With the closure of the CF&I facility, operation of the line was no longer financially feasible. The line was abandoned in 1954 and the tracks removed the following year. Writing on the removal of the railroad, local historian Denis B. Hall observed that "the trains were more than mere transportation, they were a symbol of prosperity and affluence. They were a physical link with the world outside the mountains."⁶

After the withdrawal of the railroad, the depot's last station agent, C.T. "Ralph" McCandless and his wife Adele, acquired the depot and "converted the rest of the big building into a home so cozy and cheery that its size was not overwhelming." The McCandlesses lived in the depot until 1972, and the addition on the south was added during their tenure. In 1972, Ralph and Billie Clark

⁵Calculated from Smith, 120-21; Simmons and Simmons, 22; *Denver Times*, 6 May 1891, 2; George Sibley, *A Crested Butte Primer* (Crested Butte, Colorado: The Crested Butte Society, 1972), 15-16.

⁶Wilkins, 220, 244, and 265; Athearn, 345-46; Denis B. Hall, *Mountains, Minerals, Miners, & Moguls* (Crested Butte, Colorado: Windbird Publishing Co., 1990), 39.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 8 Page 7 (Railroads in Colorado, 1858-1948 MPS)

purchased the depot and undertook renovations, consulting original plans for the depot obtained from the D&RG in Denver. Clark built the connecting section between the original depot and the building to the south. The Clarks donated the property to the Crested Butte Society in 1973. The building was used for a variety of community and cultural events, including lectures, art exhibitions, theater workshops, and private receptions. A portion of the building served as a public library for the town for a number of years. The building is still owned by the Crested Butte Society and provides office space for community groups.⁷

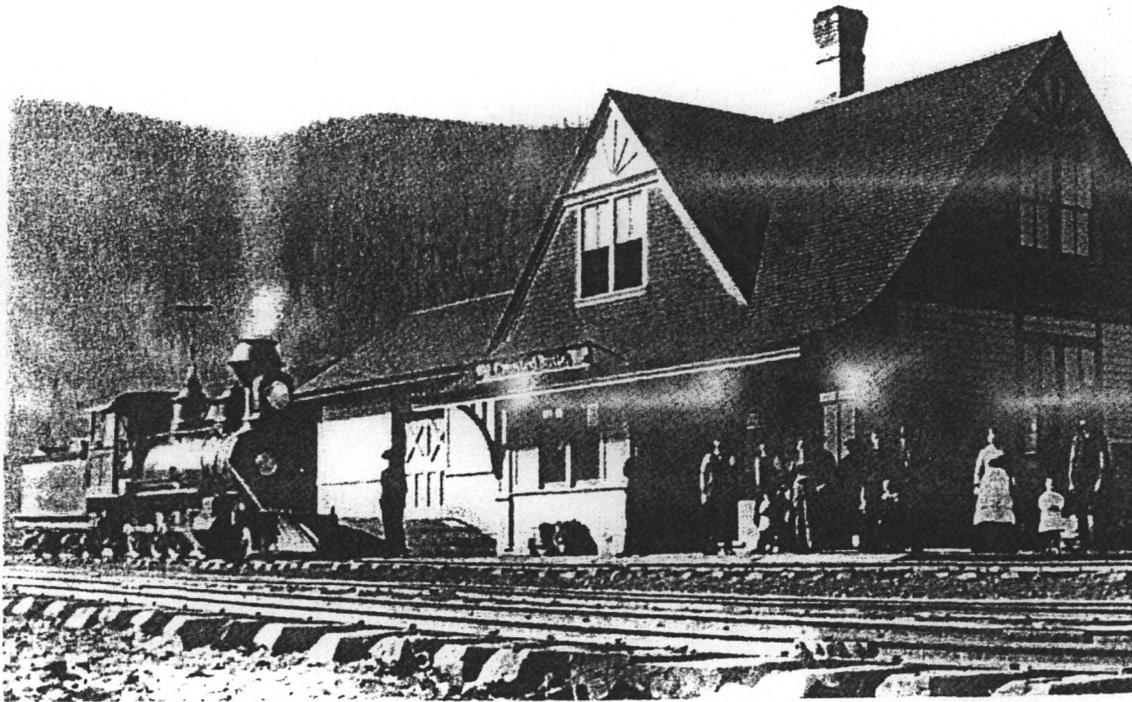


Figure 2. Undated historic view of the Crested Butte D&RG Depot and locomotive number 34 (view southwest). SOURCE: Chappell, 16.

