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United States Department of the Interior
National Park Service

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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 Hayden Depot

other names/site number N/A

2. Location

street & number 300 West Pearl Street N/A not for publication

city or town Hayden N/A vicinity

state Colorado code CO county Routt code 107 zip code 81639

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] 9/14/92
Signature of certifying official/Title Date

State Historic Preservation Officer
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]

10/22/92

Hayden Depot
Name of Property

Routt County, 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	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: rail related

Current Functions

(Enter categories from instructions)

Recreation and culture: museum

7. Description

Architectural Classification

(Enter categories from instructions)

Other: 20th Century Vernacular

Materials

(Enter categories from instructions)

foundation concrete

walls brick

roof terra cotta tile

other brick; wood

Narrative Description

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

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 2

Hayden Depot

The Hayden Depot, now owned by the Denver and Rio Grande Railroad in Hayden Colorado, is on its original site on the south side of the historic Moffat Road. Completed in 1918, the building served the Hayden community by providing two large waiting rooms and a telegraph office for railroad patrons and housed the station agent's family in the second story apartment. The baggage room is in the one story east wing. The Hayden Depot is the last of three depots built by the Denver and Salt Lake Railroad in the Yampa River Valley. It became a source of economic importance to the community. It provided the community with a modern and efficient means of using the railroad that virtually allowed the community to expand and excel. To insure that the best depot be built, the businessmen of Hayden guaranteed \$1,000 for construction costs, and the railroad officials also asked the town to improve the street and walkway leading to the depot and install electric lights near the depot.

The 83 foot by 26 foot rectangular building's foundation and small basement are made of concrete; the superstructure and chimney are constructed of brick and the hip roof is terra cotta tile. The main part of the building is two stories high; the baggage/freight room is one story. There are rectangular bays on both sides of the depot making the building somewhat wider at these points. Besides the main entrance, there is an outside entrance to the upstairs and the baggage room has sliding doors one on either side of the building. The loading dock is located on the south side of the baggage room facing the railroad tracks.

The depot has been adapted for museum use. The interior of the building remains almost original. The waiting room is divided by built-in display cases and the lower half of the large wood sash windows have been covered over to provide security. The waiting room and telegraph office have wainscoting and plaster walls; the baggage room walls are brick.

The building is in good condition, but the tile roof is deteriorated due to the harsh winter conditions. There have been minor alterations to update the plumbing; install a new furnace in 1968; a tongue and groove floor installed in the 1940s and storm windows installed in the upstairs apartment. The whole property is surrounded by a chain link fence.

The Hayden Depot still retains integrity of materials, design, setting, location, feeling and association.

Hayden Depot
Name of Property

Routt County, 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)

Transportation

Period of Significance

1918-1942

Significant Dates

1918

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Roeschlaub, Joe W., Architect

Rosenberg, Gus foundation

Primary location of additional data:

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

Name of repository:

Hayden Heritage Center

Hayden Depot
Name of Property

Routt County, Colorado
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	13	308480	4485102
Zone	Easting	Northing	
2			

3			
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 Judy Green, Secretary of Hayden Heritage Center

organization Hayden Heritage Center date May 13, 1992

street & number P. O. Box 417 telephone (303) 276-3323

city or town Hayden state CO zip code 81639

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 Town of Hayden

street & number P. O. Box 190, 250 W. Jefferson St. telephone (303) 276-3741

city or town Hayden state CO zip code 81639

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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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 2

Hayden Depot

The Hayden Depot meets criterion A for its significance in association with the history of rail transportation in Colorado and Routt County. Hayden was one of the last stops on the Denver and Salt Lake Railroad when the first train arrived in 1913. The railroad brought many benefits to Routt County, both economic and social, and ended the relative isolation of the Routt County population. The depot remains intact and unaltered and is symbolic of the significance of rail transportation to Routt County.

The depot, currently houses the Hayden Heritage Center Museum. This depot was described by the local paper in 1916 as "an ornament to the town" and is still considered as such by the residents.

