
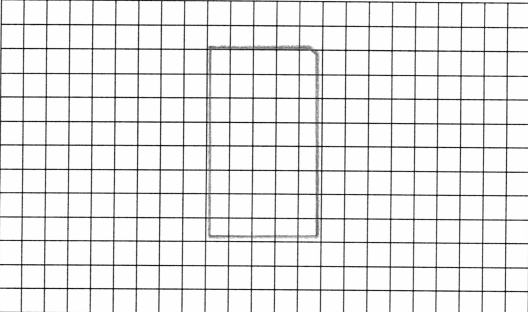


HISTORIC BUILDING INVENTORY RECORD

NOT FOR FIELD USE	
<input type="checkbox"/> Eligible	<input type="checkbox"/> Nominated
<input type="checkbox"/> Det. Not Eligible	<input type="checkbox"/> Certified Rehab.
Date _____	

PROJECT NAME: Littleton Historic Buildings Survey 1997 (#97-01-082)		COUNTY: Arapahoe	CITY: Littleton	STATE ID NO.: 5AH255.1
CURRENT BUILDING NAME: Denver & Rio Grande Depot		OWNER: City of Littleton		
ADDRESS: 5401 S RIO GRANDE ST Littleton, CO 80120		TOWNSHIP 5S RANGE 68W SECTION 16 SW 1/4 NW 1/4		
HISTORIC NAME: Denver & Rio Grande Depot		U.S.G.S. QUAD NAME: Littleton, Colo. YEAR: 1965 (r. 1994) X 7.5' 15'		
DISTRICT NAME:		BLOCK: N/A	LOT(S): M&B	
FILM ROLL NO.: 97-16 BY: Roger Whitacre		NEGATIVE NO.: 25	LOCATION OF NEGATIVES: Littleton Hist. Mus.	DATE OF CONSTRUCTION: ESTIMATE: 1875 ACTUAL: SOURCE: Historic Structure Rpt.
			USE: PRESENT: Vacant	
			HISTORIC: Railroad Depot	
			CONDITION: X EXCELLENT GOOD FAIR DETERIORATING	
			EXTENT OF ALTERATIONS: X MINOR MODERATE MAJOR DESCRIBE: Chimney replaced. Moved and restored.	
STYLE: No Style (Vernacular Masonry)		STORIES: 1 1/2	ORIGINAL SITE MOVED X DATE(S) OF MOVE: 1984	
MATERIALS: Stone, Wood		SQ. FOOTAGE: N/A	NATIONAL REGISTER ELIGIBILITY	
ARCHITECTURAL DESCRIPTION: 1 1/2-story stone railroad depot with side gable roof with widely overhanging eaves with large brackets with ornamental acorns resting on stone consoles; metal roofing; brick chimney with concrete trim. Walls composed coursed, rock-faced rhyolite; slightly projecting foundation of same stone. Paneled doors on east and west. Main west door surmounted by transom and flanked by paneled and glazed sidelights; pedimented stone lintel; second door and transom and pedimented lintel on west toward south end. Above main west entrance is sign reading "Littleton." Adjacent to main west door is bay window with three 2/2-light double-hung windows; attached to bay is metal signal tower with ladder. Windows are 2/2-light, double-hung sash with rock-faced stone sills and lintels; some pedimented lintels. Round windows at apex of gables.			INDIVIDUAL: X YES NO	
			CONTRIBUTING TO DISTRICT: YES NO	
			LOCAL LANDMARK DESIGNATION: Yes	
			NAME: Littleton DATE: 1973	
ADDITIONAL PAGES: YES X NO			ASSOCIATED BUILDINGS? YES X NO TYPE:	
			IF INVENTORIED, LIST ID NOS.:	

PLAN SHAPE: 	ARCHITECT: Unknown	STATE ID NO.: 5AH255.1
	SOURCE:	ORIGINAL OWNER: Denver & Rio Grande Railroad
	BUILDER/CONTRACTOR: Denver & Rio Grande Railroad	SOURCE: Report to Stockholders, 1880
	SOURCE: Kenton, Denver Railroads	THEME(S): Rail Era: Rail Town Physical Form, 1870-1920

CONSTRUCTION HISTORY (DESCRIPTION, NAMES, DATES, ETC., RELATING TO MAJOR ALTERATIONS TO ORIGINAL STRUCTURE):
 In 1906, plans were prepared for a bay window addition. Depot expanded in 1907 with bay window and baggage room on north. In 1952, all doors, and all but two windows were replaced and the exterior was painted. Restored in 1980s at cost of \$40,000, including removal of paint from stone walls.

