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NATIONAL REGISTER

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions 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 Greeley Union Pacific Railroad Depot

other names/site number 5WL764

2. Location

street & number 7th Avenue and 9th Street not for publication

city or town Greeley N/A vicinity

state Colorado code CO county Weld code 123 zip code 80631

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] September 27, 1993
Signature of certifying official/Title Date

State Historic Preservation Office
State of 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:)

Signature of the Keeper

~~Entered in the National Register~~

Date of Action

[Signature] 11/14/93

Greeley Union Pacific Railroad Depot
Name of Property

Weld, Colorado
County and 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 include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and 20th Century Revivals

Materials
(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof ASPHALT

other TERRA COTTA

Narrative Description

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

Greeley Union Pacific Railroad Depot
Name of Property

Weld, Colorado
County and 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.)

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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1930

Significant Dates

1930

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Underwood, Gilbert Stanley

Mead and Mount Construction Company

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Greeley Office of Cultural Affairs

Greeley Union Pacific Railroad Depot
Name of Property

Weld, Colorado
County and State

10. Geographical Data

Acreage of Property 2.0 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	3
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5	2	6	4	6	0
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4	4	7	4	6	6	0
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Zone Easting

Northing

2

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3

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Zone

Easting

Northing

4

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

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 Carl W. McWilliams, Principal

organization Cultural Resource Historians date 23 June 1993

street & number 1607 Dogwood Court telephone (303) 493-5270

city or town Fort Collins state CO zip code 80525

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 City of Greeley, Office of Cultural Affairs

street & number 651 10th Avenue telephone (303) 350-9449

city or town Greeley state CO zip code 80631

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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**Greeley Union Pacific Railroad Depot
Weld County, CO****Narrative Description**

The Greeley Union Pacific Railroad Depot is set back from the east side of Seventh Avenue, between Eighth and Tenth Streets, in the city's northeast quadrant. Oriented on a north-south axis, the depot is a rectangular building comprised of an elevated central block, with a long flanking wing to the north and a shorter wing to the south. A waiting platform built of red brick pavers surrounds the building on all sides. On the east elevation, the platform extends more than forty feet to four sets of railroad tracks, including the Union Pacific mainline. Beyond the platform, to the south, west and east, is an asphalt parking lot. A concrete sidewalk and an additional set of railroad tracks parallel Seventh Avenue along the property's western boundary. Encompassing approximately two acres, the site is generally flat, and is well maintained with minimal landscaping. Greeley's downtown commercial district, along with city and county government complexes, is located approximately two blocks to the west. Buildings to the north, east and south are primarily a mixture of light industrial and commercial development.

Erected in the summer of 1930, Greeley's Union Pacific Depot exhibits a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. Historic photographs and copies of the original architectural drawings confirm that the structure is largely unchanged from its original construction. Recent alterations that have not significantly compromised the building's historical integrity include the removal of wood freight doors on the west, north and east elevations, the changing of some interior partition walls, and the installation of fluorescent lighting.

The depot is a well-preserved example of railroad-related architecture, built during the twilight of the railroads' passenger service era. The building's construction is strongly representative of suburban and small city depots built in the pre-Depression years. Designed by master architect Gilbert Stanley Underwood, the depot displays a strong horizontal emphasis with vertical accents. Extensive use of terra cotta accentuates the four main entrances and the double-hung windows on the west and east elevations. A notable interior feature, found in the passenger waiting room, is the extensive use of stenciled designs appearing on windows and door surrounds, in the woodwork around the ticket counter, on the kingpost truss system, and on the oak benches. Exhibiting folk Germanic or middle-European influences, stenciled motifs include foxes, birds, stars, and

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Weld County, CO

Narrative Description (continued)

quatrefoils. A repetitive diamond pattern (or lozenge molding) in red, green, black and yellow, is also prominently featured. The Union Pacific's familiar shield logo is also conspicuous throughout the building. Although not noted on the depot's architectural drawings, the interior stenciling is likely attributable to Underwood. Other U.P. depots designed by Underwood also featured distinctive interior and exterior details. Moreover, extant historical records (including the *Greeley Tribune* which thoroughly chronicled the building's construction), give no indication that local craftsmen were involved in the building's planning or design.

Following is more detailed information regarding the depot's current architectural appearance.

- Stories: One, with a partial basement housing a boiler room under the north wing.
- Orientation: West
- Dimensions: Central block: 62' x 41'; north wing: 74' x 27'; south wing: 28' x 27'.
- Foundation: Poured concrete perimeter walls, faced with red brick veneer.
- Walls: Primarily red brick laid in running bond; beginning at grade, a soldier course is topped by one course of rowlocks, five stretcher courses, another soldier course, and another rowlock course which projects slightly, creating a water table approximately 3½' above grade; decorative brickwork around entryways; decorative brickwork, in herringbone pattern, in rectangular recessed panels under double-hung windows on the west elevation.
- Windows: **West elevation** (north to south): two sets of paired six-light hoppers; two four-light hoppers (in entryway, one facing north, the other facing south); five large 8/8 double-hung windows with a continuous decorative terra cotta lintel and sill; **north elevation**: one single-light fixed-pane window with brick sill and lintel; **east elevation** (north to

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Greeley Union Pacific Railroad Depot
Weld County, CO

Narrative Description (continued)

- south): three sets of paired six-light hoppers; one four-light hopper (in entryway, facing north); five large 8/8 double-hung windows with a continuous decorative terra cotta lintel and sill; two four-light hoppers (in entryway, one facing north, the other facing south); two paired 4/4 double-hung windows with brick sills and lintels; **south elevation:** two sets of paired four-light hoppers; all windows have flat arches, and white painted frames and muntins.
- Entryways: Four pedimented entrances - two located on the east elevation, and two on the west elevation - are the depot's most visually striking architectural features; decorative brickwork accentuates large round terra cotta arches and pilasters; the Union Pacific logo appears above each entry, within a large round oculus; terra cotta rosettes adorn the arches, and the name "GREELEY" is incised in the headers over the doorways; each of the four classically stylized entryways lead to a small foyer.
- Doors: The four main entryways feature paired single-light oak doors with brass hardware and kick plates, topped by five-light transoms; a second set of paired single-light oak doors, with transoms, separate the foyers from the main interior; five non-original service doors, with single-light transoms and poured concrete stoops, are located in the north and south wings.
- Roof: Moderately pitched side-gable over elevated central block; hipped roofs over north and south wings; gable roofs over each foyer intersect with the main gable roof; grey asphalt shingles; boxed eaves; galvanized metal gutters and downspouts.
- Chimney: One tall red brick chimney located on the interior of the west elevation.
- Interior Plan: One room in the central block, housing the Amtrak passenger waiting room and ticket counter; men's and women's rest rooms and a utility room in the south wing; storeroom / employee's lounge, wash room and utility room in the north wing.

