

The historical/architectural survey of Salida's commercial buildings, funded by the Four Corners Regional Commission and administered by the Colorado Preservation Office, includes, in this first volume, a section featuring the overview of the city's history, a description of the survey, and recommendations for future use. The survey forms for the individual sites follow. For each site, two forms (four pages) and a topographic map indicating the site's location have been completed. (For easy reference every site has been given a resource number which appears on each page of the survey form pertaining to that site.)

In the second and third volumes are the sites included within the proposed National Register historic district. Only one form (two pages) was completed for the district sites and these are preceded by a "district form" that describes the district - its boundaries, significance, etc.

The original survey forms and photo negatives are on file at the Colorado Preservation Office in Denver (866-3392). If the forms and/or photos become lost or damaged, the Preservation Office can be contacted for replacements. Additions to the forms are also welcome. Just add a page - but let the people in Denver know too!!!!

SALIDA

Physical Setting

The city of Salida, the governmental center of Chaffee county, is located in the Arkansas River Valley, just north of the junction of the Arkansas and its tributary, the South Arkansas River. The valley, at this point, is framed by the rugged Arkansas Hills to the east and the Sawatch and Sangre de Cristo Ranges to the west.

Historical Development

In the spring of 1880, following the Denver & Rio Grande's victory in the Royal Gorge War, the city of South Arkansas was established as a division point on General Palmer's narrow gauge line from Pueblo to Leadville. Former territorial governor and D&RG board member, Alexander C. Hunt, supervised the surveying of the land which he had acquired from local homesteaders the previous year. The platted area extended from Front Street (now Sackett) to Fifth Street and from D to L Street. The grid patterned townsite, featuring wide streets and full lots measuring 25x150 feet, paralleled the Arkansas River.

The railroad arrived in South Arkansas on May 1 and soon after set up a temporary depot in a box car. A permanent depot constructed of stone quarried near present day Nathrop and a roundhouse were completed by the end of 1880. Two years later a railroad hospital was erected and in 1883 the famed Monte Cristo Hotel opened for business. The railroad itself reached Leadville in August of 1880 and in another twelve months tapped the Gunnison trade via Otto Mears' Marshall Pass toll road. The latter route, which ultimately terminated at Salt Lake City, became the D&RG's main line and confirmed Salida's position as a major railroad center.

While the railroad was advancing, the small community of Salida - it was renamed almost immediately - was attracting businessmen, miners, and others interested in the area's potential. A number of these early arrivals were former residents of Cleora, located a mile south of the D&RG community and organized in 1878 by the Atchison Topeka & Santa Fe railroad. Palmer, as was his custom, had by-passed the existing town and used the railroad's power to create an entirely new city.

The city that evolved in this manner focused on F Street which extended south from the collection of railroad structures (depot, hotel, etc.) on the north bank of the Arkansas River. Frame buildings, housing a variety of functions, lined this main thoroughfare and a number of side streets. Although these structures gave the appearance of permanence, the arch-enemy of frontier towns - fire - denied the illusion. Following a major conflagration in January of 1888, the "city council finally took preventative measures by passing an ordinance establishing the Salida Fire Blocks from Front (now Sackett) Street to Fourth Street and between C and H Streets. The ordinance prohibited the erection of wooden buildings within the said limits. Amendments to the ordinance were later added to include other blocks and streets " (Pasquale 1980, p. 26). As a result of the

ordinance, brick buildings, including a lavish opera house on W. First Street (extant), replaced the destroyed and damaged structures. Residential sections, also featuring substantial brick buildings, framed the city's commercial core.

By the turn of the century the railroad was the dominant economic force in Salida. A new twenty stall roundhouse was constructed in 1902 and large locomotive shops (now housing Calco Industries) quickly followed. Transfer yards - the D&RG remained a two gauge (narrow and standard) railroad - were also available. In addition, Salida augmented its position as railroad center by serving as a supply center for mining areas such as the Monarch mining district in the southwestern portion of the county. The Madonna mine in that district produced ore (during its lifetime) valued at approximately \$4 million. The Calumet mine, producing iron ore for the Colorado Coal and Iron Company of Pueblo, was ten miles north of Salida.

As the century progressed, Salida's fortunes declined as a result of changes in the D&RG system. The advent of diesels, the elimination of the narrow gauge routes, and finally the construction of an east - west line between Denver and Salt Lake City sounded the end of Salida's prominence. Recovering from this loss, the community turned to recreation and tourism for its economic livelihood.

