

United States Department of the Interior National Park Service National Register of Historic Places Registration Form

DEF 31

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 16A). 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 Union Pacific Railroad Julesburg Depot

other names/site number Depot Museum; 5SW28

2. Location

street & number 210 West First Street [N/A] not for publication

city or town Julesburg [N/A] vicinity

state Colorado code CO county Sedgwick code 115 zip code 80737-1448

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.)

Stefania Centeguala State Historic Preservation Officer 12/16/03
Signature of certifying official/Title Date

Office of Archaeology and Historic Preservation, 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.

For
Signature of the Keeper Date of Action
Edson H. Beall 2/11/04

Union Pacific Railroad Julesburg Depot
Name of Property

Sedgwick County, Colorado
County/State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not count previously listed resources.)

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

Number of contributing resources previously listed in the National Register.

Railroads in Colorado 1858-1949

0

6. Function or Use

Historic Function
(Enter categories from instructions)

Rail-related

Current Functions
(Enter categories from instructions)

Museum

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and Early 20th Century
American Movements

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
roof Shingle
other Terra Cotta

Narrative Description

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

Union Pacific Railroad Julesburg Depot
Name of Property

Sedgwick County, Colorado
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.)

- 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.
- 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.
- G** less than 50 years of age or achieved significance within the past 50 years.

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

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture

Periods of Significance
1930 - 1954

Significant Dates
1947

Significant Person(s)
(Complete if Criterion B is marked above).

N/A

Cultural Affiliation
N/A

Architect/Builder
Union Pacific Railroad

9. Major Bibliographical 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:

- State Historic Preservation Office
 - Other State Agency
 - Federal Agency
 - Local Government
 - University
 - Other
- Name of repository:
Colorado Historical Society
Fort Sedgwick Museum Archives

Union Pacific Railroad Julesburg Depot
Name of Property

Sedgwick County, Colorado
County/State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 730238 4540551 (NAD27)
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. 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 Lora Bierman, Office Manager

organization Fort Sedgwick Historical Society

date August 28, 2003

street & number 114 East First St.

telephone 970-474-2061

city or town Julesburg

state CO

zip code 80737

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 see continuation sheet

street & number _____

telephone _____

city or town _____

state _____

zip code _____

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.

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Union Pacific Railroad Julesburg Depot
Railroads in Colorado 1858-1949 MPS

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DESCRIPTION

The Union Pacific Railroad Julesburg Depot is a brick, one-story, gable-roofed building completed in 1930 covering 3,565 square feet. The building sits approximately 25 feet south of West First Street, surrounded on the east, north and west sides by lawn. A horseshoe-shaped drive loops around the depot from south of Pine Street on the east, along the south elevation of the building to south of Walnut Street on the west.

The depot is a standard Union Pacific Railroad (UPRR) combination-type depot design with entry from both town side and track side with waiting room between, restrooms to one side and ticketing and station master's office to the other. Beyond the station master's office was a large open baggage handling room.

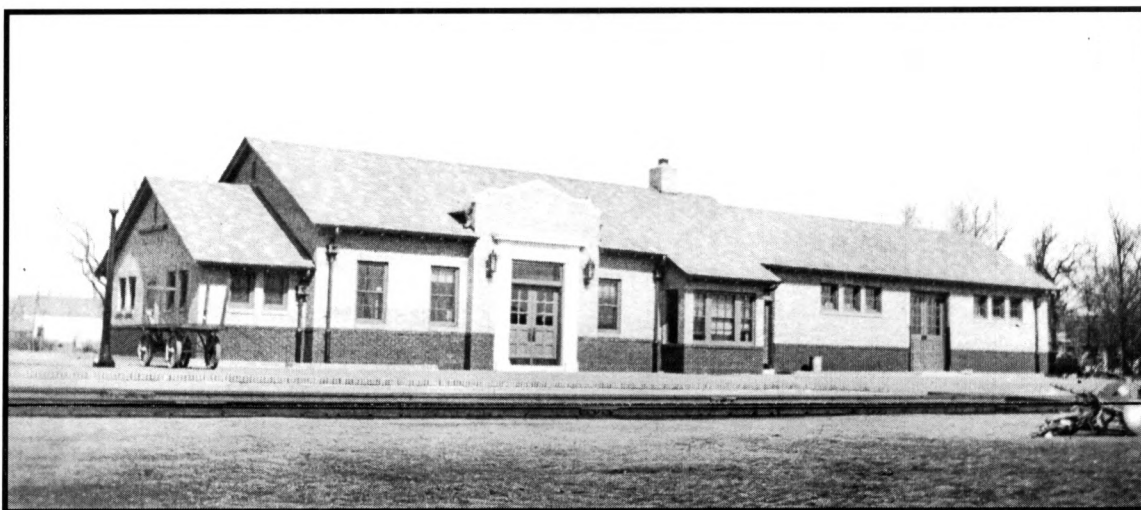


Figure 1 Track side (south) of the Julesburg Depot around 1935. (Source: Fort Sedgwick Historical Society)

Combination depots handle passengers and their baggage, as well as freight and express shipments.

