

**United States Department of the Interior  
National Park Service**

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received APR 18 1984  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Midland Terminal Railroad Depot

and/or common Midland Terminal Depot

**2. Location**

street & number 230 North Fourth St. n/a not for publication

city, town Victor n/a vicinity of

state Colorado code 08 county Teller code 119

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>n/a</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<u>n/a</u> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name James A. Stitzel

street & number 521 East Laurel

city, town Fort Collins n/a vicinity of state Colorado 80524

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Teller County Courthouse

street & number P. O. Box 1008

city, town Cripple Creek state Colorado 80813

**6. Representation in Existing Surveys**

title Historic Inventory of Historic Sites has this property been determined eligible?  yes  no

date 1984  federal  state  county  local

depository for survey records Office of Archaeology and Historic Preservation

city, town Denver state Colorado

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

Located two blocks north of Victor Avenue in the city of Victor, the Midland Terminal Depot is a one-story, north-facing rectangular building. Twenty-eight feet by sixty-four feet long, the structure is red brick, laid in stretcher bond, and rests on a stone foundation.

A short tower with conical roof and finial is incorporated into the center of the north facade, the base of which forms a projecting bay with three arched windows. An arched freight door with blond brick molding is located to the left (east) of the projecting bay; an identical freight door is located on the south facade, allowing for easy entry and exit of baggage carts. To the right (west) of the projecting bay on the north facade, two arched windows are separated by a rectangular door with blond brick lintels and molding. Additional exterior detailing includes rock faced stone sills underneath all windows and a rusticated stone band placed around the north, east, and west sides at the stone foundation. A corbelled belt course at sill level also extends around the north, east, west, and part of the south walls. Pilasters built of blond brick accentuate the ends of the building and divide the bays on the west wall.

One half of the north end of the west wall is recessed and has a north-facing rectangular door with radiating blond brick lintels. The east facade has one window and the south facade has three windows, all of which are arched. Molding on most bays use yellow brick. The hipped roof is topped with two brick chimneys with corbelled capping. Simple wooden brackets support the widely projecting eaves.

The interior of the depot is composed of four major rooms. The baggage room on the east end of the building is approximately 25' by 30' and contains the original plank floor and coal bins along the east wall. The center room, with bay window on the north wall, is approximately 33' by 11'. Two ticket windows are set diagonally into the center of the west wall, one facing the north waiting room and one facing the south waiting room. The telegraph window is also located on the west wall near the north facade. Located on the west end of the depot, the south waiting room is approximately 12' by 28'. The north waiting room is about 12' by 24' and has been divided into two rooms by a partition. The original wainscoting remains in both north and south waiting rooms.

The original wood shingle roof has been replaced with asphalt shingles. A new platform on the north side of the baggage room, somewhat smaller than the original, was built about five years ago.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1895 **Builder/Architect** Unknown

### Statement of Significance (in one paragraph)

The Midland Terminal Depot is significant because of its association with the westward expansion of the railroads and the gold mining industry in the Victor/Cripple Creek district. Also, its architectural style is representative of the functional design of most western railroad stations.

Founded in 1893 after the discovery of gold, the city of Victor was named after one of the area's early homesteaders, Victor Adams.<sup>1</sup> A disastrous fire in 1899 destroyed most of the original buildings which were of frame construction and the city was rebuilt using brick and reinforced steel. The Midland Terminal Depot, constructed in 1895, was one of the first brick buildings in the city. By 1900, Victor was one of the most "modern" mining towns in the state in terms of utilities and city services and was the fifth largest city in Colorado.

Critical to Victor's growth was the presence of the railroad. The railroads were a significant factor in the development of all western mining towns as the economic base of the community depended on reliable transportation to bring in supplies and transport people. Because of the tremendous output of its gold mines, Victor became the rail center of the Victor/Cripple Creek mining district with fifty-eight trains a day moving in and out of the city. The longest running and most successful of the three railroads that served the district between 1894 and 1949 was the Midland Terminal Railroad which began service on July 4, 1894.<sup>2</sup> Using the track of the Colorado Midland Railway through the Ute Pass, the Midland Terminal's fifty-five mile course ran through Gillette, Victor, Elkton, Anaconda and Cripple Creek.