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**Greeley Union Pacific Railroad Depot
Weld County, CO**

Narrative Description (continued)

Interior Finishes: Plaster lath walls throughout, with oak tongue-and-groove wainscoting in the passenger waiting room; wood paneled and wrought iron ticket counter with original oak drawers and cabinets; brown terrazzo floor in passenger waiting room; ceramic tile floor in rest rooms in the south wing; poured concrete floor in north wing; exposed roof system with wood kingpost trusses in passenger waiting room; plaster lath ceilings in north and south wings.

On the following pages are reduced copies of seven sheets (taken from a complete set of 22 sheets) of "as constructed" drawings for the depot. Included are: the "General Layout Plan," "Elevations," "Elevations and Entrance Details," "Basement and Foundation Plan," "First Floor Plan," "Roof Plan," and "Interior Elevations."

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Greeley Union Pacific Railroad Depot Weld County, CO

Statement of Significance

The Greeley Union Pacific Railroad Depot is significant under National Register Criterion C because it is an intact, representative example of a small city depot designed and built as rail passenger travel peaked in the United States. The depot is also the work of master architect Gilbert Stanley Underwood, and is the only known example of his work in Colorado.

GREELEY AND THE UNION PACIFIC RAILROAD 1870 - 1929

Typical of eastern Colorado towns founded during the Territorial period, Greeley's historical development was greatly influenced by the advance of western railroads. Although the railroad played an important role, Greeley was founded and evolved as an agricultural community. In the spring of 1859, Horace Greeley, esteemed editor of the New York *Tribune*, traveled to Colorado to see first hand the newly established mining towns at Denver City and Auraria.

After returning to New York, Greeley used the *Tribune* to help publicize Colorado's potential, extolling easterners to "go west." With interests beyond tapping the region's mining potential, Greeley envisaged a plan to develop an agriculture colony. A decade later, in the spring of 1870, the *Tribune's* Agricultural Editor, Nathan Meeker, began to make Greeley's plan a reality. Seeking suitable land, Meeker and a group of followers soon chose a site along the Denver Pacific Railway route, some fifty miles north of Denver. Known as the Union Colony, the venture was incorporated under the laws of Colorado Territory on May 29, 1870. Two thousand acres were purchased from the Denver Pacific, and the colonists' new townsite was strategically located near the confluence of the South Platte and Cache la Poudre Rivers. By early autumn some 70 houses had been built, and Union Colony was home to more than 450 inhabitants.

Preceding the founding of Union Colony, the nation's first transcontinental railroad was completed by the Union Pacific and Central Pacific Railroads in May 1869. In the mid-1860s, Coloradans were optimistic that the transcontinental route would come through Denver, thereby heightening the region's economic growth and prosperity. But after surveying the mountainous passes west of Denver, the U.P. engineers opted instead to build the line through southern Wyoming.

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Greeley Union Pacific Railroad Depot Weld County, CO

Statement of Significance (continued)

The decision to avoid Colorado's mountainous terrain was undoubtedly a wise one, but it naturally did not sit well with local citizens. Ceding grudgingly that the U.P. would build through Wyoming, Colorado business leaders soon began efforts to build a line northward from Denver, to hookup with the Union Pacific in Cheyenne. Led by ex-Governor John Evans and the Denver Board of Trade, the Denver Pacific Railway and Telegraph Company was formed, and a million-plus acre land grant was obtained for a railroad right-of-way between Denver and Cheyenne. Construction began in May 1868, and the line was quickly built northward. In the following years towns associated with the railroad were established along the route at Hughes (now Brighton), Evans, McAlaster (now Ault), Pierce, Manard (now Nunn), and Carr.

Although it was founded as an agricultural community, the Union Colony townsite was also strategically located along the Denver Pacific route. Within a decade of its founding, the townsite had been renamed Greeley, and it subsequently developed as the region's principal service center. By 1880, the Denver Pacific had come under the Union Pacific umbrella, and for more than a century, the railroad would play a key role in shaping Greeley's historical development.

Various newspaper accounts indicate that a boxcar served as Greeley's first railroad depot, and that for a time the depot was also located in the Hotel de Comfort. According to newspaper accounts the city's first true depot was a log or wood frame structure built in the early 1870s at 6th Avenue and 8th Street. In 1883, a stone depot was built near the site of the current depot. Constructed of native stone taken from the Stout Quarry west of Fort Collins, the 1883 depot was enlarged in 1897.

A handsome structure, the stone depot served faithfully for more than forty years. By the mid-1920s, however, many Greeleyites believed that a new, larger facility was needed. Efforts to have a new depot built were spearheaded by Chamber of Commerce President Thomas Welsh. Negotiations between the city and the railroad took more than four years before the U.P. finally agreed to build the new structure. In 1929, the U.P. commissioned the Los Angeles firm of Gilbert Stanley Underwood and Company, Architects and Engineers, to design a new depot for Greeley.

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Weld County, CO

Statement of Significance (continued)

GILBERT STANLEY UNDERWOOD¹

When he designed the Greeley Depot in 1929, Gilbert Stanley Underwood was at the peak of an illustrious career which had seen him design several important buildings for the National Park Service and the Union Pacific Railroad. Best known for his work in designing rustic style buildings in Bryce Canyon, Zion, Yosemite, and Grand Canyon National Parks, by 1929 Underwood had also been commissioned to design several other depots for the U.P.

Underwood was born at Oneida, New York in 1890. Moving west with his family shortly after the turn of the century, Underwood began training for a career in architecture in southern California at the age of eighteen. Between 1908 and 1912, Underwood trained as a draftsman with Los Angeles-area architects Anthony Beimer, Franklin Burnham, Arthur Benton, and Arthur Kelly. During these formative years, Underwood became particularly familiar with the southwest's mission style and the arts and crafts movement. By 1912 Underwood had demonstrated considerable proficiency as an architectural draftsman. His aspirations to become a professional architect, however, were stymied by the lack of an academic degree. Underwood, consequently, enrolled at the University of Illinois at Champaign-Urbana, but his education was soon interrupted by his marriage and the birth of a son. Underwood continued to gain practical experience in the field, but it was not until 1920 that he finally earned a Bachelor's Degree in architecture from Yale University. Underwood earned a Master's Degree at Harvard two years later, and then returned to Los Angeles where he opened a private architectural practice.

Underwood's firm got off to an auspicious start, due in part to his strong academic credentials and considerable practical experience. But Underwood's success was also the result of friendships that he had forged with several influential people. Most important was Underwood's association with architect Paul Kiessig and landscape architect Daniel Hull. Kiessig and Underwood had trained together in Los Angeles, and

¹Information regarding Underwood's career was obtained primarily from Joyce Zaitlin's *Gilbert Stanley Underwood: His Rustic, Art Deco, and Federal Architecture*, (Malibu, CA: Pangloss Press, 1989).

