

Wait Here; Rest Here; Write “Here”:

A Colorado State Register of Historic Properties Eligibility Assessment of the South Fork,
Colorado, Denver & Rio Grande Western Railroad ‘Waiting Shed’

A THESIS
Presented to
The Department of Anthropology
The Colorado College

In Partial Fulfillment of the Requirements for the Degree
Bachelor of Arts

By
Amalie Elizabeth Hipp
May 2022

Abstract

Archaeologists and historians nominate structures to the Colorado State Register of Historic Properties (SRHP) to list them as a cultural resource worthy of preservation efforts. The crux of a successful SRHP structure nomination is the Significance Statement, on which the SRHP board assesses the structure's ability to contribute to Colorado heritage. Researchers must present evidence to argue one of the five significance criteria (A-E); connecting the property to events (A), people (B), periods (C), geography (D), or new discoveries into history (E). However, no registrant has effectively argued the significance of a railroad passenger shelter under one of these criteria, resulting in no passenger shelters listed by the SRHP. Here I advocate for the nomination of the South Fork, Colorado Denver & Rio Grande Western (D&RGW) 'Waiting Shed' continued to be used from 1912 to 1942 due to its architectural components, historical context, and inscriptions. Specifically, I argue that the waiting sheds' dated passenger inscriptions from 1912 to 1965—ranging from the journalistic to the perverse—warrant its eligibility under Criterion E: "The property contains the possibility of important discoveries related to prehistory or history" (History Colorado Office of Archaeology and Historic Preservation 2018:10). My results demonstrate how the waiting shed nomination has the potential to fill the gap in railroad structure types listed in the SRHP and contribute to our understanding of passenger lifestyles during Colorado's railroad period (1869-1967).

Keywords: vernacular architecture, significance, integrity, passenger shelter, passenger shed, waiting shed, railroad, Colorado

Notice: The SRHP acronym's use of the word 'properties' encompasses structures, residential buildings, recreational spaces, and infrastructure such as bridges, etc.

Honor Pledge

On my honor, I have neither given nor received any unauthorized aid on this project. Honor Code Upheld. -Amalie Elizabeth Hipp

Table of Contents

Wait Here; Rest Here; Write “Here”:	1
Abstract	2
Honor Pledge	3
Table of Contents	4
Table of Figures	6
Foreword	8
Acknowledgments	9
Introduction	10
Description of the Waiting Shed	14
The Shed’s Passenger Shelter Typology	19
Methods	23
The History of the Waiting Shed	26
<i>A Timeline of Use and Abandonment for the Waiting Shed</i>	32
<i>The Riverside Ranch</i>	34
The ‘Integrity’ of a Structure According to the SRHP	37
<i>Integrity of Setting</i>	39
<i>Integrity of Material</i>	39
<i>Integrity of Design</i>	41
<i>Integrity of Workmanship</i>	44
Significance	48
<i>What the Colorado SRHP Defines as Significant</i>	48
<i>A Significance argument for Criterion E</i>	49
<i>Riverside Ranch: a case for discoveries about history using the waiting shed inscriptions</i>	51
<i>A brief history of the Riverside Ranch</i>	52
<i>Possible Ranch activities indicated by the waiting shed inscriptions</i>	53
Results	60
<i>Uncovering the history of the waiting shed while pursuing SRHP nomination</i>	60
Discussion	61
Conclusion	62
References Cited	64
Appendices	68

<i>Appendix A: Integrity Criteria Not Applicable to the waiting shed.....</i>	68
<i>Appendix B: Assessing the other Significance Criteria.....</i>	69
<i>Appendix C: Marvel-Hipp IRB Consent Form.....</i>	72
<i>Appendix D: Artifact assemblage from the original waiting shed location.....</i>	78

Table of Figures

Figure 1. The waiting shed in its current location on the Marvel property in South Fork, Colorado. Across the Rio Grande River in this photograph was the original Alamosa-Creede track (southern aspect).	10
Figure 2. Exterior eastern side of the waiting shed decorated with the Marvel's antiques (western aspect).	14
Figure 3. Photograph of the interior northern wall, covered in over 200 inscriptions. Notice the mix of illustrations and text (southern aspect).	15
Figure 4. A mix of led pencil and charcoal inscriptions on the underside of the westernmost entryway's eastern triangular brace (western aspect).	17
Figure 5. Eastern interior wall covered in inscriptions (western aspect).	18
Figure 6. The south-facing entrance of the waiting shed complete with the original bench feature along the northern interior wall (southern aspect).	20
Figure 7. Diagram of a shelter-house in William C. Willards' 1915 book <i>Maintenance of Way and Structures</i> (Willard 1915:280).	22
Figure 8. Joshua Birndorf adjusts the monopod height before taking more pictures of the northern interior wall inscriptions. We placed blue painters' tape on the wall to ensure all of the inscriptions were included in the photographs (southern aspect).	24
Figure 9. Site sketch of the photography methodology from the October 24, 2020, visit to the 'Waiting House.'	25
Figure 10. Location map showing the original and relocated sites for the waiting shed. The relocated site is 1.45 km upstream from the original location.	27
Figure 11. Map of the railroad lines in Colorado in 1910 from the Donald B. Robertson Encyclopedia of Western Railroad History in Fraser and Strand 1997. The Alamosa-Creede Branch is drawn in red.	28
Figure 12. Picture of the waiting shed from 1917 in its original location next to the Coller State Wildlife Area Bridge (Butler and Monte Vista Historical Society 2014).	30
Figure 13. Picture of the exact location along the D&RG tracks taken by Kim Marvel in 2020 (southern aspect).	31
Figure 14. The red-painted acronym for the Denver & Rio Grande Western Railroad on the eastern corner of the exterior northern wall of the waiting shed. Kim Marvel's mother outlined the letters with graphite pencil in the mid-late 1970s (southern aspect).	33
Figure 15. A 1920 Interstate Commerce Commission Bureau of Valuation report for the D&RG. The 'sticky note,' written by Colorado Railroad Museum researcher, Nick Psarakis, points to a portion about the Riverside Ranch Shelter (Interstate Commerce Commission 1937).	35
Figure 16. A 1936 map of the Riverside Ranch in Section 11 of T40N R2E.	36
Figure 17. View of the southern entryway of the waiting shed showing the wooden post that demarcates the different entrances and the triangular braces. The original wooden bench is included in this photograph and spans the entire length of the northern interior wall (northern aspect).	40
Figure 18. Records of the only other passenger shelter identified along the Creede Branch, located in Masonic Park, Colorado, was retired by the railroad on March 31, 1937 (Interstate Commerce Commission 1937). The passenger shelter listed has different materials, notably galvanized iron roofing and concrete foundation.	41