Since coal and water were not available in the mining district, it was more economical to haul the gold ore to mills in Pueblo or Colorado Springs for processing. Consequently, the railroads played an important role in the gold mining industry. Intense and often violent competition existed among the three railroads for ore hauling contracts. By the 1920s, the Midland Terminal was the only remaining railroad in the Victor/Cripple Creek district. Passenger service on the Midland Terminal ended in May 1943, but the railroad continued to haul ore until 1949.

Architecturally, railroad stations were built as a reflection of the wealth and size of the community as well as designed for the functional activities of passenger service, baggage and freight hauling and communications. While most Colorado depots were of frame construction,<sup>3</sup> the Victor Midland Terminal Depot was constructed of brick, reflecting the wealth of the city. The hip roof with wide projecting, bracket-supported eaves provided shelter for waiting passengers. The bay window, a common feature on depots built during this era, housed the control room and allowed for clear viewing of the tracks. The baggage carts could be easily maneuvered through the large, arched freight doors. Inside the Victor Midland Terminal Depot the ticket sales window, telegraph window, passenger waiting area and freight and baggage storage area remain relatively unchanged.

# 9. Major Bibliographical References

(See continuation sheet.)

# 10. Geographical Data

Acreage of nominated property .14 acres

Quadrangle name Cripple Creek South

Quadrangle scale 1:24000

### UTM References

A 

1	3	4	8	7	8	0	0	4	2	8	4	6	8	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### Verbal boundary description and justification

Block 7, lots 31 and 32, Little Montana Addition.

### List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

# 11. Form Prepared By

name/title Priscilla Kaufmann

organization date December 1, 1983

street & number 7643 Stampede Drive telephone (303) 599-7244

city or town Colorado Springs state Colorado 80918

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature Barbara Sudler

title State Historic Preservation Officer date 4/10/84

### For NPS use only

I hereby certify that this property is included in the National Register

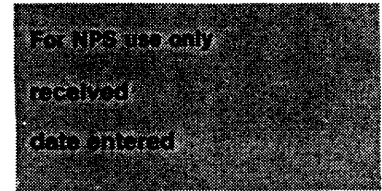
Alvius Bryan Entered in the National Register date 5/17/84  
Keeper of the National Register

Attest: date

Chief of Registration

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Continuation sheet Midland Terminal  
Railroad Depot Item number 8 **Page** 2

When the Carlton Mill was built in the mining district between Victor and Cripple Creek in 1949, the need for rail service was eliminated and the Midland Terminal Railroad passed into history. The depot was used for storage for several years until purchased in 1957 for the use as a part-time residence.

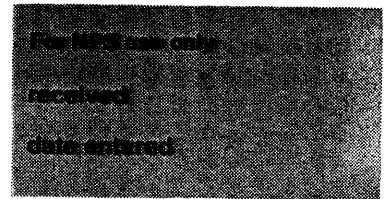
<sup>1</sup>Leland Feitz, A Quick History of Victor (Colorado Springs: Little London Press, 1969), p.5.

<sup>2</sup>The Midland depot is the only surviving depot of the three railroads that once serviced Victor.

<sup>3</sup>C. Eric Stochr, Bonanza Victorian (Albuquerque: University of New Mexico Press, 1975), p.91.

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Continuation sheet Midland Terminal  
Railroad Depot

Item number 9

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Cafky, Morris Rails Around Gold Hill. Rocky Mountain Railroad Club, 1955.

Feitz, Leland A Quick History of Victor. Colorado Springs: Little London Press, 1969.

McFarland, Edward M. "Mel" The Midland Route: A Colorado Midland Guide and Data Book, Boulder: Pruett Publishing Company, 1980.

Stoehr, C. Eric Bonanza Victorian. Albuquerque: University of New Mexico Press, 1975.