Definition and Description of Resource Area

A total of ninety five commercial sites were surveyed in the city of Salida. Ninety two of these structures are situated within the resource area which is defined on the north by the Denver & Rio Grande depot, on the east by D Street, on the south by Fourth Street, and on the west by the D&RG tracks (the former Gunnison line). The three buildings outside of the resource area (resource nos. 5CF291-5CF293) are located west of the central business area - on W. First Street at I Street, and on W. Sackett Street.

Salida's commercial structures - the majority of the buildings line F Street, the community's main business thoroughfare - were built from approximately 1880 to 1910. These two story buildings (only a few one story structures are present) are constructed of brick, although the original storefront areas, a number of which have been significantly altered, display a variety of surfaces. The buildings' upper stories, which are largely intact, provide a unifying pattern of cornice, window, and storefront alignment. Metal detailing, including cornices, window caps, and even entire facades, distinguish several of the structures and add to the architectural flavor of the city's commercial area.

An historic district - the Salida Commercial District - has been identified within the resource area. The proposed district, containing a total of seventy four buildings, offers a significant example of turn of the century commercial architecture and represents Salida's growth as a major railroad center. The district structures, which form a distinct, yet cohesive entity within the community, have generally maintained their integrity with major alterations occurring on the lower facade. Of the seventy four buildings in the district, twenty three are listed as non-contributing.

In addition to the district, one individual site, the Shoe Service, resource no. 5CF239, has been recommended for National Register listing. This one story commercial building is adjacent to the district.

Recommendations

Listed at the end of this section are the buildings within the proposed National Register district. The nomination and subsequent designation of the historic district would stimulate preservation and downtown revitalization activities in Salida.

Within Salida, the concepts of preservation and downtown revitalization are in a formative stage. Individual efforts in these directions include the rehabilitation of the FIBark Building and a number of painting projects. At the community level, the Mountain Mail, Salida's daily newspaper, devoted their annual Progress edition to the downtown area. In addition, to better coordinate merchant activities, the Downtown Merchants'

Association merged with the Heart of the Rockies Chamber of Commerce. The association forms a subcommittee of the chamber with a representative on the chamber board.

In this atmosphere, the survey provides a focus for concentrated revitalization and preservation activities. The nomination of the district would be an important first step with an added stimulus coming in the form of the incentives available to commercial property owners. The tax incentives require a certified rehabilitation and are provided for commercial owners whose property is individually listed or is a contributing structure in a National Register district.

As a further step, the community may wish to acknowledge all or part of the resource area (perhaps just the proposed National Register district) as a local historic district. Often an ordinance including design guidelines for the structures within the district accompanies the designation. A design guidelines handbook, Good Neighbors: Building Next to History, is available from the State Historical Society. If an ordinance is not desired, the guidelines may still be used, but on a voluntary basis. In this case a special group, such as the local historical society or Chamber of Commerce, promotes the use of the guidelines.

DISTRICT BUILDINGS

Contributing Structures:

5CF212	Denver & Rio Grande Depot	at north end of F Street
5CF213	FIBark Building	228 North F
5CF214	The Jug Liquor Store	220 North F
5CF216	Palace Hotel	204 North F
5CF219	Pinecone Antiques	136 North F
5CF220	American Selco, Inc.	128 North F
5CF221	Commercial Bldg.	100 blk. North F, west side
5CF225	A.T. Henry Building	102-104 North F
5CF227	CG Casuals/Great American T-Shirts	126-132 F Street
5CF229	Montgomery Wards	148 F Street
5CF231	Wenz Building	212-216 F Street
5CF232	Sandusky Building	222 F Street
5CF233	McKenna Building	230 F Street
5CF234	Strait Building	242 F Street
5CF235	Commercial bldg.	300 blk. F Street, west side
5CF236	Super Foods	312 F Street
5CF241	IOOF Building	113 E. First St.
5CF242	Commercial bldg.	100 blk. E. First, south side
5CF247	Public Service Company	243 F Street
5CF248	Credit Bureau/Pizza Dispatch	233 F Street
5CF249	Amaranth	229 F Street
5CF250	Salida Flower Store	225 F Street
5CF251	Adilas Building	219 F Street
5CF252	Crews-Beggs Mercantile Co.	207 F Street
5CF253	Knights of Pythias Building	201 F Street
5CF255	Cady's Hardware	139 F Street,
5CF256	part of Gambles	127 F Street
5CF257	part of Gambles	127 F Street
5CF260	former Salida Drugs/The Closet	100 blk. F Street, east side
5CF261	Waggener's Pharmacy/Dr. Long's Office	101 F Street
5CF262	Twitchell Building	101 North F
5CF263	PT's Polish Corner	100 blk. North F, east side
5CF266	Zenith Television	134 E. First St.
5CF267	Misty Mountain Music	132 E. First St.
5CF269	Master Printers/Storage	114 E. First
5CF270	Band Box Cleaners	119 North F.
5CF271	Sign Store	100 blk. North F, east side
5CF272	Capricorn Liquors	123 North F
5CF273	Victoria Tavern	143 North F
5CF274	Commercial bldg.	100 blk. E. Sackett St.
5CF275	Commercial Bldg.	135 North F
5CF276	Commercial Bldg.	110 W. First St.
5CF279	Union Block	130 W. First St.
5CF280	Union Block	132 W. First St.
5CF281	Union Block	100 blk. W. First, north side
5CF282	Downtown Auto Body	144 W. First St.
5CF297	Antiques	100 blk. W. First, north side
5CF298	F Street bridge	north end of F Street
5CF301	Salida Mail Building	127 E. First St.

