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SALIDA, COLORADO
HISTORIC BUILDINGS SURVEY, 2006-07

Final Survey Report



Front Range Research Associates, Inc.
Denver, Colorado

SALIDA, COLORADO
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Final Survey Report

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COVER: Clockwise from upper left: Comstock/Carpenter Terrace, 223-49 E Street (Denver Public Library, Western History and Genealogy Department, photographic collection, circa 1900s, image number X-13300); Hughes House, 237 D Street (Collman, Trails Among the Columbine, 93, Steve Frazee Collection); 120-22 C Street, Parlin Terrace, parapet detail, field photograph, 2006; and Salida D&RG Railroad workers (DPL/WHGD, photographic collection, Virgil G. Jackson photograph, circa 1890s, number X-13315).

I. INTRODUCTION

Salida is the county seat of Chaffee County and its largest city, with a population of 5,504 in 2000.[1] The city is the service, supply, and tourism and recreation center for the Upper Arkansas Valley. The Denver and Rio Grande Railroad bypassed the existing settlement of Cleora to establish Salida in 1880. Salida became a major division point for the D&RG, which erected extensive railroad facilities that included narrow and standard gauge roundhouses north of the commercial district on the bank of the Arkansas River. The railroad workers fueled the city's growth, requiring housing (single family dwellings, boardinghouses, and hotels) and patronizing a multitude of local businesses and community institutions. In Salida, the D&RG erected a railroad hotel in 1883 and a hospital in 1885. The health care facility treated most of the medical cases of railroad workers throughout the D&RG system. Salida developed quickly, and became the hub of a prosperous mining and agricultural region within a decade of its founding. Railroad activity began to decline in the 1950s and, in 1971, Salida ceased to be a division point for the D&RG. Tourism, recreation, and arts-related enterprises grew in importance during the second half of the twentieth century. It is within this historic context that Salida's architectural heritage emerged.

Purpose

The goal of the 2006-07 survey of historic buildings in Salida was to conduct an intensive survey of one hundred properties in the northeastern portion of the city. The 24.8-acre survey area was bounded by the Arkansas River on the north, the Downtown Historic District on the west, B Street on the east, and Third Street on the south. Historic resources within the survey area were mostly residential in nature. All of the properties included in the survey were located in one of the areas of the city that a 2001-02 reconnaissance survey had identified as having the highest priority for future intensive survey work. The surveyed resources were recorded on Colorado Historical Society Architectural Inventory forms (Form 1403) and were evaluated in terms of potential eligibility to the National Register and State Register and as local landmarks. The contributing or noncontributing status of resources within the area was addressed to assist future planning and survey projects, although no definite district boundaries were established.

Project Results

The survey resulted in the documentation of one hundred properties on Colorado Historical Society Architectural Inventory forms (Form 1403), each with an architectural description, historical background, evaluation of significance, black and white photographs, and sketch and locational maps. Ten individual resources included in the intensive survey were evaluated as potentially individually eligible to the National Register (as well as potentially eligible to the

[1] U.S. Bureau of the Census, *Census of Population and Housing*, 2000.

State Register) and twenty (including the ten identified as National Register eligible) were evaluated as potential Salida landmarks.

In 2001 the City of Salida created a Historic Preservation Commission charged with the goal of preserving, protecting, and enhancing Salida's unique architectural heritage. In 2005 a local historic district ordinance was adopted and the city became a Certified Local Government. The data resulting from this survey will assist the Commission with preservation planning within the city. Assessments of National Register of Historic Places, State Register of Historic Properties, and local landmark eligibility, the evaluation of historic district eligibility, and the documentation of buildings on survey forms will provide direction for future preservation efforts. The information resulting from this survey will constitute one basis on which sites are nominated for designation as landmarks and citizens of Salida are made aware of the city's architectural and historical heritage.

Funding

This project was funded by a Certified Local Government grant to the City of Salida (grant number CO-06-017). The City of Salida provided a city employee to supervise and coordinate the project. The survey was conducted following the guidelines of the Colorado Historical Society Office of Archaeology and Historic Preservation publication *Colorado Cultural Resource Survey Manual* (volumes I and II). Architectural classifications of buildings are based on the Society's publication *A Guide to Colorado's Historic Architecture and Engineering* (Second Edition, March 2003) and the lexicon for architectural styles included in the *Survey Manual*.

The activity that is the subject of this material has been financed in part with Federal funds from the National Historic Preservation Act, administered by the National Park Service, U.S. Department of the Interior and for the Colorado Historical Society. However, the contents and opinions do not necessarily reflect the views or policies of the U.S. Department of the Interior or the Society, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by the Department of the Interior or the Society.

This program receives Federal funds from the National Park Service; Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental Federally assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, NW, Washington DC 20240.

II. PROJECT AREA

The 2006-07 Salida Historic Buildings Survey was a comprehensive intensive survey that examined approximately 24.8 acres of urban land in the northeastern part of the city and recorded a total of one hundred resources (See the Appendix). Most of the properties included in the survey were residential in nature. The survey embraced a geographically contiguous area. Figure 1 shows the location of the survey areas on a USGS map extract, while Figure 2 identifies surveyed resources on a map showing building footprints. The properties were located in an area bounded by the Arkansas River on the north, the Downtown Historic District on the west, B Street to the east, and Third Street to the south. The surveyed properties were located in Sections 32 and 33, Township 50 North, Range 9 East and Section 5, Township 49 North, Range 9 East, New Mexico Principal Meridian, Chaffee County, Colorado.

Physical Setting

The street grid in this section of Salida is rotated approximately 38 degrees east of true north to align with the channel of the Arkansas River. Within the intensive survey area, northeast-southwest oriented streets include B through E streets; northwest-southeast streets include First, Second, and Third streets and Sackett Avenue. Full blocks in the survey area are roughly square (about 325 feet on each side), with most having alleys that parallel the numbered streets. The route of State Highway 291 follows First Street through the survey area and provides access to the older area of Salida from U.S. 50 to the south.

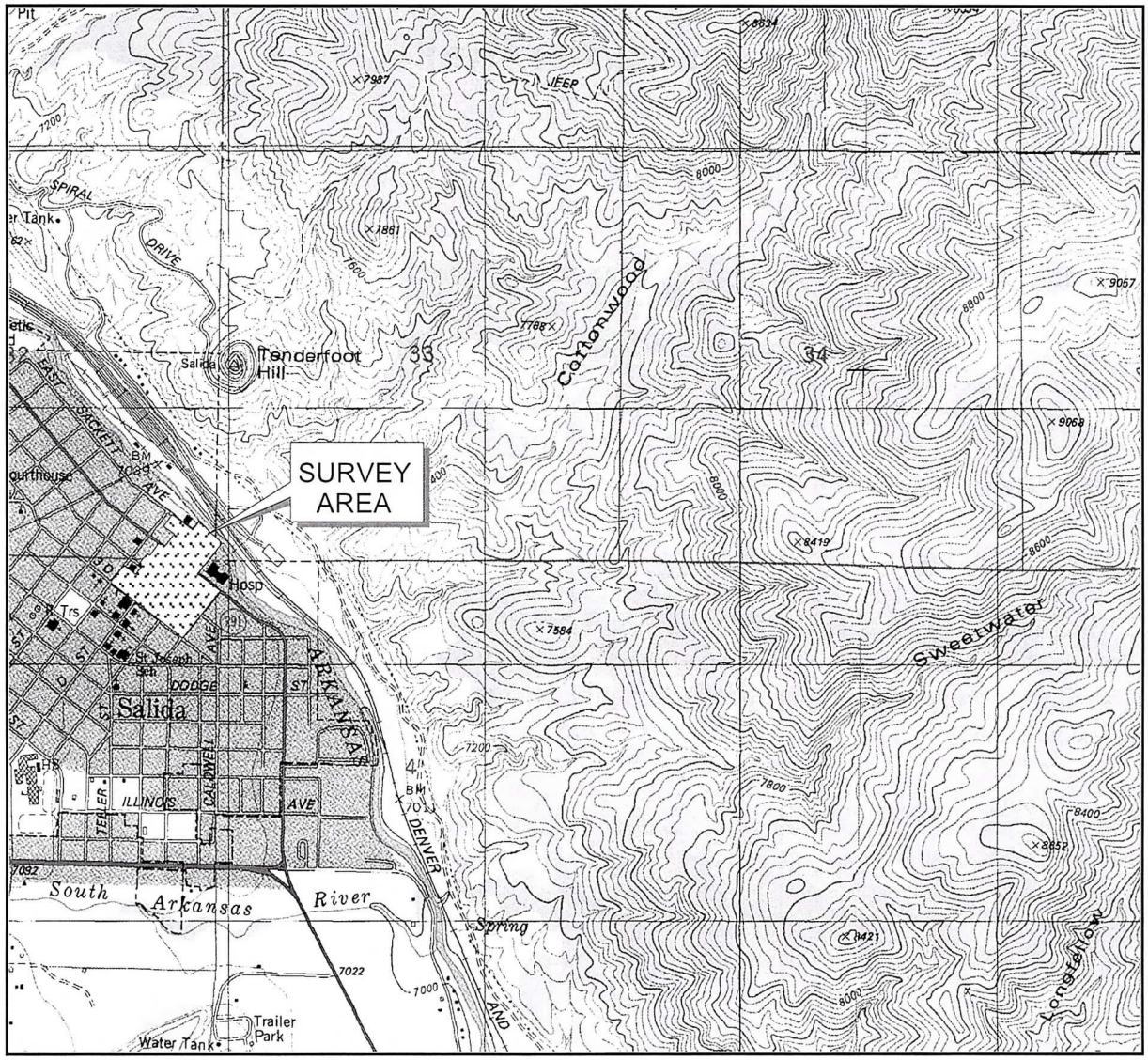


Figure 1. The location of the 2006-07 survey area is indicated by the hatched area on this USGS map extract. SOURCE: U.S. Geological Survey, "Salida East, Colo.," 7.5 minute topographic map (Denver: U.S. Geological Survey, 1994).

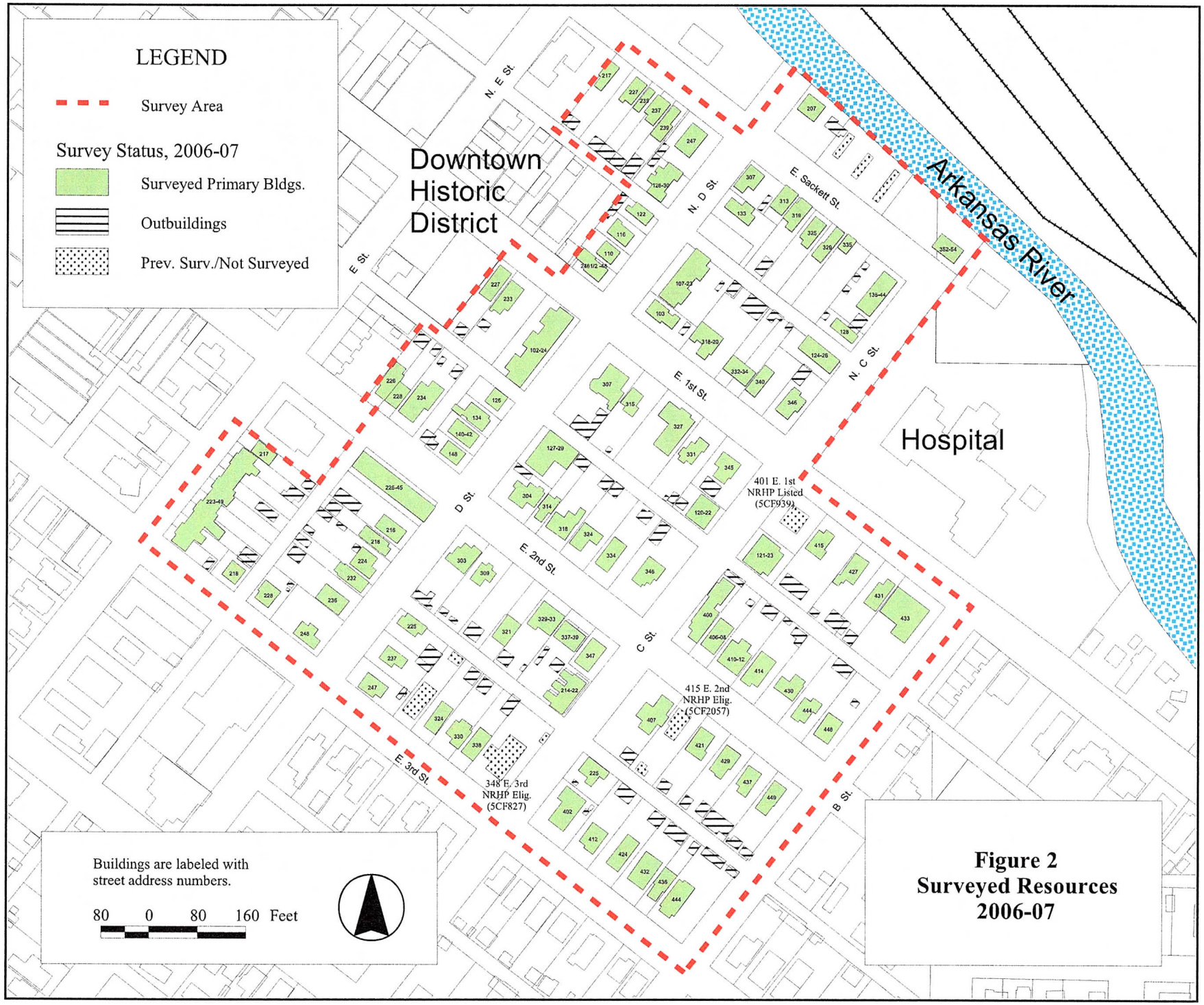


Figure 2
Surveyed Resources
2006-07

III. RESEARCH DESIGN AND METHODS

Objectives and Scope of Work

The objective of the 2006-07 survey of historic resources in the City of Salida was to document a minimum of one hundred properties within a specified area and evaluate their eligibility for listing in the National and State Registers and as local landmarks. The buildings were to be described, photographed, researched, mapped, and evaluated, with Colorado Historical Society Architectural Inventory forms (Form 1403) completed for each property. The survey forms were to be produced in a database format for subsequent use by the City. An additional goal was to evaluate the contributing and noncontributing status of resources to a potential historic district, if applicable. Survey forms were to be produced for each of the documented properties. The project also called for a final report (this document) explaining the survey findings, including evaluations of the surveyed properties, and providing an overview of the history of Salida and the survey area. The report was to include a USGS topographic map extract outlining the project area and a survey map showing the surveyed buildings' locations.

File Search and Previous Surveys in Salida

Prior to this project only a small number of residential properties in Salida had been intensively surveyed. A 2001-02 survey of the Downtown Salida Historic District and selected adjacent properties was conducted by Front Range Research Associates, Inc. The firm also completed a reconnaissance level survey of the entire city which prioritized areas for future intensive survey work. In 2005-06 an intensive survey of thirty scattered, principally residential resources was completed. According to a 29 March 2006 file search by the Colorado Historical Society, Office of Archaeology and Historic Preservation (OAHP), none of the one hundred resources included in the survey had been previously recorded. Three resources in the survey area were previously surveyed: the U.S. Forest Service Salida Work Center Cochetopa Supervisor's warehouse, 348 East Third Street, 5CF827; the F.A. Jackson House, 401 East First Street, 5CF939; and the Graf-McNamara House, 415 East Second Street, 5CF2057. The F.A. Jackson House was listed in the National Register in 1999. The Salida Work Center was determined to be eligible to the National Register in 1997. The Graf-McNamara House was determined to be eligible to the National Register in 2006.

Expected Results

Based on the results of the file search, preliminary historical research, and a reconnaissance of the area, it was expected that the resources would be principally residential in nature. Several buildings were expected to be of the Terrace Type, embracing more than one residential unit. Since the survey area is adjacent to a regional medical center, it was expected that a few properties might have medical functions. The area's proximity to the former Denver & Rio

Grande yards and the historic D&RG hospital led to expectations that there had been a relationship between the survey area and its residents and the railroad.

Important questions about the properties to be surveyed included their dates of construction, the principal building materials used, and the architectural styles exhibited. Identification of prominent persons associated with the buildings and their original functions were topics for research. Examination of the ability of existing buildings to convey their historic character was a focus of the study.

Intensive-Comprehensive Survey Fieldwork

The comprehensive-intensive level field survey was conducted throughout June 2006. The fieldwork included the examination of buildings for architectural features and design elements, building materials, building condition, plan, setting, and alterations. The location of each resource was verified on a base map. Black and white photographs of each primary building and secondary buildings visible from public right of ways were taken. Property owners and other interested persons encountered or identified during the fieldwork were interviewed for information about some historic properties. A total of 100 primary buildings, together with their associated outbuildings, were recorded in the field.

Photography

Black and white photographic views of each resource surveyed were taken in June 2006. All prints were four-by-six inches and were produced on Fuji Crystal Archive paper from thirty-five millimeter black and white negatives. Photographs were identified using archival computer labels produced from the project database. The labels indicate Smithsonian identification number, address, photographer, date, film roll and frame, camera direction, and location of negative. Negatives were placed in archival sheets and a photographic log (sorted by street address and by roll and frame number) was prepared. The Colorado Historical Society Office of Archaeology and Historic Preservation received one set of prints, and the City of Salida retained one set of prints and the associated negatives. Color digital images were taken for use at the public meeting presenting the results of the survey.

Mapping

A location map and a project map of the survey area were produced. The location map was prepared by plotting the locations of surveyed properties on a digital extract of the USGS 7.5 minute quadrangle map covering the area: "Salida East, Colo." (1983). Presentation and analytical maps of the survey area were completed using a geographic information system. The City provided a CAD file, which included parcels, streets, street centerlines, and other layers. The CAD file was imported into the project GIS and the building outline layer was converted to polygons. In a few cases, building polygons were edited based on fieldwork and Sanborn maps to more closely reflect the relative sizes and locations of buildings. The building outlines were

linked to a parcel layer with attribute data provided by the Chaffee County Assessor and shifted in geographic space to match the coordinates of the CAD data. The parcel attribute database was then used to populate relevant fields in the survey database used for the generation of the Colorado Historical Society's Architectural Inventory Form for each building. The acreage of the survey area was computed using the project GIS.

Historical Research

Historical research provided essential information about the resources surveyed. Information was obtained from public agencies and institutions in Salida and Denver, as well as residents and property owners of Salida and individuals with knowledge of the city's history and historic buildings. General and specific research materials about the Salida area, including primary and secondary sources, were reviewed for background and individual property information.

In Salida, the Salida Regional Library's general reference materials on the history of the area, the Salida Centennial Committee Photographic Collection, Salida city directories, and historic Chaffee County Assessor appraisal cards were examined. Copies of city directories previously obtained from the Salida Museum were also utilized. Plats of subdivisions included in the study area were examined in the Chaffee County Clerk's Office. In the Denver area, the files of the Colorado Historical Society, Office of Archaeology and Historic Preservation were accessed, as well as historic newspapers, photographs, maps, and other research materials in the Stephen Hart Library of the Colorado Historical Society. Historic Salida newspapers archived at the library were particularly important sources of information about the backgrounds of residents. The historical materials housed at the Western History and Genealogy Department of the Denver Public Library were also useful, including Sanborn insurance maps, historic photographs, clippings files and brochures, newspaper indexes, city directories, and books relating to Salida. Manuscript U.S. Census returns for 1880, 1900, 1910, 1920, and 1930 and the Colorado 1885 Census were accessed on the internet to identify residents of particular houses and to discover occupations and demographic characteristics. The on-line index to Fairview Cemetery compiled by June Shaputis and accessed via Chaffee County GenWeb proved very useful for identifying obituaries of residents associated with surveyed buildings.

Among published resources covering the city's history are: Virginia McConnell Simmons, *The Upper Arkansas: A Mountain River Valley* (1990); Eleanor Fry, *Salida: The Early Years* (2001); June Shaputis and Suzanne Kelly, *A History of Chaffee County* (1982); Kim Swift, *Heart of the Rockies: A History of the Salida Area* (1980); and George F. Everett and Wendell F. Hutchinson, *Under the Angel of Shavano* (1963). Russ Collman's *Trails Among the Columbine* (1992) deals with the history of the Denver and Rio Grande Railroad in Salida and contains a wealth of historic photographs of the city, including many overview images taken from Tenderfoot Hill that were helpful in dating buildings in the survey area.

Chaffee County Assessor Appraisal Cards

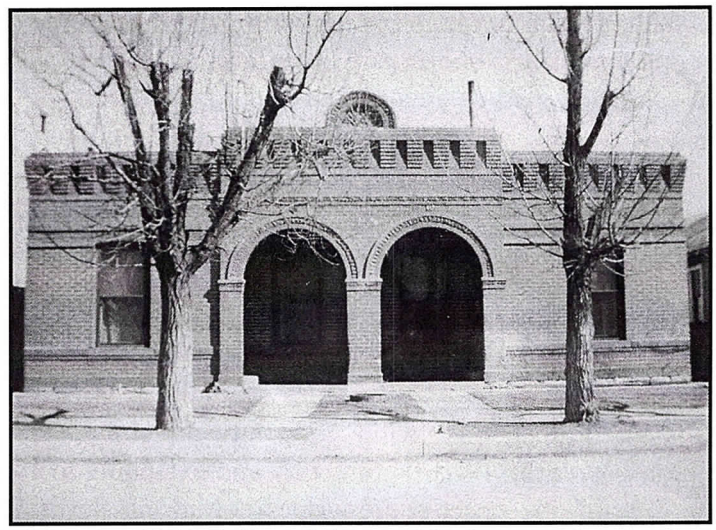


Figure 3. 410-12 E. Second Street, 1937 Assessor photograph.

