

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	MAY 7 1982
DATE ENTERED	DBE 5/25/82

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

1 NAME

HISTORIC
Union Pacific Depot
AND/OR COMMON
Sterling Depot

LOCATION

STREET & NUMBER
210 N Front St.

NA NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Sterling

NA VICINITY OF

4

STATE

CODE

COUNTY

CODE

Colorado

08

Logan

075

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
NA DISTRICT	NA PUBLIC	X OCCUPIED	NA AGRICULTURE
X BUILDING(S)	X PRIVATE	NA UNOCCUPIED	X COMMERCIAL
NA STRUCTURE	NA BOTH	NA WORK IN PROGRESS	NA EDUCATIONAL
NA SITE	PUBLIC ACQUISITION	ACCESSIBLE	NA ENTERTAINMENT
NA OBJECT	NA IN PROCESS	NA YES: RESTRICTED	NA GOVERNMENT
	NA BEING CONSIDERED	X YES: UNRESTRICTED	NA INDUSTRIAL
		NA NO	NA MILITARY
			NA MUSEUM
			NA PARK
			NA PRIVATE RESIDENCE
			NA RELIGIOUS
			NA SCIENTIFIC
			X TRANSPORTATION
			NA OTHER:

OWNER OF PROPERTY

NAME
Union Pacific

STREET & NUMBER
1416 Dodge St.

CITY, TOWN
Omaha,

NA VICINITY OF

STATE
Nebraska 68100

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Logan County Clerk and Recorder

STREET & NUMBER
3rd and Main

CITY, TOWN

Sterling

STATE
Colorado

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Colorado Inventory of Historic Sites

DATE
Ongoing

NA FEDERAL X STATE NA COUNTY NA LOCAL

DEPOSITORY FOR
SURVEY RECORDS Colorado Historical Society, 1300 Broadway

CITY, TOWN

Denver

STATE
Colorado 80203

7 DESCRIPTION

CONDITION

~~NA~~ EXCELLENT
~~NA~~ GOOD
 FAIR

DETERIORATED
~~NA~~ RUINS
~~NA~~ UNEXPOSED

CHECK ONE

UNALTERED
~~NA~~ ALTERED

CHECK ONE

ORIGINAL SITE
~~NA~~ MOVED DATE NA

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Sterling Depot is an excellent example of late Victorian eclectic architecture used for a small railroad station. Elements of Jacobethan, Italian Villa and Romanesque revival are mixed successfully in this delightful structure.

The depot is long and narrow, parallel to the tracks. The long facades are symmetrical. The structure is one story with multiple hipped roof elements. Brick with stone and wood trim are the materials.

The entrance facade has a projecting three-story square tower with a doorway. The tower exhibits a considerable amount of decorative work; a compound arch with keystone above the doorway, on the tower faces small corbelled brick arches, windows with diamond-paned upper sashes and brick segmental arched openings with keystones, and brick corbels at the roof eaves. Each side of the tower has a round decorative element which was undoubtedly intended to contain a clock face. The tower is flanked at each side by two-story gable ends with a round arched window in each and triple, diamond paned window above. Both the tower and gable ends are supported by splayed and battered stone buttresses.

The track side facade has a slightly projecting two-story gable end at the center with a round, arched window. The gable end pierces the hipped roof with the eave following the line of the arched window. The arched window is repeated in the lights around the two doors which flank the center gable end, and which are sheltered under the roof eaves.

The interior of the building consists of nine rooms, the larger two being waiting rooms. The floor in the central ticket lobby and both waiting rooms are laid in a harlequin pattern of alternating black and beige colored concrete. Oak is used as trim around windows and as a wainscoting in the interior. There are four of the original double-faced oak benches located in the waiting rooms.

The building is essentially unaltered from the original except for small mounted lighting fixtures and the light gray asphalt roofing shingles which replaced the original wood shingles. The structure, however, is starting to show rapid deterioration because no effort is being made by the railroad to make necessary repairs. The community is showing concern for its survival.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Krakel, Dean, South Platte County; History of Old Weld County (Laramie, Wyoming, Powder River Publisher, 1954)
- Logan County Advocate
- Wells, Dale, Logan County Ledger (Logan County Historical Society, 1976)
- Conklin, Erma Burke, A Brief History of Logan County, Colorado (Denver: Welch-Hoffner Printing Co. 1978)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1

QUADRANGLE NAME Sterling South QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A			B		
ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING
13	65191010	41491841310			
C			D		
E			F		
G			H		

VERBAL BOUNDARY DESCRIPTION

The building faces Front St. between Poplar Street and Chestnut Street. It is 130' from Front St., 225' from the viaduct extension of Chestnut and 30' from Poplar.