- Figure 19. Interior view of the ‘shed gable’ roof (eastern aspect). The triangular supports added by Kim Marvel in 2019 are shown along the eave of the roof. _____ 42
- Figure 20. View of the exterior top of the ‘Waiting House,’ depicting the roof’s pitch with the new shingles, replaced in 2019 (eastern aspect). _____ 43
- Figure 21. Original Denver & Rio Grande Western lettering painted in red on the eastern-most side of the northern exterior wall. The pencil outline was added in the 1970s by Kim Marvel’s mother (southern aspect). _____ 44
- Figure 22. The Roman-style lettering is pictured in the middle of this diagram from William Cohen’s (1970:4) pamphlet, a *Lettering Guide for Early Colorado Narrow Gauge Freight Cars*. _____ 45
- Figure 23. Original green paint behind the bench on the northern-most interior wall. Evidence of white paint on the planks above are also observed (western aspect). _____ 46
- Figure 24. Example of ‘Aspen Porn’ showing a naked woman on the eastern portion of the northern interior wall. Notice the deliberate smudging of the genital region done by a guest of Kim Marvel’s parents. _____ 48
- Figure 25. *Histogram of the frequencies of 43 dates written by passengers on the northern interior wall of the ‘Waiting Shed.’ The dates span from 1912 to 1965, with the most dated inscriptions written in 1917-1922 and 1927-1932. Passengers stopped regularly writing on the waiting shed northern wall in 1942, as there was a considerable decrease after the date. The 1965 date is a statistical outlier since the upper limit of the interquartile range is 1949.5. This date likely came from a passerby who decided to write on the shed.* _____ 51
- Figure 26. Inscription on the northern interior wall: “Mr. Schree July 13, 1920, fishing” in the Riverside Ranch area. _____ 54
- Figure 27. Inscription on the northern interior wall: “Mr. H.J. Hyde and Vera came fishing and caught 10. July 25, 1928.” _____ 55
- Figure 28. Inscription on the northern interior wall: “Two Nuts Went Fishing Here (Oct. 19-1917).” They wrote the height and weight of one fish: 51 cm and 15 pounds! _____ 55
- Figure 29. Inscription on the northern interior wall: “(illegible) (possibly P. Walters) sheared sheep here July 2nd finished July 6th.” _____ 57
- Figure 30. Inscription on the northern interior wall: “Frank M. Gray sheared sheep here June 25-July 2, 1919.” _____ 57
- Figure 31. Inscription on the northern interior wall: “P. Walters sheared sheep July 6, 1920.” _____ 57
- Figure 32. Inscription on the northern interior wall: “(illegible) Caldwell hoed lettuce here June 23, 1922.” _____ 59
- Figure 33. Inscription on the northern interior wall: “Robert Cornell hoed lettuce here July 22, 1922.” _____ 59
- Figure 34. Inscription on the northern interior wall: “Orville Schall hoed lettuce here June 23, 1922.” _____ 60
- Figure 35. *Temporally diagnostic shard of amethyst glass, dating ca. 1885-1920 (Horn 2005:1).* _____ 78
- Figure 36. (right) A steel-cut spike with a flare used in railroad construction that we found at the original location of the waiting shed (Howson et.al 1917:163). (left) a diagram in the *Maintenance of Way Cyclopedia* of the same spike type (Howson et al. 1917:163). _____ 79
- Figure 37. A crushed “Prince Albert” tobacco tin at the original site of the shed. Note the tell-tale snap lid hinges on the right side (U.S. Department of the Interior Bureau of Land Management National Training Center 2022). _____ 79

Foreword

The waiting shed may pique not just your curiosity into the travelers who used the structure, for whom there are distinct syntax and personalities but appeal to your sentimentality for a multiethnic and communal heritage site. Have you etched your height in the doorjamb of your childhood home or chanced upon a lovers' declaration carved into an aspen tree? In that case, you are already familiar with the sensation graffiti can create. The waiting shed records this uniquely human experience of wanting permanence and recognition. By the end of this thesis, you, like me, will want to explore the lives of the individual 'authors.'

Who was the 'Oregon Kid,' and where was he heading? What was it like being a Basque sheepherder in the early 1900s? What is Vera's story, and how did she handle her success in the "man's realm" of fishing?

Acknowledgments

Firstly, my thanks go out to Kim and Connie Marvel for their cordiality during my visits to South Fork, their invaluable insights into the structure's history, and their equaled excitement in learning more about the 'Waiting Shed.'

Marilyn Martorano's involvement in this project, both introducing me to the Marvels and the structure, and her continued insights into the shed's eligibility for the Colorado State Register of Historic Places cannot be overstated or over-thanked.

I would like to acknowledge Josh Birndorf's shared enthusiasm for my thesis, which cumulated in two photography trips to the structure and long car rides. The quality of my photographs would pale in comparison had Josh not been involved.

Dr. Scott Ingram of Colorado College's Anthropology Department has been a large part of forming me into the researcher, technical writer, and archaeologist I am today. For that, I will be forever grateful. I am also humbled by the continued support of the Colorado College Anthropology Department as a whole.

Nick Psarakis (Colorado Class of 1992) and the rest of the employees at the Colorado Railroad Museum in Golden, Colorado, lent their valuable time to assist me in finding railroad records that were crucial for learning the shed's historical context.

This acknowledgment section would be remiss if I did not recognize my family and friends' continued love and support for my passion for archaeology.

Introduction

A lone passenger shed comfortably situated alongside the Rio Grande River in South Fork, Colorado holds a cacophony of historical narratives known only by its owners. Its typological ‘cousins:’ railroad depots, right-of-way structures, and the Creede-Alamosa Branch of the D&RGW itself have been successfully recognized by the SRHP for their historical contributions. However, the three-sided D&RGW wooden passenger shed, dubbed the waiting shed (Figure 1), is one of an indeterminate number of finite architectural resources not protected by the SRHP. In this thesis, I will use the term waiting shed to describe the South Fork D&RGW structure.



Figure 1. The waiting shed in its current location on the Marvel property in South Fork, Colorado. Across the Rio Grande River in this photograph was the original Alamosa-Creede track (southern aspect).

‘Passenger shed’ will be used when I discuss that specific structural typology or in reference to the waiting shed, depending on the context.

The history of Colorado’s railroad period from 1869 to 1967 can be better contextualized by studying and recognizing communal spaces such as railroad passenger sheds that dotted the tracks of smaller railroad lines. The waiting shed, with its dated inscriptions, uniquely preserves answers to “who,” “when,” “where,” and the ever-elusive archaeological question of “why” these passengers were in the area.

In pursuit of documenting the waiting shed, this thesis pursues the research question: “Is the South Fork D&RGW waiting shed eligible under one of the listed criteria for nomination for the Colorado State Register of Historic Properties? If so, under what criteria?” I report that the waiting shed is eligible for SRHP nomination under Criterion E: “The property contains the possibility of important discoveries related to prehistory or history” due to its historical integrity, unique architecture, and passenger inscriptions (History Colorado Office of Archaeology and Historic Preservation 2018:10).

Possible outcomes of this thesis are a precedent for pursuing SRHP nomination for undocumented Colorado Railroad passenger shelters for state preservation and future research on the ‘Waiting Shed.’ In addition, the argument for eligibility under Significance Criterion E is a presentation of and catalyst for alternate avenues of investigation raised by the shed’s architecture, the history, each integrity criteria, and inscriptions.

Assessing the eligibility of the waiting shed with the Colorado SRHP contributes to the local history of South Fork by presenting the names and activities of railroad patrons and locals. The supplemental research I conducted into the history of South Fork, Colorado, could link residents’ ancestors to Denver & Rio Grande Western Railroad operations along the Creede Branch. South

Fork residents can take pride in the novelty of this structure and the well-preserved “snapshot in time” it represents. Similar to the South Fork Water Tower, which is registered with the National Register of Historic Properties (NRHP) and the Colorado SRHP, the heritage of the railroad in this region is a source of pride and education for locals and railroad buffs alike (Fraser and Strand 1997).

This thesis is an example of a convincing argument for an SRHP nomination and should appeal to archaeologists wishing to undergo the same process with other railroad passenger shelters. Independent of the state nomination outcome, this thesis highlights the potential for railroad shed structures to contribute to our disciplines’ understanding of historic period Colorado through the archaeology of the built environment. Furthermore, a compilation of nomination paperwork for Colorado passenger sheds can create a valuable database for future archaeological, architectural, or historical inquiries.

The SRHP recognizes structures, buildings, and districts that significantly contribute to Colorado’s past under one of five significance criteria and any of the seven integrity criteria (see Sections ‘The ‘Integrity’ of a Structure According to the SRHP’ and ‘Significance’). However, vernacular architecture, a style of traditional structures made of local or readily available resources that follows “well-tried forms and types,” has rarely been considered eligible for nomination (Curl 2006:290; Oliver 1997:1). Due to the lack of structural soundness and disrepair from the elements, neglect, or wood salvaging, passenger sheds’ underrepresentation on State Registers denote that they are unworthy of preservation.