The generally rectangular-plan depot runs parallel to the passing railroad tracks. The masonry bearing walls are of structural clay tile, plastered inside, brick veneered outside. The exterior surface is composed of beige brick above the double-rowlock water table with red brick below, both with a wire struck surface.

The roof is wood trussed with the gable roof stepping down over the baggage section and the restroom-storage

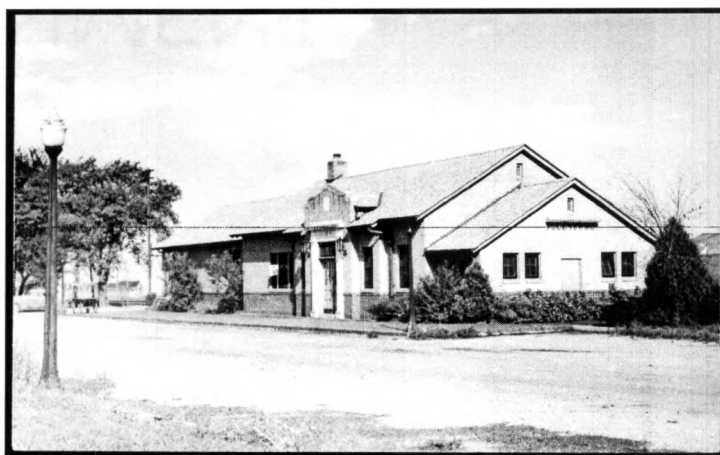


Figure 2 Town side (north) of the Julesburg Depot around 1950. (Source: Fort Sedgwick Historical Society)

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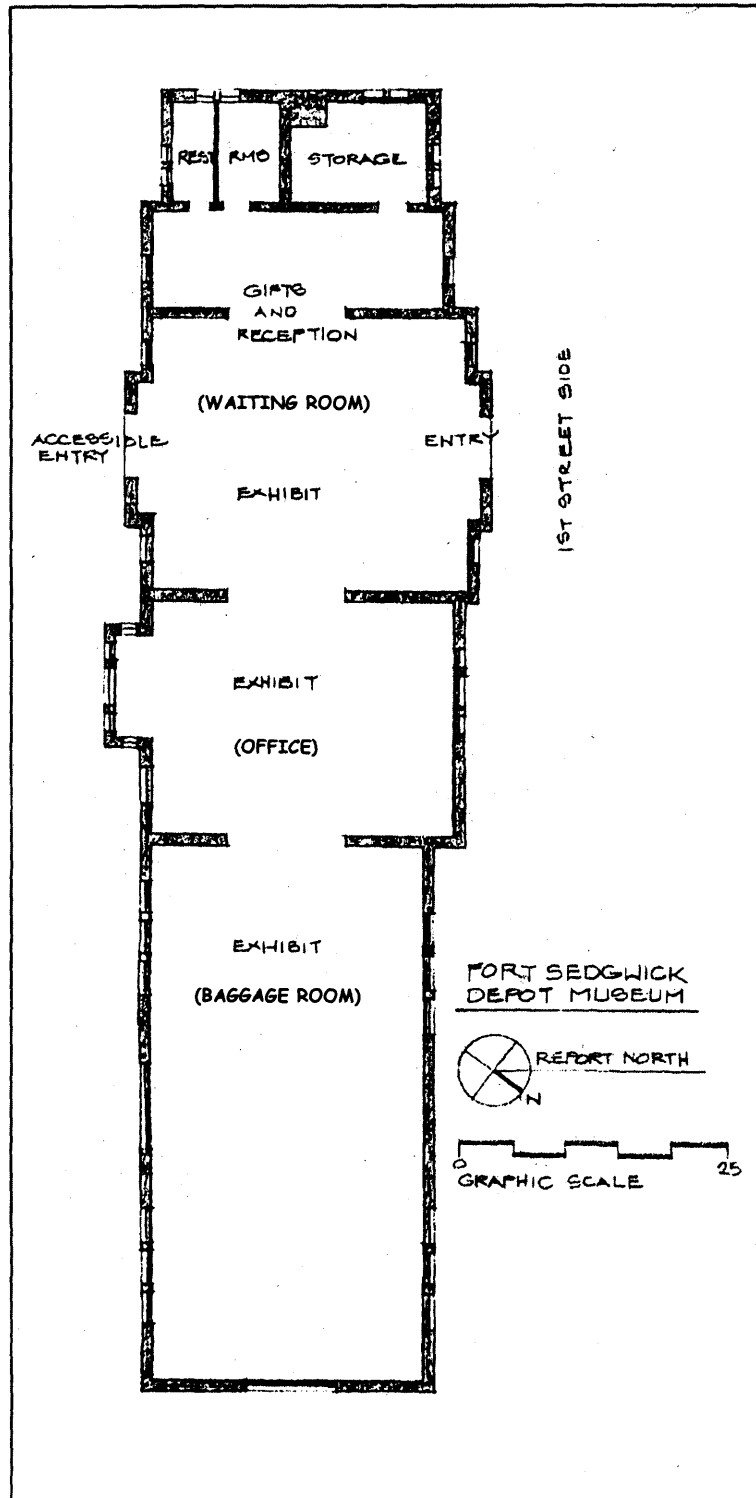
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Figure 3
Depot Floor Plan