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

STATE	CODE	COUNTY	CODE
NA			
STATE	CODE	COUNTY	CODE
NA			

11 FORM PREPARED BY

NAME / TITLE

Lydia Vandemoer and Langdon Morris A.I.A.

ORGANIZATION

N/A

DATE

April 1980

STREET & NUMBER

Rt. 1 225 Country Club Drive

TELEPHONE

522-3372

CITY OR TOWN

Sterling

STATE

Colorado

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL NA STATE NA 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

Arthur C. Townsend

TITLE State Historic Preservation Officer

DATE 3.29.82

FOR NPS USE ONLY

Determined eligible

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

NO OTHER OBJECTION

William H. Broome

DATE 5.25.82

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

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

For NPS use only

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

received JAN 8 1986
date entered 2/6/86

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

1. Name

historic Sterling Union Pacific Railroad Depot

and or common Sterling Depot

2. Location

street & number 113 North Front Street n/a not for publication

city, town Sterling n/a vicinity of

state Colorado code 08 county Logan code 075

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" 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	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	n/a in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	n/a 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 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 Sterling Downtown Improvement Corporation

street & number 209 Main Street

city, town Sterling n/a vicinity of state Colorado

5. Location of Legal Description

courthouse, registry of deeds, etc. Logan County Clerk and Recorder

street & number Third and Main

city, town Sterling state Colorado

6. Representation in Existing Surveys

title Colorado Inventory of Historic Sites official DOE (owner objection) May 25, 1982
has this property been determined eligible? yes no

date Ongoing federal state county local

depository for survey records Colorado Historical Society, OAHP, 1300 Broadway

city, town Denver state Colorado 80203

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	May 15, 1984
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The 1902 Sterling Depot (listed in the National Register at its former location) is a long, horizontally-oriented brick structure which has a large hip roof with flared eaves and brackets, prominent parapeted cross gables and a projecting three story square tower containing the entrance. The decorative elements are generally Romanesque Revival in feeling and include round-arched windows and doorway surrounds, small diamond-paned windows, splayed and battered stone buttresses at the corner of tower and gable ends, corbel tables around the tower, and a stone belt course which ties the various elements together.

The rear elevation, which was originally the track side, has a central projecting cross-gabled element with a hooded round-arched window and doors to either side with round-arched lights.

The original site of the depot was on Front Street, with the northwest side of the depot facing the commercial district of Sterling and the rear adjacent to the Union Pacific tracks.¹In 1984 the building was moved to a location on the north side of Front Street one block west of the former location. The depot faces Front Street, as it did originally, with an unobstructed view of the tracks. The new site is a corner lot, one half block wide, which accommodates the scale of the building and will permit extensive landscaping. In that a trackside relocation was not possible, the new lot presented the best alternative for retaining an association with the commercial district, as well as a visual link with the tracks. The buildings which now surround the depot on Front and Main streets are commercial, one to two stories in height and which date to the turn of the century. These buildings are similar to those which the depot formerly faced.

The new site, however, was not spacious enough to accommodate the entire depot with its 1923 additions. These sections consisted of a ladies restroom twenty and one half feet long added to the south end of the building and a freight wing fifty-six feet long added to the original thirty-three foot baggage wing at the north end of the building. Since the 1902 appearance of the depot was considered important and appropriate historically to select as the date to which to renovate the building, it was decided to remove the 1923 additions before moving the building. The baggage addition had no significant interior features. The interior walls were of cement, with no wood trim, save for door and window frames. The floor was concrete. (See footnote #2 below for a full description of the moving process.) The original depot measured one hundred seven feet seven inches long. Today it is one hundred three feet in length. The present baggage wing as reconstructed is fifty-three feet three inches--within three feet of its original length.