The relevance of conducting this research currently relates to contemporary trends within archaeology towards increased interest in the Archaeology of Architecture. Also known as “Archaeotecture,” this practice shifts archaeological inquiries from analyzing the material record

to that of archaeological features (Brisibe 2016:84). It is an inherently multidisciplinary approach, combining art history, archival research, and architecture with archaeology to study vernacular-style buildings as heritage sites (Brisibe 2016:84). Previously, historians assumed that the simplistic nature of vernacular shed architecture made most of these structures ineligible for preservation or registration. Therefore, archaeologists have not widely documented the number of these existing structures. A successfully argued case for registering the ‘Waiting Shed,’ whose significance is bolstered by hundreds of dated graffiti within the structure, creates a precedent for archaeologists and historians to research similar properties.

This study has a time-sensitive aspect: locals have demolished right-of-way structures for their materials since the San Luis Valley railroad decommissions of 1915-1967 (Fraser and Strand 1997). While the waiting shed has been preserved by its relocation from the Creede Branch onto private property in the mid-1970s, similar structures have been deconstructed or are dilapidated (Figure 2). In fact, the ‘survivability’ of structures, or the likelihood of their destruction, is considered an unofficial measure of significance by the NRHP (Hardesty and Little 2009:90). Conducting this research is imperative for salvage archaeology and conservation efforts on more shed structures that provide essential information about local and regional railroad and working-class histories.



Figure 2. Exterior eastern side of the waiting shed decorated with the Marvel's antiques (western aspect).

Description of the Waiting Shed

The bulk of the waiting shed is composed of a three-sided timber frame upon an originally tamped dirt floor now lined with loose brickwork. Wire nails hold together the entire structure. The shed is one story in height and has the following external dimensions: 15.98 feet in length, 8.14 feet in width, 7.28 feet from the ground to the lowest pitch of the roof gables, 7.97 feet from the ground to the highest pitch of the gables of the roof, and 29.5 feet from the ground to the ridge and highest point of the whole roof.

The northern interior wall (Figure 3) comprises 17 horizontal boards, each wider than the 21 horizontal boards that form the western and eastern interior walls. A single vertical support post bisects the western and eastern walls, running from the ground to the roof eave with a lesser slope. Similar wooden posts trifurcate the north wall. Faded white paint covers the first five boards of the west and east walls, while green paint coats the lower three boards of the north wall, behind the bench.



Figure 3. Photograph of the interior northern wall, covered in over 200 inscriptions. Notice the mix of illustrations and text (southern aspect).

Passengers recorded drawings, phrases, names, dates, and places using various mediums. Towns in Colorado are mentioned most frequently on the northern interior wall, specifically Alamosa, Center, Del Norte, Denver, Durango, and Monte Vista. Two visitors from Oklahoma also left their mark. The writing implements the passengers utilized vary from led pencil, charcoal, red paint or pastels, and carvings. Cursive, block printed letters, scrawled words, all capitalized letters, initials, or a combination of the above are the writing types on the shed. Both Spanish and English languages dot the interior.

Inscriptions are located on the shed's west, east, and north walls, on the support beams of the northern wall and triangular braces of the entrance (Figure 4), on roof rafters, and on the posts incorporated into the interior walls. Approximately 215 inscriptions cover the northern interior wall, 55 on the eastern interior wall, and 45 on the western wall. In addition, there are about 20 inscriptions on various support beams, the entryway, and the shed's interior.



Figure 4. A mix of led pencil and charcoal inscriptions on the underside of the westernmost entryway's eastern triangular brace (western aspect).

Forty-three of the approximately 215 inscriptions on the northern interior, which make up the majority of all the inscriptions, were written between 1912 and 1965. The same date range holds for the eastern and western walls (Figure 5). The latest date on the shed is July 15, 1965, written by Jr. Byford from Hobbs, New Mexico, on the northern interior easternmost vertical support board. However, as outlined in the section 'Possible Ranch activities indicated by the

waiting shed inscriptions,' forty of the inscriptions from the sample of forty-three were written between 1912 and 1942, with only one inscription per year in 1944, 1948, and 1965.



Figure 5. Eastern interior wall covered in inscriptions (western aspect).

In the section 'The 'Integrity' of a Structure According to the SRHP,' the majority of the architectural components are presented as evidence for the elements of material, design, and workmanship.

The Shed's Passenger Shelter Typology

Whether it is called the waiting shed or a passenger shelter, identifying the shed's purpose as protective from the elements for railroad passengers distinguishes this shed from that of previously recorded types. In the SRHP nomination, I must argue that the waiting shed is a passenger-type structure as that designation gives historical context to its inscriptions. While descriptive of the function of the shed, the nickname "waiting shed" is not a terminology recognized in railroad architecture. Therefore, I researched legitimate railroad structure types to confirm the waiting sheds' purpose as a railroad passenger shed to commence with examinations into its history and significance.

The waiting shed is representative of similar architectural types referred to as passenger shelters, flag depots, and shelter-houses, all of which service the waiting train passengers. However, the 'passenger shelter' is the best candidate for a legitimate typology for the waiting shed and, therefore, what to research in existing Colorado railroad SRHP documentation. Howson et al. (1921:320) describe passenger shelters located at flag stations in the 1921 *Maintenance of Way Cyclopedia* as unfinished wooden sheds with a covered opening facing the track that protects passengers from the weather (Gregg 1974a:239). Usually inexpensive, these structures include a seat and three enclosed sides (Figure 6). Unfortunately, the absence of an attendant made them susceptible to vandalism, of which the Marvel's shed has plenty of examples in the form of inscriptions on the inside walls (Howson et al. 1921:350).



Figure 6. The south-facing entrance of the waiting shed complete with the original bench feature along the northern interior wall (southern aspect).

Railroad companies often constructed passenger shelters as part of flag stations with passenger traffic too small to justify having a depot or an agent (Gregg 1974a:239). A flag station (sometimes referred to as a rural depot) is a stop along the rails that very few trains come to, often designated by a flag (Gregg 1974b:264). A feature specific to sheds for railroad passengers is the implementation of an asymmetrical roof by builders when there is a track on one side of the platform and a road on the other. The waiting shed roof is built in this convention, adding to my certainty that it was a railroad affiliated passenger shed and affirming the original location of the shed along a road. The section ‘The History of the Waiting Shed’ details the photographic, artifactual, and cartographic evidence for its original location in Riverside Ranch.

Despite the array of terminology to refer to railroad shed structures with overlapping descriptions of their use and structural components, the Colorado SRHP does not have any individually registered railroad passenger shelters.

The 1997 NRHP documentation of the *Railroads in Colorado 1858* (Fraser and Strand 1997:159) describes flag depots in the ‘depot property type’ appendix section and ‘temporary depots’ with little descriptive detail. Fraser and Strand (1997:159) mention only Creede’s depot from 1891 in any discernable detail under ‘temporary depots,’ which focuses on converted freight cars as depots. The flag depot section has a single diagram misrepresented as a flag depot. I consulted the original diagram in J. W. Orrock’s 1909 publication, *Railroad Structures and Estimates*, which originally presented the diagram as a ‘shelter station’ (Orrock 1909:97).

While the diagram misnomer of the NRHP and SRHP’s most detailed Colorado railroad nomination causes considerable confusion about structure terminology, descriptions of the shelter-house by Willard offer clarity. Shelter-houses, which contain indiscernible differences from passenger shelters, have diagrams that are the most analogous to the ‘Waiting Shed.’ For example, Willard’s 1915 *Maintenance of Way and Structures* includes a diagram of an open-

front shelter house (Figure 7) with an uncanny resemblance to the shed gabled roof, brick floor, and seat that comprise the waiting shed (Willard 1915:280).