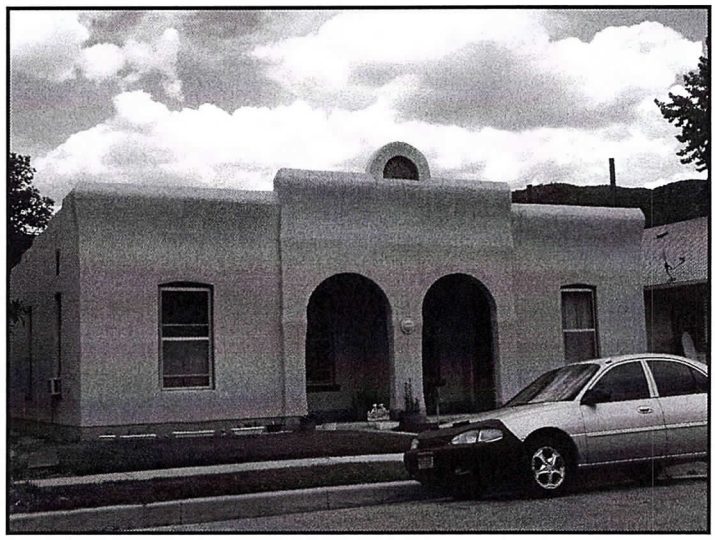


Figure 4. 410-12 E. Second Street, 2006 fieldwork photograph.

The collection of Chaffee County Assessor property appraisal cards housed in the Salida Regional Library was quite useful in the current historic buildings survey and will be a useful tool in future projects. Coverage is not comprehensive; commercial buildings and larger multi-family buildings do not appear to be included. The cards include black and white photographs of each property (most dating to 1937) which assist in determining alterations to buildings. Some have a later photograph documenting a major remodeling to the property. Most cards have some information on the names of prior owners, as well as data on building materials.

Construction Dates

Construction dates of historic buildings were determined from Chaffee County Assessor information, Sanborn maps of the survey area, city directories, historic photographs, newspaper accounts, published books, and other written sources, as well as the field survey. Construction dates from Assessor's records proved to be unreliable in many cases. Estimated dates of construction (in some cases expressed as a span of years) were produced from sources such as Sanborn fire insurance maps for 1883, 1886, 1888, 1890, 1893, 1898, 1904, 1909, 1914, 1929, and 1945, an 1882 bird's-eye-view map of the city, and panoramic photographs of the city contained in Russ Coleman's *Trails Among the Columbine*. Particularly useful for dating buildings in the survey area were photographs from Tenderfoot Hill produced in 1885, 1889, 1891, 1895, 1902, and 1904. The examination of architectural styles and features, building materials, and construction techniques also provided clues for dates of construction.

Salida is fortunate in having good city directory coverage, with scattered editions on file beginning with the 1903-04 directory and extending to 1965. The first directory organized as a reverse listing by street address does not appear until 1930-31. Unfortunately, no nineteenth century directory of residents with street addresses has been found, so for most residential buildings the first occupants identified were those living there in 1903-04. A few newspaper clippings were found providing useful information for dates of construction of specific buildings. State business directories also provided indications of when certain residents were present in the city.

Preparation and Distribution of Forms and Report

After completion of the field survey and historical research, Colorado Historical Society Architectural Inventory forms were prepared in an output form acceptable to the Colorado Historical Society and in a database format for analysis and mapping uses. The task required developing a report template that replicated the appearance of the state form produced from a database structure conforming to other project needs. The system was used for forms completion and printing and analytical sorts, listings, and queries. Sorted extracts from the database were imported into a word processing package for use as survey report tables.

The forms included information on each property's ownership, location, date of construction, building materials, architectural description, style, alterations, associated buildings, historical background, construction history, statement of significance, and sources of information. The Colorado Historical Society assigned a unique Smithsonian identification number for each property. The numbers were included on forms and photographs and were referenced in the report. New identification numbers spanned the range from 5CF2216 through 5CF2315. The architectural styles assigned on the forms were based on those in the Colorado Historical Society's booklet, *A Guide to Colorado's Historic Architecture and Engineering,* and a lexicon of architectural styles included in the Society's *Survey Manual*. Survey photographs associated with the forms were labeled and stored in archival storage sheets. The sleeves were placed in a

three-ring notebook. Included with each survey form was a sketch map showing the building outline of the surveyed resource in the context of the block where it was located and a location map consisting of an extract of the USGS quadrangle map. Both maps were produced from the GIS.

All of these survey products, together with the final report (this document), were submitted to the City of Salida and the Colorado Historical Society. The Colorado Historical Society Office of Archaeology and Historic Preservation transfers the information generated on the inventory forms into its statewide database and houses an original copy of the forms and survey report. The City of Salida also retains copies of the report, forms, and original photographs and negatives. PDF versions of the survey forms and survey report and the Access table containing the survey form data were also provided to the city on CD-ROM.

Public Meetings

Laurie and Tom Simmons of Front Range Research Associates, Inc., attended a public meeting of the Historic Preservation Commission and other interested persons at the beginning of the project on 23 March 2006 to discuss the project goals and methodology and to receive information about possible research sources. A briefing on the results of the survey was presented to the Commission at a public meeting at the conclusion of the project.

Project Participants

Front Range Research Associates, Inc., of Denver, Colorado, conducted the historic building survey as a consultant to the City of Salida. R. Laurie Simmons and Thomas H. Simmons of Front Range Research completed research, fieldwork, and consultation regarding eligibility of resources, and prepared the forms, maps, and final survey report. Tom Simmons took black and white photographs of the buildings included in the survey. Elizabeth Simmons conducted city directory, historic newspaper, and manuscript Census research and assisted in the preparation of draft historical backgrounds for individual properties. Carolyn Gentile and Stirling Myles provided research assistance for the survey.

Dara MacDonald, Planner, City of Salida, supervised and coordinated the project, provided information, reviewed draft products, and organized the public meetings. Members of Salida's Historic Preservation Commission provided input on the survey area, methodology, and project results, and reviewed the products of the survey. Evaluations of eligibility to the National Register and State Registers were discussed with Chris Geddes, National and State Register Historian for the Colorado Historical Society (CHS). Mary Therese Anstey, Architectural Survey Coordinator for CHS, reviewed the survey forms and report. Dan Corson, CHS Intergovernmental Services Director, administered the project for the Certified Local Government program.

Acknowledgments

A number of individuals and organizations contributed to the successful outcome of the project. Salida Planner Dara MacDonald prepared the grant application and ensured that the project proceeded professionally and expeditiously. Members of Salida's Historic Preservation Commission reviewed the draft survey products. The staffs of the Salida Regional Library, Colorado Historical Society Stephen Hart Library, and Denver Public Library provided access to indispensable historical materials. Local residents offered information about historic buildings and persons associated with the properties surveyed. Members of Historic Salida provided encouragement and information. Staff of the Colorado Historical Society offered technical advice and reviews and answered questions about the significance of individual properties and the potential district. To these persons and the many others who provided information and assistance, we offer sincere thanks.

IV. HISTORIC OVERVIEW

> The town, like numerous Colorado communities of the period, was a creation of the railroad company and its associates. Unlike many other Colorado towns, however, Salida remained essentially a creature of the Denver & Rio Grande. While other industries, the usual mix of mining, quarrying, smelting, agriculture and retail trade—along with the usual 'related' trades of salooning, gambling and prostitution—were practiced at various times and magnitudes in Salida, it was the railroad that defined the community.
>
> --Russ Collman, *Trails Among the Columbine*[2]

Introduction[3]

Chaffee County lies in north-central Colorado and extends along a high valley, flanked by the Sawatch Range and the Continental Divide on the west and the Mosquito Range on the east. The Arkansas River passes southeastward between the two mountain ranges and is the focus of most development in the region. Numerous tributaries of the Arkansas River flow through the county, providing water for agricultural, residential, and commercial uses. The mountain ranges act as natural barriers which create mild year-round temperatures and low humidity. The varied topography includes some of the state's most spectacular scenery, and within the boundaries of the county are more mountain peaks over 14,000 feet than in any other county in the state. Originally a part of Lake County, Chaffee County was created in 1879 and includes 1,189 square miles. The county was named after U.S. Senator Jerome Chaffee. Granite was the original county seat, a designation that was gained by Buena Vista in 1880 and won by Salida in 1928.

The Upper Arkansas Valley was a popular summer hunting and camping spot with indigenous peoples, particularly the Utes, due to its plentiful game, numerous hot springs, and mild climate. Pushing north from New Mexico, Spanish explorer Gov. Don Juan Bautista de Anza led a party assisted by Utes and Apaches that crossed the San Luis Valley and passed over Poncha Pass in an effort to quell Comanche disturbances. The expedition traveled just north of the future site of Salida in the summer of 1779.[4] Fur trappers and traders followed waterways and trails through the area during the first half of the nineteenth century. The area also experienced much activity during the period of American exploration, serving as a natural pathway to several mountain passes. Among those examining the region was Lt. Zebulon Montgomery Pike,

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[2] Russ Collman, *Trails Among the Columbine* (Denver: Sundance Publications, Ltd., 1992), 9.

[3] This section includes extracts from an historic overview of Salida's development produced for the 2001-02 survey project. Information derived from the 2006-07 survey has been added to the narrative, principally in the last section of the overview. Buildings included in the current survey are identified by state identification numbers within parentheses.

[4] Glenn R. Scott, "Historical Trail Maps of the Pueblo 1 X 2 Quadrangle, Colorado," USGS, 1975.

assigned to explore the Louisiana Purchase and locate its southwestern boundary.[5] Pike camped near the future site of Salida on 26 December 1806, after descending Trout Creek Pass. Lt. John Charles Fremont followed a similar path through the area in 1845 on a mission to investigate the boundary between Mexico and the United States at the headwaters of the Red and Arkansas rivers. In 1853 Capt. John W. Gunnison also traveled in the vicinity, traversing the San Luis Valley to explore Poncha Pass and then crossed Cochetopa Pass on his mission to scout potential road and railroad routes. Gunnison observed Native American trails near the future site of Salida that led into South Park and other parts of the state.[6]

The Mining Frontier

The gold rush, which attracted thousands to the Pike's Peak area in 1859, resulted in some prospectors penetrating the Upper Arkansas Valley. Early efforts utilizing placer technology in the search for gold were undertaken in the northern portion of the county at Kelley's Bar and Georgia Bar near Granite in 1860. H.A.W. Tabor and S.B. Kellogg led a party working claims at the mouth of Cache Creek, a small stream that intersects the Arkansas near present-day Granite. The first post office within the boundary of future Chaffee County was located at Cache (or Cash) Creek in 1862.[7] Mining related enterprises quickly became an important part of the region's economy.[8]

When the era of placer mining passed, several prospectors settled in the valley, and a number abandoned California Gulch (near the future site of Leadville) for the milder climate of Cache Creek. In the late 1870s, silver discoveries revived the mining economy of the state, and prospectors began to search for that metal. Leadville, the site of rich placer gold discoveries in the early 1860s, was the location of the state's richest silver mines in the 1870s. The discovery of silver at Leadville changed the character of Colorado, making it the greatest mining state in the country. With the location of substantial quantities of silver ore and the development of

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[5] Pike's great-grandnephew lives in the Salida area today.

[6] Kim Swift, *Heart of the Rockies: A History of the Salida Area,* Third ed. (Woodland Park, Co.: Poppin' Wheelies, 1996), 9-10; LeRoy R. Hafen, *Colorado and Its People*, vol. 1 (New York: Lewis Historical Publishing Co., 1948) 53-54; Cynthia Pasquale, *100 Years in the Heart of the Rockies* (Salida: Arkansas Valley Publishing Co., 1980), 5-6; Thomas J. Noel, Paul F. Mahoney, and Richard E. Stevens, *Historical Atlas of Colorado* (Norman: University of Oklahoma Press, 1994, 8-9; William H. Goetzmann, *Army Exploration in the American West, 1803-1863* (Austin: Texas State Historical Association, 1991), 118-119 and 282-83 and 285; William H. Goetzmann, *Exploration & Empire: The Explorer and Scientist in the Winning of the American West* (New York: W.W. Norton & Co., 1966), 49-51; 283; William H. Goetzmann, *New Lands, New Men (*New York: Viking Penguin Inc., 1986), 172-174; Carl Abbott, Stephen J. Leonard, David McComb, *Colorado: A History of the Centennial State* (Boulder: Colorado Associated University Press, 1982), 29-30.

[7] Bauer, Ozment, and Willard list Cash Creek as the first post office in Chaffee County, while Kim Swift states that the first post office was Helena, established by John McPherson south of the present site of Buena Vista in 1867. See William H. Bauer, James L. Ozment, and John H. Willard, *Colorado Post Offices, 1859-1989* (Golden, Co.: Colorado Railroad Museum, 1990), and Swift, *Heart of the Rockies*, 25.

[8] E. R. Emerson, *History of Chaffee County* in O.L. Baskin & Co., *History of the Arkansas Valley, Colorado* (Chicago: O.L. Baskin & Co., 1881), 478-79; Bauer, Ozment, and Willard, *Colorado Post Offices*, 31; June Shaputis and Suzanne Kelly, *A History of Chaffee County* (Marceline, Mo.: Wadsworth Publishing Co., 1982), 154.

efficient processing technology, Colorado became "the Silver State." During the late nineteenth and early twentieth centuries, the Leadville area continued to produce a variety of metals, including gold, silver, lead, copper, and zinc. The Cloud City's mining success also stimulated the development of mineral resources, processing operations, and transportation systems in other parts of the state.[9]

In the mountains near Chaffee County's western boundary lay the Monarch Mining District. The Madonna silver mine, discovered in 1878, was the district's largest producer, yielding approximately $6 million worth of ore during its peak period of operation between 1883 and 1920. Monarch (originally known as Chaffee City) boomed in the 1880s, and included a newspaper, about twenty businesses, and roughly two hundred miners. A number of other small settlements associated with mining sprang up throughout Chaffee County. Garfield and Maysville were established along the upper South Arkansas River. Garfield included a stamp mill for processing ore and attracted a population of several hundred during the early 1880s. Maysville, founded in 1879 and the starting point for the Monarch Pass Toll Road to the Tomichi Mining District in Gunnison County, boasted two smelters, two newspapers, and a reported population of 1,000 in 1881. When mining declined in Maysville, most of its buildings were moved to Salida. The silver camps of Alpine, St. Elmo, Romley, and Hancock were located along upper Chalk Creek west of Nathrop. Vicksburg, Rockdale, and Winfield lined the upper Clear Creek area southwest of Granite. Other important mining areas included Turret (gold and copper) and Calumet (iron), northeast of Salida. Between 1859 and 1925, Chaffee County produced approximately $22 million in gold, silver, copper, lead, and zinc.[10]

Early High Country Farming and Ranching

Agricultural enterprises in Chaffee County developed shortly after placer mining appeared in the area. Settlement during the 1860s and 1870s was principally confined to lands adjacent to streams. Historian LeRoy Hafen concluded that "many ranch claims had been taken up in the middle sixties. The actual founding of towns awaited the coming of the railroads." Some of the earliest farms and ranches were located in the northern portion of the county, in the vicinity of present-day Buena Vista. Farms initially developed to meet the demand of the mining camps, producing crops of hay, potatoes, peas, and turnips. Known as Chaffee County's first farmer, Frank Mayol began cultivating land bordering the Arkansas River eight miles north of present-day Buena Vista in 1863 and prospered selling potatoes to miners at California Gulch. There were a number of early farms and ranches along the South Arkansas River west of Salida. John Tanasee settled east of Poncha Springs in 1863 and was active in securing early water rights and in ditch building. He reportedly brought the first herd of cattle into the county in the late 1860s.[11]

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[9] Carl Ubbelohde, Maxine Benson, and Duane Smith, *A Colorado History*, 6th ed., (Boulder: Pruett Publishing Co., 1988), 159; Rodman Paul, *The Far West and the Great Plains in Transition: 1859-1900* (New York: Harper & Row, 1988), 104.

[10] Swift, *Heart of the Rockies*,78-79; *Salida Mail*, 5 June 1900, 1.

[11] Hafen, *Colorado*, vol.:1, 372; Emerson, "History of Chaffee County," 507; George F. Everett and Wendell F.

In the 1870s, the southern portion of the county was seen as particularly suited to cattle ranching. Joseph S. Hutchinson, a native of England and a Civil War veteran who served in the Territorial Assembly and the State House of Representatives, established a cattle ranch near Poncha Springs in 1873-74. William Bale, who had arrived in California Gulch in 1863 and served as sheriff of Lake County, bought a ranch southeast of Salida and operated a stage stop for six years at the future site of Cleora. By the early 1880s, settlement had increased in the county and the range was more restricted, resulting in a retraction of cattle raising. Writing in 1881, E.R. Emerson described the valley of the South Arkansas as "exceedingly fertile and easy of cultivation, and the number of well-tilled ranches, the neat and comfortable cottages, in contrast to the log cabins of the early days, attest to the profits the hardy ranchmen have derived from the cultivation of the soil."[12]

Railroads in the High Country and the Founding of Salida

Chaffee County had been a transportation corridor for early travelers long before its creation in 1879.[13] The decision to locate the route of a major railroad through the county had profound and lasting impacts on its development. The Denver and Rio Grande (D&RG), a narrow gauge line incorporated by General William Jackson Palmer in 1870, originally planned a main line from Denver to El Paso and thence southward to Mexico City. Mineral discoveries in the Colorado mountains led the railroad to project lines westward into the high country. The railroad engaged in a fierce competition with such rival lines as the Atchison, Topeka, and Santa Fe (AT&SF) and the Denver, South Park, and Pacific (DSP&P) to reach the rich mining camps. The Rio Grande had laid track from Denver to Pueblo by 1872 and then headed south and west over La Veta Pass. A branch line was placed to Cañon City in 1874, and when Leadville emerged as the state's leading silver region, the Rio Grande began surveying a line westward through the Royal Gorge. The Rio Grande and the Santa Fe battled on the ground and in the courts over which railroad had the right to build in the Grand Canyon of the Arkansas and the Upper Arkansas Valley to Leadville. The dispute was settled in 1880, when the Rio Grande obtained possession of the Royal Gorge route and compensated the Santa Fe for portions of the line it had constructed.[14]

By April 1880, the Rio Grande line had emerged from the west end of the Royal Gorge, and, proceeding along the east bank of the Arkansas River, reached the junction of the South Arkansas River. The Rio Grande ignored the existing AT&SF town of Cleora, a mile south of the confluence, which the Santa Fe Railroad had laid out in 1878. The strategically located

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Hutchinson, *Under the Angel of Shavano* (Denver: Golden Bell Press, 1963), 96; Swift, *Heart of the Rockies*, 21.

[12] Emerson, "History of Chaffee County," 497 and 504, 515, 518; Swift, *Heart of the Rockies*, 17, 18; Richard Carroll, "The Founding of Salida, Colorado," *Colorado Magazine* 11(July 1934):123; Ruby Williamson, *Down With Your Dust: A Chronicle of the Upper Arkansas Valley, 1860-1893* (Gunnison: B&B Printers, 1973), 16.

[13] The many pathways through the area included the Cañon City stage road, which ran just south of the future site of Salida.

[14] Robert Athearn, *The Denver and Rio Grande Western Railroad: Rebel of the Rockies,* Reprint ed., Lincoln, Ne.: University of Nebraska Press, 1962), 15, 45, 87-88.

Cleora was located on what had been the ranch established by stage station operator William Bale in 1874 and was named after his daughter. The site is believed to have been the spot where Pike camped in December 1806. There, the Bales family operated a way station known as "South Arkansas" along the Barlow and Sanderson Stage Road from Cañon City to Leadville. Cleora briefly boomed as a supply center for mining camps in the Upper Arkansas and in the Tomichi District of Gunnison County. The settlement elected its first town board in 1879 and had an estimated population of six hundred people by the spring of 1880.[15] (See Table 1 for town population trends.)

Table 1
SALIDA POPULATION TRENDS, 1880-2000

YEAR	POPULATION	POPULATION CHANGE	
		Absolute	Percent
1880	300	--	--
1890	2,586	2,286	762.0%
1900	3,722	1,136	43.9%
1910	4,425	703	18.9%
1920	4,689	264	6.0%
1930	5,065	376	8.0%
1940	4,969	-96	-1.9%
1950	4,553	-416	-8.4%
1960	4,560	7	0.2%
1970	4,355	-205	-4.5%
1980	4,870	515	11.8%
1990	4,737	-133	-2.7%
2000	5,504	767	16.2%

SOURCE: U.S. Census Bureau, 1880-2000. In 1880, the town appeared as South Arkansas in Census returns.