Floor plan of the depot museum. The layout is effective with exhibit to the left of entry, control and restrooms to the right. The exterior configuration remains unchanged from the railroad period.

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extension. The roof is now covered with wood shake shingles. It was originally covered with color-blend asbestos shingles (UPRR historian at Omaha, NE, Bill Kratsville, believes the shingles were either black or gray in color). Exposed rafter tails support copper gutters served with aluminum downspouts. The original downspouts were copper. A small brick chimney pierces the ridge near the center of the building

Windows, transoms and doors are wood-framed and multi-light. All the windows have rowlock sills and soldier course flat arches. The town and track side entries to the depot are identically ornamented with gray terra cotta. Engaged columns at either side of the doorways support entablatures with "JULESBURG" cast into the friezes. Terra cotta is also used to cap the pedimented parapet walls above the entries and for the UPRR crest.

Fenestration on the track side consists of a pair of four-light windows in the restroom extension, three six-over-six double-hung sash in the waiting room divided by the double-door passenger entry, a tripartite window in the station agent's extended bay, a single pedestrian office door, and in the baggage area, two sets of three six-light windows divided by the sliding double freight doors.

The town side is a near mirror image of the track side. The fenestration lacks the freight doors and the office door. The station agent's window pattern is repeated without the extended bay. A sign above the window identifies the building as a museum.

The east (baggage) end of the depot contains a pair of sliding freight doors. A small niche near the corner contains a brass memorial plaque recognizing individuals, businesses and organizations that assisted with the depot's relocation and remodeling. The plaque covers a time capsule to be opened in 2076. "JULESBURG" is spelled out in metal letters over the door and is illuminated by a fluorescent fixture.

The west end contains two pairs of four-light windows flanking a wood hatch door above the water table. This end also contains lighted Julesburg lettering.

Photographs indicate the original waiting room and office floors were terrazzo mosaic. The new floor is covered with carpet. The lower portion of the plaster walls was originally covered with beadboard wainscoting. The walls in the former office and waiting room are now covered with wood paneling.

The waiting room and baggage room wood king-post trusses remain exposed. A lowered drywall ceiling now hides the trusses in the station master's office. The restrooms have drywall ceilings.

Steam radiators originally heated the building. Some of the radiators were integrated into the waiting benches. The benches were removed when the depot was converted into a museum.

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On June 6, 1947, a tornado hit Julesburg. The huge whirlwind stripped off the depot roof and ceiling above the baggage room, office and waiting room. Employees in the station took cover in the basement. The tornado moved on south to other structures, ripped out telephone and telegraph lines, then reversed direction and came back with a vengeance. The side walls of the baggage room went down under the second blast. Papers and records in the office were blown away. The shrubbery in the park north of the depot driveway was twisted and uprooted.

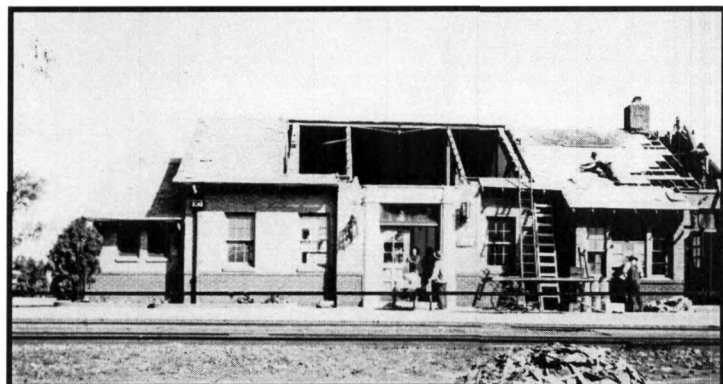


Figure 4 The 1947 tornado completely destroyed the baggage/freight end of the Julesburg Depot. (Source: Fort Sedgwick Historical Society)