5CF302	Hot Springs Trading Co./Art Gallery	131 E. First St.
5CF303	Cranberry Kitchen	137 E. First St.

Non-contributing Structures:

5CF215	Palace Restaurant	216 North F
5CF217	Western Armaments	148 North F
5CF218	Neil's Cafe	140 North F
5CF222	Bicycle Shop	100 blk. North F, west side
5CF223	Commercial Bldg.	100 blk. North F, west side
5CF224	Dooley's Bar	106 North F
5CF226	Corbin Building	100 blk. North F, west side
5CF228	F.W. Woolworth Co.	134 F Street
5CF230	First National Bank	200 F Street
5CF237	Stallsworth Motor Co.	200 blk. F Street, west side
5CF238	Conoco Station/Firestone Tires	100 blk. E. Third St.
5CF254	Lallier's Pharmacy	147 F Street
5CF258	Monarch Valley Gift Store	123 F Street
5CF259	Sharpe's	119 F Street
5CF264	Salida Auto Parts	148 E. First St.
5CF265	Skelly Products	100 blk. E. First, south side
5CF268	Continental Trailways Bus Station	120 E. First St.
5CF277	Tony's Barber Shop/The Head Quarters	120 W. First St.
5CF278	Luigi's Restaurant	128 W. First St.
5CF283	Office Bar	146 W. First St.
5CF284	part of Office Bar	146 W. First St.
5CF296	Dr. Rowland Dentist/West Central Mental Health	115 E. Second
5CF304	VanVoorhis & Co. Real Estate	120 W. Second

BIBLIOGRAPHY

- Athearn, Robert. 1962. Rebel of the Rockies. New Haven: Yale University Press.
- Carroll, Richard. 1934. "The Founding of Salida, Colorado". Colorado Magazine, 11:121-133.
- Ham, David J. 1976. "Salida, Colorado, 1880-1886: A Study of the Transition from End of Track Construction Camp to Established Community". Unpublished manuscript available at Salida Public Library.
- O'Rourke, Paul. 1981. Forthcoming.
- Pasquale, Cynthia. 1980. 100 Years in the Heart of the Rockies.
- Sanborn Perris Fire Insurance Maps - 1883, 1886, 1890, 1898, 1904, 1909, 1914, 1929
- Various newspaper articles on file at Salida Public Library

LOCAL RESOURCE PEOPLE

Bill Anderson, president
Heart of the Rockies Chamber of Commerce
539-3501 (office - Chaffee County Bank)

Marijo Hicks, office manager
Heart of the Rockies Chamber of Commerce
539-2068

Bill Wagoner, president
Downtown Merchants Association
539-6691 (office - Mountain Mail)

BOUNDARY DESCRIPTION (cont.)

bank of the Arkansas River until reaching the easternmost extent of the park at D Street. At the northwest corner of D and Sackett Streets the boundary traces the north curb of Sackett Street until reaching a point corresponding to the eastern property line of resource no. 5CF274. At this point the boundary moves south to the southern property line (of 5CF274) which it follows west to the east property lines of the buildings on North F Street. It continues south along these lines until reaching the alley between Sackett and E. First Street. It follows the alley east to the west curb of E Street, then south along the curb until intersecting the rear property lines of the buildings on the south side of E. First Street. The boundary moves west along these lines until reaching the east property lines of the buildings on the east side of F Street. Continuing south, the boundary then follows the alleys until reaching the north curb of E. Third Street. At this point it traces the curb west until reaching a point corresponding to the east curb of F Street. The boundary continues south along this curb then west at the south property line of Super Foods, resource no. 5CF236. The boundary then heads north at the alley and continues along this route tracing the alleys and west property lines of the buildings in the 100 and 200 blocks of F Street. When the boundary reaches the south curb of W. First Street (at the rear of the Corbin Building, resource no. 5CF226), it moves across the street to the north curb which it follows west to the east curb of G Street. The boundary traces the curb until reaching the north property lines of the structures on the 100 block of W. First Street. It then heads east and north continuing to use property lines - the west lines of the buildings on North F Street - until reaching the F Street bridge and the point of origin.