Looking back on the D&RG's actions, the *Salida Mail* later observed that the railroad, seeing a way of "spoiling a just scheme and profitable venture of their late enemy (the AT&SF)" established a station and a townsite for a line over Marshall Pass to Grand Junction and a branch line to Leadville about two miles above Cleora. One observer noted that it "was the custom of the D&RG to establish towns on sites owned by it so as to prosper from the sale of lots." The new town was named "Arkansas" or "South Arkansas" by its founders, a D&RG subsidiary land company that platted the 160-acre townsite at the confluence of the South Arkansas and Arkansas rivers. Former Territorial Governor Alexander Cameron Hunt, who worked as a civil engineer for the railroad, acquired land from local ranchers and supervised the layout of the new town. The original town plat was filed on 12 August 1880. The plat showed Front through Fifth Streets, and D through L, an area reserved for the railroad, and a park between Fourth and Fifth from E to F streets (Alpine Park). Blocks were 325 feet square, with

[15] *Rocky Mountain News*, 18 May 1881, 2; Swift, *Heart of the Rockies*, 25; Eleanor Fry, *Salida: The Early Years* (Salida: Arkansas Valley Publishing, 2001), 48-49.

lots measuring 25' X 150'. The site of the town was described as "most desirable," and the surface of the ground was indicated as level.[16]

The location of the town insured its success. Nearby were plentiful deposits of iron ore, copper, and fire clay, as well as several mining districts. The Barlow and Sanderson stage line operated between Cañon City and Salida before the railroad arrived, and between Salida and Leadville and Salida and Gunnison until the iron horses reached those communities. The town's potential role as the supply and service hub for the surrounding region and for those who would pass through on the railroad quickly attracted a variety of businesspeople and merchants who purchased lots and erected buildings. The railroad arrived on 1 May 1880, and a boxcar held the temporary depot that opened on 20 May. Within a few weeks, the town experienced substantial growth, much of it coming from people abandoning Cleora.[17]

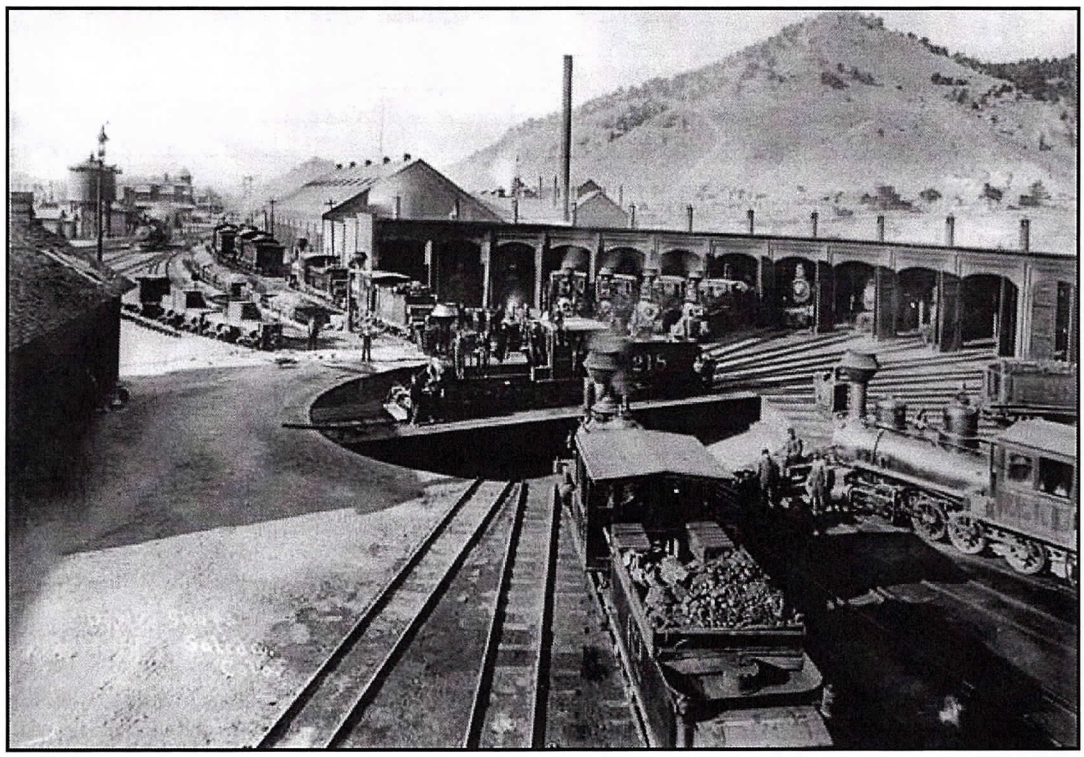


Figure 5. The Denver & Rio Grande Railroad built a roundhouse, shops, and other facilities on the north bank of the Arkansas River in Salida, as a consequence of its role as a major division point on the line. SOURCE: Denver Public Library, Western History and Genealogy Department, photographic collection, 1885-1900?, image Z-5738.

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[16] Collman, *Trails Among the Columbine*, 11; *Salida Mail*, 5 June 1900, 1; Chaffee County Clerk's Office, Clerk's Vault, Drawings 181 and 182.

[17] *Salida* Mail, 5 June 1900, 1; Shaputis and Kelly, *A History of Chaffee County*, 155; Carroll, "The Founding of Salida," 125; Williamson, *Down With Your Dust*, 6; Collman, *Trails Among the Columbine*, 11; Salida National Register of Historic Places Nomination form, August 1981, in the Files of the Colorado Historical Society Office of Archaeology and Historic Preservation.

Cleora quickly became deserted as its residents bowed to fate and moved merchandise and buildings to the newer settlement. Frame buildings were mounted on wheels and relocated. More than $30,000 worth of lots were sold in the new town in the first few weeks after the railroad arrived. A photograph taken shortly after the railroad entered Salida in 1880 shows that development of the town proceeded rapidly; several two-story buildings were already completed. Most of the buildings were frame false front edifices typical of frontier communities. By June, some forty-five businesses had been erected, and the post office known as "Arkansas" had been established. The town boomed, with every incoming train loaded with settlers and supplies. Within a few weeks, Cleora had almost vanished. As one observer noted, the citizens of Cleora "did the sensible thing. They accepted the inevitable and began to move their town to the new site." Growth was so rapid that businesses had to wait a year for construction to be completed. Eleanor Fry observes, "Many residents stayed in tents until early winter because of severe shortages of lumber and carpenters." The newspaper reported, "Every few hours we go out to look around, and we find a new building has been begun and another one completed that had perhaps been started only a day or two previously."[18]

Like any end of the tracks community in the nineteenth century, Salida's first days were rugged and rowdy. An early summary of local history reported that "at first the tin-horns and toughs were almost in control of the town, but as time went by the decent element asserted its power." In the early summer of 1880 the name of the town was changed to Salida. An account written in 1900 noted that "South Arkansas" was an "awkward and unmusical" name, while Salida was "beautiful, euphonious and expressive." Salida, Spanish for "exit" or "gateway," in recognition of the town's location at the upper end of the Arkansas Canyon, was in accordance with the Rio Grande's practice of giving its towns Spanish names.[19] The June 1880 U.S. Census showed Salida with three hundred residents, and the community voted to incorporate in October of that year, holding the first municipal elections in the same month. The first town board included J.E. McIntyre, chairman, and O.V. Wilson, R. Wyman, W.F. Gilbraith, and R. Devereux. R.B. Hallack was elected clerk and recorder, L.W. Craig assumed the position of treasurer, and Asa James was the first town attorney.[20]

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[18] Bauer, Ozment, and Willard report that first post office in Salida was known as "Arkansas," from 16 June 1880 through 28 March 1881, when the name was changed to Salida. They report that the South Arkansas post office, later known as Poncho and Poncha Springs, operated from 1868 to 1877. Eleanor Fry speculates that Salida was first called "South Arkansas," taking its name from that given to Bale's Station or from the post office designation for Poncha Springs. *Salida Mail*, 5 June 1900, 1; Collman, *Trails Among the* Columbine, 11.

[19] Eleanor Fry writes that the name South Arkansas caused confusion for mail delivery and the post office "demanded" that it change. Fry, *Salida: The Early Years*, 50.

[20] *Salida Mail*, 5 June 1900, 1; Carroll, "The Founding of Salida," 126-27; Gordon Chappell, *Scenic Line of the World* (Golden, Co.: Colorado Railroad Museum, 1977), 12; Shaputis and Kelly, *A History of Chaffee County*, 155; Swift, *Heart of the Rockies*, 57.

Early Development of Salida: A Grand Young City

As Salida developed during the next fifty years, F Street became the heart of the commercial district, with First Street and Front Street (Sackett) attracting businesses and residences. The corner of F Street and First Street became the most prominent commercial address in the city, drawing some of its most successful businesses. F Street south of First Street was home to drugstores, banks, clothing and shoe stores, mercantiles, department stores, dry goods stores, office buildings, groceries and meat markets, paint and wallpaper firms, and hardware stores. North or Lower F Street's location nearer the railroad facilities made it a popular spot for hotels, rooming houses, restaurants, saloons, barbers, and tobacconists, as well as a variety of other businesses. First Street attracted a diverse selection of businesses, including furniture and undertaking establishments, restaurants, a newspaper office, several boarding houses, a grocery, a harness shop, millinery and shoe stores, a barber shop, saloons, offices, an opera house and a theater, a second hand store, a general mercantile, a laundry operation, and a hotel. Front Street (Sackett) would garner several hotels and boarding houses, a saloon, storage buildings for businesses, a large red light district, and some of the city's earliest dwellings.

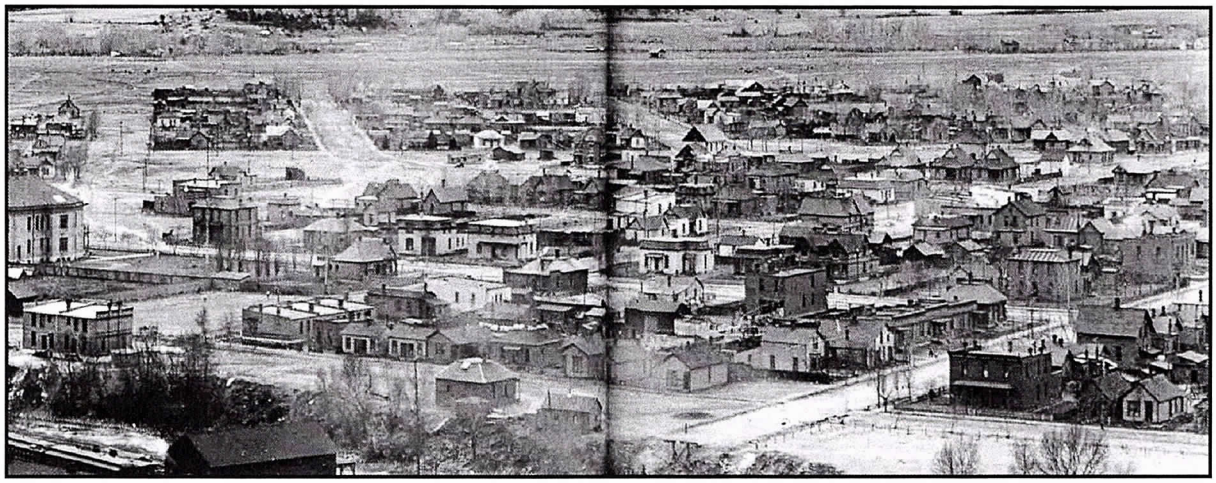


Figure 6. Most of the survey area is shown is this 1903 photograph from Tenderfoot Hill. The railroad yards and Arkansas River are at the lower left and the railroad hospital is at left center. The street intersection at the lower right is E. Sackett Avenue and N. D Street. SOURCE: Collman, *Trails Among the Columbine*, 104, N.W. Meigs photo, 29 March 1903, Denver Public Library, Western History and Genealogy Department.

Salida was destined to become a major railroad hub and population center as a result of geography and business decisions by the Rio Grande Railroad. Located on the main line of the transcontinental railroad at a junction point for branch lines, Salida was designated a division point where train crews were changed and repair and support services were provided for the railroad's Western Division. In 1880 tracklaying pressed northward from Salida and reached Leadville. The following year work proceeded over Tennessee Pass to mines north of Red Cliff. Tracks were also constructed from Leadville over Fremont Pass and reached Dillon in 1882. In 1880 building of a line over Marshall Pass westward to Gunnison began, reaching Poncha Junction in the same year. The Rio Grande arrived in Gunnison in August 1881,

extended its route to Grand Junction in 1882, and reached Salt Lake City in 1883, thereby becoming part of a transcontinental line. Another D&RG route was built southward over Poncha Pass into the San Luis Valley, reaching Villa Grove and the mines at Orient by 1881 and extending to Alamosa by 1890. A branch line to Maysville was completed in 1881 and accessed the Monarch Mining District two years later. With substantial employment opportunities available through the railroad, the prosperity of mining, and the growth of agriculture, Salida became the largest population center in Chaffee County.[21]

Salida's strategic position and the decision to make it a major division point resulted in the Rio Grande's construction of several structures on the north bank of the Arkansas River, including a depot, roundhouses, a hotel with dining facilities, and extensive yards and shops. A stone depot was completed in October 1880, and a six-stall roundhouse was under construction. In 1881 a fourteen-stall brick roundhouse was completed. By the fall of 1882 a twenty-five-stall roundhouse had been completed, and work on the Rio Grande shops began. The construction of the shops marked a milestone in the history of Salida, insuring "its permanency as one of the most important railroad points in the state." As D&RG historian Russ Collman notes, unlike many places where the railroad facilities remained static after their construction, those in the Salida yards continually evolved, adjusting to the changing requirements of the railroad. The history of the survey area, located as it was in close proximity to the railroad yards, was tied to that of the railroad.[22]

The development of the city also mirrored that of the railroad facilities. By 1881 Salida's prospects were so bright that it began to promote itself as a potential site for the state capital. Among the factors in favor of granting the honor to Salida were its location at the center of the state and its status as a principal railroad center. In October, Joseph L. Hawkins, Newell Hoadman, James West, W.W. Roller, N.R. Twitchell, L.W. Craig, and George W. Haskell platted Haskell's Addition. Further development of the town came the following year, when Salida built a municipal water system. A bond issue passed by residents in 1882 provided for the erection of a two-room stone school at the corner of Third and D streets.[23]

A sign of the growing maturity of the town was the organization of a hose company. Jim Grey has traced the history of Salida's fire department in Shaputis and Kelley's *A History of Chaffee County*. During the first year of Salida's history it was suggested that a volunteer company be formed to provide protection in case of fire. Action was delayed until the fall of 1881, when more than two dozen men attended organizational meetings. W.F. Galbraith was elected the first captain of Salida Fire Company No. 1, while J.B. Browne became the treasurer. Members of the company petitioned the town, seeking help in acquiring

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[21]Collman, *Trails Among the Columbine*, 9 passim; Swift, *Heart of the Rockies*, 79; Tivis Wilkins, *Colorado Railroads* (Boulder: Pruett Publishing Co., 1974), 33; 37, 39, 43, 49, 79; Chappell, *Scenic Line*, 17, 57, 74;.

[22] Collman, *Trails Among the Columbine*, 17; Chappell, *Scenic Line*, 14 and 16; and *Denver Republican*, 1 May 1883, 2.

[23] *Salida Mail*, 5 June 1900, 1; Chaffee County Clerk's Office, Clerk's Vault, Plat of Haskell's Addition, Drawings SAL 28 and SAL 29.

firefighting equipment, and, in January 1883, the hose company met in the town's new firehouse on First Street.[24]

An important milestone in the history of Salida came in 1883, when the D&RG connected with the Denver & Rio Grande Western Railway (D&RGW), and Salida became a division point on the major east-west railroad. This role in the railroad system insured substantial employment that encouraged further growth. The railroad employed a force of 150 men building new machine shops, stockyards were erected, and Salida became a feeding and transfer point on the railroad. A subsidiary of the Rio Grande completed the $38,000 Monte Cristo Hotel and Eating House in 1883. The Monte Cristo featured both lodging and dining facilities, as the trains then did not include dining cars. Passengers on all trains on the main line and the Leadville division stopped at the hotel for meals. The three-story frame building included a soaring octagonal tower so that visitors could observe the beautiful scenery as well as the rail yards. When completed, the hotel was described as "a very substantial and elegant structure. . .the finest one on the line of the road between Denver and Salt Lake." The building featured all modern conveniences, including hot and cold water in all rooms and steam heat. In its 1884 New Year's edition, the *Rocky Mountain News* remarked that Salida "is a grand young city. . . ."[25]

Salida had hoped to attract a Presbyterian college, but settled for an academy for primary and secondary students. The Presbyterian synod selected the city in 1883, and classes began the following year. Until a separate building was erected, classes were held in the Presbyterian Church on F Street. Construction of a two-story academic building began in 1886 in the southeast part of Salida. A separate building housed boarding students. The school operated until 1904, when it was sold to the Salida School District, which operated the building as an elementary school until 1923.[26]

Sackett's Addition and Growth in 1884

In 1884, "a new era of building set in, and there was great demand for brick," especially for brick dwellings. A brickyard on the property of John Clark was established, where bricks were mixed, molded, and laid out to dry in the sun. Brick was in demand for construction of buildings in Sackett's Addition, encompassing an area south of the railroad grounds and east of F Street. A 1906 map indicated that the park on the riverbank east of F Street (now known as Riverside Park) was known then as "Sackett Park." George Sackett filed the plat for the subdivision on 13 September 1884.[27]

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[24] *Salida Mail*, 5 June 1900, 1; Shaputis and Kelley, *A History of Chaffee County*, 82.

[25] *Rocky Mountain News*, 1 January 1884, 10; Collman, *Trails Among the* Columbine, 23, 24, and 29; *Salida Mail*, 5 June 1900, 2; *Denver Republican*, 1 May 1883, 2.

[26] Shaputis and Kelley, *A History of Chaffee County*, 70; Swift, *Heart of the Rockies*, 35.

[27] *Salida Mail*, 5 June 1900, 2; Chaffee County Clerk's Office, Clerk's Vault, Sackett's Addition Plat, Drawing 175 and 175B; F.W. Brush, "Map of Salida and Vicinity," 1906, in the files of the Stephen Hart Library, Colorado Historical Society, Denver.

By 1884, the railroad depot was doubled in size and the roundhouse had grown to twenty-seven stalls. Two large, stone shops had been built adjacent to the roundhouse. The Rio Grande Hospital opened immediately east of the survey area in November 1885, described as "one of the finest buildings of similar size in the West and...the especial pride of the town." Railroad workers throughout the line paid fifty cents each month to a fund to cover the operation of the hospital. The substantial two-and-a-half-story brick building resembled a fine residence and featured a wrap-around verandah surmounted by a balcony. The landscape of the grounds included a wrought iron fence, bushes, a fountain, and flowerbeds.[28]

Salida Rises From the Ashes: The Fires of 1886 and 1888 and the City's Redevelopment

Although Salida had sustained a variety of small fires since its founding, including one as early as June 1880, nothing prepared the community for its first big fire on 25 March 1886. The conflagration began in the (even then) old Windsor Hotel located in the center of the commercial district. The frame building burst into flames that spread despite the best efforts of the fire company. A strong wind carried the blaze across First Street. Finally, the fire stopped after reaching the 1883 brick building of Webb and Corbin (122 North F St.) and the small brick building adjacent at 118 North F Street. The destruction caused by the fire was estimated at $150,000, and thirty-one firms were burned out in a two-and-a-half-block area from G to F streets on each side of First. Insurance covered only about half of the losses. Insurance companies warned that if fire ordinances were not enacted and enforced, they would not insure buildings in the town. By the day after the fire, the *Salida Mail* observed that businesspeople were already fixing up temporary sites of operation and offering their remaining goods for sale. In fact, some saw the fire as beneficial, believing it would encourage businesses to rebuild in brick and the town to create appropriate ordinances.[29]

In August 1886 the *Salida Weekly Mail* observed, "...we admire the push and pluck of Salida. She is coming up out of her ashes. She is building up the place made waste by the destructive fire of last spring, building fine substantial business blocks, of brick, where before there stood wooden rows to invite the fury and greed of devouring flames." By the time of the drawing of a September 1886 Sanborn fire insurance map, many of those whose businesses had been destroyed had already completed new buildings.[30]

One of the most notable events of 1887 was the construction of an electric light plant at 220 W. Sackett Avenue. This was one of the first Edison Electric Light systems in the country, erected just five years after Thomas Alva Edison established such a plant in New York City. R.M. Ridgeway, S.M. Jackson, and A.J. Truesdell organized the local company. Salida's coal-fired steam electrical generating plant included an attached boiler room and a seventy-five-foot smokestack. On 7 December 1887, F Street was lighted for the first time. The company also

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[28] Collman, *Trails Among the Columbine,* 24-25; *Salida* Mail, 5 June 1900, 2; Chappell, *Scenic Line*, 14, 16 and 78; Carroll, "The Founding of Salida," 131; Swift, *Heart of the Rockies*, 35.
[29] Fry, *Salida*, 53; Shaputis and Kelly, *A History of Chaffee County*, 85-86; *Salida Mail,* 5 June 1900, 2
[30] *Salida News Holiday Edition*, 1889.

provided arc lighting for railroad facilities of the D&RG. Eleanor Fry reports that the original frame building at the plant was reclad in brick in 1900, and Sanborn maps indicate several later additions. Public Service Company of Colorado acquired the facility in 1924. After years of intermittent operation, the building was taken out of service in 1963.[31]

After the 1886 blaze, Salida realized that it needed to purchase appropriate equipment for fighting fires and enact stricter ordinances to insure safe conditions. However, even new equipment could not control the fire that began on the second day of January 1888 and caused the worst destruction in the city's history. The fire began in a three-story hotel being erected by Peter Mulvany at the corner of F and Second streets, today the site of the Knights of Pythias building. A pile of shavings ignited by a workman's spark quickly turned into deadly flames. According to later reports, "the heat was so great that buildings seemed fairly to melt in the path of the fire." Four half-blocks were destroyed, including the four important corners of F and Second streets, and total losses were estimated at $175,000. Nearly sixty businesses suffered damage. The *Salida Mail* later commented on the impact of the two great fires: "These catastrophes...were blessings in disguise, for the town was immediately rebuilt in a much more metropolitan and substantial manner." [32] As they had done two years earlier, Salida's business owners immediately began rebuilding in the burned area.

By the end of the 1880s, Salida was described as a Phoenix rising from its own ashes, "renewed, rehabilitated, restrengthened." Growth during the decade had been nothing less than astonishing, with the population increasing 762 percent from 1880, to 2,586 persons in 1890. The city was viewed as one of the spots in Colorado attractive to tourists and the infirm: "Salida is conspicuously healthful, where the clutches of disease relinquishes its fatal grasp and where life and all its ennobling conditions are revitalized and regenerated." The built environment of Salida at the end of the decade was described as "substantial and well adapted for mercantile progress...." Granite and sandstone for construction were located nearby, as were beds of fire clay for brick. In the vicinity of Salida were outcrops of iron, lead ores, granite, marble, the copper mine of Sedalia, and promising oil fields. Salida had six churches: Baptist, Catholic, Christian, Presbyterian, Methodist, and Episcopalian. Construction of a street railway was being contemplated.[33]

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[31]Public Service Company sold the Steam Plant to Salida Enterprise for Economic Development (SEED) in 1987. That organization undertook cleanup of the facility and created a theater in a portion of the building. The City of Salida acquired the building in 1991, and it now serves as a cultural, educational, and community center. *Salida Weekly Mail*, 17 June 1887, 30 September 1887; 7 October 1887, 2 October 1888 *Salida News Holiday Edition,* 1889, 7 and 9; "The Salida Division," *Lines*, November 1964, 21-22; "Salida Hydro No. 2: 60th Anniversary, 1908-1968," Public Service Company of Colorado, 1968; *Salida Mail*, 2 July 1948; Fry, *Salida: The Early Years*, 61-63 and 68; Salida Walking Tours; Sanborn Insurance Maps.

[32] Shaputis and Kelly, *A History of Chaffee County*, 87-88; *Salida Mail*, 5 June 1900, 2

[33] Fry, *Salida: The Early Years*, 74 and 77; *Salida Mail*, 3 January 1888 and 20 January 1888; Sanborn Insurance Maps; Salida Walking Tours; U.S. Census Bureau.