The original baggage room (now at the south end of the depot) created a problem in moving because the original north wall had been removed when the 1923 extension was added. A proposal was made by the mover (Carl Ryberg) to remove most of the remaining two walls of the original baggage section and to substitute portions of the 1923 addition.

In that the 1923 section was built to match the depot in brickwork, and configuration and size of the bays, as well as trimwork on the wall surface, it was decided the original appearance could be replicated using the 1923 addition. The wing, as it looks today, does appear original. In its present condition, the freight wing has an original 1902 door and a window and a 1923 door and window on the facade facing Front Street. The only change from the original fenestration is the addition of the 1923 door between the two windows. The end wall originally had a freight door; it presently has two windows. The trackside elevation originally had a door and two windows; it now has four windows.

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

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

Sterling Union Pacific

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date entered <i>4/1/86</i>

Continuation sheet

Railroad Depot

Item number 7

Page 2

The interior of the existing building contains seven rooms, the two largest of which are the waiting rooms. The floors of the central ticket lobby and waiting rooms were removed and stored during the moving process and are awaiting restoration to the original harlequin pattern of block and beige concrete and tiles. The trim around the windows, the window seats and the wainscotting are of oak. Four of the original oak benches which were in the waiting rooms have been stored for future use.

Recently, the end wall of the ladies waiting room was restored to its original 1902 appearance with two windows above the stone belt course. Care has been taken to match the brick of the wall and the stone of the belt course. Complete restoration of the structure will take place when the Sterling Downtown Improvement Corporation finds an appropriate owner and use for the depot.

¹The original site has a highway overpass to its immediate north, a parking lot to its immediate south where a metal rectangular building used as a stationmaster's office now sits. There are no other historic buildings associated with the railroad depot remaining on the surrounding land owned by the Union Pacific.

²The firm of H. Carl Ryberg Construction Company moved the depot. The Moving Agreement included this description of the procedure which was subsequently used by the firm:

Mover will demolish the addition known as the ladies restroom. More particularly described as the west twenty and one half feet of the south end of the existing depot, and approximately fifty-six feet of the freight additions added on the original constructed depot on the east end of the structure. Mover will salvage certain materials for the Owner and deliver to the Owner's storage area in accordance with the following: Mover will preserve all light fixtures, door jams, windows and the connecting trim, freight scales, freight doors, brick, stone and bric-a-brac trim.

Due to balancing the main portion of the structure with the tower, it will be necessary to divide the structure into two sections for the moving phase. Mover will separate the structure into two sections, provide temporary shoring and bracing for the moving and setting down upon the foundation at the new site. Mover warrants that the work to be done will be up to the highest standards of the industry. Mover will remove the concrete floor, preserving the floor tile where possible, tuckpoint areas of the exterior brick replacing some missing and damaged brick where needed for moving purposes. Bracing of the tower will require removal of roof coverings where bracing partitions are installed between the tower and the roof. The cable gusset bracing will require a hole in the roof and ceiling for the cable to penetrate through to tie the tower back to the main structure. Moving of the structure entails supporting and moving the brick and sandstone around the perimeter walls that rest upon the existing concrete foundation walls, the interior frame partitions around the agents and ticket office, ceiling and roof of the structure. It is contemplated that the frame partitions located in the freight addition will not be moved. Separation of the structure

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

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

Sterling Union Pacific
Railroad Depot

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date entered 2/2/86

Continuation sheet

Item number 7

Page 3

will be in a close proximity east of the brick wall separating the main section of the depot from the freight section. The remaining freight section of the depot to be moved will be approximately 33' long. Moving of the present attached section would leave the east end open and considerable work and cost to reconstruct the open end. Subject to historic preservation approval, it is recommended that the existing north 33' of the freight addition be substituted and moved instead of the existing section.

Roof Repair. Mover will repair the cut area where the structure is separated restoring it to its original condition, as nearly as practicable, except for the roof covering, which will be covered with felt or other materials necessary for temporary protection from the leakage, blowing dust, or other such weather hazards.

All restoration work is to be performed by Mover in a manner satisfactory to the historic preservation architects of the Colorado Historical Society, or their agents.