Figure 5 Workers begin rebuilding the roof over the depot office and waiting room. (Source: Fort Sedgwick Historical Society)

Figure 6 Depot employees and waiting passengers took shelter in the depot basement as the tornado ripped off the roof. (Source: Fort Sedgwick Historical Society)



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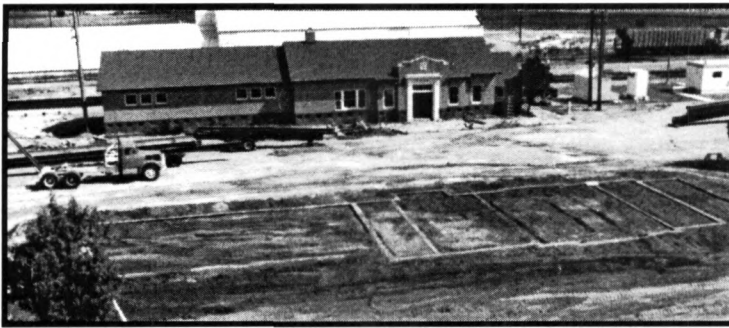


Figure 7 The new foundation in the foreground awaits the relocation of the depot. (Source: Fort Sedgwick Historical Society)

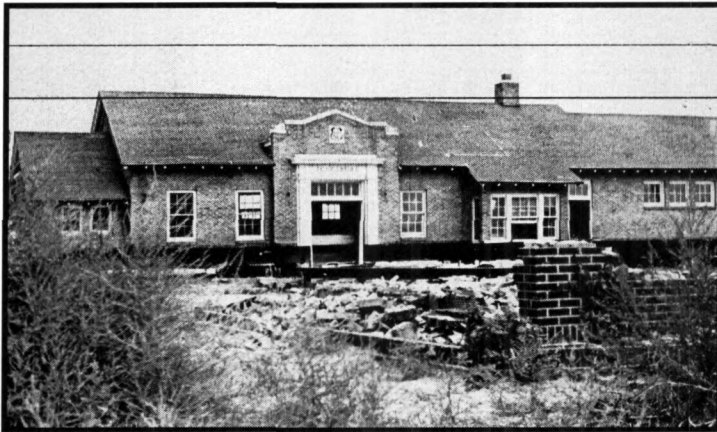


Figure 8 The lower portion of the brick depot wall remains in place after the relocation of the building. (Source: Fort Sedgwick Historical Society)

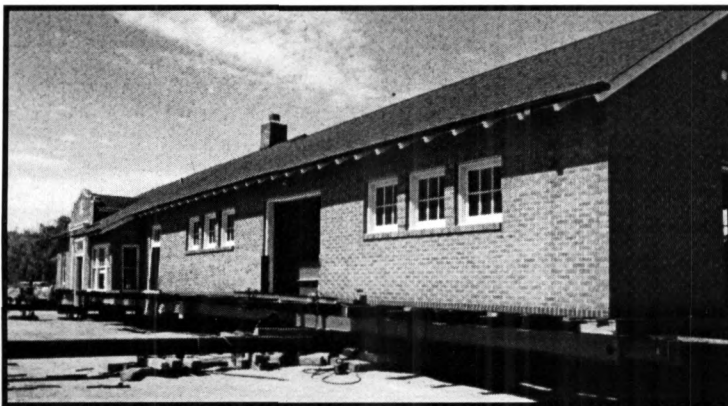


Figure 9 The depot approaches its new location minus its lower wall sections. (Source: Fort Sedgwick Historical Society)

Repair work began immediately and the depot remained in service. Brick and structural tile from the collapsed walls were reused.

After 44 years service, the UPRR announced in 1974 that its Julesburg depot would be demolished unless it was moved. The Fort Sedgwick Historical Society, Town of Julesburg and citizens from the surrounding area came together with a plan to move the depot approximately 110 feet north and open a museum. And that is exactly what happened.

In order to move the depot from track side, the building a series of support beams pierced the building below the upper course of the brick water table. Long steel beams were then placed perpendicularly below the support beams and the depot was raised off its lower walls. The building was towed north along steel skids and placed over a newly constructed concrete foundation. New concrete block replaced the missing wall sections and was then faced with salvaged paving brick from the depot platform. The reconstructed exterior walls contain new memorial bricks embossed with the names of donors to the museum project.

Other work included the installation of a new wood shake shingle roof. The perimeter of the building was paved with a concrete apron tight against the foundation. A ramp at the rear entry was added for handicapped accessibility. Following the relocation project, the exterior closely matched the original depot design and materials.