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Statement of Significance (continued)

later had been roommates at the University of Illinois. Kiessig and Underwood had become acquainted with Hull at Champaign-Urbana in the early 1910s, and by the end of the decade Hull was considered one of the nation's premier landscape architects. In 1920 Hull became an assistant to National Park Service Director Stephen Mather, and he soon signed Kiessig on as his assistant. Hull and Kiessig were then engaged in carrying out the Park Service's plan to design buildings in a rustic style of architecture. When it was decided that private architects would be hired to prepare plans for some of the Parks' larger concessionaire buildings, Underwood's firm was poised to take advantage. Between circa 1924 and 1930, Underwood designed lodges at Zion and Bryce Canyon National Parks in Utah, the Ahwahee Hotel in Yosemite, and the North Rim Lodge at the Grand Canyon.

Development at Zion and Bryce Canyon resulted from a cooperative effort between the Park Service, the state of Utah, and the Union Pacific. State and railroad officials, in particular, hoped to profit by enticing tourists to come and view the region's scenic beauty. Impressed with Underwood's work on the Zion and Bryce Canyon Lodges, U.P. officials soon commissioned his firm to begin designing railroad depots at various locations. In addition to the Greeley Depot, Underwood also designed passenger stations for the U.P. at the following locations:

East San Pedro, California	1924	Abilene, Kansas	1928
Sinclair, Wyoming	1924	Shoshone, Idaho	1929
North Bend, Nebraska	1924	La Grande, Oregon	1930
Black Rock, Utah	1925	Marysville, Kansas	1930
Cozad, Nebraska	1925	Omaha, Nebraska	1930 (Depot
Topeka, Kansas	1925		and U.P. Office Building)
Torrington, Wyoming	1927	American Falls, Idaho	unknown
Lund, Utah	1927	Nampa, Idaho	unknown
Gering, Nebraska	1928	Pullman, Washington	1931 unbuilt

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Statement of Significance (continued)

Plans for these depots were produced fairly rapidly and included the same general features - a waiting room, ticket office, baggage room, men and women's restrooms, and a women's lounge. Underwood's depots, however, were not built from standardized designs. They all featured distinctive exterior and interior detailing, and were designed in styles compatible with their surrounding environment. In addition to aesthetics, the railroad depots' designs were influenced by several practical considerations, including the anticipated passenger volume, providing access to the towns' commercial districts, the location of water towers, the length of trains, and the location of nearby grade crossings.

Underwood's firm was not immune to the affects of the Great Depression. In the early 1930s the U.P. all but ceased building new depots, and with other commissions drying up as well, the firm was forced to close. In 1934 Underwood moved to Washington D.C. where he secured a position as a consulting architect for the federal government. In this capacity, Underwood designed several post offices and federal courthouses in California, Washington and Alaska. The Los Angeles Post Office Annex, the Los Angeles and Seattle Federal Courthouses, and the United States Mint in San Francisco were some of Underwood's most notable federal buildings designed and built during the Depression-era. Other important structures attributable to Underwood include, the Wilshire Tower Building in Los Angeles, the Sun Valley Lodge in Idaho, and Jackson Lake Lodge in Grand Teton National Park. Underwood evidently did not design any federal buildings in Colorado, and Greeley's U.P. Depot is the only known example of his work in the state. Completed in 1954, the Jackson Lake Lodge was Underwood's last large-scale project. The architect moved to Fort Lauderdale, Florida that year where he lived in semi-retirement until his death in 1960.

GREELEY'S UNION PACIFIC RAILROAD DEPOT 1930 - 1993

By the spring of 1930 Underwood had completed the Greeley Depot's design work, and in early May the U.P. contracted with the Mead and Mount Construction Company of Denver to build the structure. Underwood termed the new depot's architectural style as the "modern classical type." In addition to building the depot, the project also involved realigning track, closing some grade crossings and installing a new brick platform. There was also the matter of razing the old stone depot.

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Statement of Significance (continued)

Excavating for the building's foundation and basement was underway by May 20, 1930. A month later the foundations were complete and bricklayers had begun erecting the building's main walls. By the end of July 1930, the roof was nearly finished, and plasterers were at work on the building's interior. In early August bricklayers began laying brick for the depot's expansive platform.

Moving day, from the old depot to the new one, took place on October 8, 1930, and the new structure was dedicated in a lavish ceremony held the following day. In addition to dedicating their new depot on October 9th, Greeleyites were also celebrating the 60th anniversary of the city's founding, and the 40th anniversary of the Teachers' College (University of Northern Colorado). Mayor E.H. Houtchens presented the welcoming address, and Thomas Welsh, former Chamber of Commerce President, gave the keynote address. Several officials from the Union Pacific were on hand, including President Carl S. Grey.

In noting railroad depots' importance to their communities, the *Greeley Tribune* quoted Grey as stating, "It [the passenger station] is a city's front door and from it transcontinental travelers are apt to judge the community." Regarding the Greeley Depot, Grey noted that "Greeley and the railroad started at about the same time and grew up together." The *Tribune* further quoted Grey as stating:

There is not very much economic justification for the building of this station. The short haul travel has largely left us, this fact being mainly due to the use of private cars. This expenditure shows in a measure the appreciation of the railroad for the cooperation and aid this community has given the Union Pacific.

Grey's remarks were likely intended to cast the U.P. in a benevolent light, but they also indicated that he was aware that the coming years would be hard ones for the railroad industry. The *Tribune* reported that the overall cost of the depot project was \$88,000.00, including \$65,000.00 for the building's design and construction.

In the decades that followed, the depot was heavily utilized by railroad passengers traveling to and from, or passing through Greeley. But in northern Colorado and elsewhere, demand for passenger rail service was slowly declining. Already impacted

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Statement of Significance (continued)

by the automobile, the advent of air travel after World War II further diminished the need for passenger trains. It was not until April 1972, however, that the Union Pacific finally turned its passenger service through Greeley over to the newly founded Amtrak Corporation.

Between 1972 and 1983 the Greeley Depot was a stop on Amtrak's San Francisco Zephyr Wyoming route. But in April 1983 Amtrak announced plans to abandon the route through Greeley and southern Wyoming in favor of a more scenic route west from Denver to Salt Lake City. Wyoming officials initiated legal proceedings to halt Amtrak's move, but were unsuccessful. In mid-July 1983 Amtrak abandoned the line, and for the first time in its history, Greeley was without passenger rail service.