Effects of the Silver Panic on Salida's Development

By late 1890, the Rio Grande had added a third rail to its Denver to Salt Lake City main line, permitting the operation of standard gauge equipment. Salida became an important transfer point for freight and passengers between the narrow and standard gauge lines that met there. A major fire occurred in Salida's railroad facilities in December 1892, destroying fourteen stalls in the roundhouse, seventeen locomotives, and the machine shops. Railroad employees and citizens managed to save twenty locomotives, but damages were estimated at $400,000. The Rio Grande's continuing reliance on Salida was demonstrated in its rebuilding and enlarging of the damaged structures.[34]

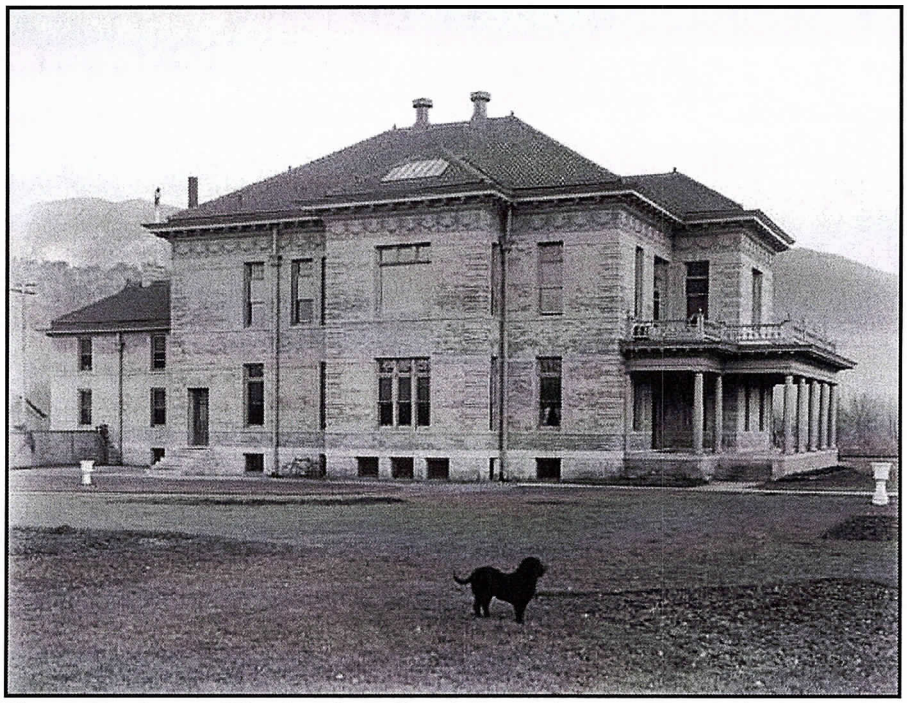


Figure 7. A new Rio Grande Railroad Hospital was constructed on East First Street in 1900, using the foundation of the building that burned. The hospital was one of the important landmarks in the northeastern part of the city, and several people who lived in the survey area worked there. SOURCE: Denver Public Library, Western History and Genealogy Department, Meigs photograph, image number X-13357, undated.

In October 1893 Congress repealed the Sherman Silver Purchase Act, resulting in plummeting silver prices and a nationwide depression, known as the Silver Panic, or the Panic of 1893. Colorado, whose prosperity was heavily dependent on the production of silver, was profoundly impacted. Although some railroads declared bankruptcy, the D&RG was able to weather the economic downturn, transporting other freight, including coal, lumber, and agricultural products. Salida, although its growth slowed and one of its banks

[34] Chappell, 11; *Salida Mail*, 10 August 1908, 1; Swift, *Heart of the Rockies*, 57.

failed, was also buffered from the most severe effects of the Panic due to the diversified nature of mining in the area, which included lead, zinc, iron, copper, and gold production. As Russ Collman notes, "railroad employment continued; after all, Salida was still a major terminal and division point."[35]

By 1898 the economy in most parts of the state had begun to recover. In that year, the newspaper reported one thousand new residents moved to Salida, resulting in a housing shortage. A telephone system was inaugurated in 1898. Among the major improvements of the year was the rebuilding and enlarging of the railroad depot to be "the finest and most commodious on the entire great system" outside the larger cities of Denver, Colorado Springs, and Pueblo. The yards and other buildings of the railroad were also greatly improved.[36] Disaster struck the railroad on 14 April 1899, when a fire in the attic of the D&RG Hospital destroyed the building. Demonstrating the railroad's continued commitment to the city, the hospital was quickly rebuilt on the same site.[37]

The new hospital, erected on the stone foundation of the original building, opened in 1900 (See Figure 7). The new facility was built with imported yellow brick and featured a large stained glass window executed by Maitland Armstrong on the second floor facing East First Street, intended as a memorial to Helen Hoffman Coppell. The *Denver Republican* described the new hospital in 1900:

> The building will be two and one-half stories high, and will be entirely fireproof. All the beams and supports will be of iron and steel. Metal will be used instead of inflammable material everywhere possible. The main features of the exterior, however, are the broad verandas, one on the first and one on the second floor, which almost entirely encircle the building. The structure will be brick with light stone trimmings, surmounted by a heavy sloping roof of Venetian red tiles. The dimensions are 64 by 150 feet.

The first floor was to include a dining room, dispensary, kitchen, living rooms for internees, and reception rooms. The second floor included two large wards, each holding about twenty-five patients; an operating room; sleeping rooms for the nurses; and a living room.[38]

Growth Beyond the Most Extravagant Expectations:
Salida in the Early Twentieth Century

A banner year for Salida came in 1900 with the recovery of the railroads, mining, and agriculture. Despite the economic problems of the previous decade, Salida's population had grown by 43.9 percent over its 1890 total, with 3,722 people recorded by the census in 1900.

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[35] Collman, *Trails Among the Columbine*, 93-94.
[36] *Salida Mail*, 3 January 1899, 1.
[37] Collman, *Trails Among the Columbine*, 97, 100.
[38] *Salida Mail* quoting *Denver Republican*, 22 May 1900, 1.

Population growth continued during the 1900s, reaching 4,425 in 1910. In 1900, the city grew "beyond the most extravagant expectations entertained at the beginning of the year." Nearly $350,000 in improvements included work on the roundhouse and other facilities of the D&RG, construction of a new D&RG hospital, erection of business blocks, and completion of two churches.[39]

By 1901 not a single business room in the city was vacant. Housing was in scarce supply, and it was asserted that the residences being built were larger and more expensive than those erected previously.[40] Many commercial buildings constructed during this period included furnished rooms on their upper stories. The large number of railroad employees living in Salida provided an ample supply of lodgers for these rooms and other types of dwelling units, such as terraces and boarding houses.

In 1902, Salida acquired a hospital to serve patients who were not employees of the railroad. Dr. Frank N. Cochems established the Red Cross Hospital in a building at 123 G Street, which had been erected in the early 1890s and previously used as a brothel. Dr. Cochems reportedly founded the facility because "the people of Southern and Western Colorado and Northern New Mexico were sorely in need of a hospital in which the confidence of all would repose unreserved." The institution was described as "one of the most up-to-date hospitals in the West, and the good work it has done throughout its career can hardly be overestimated." Several doctors served on the Red Cross Hospital staff in addition to Dr. Cochems, and the institution also had a training school for nurses. The facility had a capacity of twenty-five patients and advertised "all modern surgical and medical methods of treatment." A new Red Cross Hospital was erected at 140 W. Third Street in 1909, and the older building became part of the Sherman Hotel.[41]

The Ohio and Colorado Smelting Company, a new independent smelting facility, erected a plant just northwest of Salida in 1902. The Salida smelter was an outgrowth of a mining venture, the New Monarch Mining Company, formed in 1897. During its first years, the Monarch Mining Company hauled its production to local smelters or to valley processing facilities. However, the company's owners disliked sharing their profits with reduction companies. In 1901, the Ohio and Colorado Smelting Company organized, composed principally of the owners of the New Monarch Mining Company. As small smelter facilities historically had been expensive to operate and low in yield, the Ohio and Colorado decided to erect a major smelter with twenty-five ore bins with a capacity to hold 50,000 tons and four blast furnaces which could process 600 tons of silver-lead ore daily. In addition, the facility included two units to process 500 tons of copper-bearing rock each day. When erected, it was reported that the Ohio and Colorado smelter would be one of the largest and most complete in

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[39] *Denver Times*, 30 December 1900, 5.

[40] *Denver Times*, 19 August 1901, 4.

[41] *Salida Mail*, 10 August 1906, 31 December 1909, and *Salida Mail Booster Edition*, 21 October 1927; Collman, *Trails Among the Columbine*, 192-93; *Salida Record*, 1 January 1904; Pasquale, *One Hundred Years*, 63.

the state, second in size only to the Arkansas Valley Smelter in Leadville. Since the facility had a capacity of processing four times the amount produced by the New Monarch properties, the operators planned to serve other mines throughout central Colorado. The smelter operated twenty-four hours a day and had a significant impact on the Salida economy, employing as many as 250 workers who reduced as much as 800 tons of ore per day at its height. The most dramatic addition to the plant's architecture was the construction of a 365-foot-tall brick smokestack at the eastern end of the plant.[42]

Another new enterprise, the Salida Granite Company, was established about 1903 and its Federal Quarry was the biggest granite producer in the area. Stone was finished at a plant erected in Salida and shipped across the country via the D&RG railroad. The company worked on a steadier basis than other quarries in the area according to local historian Dick Dixon. Granite production grew as gold mining dwindled. The company remained profitable during the Depression and continued to operate until it was ordered closed during World War II due to wartime shortages. Local Historian Eleanor Fry reports that colors of granite in the vicinity included Salida blue, green, gray, and rose pink. Many gravestones and memorials were made from the Chaffee County stone and shipped across the country. The most notable product of the Salida Granite Company was the Mormon Battalion Monument on the capitol grounds in Salt Lake City.[43]

In January 1904 the *Salida Mail* announced that growth the previous year had been "little less than phenomenal." Fueling the expansion was Salida's position as the hub of five important mining districts. Real estate development in 1903 had increased fifteen percent above its growth in the previous year, including the construction of thirty cottages, twelve residences, three apartment houses, and ten new businesses.[44]

In 1909 the *Salida Mail*, calling Salida the "Gem of the Rockies," boasted, "Never were the prospects for Salida brighter than they are today…It is safe to say that within five years from today Salida will be just as much ahead of her present self as she is today ahead of Salida of 1878." Reasons for prosperity included the discovery of new gold mines, a boom in the Turret Mining District, the Salida Granite Company's production, advances in real estate, and tourism increases stemming from improvements at the Poncha Hot Springs. Salida merchants were reporting a 35 percent increase over the previous year's business. The Salida Light, Power, and Utility Co. had made $100,000 in improvements during the previous two

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[42] Operation of the facility was affected by declines in the value of ores and labor unrest, and the plant closed in 1920. Etienne A. Ritter, "The New Smelter at Salida, Colorado," *Engineering and Mining Journal* 74(2 December 1902): 813; *Denver Times*, 1902; James E. Fell, Jr., *Ores to Metals*: *The Rocky Mountain Smelting Industry* (Lincoln, Ne.: University of Nebraska Press, 1979), 268.

[43] Fry, *Salida: The Early Years* (Salida: Arkansas Valley Publishing Co., 2001), 59; Colorado Press Association, comp., *Who's Who in Colorado* (Boulder: Extension Division Univ. of Colo., 1938), 119; Dick Dixon, "Hard Rock from Turret," Central Colorado Magazine, December 1997.

[44] *Salida Mail*, 1 January 1904, 1; *Salida Record*, 1 January 1904.

years. Farming in the Salida vicinity increased in production. One of the civic highlights of the year was the erection of a Carnegie Library.[45]



Figure 8. The Carpenter Terrace/Comstock Terrace, 223-49 E Street (5CF2247, 1903) was one of several Terrace Type buildings built in Salida during the 1898-1904 period. SOURCE: Denver Public Library, Western History and Genealogy Department, photographic collection, Meigs photograph, early 1900s, image number X-13300.

Tourism and Recreation Replace Railroading in the Heart of the Rockies

Salida's population increased slowly during the 1910s and 1920s, with 5,065 people recorded in the city in 1930. During the early twentieth century, tourism became an increasingly important factor in the economic health of both the D&RG and Salida, which turned into a major stopping point for tourists. Russ Collman observes that the city was the "narrow-gauge gateway to the D&RG's 'Around the Circle' tour." During this period, the popularity of the automobile as an instrument of tourism also expanded. The Colorado Highway Commission, established in 1906, gave the Rainbow Route between Cañon City and Salida high priority for construction. When the influence of railroads and mining later declined in importance, tourism and recreation emerged as major factors. In 1881, E.R. Emerson had taken note of the area's plentiful supply of trout and game, the tourist potential of the local hot springs, and the spectacular scenery "grand and beautiful beyond the power of description." Completion of automobile roads during the twentieth century facilitated tourist access between Salida and

[45] *Salida Mail*, 31 December 1909; Swift, *Heart of the Rockies*, 59.

other parts of the state and nation, drawing visitors. In June 1920, the U.S. Forest Service constructed a camp for auto tourists at Monarch Park.[46]

Just as Salida had benefited from railroad development in the nineteenth century, changes in Rio Grande operations affected the town during the 1920s and 1930s, slowing growth in the downtown area. The construction of the Moffat Tunnel in 1927 and the Dotsero Cutoff 150 miles north of Salida in 1934 created a direct mainline for the Rio Grande between Denver and Salt Lake City. During the 1920s, Salida advertised itself as a city of beautiful houses, well-kept lawns, and abundant shade trees, placing somewhat less emphasis on its role as a railroad center. Tourists were able to use their cars to climb Tenderfoot Hill after Homer Gatchell built a road up to the top using a shovel on rails in 1924.[47]

Federal funding for highway projects resulted in greatly improved roads, connecting Salida with larger cities and upgrading rural roads. As families increasingly toured the state in their own automobiles, trains suffered attendant declines in passenger traffic. Passenger service between Gunnison and Montrose ceased in 1936, but the D&RGW attempted to save the service on the narrow gauge line between Salida and Gunnison with a refurbished and upgraded "Shavano" train. Despite these efforts, travelers preferred their family cars, and the Shavano service ceased in 1940. The railroad also altered its facilities in Salida, demolishing a roundhouse and its original blacksmith shop. In 1941 the historic stone depot was demolished, as well as the once elegant Monte Cristo Hotel. In their place, a new streamlined Art Moderne style depot was built (demolished in the 1980s).[48]

For the first time in its history, Salida recorded a negative population change from 1930 to 1940 (-1.9 percent). This trend reached its height during the 1940s; the 1950 census showed a decrease of 8.4 percent in the town's population. With the advent of World War II, many Salidans departed for military service around the country and abroad, which also resulted in local labor shortages. At the same time, the Salida railroad shops were operated at full capacity around the clock in order to maintain rolling stock. The city experienced wartime rationing, bond drives, and greater numbers of women entering the workforce. Construction in the downtown area virtually ceased as attention turned to the war effort.

After the war, a series of decisions by the railroad, as well as continuing changes in American lifestyles impacted Salida. The switch from steam engines to diesels beginning in the 1940s resulted in the need for fewer maintenance employees in the Salida engine shops. Trucks began hauling many of the products that had previously been carried by trains. Just as before the war, Americans preferred to travel by car. The railroad began abandoning sections of the lines

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[46] Collman, *Trails Among the Columbine*, 160; Pasquale, *One Hundred Years*, 73; Emerson, "History of Chaffee County," 484, 490, and 500

[47] *Salida Mail Booster Edition*, 21October 1927; Sanborn Insurance Maps, Salida City Directories, Collman, *Trails Among the Columbine*, 218, 244-45 and 247; Salida Walking Tours; Glenn R. Scott, "Historic Trail Maps of the Pueblo 1 X 2 Quadrangle, Colorado," USGS, 1975.

[48] Collman, *Trails Among the Columbine*, 256, 257, 262, 270.

important to Salida's vitality as a railroad center in 1949. In 1955 the Rio Grande scrapped the narrow gauge line from Poncha Junction to Gunnison over Marshall Pass, eliminating Salida's transfer function. Russ Collman states that during 1957 many of the railroad's facilities were demolished, and the city's role as a major railroad terminal ended. In 1967, the last passenger train passed through Salida, ending more than eighty years of passenger service. In 1971, the railroad dropped Salida as a division point for crew changes. The branch line to the Monarch quarry above Maysville was suspended in 1982. In January 1985 the depot that had been erected in 1941 was demolished.[49]

Despite the major reversals in railroading after World War II, the population of Salida remained relatively stable, with 4,553 persons recorded in 1950, and 4,560 citizens counted in 1960. Like many mountain towns in Colorado, Salida focused on its position as a service and supply center for the surrounding agricultural community and as the heart of a region abundant with opportunities for tourism and recreation. The Monarch Winter Sports Area for downhill skiing had been established in February 1940. Located near the junction of U.S. Highways 50 and 285, the city served as the principal provider of lodging, restaurants, and other services to the tourism and recreation industry.[50]

The rapids of the Arkansas River attracted growing numbers of rafters and kayakers after World War II. In 1949, Salida created a summer boat race as a means of increasing tourism. In the beginning, the race started just above the F Street Bridge and ended in Cañon City, "a grueling 56-mile race involving lengthy portages in the Royal Gorge." By the third year, the twenty-six-mile course utilized today had been established and the festival was known as FibArk for "First in Boating on the Arkansas River Klub." During the 1950s the railroad ran special trains from Denver that arrived in Salida by lunchtime and then turned around to follow the kayakers down the Arkansas Canyon. After utilizing the Bon Ton/Manhattan Hotel as its headquarters for several years, the FibArk group erected its own building at 240 North F Street in 1982.[51]

In 1984 the Salida Downtown Historic District was listed in the National Register of Historic Places. The downtown historic district increasingly attracted artists and small business owners toward the end of the century, and Salida was selected as one of the "Best Small Art Towns" in the United States. Recreational opportunities in the area, including skiing, hiking, biking, horseback riding, rock climbing, fishing, hunting, hot springs, rafting, and kayaking also lured new residents. Between 1990 and 2000 the city experienced its greatest population growth since its period of rapid expansion at the beginning of the twentieth century. In 2005, the City of Salida adopted a local historic preservation ordinance and became a Certified Local Government. The city's historic preservation program is supplemented and supported by

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[49] Collman, *Trails Among the Columbine,* 295, 300,304, 308; Pasquale, *One Hundred Years*, 99.

[50] Bruce Caughey and Dean Winstanley, *The Colorado Guide: Landscape, Cityscapes, Escapes* (Golden: Fulcrum, Inc., 1989), 553-559.

[51] *The Mountain Mail*, 5 March 2002, 2; Collman, *Trails Among the Columbine*, 294; Salida Walking Tours; Chaffee County Assessor records.

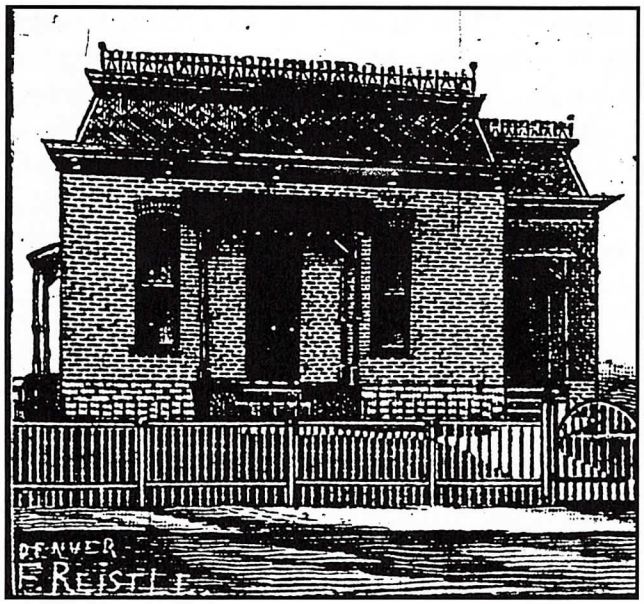


Figure 9. John Berdette Bowne, a real estate man and a Salida pioneer, erected this one-story mansard roof house at 345 East First Street before 1885 and lived there until his death in 1924. SOURCE: *Salida Mail*, 1 January 1885, 6.

Historic Salida, Inc., established in 2002 to "research, preserve, interpret, and promote historic resources in the City of Salida and surrounding community."[52]

Historic Development and Residents of the Survey Area

Early Development

Although some dwelling construction occurred in the survey area in the years immediately following the founding of Salida in 1880, much more intensive development resulted from George Sackett's platting of a residential subdivision in 1884. The exact dates of construction of most of the early houses in the survey area are not known, as Chaffee County Assessor years of construction for the early period are generally estimates. Historic maps, newspaper articles, and photographs were of assistance in determining a period of construction for the dwellings and in understanding the development of the neighborhood over time.

The 1882 bird's-eye-view map of the town showed very little development within the area. At that time there were about five buildings located west of D Street, three between D and C streets, and none east of C Street. None of the current buildings along Sackett Avenue was present. By the time of the first Sanborn fire insurance map in 1886, there were about thirty-three dwellings in the western portion of the neighborhood, as well as the A.E. Hank's Lumber Yard at the northeast corner of East First and D streets. Sackett Avenue had substantially filled with a row of small, tightly packed residences. Sanborn map coverage ended between D and C streets, reflecting the sparse development in the eastern portion of the neighborhood.

An 1891 photograph of Salida from Tenderfoot Hill showed the continuing development of the area. Much of the area between D and E streets was built up by 1891, although the north side of East Second Street and the 200 block of E Street (east side) were still open. The lumber yard alluded to earlier at East First and D streets remained in operation. The part of the neighborhood lying east of C Street appeared to be relatively undeveloped.

By 1898, there were about fifty-two residences in the western portion of the neighborhood.

[52] Historic Salida, Inc., "Historic Salida, Inc.," brochure.

The lumber yard had been replaced by a dwelling. There were several large vacant parcels in the area at that time. Sanborn maps still did not cover the eastern portion of the neighborhood. The 1904 Sanborn fire insurance map was the first edition to embrace the entire vicinity. By then, the survey area was approaching build-out, with several of the vacant parcels in the western section now occupied by large multi-family residences. The area appears to have been fully developed by the time of the 1909 Sanborn map. Later changes included the erection of a U.S. Forest Service warehouse and garage at the northwest corner of East Third and C streets in 1937 and the building of a medical office building at 327 East First Street (5CF2254) in 1960.