As part of the interior changes to convert the space for museum use, the primary spaces were joined through large openings in the transverse walls. The ceilings were lowered

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in the station agent's office and the storage area. Dark wood paneling was added to all the walls in the agent's office and all but the west wall of the waiting area. The remaining walls were covered with gold-colored flocked wallpaper. The concrete floors were covered with dark patterned carpeting. The bathrooms were updated and the lower portion of the walls and the floors covered with one-inch square tiles. All windows were blocked except for the restrooms and the station master bay. The renovation also included electrical improvements and the installation of two attic warm-air furnaces with attendant ceiling vents, return grilles and ductwork.

A sign on the west lawn is dated June 11, 1986, and commemorates the planting of "Peace Tree #35" by marchers in "The Great Peace March." The tree, an Austrian Pine, grows nearby. Two medium size deciduous trees also grow in the west lawn.

A small train consisting of engine, coal car, flat car and caboose sets on rails on the west lawn. The train was designed and built in 1969 by Jack Sawyer of Roscoe, NE. It was moved to Julesburg to commemorate the Centennial celebration of the completion of the railroad in Utah.

Near the Museum's front entry is a brick and glass sign displaying operating hours and dates. A three-panel "*The South Platte River Trail*" marker has been installed by the Colorado Scenic and Historic Byway to provide a brief history of the four Julesburgs.

Arranged on the northeast corner of the Museum lawn are three Pony Express monuments. Two of the stone memorials commemorate the one hundredth anniversary of the Pony Express and were installed on site. The other larger center monument was moved from the Julesburg Public Library grounds.

An 1876 - 1976 Centennial marker at the west side of the north entry denotes the designation of an "Official Project Commemorating Colorado's 100th year and United States 200th Year of Independence. Endorsed by Colorado Centennial- Bicentennial Commission" signed by Joe M. Lacy, Chairman, and Richard D. Lamm, Governor.

The Depot Museum is operated and maintained by the Fort Sedgwick Historical Society. The Society owns the contents and is responsible for the exhibits. The depot building is owned by Sedgwick County who leases the underlying land from the Union Pacific. The town leases the building and subleases the land from the county.

The depot has lost integrity of location with the 1974 relocation. However, the move was of a relatively short distance, 110 feet, and the depot retains its original track side orientation. No intervening structures exist between the depot and the active UPRR tracks. Integrity of setting and feeling have been retained. The relocation also resulted in some loss of historic design, materials and workmanship. The extent of the changes, particularly on the exterior, are generally minor in respect to the overall depot. The depot retains sufficient integrity to convey both its historical and architectural significance.

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Section number 8 Page 7**SIGNIFICANCE**

The 1930 Union Pacific Railroad Julesburg Depot meets the National Register registration requirements for the “depot” property type as established in the multiple property document, *Railroads in Colorado, 1858-1948*. The depot is eligible under Criterion A, in the area of transportation, for its association with the Union Pacific Railroad (UPRR) and its critical role in the development and growth of Julesburg and of northeastern Colorado. Rail service moved passengers, agricultural products, cattle and locally manufactured items to points east and west. The main line connects Julesburg with both the east and the west coasts. The Denver spur was very important for local citizens traveling to and from Denver and for area merchants to get their goods to market.

The brick structure, now the Depot Museum, is also eligible under Criterion C for its architectural significance. Although the building has been moved approximately 110 feet north in order to save it from demolition, the building retains most of its original design, materials and workmanship. The building is a well preserved example of a standard Union Pacific architectural plans of its time for a combination-type depot. The period of significance begins in 1930 with the depot’s completion and extends to 1954, a date fifty years of age in keeping with National Register eligibility requirements.



Figure 10 Union Pacific train passes the Julesburg Depot about 1950 in this Sanborn postcard view. (Source: Fort Sedgwick Historical Society)

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Section number 8 Page 8**HISTORY OF JULESBURG AND THE UNION PACIFIC**

Julesburg has a mobile past. Originally founded in the 1850s, the first Julesburg burned in January 1865 during "the great Indian Raids." It was briefly re-established three miles east only to be relocated again when the Union Pacific leg of the transcontinental railroad arrived on the north side of the South Platte River in 1867.

Julesburg (III; a.k.a. Weir) was active into 1881 when the UPRR began its Denver Branch heading south at a junction several miles east. At the time, the railroad designated the new site "Denver Junction." Railroad workers, businesses and citizens moved to Denver Junction where a small wooden depot was put into service. Local sentiment and the U. S. postal authorities agreed to return to the historic name in 1884—and Julesburg (IV) reemerged.