The recommendation of the mover concerning the freight addition was accepted and the 1923 section was moved with the rest of the building. Project architect Ronald Abo in a letter dated February 19, 1985, gives further details:

The mover felt that it would be difficult to remove the 1923 baggage extension and then move the original baggage section because the end wall of the original baggage section had been removed when the 1923 baggage extension was added. He recommended substituting the 1923 baggage addition for the existing baggage section. This resulted in a \$5,000 deduction from the contract price.

At the time the mover proposed this, it is my recollection that we obtained approval from the State Historical Society to do this as long as the 1923 baggage addition was restored to exactly the same configuration as the original baggage section.

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 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 1902 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Sterling Depot is significant as one of the most important monuments in this town whose very existence is attributable to the railroad, and as an excellent example of railroad depot architecture of the time. It represents one of the two most notable public buildings in Sterling, both in terms of its architecture and history (the other being the courthouse).

The building of the Union Pacific depot in 1902 crowned Sterling's greatest period of development. The history of Sterling, a small community on the eastern plains of Colorado, began in the early part of the 1870s with the arrival of southerners seeking a new life after the Civil War. They chose the site because of Colorado Central Railroad plans to construct tracks nearby, but not until 1881 after colonist M.C. King had donated eighty acres to the Union Pacific for shops was a railroad finally extended to the location and the town of Sterling established.

The town flourished over the next decades because the railroad provided access to eastern markets for the agricultural products (which after 1900 included sugar beets) and the cattle and sheep raised on the surrounding farms. With the town well-established, the Union Pacific decided in 1902 to replace its old facilities with a grand new depot.

The Romanesque Revival style chosen for the building by the Union Pacific designers was already a bit of nostalgia in 1902, but the characteristic elements of the style created the impressive visual effect desired for a building with such community-wide importance. The tower in particular had been de rigeur for every building of consequence during the previous fifty years. The floor plan of the depot was typical with its two waiting rooms, agent's office and projecting agent's bay with a view of oncoming trains, and the overhanging roof for sheltering waiting passengers.

The importance of the railroad to Sterling continued to grow, and by 1923 even the 1902 depot proved inadequate and additions were made to each end of the building. However, the status of railroads has changed drastically in the last decades. By 1983, with the railroad no longer in need of a passenger depot in Sterling, the Union Pacific offered to donate the structure to the town with the provision that it be moved off railroad property. The city and the Sterling Downtown Improvement Corporation worked vigorously with the railroad in an effort to maintain the depot on its original site. Although the Union Pacific had no plans for construction on the depot land, the company stated that they did not want the liability of having the building on their property.

Given the final option by the Union Pacific to either move the building or see it demolished, Sterling citizens mounted a successful drive to raise necessary funds, and the city subsequently elected to accept the building and to move it. Because the city was unable to budget funds for renovation, the Sterling Downtown Improvement Corporation, with plans to develop the structure for commercial use, was given title to the property.

SDIC has demonstrated its concern for the retention of the historic character of the building and has planned a careful restoration of the interior as well as the exterior.

9. Major Bibliographical References

Krakel, Dean. South Platte County; History of Old Weld County. Laramie, WY.; Powder River Publisher, 1954.

Logan County Advocate.

Well, Dale. Logan County Ledger. (Logan County Historical Society, 1976.)

10. Geographical Data

Acreeage of nominated property less than 1

Quadrangle name Sterling South

Quadrangle scale 1:24,000

UTM References

A

1	3	6	5	1	9	0	0	4	4	9	18	4	3	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

Lot 9-11, Block 3, Original Town of Sterling. The building faces Front Street between Poplar and Chestnut Streets. It is 130' from Front Street, 225' from the viaduct extension of Chestnut and 30' from Poplar.