⁷Myrtle M. Veltri and Michele Veltri, *The Crested Butte Melting Pot*, 2nd ed. (Gunnison, Colorado: B&B Printers, 1986), 85; *Rocky Mountain News*, 2 October 1976, 88; *Crested Butte Chronicle*, 25 July 1974.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 8 Page 8 (Railroads in Colorado, 1858-1948 MPS)

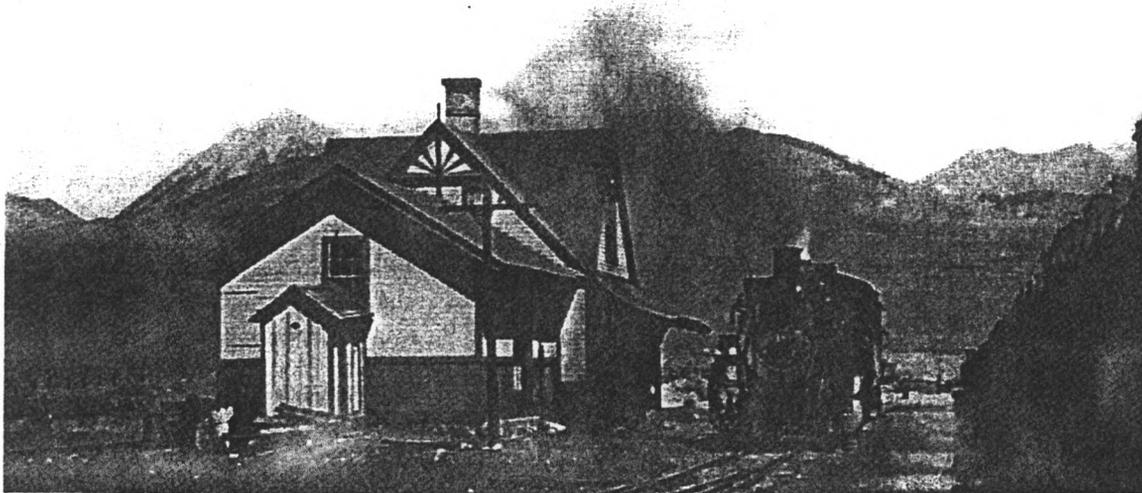


Figure 3. Early 1950s view of the Crested Butte D&RG Depot (view north-northwest).
SOURCE: Dorman, 96, John Krause photograph.