The Hayden Depot came into existence after David H. Moffat completed his colossal undertaking of building a railroad over the Continental Divide which opened up this rich northwest corner of Colorado. Hayden, a long established community in the heart of the Yampa Valley, was intended to be the half-way point between Denver and Salt Lake City on Moffat's original Denver, Northwestern & Pacific Railway. These plans came to an end with the death of David Moffat on March 18, 1911, and the subsequent bankruptcy of the railroad line. The Denver, Northwestern & Pacific was reorganized on May 1, 1913, as the Denver & Salt Lake Railroad. The first train reached Hayden on October 11, 1913, but due to lack of funding the railroad never reached Salt Lake City, terminating instead at Craig, Colorado just 17 miles west of Hayden.

Hayden celebrated Railroad Day on October 11, 1913, with the arrival of the first train carrying dignitaries and citizens from the upper areas of Routt County. Ezekiel Shelton displayed produce from his garden during this celebration, resulting in plans for the annual Routt County Fair, which has carried on to this day. The railroad was essential in transporting equipment, supplies, produce, and people into an area that had previously been completely isolated during long, hard winters. Before the railroad, supplies had to be freighted by teams and wagons from the Union Pacific Railroad to the north in Wyoming or the Denver & Rio Grande to the south--150 miles either way. Prior to the railroad, the pioneers in the area of Hayden knew first hand of the hardships of isolation, traveling by stage and trailing cattle hundreds of miles to market.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 8 Page 3

Hayden Depot

Shortly after the Hayden Depot was built in 1918, local men traveled by train to various induction points for World War I. Much traffic traveled these rails over the years, with two of the large ranches on either side of Hayden having their own stockyards. With the coming of large bands of sheep, Hayden became one of the largest sheep shipping points in the United States during the 1930s. Passenger service was discontinued in 1968 and the railroad presently hauls long trains of coal from the various mines in the area.

Due to the Denver & Salt Lake roadbed being laid over the 11,600 foot Rollins Pass on the Continental Divide there were snowstorms to contend with almost three-fourths of the year. Many times snowslides caused the trains to be delayed for days, and livestock were either frozen or severely weakened on their way to market. The Hayden Depot often had travelers camping out in the building during these storms, awaiting the train. These problems were mitigated by the 6.23 mile long Moffat Tunnel built through James Peak on the Continental Divide in 1927. Bonds for this tunnel, one of the longest in the world, were financed by taxes on the landowners of this area.

All of northwestern Colorado continues to benefit from the Moffat Road. The Hayden community and its residents continues to benefit from the depot, converted to a museum that stores and preserves the rich heritage of this area. The railroad and the nation have benefitted from the coal, oil, and agricultural products produced and shipped by rail from this colorful corner of Colorado.

The Hayden Depot was designed by Joe W. Roeschlaub, a local contractor from Craig. According to The Craig Empire, October 11, 1916, Roeschlaub also designed the Craig Depot in 1916 in a style similar to the Hayden Depot. According to the article, Roeschlaub was assistant to L. D. Blauvelt, chief engineer.

To date there is not any known connection between Joe Roeschlaub and noted Denver architect, Robert S. Roeschlaub.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 9 Page 2

Hayden Depot

BIBLIOGRAPHY

The Routt County Republican, Hayden, CO (weekly) Sept. 1, 1916; Oct. 6. 1916;
Oct. 13, 1916; Oct, 20, 1916; May 11, 1917; June 8, 1917; April 5, 1918.

Bollinger, Edward T. Rails that Climb: A Narrative History of the Moffat Road,
Boulder, CO, Johnson Publishing Company, 1979.

Davidson, Dan, Director of the Museum of Northwest Colorado, Craig, CO.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 10 Page 2