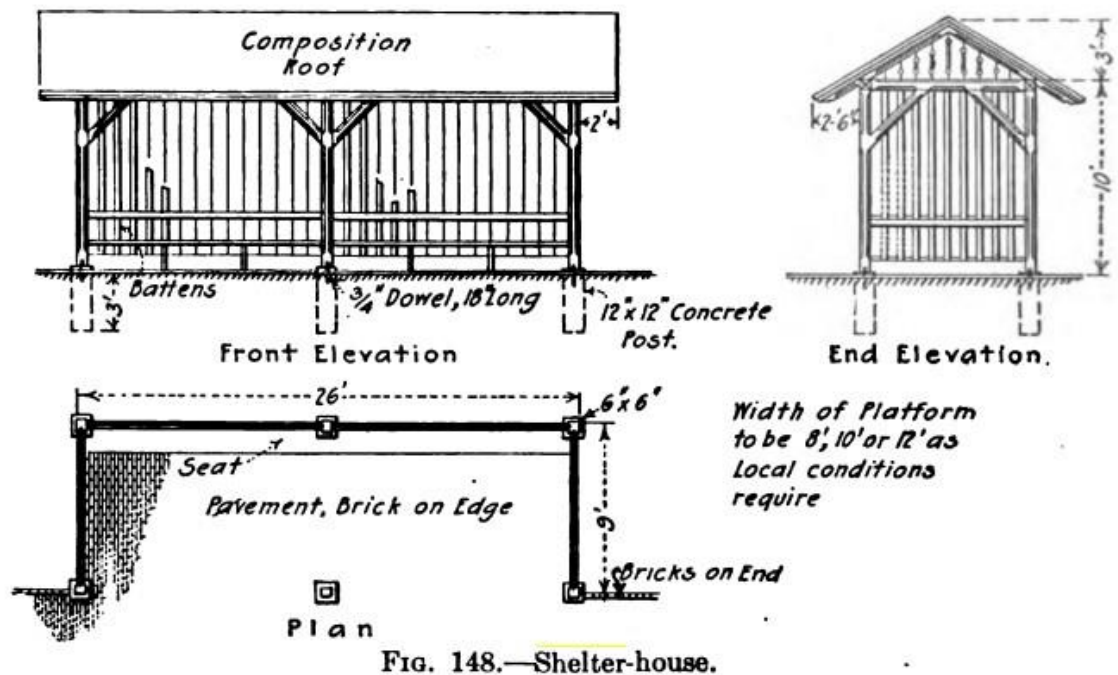


Figure 7. Diagram of a shelter-house in William C. Willards' 1915 book *Maintenance of Way and Structures* (Willard 1915:280).

Having established the terminology of the waiting shed as a passenger shelter, the novelty of a surviving one alongside the Creede Branch becomes more significant in informing state railroad history. Geared towards human use rather than other right-of-way railroad structures such as wood and storage sheds, the waiting sheds' function serves as the foundation for an argument for its preservation. Recognizing that its architecture is specific for brief human occupation in the form of shelter from the elements categorizes the shed into a passenger-type structure, which, regardless of its technical name, lacks examples in SRHP nomination.

Methods

To complete the research on the eligibility of the South Fork, Colorado ‘Waiting Shed,’ I consulted the current owners, historical documents and visited the structure in person. The methods used to record the architectural features during my two visits to South Fork on October 24, 2020, and April 23, 2021, included measuring and photographing every aspect of the structure, as is required by the SRHP. In addition, Kim Marvel, Joshua Birndorf, and I conducted an unsystematic pedestrian survey of the suspected original location of the waiting shed and recorded GPS coordinates for the area. Finally, frequent email correspondence between myself and the Marvels cumulated in creating a research consent document submitted to Colorado College’s Internal Review Board. I needed all the above to record the oral and written history of the shed ethically and responsibly.

When visiting the Marvel’s vacation cabin along the Rio Grande River, Kim Marvel and the Colorado College Anthropology Department Paraprofessional Joshua Birndorf assisted in measuring components of the ‘Waiting Shed.’ I recorded the wall heights, lengths, the thickness of the roof shingles and the roof eaves in a Word document for later review.

Photographing the shed's inscriptions and architectural aspects allowed me to understand better the architectural components, style, and written details I needed to include in the SRHP property nomination form and this thesis. The Property Description outlined in Section III of the Colorado State Register of Historic Properties *‘How to Nominate a Property to the State Register’* document determined what features we photographed (2018). Appendix A expands upon which architectural components needed recording.

The team photographed the inscriptions on the northern interior wall systematically by designating camera spots (CSs) on which to place the tripod to ensure that the entirety of the wall

was photographed (Figure 8). Eight camera spots were designated, with CS2-7 equidistant by 0.5 meters and CS1 and CS8 1 meter apart from the western and eastern walls, respectively (Figure 9).



Figure 8. Joshua Birndorf adjusts the monopod height before taking more pictures of the northern interior wall inscriptions. We placed blue painters' tape on the wall to ensure all of the inscriptions were included in the photographs (southern aspect).

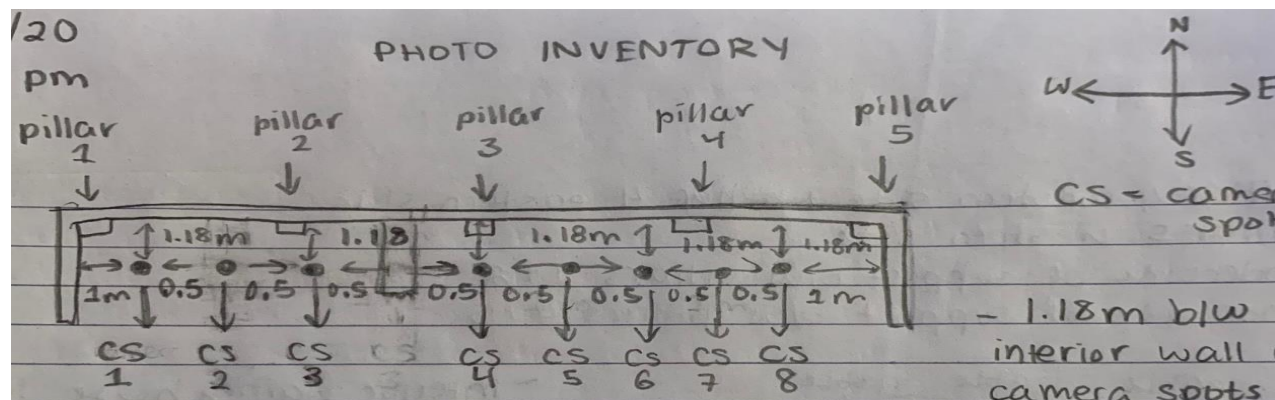


Figure 9. Site sketch of the photography methodology from the October 24, 2020, visit to the ‘Waiting House.’

Between CS3 and CS4, one immovable portion of the wooden bench obstructed the tripods’ ability to sit level on the floor, so we expanded the distance from CS3 to CS4 from 0.5 meters to 1 meter. Each camera spot was carefully measured using a 15-meter-long measuring tape. We established a distance of 1.18 meters from the northern interior wall and the camera spot along the shed floor based on the amount of definition we wanted for the inscriptions.

In addition to the camera spots, the monopod had three preset levels to take three pictures per camera spot, one at the highest level, the middle level, and the bottom level, to ensure we photographed all the slightly warped wood. The monopod height for the bottom level was 93.5cm, 131cm for the middle level, and 171cm for the highest level. The result was 24 photographs of the northern interior wall moving from the westernmost camera spot eastward, working at the highest, middle, and bottom levels. The team set the camera at a 35 mm full-frame focal length, an ISO of 250, which measures the light sensitivity of the object photographed, and a shutter speed of 1/160 of a second. A northern interior ‘composite’ image compiled from all the photographs was generated in Adobe Lightroom.

The team individually photographed the few inscriptions on the underside of the triangular bracing on the entryway and edges of the roof beams. I recorded the replacement of

each inscription in a Microsoft Word document with the associated photograph number for future reference.

When Kim Marvel, Joshua Birndorf, and I visited the suspected original location of the waiting shed before its removal, we took a GPS point using a *Garmin eTrex 30x* after discovering a small historical artifact assemblage (Appendix D).

The owners of the ‘Waiting Shed,’ Kim and Connie Marvel, and archaeologist Marilyn Martorano of Martorano Consultants LLC, proved to be invaluable human resources for consulting on the history of South Fork and the shed. Therefore, the Colorado College Institutional Review Board (IRB) approved the interview process. A copy of the research consent form is in Appendix C.