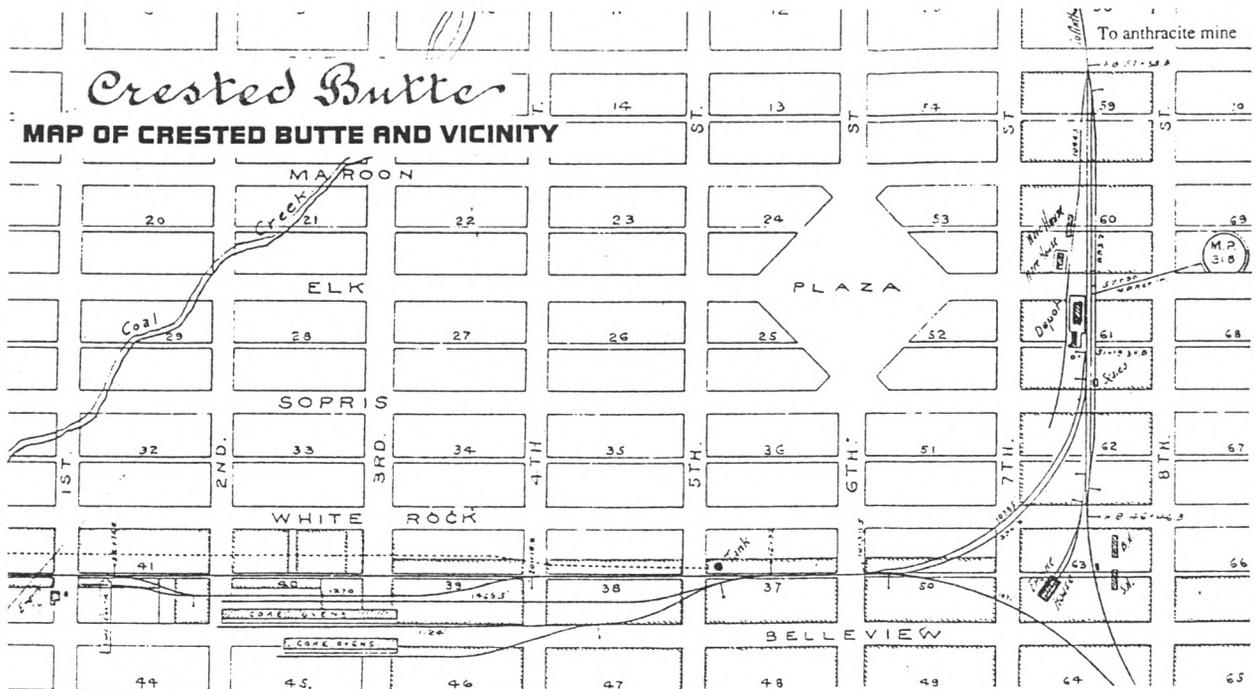


Figure 4. Extract of historic map showing railroad facilities at Crested Butte (undated). SOURCE: Dorman, 99.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 9 Page 9 (Railroads in Colorado, 1858-1948 MPS)

Bibliography

- Athearn, Robert G. *The Denver and Rio Grande Western Railroad: Rebel of the Rockies*. Lincoln, Nebraska: University of Nebraska Press, 1962; orig. publ. as *Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad*, New Haven, Connecticut: Yale University Press, 1962.
- Chappell, Gordon. "Through Gunnison Country," 2-32. In *Narrow Gauge Transcontinental*. Golden, Colorado: Colorado Railroad Museum, 1971.
- Clark, Ralph E., Jr. Telephone Interview by Thomas H. Simmons. Gunnison, Colorado. 9 January 2001.
- Colorado Railroad Museum. Photographic collection. Golden, Colorado.
- Crested Butte Chronicle*. 6 December 1972 and 25 July 1974.
- Denver and Rio Grande Railroad. "Crested Butte." Interstate Commerce Commission. Valuation Report. 1 September 1920. In the files of the Colorado Railroad Museum, Golden, Colorado.
- Denver and Rio Grande Railroad. "Crested Butte." Station Valuation Maps, c. 1920. In the files of the Colorado Railroad Museum, Golden, Colorado.
- Denver and Rio Grande Railroad. "Crested Butte." Buildings and Bridges Ledger. Various dates. In the files of the Colorado Railroad Museum, Golden, Colorado.
- Denver and Rio Grande Railroad. "Crested Butte Depot." Plan, elevation, and sections drawing. February 1883. In the files of the John Maxwell Collection, Fernley, Nevada (<http://www.colong.com>) and the Colorado Railroad Museum, Golden, Colorado.
- Denver Public Library. Photographic collection. Otto Perry photographs, OP-7775 and OP-7776. 3 October 1953.
- Dorman, Richard L. Dorman, comp. *Gunnison*. Santa Fe, New Mexico: R.D. Publications, 1993.
- FRASERdesign. *Railroads in Colorado, 1858-1948: Multiple Property Documentation Form*. Loveland, Colorado: FRASERdesign, August 1997.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 9 Page 10 (Railroads in Colorado, 1858-1948 MPS)

Rocky Mountain News. 2 October 1976. 88.

Sibley, George. *A Crested Butte Primer*. Crested Butte, Colorado: The Crested Butte Society, 1972.

Simmons, R. Laurie and Thomas H. Simmons. "Historic Buildings Survey Crested Butte, Colorado, 1998-99." Denver: Front Range Research Associates, Inc., 1999.

Smith, Duane A. *When Coal Was King: A History of Crested Butte, Colorado, 1880-1952*. Golden, Colorado: Colorado School of Mines Press, 1984.

Vandenbusche, Duane. *The Gunnison Country*. Gunnison, Colorado: B&B Printers, 1980.

Veltri, Myrtle M. and Michele Veltri. *The Crested Butte Melting Pot*. 2nd ed. Gunnison, Colorado: B&B Printers, 1986.

Wilkins, Tivis E. *Colorado Railroads: Chronological Development*. Boulder, Colorado: Pruett Publishing, 1974.

Wilson, O. Meredith. *The Denver and Rio Grande Project, 1870-1901*. Salt Lake City, Utah: Howe Brothers, 1982.

Wirth, Kelsey D. *Reflections on a Western Town: An Oral History of Crested Butte*. Crested Butte, Colorado: Oh-Be-Joyful Press, 1996.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number 10 Page 11 (Railroads in Colorado, 1858-1948 MPS)

Boundary Description

The nominated area consists of Lots 7 through 12, inclusive, Block 61, Crested Butte Original Townsite.