The newly incorporated town continued to use the 1881 wooden depot. The depot was ultimately enlarged. The station was located south of the main railroad line. Photographs indicate that as early as 1890 the Union Pacific enhanced its depot property by providing a large park area to the north. Paved walks traversed the park in three directions, each leading to local hotel facilities. A gazebo was used by the town band and other organizations. Merchants provided advertising benches.

By the late 1920s, local citizens and merchants were drumming for a modern building. Union Pacific officials historically worked with the towns it served and began plans for upgrading the Julesburg depot. On Thursday, August 8, 1929, the *Julesburg Grit-Advocate* reported rumors from "reliable sources" that the UPRR was planning to build a new brick \$80,000 depot in Julesburg beginning "any day now."

Two weeks later on August 22, 1929, the *Grit-Advocate* announced that the construction contract had been let to H. E. Schraven of Salt Lake City. Work would begin by the end of August. The station was to be 118 feet long and 32 feet wide, built of variegated brick in tan and red with terra cotta trim. The roof was of color-blend asbestos shingles.

Completion of the brick building in 1930 represented much more than the Union Pacific's efforts to provide a modern, attractive depot at Julesburg. It demonstrated the company's commitment to the community and its confidence in continued passenger and freight business.

The new facility was located one block west of the original wooden depot and on the opposite side of the tracks, placing it between the north side of the tracks and First Street. A horseshoe shaped driveway approached the station from south of Walnut Street. The other wing of the horseshoe led north to Pine Street. The drive was 80 feet wide and graveled. It was shaped around a small park 60 feet wide and 290 feet long. A parking area was provided west of the depot for public vehicles.

The brick depot was flanked by two park areas. To the east was the large tree and grass section north of the original station. A new park 40 by 240 feet was added west of the depot. Landscape gardening enhanced the depot's attractive architecture and horseshoe drive. Between the station and the tracks was a brick platform extending a total of 1,000 foot. Decorative light standards provided lighting for the brick platforms and walks.

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Express, freight and baggage facilities were in the east end of the depot. West of this was the agent's room combined with the ticket office and containing the operating devices for train signals and track switching. Three ticket windows opened from this room into the waiting room. Opening off the waiting room eastward was a rest room for women and a smoking room for men with lavatory facilities attached to each. The heating plant and coal storage space were located in a central basement directly accessible from the agent's room.

An open timber effect with exposed stained wood trusses and wrought iron straps gave a rustic touch to the waiting room. Three-and-a-half-foot-high wainscoting ran along each wall. Above was the new style Tiffany plaster, a rough finish in varied tints.

Julesburg planned to dedicate the depot at a big celebration on May 10, 1930 according to an article in the May 1, 1930, issue of the *Grit-Advocate*. Carl Gray, the president of the Union Pacific, planned to formally present the depot to the town of Julesburg. More than four inches of rain and an inch of snow fell in 36 hours causing postponement of the celebration for two weeks. A crowd of approximately 2,000 gathered on May 24th for the dedication during which a band concert was held while a group of "Indians" gathered to re-enact the burning of the first Julesburg. The Indians were held off by "cowboys and soldiers." Free ice cream cones were served to all.

Julesburg and the Union Pacific developed together. Through the years both have seen growth and prosperity. Both had seen times of struggle. The dedication of the depot on May 24, 1930, could not help but bring attention to the part the town and the railroad each have played in the local history from the late 1850s.

In an article on Henry M. Stanley in the May 8, 1930, *Julesburg Grit-Advocate*, Mrs. C. F. Parker tells of the coming of the Union Pacific to Julesburg. Stanley, who later gained fame for his African expedition in search of Dr. Livingston, wrote of the adventures that surrounded Julesburg (III) as the track was being laid from Omaha. He tells that Julesburg, being the end of the division, "a junction of the roads, a point for mail and express lines from California and the East and possessing a telegraph station" was indeed a town with "many advantages." Stanley described Julesburg as "one of the most important points along the entire line" but later described it as "the end of all creation."

The depot served passenger transportation, freight and express and the Western Union telegraph. At one time, the UPRR delivered everything from newsprint to baby chicks. Milk, eggs and other items were shipped to communities along the Denver branch.

The depot also functioned as a social hub. The station was a local gathering place for Sedgwick County citizens. People came to socialize, find out who was traveling out of town, who was coming home from a trip and even to make a call from the public telephone in the waiting area. Many came just to enjoy watching the trains.

When the June 6, 1947, tornado caused severe damage to the depot building, area citizens were horrified. The UPRR began immediate cleanup and reconstruction. The railroad company considered the depot to be an important operating asset. The depot was repaired while retaining its original design.