The History of the Waiting Shed

Dating and establishing the original location of the waiting shed places the structure within the larger historic landscape of the D&RGW railroad lines, Rio Grande and Mineral Counties, and the Creede Branch through South Fork, Colorado. The D&RGW’s construction of the line from Alamosa to Creede facilitated the building of the passenger shelter in rural South Fork (Figure 10) and trafficked passengers through the area.



Legend

- 1970s relocated site of the 'Waiting Shed'
- Original location of 'Waiting Shed'

D&RGW 'Waiting Shed' Location Map
T.40N, R.2E, Section 11
USGS Quadrangle: South Fork West
Rio Grande National Forest Divide Ranger
District
Mineral County, Colorado



1:10000
NAD 1983
UTM Zone 13N
Map prepared by
Amalie Hipp
4/06/2022



Figure 10. Location map showing the original and relocated sites for the waiting shed. The relocated site is 1.45 km upstream from the original location.

General William Jackson Palmer established the narrow-gauge line and company, the Denver & Rio Grande Western Railway, in 1881, building from Salt Lake City, Utah, into western Colorado, including the town of Creede (Fraser and Strand 1997). Palmer's interest in a southbound rail was outlined in his first annual report to the directors in 1873, citing fertile lands, mountains for metal and timber, cattle grazing land, and tourism (Stone 1918a:348). The silver and gold strikes in the San Juan Mountains, specifically in Silverton in 1882, added to the appeal of building through western Colorado (Stone 1918a:362).

The Denver & Rio Grande Railway Company targeted Creede, the small mining town that would experience the last major silver strike in the state in 1890 (Fraser and Strand 1997). As part of the Creede Branch, the railroad reached South Fork, Colorado, in 1882 and finished the Alamosa-Wagon Wheel Gap portion in 1891 (Figure 11) (Fraser and Strand 1997).

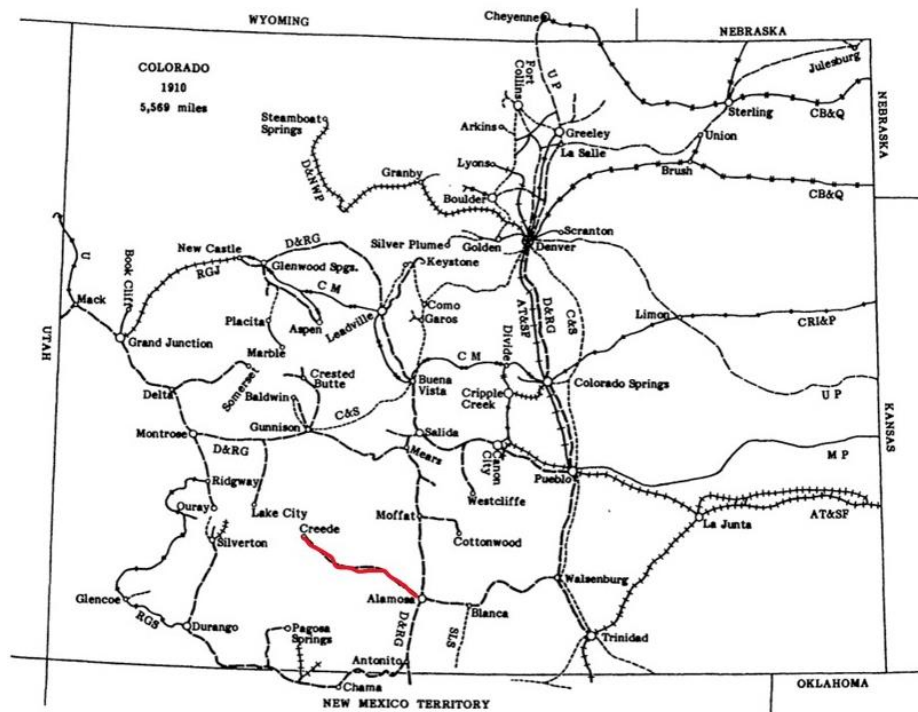


Figure 11. Map of the railroad lines in Colorado in 1910 from the Donald B. Robertson Encyclopedia of Western Railroad History in Fraser and Strand 1997. The Alamosa-Creede Branch is drawn in red.

Determining the date of construction is not only a requirement for the SRHP nomination but facilitates that I support the shed's association with the D&RGW with land ownership documents. Due to Congress's giving the Denver & Rio Grande the right-of-way over the public domain in 1878, the railroad was allowed to build within 100 feet on either side of their tracks (Stone 1918a:359-360). A U.S. Bureau of Land Management General Land Office 1885 Right of Way document for the D&RGW matches the T41N R2E Township and Range I got off the GPS for the hypothesized original shed location (U.S. Bureau of Land Management General Land Office 1885). The full extent of their control in the vicinity of the tracks ranged from Township 41N 1E Section 36 through 37N 10E Section 10 along the Wagon Wheel Gap (U.S. Bureau of Land Management General Land Office 1885). While the map shows no structure, that is likely due to the Denver & Rio Grande Railway having built to South Fork only three years before the map was made.

A 1917 photograph (Figure 12) published in Mike Butler and the Monte Vista Historical Societies' book, *Images of America, Southern Colorado, O.T. Davis Collection*, dispelled all doubts about this parcel of land housing the shed (Butler and Monte Vista Historical Society 2014). In this photograph, the shed structure's architectural characteristics and the location next to the iron Collar State Wildlife Preserve Bridge are identical to the Waiting House's supposed pre-1970s position (Figure 13).