Between 1983 and 1991 the Greeley Depot stood vacant. During this time, efforts led by the city's Downtown Development Corporation, to find an alternate use for the depot, were frustratingly unsuccessful. Finally, in June 1991 Amtrak announced plans to route its "Pioneer" passenger service from Denver to Seattle through Greeley. Also in June 1991 the City of Greeley reached an agreement to purchase the depot from the Union Pacific. Reopened as a stop on Amtrak's Pioneer line, the depot then once again began serving its original function.

As it was historically, Greeley's U.P. Depot in the future will assuredly be more than just a place to wait for a train. Plans to reutilize the depot as an important civic center are currently being formulated. As a variety of uses are under consideration, the depot is valued as an important local landmark, and continues to stand out as one of Greeley's most distinctive public buildings.

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- "All Stations: A Journey Through 150 Years," *History Today* 31 (November 1981): 52-53.
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**Greeley Union Pacific Railroad Depot
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Weld County, CO**

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Weld County, CO**

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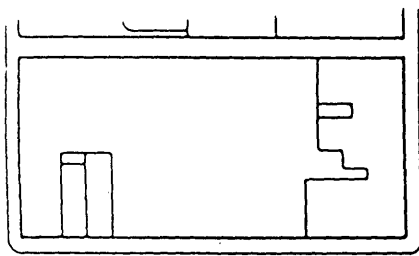
**Greeley Union Pacific Railroad Depot
Weld County, CO**

Verbal Boundary Description

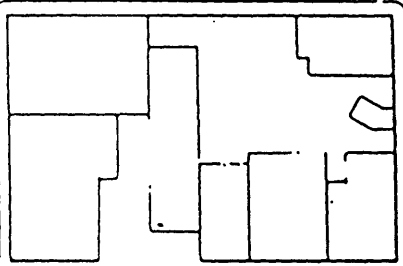
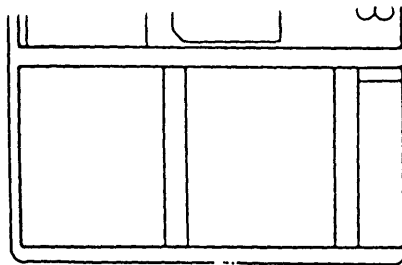
Those portions of Blocks 59 and 62 of the Original Town of Greeley, and the vacated alleys lying therein, and of vacated 9th Street, all in the City of Greeley, Weld County, Colorado, that lie north of the south line of Block 62, east of the east line of 7th Avenue, south of the north line of Block 59, and west of a line fifty feet west, measured at right angles, from the center line of the original main track of the Greeley Subdivision of the Union Pacific Railroad Company.

Boundary Justification

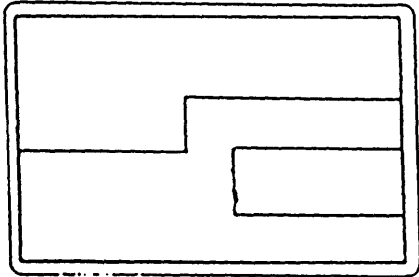
These boundaries encompass the entire parcel of land that have historically been associated with the Greeley Union Pacific Railroad Depot.



7th STREET

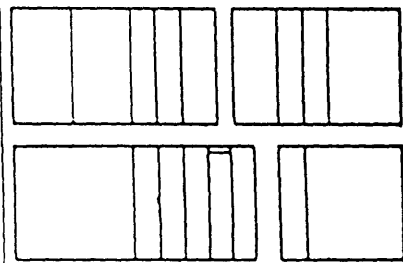


8th STREET PLAZA

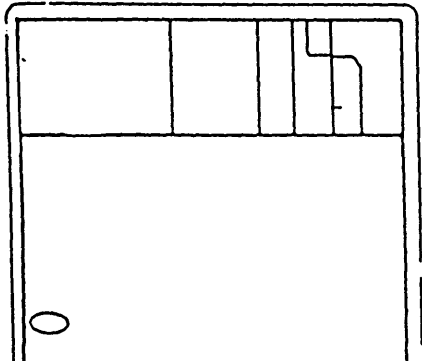


AVENUE

AVENUE

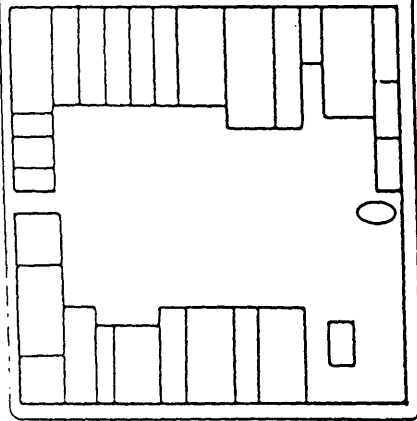


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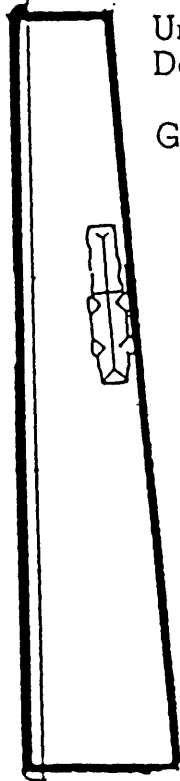
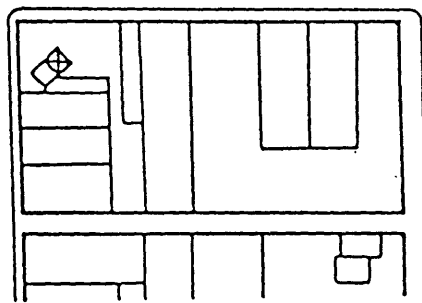