BOUNDARY JUSTIFICATION (cont.)

D&RG depot, on the north bank of the Arkansas River, provides the district's northern limit. Also included in the district is Riverside Park, which visually complements the commercial district.

UTM Reference points

A	13	413	730	4265	750
B	13	413	830	4265	500
C	13	413	450	4265	240
D	13	413	250	4265	390
E	13	413	470	4265	640



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods

Aerial photographs taken 1953. Field check 1956

Polyconic projection. 1927 North American datum

10,000 foot grid based on Colorado coordinate system, central zone

1000 meter Universal Transverse Mercator grid ticks, zone 13, shown in blue

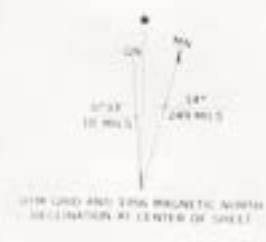
Red hatched area indicates area in which only landmark buildings are shown

Land lines in T. 49, 50 and 51 N. - R. 9, 10 and 11 E. based on the New Mexico Principal Meridian

Land lines in T. 15 S. - R. 75, 76 and 77 W. based on the Sixth Principal Meridian

Dashed land lines indicate approximate locations

Unchecked elevations are shown in brown



CONTOUR INTERVAL 40 NATIONAL GEODETIC VERTICAL DATUM

SCALE 1:62500

THIS MAP COMPLIES WITH NATIONAL MAP FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS

BOANAZAI AND 1



ARCHITECTURAL/HISTORICAL COMPONENT FORM

IMPORTANT: USE IN CONJUNCTION WITH THE GREEN INVENTORY RECORD FORM FOR RECORDING HISTORIC STRUCTURES AND DISTRICTS. USE SEPARATELY FOR RECORDING STRUCTURES LOCATED WITHIN DISTRICT BOUNDARIES.

1) Resource No. _____ 2) Temp No. _____ 3) Name various commercial structures
4) Address _____ 5) District Name Salida Commercial District

I. INTEGRITY: 6) Condition: Good Fair _____ Deteriorated _____

7) Original Use commercial properties 8) Present Use commercial properties

9) Original Site Moved _____ Date(s) of Move: _____

10) Unaltered _____ Altered Explain: Several of the original storefront have been extensively altered - window modifications, addition of various sidings.

II. DESCRIPTION: 11) Building Materials brick

12) Construction Date 1880-1910 13) Architect/Builder unknown

14) Architectural Style(s) late Victorian commercial buildings

5) Special Features/Surroundings: The majority of the buildings line F Street, the community's main business thoroughfare. These two story buildings are constructed of brick, although the original storefront areas, a number of which have been significantly altered, display a variety of surfaces. The buildings' upper stories, which are largely intact, provide a unifying pattern of cornice, window, and storefront alignment. Metal detailing, including cornices, window caps, and even entire facades, distinguish several of the structures and add to the architectural flavor of the city's commercial area.

16) Archaeological Potential: Yes _____ No _____ Unknown _____ Explain: _____

III. CULTURAL ACTIVITIES: Key the resource type (ie: house, barn, shed, school, church, etc) to the cultural activity theme and sub-theme category associated with it.

17) THEME		
18) SUB-THEME		
19) TYPES		

(Attach Photographs)

Frame Number _____
Roll Number _____
Facade Orientation _____

IV. SIGNIFICANCE: Assess whether or not the resource has any historical or architectural merit by checking appropriate categories and justifying below. Include any relevant historical data.

20) Architectural Significance:

- Represents work of a master
- Possesses high artistic values
- Represents a type, period, or method of construction

21) Historical Significance:

- Associated with significant persons
- Associated with significant events or patterns
- Contributes to the significance of an historic district

The Salida Commercial District, containing a total of seventy four buildings, offers a significant example of turn of the century commercial architecture and represents Salida's growth as a major railroad center. The district structures, which form a distinct, yet cohesive entity within the city, have generally maintained their integrity with major alterations occurring on the lower facade. Of the seventy four buildings in the district, twenty three are listed as non-contributing.

22) List Any Associated Cultural Group: n/a

V. REFERENCES: