

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED APR 28 1980

DATE ENTERED

6

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

1 NAME

HISTORIC

La Veta Pass Narrow Gauge Railroad Depot

AND/OR COMMON

La Veta Pass Narrow Gauge Railroad Depot**LOCATION**

STREET & NUMBER

001 U.S. 160

CITY, TOWN

La Veta

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

3

STATE

Colorado

___ VICINITY OF

CODE

08

COUNTY

Huerfano

CODE

055**CLASSIFICATION****CATEGORY**

___ DISTRICT

 BUILDING(S)

___ STRUCTURE

___ SITE

___ OBJECT

OWNERSHIP

___ PUBLIC

 PRIVATE

___ BOTH

PUBLIC ACQUISITION

___ IN PROCESS

___ BEING CONSIDERED

STATUS

___ OCCUPIED

 UNOCCUPIED

___ WORK IN PROGRESS

ACCESSIBLE

___ YES: RESTRICTED

 YES: UNRESTRICTED

___ NO

PRESENT USE

___ AGRICULTURE

___ COMMERCIAL

___ EDUCATIONAL

___ ENTERTAINMENT

___ GOVERNMENT

___ INDUSTRIAL

___ MILITARY

___ MUSEUM

___ PARK

___ PRIVATE RESIDENCE

___ RELIGIOUS

___ SCIENTIFIC

___ TRANSPORTATION

 OTHER: None**OWNER OF PROPERTY**

NAME

Lyman H. Brigham

STREET & NUMBER

Ojo Star Route; Box 20

CITY, TOWN

La Veta

___ VICINITY OF

STATE

Colorado**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Huerfano County Courthouse

STREET & NUMBER

CITY, TOWN

Walsenburg

STATE

Colorado**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Colorado Inventory of Historic Sites (28/05/0007)

DATE

Ongoing___ FEDERAL STATE ___ COUNTY ___ LOCALDEPOSITORY FOR
SURVEY RECORDSColorado Historical Society; 1300 Broadway

CITY, TOWN

Denver

STATE

Colorado 80203

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 near the summit of La Veta Pass, the narrow gauge passenger depot is a single detached structure one story in height and built in the shape of an "L". The primary building material is stone which was stuccoed and painted white some years after construction. The main or north facade has three bays, the east sides (including the "inside" of the "L") two bays, the west facade two bays, and the south facade no bays. The roof is gabled and covered with shingles through which projects a small chimney. All the structural openings are now covered with wooden slats. There are no decorative elements.

A short distance to the east of the depot are the ruins of the old turntable. Some of the rock cribwork around the edges is still evident.

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 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

ca 1877

BUILDER/ARCHITECT

Unknown

STATEMENT OF SIGNIFICANCE

The narrow gauge passenger depot is significant for its association with the early development of rail transportation over La Veta Pass and for its architecture which reflects the simple, vernacular characteristics of stations set in near wilderness during the first decade of railroad construction in Colorado.

In the late 1870s the Denver and Rio Grande Railway began building out of Pueblo in the effort to cross La Veta Pass and enter the San Luis Valley. The mountainous terrain imposed considerable difficulties for up to that time no railroad had crossed a pass this high, 9,400 feet; but the barriers were surmounted and the road entered the valley. To serve passenger and freight trains on the run, the Rio Grande built this passenger depot and used it for more than twenty years until 1899 when the original narrow gauge line over La Veta Pass was abandoned in favor of a standard gauge road about seven miles farther south. Despite deterioration over the years the present owner plans to rehabilitate the structure in order to preserve it as one of the oldest depots remaining in Colorado and as one that marks the development of the early railroad industry.

From an architectural perspective, the depot manifests the salient characteristics of early vernacular railroad stations in Colorado. The structure was hurriedly assembled with local materials in order to provide a utilitarian purpose. It apparently had no architect per se and exhibits no decorative elements seen on stations in more settled areas. Yet this reflects the type, period, and method of construction of many depots in that early era of railroad construction, particularly in isolated regions like the summit of La Veta Pass.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Material in files, Colorado State Historic Preservation Office.

Lucius Beebe and Charles Clegg, Rio Grande: Mainline of the Rockies (Berkeley, California: Howell-North, 1962), p. 251.

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.735 acres

QUADRANGLE NAME La Veta

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A | 13 | 482055 | 4160480

B | | | | | | | | | | | | | | | | | | | | | |

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C | | | | | | | | | | | | | | | | | | | | | |

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H | | | | | | | | | | | | | | | | | | | | | |

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Lyman H. Brigham

ORGANIZATION

None

DATE

February, 1979

STREET & NUMBER

Ojo Star Route, Box 20

TELEPHONE

(303) 742-3375

CITY OR TOWN

La Veta

STATE

Colorado

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

William C. Townsend, April 22, 80

TITLE State Historic Preservation Officer

DATE

FOR NPS USE ONLY

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

Sally G. Debb
KEEPER OF THE NATIONAL REGISTER

DATE 4/8/80

ATTEST: *William H. Graham*
CHIEF OF REGISTRATION

DATE 5.28.80

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Geographical

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 2

Verbal Boundary Description

Legal Description: SW $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 22, T. 28 So., Rge. 70 W. Beginning at a cedar post approximately 50 feet from the northwest corner of said depot at the edge of the county road (formerly U. S. Highway 160), thence southerly parallel to the building to another post a distance of 160 feet, thence easterly a distance of 200 feet to the southeast corner post, thence northerly a distance of 160 feet to a post on the highway right-of-way designated as the northeast corner of said site, thence westerly to point of beginning.