CONTINUED YES X NO

HISTORICAL BACKGROUND (DISCUSS IMPORTANT PERSONS AND EVENTS ASSOCIATED WITH THIS STRUCTURE):
 This building was erected as the Littleton Depot of the Denver and Rio Grande railroad in about 1875. The building was constructed of rhyolite quarried at the Madge (or Douglas) Quarry near Castle Rock, Colo. This is the oldest of two historic train depots in Littleton and was utilized from the time of its construction until December 1982. The D&RG was founded by William Jackson Palmer. Palmer planned a north-south railroad linking Denver and El Paso, Texas, and continuing to Mexico City. The D&RG was the first railroad in Colorado to adopt a narrow gauge. The D&RG became the most extensive railroad system in the state, contributing extensively to its growth and development. In 1871, the construction company began laying track and south from Denver to Colorado Springs, completing rails east of Richard Little's homestead in August 1871. The first train passed through in October, with civic leaders and journalists on the initial trip to Colorado Springs. The arrival of the train motivated Little to plat his homestead into the town of Littleton the following year. The first timetable listed Littleton as a stop for three trains. By 1889, a commuter train, "Uncle Sam," was making six daily stops in Littleton, with side trips to Fort Logan, enabling Littleton to become a bedroom community for Denver workers and allowing Littleton residents to visit Denver for culture and recreation. In 1907, the depot was expanded to serve increasing commuter traffic. Passenger service ended in 1967. The depot was used for freight service until 1982.

CONTINUED YES X NO

SIGNIFICANCE (CHECK APPROPRIATE CATEGORIES AND BRIEFLY JUSTIFY BELOW):

ARCHITECTURAL SIGNIFICANCE: <input type="checkbox"/> REPRESENTS THE WORK OF A MASTER <input type="checkbox"/> POSSESSES HIGH ARTISTIC VALUES <input checked="" type="checkbox"/> REPRESENTS A TYPE, PERIOD, OR METHOD OF CONSTRUCTION	HISTORICAL SIGNIFICANCE: <input type="checkbox"/> ASSOCIATED WITH SIGNIFICANT PERSONS <input checked="" type="checkbox"/> ASSOCIATED WITH SIGNIFICANT EVENTS OR PATTERNS <input type="checkbox"/> CONTRIBUTES TO AN HISTORIC DISTRICT
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STATEMENT OF SIGNIFICANCE:
 Littleton's Denver & Rio Grande Depot is significant for its association with the development of transportation networks in nineteenth century Colorado, having been part of the D&RG's first line from Denver to Colorado Springs in 1871. The D&RG was an important impetus to the growth and development of Colorado and motivated the platting of the town of Littleton in 1872. The depot, although moved from its original location, is the only depot historically associated with the D&RG in Littleton, and was used by the railroad from its construction until 1982. The building displays excellent integrity of design, materials, and craftsmanship, having been restored by the community in 1981. The building is representative of nineteenth century depots in small towns in Colorado through its simple, rectangular composition notable for its rhyolite construction, with gabled roof with widely overhanging eaves and decorative braces.

CONTINUED YES X NO

REFERENCES (BE SPECIFIC):
 Tivis Wilkins, Colorado Railroads (Boulder: Pruett Publishing Co., 1974), 7; Litt. Hist. Museum files; Colo. Hist. Soc. Office of Arch. and Hist. Pres. files; Robert McQuarie and C.W. Buchholtz, Littleton: Settlement to Centennial (Littleton: Litt. Hist. Museum, 1990), 24 and 34; Rocky Mountain News, 10 Apr. 1983, 39 and 3 Dec. 1989, 22; Thomas J. Noel, Buildings of Colorado (New York: Oxford Univ. Press, 1997), 125; Houstoun Waring, Hous's Littleton (Littleton: Litt. Independent, July 1981), Ch. 2.

CONTINUED YES X NO

SURVEYED BY: R.L. Simmons/T.H. Simmons	AFFILIATION: Front Range Research Associates, Inc.	DATE: October 1997
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