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 Sharon Eifenbein

organization Home Histories date August, 1985

street & number 170 Lafayette St. telephone 722-8162

city or town Denver 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 Barbara Sudler

title State Historic Preservation Officer date 12-20-85

For NPS use only

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

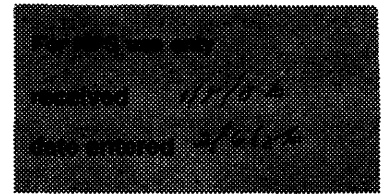
Bob Grosvenor date 1/6/86
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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

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



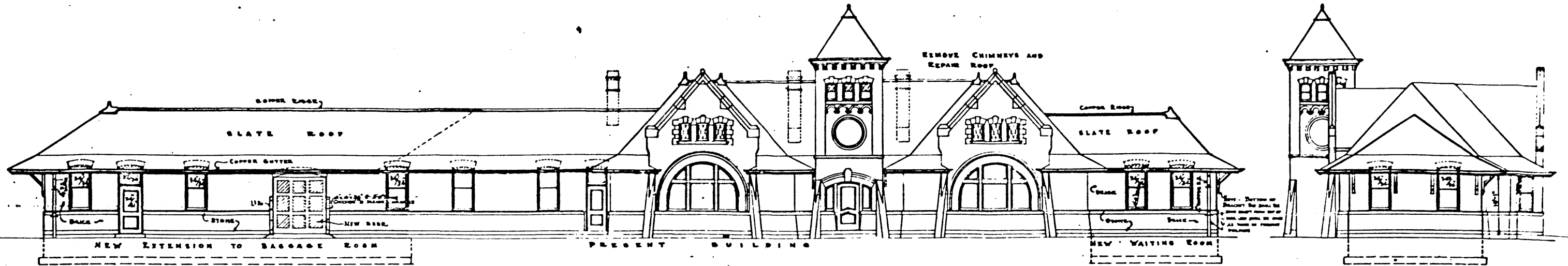
Continuation sheet Biographical References Item number 9

Page 2

Conklin, Erma Burke. A Brief History of Logan County. Denver: Welch-Hoffner
Printing Co., 1928.

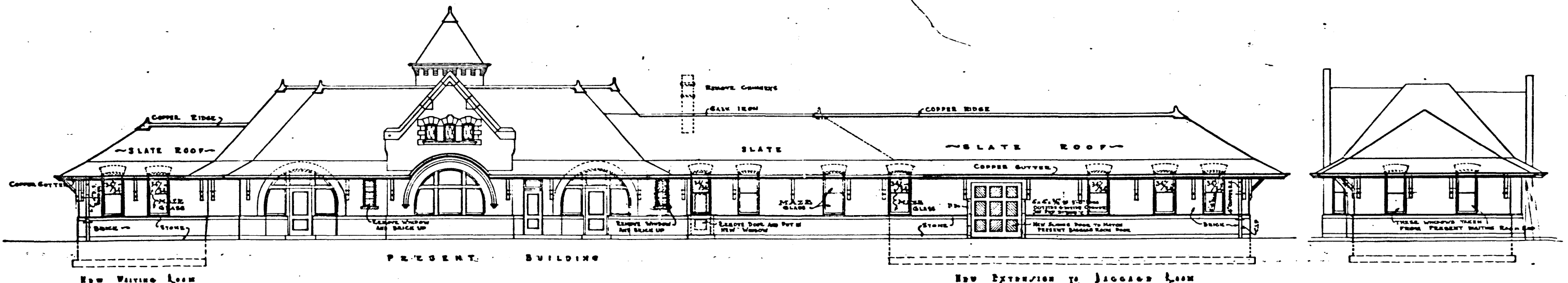
Meeks, Carroll L.V. The Railroad Station in Architectural History.
New Haven: Yale University Press, 1956.

Maddex, Dine. Built in the USA. Washington, D.C.: The Preservation Press,
1985



ELEVATION - TOWN - SIDE

EX. ELEVATION - WOMEN'S WAITING ROOM



ELEVATION - TRACK - SIDE

EX. ELEVATION - BAGGAGE ROOM

Sterling Union Pacific Railroad Depot
Logan County, Colorado

Union Pacific Railroad, Colorado
Division
Draftsman: Harop (sp.?)
08-02-22 Revision: 08-17-22
Scale: 1/8"=1'