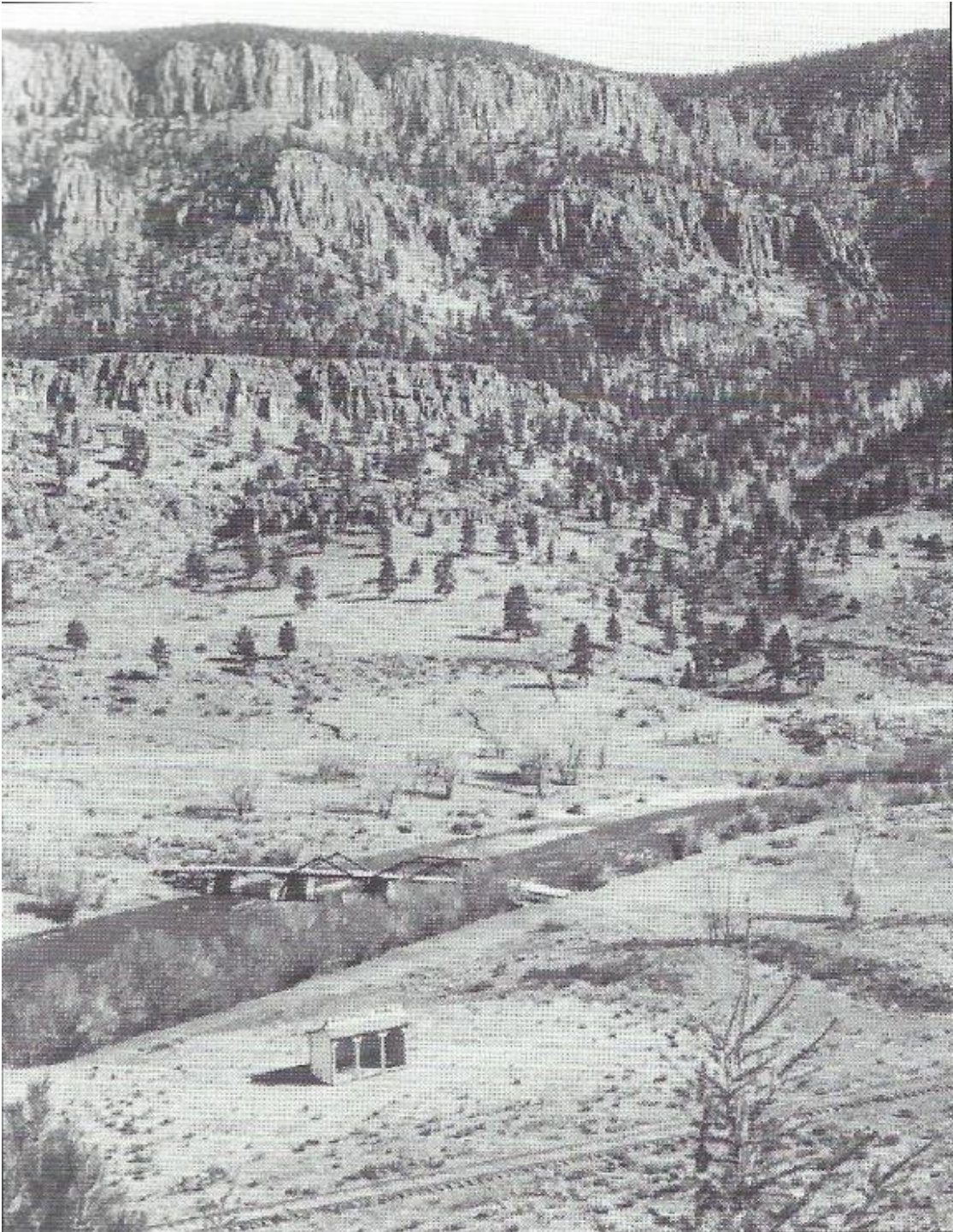


Figure 12. Picture of the waiting shed from 1917 in its original location next to the Collier State Wildlife Area Bridge (Butler and Monte Vista Historical Society 2014).



Figure 13. Picture of the exact location along the D&RG tracks taken by Kim Marvel in 2020 (southern aspect).

It is worth noting that the research team discovered temporally diagnostic artifacts and those associated with the railroad on the ground surface of this site. However, a small sample size ($n=3$), the reality of disturbances on the heavily trafficked modern ground surface, and secondary formation processes negate these artifacts from acting as convincing evidence for occupation dates. Therefore, I used the cartographic records and the dated inscriptions in place of the artifacts to determine the period of shed occupation. Appendix D describes the artifacts.

Considering the evidence above, I can estimate a construction date for the waiting shed to be between 1885, when the D&RGW acquired the land, and 1917 due to the first photograph and record of the structure (Butler and Monte Vista Historical Society 2014; U.S. Bureau of

Land Management General Land Office 1885). The dated inscriptions, discussed in detail in the subsection ‘Riverside Ranch: a case for discoveries about history using the waiting shed inscriptions,’ begin in 1912, placing the most probable construction timeline between 1885 and 1912.

A Timeline of Use and Abandonment for the Waiting Shed

In the greater South Fork area from 1885 to the likely abandonment date of 1952, when the passengers ceased to write dated inscriptions regularly, the railroad went through a time of financial ups and downs. Rio Grande County and South Fork were hit hard by the low quality of the mined ores, while the price of milling surpassed the payoff in the 1890s (Stone 1918b:298). As a result, by 1893, miners and locals moved out of the county or switched back to professions in other industries (Stone 1918b:298).

In the mid-1890s, the silver booms slowed, and the post-Spanish-American War economic depression contributed to a demonetization of silver mined throughout the state (Fraser and Strand 1997). The result was railroad company consolidation, which greatly affected the D&RG Railway as it shifted to non-silver cargo and changed owners to try and stay afloat (Fraser and Strand 1997).

Rebranded as the Denver & Rio Grande Western and absorbing the Denver & Rio Grande Western Pacific, which ran from Utah to California, the company struggled throughout the early 1920s (Fraser and Strand 1997). The red-painted letters ‘D&RGW’ on the northern exterior wall of the waiting shed (Figure 14) presumably would have had to be painted after the 1920s when the name change occurred.



Figure 14. The red-painted acronym for the Denver & Rio Grande Western Railroad on the eastern corner of the exterior northern wall of the waiting shed. Kim Marvel's mother outlined the letters with graphite pencil in the mid-late 1970s (southern aspect).

Eventually, the D&RGW managed to come out of receivership in 1948 by owning stock in the Moffat Road, one of the most challenging railroad crossings of the Continental Divide (Fraser and Strand 1997). By the end of the Colorado railroad abandonments of 1915-1967, the Company had decommissioned the Creede Branch and several more minor routes (Fraser and Strand 1997). The rise of the automobile boom in the 1910s influenced the decommissions when Wolf Creek Pass Road became the newest form of local transport (South Fork 2021). The Marvels then received permission to purchase and relocate the waiting shed from the head of the D&RGW in the 1970s.

The Marvels placed the shed on a flatbed truck and moved it, without any disassembly, to their private property on Pacifico Drive, South Fork. Since the 1970s, the Marvels and their friends and family have used the shed recreationally, gathering and storing antiques there.

In the section above, I combined the GLO right-of-way records, the historical period artifact assemblage, and the photographic evidence to pinpoint the exact location of the waiting shed before the Marvels had it moved. Yet the waiting shed location is also associated with a plot of private land, the Riverside Ranch, which I needed to address to assess the geographic and historical context of the structure towards the integrity of location and setting.

The Riverside Ranch

The original location of the waiting shed matches land referred to as the Riverside Ranch in historic period maps of the railroad and surrounding area. An associated document within the Colorado Railroad Museum's collections (Figure 15) mentions the same Riverside Ranch depot in a 1920 Interstate Commerce Commission Bureau of Valuation report (Interstate Commerce Commission 1937). The second paragraph on the page notes the presence of a Riverside Ranch Shelter with no stated dimensions (Interstate Commerce Commission 1937).

(P.A.S.)
 U. S. Form No. 66-2
 Date **AUG 16 1920** INTERSTATE COMMERCE COMMISSION Page **120**
 Bureau of Valuation
 Carrier **D & R G**
 Valuation Section **15 COLO**

Sta. 2775 + 1 v. 5
 W. B. C. 2" = 1 1/2 x 20"
 8" small SH
 Year 12
 1600 SH

(Sta. 2777 + 32
 Shelter - Riverside Ranch
 not owned by Carrier)

M.P. 305 = 2782 + 22

Sta. 2790 + 51
 21" C.C. p. x 100"

Interesting... but
 ← no dimensions!

Figure 15. A 1920 Interstate Commerce Commission Bureau of Valuation report for the D&RG. The ‘sticky note,’ written by Colorado Railroad Museum researcher, Nick Psarakis, points to a portion about the Riverside Ranch Shelter (Interstate Commerce Commission 1937).

Furthermore, in the 2002 NRHP Registration Form for the ‘Creede Branch, Denver & Rio Grande Railroad,’ the Riverside Ranch is mentioned as having had a structure at Mile Post 304.97 (United States Department of the Interior 2002:6). Notably, on the map from 1936 (Figure 16), the wooden square labeled 305 denotes the railroad mile-marker 305. The Riverside Ranch occupied Section 11 of the township and range of the site (T40N R2E) when the map was made in 1919 and revised in 1936 (Colorado Railroad Museum 1936). The depot on the eastern portion of the Section is labeled but does not include any dimensions. As mentioned in the section, ‘The Shed’s Passenger Shelter Typology,’ passenger shelters were also referred to as rural depots. The consistency between the NRHP registration and the map points to the ‘depot’ on the map as the waiting shed. The absence of any structure when the property was written about in the 2002 NRHP nomination coincides with removing the waiting shed over thirty years

prior (the 1970s) (Colorado Railroad Museum 1936). The subsection ‘Possible Ranch activities indicated by the waiting shed inscriptions’ elaborates on the connections between the history of Riverside Ranch and the people who recorded their activities.