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Passenger service through Julesburg ended in 1971 when Amtrak took over nationwide rail passenger service from the private railroad industry. Trains serving Denver and Cheyenne, Wyoming, followed a more southerly route that bypassed Julesburg. The loss of passenger, baggage and express shipments, along with decreasing local freight movements, caused the UPRR to evaluate its continuing need for the Julesburg depot. The company elected to replace the 1930 depot with a smaller modular unit.

In 1974, Julesburg citizens learned that the UPRR planned to demolish the brick structure that locals had begun to think of as belonging to them personally. The depot was slated for demolition unless the town or some other entity agreed to move it at least 200 feet from track side.

The determination of local citizens with a dedication to local, state and national history came together to save the depot from the wrecking ball. The UPRR donated the building to Sedgwick county and eventually agreed to the shorter 110 foot relocation. This left the building on the railroad right-of-way but out of the immediate vicinity of the main line tracks. The value of the donation was appraised first at \$80,000 and later at \$150,000.

Local fund raising efforts began to pay the cost of physically moving the building and creating a museum facility. A \$5,000 grant from the Colorado Centennial-Bicentennial Commission started the ball rolling. Sedgwick County contributed \$15,000. Memorial bricks were auctioned with the first group of twenty-four going for between \$1,000 and \$5,000 each. The First National Bank in Julesburg purchased the first brick for \$5,000. The second group sold for \$500 each and the last batch brought in \$100 each. An additional \$40,000 came from raffles, a high school thespian production, 4-H Club pony rides and other activities. Some clubs and individuals unable to give cash donated labor. A total of \$90,00 was raised for the project. Professional Building Movers of Pueblo and Colorado Springs did the actual depot move at a cost of \$13,000.

While Julesburg is no longer a passenger or freight hub, it remains an important part of the Union Pacific system. The UPRR also remains important to the local economy, with two businesses shipping locally grown grain to market by rail. The Union Pacific depot in its new role as a museum continues to convey the local transportation history and its association with the history and development of Julesburg. The Depot Museum retains a high degree of integrity of structural design, historical feeling and ongoing railroad association.

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BIBLIOGRAPHY

Fort Sedgwick Historical Society, Family Histories, Volume I

Fraser, Clayton. "Railroads in Colorado, 1858-1948," National Register Multiple Property Documentation Form, August 1997.

Golden Lion and Sedgwickian, 1930

Julesburg Grit-Advocate

August 8, 1929	May 24, 1970
August 22, 1929	July 29, 1970
November 28, 1929	Undated article circa 1973
January 23, 1930	October 10, 1973
March 6, 1930	Undated article circa 1974
May 1, 1930	March 26, 1975
May 15, 1930	April 16, 1975
May 22, 1930	September, 1975
May 29, 1930	August 20, 1986
March 1, 1934	August 23, 1989
June 12, 1947	August 9, 2001

Long Hoeft Architects, Architectural Assessment, August 1997.

Photographs, Archives Collection, Fort Sedgwick Museum.

Union Pacific Railroad Bill of Lading, short form, June 13, 1939.

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The nomination boundary consist of a line 10 feet out from the footprint of the depot.

BOUNDARY JUSTIFICATION

The nomination includes only the land directly associated with the moved depot building.

PROPERTY OWNERS

LAND

Union Pacific Railroad
(Rod Peterson, Real Estate Department)
1800 Farnam Street
Omaha, NE 68102

BUILDING

Sedgwick County
P.O. Box 50
Julesburg, CO 80737-0050

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Union Pacific Railroad Julesburg Depot
Railroads in Colorado 1858-1949 MPS

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-24 except as noted:

Photographer: Dallas Williams
Date of Photographs: November 2003
Negatives: Fort Sedgwick Historical Society, Julesburg

<u>Photo No.</u>	<u>Photographic Information</u>
1	Town side (north) and east elevations; view to the southwest.
2	Town side; view to the south.
3	Town side; view to the south.
4	Town side, baggage room exterior; view to the south.
5	Town side, waiting room exterior; view to the southwest.
6	Town side, waiting room exterior; view to the southeast.
7	Town side, waiting room exterior; view to the south.
8	Town side, waiting room entrance; view to the south.
9	Town side, waiting room entrance; view to the southeast.
10	Town side, waiting room entrance; view to the southeast.
11	East elevation (baggage room); view to the southwest.
12	Track side (south) and east elevations; view to the west.
13	Track side, baggage room exterior; view to the north.
14	Track side, waiting room and office; view to the northeast.
15	Track side, waiting room and office; view to the north.
16	Track side, full elevation; view to the north.
17	Track side; waiting room entrance; view to the northeast.
18	Track side; waiting room entrance; view to the north.
19	Track side, gutter and downspout detail; view to the northeast.
20	West elevation; view to the east.
21	Landscaping west of depot; view from depot to the west.
22	Commercial area north of depot; view from depot to the north.
23	Park to east of depot; view from depot to the east.
24	Union Pacific mainline track south of depot and former location of depot; view from depot to the south.