8th

7th



10th STREET



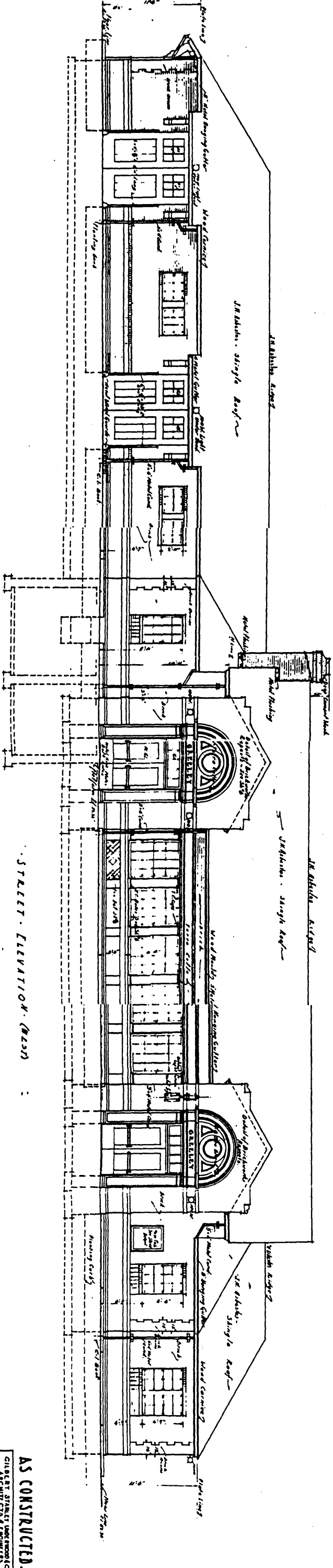
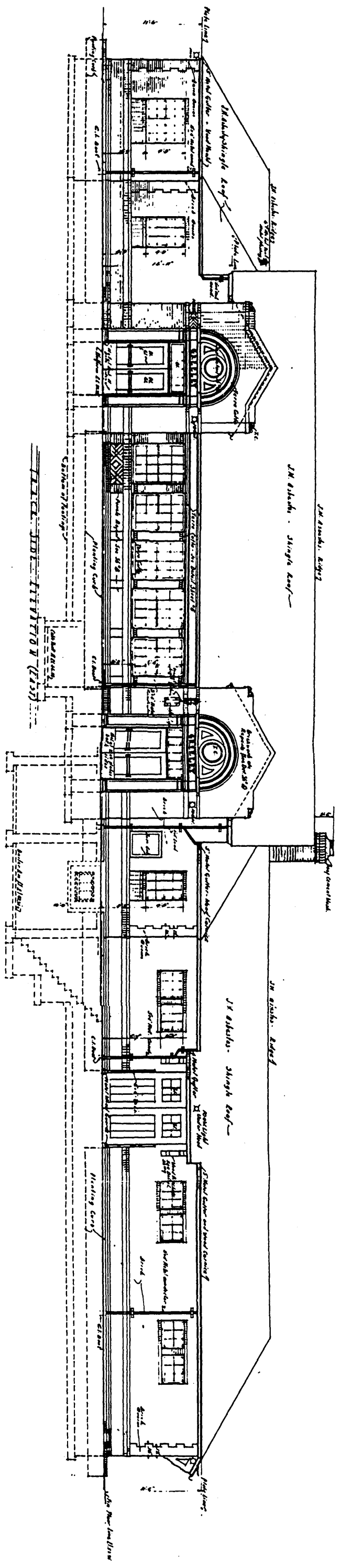
Union Pacific Railroad Depot

Greeley, Colorado

Approximate Scale: 1/2" = 100'