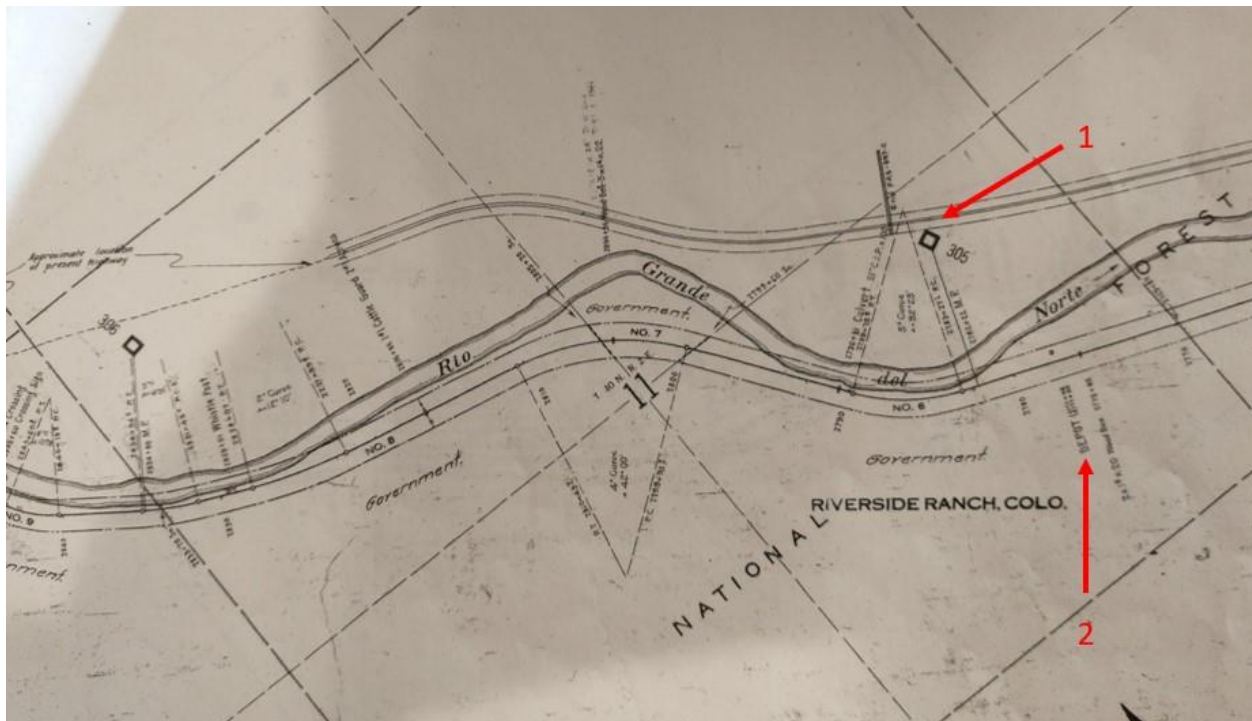


Figure 16. A 1936 map of the Riverside Ranch in Section 11 of T40N R2E.

(1) The black box labelled 305, indicating mile marker 305.

(2) The small ‘depot’ notation near the easternmost corner of the Section (Colorado Railroad Museum 1936).

With the history of the waiting shed established, the structure's architectural features, including the inscriptions, can be integrated into an SRHP significance statement via the aspects of integrity. I have set up the framework for the more formal inspection of what information the waiting shed has to offer in the previous sections. The construction date, period of use, structure

type, and location preface what written sources know about the shed towards the goal of answering, “so what?”

The SRHP’s role as a “listing of the state’s significant cultural resources worthy of preservation for the future education and enjoyment...” occupies a place of respect for Colorado archaeologists and locals (History Colorado 2022). The SRHP defines and depends on the integrity of a property to translate a subjective idea of ‘significance’ into one that is measurable. The following sections aim to not only “check boxes” on the SRHP nomination form but take the reader through the steps of building and presenting a significance argument.

The ‘Integrity’ of a Structure According to the SRHP

A detailed property description that conveys the structure's integrity, both structurally and historically, is paramount to making a convincing eligibility argument. The concepts of integrity and significance are closely related. A structure must demonstrate integrity as a precursor to arguing significance. The Colorado SRHP defines integrity as: “the ability of a property to convey its history and significance” (History Colorado Office of Archaeology and Historic Preservation 2018:9)

Steps outlined by the NRHP for evaluating Significance criteria include assessing the structure's integrity. Significance is a term the SRHP defines as "the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a State, or the nation" (United States Department of the Interior 1995:2). Assessing the integrity of the waiting shed is a crucial step preceding my significance statement, for which I will argue Criterion E. Criterion E is the ability of the shed to contain “the possibility of important discoveries related to prehistory or history (Hardesty and Little 2009:51; History Colorado Office of Archaeology and

Historic Preservation 2018:10). The seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association, need to be evaluated by the nominator individually. Doing so gives registrants an idea of which integrity criteria are present for their structure and how to integrate those points into the significance argument.

The History Colorado Office of Archaeology and Historic Preservation (2018) definitions of the criterion are as follows:

- 1) Location is the place where the historic property was constructed or the place where the historic event occurred.
- 2) Setting is the physical environment of a historic property.
- 3) Design is the combination of elements that create the form, plan, space, structure and style of a property.
- 4) Materials are the physical elements that were combined or deposited during a particular period of time in a particular pattern or configuration to form a historic property.
- 5) Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- 6) Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- 7) Association is the direct link between an important historic event or person and a historic property [History Colorado Office of Archaeology and Historic Preservation 2018:9].

Based on the above choices, setting, design, material, and workmanship are the best candidates for portraying the integrity of the 'Waiting Shed.' The researcher must support their argument for or against each aspect of integrity for the SRHP. The reader can find a list of the

criteria for which the waiting shed has no integrity in Appendix A, whereas the integrity criteria for the shed are detailed below.

Integrity of Setting

The waiting shed maintains the integrity of the setting due to the Marvels moving it only 1.45 kilometers upstream. As a result, the larger environment along the Rio Grande River and within the Mineral and Rio Grande counties, and the outskirts of South Fork remain intact. Although on the opposite (northern) side of the Rio Grande, the waiting shed is oriented facing south, as it was in its original location along the tracks. I am choosing to argue that the integrity of the waiting shed is affiliated with the setting, not the location, since the removal in the 1970s effectively voids its integrity in-situ (Criterion 1).

Integrity of Material

The waiting shed maintains the integrity of materials, mainly the original milled wooden boards configured in a passenger shed convention with the built-in bench and entryway. Furthermore, much of the wood, paint, and wire nails are original, with replacement pieces or supports only added when necessary (see subsection ‘Integrity of Design’).

The wooden bench, which stretches the entire 15.98 feet of the northern interior wall, is secured with the original wire nails. The wire nails that hold together all components of the shed are original and were used commonly in Colorado by 1890, partly because of the demand from the growing mining industry (Horn 2022: 2). Original green house paint still covers the boards closest to the ground, shielded by the bench. The all-wooden shed and bench are strong evidence

of a purposeful following of the ‘shelter-house’ architectural plan, exemplified in Willard’s (1915:280) diagram (Figure 7 in the section ‘The Shed’s Passenger Shelter Typology’).

The trifurcated entrance demonstrates a deliberate use of wooden posts to add structural support to the shed yet allow passengers to have a minimally obstructed view of the tracks (Figure 17). Each opening is supported by triangular braces (six in total) along the top of the posts that connect to the lintels of the doorways (Howson et al. 1921:292). A single large ‘common’ beam spans the length of the southern side of the shed and provides a point of contact for all the triangular braces at the doorway to the roof’s eaves (Howson et al. 1921:300).



Figure 17. View of the southern entryway of the waiting shed showing the wooden post that demarcates the different entrances and the triangular braces. The original wooden bench is included in this photograph and spans the entire length of the northern interior wall (northern aspect).

In addition to maintaining the integrity of materials, the waiting shed is the only other local passenger shelter built entirely with wood and in the passenger shelter convention. The only similar shelter known of was in the nearby Masonic Park. The *Record of Property Changes-“Structural Units”* document in the Colorado Railroad Museum mentions a 10-foot x 30-foot 1937 ‘Passenger/Retire Shelter’ in Masonic Park that, while containing both features mentioned, has a platform and a galvanized iron roof (Figure 18) (Interstate Commerce Commission 1937). The record is evidence of the Creede Branch’s use of other material combinations for passenger shelters, which locals demolished, unlike the waiting shed.