Residents Who Worked for the Railroad

The Denver & Rio Grande Railroad and its successor, the Denver & Rio Grande Western Railroad, had a most profound influence on the survey area. At one time or another during the historic period, railroad employees were identified as having lived in ninety-five of the one hundred buildings included in the survey area. Because the D&RG operations at Salida were so large, a wide variety of occupations within the railroad were documented in the survey area, ranging from unskilled freight and baggage handlers to locomotive engineers and conductors. Appendix 2 provides a list of many the positions available with the railroad. Other persons, many of them women, were employed in subsidiary enterprises of the railroad, such as the hotel and dining room and the D&RG hospital.

A number of men in the survey area spent most of their working lives in the employ of the railroad, and many families included more than one generation of railroaders. The life of those who worked for the railroad was a hardworking one, often fraught with danger. One railroader in every 357 nationally was killed on the job in 1889.[53] A number of residents of the survey area were injured in railroad accidents and several were killed. Many left widows and children to carry on however they could without their primary wage earners. Railroad workers' unions seeking to better their members' working conditions played a large role in the lives of many D&RG employees. The 1910-11 Salida directory listed the following active unions in the city: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Order of Railroad Conductors, and Order of Railway Employees.

Workers from across the country were drawn to Salida by railroad employment. In addition, many immigrants from other countries also came to work for the Denver & Rio Grande, providing the city with a rich and diverse heritage. Railroad workers who lived in the study area originated from England, Greece, Germany, Ireland, Wales, Scotland, Denmark, Sweden, Canada, and Switzerland. A number of railroad employees also were the children of immigrants. The following discussion focuses on some of the local citizens whose lives were influenced by the presence of the railroad.

[53] "Railroad Workers," www.encyclopedia.chicagohistory.org, accessed on 17 January 2007.



Figure 10. Richard Lines, who came to Salida in 1890 and spent the rest of his life working for the railroad, lived at 133 North D Street (5CF2244) with his family and several boarders. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 22 February 1937 photograph.

The one-story house with a large bay window on the front at 133 North D Street (5CF2244) was erected before 1886 (Figure 10). By the early twentieth century Charles and Josephine Lines lived here with their children. Mr. Lines, who was born in Illinois in 1861, married in 1888 and came to Salida in 1890. He entered the workforce of the Denver & Rio Grande, where he spent the rest of his working life, filling such positions as coal chute foreman, manager of the oil house, and checker in the warehouse. Living with the Lines family in 1903 were three workers employed as firemen with the railroad. The Lines had a daughter who died in 1904 at the age of five, when the F Street Bridge collapsed over the Arkansas River. One of their two sons was killed in battle during World War I. Charles Lines passed away in 1925 after a nine-day illness resulting when a splinter in his finger became infected.[54]

The one-story mansard roof house at 331 East First Street (5CF2255) was the residence of John H. "Old Jack" Julien, a railroad engineer, and his wife, Amber. The Juliens built the house in 1888, the year after they married. John Julien was born in 1861 on a farm in Indiana and decided to go west when he turned eighteen. He found a job constructing telephone lines for the Union Pacific Railroad, which was laying its tracks west from Omaha. Subsequently he worked for the D&RG in Denver. Julien was sent to Leadville, where he toiled as a railroad fireman and was promoted to engineer in 1887. In the same year, he married Amber Erway of New York, who was visiting Colorado with her brother. The couple moved to Salida in 1888. John Julien was a "staunch member" of the Brotherhood of Locomotive Engineers, of which he was an official. He made his last run in 1922. It was thought that his death the following year resulted from injuries suffered during a train wreck twelve years earlier when he had been thrown from his engine and a coal pick pierced his throat. His obituary noted that this was the only serious wreck he had ever been in and that he was an excellent engineer who had hauled several presidents on his trains.[55]

The frame houses at 313 East Sackett Avenue (5CF2271), 319 East Sackett Avenue (5CF2272), and 329 East Sackett Avenue (5CF2274) were built between 1882 and 1886. Jeremiah O'Connor, the roadmaster in Salida for the D&RG, lived in the last house in the

[54] *Salida Mail*, 17 July 1925; Salida City Directories; US Censuses, 1900-1930.
[55] *Salida Mail*, 10 July 1923, 1; Salida City Directories; U.S. Censuses, 1900-1930.

early 1900s. He was born in Ireland in 1863 and came to the United States in 1884. After leaving Salida, he moved to Fort Worth, Texas, where he worked as roadmaster for the Rock Island Railroad until his retirement in 1928. By 1920 the Mestas family lived in the house. Andres Mestas and his wife, Otemia (also known as Mary), were natives of New Mexico. He worked as a railroad laborer, and she raised seven children in the small one-story house.[56]

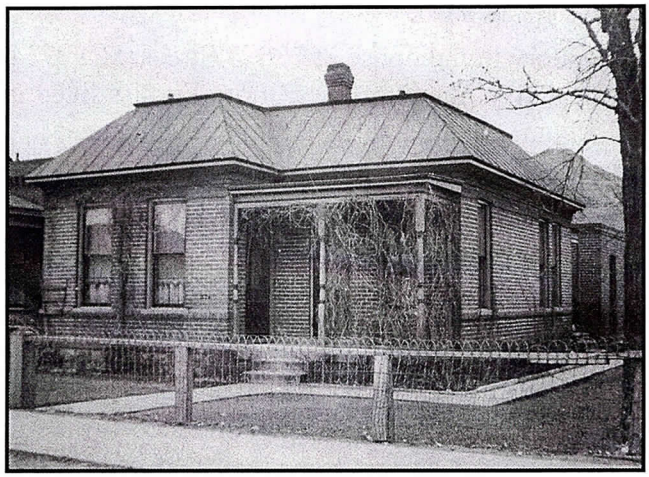


Figure 11. The family of John Nash, an Irish immigrant who worked for the railroad, lived at 234 East Second Street (5CF2280) in the 1900s. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 22 February 1937 photograph.

The family of John Nash, an Irish immigrant lived at 234 East Second Street (5CF2280) in the 1900s (Figure 11). Mr. Nash moved to Salida about 1900 and was a laborer for the Denver & Rio Grande. He was a member of the Ancient Order of United Workmen for twenty-five years and was described as "popular with his fellow workmen and neighbors." Blossom Nash, his wife, was a teacher at the Salida High School.[57]

A one-story brick house with late Victorian architectural features was erected at 303 East Second Street (5CF2281). Members of the Shay and Haggerty families lived in the house from the early 1900s into at least the 1930s. Wilmot Warren Shay, an engineer on the third division of the D&RG, and his wife, Mary, were occupants in 1903-04. Mr. Shay was born in Wisconsin in 1856, moved to Colorado as a young man, and entered the employ of the D&RG while it was building a line from Cañon City, before it entered Salida. He and Mary Haggerty wed in 1880, the same year that she came from England. Her father was also a railroad man, and her widowed mother lived with the Shays by 1910. The couple had two children, and son James worked as a pharmacist at a local drugstore. Wilmot Shay was killed in an automobile accident in 1922, when he was president of the Big Johnny Coal Mining Company and had worked as a railroad engineer for forty-one years. It was also reported that he had operated a drugstore in Salida. Mr. Shay's funeral was the largest ever held in Salida up to 1922.[58]

Denver & Rio Grande brakeman Charles H. Saunders lived in the one-story gabled roof dwelling at 314 East Second Street (5CF2284). Saunders was born in Abington, Illinois, in

[56] *Salida Mail*, 5 May 1931, 1 and *Mountain Mail*, 27 August 1979, 3; Salida City Directories; U.S.. Censuses, 1910 and 1920.
[57] Salida City Directories; *Salida Mail*, 2 April 1915, 1.
[58] *Salida Mail*, 13 July 1900, 3 and 19 and 26 September 1922; Salida City Directories; U.S. Censuses, 1900-1930.

1872 and arrived in Colorado in 1896. He married Elizabeth Luella Redmond in Salida in 1901 and they had seven children. Saunders was killed in 1918 in a train accident while working on the Montrose passenger run when he fell from his train about a mile west of Sargents. The *Salida Mail* reported, "Mr. Saunders was not missed from the train until fifty minutes later. The train was backed up and he was found lying at the foot of an embankment."[59]

Members of the Furniss family lived in a one-story frame house at 236 D Street (5CF2234) for many years. The 1903-04 city directory indicated William and Margurite Furniss lived in the house with their children Thomas, John, William, George, and Clarence. Daughter Margaret joined the family two years later. Mr. Furniss was born in Ireland in 1855 and came to the United States in 1870. In Salida he worked as a clerk at a clothing store, while some of his sons worked as sales clerks and others for the Denver & Rio Grande. Members of the family continued to reside here after the death of William Furniss in 1921.[60] Irish-born Thomas Charles Riley lived next door at 248 D Street (5CF2237) with his wife, Mary, in 1903. Mr. Riley's primary language was Irish, according to the 1920 US Census. He worked for many years as an inspector for the Denver & Rio Grande. Mary Riley, who was born in Davenport, Iowa, in 1857, was a devoted member of St. Joseph's Church. She continued to live in the house for more than a decade following Thomas Riley's death in 1922.[61]

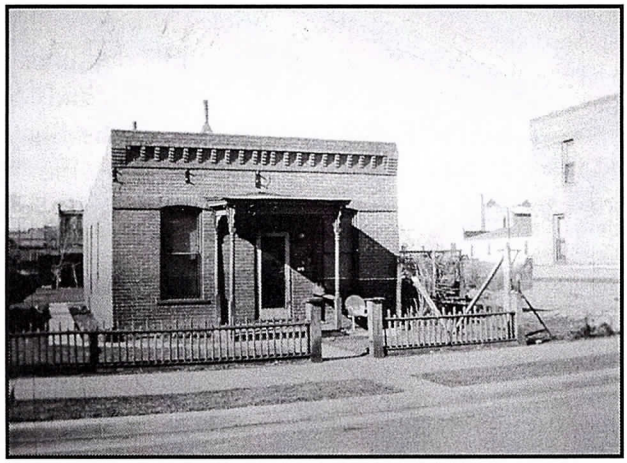


Figure 12. Canadian immigrants Thomas and Elizabeth Kennedy lived with their five children in this house at 217 East Sackett Avenue (5CF2264). Thomas Kennedy worked as a locomotive carpenter with the Denver & Rio Grande. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 23 February 1937 photograph.

In the 1920s the one-story flat roof house at 217 East Sackett Avenue (5CF2264) was home to Canadian immigrants Thomas and Elizabeth Kennedy and their five children (Figure 12). Thomas Kennedy worked as a locomotive carpenter with the Denver & Rio Grande, retiring with a pension in 1926.[62] The Second Empire style one-story house next door at 227 East Sackett Avenue (5CF2265) also housed the families of railroad employees during the early twentieth century. The simple frame house at 235 East Sackett Avenue (5CF2266) was one of the earlier dwellings along the street, dating to between 1882 and 1885. It also provided shelter for railroaders, as did the frame house next door at 237 East Sackett Avenue

[59] Salida City Directories; *Salida Mail* 25 June 1918, 1.
[60] *Salida Mail*, 17 May 1921, 1; Salida City Directories; US Census records, 1900-1930.
[61] *Salida Mail*, 29 May 1939, 1; Salida City Directories; US Census records, 1900-1930.
[62] *Salida Mail*, 10 April 1936, 1; Salida City Directories; U.S. Censuses, 1900-1930.

(5CF2267). By the 1920s the latter house was associated with Theodore A. and Mary Elizabeth Argys. Mr. Argys was born in Greece and established a retail business selling groceries and meat in Salida.[63]

Businesspeople Living in the Survey Area

John Berdette Bowne, a real estate man and a Salida pioneer, built the one-story mansard roof house at 345 East First Street before 1885 and lived there until his death in 1924 (See Figure 9). Bowne was born in New York in 1831 and spent much of his youth in Michigan, where he ran a country store as a young man. He moved to Colorado in the 1870s for the benefit of his and his wife's health. After losing all of his possessions in a fire in Cleora, he moved to Salida when it was founded. Bowne served as a justice of the peace and vice president of the First National Bank. He was active in securing a smelter for Salida and was an organizer of Fairview Cemetery. His first wife, Nancy, was reported to be the third person buried at Fairview. He married Emily E. Kenyon in 1893. She was born in New York, attended Wesleyan College, and became an early resident of Salida, having followed her brother and sister to Colorado in 1890. When Mr. Bowne passed away in 1924 his obituary described him as "public spirited" and judged that he "aided in every enterprise for the benefit of the town." Emily Bowne continued to live in the house until her death in 1929 and was noted for having written her own obituary.[64]

Several people who lived in the survey area owned their own businesses, and a number of others worked for nonrailroad employers in Salida. In 1903 the one-story mansard roof house at 227 East First Street (5CF2248) was associated with Mrs. Minnie E. Hull, an owner of the Hull & Wise newsstand and cigar store. In that year, Mrs. Hull had three boarders living in her house. By 1906 her brother, Harry O. Wise, shared the dwelling with her. In addition to the business operated with his sister, Mr. Wise also owned H.O. Wise & Son, which advertised "a full line of cigars, tobacco, news and stationery; all the latest periodicals and magazines." Also living in the house were Mr. Wise's son, Earl, and Robert P. Conner, a machinist for the D&RG. Harry Wise, who was born about 1851, moved to Salida from Council Grove, Kansas, about 1882 to work for the railroad as a freight brakeman. He retired about 1893 after falling from the top of a freight car near Rifle and receiving permanent injuries to his spine. He received treatment at the Rio Grande Hospital for three years, but his lower limbs were "totally incapacitated for further service." After losing his career with the railroad, Mr. Wise operated his newsstand and tobacco business from his wheelchair, developing it into "one of the largest and best kept of any of the kind in this section of the state." At the time of his death in 1907, Harry O. Wise was described as "one of those genial, whole souled fellows who made friends of every man, woman or child who entered his place of business."[65]

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[63] Salida City Directories; U.S. Censuses, 1900-1930.
[64] *Salida Mail*, 4 February 1924, 1 and 26 April 1929, 1; Salida City Directories; U.S. Censuses, 1900-1930.
[65] *Salida Mail,* 8 November 1907, 1; Salida City Directories.

Members of the Williams family lived in the one-story brick house at 427 East First Street (5CF2261) that was built between 1888 and 1895. Harry James Williams and his wife, Bertha, lived here until their deaths, followed by their daughter, Emily, and her husband. Harry Williams was born in Illinois in 1866 and moved in 1890 to Salida, where he married in 1901. Williams was employed in various grocery companies in Salida and Pueblo, including H.J. Williams & Co. Daughter Emily's husband, Daniel V. Matthews, lived with the couple by 1920. Mr. Matthews, who was born in Pennsylvania and moved to Salida in the early 1900s, was a meat cutter for many years before working as a conductor and brakeman for the Denver & Rio Grande. Emily and Daniel Matthews continued to live in the house until his death in 1966.[66]

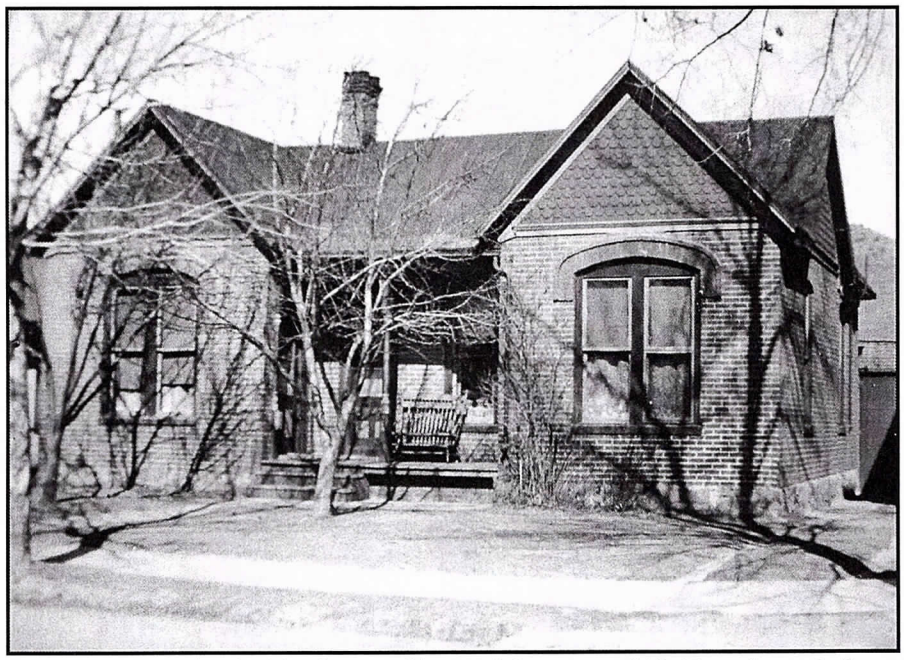


Figure 13. This double front gable roof house at 318 East Second Street (5CF2285) was the home of an early Salida dressmaker. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 23 February 1937 photograph.

A number of working women lived in the survey area during the late nineteenth and early twentieth centuries. The one-story brick house with double front gables at 318 East Second Street (5CF2285), that was built between 1888 and 1890, was the home of an early Salida dressmaker (Figure 13). Sanborn maps for 1890 and 1893 indicate that an occupant used the house for dressmaking. The State Business Directory of 1894 listed only two women engaged in the business in Salida, although there were probably others who provided such services but did not advertise. Four women of the Hamm family lived in the mansard roof house at 431 East First Street (5CF2262). Elizabeth W. "Binnie" Hamm, a widow from

[66] *Salida Mail*, 2 July 1926, 1 and 30 October 1969; Mountain Mail, 9 June 1966, 1; Salida City Directories; U.S. Censuses, 1900-1930.

Kentucky, resided here with her three daughters: Elsie, Margaret, and Annie. Margaret worked as a private nurse and Annie was a bookkeeper at the Golden Rule department store.[67]

Pioneer Salida lumberyard owner Albert E. Hanks erected a two-story house at 324 East Second Street in 1888. Mr. Hanks had moved to Colorado to improve his heath, and after spending much of two years "in camp," he moved with his wife and seven children to Salida in 1885. The original Hanks house was demolished after 1945, and daughter Helen Hanks, who had inherited the property, built the current house (5CF2287). She owned and operated a photography business, the Hayes Studio, for many years. Helen Hanks was described as having photographed "family, friends, and clients with skill and sensitivity."[68]

Matthew K. Miller lived in a substantial Queen Anne style residence at 346 East Second Street (5CF2291). Mr. Miller owned a store at 116 F Street that provided men's furnishings, shoes, hats, cigars, and tobacco. His sons, Joseph and Uriah, both worked as clerks in the store and lived with him. A 1906 newspaper article described Miller's business: "no other store in town being able to give lower figures considering the quality of goods . . . Transacting all his business on the correct principles, he stands high in commercial circles and has many friends. His trade is growing fast and he gives personal attention to its details." Matthew Miller was born in 1850 in Iowa and moved to Salida in 1882. His store was established in the city by 1883. Well-known throughout the county, Mr. Miller served twice as Salida mayor, treasurer for one term, county commissioner twice, and was a member of the school board for several years. When he died in 1912, Matthew Miller's funeral service was held in the house. The *Salida Mail* commented, "To know Mr. Miller was to admire him, and no resident of the county had more friends, especially among the railroad men."[69]

Joseph E. Stewart, who lived with his family at 421 East Second Street (5CF2298) in 1930, was a lifelong resident and longtime funeral director of Salida. His grandfather had been an early Salida mayor and founder of a mortuary. His father continued the business, and Joseph and his wife, Mary, became licensed funeral directors under his leadership. Inheriting the business, Stewart Mortuary, upon his father's death, Mr. Stewart became a prominent businessman and civic leader. He served for ten years as president of the school board and participated in many fraternal organizations. In 1973 Joseph Stewart was selected Man of the Year by the Salida Chamber of Commerce. He also served as county coroner for a number of years before his death in 1979.[70]

Swedish immigrant Oscar Ludwig "Lud" Johnson moved from his house at 444 East Second Street (5CF2302) to the dwelling next door at 437 East Second Street (5CF2301) following

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[67] Salida City Directories; U.S. Censuses, 1900-1930.
[68] *Salida Mail*, 1 January 1889, 4 and 16 and 16 August 1898, 3; Kay Marnon Danielson, *Images of America: Salida, Colorado* (Chicago: Tempus Publishing, Inc., 2002), 105-07.
[69] *Salida Mail*, 10 August 1906, 5 November 1912; Salida City Directories; US Censuses, 1900-1920.
[70] *Mountain Mail*, 24 January 1979, 1; Salida City Directories.

his marriage to Mrs. Elizabeth Bly about 1905. Mr. Johnson was born in Sweden in 1855 and came to the United States in 1882. He was described as a highly skilled machinist who worked for the railroad after arriving in Salida. He then became co-owner of Churcher & Johnson, a furniture store he operated with Frank B. Churcher. His wife, Elizabeth, was born in New York in 1857, and her parents were from Scotland. She moved to Salida in 1884 from Bennington, Vermont. She lived in the house at 437 East Second Street for more than fifty years before her death in 1941. Following his wife's demise, Oscar Johnson conducted "an extended eastern tour" and then decided to live at the Odd Fellows Home in Cañon City, where he passed away in 1945 at the age of ninety.[71]

Members of the Gloyd family lived in houses at 324, 330, and 338 East Third Street (5CF2307-2309) by 1910. Frank Walter Gloyd, a prominent Salida real estate agent, lived at 338 East Third Street with his wife, Fannie. Both of them were born in New York. Mr. Gloyd moved to Salida in 1900 in hopes of improving his health, and the couple wed in 1903 in Salida. Frank Gloyd was affiliated with the firm of Strait and Gloyd and then operated his own real estate, loan, insurance, and notary public agency. Clarence and Ethel Gloyd lived at 330 East Third Street, and Mr. Gloyd was bookkeeper at the Gloyd Agency. Laura Gloyd, a widow and the mother of Clarence and Frank, lived at 324 East Third Street along with her daughter J. Mabel, who was a teacher at Central School, and two boarders.[72]

Businessman William E. Crutcher lived with his wife, Ruth, at 412 East Third Street (5CF2311) (Figure 14). Mr. Crutcher was born in 1850 in Big Spring, Kentucky, and attended the University of Kentucky. He operated a mercantile store in that state before moving to Nebraska, where he was involved in banking and real estate. In 1899 he moved to Colorado to pursue mining interests. By 1900 the Crutchers had moved to Salida, where William operated the W.E. Crutcher Wholesale Produce Company on First Street. The store later moved to Second Street and merged with the firm of E.S. Plimpton.[73]

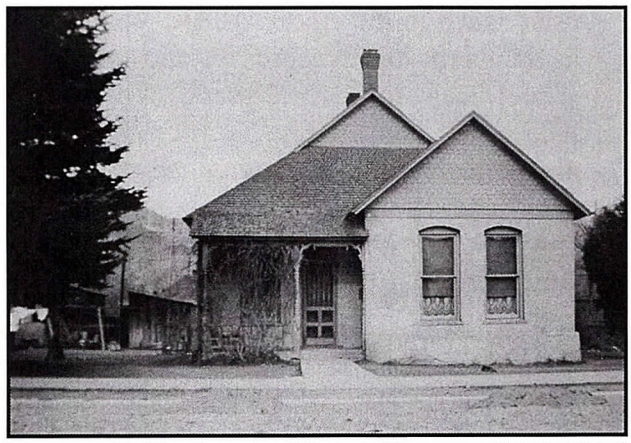


Figure 14. The Crutcher/Elarton House at 412 E. Third Street (5CF2311) was built circa 1895-1902. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 25 February 1937 photograph.