Property Boundary

Map 1 of 2

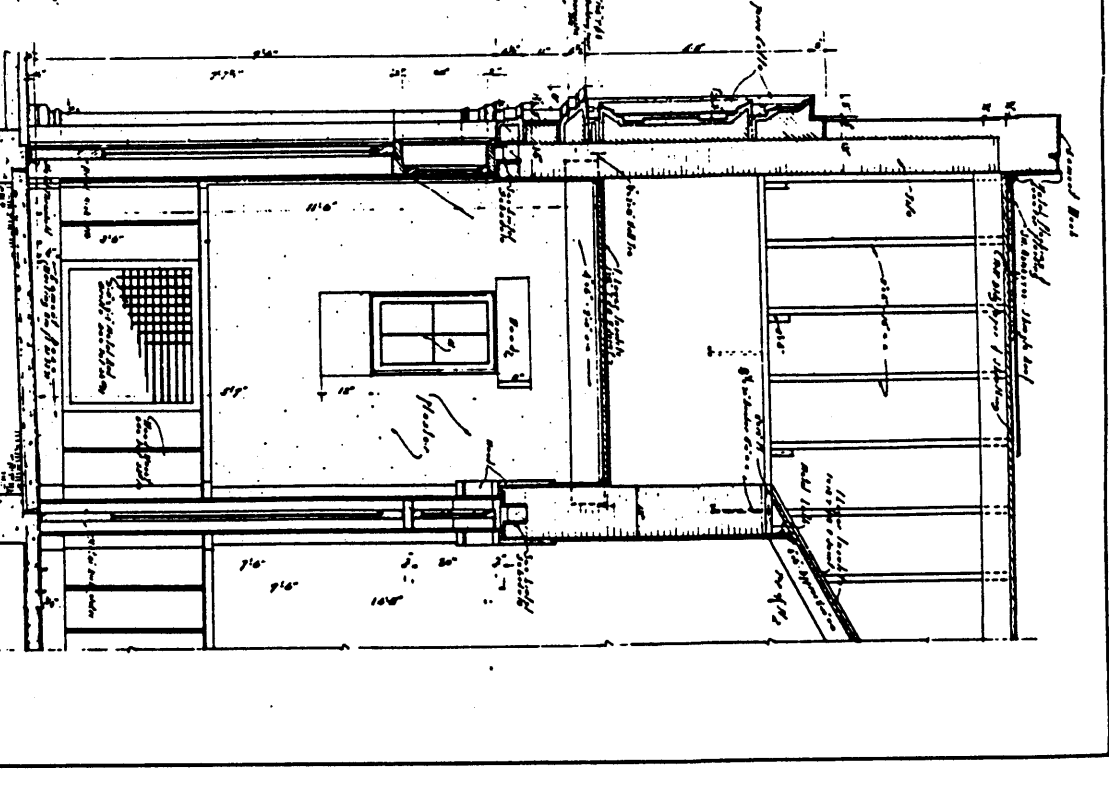
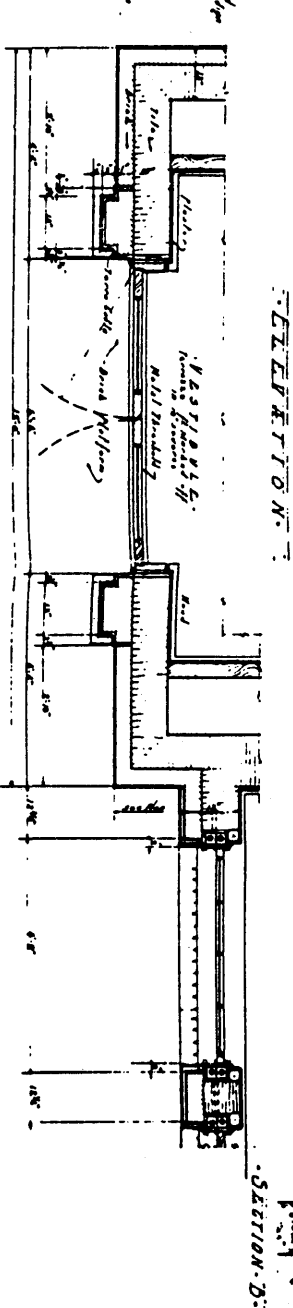
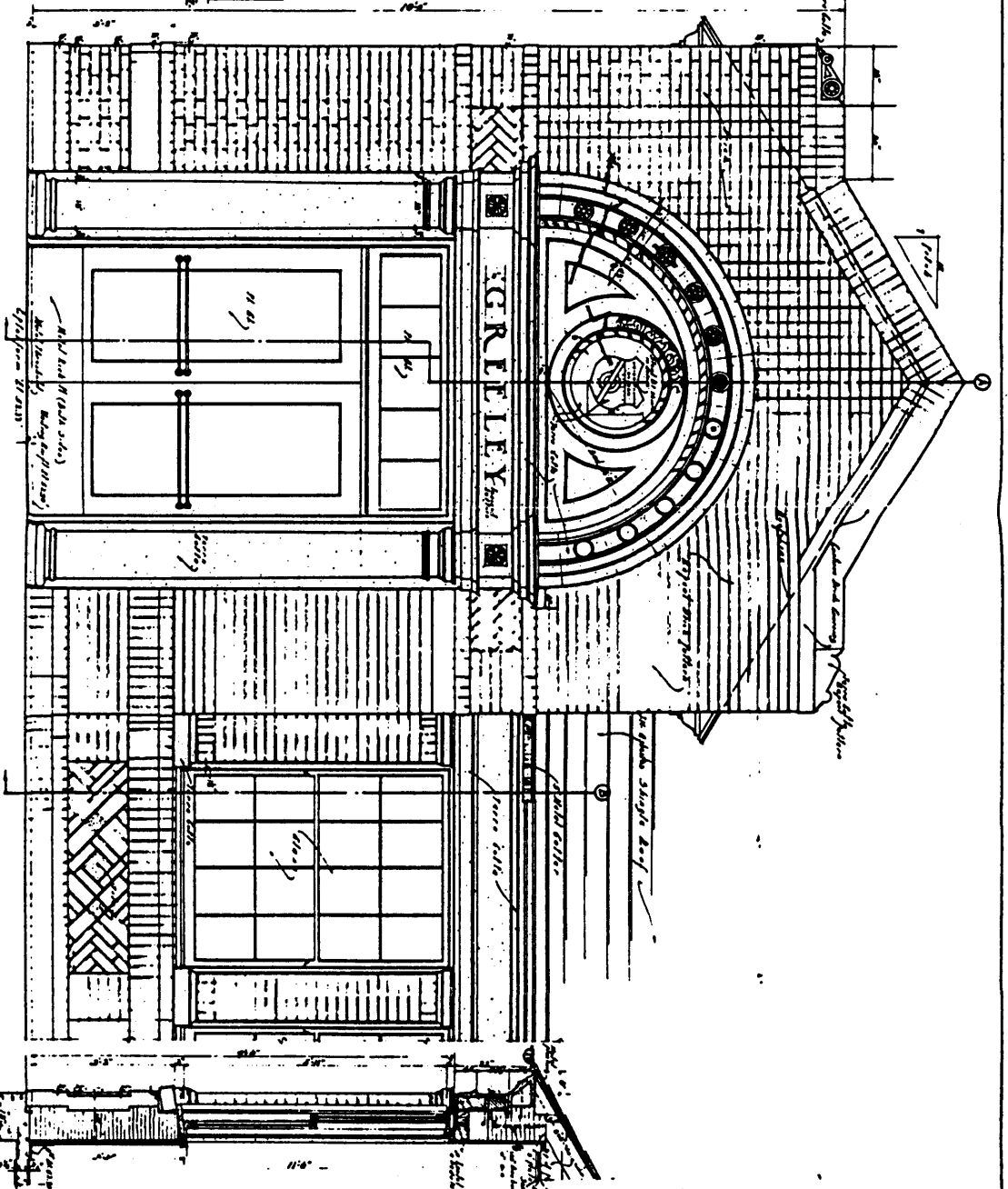
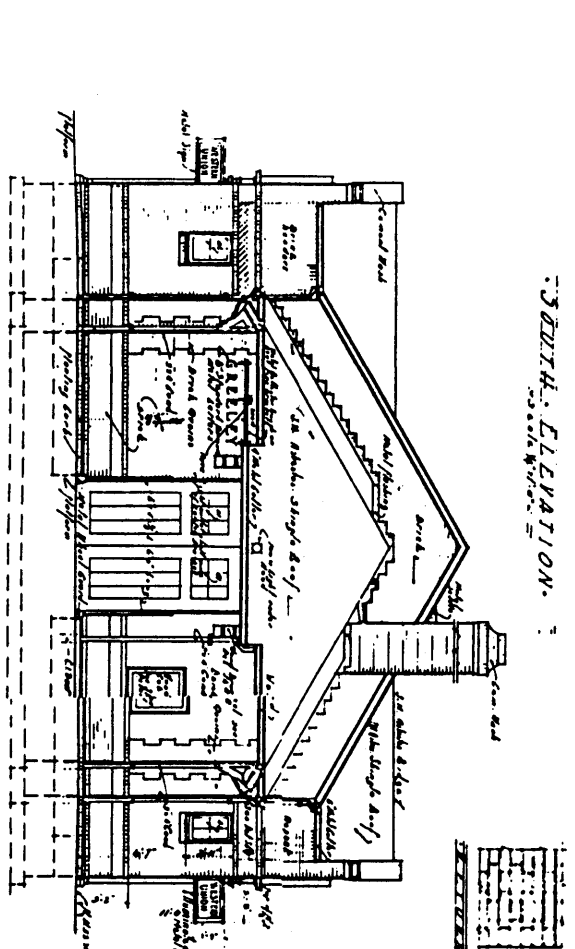
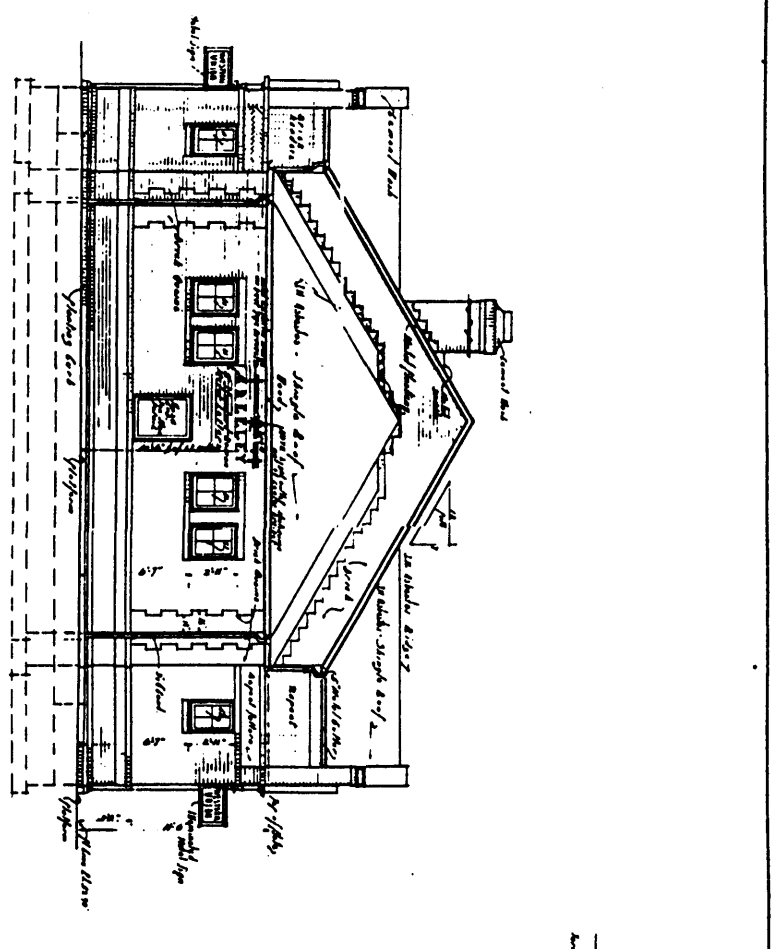