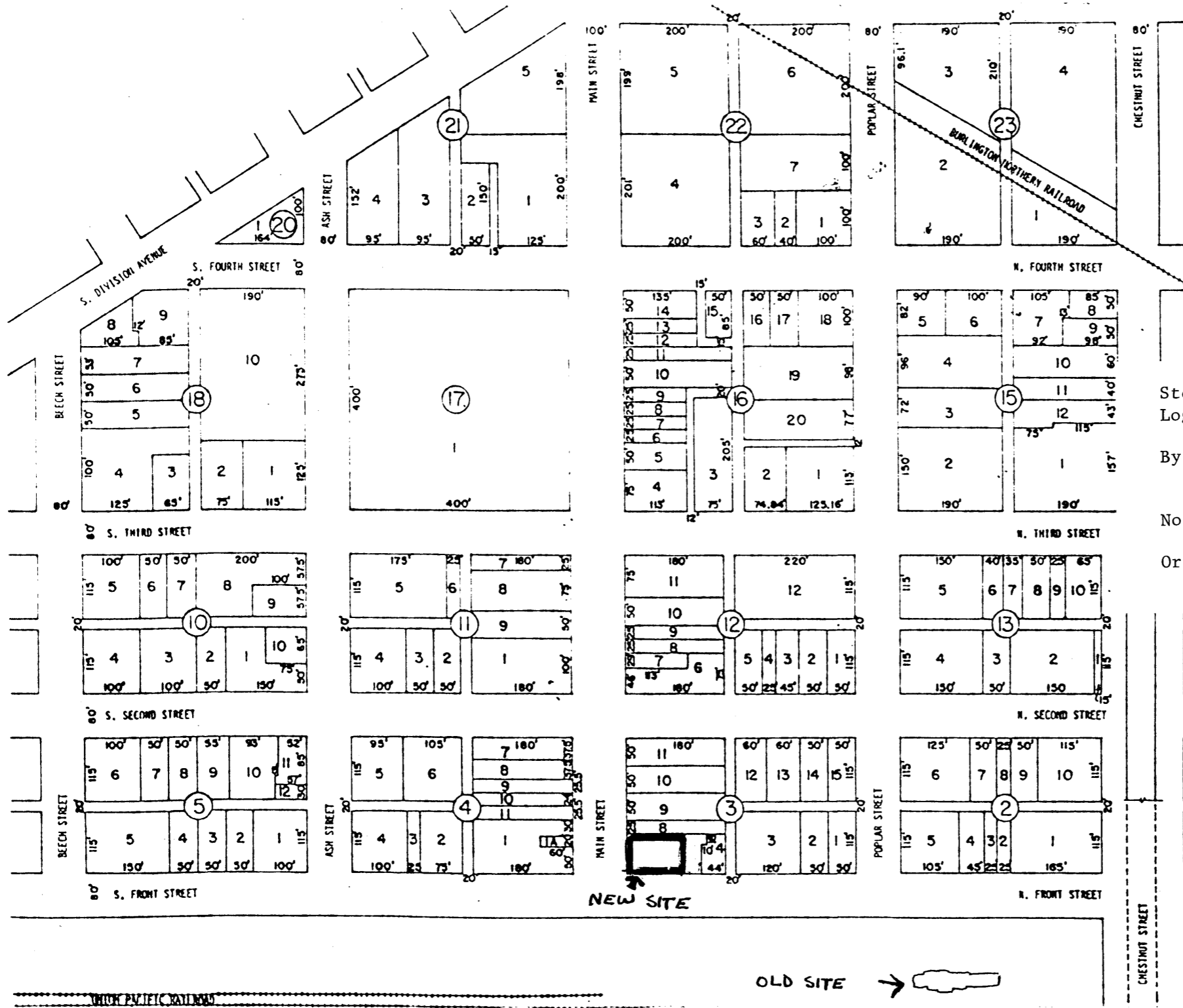
Scaled drawing showing all elevations.

SUBMITTED
APPROVED

AS CONSTRUCTED.
UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEER
Colorado Division - Sterling
REPAIRING & EXTENSION TO
PASSENGER DEPOT
SIDE & EX. ELEVATIONS

EXISTING PARCEL MAP

10



Sterling Union Pacific Railroad Depot
Logan County, Colorado

By: Environmental Planning and Research
Inc., Chicago, Illinois

No Date. Scale: 9/10 inch = 100 feet

Original location and new site shown.

DOWNTOWN RECONNAISSANCE STUDY

STERLING, COLORADO

ENVIRONMENTAL PLANNING AND RESEARCH INC.
132 SOUTH MICHIGAN AVENUE CHICAGO, ILLINOIS 60604

EPR