Boundary Justification

The nominated property includes the depot and the entire parcel historically associated with the depot.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number Photos Page 12 (Railroads in Colorado, 1858-1948 MPS)

Photographic Index

The location and camera direction of photographic views are indicated on the Sketch Map on the following page. Information that is the same for all photographs:

Name of the Property: Crested Butte Denver and Rio Grande Railroad Depot
City and State: Crested Butte, Colorado
Photographer: Sandra Cortner
Date: August 1998
Location of Original Negatives:

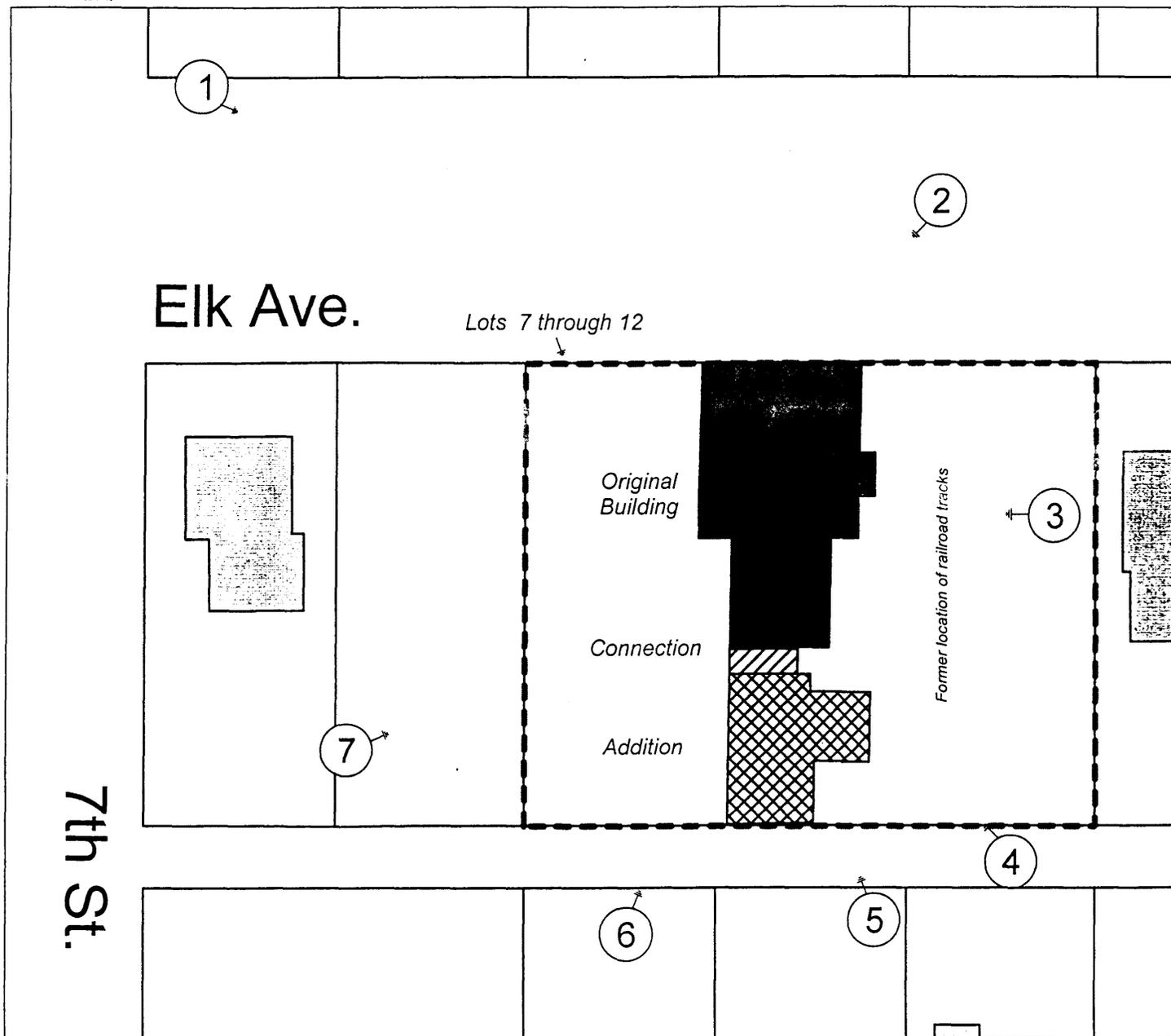
Town of Crested Butte
P. O. Box 39/507 Maroon Avenue
Crested Butte, Colorado 81224

Photograph Number	Camera Direction	Description of View
1	East-Southeast	Front (west wall) of depot, with original part to left and addition to right.
2	Southwest	North wall and part of east wall of original part of depot.
3	West	East wall (rear, trackside) of the original part of the depot.
4	Northwest	East wall (rear, trackside) of the depot, with addition to left and original part to right.
5	North-Northeast	South wall and east projection of the addition, with upper portion of original part beyond.
6	Northeast	West wall (front) of the depot, with original part to left and addition to right.
7	East-Northeast	West wall (front) of the depot, with original part to left and addition to right, with Crested Butte Mountain in the distance.