STREET ELEVATION (1835)

AS CONSTRUCTED.

GILBERT STANLEY UNDERWOOD & CO. ARCHITECTS & ENGINEERS	
TYPE	RESIDENCE
OWNER	WALTER W. STANLEY
DESIGNER	GILBERT STANLEY UNDERWOOD & CO.
DATE	1835

4-1-11. Plans to construct w.c. & gas
 and the n.w. - see section on p. 10

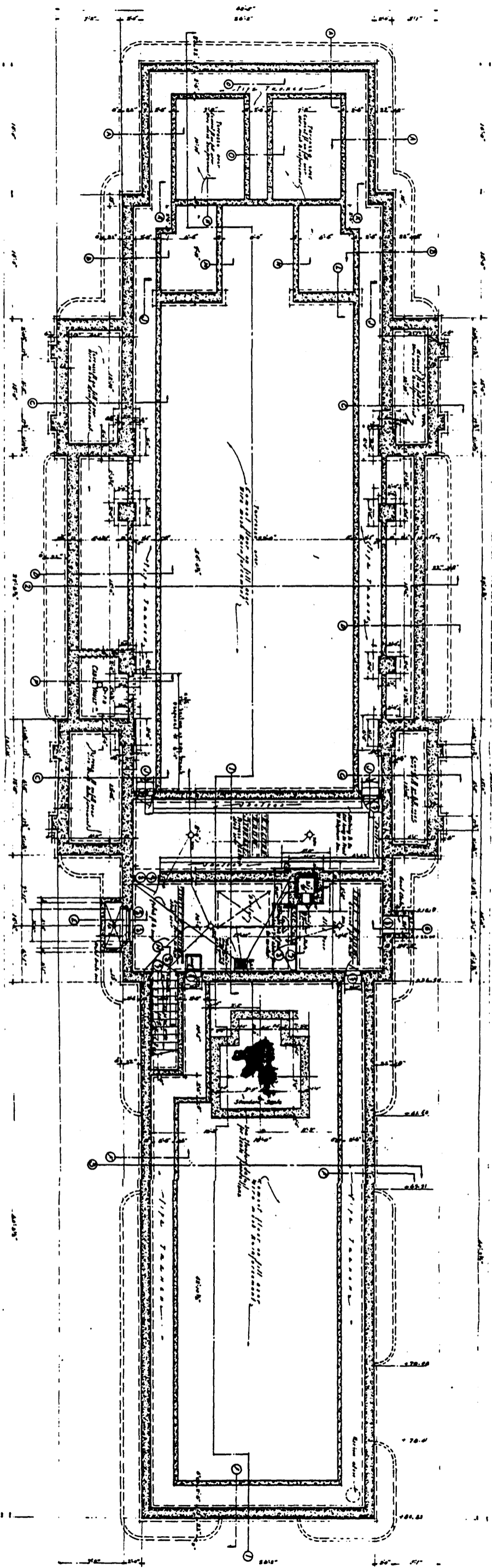


WALTER S. AND M. J. W. F. H. L. & C. (TYNIAID)

101-103, KENNEDY AVENUE, BOSTON, MASS.

AS CONSTRUCTED.

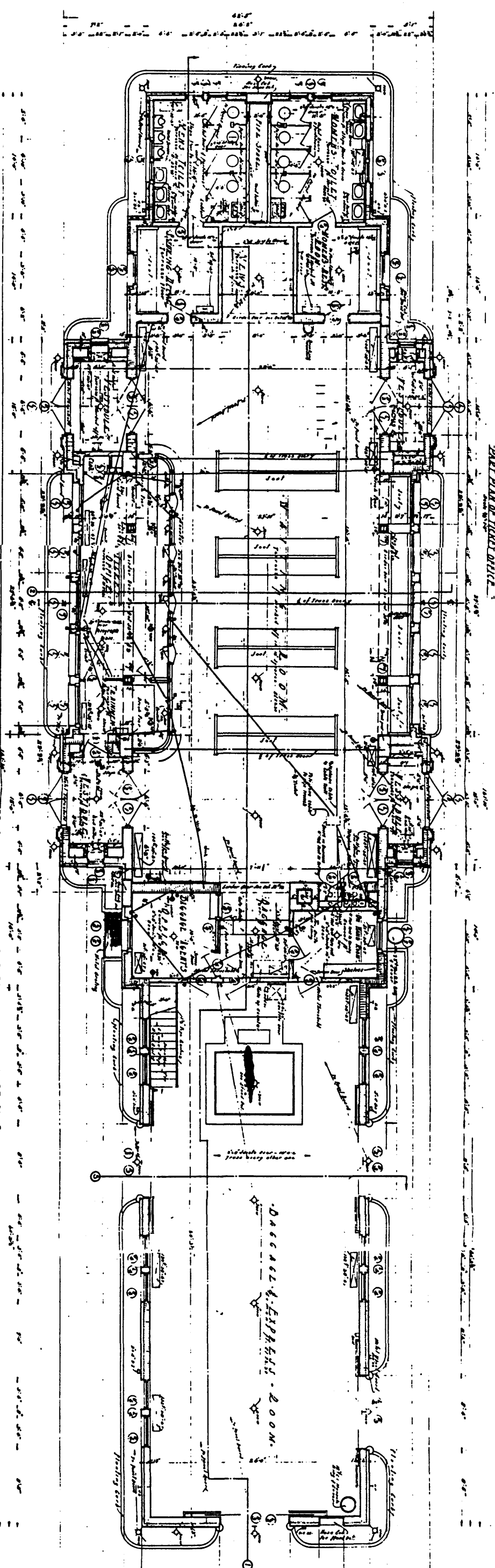
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ARCHITECT	WALTER S. AND M. J. W. F. H. L. & C.
SCALE	1/2\"/>
DATE	1911