Hayden Depot

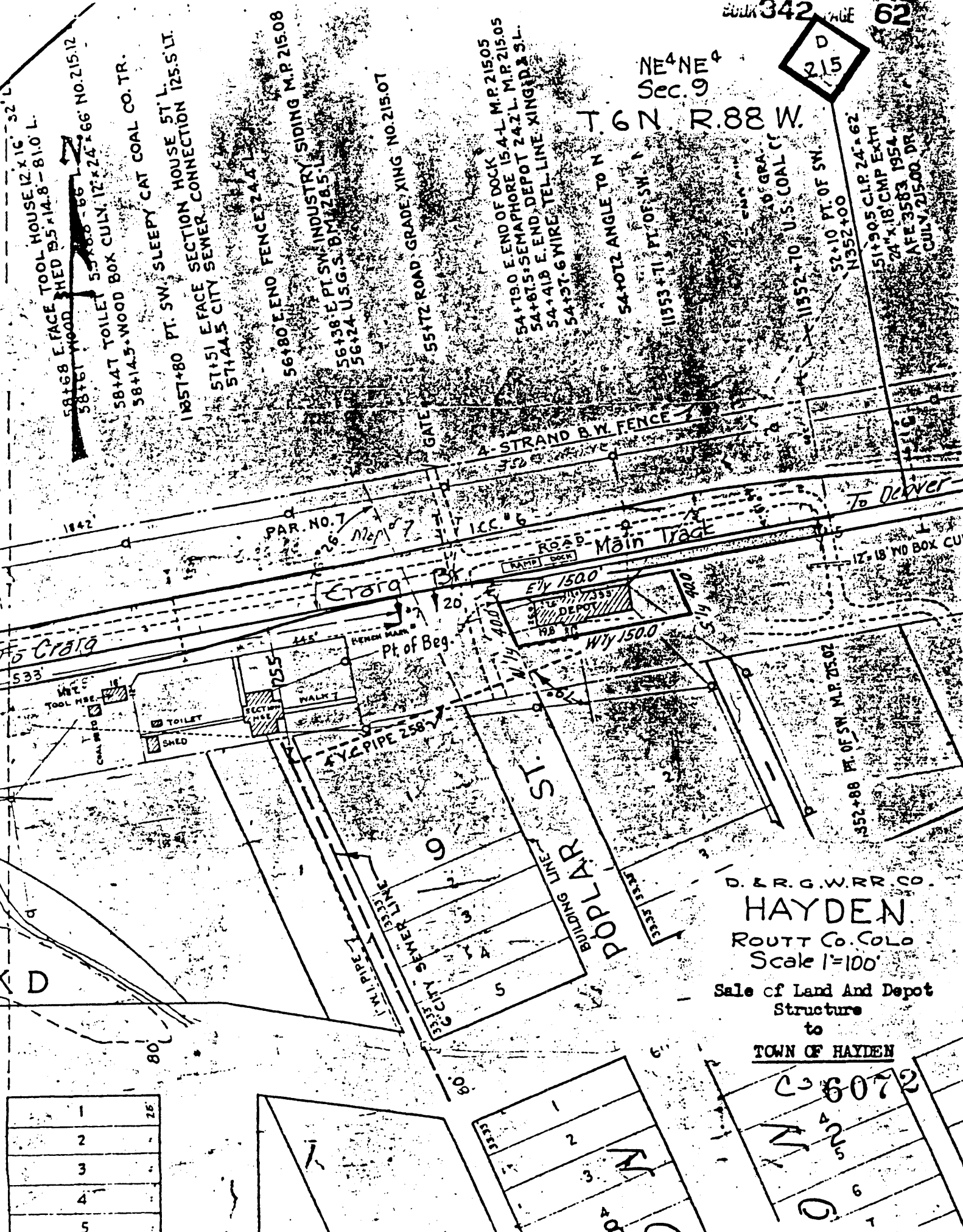
VERBAL BOUNDARY DESCRIPTION

A tract of land being a part of the station grounds of The Denver and Rio Grande Western Railroad Company at Hayden, Routt County, Colorado, within the NE 1/4 NE 1/4 Section 9, T 6 N, R 88 W, 6th Principal Meridian: beginning at a point in the easterly line of Poplar Street produced northerly which point is 20 feet southerly at right angles from the centerline of said Railroad Company's Craig Branch Main Track; thence easterly, parallel with and 20 feet at right angles from said Main Track 150 feet; thence southerly parallel with said easterly line of Poplar Street 40 feet; thence westerly, parallel with said Main Track 150 feet to the said easterly line of Poplar Street produced; thence northerly along said produced easterly line 40 feet to the point of beginning, containing 5,850 square feet, more or less, together with improvements located thereon.

BOUNDARY JUSTIFICATION

The nominated property includes the Hayden Railroad Depot and a portion of the railroad land deeded to the Town of Hayden by the Denver and Rio Grande Western Railroad Company.

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D. & R. G. W. R. R. CO.
HAYDEN
 ROUTT Co. COLO.
 Scale 1"=100'
 Sale of Land And Depot
 Structure
 to
TOWN OF HAYDEN

1	25
2	
3	
4	
5	

1	2	3	4	5	6
7	8	9	10	11	12

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20