The gabled roof house at 239 East Sackett Avenue (5CF2268) dates to before 1886. James H. Huston, a Civil War veteran, was born in Columbus, Ohio, in 1840. In 1869 he married

[71] *Salida Mail*, 3 December 1945, 1; Salida City Directories; U.S. Censuses, 1900-1930.
[72] U.S. Census, 1910.
[73] *Salida Mail*, 19 May 1936; Salida City Directories; U.S. Censuses, 1900-1930.

his wife, Emma, who was born in Ohio in 1849. Coming to Salida about 1895, Mr. Huston worked as a carpenter and was involved with mining enterprises in the area.[74]

The family of Charles Redeker, who operated The Old Man's Place, serving wines, liquors, and cigars on East First Street, lived at two houses in the 100 block of D Street (5CF2227 and 2228). Born in Berlin in 1831, Redeker lived in Missouri before moving to Salida and becoming a conductor for the Denver & Rio Grande in 1887. He lived in the house at 140 D Street with his wife, Emma. Their daughter, Anna Dora, and her husband, W. Perry Williamson, also lived in the duplex residence. Mr. Williamson worked at his father-in-law's business and later had his own saloon on lower F Street. Charles Redeker died in 1909 of a "lingering illness from a lung affection," and the family moved into the house he had erected next door at 148 D Street in 1898. The *Salida Mail* indicated that it was a five-room brick cottage, "modern style with electric light and water connections."[75]

Boarding Houses

Several women in the survey area operated formal boarding houses and others offered furnished rooms in their homes as a means of earning a living or supplementing their family income. Bertha Deegan built and operated a boarding house/apartment at the corner of East First and D streets (307 E. First, 5CF2251) in 1888 at a cost of $1,800. The large two-story building designed in the Italianate style was popular with railroad employees. The nine-room house was operated by Jennie M. Anderson as the Kenilworth Rooms by the 1910s. She and her husband, Leonard, were both born in the 1850s in England and came to the United States in 1879. In 1911-12 their boarders included five railroad employees and an employee of the Senate Bar. Martin and Anna Christensen, who were from Denmark, offered rooms in the house during the 1930s. Mrs. Christensen was proprietor of the rooms, while Mr. Christensen worked as a carpenter for the railroad. In 1930 they provided facilities for at least eight lodgers.[76]

The Second Empire style dwelling at 225 C Street (5CF2219) was built between 1895 and 1902. Nettie Ann (Mrs. A.J.) Newman ran a boarding house in the one-story mansard roof dwelling. Born in Jacksonville, Illinois, in 1877, Nettie Newman lived in Salida for fifty years. The 1903-04 city directory indicated that occupants of the house included a trucker, a fireman, a machinist, and a single woman, in addition to Mrs. Newman's family.[77]

In 1903 Mrs. Grace Lightner, widow of Harry, was renting rooms in her one-and-a-half-story house at 122 North D Street (5CF2242) to three railroad workers (Figure 15). Between 1890 and 1904 two one-story houses built before 1886 at 126 and 130 North D Street (5CF2243) were connected. At the latter date, the Joseph Warren Fisher family lived in the house. Mr.

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[74] *Salida Record*, 11 November 1910; Salida City Directories.
[75] *Salida Mail*, 3 January 1899, 1; 10 March 1899, 2; and 16 March 1909, 2.
[76] *Salida Mail*, 2 August 1921, 1; Salida City Directories; US Censuses, 1900-1930.
[77] *Salida Mail* 9 March 1950, 1; Salida City Directories; U.S. Census, 1910, 1920, 1930.

Fisher was born in Wisconsin in 1844 and moved to Salida in 1881. He was affiliated with various mercantile houses in the city after first working as a grain merchant. He also served on the police force for many years and was described as a "fearless officer." In addition to the Fishers and their daughter, five railroad engineers and a conductor resided in the combined house in 1906. By 1913-14 the large family of Richard and Kezia Hughes lived in the dwelling. Mr. and Mrs. Hughes were born in Wales and immigrated to the United States in the 1860s. They came to Colorado in 1879 and Richard worked the mines at Coal Creek. The couple had six children, including a son, Tom, who became a star baseball pitcher for a Boston team. When he died in 1923, Richard Hughes was described as "one of Salida's most beloved citizens."[78]

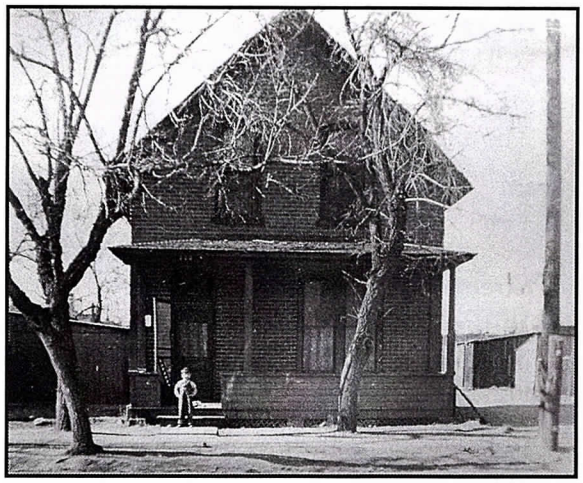


Figure 15. In 1903 widow Grace Lightner was renting rooms in this one-and-a-half-story house at 122 North D Street (5CF2242) to three railroad workers. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 22 February 1937 photograph.

Ada Jane McNichol offered furnished rooms in her large two-story residence at 233 East First Street (5CF2249) (Figure 16). Her husband, Alexander McNichol worked as an engineer with the Denver & Rio Grande Railroad. Ada Jane McNichol, who was born in Pennsylvania in 1874 and died at the age of thirty-two as a result of blood poisoning. Alexander McNichol, born in Nebraska in 1871, arrived in Salida in 1894 and immediately began working for the railroad, first as a fireman and then as an engineer. He and his two daughters continued to live here following Ada Jane McNichol's death and provided rooms for boarders. Alexander McNichol and three other men died in a train wreck near Pando in September 1907. The train engineered by McNichol went out of control after the air brakes failed. He had recently returned to work after remarrying and taking an extended wedding trip to the East. The engineer's lodge, of which McNichol was chief, conducted a funeral at his house on East First Street, and he was described as a devoted husband and father who was "quiet and unassuming." Following her husband's death, Ellen McNichol continued to offer furnished rooms in the house. By 1911-12 there were six boarders living in the building, including a mercantile clerk, an engineer, two firemen, and a restaurant owner. Mrs. McNichol later married Thomas J. Teller, a truck driver for the Salida Fruit Company, with whom she shared the house. She passed away at the age of seventy-one in 1943.[79]

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[78] *Salida Record*, 8 February 1907, 1; *Salida Mail*, 28 September 1923, 1 and 26 July 1927, 1; Salida City Directories.

[79] *Salida Record*, 4 August 1905, 1; 20 September 1907; *Salida Mail*, 6 July 1943; U.S. Censuses, 1920 and 1930; Salida City Directories.

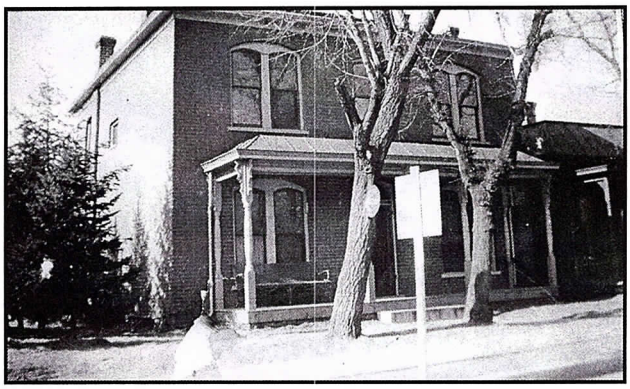


Figure 16. Ada Jane McNichol offered furnished rooms in this large two-story residence at 233 East First Street (5CF2249), now greatly altered. Her husband, Alexander McNichol worked as an engineer with the Denver & Rio Grande and died in a railroad accident. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 1937 photograph.

In the 300 block of East First Street one of the attached two-story brick dwellings operated as a rooming house. The projecting eastern house dates to before 1892, while the set back western residence was built between 1909 and 1911. Early owners of the eastern house were Charles F. and Belle Foote, who rented out rooms. In 1903-04 their boarders included four railroad conductors, an engineer, and a brakeman. Charles Foote also ran a second hand goods store and had other employment. He had moved to Maysville and then to Salida in the early 1880s. Mr. Foote had the misfortune to die in the "first serious accident in Salida with an automobile" in September 1909. He was struck and killed at First and F by a vehicle driven by Dr. T.L.A. Shaffer. At the time of his death, Charles Foote was described as "one of the oldest residents of the city." Mrs. Foote continued to live in the house with her daughter and son-in-law, a railroad brakeman, and several boarders. The 1911-12 city directory listed five D&RG conductors, a railroad brakeman, and a lawyer at this address. When the attached residence was added the city directory listed a D&RG conductor as the occupant.[80]

Multi-family Residences

Convenient and affordable housing was always in demand for the large number of railroad employees in the city. Buildings encompassing more than one residential unit were an efficient and profitable way for developers to provide domestic opportunities. These buildings are scattered throughout the neighborhood.

The terrace type building gained great popularity in Salida during the last years of the nineteenth and the first years of the twentieth century. Terraces were an early form of apartment building that consisted of one or two stories, multiple dwelling units, and projecting porches on the front of the building providing access to one or two of the residences. Several terraces were built in the 1898-1904 period on the remaining large vacant parcels in the survey area. In its New Year's edition of 1904 the *Salida Record* boasted, "Salida has achieved considerable fame for its 'terraces' or apartment houses. A number of this class of buildings ornament the residence portions of the city, and year by year their number is being added to, attesting their popularity as places of residence."[81]

[80] *Salida Mail*, 10 September 1909, 1; *Salida Record*, 10 September 1909, 1; Salida City Directories.
[81] *Salida Record*, 1 January 1904.

An early version of such housing was the one story three-unit terrace type building erected at 136-44 North C Street (5CF2222) between 1888 and 1895. The building featured brick walls with decorative bands of brick, a parapet distinguishing each unit, and a projecting porch with spindle supports identifying the location of each entrance. The large arched windows along the façade had brick hood molds. A two-story multi-family building of the era was constructed at 127-129 D Street (5CF2225) in 1888-90, expanded after 1945, and continues to serve several families.

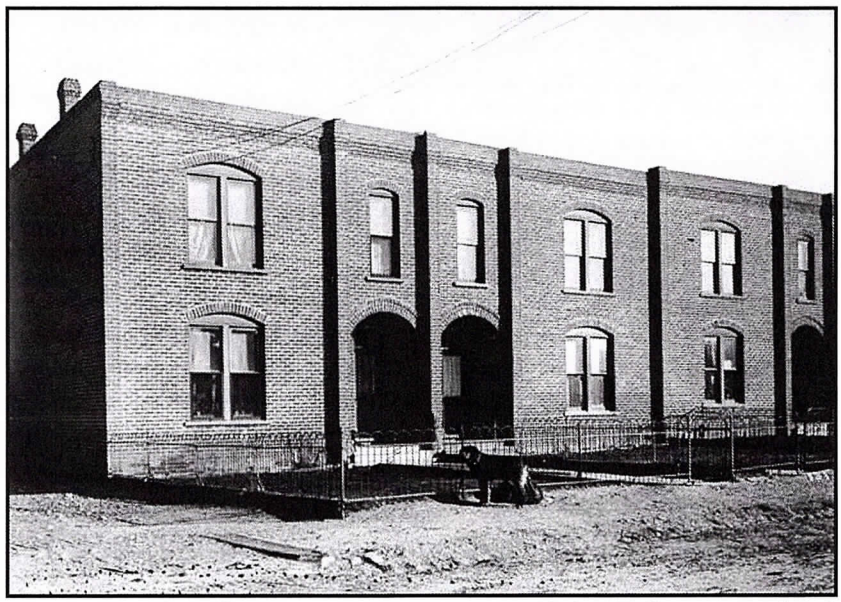


Figure 17. The Riley Terrace, 102-24 D Street (5CF2223) was completed in 1899 by widow Mary Clara Riley. Alterations have now obscured the original nature of the building. SOURCE: Denver Public Library, Western History and Genealogy Department, photographic collection, Meigs photograph, circa 1900s, number X-13298.

A large two-story apartment building known as the E.M. Riley Terrace was built at 102-24 D Street (5CF2223) (Figure 17). The 3 January 1899 *Salida Mail* indicated, "Mrs. E.M. Riley has begun the construction [in the previous year] of a splendid brick terrace of 36 rooms comprising six departments, corner D and 1st streets, with every modern convenience and will cost when completed $11,000." The *Salida Mail* of 5 June 1900 featured a picture of the finished terrace and an article that stated:

> Among Salida's most beautiful and substantial residence buildings the E.M. Riley terrace, on the corner of First and D streets, is particularly noticeable. It was erected in 1898 and contains six residences of six rooms each, and is a thoroughly modern structure in every detail. The terrace has its own private sewer direct to the river--in fact, nothing has been left undone to make it a desirable and pleasant place to live. The building is 25 X 150 feet and stands

on three lots 75 X 150 feet. It was built by Mrs. E.M. Riley and was first occupied in May, 1899.

Mary Clara (Mrs. E.M.) Riley, lived in the building in the unit addressed 112 D. At the time of her death, she was described as a Salida pioneer, a "clever business woman, builder and charity worker." She was also hailed as "a progressive, public spirited and charitable citizen, who manifested her faith in the future of the city by leading in every movement for its growth and betterment." She was born in Cherokee, New York, in 1863, to a prominent family. She married E.M. Riley, a railroad man, in Iowa at age fourteen. Ill health forced her to give up her goal of attending college; instead, she moved with her husband to Colorado. The couple made the trip in a prairie schooner for her health. They reached Tin Cup in 1877, and Mr. Riley mined there until 1883. The Rileys then moved to Poncha Springs, where E.M. Riley was in charge of the coal kilns. In 1884 Mr. Riley became employed by the D&RG in Salida. In 1898 he was conductor of a passenger train that left the tracks in Black Cañon, resulting in his death.

Mrs. Riley, then the mother of a young daughter, invested the insurance money from her husband's death in the construction of the Riley Terrace, which was described as "one of the most substantial structures in the city." The remainder of the construction cost was paid for by trading in real estate and using income from its residential units. The terrace housed railroad workers' families as long as the trains operated in Salida. Mary Clara Riley's investments and real estate developments resulted in the accumulation of a fortune. She also erected the Swell Terrace, a somewhat smaller building than the Riley Terrace, at the corner of B and First streets across from the hospital. Mary Clara Riley was a "strong believer in a beautiful city and she led the way in all public improvements," although she was too busy to engage in politics and lodge work. She was well known for her local philanthropy, and was especially fond of helping children. Mary Clara Riley died in January 1915.[82]

James Watt DeWeese, a prominent Salida businessman, erected the DeWeese Terrace at 107-23 North D Street (5CF2239) between 1898 and 1903. DeWeese was born on a farm in Ohio and moved to Indiana at the age of fourteen. He completed a "rather brief" education there and then served as an apprentice machinist with the Lake Shore Railroad shops. DeWeese was steadily promoted until he reached the position of draftsman in the railroad's immense mechanical engineering department. In 1887 he moved to Salida, where he worked in the local railroad shops, then spent three years in Gunnison as a roundhouse foreman. DeWeese decided to pursue another career and to study freehand drawing at the Cincinnati Art Academy. Although he considered living in California, he returned to Salida in 1894 and established the Salida Building & Loan Association and opened a real estate and insurance business with W.S. O'Brien, whose interest in the company he later purchased. DeWeese built this terrace and a second at 133 East Sackett Avenue (surveyed in 2001-02,

[82] *Salida Mail*, 3 January 1899, 1 and 5 June 1900, 4; *Salida Record*, 1 January 1904.

5CF406.110). The building on North D Street attracted a variety of residents, including many families of railroad workers during the early twentieth century.[83]

A two-story terrace erected at 332-34 East First Street (5CF2256) in 1903-04 was notable for its association with Salida's African-American history during the early twentieth century. In 1903-04, the city directory listed Gabriel Hill, a cook; Pearle Mason, a widow; and teamster William Boyer and his wife living in half of the terrace. All of these residents were African-American. The 1910 U.S. Census recorded that Pearle Mason was born in Missouri in 1884 and was working as a laundress.[84]

One of the largest terrace type buildings in the city, 223-49 E Street (5CF2247) was built in 1903 and identified as two separate entities, the Comstock Terrace (north part) and the Carpenter Terrace (south part) (See Figure 8). The long, two-story, brick building featured four projecting entrance bays with arched openings, an elaborate brick cornice, and inset plaques of decorative stucco. A number of persons employed by the Denver & Rio Grande Railroad lived here in the first half of the twentieth century, as well as persons in a variety of other occupations, including, doctors, a watchman, and a music teacher.[85]

Built about 1909-10, the terrace at 120-22 C Street (5CF2216) featured a symphony of elaborate brick masonry (See Figure 20). Original occupants of the two-unit building were the families of Denver & Rio Grande engineer William Kasling, a German immigrant, and James Davis, a native of New York associated with the mining industry. The property received the name Parlin Terrace by the 1920s, when Nancy Gould Parlin owned and lived in the building. She was the childhood sweetheart of John T. Parlin in Norridgewock, Maine. He was "seized with gold fever in 1849" and traveled to California to pursue mining and cattle raising. In 1866 Nancy Gould sailed from New York, crossed the Isthmus of Panama, and arrived in San Francisco, where she married John Parlin two days later. In the 1880s the couple established the town of Parlin in Gunnison County, and there John served as postmaster for twenty-five years. In 1907 the couple retired to Salida.[86]

Other Forms of Multi-family Domestic Architecture

A hotel was constructed in 1891 at 247 East Sackett Avenue (5CF2269). The two-story flat roof brick building featured a decorative cornice, tall arched windows, and a projecting porch with lacy brackets and turned spindle supports. The 1893 Sanborn map of the area identified the building as the "Knox Hotel," although the name does not appear in the 1894 State Business Directory. By 1898 the Sanborn map identified the building as "furnished rooms." The 1903-04 city directory listed at least eight lodgers at the address, all of whom worked for

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[83] *Salida Mail*, 5 June 1900; *Salida Record*, 1 January 1904; Salida City Directories; Salida Photograph, 1903; Sanborn Insurance Maps.
[84] Salida City Directories; U.S. Censuses, 1900-1930.
[85] Salida City Directories.
[86] *Salida Mail*, 16 November 1915, 1; Salida City Directories.

the Denver & Rio Grande in capacities such as boilermaker, machinist, hostler, and helper. The 1905-06 city directory indicated that Marie Kelley was operating a rooming house in the building, which also served as the residence for several members of her family.[87]

A two-story brick double-house erected on the north side of East Sackett Avenue (352-54, 5CF2276) in 1902-04 provided residences for workers with a variety of backgrounds. By the 1920s three Hispanic families lived in the building. The 1920 U.S. Census indicated that Lino and Mamuritta Bustos and their three children were occupants. Mr. Bustos worked as a laborer for the Denver & Rio Grande Railroad. Frank Royval also lived here with his daughter and her husband, Jose L. Salazar. Both of the men worked as teamsters at general hauling. Edd and Paida Randone made their home here with two children and a boarder. Mr. Randone was a laborer at the smelter, while the boarder was a railroad laborer. All of these residents were natives of New Mexico. By the time of the 1922-23 city directory some residents of the building were of Greek extraction. The 1930 U.S. Census indicated that Jason and Anna Wilson lived in the house. The Wilsons, who were listed as the owners of the building, were of African-American heritage. Mr. Wilson worked as a laborer in the Rio Grande shops, while Mrs. Wilson was a cook for a private family. At the same time, five men of Greek heritage were renting the western side of the building.[88]

[87] Sanborn Fire Insurance Maps; Salida City Directories; Colorado State Business Directory, 1894.
[88] City Directories, U.S. Censuses, 1920 and 1930.

VI. RESULTS

Types of Resources Surveyed

The 2006-07 Historic Buildings Survey of Salida documented one hundred resources in the northeastern area of the city. Ten individual resources examined in the survey were evaluated as potentially eligible to the National Register of Historic Places, as well as potentially eligible to the State Register of Historic Properties. Twenty resources were assessed as potential local landmarks (See Table 2); ten of these were the National and State Register candidates. Appendix 1 lists surveyed resources in street address order and state identification number order and includes evaluations of National and State Register and local landmark eligibility. Evaluations of eligibility are based upon the status of the building during fieldwork, and any subsequent alterations made to a resource may have a positive or negative impact on a building's historic physical integrity and significance.