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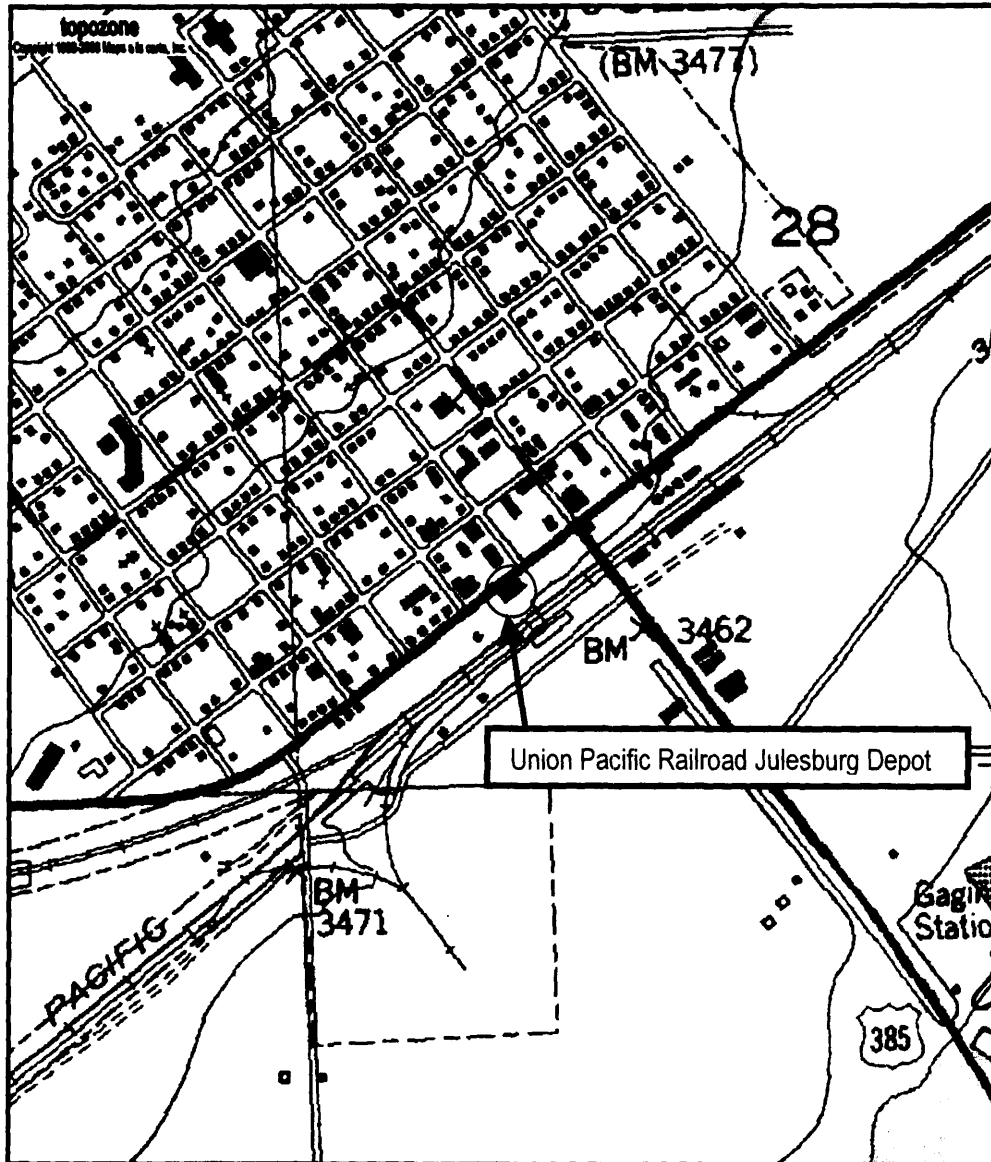
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USGS TOPOGRAPHIC MAP
Julesburg Quadrangle, Colorado
7.5 Minute Series (enlarged)

UTM: Zone 13 / 730238E / 4540551N (NAD27)
PLSS: 6th PM, T12N, R44W, Sec. 28 NE¹/₄ SW¹/₄ SW¹/₄
Elevation: 3,472 feet



0 0.1 0.2 0.3 0.4 0.5 km
 0 0.1 0.2 0.3 0.4 0.5 mi

Map center is UTM 13 730238E 4540551N (NAD27)
Julesburg quadrangle
 Projection is UTM Zone 13 NAD83 Datum

MN
 GN
 MN=6.861
 GN=-1.796