

OAHP1403  
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

**Architectural Inventory Form**

Official eligibility determination  
(OAHP use only)

Date 6/23/2010 Initials NP  
 Determined Eligible- NR for A+C  
 Determined Not Eligible- NR  
 Determined Eligible- SR  
 Determined Not Eligible- SR  
 Need Data  
 Contributes to eligible NR District

CLG  
S  
B  
G  
Sub



National Register field eligibility assessment: **Eligible**  
Loveland Landmark eligibility assessment: **Eligible**

#### IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1902 Actual:  
Source of information: Jessen, Kenneth. *Railroads Of Northern Colorado*. Boulder: Pruett Publishing Co., 1982
26. Architect: Loveland Construction Company/Great Western Sugar Company  
Source of information: Jessen, Kenneth. *Railroads Of Northern Colorado*.
27. Builder/Contractor: Loveland Construction Company/Great Western Sugar Company  
Source of information: Jessen, Kenneth. *Railroads Of Northern Colorado*.
28. Original owner: Great Western Sugar Company  
Source of information: Jessen, Kenneth. *Railroads Of Northern Colorado*.
29. Construction history (include description and dates of major additions, alterations, or demolitions):  
This depot was constructed circa 1902, at the Loveland Great Western Sugar factory terminus of the Great Western Railway. The Great Western Sugar Company was incorporated in February of 1901, and the company's Loveland factory (the first in northeastern Colorado) opened later that year. In 1902, a subsidiary company, the Great Western Railway, was formed to create a rail network to transport sugar beets from agricultural districts to the area sugar factories. Although Loveland's was the first, by 1906 Great Western Sugar Company factories had also been built at Eaton, Greeley, Longmont, Fort Collins, Windsor, Sterling, Fort Morgan, and Brush. Yet another company, the Loveland Construction Company, was created to actually lay the track and build related infrastructure such as depots. With construction starting in 1902, the Great Western's tracks connected the sugar factory at Loveland with Windsor, Severance and Eaton to the northeast. A second branch split off east of Loveland at Kelim, extending south to what was to become Johnstown, and on to Mead and Longmont to the southwest. Another branch connected Berthoud, to the west, with Hillsboro (later named Milliken), two and one-

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Cultural Resource Historians  
1607 Dogwood Court, Fort Collins, CO 80525  
(970) 493-5270

half miles east of Johnstown. The date of this depot's construction in Loveland has not been documented through primary sources; however, it was probably built in 1902 in association with the Great Western Railway's first segment of track which was laid eastward from this location. (See Kenneth Jessen's *Railroads Of Northern Colorado*, pp. 69-119.) Also according to this source, the freight house building, located directly east of the depot, was constructed in 1942. Both buildings retain a high degree of integrity.

30. Original Location: Yes Date of move(s): N/A

#### V. HISTORICAL ASSOCIATIONS

31. Original use(s): Transportation/Depot  
32. Intermediate use(s): Transportation/Depot  
33. Current use(s): Vacant/Not In Use  
34. Site type(s): Great Western Railway Depot, Associated with Loveland's Great Western Sugar Factory

35. Historical background:

The production and processing of sugar beets was the most economically important industry throughout northeastern Colorado during the early decades of the twentieth century. An experimental crop of sugar beets was grown in the Fort Collins-Loveland area in 1898, yielding excellent results. Sugar beet production was promoted by the Colorado Agricultural College and by the Denver Chamber of Commerce, and during the next few years, more and more Larimer and Weld County farmers began to grow sugar beets. The Great Western Sugar Company was incorporated in February 1901, and by the end of the year, northeastern Colorado's first sugar factory had been built at this location in Loveland. Other sugar factories soon followed, as the growing and processing of beet sugar quickly grew to become the region's most important agricultural industry. By 1906, Great Western factories had also been built at Eaton, Greeley, Longmont, Fort Collins, Windsor, Sterling, Fort Morgan and Brush.

The Great Western Railway, a subsidiary of the Great Western Sugar Company, was developed as a rail network to transport sugar beets from local beet dumps to processing facilities, and from there to markets. The Loveland Construction Company, another Great Western subsidiary, was formed to lay the track and build related infrastructure such as depots. The Great Western's tracks connected the sugar factory at Loveland with Windsor, Severance and Eaton to the northeast. A second branch split off east of Loveland at Kelim, extending south to what was to become Johnstown, and on to Mead and Longmont to the southwest. Another branch connected Berthoud, to the west, with Hillsboro (later named Milliken), two and one-half miles east of Johnstown. This depot in Loveland remained in use through the early 1980s.

## 36. Sources of information:

Building permit files, on file with the City of Loveland Building Division.

Jessen, Kenneth. *Railroads Of Northern Colorado*. Boulder: Pruett Publishing Co., 1982

Larimer County Assessor records.

Larimer County Assessor: Residential Property Appraisal Card.

Loveland city directories.

Sanborn Insurance maps.

## VI. SIGNIFICANCE

## 37. Local landmark designation: No Date of designation: N/A

Designating authority: N/A

## 38. Applicable National Register Criteria:

xx A. Associated with events that have made a significant contribution to the broad pattern of our history;

B. Associated with the lives of persons significant in our past;

xx C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Has yielded, or may be likely to yield, information important in history or prehistory.

Qualifies under Criteria Considerations A through G (see Manual)

Does not meet any of the above National Register criteria

## Loveland Standards for Designation:

xx	Architectural	Exemplifies specific elements of an architectural style or period
	Architectural	Is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally
xx	Architectural	Demonstrates superior craftsmanship or high artistic value
	Architectural	Represents an innovation in construction, materials, or design
	Architectural	Represents a built environment of a group of people in an era of history
	Architectural	Exhibits a pattern or grouping of elements representing at least one of the above criteria
	Architectural	Is a significant historic remodel
	Social/cultural	Is a site of an historic event that had an effect upon society
xx	Social/cultural	Exemplifies the cultural, political, economic, or social heritage of the community
	Social/cultural	Is associated with a notable person(s) or the work of a notable person(s)
	Geographic/environmental	Enhances sense of identity of the community
	Geographic/environmental	Is an established and familiar natural setting or visual feature of the community

39. Area(s) of significance: **Transportation/Rail Related**

40. Period of significance: **ca. 1902; ca. 1902-1982**

41. Level of significance: **Local**

42. Statement of significance:

**The Great Western Railway Depot is historically significant for its historical use as part of Loveland's Great Western Sugar Company. The growing and production of sugar beets was the most economically important industry throughout northeastern Colorado during the early decades of the twentieth century, and this depot played an integral role in the industry's success. Displaying a high standard of integrity, the depot is eligible for inclusion in the National and State Registers, and it is eligible for local landmark designation by the City of Loveland.**

43. Assessment of historic physical integrity related to significance:

**This property displays a high level of physical integrity, relative to the seven aspects of integrity as defined by the National Park Service and the Colorado Historical Society - setting, location, design, materials, workmanship, feeling and association. There have been no additions and no notable adverse exterior alterations to the original depot. The depot is not currently in use, and its doors and windows have been covered with plywood.**

#### **VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT**

44. National Register eligibility field assessment: **Eligible**

Local Landmark eligibility field assessment: **Eligible**

45. Is there National Register district potential? **No**

**Discuss: Historic properties in this area northeast of downtown Loveland are too dispersed to form a National Register historic district.**

If there is N.R. district potential, is this building contributing or noncontributing? **N/A**

46. If the building is in an existing N.R. district, is it contributing or noncontributing? **N/A**