Historic Functions

Examination of the original functions of the buildings surveyed revealed that the overwhelming majority (99 percent) were originally utilized for domestic (residential) functions. Of the buildings that originally had domestic uses, the largest group (seventy-two) were single family dwellings. Another sizable group (nineteen) was designed with two or more residential units in each building. This group represents some of the city's early duplexes, terraces, and apartment buildings. Seven of the surveyed buildings were residences that operated as boarding houses or provided furnished rooms. The neighborhood had a large number of such rooms for rent, due principally to its proximity to the railroad yards and its convenience for railroad workers. Many owners of single family dwellings in the neighborhood also took in lodgers to provide additional income. One of the buildings in the neighborhood was an early hotel that later became a boarding house. Several of the dwellings housed several generations of a family in the same dwelling, with parents, children, grandparents, and in-laws all living together.

Only one surveyed property was not domestic in function, 327 East First Street (5CF2254). The building was built (and remains) a doctor's office, thereby falling into the health care category. The building was erected in 1960.

Periods of Construction

Construction dates of buildings surveyed ranged from circa 1882 to 1885 through 1960. The construction dates for many of the surveyed buildings from the late nineteenth and early twentieth centuries were estimated as a range of years based on research using historic maps, newspaper articles, and photographs. Chaffee County Assessor dates of construction for many of the houses were found to be very inexact (or incorrect) estimates. The earliest available city directory listing residential addresses for Salida is 1903-04. For buildings

erected before that period, Sanborn insurance maps and historic photographs were of immense value in pinning down approximate dates or periods of construction. Also helpful in some cases were lists of buildings constructed during particular years that appeared in historic newspapers.

In terms of eras of construction, the largest number of houses surveyed was built before 1895. Forty-eight buildings were identified as having been built during this period, with twenty-eight of those definitely identified as buildings of the period 1880-1890, the first decade of the city's growth. The remaining twenty buildings were found to date to between 1888 and 1895, with no more precise dating possible.

The second largest group of buildings, forty-two, dated to the period between 1895 and 1914. Of those, forty were built between 1895 and 1905, one was built in 1909-10, and one was built in 1909-14. Combining the two largest categories reveals that ninety percent of the houses surveyed were built before 1914. This indicates that the neighborhood is one of the oldest in Salida, and it was almost fully built out by 1909.

Of the remaining resources, six were built between 1914 and 1945. Of those, one was built between 1914 and 1920 and one was built between 1914 and 1929. Four of the group were erected in the 1920s. The remaining four buildings surveyed were constructed after World War II, during the period 1946-1960.

Architectural Styles

The northeastern portion of the city encompasses some of Salida's most historic and architecturally significant housing. Many of the houses reflect blue collar and middle class lifestyles and multi-family living arrangements. The neighborhood developed along with the city, taking off quickly after the arrival of the railroad and founding of the city in 1880 and platting of Sackett's Addition in 1884. Although some of the earliest dwellings were of simple frame construction with horizontal board siding, residents soon began erecting brick houses ornamented with a variety of decorative features handily shipped via railroad. The Victorian styles that had evolved over many years in the East were quickly brought westward by builders seeking to profit from development in the city and by mail order pattern books.

Based on architectural style, the largest group of properties surveyed represented influences of the Late Victorian era, specifically the period between the founding of the city and the first decade of the twentieth century. Thirty-one surveyed buildings reflected stylistic features falling under the general category Late Victorian, but did not include the specific components that distinguish a particular architectural style. Late Victorian features found on these buildings included details such as tall, narrow, double-hung sash windows, often with segmental arches; stone foundations, brick or frame walls with horizontal lap siding; the use of decorative wood shingles for ornamentation; and prominent façade porches, often with turned spindle supports or other ornamentation.

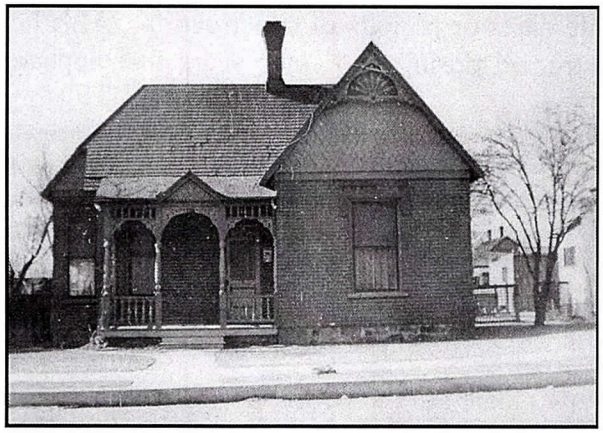


Figure 18. The Bly/Johnson House at 437 E. Second Street (5CF2301, erected 188-95) is an example of a Queen Anne style house in the survey area. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 25 February 1937 photograph.

Several of the specific architectural styles falling into the Late Victorian category were represented by houses included in the survey, including Queen Anne, Second Empire, and Italianate. Of these, the largest group, nine, represented the Queen Anne style. The style emphasized ornamentation through a variety of shapes, patterns, and building materials, and included an emphasis on steep gables and multiple angles. The style was immensely popular in the United States from the 1880s through the first decade of the twentieth century and could be adapted to any type of lot and any price range. Elements of the style included a combination of building materials, such as stone, brick, and shingles; varieties of decorative glass; elaborately detailed gable ornaments; prominent porches with spindled supports and balustrades; and the liberal application of bays, towers, and other projections. In Salida elaborate brickwork distinguished many Queen Anne style houses. Even the smallest cottage might easily include decorative shingles and porch elements reflecting Queen Anne influences.

In the survey area, the finest example of the Queen Anne style is the two-and-a-half-story brick dwelling that was owned by the Matthew K. Miller family at 346 East Second Street (5CF2291). Erected between 1895 and 1902, the house displays lavish ornament in its multiple gables with decorative shingles and gable ornaments; brick walls with decorative courses and stone trim; variety of windows, including stained glass; and balcony and porch with arched openings. The house is situated on a large corner lot enclosed with a wrought iron fence. A fine example of a one-story Queen Anne style house is found at 437 East Second Street (5CF2301). Erected between 1888 and 1895, the dwelling features an asymmetrical composition, decorative shingles, and an elaborately ornamented porch. Another fine one-story example of the style built during the same period is the red brick dwelling at 449 East Second Street (5CF2304) that features a front porch with turned spindle supports, decorative brackets, arched spandrels, a spindled frieze, and a stickwork balustrade.

Houses in the Second Empire or Mansard style comprised the second largest group within the Late Victorian category, with eight examples. Salida is fortunate in having a rare abundance of Second Empire style houses in sizes ranging from small cottages to large two-story residences. The characteristic element of the style, the mansard roof, consisted of a steep lower slope and a gently angled top portion. Other features included projecting bays, windows with pedimented or molded window hoods, bracketed cornices, and porches with slender, squared supports. The Second Empire style, often employed for governmental buildings and schools in the United

States during the period immediately following the Civil War, was generally one of the earliest formal styles displayed in Colorado's domestic architecture and its popularity in Denver waned by the 1890s. However, the style was so popular in Salida that it continued to be built into the early twentieth century. A good example of the Second Empire style dwellings in the city is the two-story brick house at 237 D Street (5CF2235), erected about 1888-92 (Figure. 19). The house features a mansard roof with metal roofing, flared eaves, and gabled roof wall dormers. There are tall segmental arch windows with gauged brick lintels and a porch with square columns, curved brackets, and a stickwork frieze. Several other mansard roof houses are found in the survey area, including 225 C Street, 140-42 D Street, 331 E First Street, 345 East First Street, 431 East First Street, and 227 East Sackett Avenue (5CF2219, 2227, 2255, 2258, 2262, and 2265).

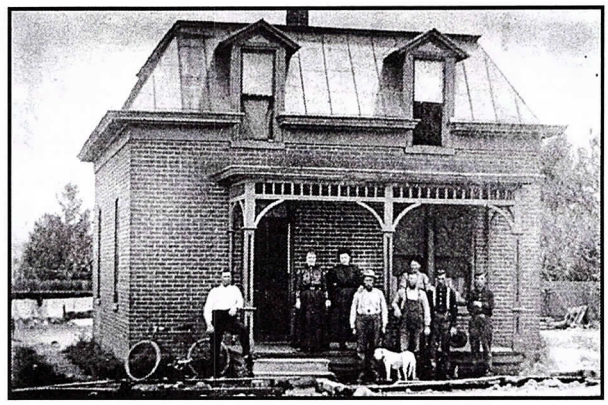


Figure 19. An example of the Second Empire style in the survey area is Hughes House at 237 D Street (5CF2235, erected 1888-92). SOURCE: Collman, *Trails Among the Columbine*, 93, Steve Frazee Collection.

Three buildings represented the Italianate style. By the 1860s the style had become the most popular in America and had found a place in Colorado Territory. The style was reflected in a vertical, often asymmetrical emphasis and rich ornamentation. Italianate style houses were generally two-stories in height, although a number of one-story cottages displayed a few select elements of the style. Representative elements of the style included low pitched hipped roofs with widely overhanging eaves and decorative brackets; large double-hung sash windows, often arched and with elaborate window surrounds; and one-story porches with slender, square supports with chamfered edges. More elaborate examples included features such as towers, quoins, and balconies. The large boarding house built by Bertha Deegan at 307 East First Street (5CF2251) was designed in the Italianate style. Representative features of the style reflected in the house include the low-pitched hipped roof with flared, overhanging eaves and central deck; the two-story height; the three-ranked façade openings; and the tall, narrow windows with arched hood molds.

Seven buildings represented the Terrace Type of multi-family residential buildings. Considered an early form of apartment house, the terrace was very popular in Salida, which has an abundance of historic examples. The buildings were well-suited to the city in terms of providing affordable and convenient housing for large numbers of railroad workers and their families, among others. Developers liked terraces because several families could be housed in a building at lower cost than in single family dwellings. At the same time, terraces fit in with the built environment of residential neighborhoods in terms of scale, building materials, and design features. Most terraces were erected of brick and many featured sections of decorative

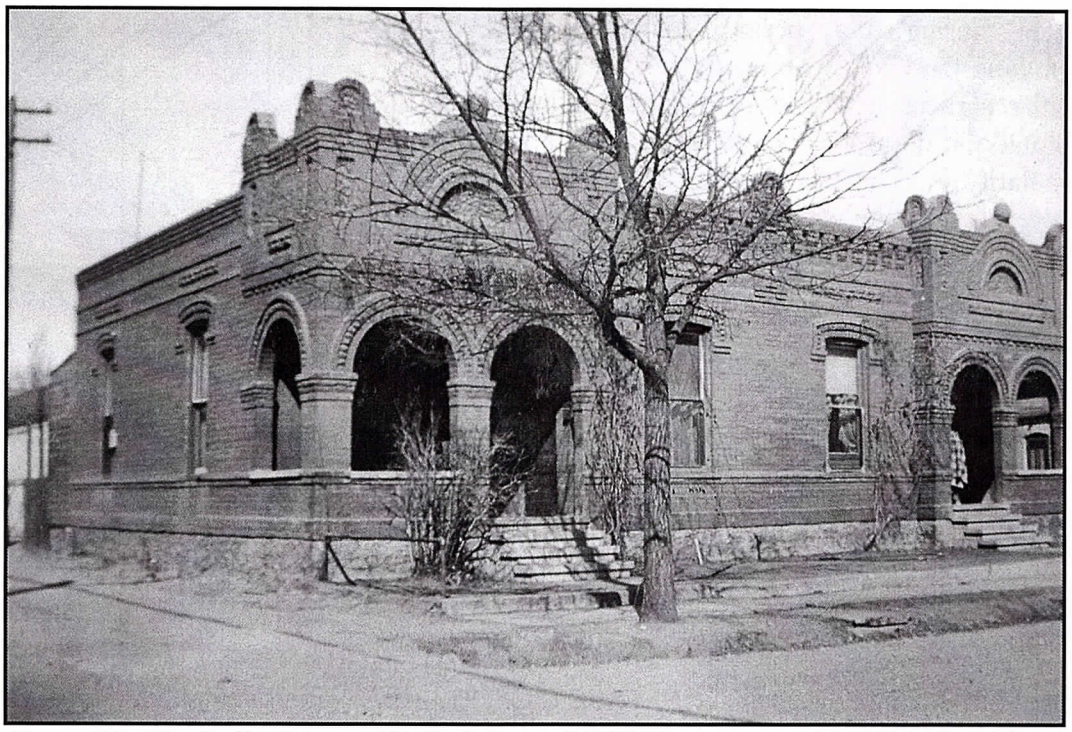


Figure 20. The Parlin Terrace, 120-22 C Street (5CF2216), was erected in 1909-10 and is an excellent example of the Terrace Type in the survey area. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 23 February 1937 photograph.

brickwork. Characteristics of the buildings were their one- to two-story heights; flat roofs, often elaborated with decorative cornices; and generally rectangular plan that encompassed several dwelling units. Each terrace generally included multiple front porches providing access to the individual units.

An excellent example of Terrace Type construction is the Parlin Terrace erected about 1909-10 at 120-22 C Street (5CF2216) (Figure 20). The one-story brick building with two residential units includes an elaborate brick cornice with projecting arched finials atop short piers inset with textured stucco, a band of corbelled brick brackets, and bands of molded brick. Slightly projecting porches at each end of the façade are crowned with decorative pediments with stucco panels and have arched openings elaborated with ornamental brickwork. The brick walls atop a foundation of rock-faced stone feature courses of brick, and the double-hung sash windows are crowned by brick hood molds.

One building surveyed was a Bungalow Type dwelling representing popular features derived from expressions of the Craftsman style (414 E. Second St., 5CF2297). The Bungalow form was the most prevalent and affordable version of Craftsman style architecture during the early decades of the twentieth century. Common features of the style included a gabled roof with overhanging eaves; a broad porch, often with battered piers and a solid balustrade; a full-height

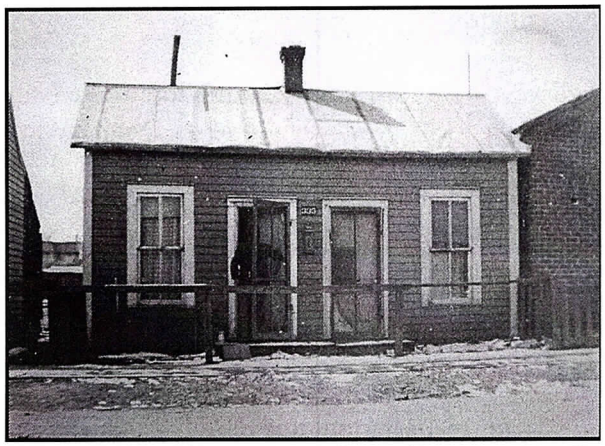


Figure 21. This one-story frame house at 335 E. Sackett Avenue is representative of simple, functional housing in early Salida. SOURCE: Salida Regional Library, Chaffee County Assessor, appraisal card collection, 20 February 1937 photograph.

chimney on a side wall; multi-over-single-light windows; and a height of one- to one-and-a-half stories.

Four surveyed buildings were representative of Modern movements in architecture appropriate to their era of construction after World War II. The buildings were designed with minimal ornamentation and materials such as brick, concrete and concrete block, wide horizontal siding, asbestos siding, plate glass and casement windows, and decorative wrought iron.

A sizable number (thirty-seven) buildings included in the survey represented no identifiable architectural style. Buildings in this category included many that been altered to the extent that they no longer reflected the features of a formal architectural style or recognizable influence. Some buildings in this category were designed originally in a simple vernacular manner without references to a particular architectural style (Figure 21).

Historic District Potential and Individually Eligible Buildings

Historic District Potential

A reconnaissance survey of the city in 2001-02 concluded that the northeast area had a high priority for intensive survey due to large numbers of historic buildings and the potential for the existence of a historic district. The current survey did not define the boundaries of such a district. However, a preliminary evaluation was made of whether the surveyed resources (if included within the boundaries of such a district) would be contributing in order to assist future studies. Figure 22 displays the contributing status of surveyed resources.

The preliminary evaluations of contributing status within the entire survey area found that about 50 percent were evaluated as contributing and 50 percent were considered noncontributing. Generally, this distribution of contributing/noncontributing resources does not indicate a strong historic district. However, an examination of the blocks bounded by B and C and First and Third streets reveals much stronger district potential. In those blocks in the southeastern part of the survey area, 69 percent of the properties were judged to be contributing (including two previously surveyed buildings). There may be some potential for attaching this area to an adjacent historic area to the southwest to create a larger historic district. Further survey work in the latter area (See Recommendations) will be required to make this determination.

Buildings Potentially Eligible for Individual Designation

Surveyed resources were evaluated for their individual eligibility for designation to the National Register of Historic Places, the State Register of Historic Properties, and as local landmarks. Ten buildings were found to be potentially eligible for listing in the National and the State Register. Twenty properties (including the ten evaluated as potentially eligible to the National and the State Registers) were found to be potentially eligible to be local landmarks based on Salida's significance criteria.

Potential Individual National Register Resources

Ten buildings documented in the survey were found to be potentially eligible to the National Register of Historic Places. These buildings were found to have both historic physical integrity and significance under one of the National Register criteria. The following properties were determined to be potentially eligible: 120-22 C Street (5CF2216), 237 D Street (5CF2235), 223-49 E Street (5CF2247), 332-34 East First Street (5CF2256), 235 East Sackett Avenue (5CF2266), 247 East Sackett Avenue (5CF2269), 352-54 East Sackett Avenue (5CF2276), 346 East Second Street (5CF2291), 437 East Second Street (5CF2301), and 449 East Second Street (5CF2304).

Potential Individual State Register Resources

Buildings potentially eligible to the National Register are also evaluated as potentially eligible to the State Register of Historic Properties. Therefore, the ten buildings listed above are also evaluated as potentially eligible to the State Register.

Potential Individual Salida Landmarks

Twenty buildings were evaluated as potentially eligible to be designated as Salida Landmarks, based on the criteria listed in the City's Historic Preservation Ordinance. These criteria are included in this report as Table 3. Buildings evaluated as potentially eligible to become landmarks, in addition to the ten buildings identified above, include: 121-23 C Street (5CF2217), 136-44 North C Street (5CF2222), 148 D Street (5CF2228), 107-23 North D Street (5CF2239), 307 East First Street (5CF2251), 318-20 East First Street (5CF2253), 237 East Sackett Avenue (5CF2267), 324 East Second Street (5CF2287), 402 East Third Street (5CF2310), and 432 East Third Street (5CF2313).

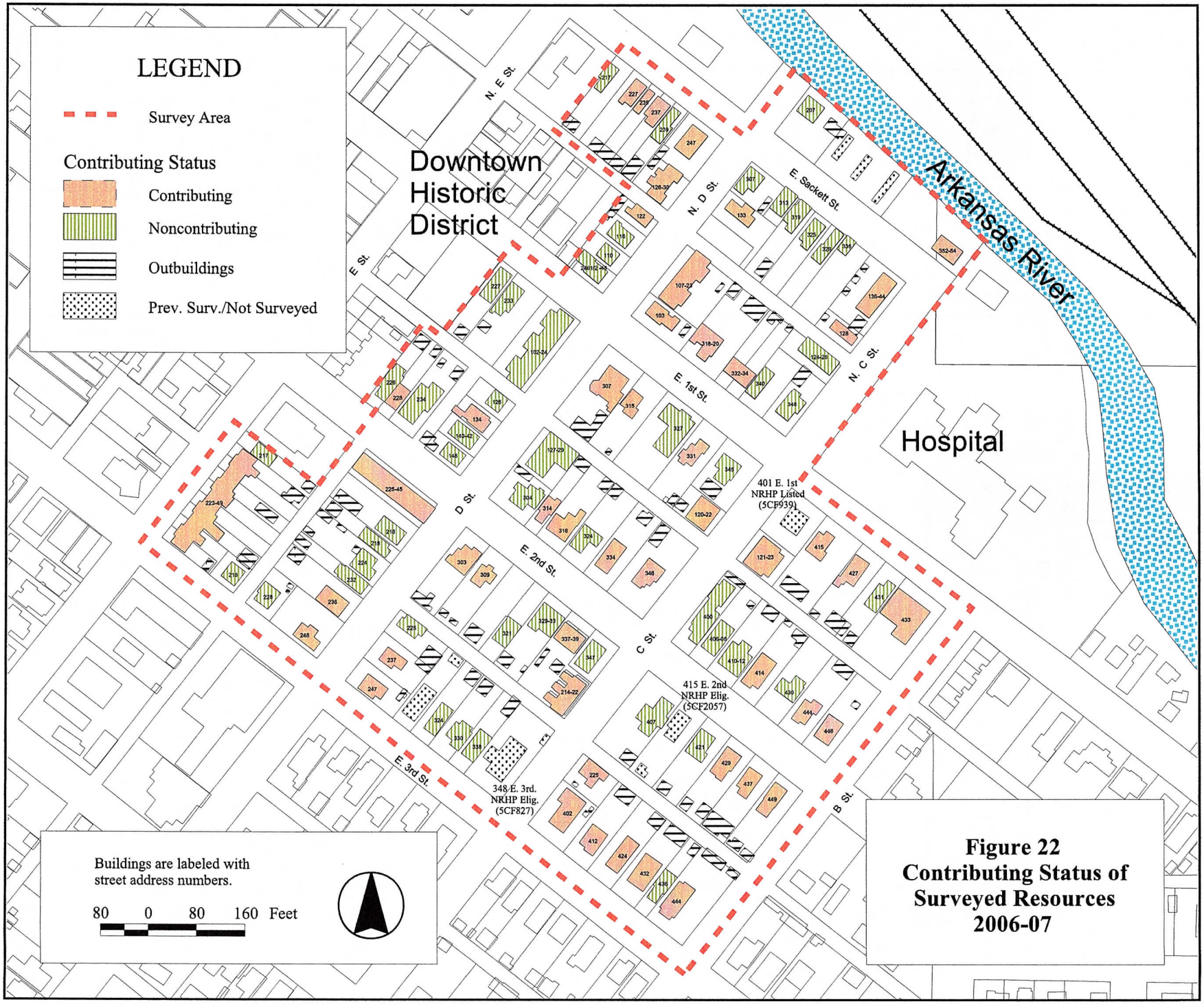

LEGEND
Survey Area
Contributing Status
Contributing
Noncontributing
Outbuildings
Prev. Surv./Not Surveyed
Downtown Historic District
Hospital
Arkansas River
N. E St.
E St.
N. D St.
E. Sackett St.
N. C St.
E. 1st St.
D St.
E. 2nd St.
C St.
E. 3rd St.
B St.
401 E. 1st NRHP Listed (5CF939)
415 E. 2nd NRHP Elig. (5CF2057)
348 E. 3rd. NRHP Elig. (5CF827)
Buildings are labeled with street address numbers.
80 0 80 160 Feet
Figure 22
Contributing Status of Surveyed Resources
2006-07