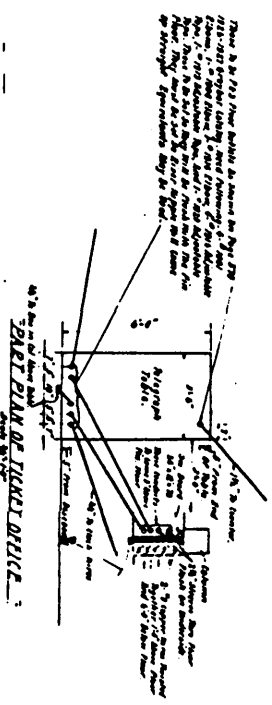
3-21-24 REVISED BY (CONTRACTOR) W.O. 5148

AS CONSTRUCTED.

TITLE	General and Assembly Hall
OWNER	General and Assembly Hall
DESIGNER	General and Assembly Hall
SCALE	1/4" = 1'-0"
DATE	1924



TRICK SIDE
FLOOR PLAN

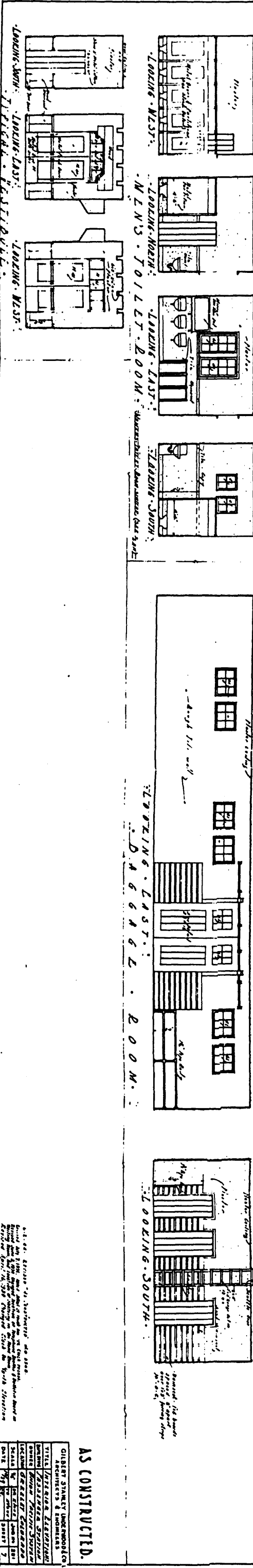
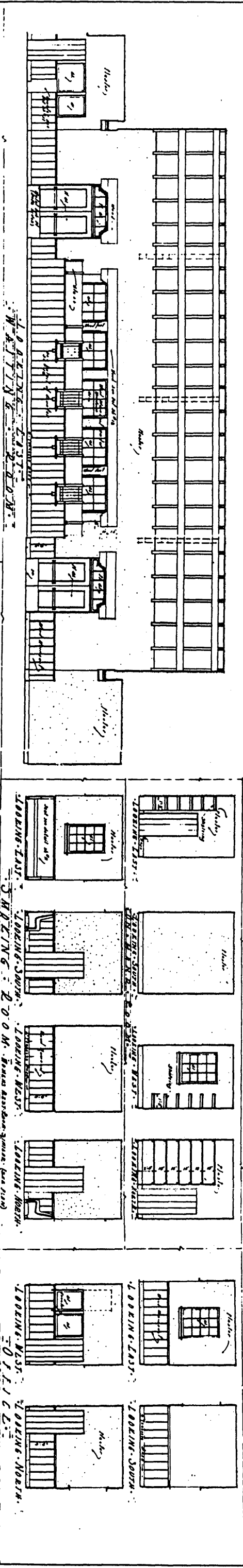
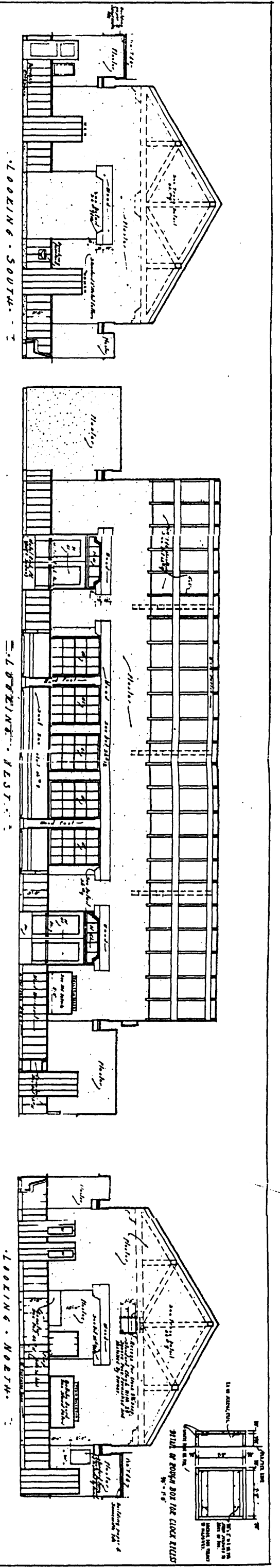


- Indicate opening (2011) finish the with the finished floor and base, show in 1/2" diameter and show finished in 1/2" diameter
- Indicate opening (2011) finish the with the finished floor and base, show in 1/2" diameter and show finished in 1/2" diameter
- Indicate opening (2011) finish the with the finished floor and base, show in 1/2" diameter and show finished in 1/2" diameter
- Indicate opening (2011) finish the with the finished floor and base, show in 1/2" diameter and show finished in 1/2" diameter

AS CONSTRUCTED.

CLIENT	STANLEY UNDERWOOD & CO. LTD.
TITLE	TRICK SIDE FLOOR PLAN
DATE	1911
SCALE	1/8" = 1'-0"
BY	J. H. HARRIS
CHECKED BY	J. H. HARRIS
DATE	1911

1911-12-14. KNIGHTS' W. CABINETRY. NO. 11. 1911.
 Revised and a new drawing has been made showing changes made
 since the 1911 drawing. The new drawing is the one to be used.



NOTED: ELEVATIONS "AS SHOWN" are those shown on the original drawings. All elevations are shown as they would appear when viewed from the street. All elevations are shown as they would appear when viewed from the street.

AS CONSTRUCTED.

CLIENT: STANLEY UNDERWOOD
 ARCHITECTS & ENGINEERS
 TITLE: RESIDENTIAL BUILDING
 DRAWING NO.: 101
 DATE: 1911