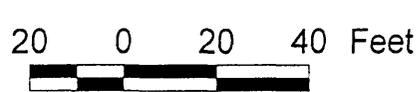
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number Sketch Map Page 13 (Railroads in Colorado, 1858-1948 MPS)



Dashed line denotes nominated area. Numbers in circles show photograph locations referenced in the narrative.

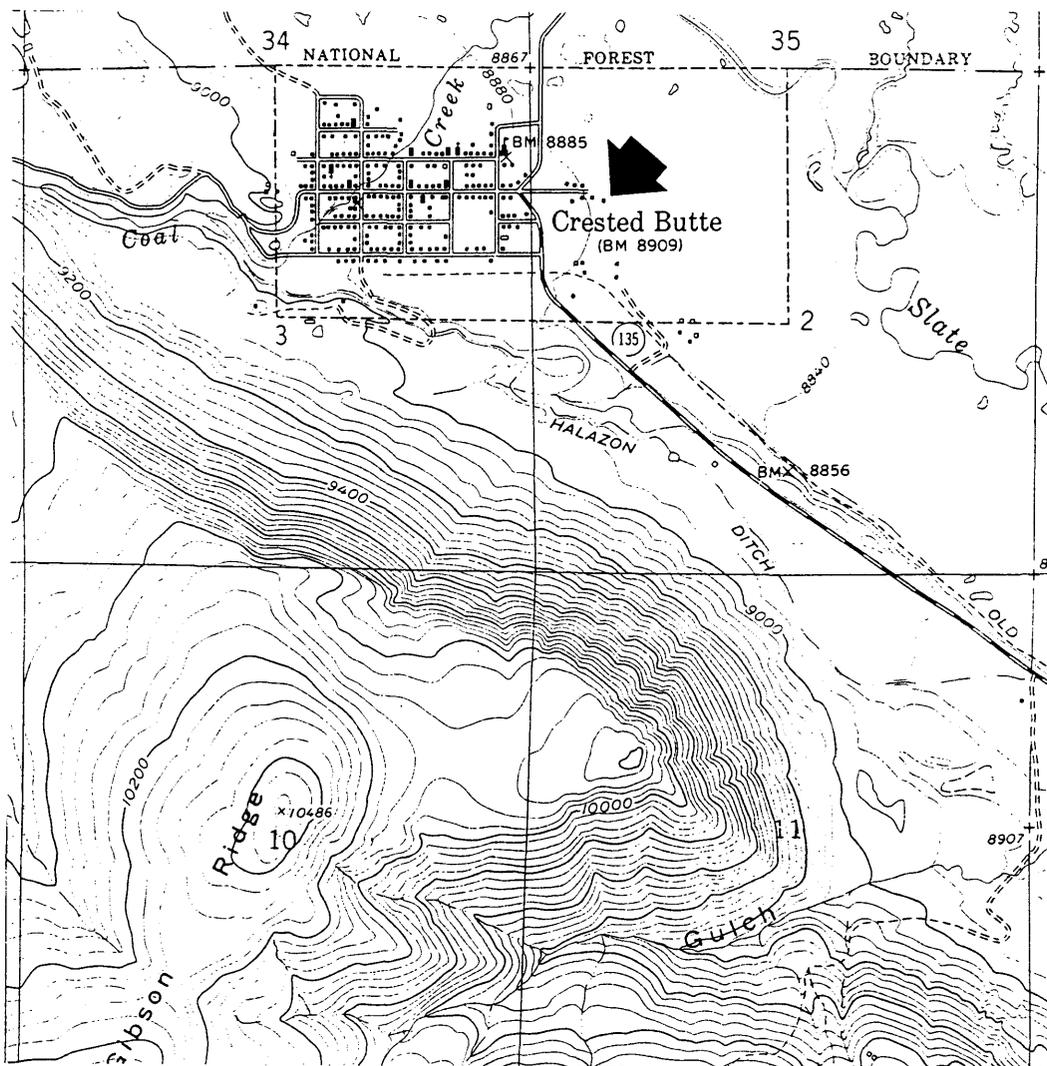


United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Crested Butte Denver and Rio Grande Railroad Depot, Gunnison County, Colorado
Section number USGS Map Page 14 (Railroads in Colorado, 1858-1948 MPS)

USGS MAP



Extract of U.S. Geological Survey, "Crested Butte, Colo.," 7.5 minute topographic quadrangle (Denver: U.S. Geological Survey, 1961).