Table 2
EVALUATION OF RESOURCES FOR INDIVIDUAL ELIGIBILITY FOR NATIONAL, STATE, OR LOCAL DESIGNATION

STATE ID NUM.	STATE ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS				
				NATIONAL REGISTER		STATE REG.	LOCAL LANDMARK	
				Elig.	Crit.	Elig.	Elig.	Crit.
5CF2216	120-22 C Street	Parlin Terrace	1909-1910	Yes	C	Yes	Yes	1, 3
5CF2217	121-23 C Street	Graham House (121 C)	1909-1914	No		No	Yes	3
5CF2222	136-44 N. C Street	Terrace	1888-95	No		No	Yes	3
5CF2228	148 D Street	Redeker/Williamson House	1898	No		No	Yes	3
5CF2235	237 D Street	Hughes House	1888-92	Yes	C	Yes	Yes	2, 3
5CF2239	107-23 N. D Street	DeWeese Terrace	1898-1903	No		No	Yes	1, 3
5CF2247	223-49 E Street	Comstock Terrace/ Carpenter Terrace	1903	Yes	C	Yes	Yes	1, 3
5CF2251	307 E. First Street	Deegan Boarding Hs./Kenilworth Rms.	1888	No		No	Yes	1, 3
5CF2253	318-20 E. First Street	Foote Rooming House, Malloy Rooming House, Rio Grande Rooms	1882-93 (E); 1909-11 (W)	No		No	Yes	3
5CF2256	332-34 E. First Street	Hanks Terrace	1903-04	Yes	A, C	Yes	Yes	1, 3
5CF2266	235 E. Sackett Avenue	Newell House	1882-85	Yes	C	Yes	Yes	1, 3
5CF2267	237 E. Sackett Avenue	Mountford/Argys House	1899	No		No	Yes	2
5CF2269	247 E. Sackett Avenue	Knox Hotel, Kelly Rm. Hs., Nasious Hs.	1891	Yes	A, C	Yes	Yes	1, 3
5CF2276	352-54 E. Sackett Avenue	Wilson Double House	1902-04	Yes	C	Yes	Yes	1, 3
5CF2287	324 E. Second Street	Helen Hanks House	Post-1945	No		No	Yes	2
5CF2291	346 E. Second Street	Miller House	1895-1902	Yes	B, C	Yes	Yes	2, 3
5CF2301	437 E. Second Street	Bly/Johnson House	1888-95	Yes	C	Yes	Yes	2, 3
5CF2304	449 E. Second Street	Martenis/Pierce House	1888-95	Yes	C	Yes	Yes	3
5CF2310	402 E. Third Street	Mann House	1895-1902	No		No	Yes	3
5CF2313	432 E. Third Street	Ryan House	1888-95	No		No	Yes	1, 3

Table 3
SALIDA LOCAL LANDMARK
ELIGIBILITY CRITERIA

Landmark.

(1) Exemplary Property. The subject property exemplifies or reflects the city's cultural, social, economic, political, engineering or architectural history.

(2) Historic Significance. The subject property is identified with a historically important person or persons, or with an important event in the history of the city, region, state or nation.

(3) Architectural Significance. The subject property embodies the distinguishing characteristics of an architectural style, type, or specimen valuable for the study of a period, type, or method of construction, or the use of indigenous materials or craftsmanship.

(4) Noted Designer. The subject property is representative of the work of a notable or master architect, builder, engineer or designer whose work influenced architecture, building, design or development in the city, region, state or nation.

(5) Archeological Importance. The subject property contains or reflects significant archeological importance.

(6) Contributing Building or Structure. The subject property has been listed as a contributing building or structure within a historic district, or nominated for inclusion and/or listed on the national or state registry of historic places.

SOURCE: Salida Municipal Ordinance, 16-18-40(b).

National Register Potential Eligibles



120-22 C Street, 5CF2216, Parlin Terrace (1909-10).



237 D Street, 5CF2235, Hughes House (1888-92).

National Register Potential Eligibles



223-49 E Street, Comstock Terrace/Carpenter Terrace, 5CF2247 (1903).



332-34 E. First Street, 5CF2256, Hanks Terrace (1903-04).

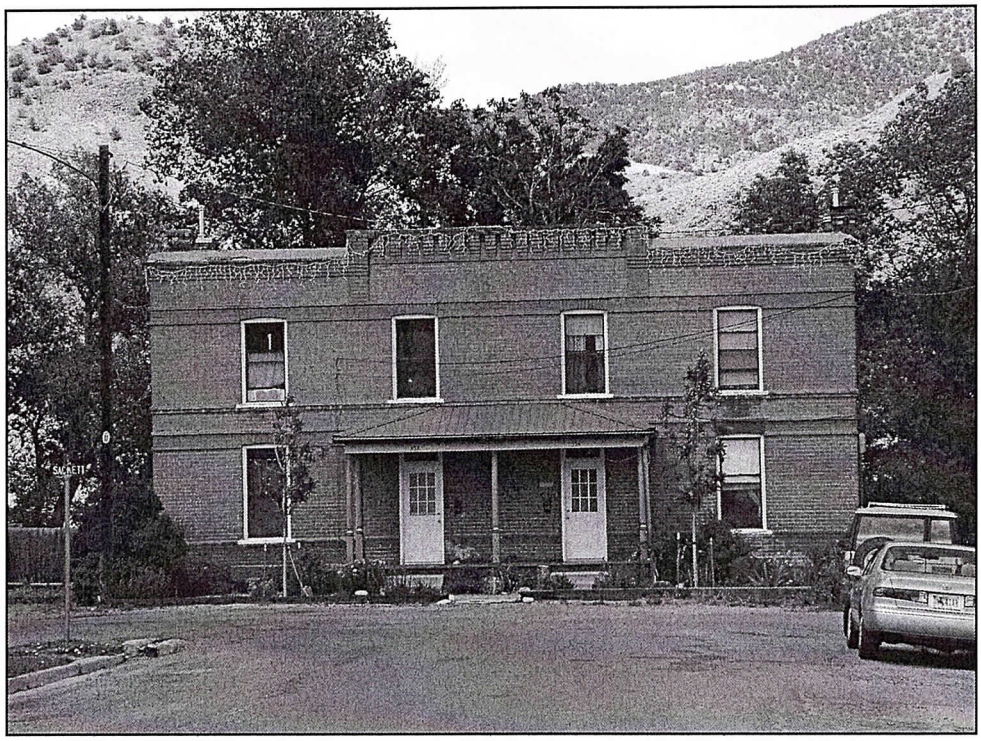


235 E. Sackett Avenue, 5CF2266, Newell House (1882-85).



247 E. Sackett Avenue, 5CF2269, Knox Hotel/Kelly Rooming Hs./Nasious Hs. (1891).

National Register Potential Eligibles



352-54 E. Sackett Avenue, 5CF2276, Wilson Double House (1902-04).



346 E. Second Street, 5CF2291, Miller House (1895-1902).



437 E. Second Street, 5CF2301, Bly/Johnson House (1888-95).



449 E. Second Street, 5CF2304, Martenis/Pierce House (1888-95).

VII. RECOMMENDATIONS

The following recommendations result from the completion of the survey of one hundred historic properties in northeastern Salida.

1. The intensive survey of Salida's historic neighborhoods should continue in order to provide complete documentation of the city's significant historic resources and to identify individual resources and historic districts potentially eligible to be listed in the National Register and/or State Register, and/or designated as local landmarks. The 2001-02 reconnaissance survey of the city provided prioritization of areas for these future survey projects. The 2006-07 project evaluated the contributing status of all surveyed buildings, although specific district boundaries were not identified. Areas adjacent to the 2006-07 survey area should be documented to determine whether they are associated with the contributing historic resources identified and what appropriate historic district boundaries might be. One such adjacent area consists of the two blocks between B and D streets from E. Third Street to E. Fourth Street.

2. Historic resources identified as potentially eligible to be listed in the National Register and/or State Register, or designated as local landmarks should be nominated for such recognition, if owner support exists. Such designation will increase public awareness of the importance of and interest in the preservation of the city's historic buildings and structures.

3. Educational activities and programs sponsored by the Salida Historic Preservation Commission, Historic Salida, Inc., and others are of great value in focusing the community's attention on preservation issues and providing information for a broad range of residents. The City should continue to host and support such events. The City should continue to inform property owners of the history of their buildings and the benefits of preservation. Publications and walking tours focusing on surveyed parts of the city could stimulate greater interest in preservation issues.

4. The Salida Regional Library and/or the Salida Museum should continue to collect and archive information about the city's history and its buildings. Historic photographs, maps, newspapers, and manuscript collections relating to the development of the city should be collected, catalogued, and maintained for future researchers. Oral history interviews with persons who possess knowledge and information about historic resources and development of the city should continue to be conducted. Public agencies should also be encouraged to donate documents relevant to the city's history to appropriate archival repositories. The Library is commended for acquiring and housing a collection of old Chaffee County Assessor cards that proved to be of great value to the survey project.

5. Copies of the products resulting from this survey should be placed in a public repository, such as the Salida Regional Library, where citizens can consult the materials associated with the project to learn more about their properties and where the survey products will be preserved for future generations.

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APPENDICES

Appendix 1
SALIDA HISTORIC BUILDINGS SURVEY, 2006-07
SURVEYED RESOURCES IN STATE IDENTIFICATION NUMBER AND STREET ADDRESS ORDER

STATE ID. NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT CONTRIB. STATUS
				National	State	Local	
5CF2216	120-22 C Street	Parlin Terrace	1909-1910	Eligible	Eligible	Eligible	Contributing
5CF2217	121-23 C Street	Graham House (121 C)	1909-1914	Not Eligible	Not Eligible	Eligible	Contributing
5CF2218	214-22 C Street	Chapman Terrace	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2219	225 C Street	Newman Boarding House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2220	124-26 N. C Street	Jacobs House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2221	128 N. C Street	Golightly House	1888-95	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2222	136-44 N. C Street	Terrace	1888-95	Not Eligible	Not Eligible	Eligible	Contributing
5CF2223	102-24 D Street	E.M. Riley Terrance	1899	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2224	126 D Street	Hensley/King Boarding House	1890-1893	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2225	127-29 D Street	Apartment Building	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2226	134 D Street	Wise/Kern/Wells House	1898-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2227	140-42 D Street	Redeker/Williamson House	1890-1893	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2228	148 D Street	Redeker/Williamson House	1898	Not Eligible	Not Eligible	Eligible	Noncontributing
5CF2229	216 D Street	Colman House	1914-29	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2230	218 D Street	Woods House	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2231	224 D Street	Chapman/Mahar House	1900	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2232	225 D Street	Henderson/Tubbs House	1885	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2233	232 D Street	Burless House	1902	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2234	236 D Street	Furniss House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2235	237 D Street	Hughes House	1888-92	Eligible	Eligible	Eligible	Contributing
5CF2236	247 D Street	Adams/Bergman House	1890-92	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2237	248 D Street	Riley House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2238	103 N. D Street	Naylor/Graham House	1893-95	Not Eligible	Not Eligible	Not Eligible	Contributing

STATE ID. NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT CONTRIB. STATUS
				National	State	Local	
5CF2239	107-23 N. D Street	DeWeese Terrace	1898-1903	Not Eligible	Not Eligible	Eligible	Contributing
5CF2240	110 N. D Street	Moulder House	1888	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2241	116 N. D Street	Brough House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2242	122 N. D Street	Lightner Rooming House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2243	126-30 N. D Street	Fisher House and Boarding House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2244	133 N. D Street	Lines House and Boarding House/Maestas House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2245	207 N. D Street	Watson/Leason House	1902-03	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2246	217 E Street	Redfern House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2247	223-49 E Street	Comstock Terrace and Carpenter Terrace	1903	Eligible	Eligible	Eligible	Contributing
5CF2248	227 E. First Street	Hull House	1886-88	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2249	233 E. First Street	McNichol House and Rooms/Teller House	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2250	246 1/2-248 E. First Street	Miller House	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2251	307 E. First Street	Deegan Boarding House/Kenilworth Rooms	1888	Not Eligible	Not Eligible	Eligible	Contributing
5CF2252	315 E. First Street	Ruland House	1882-88	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2253	318-20 E. First Street	Foote Rooming House, Malloy Rooming House, Rio Grande Rooms	1882-93 (east); 1909-11 (west)	Not Eligible	Not Eligible	Eligible	Contributing
5CF2254	327 E. First Street	Doctors Leonardi and Mehos	1960	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2255	331 E. First Street	Julien House	1888	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2256	332-34 E. First Street	Hanks Terrace	1903-04	Eligible	Eligible	Eligible	Contributing
5CF2257	340 E. First Street	Luhorn/Medrano House	1903-04	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2258	345 E. First Street	J.B. Bowne House	Pre-1885	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2259	346 E. First Street	Ott House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2260	415 E. First Street	Vandenburg/Bunbury House	1888-1895	Not Eligible	Not Eligible	Not Eligible	Contributing

STATE ID. NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT CONTRIB. STATUS
				National	State	Local	
5CF2261	427 E. First Street	Williams/Matthews House	1888-95	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2262	431 E. First Street	Hamm House	1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2263	433 E. First Street	Pennington Boarding House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2264	217 E. Sackett Avenue	Welch/Kennedy House	1898-1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2265	227 E. Sackett Avenue	Kern/Foley House	1898-1904	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2266	235 E. Sackett Avenue	Newell House	1882-85	Eligible	Eligible	Eligible	Contributing
5CF2267	237 E. Sackett Avenue	Mountford/Argys House	1899	Not Eligible	Not Eligible	Eligible	Contributing
5CF2268	239 E. Sackett Avenue	Huston House	Pre-1886	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2269	247 E. Sackett Avenue	Knox Hotel, Kelly Rooming House, Nasious House	1891	Eligible	Eligible	Eligible	Contributing
5CF2270	307 E. Sackett Avenue	Johnson House	1914-20	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2271	313 E. Sackett Avenue	Warnick House	1882-1886	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2272	319 E. Sackett Avenue	Banks/Giron House	1882-86	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2273	325 E. Sackett Avenue	Hartbaner/Luna House	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2274	329 E. Sackett Avenue	Maestas House	1882-86	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2275	335 E. Sackett Avenue	Nelson House	1888-90	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2276	352-54 E. Sackett Avenue	Wilson Double House	1902-04	Eligible	Eligible	Eligible	Contributing
5CF2277	225-45 E. Second Street	McKenzie Terrace	1926	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2278	226 E. Second Street	Haskins House	1898-1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2279	228 E. Second Street	Riley House	1898-1904	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2280	234 E. Second Street	Nash/Shirk House	1898-1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2281	303 E. Second Street	Shay House	1898-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2282	304 E. Second Street	De Late House	Pre-1886 (original)	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2283	309 E. Second Street	Keeton/Blunkall House	1898-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2284	314 E. Second Street	Saunders/Welch House	1901	Not Eligible	Not Eligible	Not Eligible	Contributing

STATE ID. NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT CONTRIB. STATUS
				National	State	Local	
5CF2285	318 E. Second Street	Gallagher/Owen House	1888-90 (original/west)	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2286	321 E. Second Street	McKenzie House	1924	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2287	324 E. Second Street	Helen Hanks House	Post-1945	Not Eligible	Not Eligible	Eligible	Noncontributing
5CF2288	329-33 E. Second Street	Ashenfelter Duplex	1898-1902	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2289	334 E. Second Street	Neilson/Gardunio House	1898-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2290	337-39 E. Second Street	Merton Terrace	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2291	346 E. Second Street	Miller House	1895-1902	Eligible	Eligible	Eligible	Contributing
5CF2292	347 E. Second Street	Schiermeyer House	1952	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2293	400 E. Second Street	Smith Houses	1895-1902; post-1945 (joined)	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2294	406-08 E. Second Street	Apartment House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2295	407 E. Second Street	Sweeney/McCormick House	1888-95	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2296	410-12 E. Second Street	Wilcox Terrace	1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2297	414 E. Second Street	Gallo House	1924-27	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2298	421 E. Second Street	Hartman/Stewart/Glenn House	1888-95	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2299	429 E. Second Street	McLean/Shewalter House	1888-95	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2300	430 E. Second Street	Maple/Wilkins/Bird House	1904-05	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2301	437 E. Second Street	Bly/Johnson House	1888-95	Eligible	Eligible	Eligible	Contributing
5CF2302	444 E. Second Street	Johnson/Bly House	1888-95	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2303	448 E. Second Street	Manful House	1895-1903	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2304	449 E. Second Street	Martenis/Pierce House	1888-95	Eligible	Eligible	Eligible	Contributing
5CF2305	218 E. Third Street	Petrini House	1946	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2306	228 E. Third Street	Pledger/Huffman House	1921	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2307	324 E. Third Street	Brown/Gloyd House	1890-92	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2308	330 E. Third Street	Gloyd/Brookshire House	1890-92	Not Eligible	Not Eligible	Not Eligible	Noncontributing

STATE ID. NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT CONTRIB. STATUS
				National	State	Local	
5CF2309	338 E. Third Street	Gloyd/Fowler/Kincaid House	1895-1904	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2310	402 E. Third Street	Mann House	1895-1902	Not Eligible	Not Eligible	Eligible	Contributing
5CF2311	412 E. Third Street	Crutcher/Elarton House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2312	424 E. Third Street	Jones House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing
5CF2313	432 E. Third Street	Ryan House	1888-95	Not Eligible	Not Eligible	Eligible	Contributing
5CF2314	436 E. Third Street	Frein House	1900	Not Eligible	Not Eligible	Not Eligible	Noncontributing
5CF2315	444 E. Third Street	Gilmore/Proudfoot House	1895-1902	Not Eligible	Not Eligible	Not Eligible	Contributing

Appendix 2
A Glossary of Railroad Job Descriptions

Axeman. Works with the surveyor, cuts the surveyor's stakes.

Baggage Clerk. Responsible for tagging baggage, loading, unloading and routing baggage en route between destinations.

Brakeman. Freight or passenger crew member who inspects the train, assists the conductor, operates the brakes and assists in switching. Brakemen, riding atop the cars (one at the front of the train and one at the rear), would apply the brakes for each car by turning an iron wheel on each and then jumping across to the next car.

Carman. A fitter who maintains rolling stock.

Civil Engineer. An engineer whose training or occupation is in the designing and construction of public or private works, such as railroads.

Conductor. In charge of train in its entirety, and of the train crew at large.

Dispatcher. Schedules and monitors all train movements, responsible for traffic control and for communicating routine and unforeseen phenomena which may affect the flow of rail traffic.

Division Superintendent. Individual with authority over a section. Responsible for track maintenance and oversees scheduling and other duties contributing to smooth traffic flow between destinations.

Engineer. Person responsible for operating the locomotive.

Fireman. Member of the steam locomotive crew who feeds the firebox with fuel, typically 40 to 200 pounds of coal per mile. On diesel locomotives, the firemen would monitor controls and assist the engineer.

Flagman. Surveyor's assistant, one who signals with a flag.

Freight Traffic Manager. Oversees freight traffic.

Grader. Grades and shapes the continuous, level, raised bed on which tracks and ties are laid.

Herder. Manager and tender of livestock.

Hostler. A term for a worker who takes charge of a locomotive for cleaning, replacing fire, lighting the new fire, etc. Adopted from horse transport usage.

Laborer. General worker undertaking such duties as assigned.

Porter. One employed to carry baggage for and assist patrons at rail terminals; a car attendant who waits on passengers and makes up berths.

Railroad Postal Clerk. Postal clerk who duty was to sort mail on the mail car while traveling between locations.

Rodman. Surveyor's assistant, one who holds the leveling rod.

Section Crewman. A worker responsible for assisting in yard operations or for maintaining a section of track along the line. Tasks included inspecting track, replacing rotted ties, tamping loose spikes, and tightening bolts.

Section Foreman. Individual in authority over group of workers.

Signal Maintainer. One who maintains signals, including those of hot box detectors, dragging equipment detectors, railroading crossings, CTC and formerly telegraph lines.

Special Agent. A railroad policeman.

Station Master/Depot Agent. Oversees operations connected with railroad building adjacent to tracks, where passengers and freight may be located.

Steward. One who manages the provisioning of food and attends passengers.

Surveyor. One who applies geometry and trigonometry to determine the area of any portion of the earth's surface, the lengths and directions of the bounding lines, and the contour of the surface, and accurately delineates the whole on paper.

Switchman. One who attends the switch in a railroad yard, switching trains from one track to another and hooking cars together into trains.

Teamster. One who drives a team of horses, mules or other draft animals.

Telegrapher. Responsible for sending, receiving and routing messages by electric transmission over wire via coded signals.

Ticket Clerk. Stationed at the ticket window, this person provides tickets and information to passengers.

Track Layer. One who lays the rails in place on the rail bed.

Trainmaster. Oversees train operations.

Wiper. A locomotive cleaner.

Yardmaster. Oversees switching and yard operations where trains are "made up" or prepared for their next service, and schedules maintenance of trains.

SOURCES: This is not a comprehensive glossary of all railroad positions. Alan A. Jackson, *The Railway Dictionary: An A-Z of Railway Terminology*, 2nd ed. (Bridgend, Great Britain: Wren's Park Publishing, 1998); "Railroad Job Description," Nebraska Railroad, www.rootsweb.com/~nerailrd/job.html, accessed 17 January 2007; and Union Pacific Railroad, "Past and Present Railroad Job Descriptions," www.uprr.com/aboutup/history/jobs.shtml, accessed 17 January 2007.



Figure 23. A group of Salida Denver and Rio Grande Railroad workers is shown in this circa 1890s view. SOURCE: Denver Public Library, Western History and Genealogy Department, photographic collection, Virgil G. Jackson photograph, circa 1890s, number X-13315.