RECORD OF PROPERTY CHANGES—"STRUCTURAL UNITS"																							
												State of		COLO		Location		MASONIC PARK		Name of Structures		PASSENGER SHELTER	
												Valuation Section		15		Account No.		16		Structure Nos.		1	
																						Sheet 2 of	
REFERENCES			ENGINEERING REPORT			A. F. E.		6247		A. F. E.		A. F. E.		A. F. E.		A. F. E.							
			PG. NO. 434 ITEM NO. 2			DATE		3-31-37		DATE		DATE		DATE		DATE							
DESCRIPTION OF PROJECT			SHELTER			Retire Shelter																	
Present Value			241.00			0.00																	
STR. NO.	ITEM	UNIT	QUAN.	UNIT COST	AMOUNT	QUAN.	AMOUNT	QUAN.	AMOUNT	QUAN.	AMOUNT	QUAN.	AMOUNT	QUAN.	AMOUNT	QUAN.	AMOUNT						
	PASSENGER SHELTER, Frame, Galv. Iron Roof																						
	Shelter 10'x30'				133.00		133.00																
	Platform				17.00		17.00																
	Foundation				91.00		91.00																
					241.00		0.00																

Figure 18. Records of the only other passenger shelter identified along the Creede Branch, located in Masonic Park, Colorado, was retired by the railroad on March 31, 1937 (Interstate Commerce Commission 1937). The passenger shelter listed has different materials, notably galvanized iron roofing and concrete foundation.

Integrity of Design

The waiting shed’s characteristics like the wooden bench, the ‘shed gabled’ roof, triangular braces, and remnants of paint speak towards a distinctive style or design. Vernacular architecture differs on regional scales. With no other surviving vernacular passenger shelters

recorded in Rio Grande County, the structural integrity and vernacular style warrant an argument in favor of design integrity.

The wooden roof is gabled, meaning that the two opposite sides meet one another after spanning the eaves, creating a ridge (Howson et al. 1921:315). Triangular brackets fastened to the roof's eaves and the ridge supported the ceiling's wooden rafters. Kim Marvel added the triangular supports in 2019 to add structural support to the original 1" x 8" rafters. The lack of horizontal tie beams coming off the north and south bearing walls contributes to the simplicity and non-permanence of the architecture. In addition, there is no ridge pole or main rafter running east-west, rather several parallel shorter north-south running rafters that meet at the ridge of the gabled roof.

'Shed roof' is the official term for this type of gable with one 'high side' covering the front of the building and a low side near the interior (Figure 19) (Howson et al. 1921:344). However, in the case of the 'Waiting Shed,' the roof's eaves are reversed, with the shortest eave



Figure 19. Interior view of the 'shed gable' roof (eastern aspect). The triangular supports added by Kim Marvel in 2019 are shown along the eave of the roof.

overhanging the south side entrance.

The wooden shingles on the shed have been replaced twice: the first time upon the structure's relocation by Kim's brother-in-law and cousin in 1971 since the original wooden shakes were in disrepair (Figure 20). In 2019 Kim Marvel removed the then-rotten shakes and added plywood on top of the original 3.94 cm thick one by 10-foot boards to strengthen the roof before adding new wooden shingles. As of today, none of the actual wood shingles remain. However, the new shake shingles are in-kind replacements, made of the same material as the originals and therefore preserving the integrity of the original design and materials (The Metropolitan Planning Commission 2022).



Figure 20. View of the exterior top of the 'Waiting House,' depicting the roof's pitch with the new shingles, replaced in 2019 (eastern aspect).

Integrity of Workmanship

The bench, Denver & Rio Grande Western lettering (Figure 21), and the interior and exterior painting and inscriptions distinguish the high-quality workmanship of the waiting shed from other vernacular railroad sheds. They all suggest a considerable amount of extra labor and expenses went into constructing the waiting shed and aesthetic license by the builder.



Figure 21. Original Denver & Rio Grande Western lettering painted in red on the eastern-most side of the northern exterior wall. The pencil outline was added in the 1970s by Kim Marvel's mother (southern aspect).

While the structural frame and use of wood are economical, the addition of the interior painting is a purely aesthetic touch requiring extra expenses. J. W. Orrock's 'Railroad Structures and Estimates' (Orrock 1909:96) lists construction costs for a 12-foot x 12-foot wooden shelter with a built-in seat (including a 50-foot x 6-foot platform) to \$125-200 in 1909. The cost of the waiting shed would be considerably less due to the absence of stained wood or a platform.

However, according to the U.S. Bureau of Labor Statistics, the overall construction would cost approximately \$3,000 today when adjusting for inflation since 1913 (U.S. Bureau of Labor Statistics 2021). This estimation does not account for the cost of decorative components like paint.

Similar vernacular architecture shed types affiliated with rural rail lines include shanties, which are smaller and cost less. They likely do not contain the painted-on name of the railroad line, such as the “D&RGW” lettering on the waiting shed (Figure 22). The Denver & Rio Grande Railroad primarily lettered freight cars, some of which turned into depots when retired, with Roman-style lettering, the same font as the writing on the waiting shed (Cohen 1970:4). The presence of painted lettering on a wooden passenger shed is unique, especially considering the lettering convention of omitting a period after the “D” (Cohen 1970:4). Artists often included the period, yet instances of lettering without the punctuation have been observed by William Cohen in his *Lettering Guide for Early Colorado Narrow Gauge Freight Cars* on narrow gauge lines in Colorado into the 1890s (1970:4).



Figure 22. The Roman-style lettering is pictured in the middle of this diagram from William Cohen’s (1970:4) pamphlet, a *Lettering Guide for Early Colorado Narrow Gauge Freight Cars*.

The remnants of paint on the northern interior wall are an unfunctional stylistic choice for which a local painter or the builder took the initiative. The three boards closest to the ground, also obscured by the wooden bench, are painted a forest green that ends abruptly where the top of the bench stops (Figure 23). Someone seems to have painted the rest of the boards on the northern wall pale white, as evidenced by flakes of paint color on the wood of the top seven boards. The paint is original and has faded except in places protected from elements or use-wear.



Figure 23. Original green paint behind the bench on the northern-most interior wall. Evidence of white paint on the planks above are also observed (western aspect).

Inscriptions

The passenger inscriptions themselves best express the ‘crafts’ of people from a specific historical period and are considered in good to excellent condition. The four or five inscriptions that Kim Marvel’s late parents’ guest damaged are an exception. The devout Christian woman secretly tried to scrub away inscriptions she found offensive. It is apparent that sections of the wall containing pictures of female figures show blatant smudging in what would have been the genital regions (Figure 24). Nevertheless, the drawings, colloquially known as ‘Aspen Porn’ in the ‘Waiting Shed’ (Lambert 2014), represent a cultural expression of a Basque and Hispano nomadic shepherding lifestyles. Accounting for only five percent of recorded tree carvings, or arborglyphs, Basque shepherders drew erotica on aspens and wooden structures (Lambert 2014) (U.S. Forest Service 2022). The presence of the drawings, inscriptions, and defacement are testaments to the cultural conventions of various groups who ‘worked on’ the shed.



Figure 24. Example of ‘Aspen Porn’ showing a naked woman on the eastern portion of the northern interior wall. Notice the deliberate smudging of the genital region done by a guest of Kim Marvel’s parents.

Significance

What the Colorado SRHP Defines as Significant

The Colorado SRHP requires all nominations to identify and argue at least one area of significance from a predetermined list of five significance criteria. The statement of significance section on SRHP and NRHP forms provides the researcher with a place to justify why their property is significant under their selected criteria (History Colorado Office of Archaeology and

Historic Preservation 2018:10). While the SRHP does not clearly define ‘significance’ in broader terms than each criteria’s descriptions, the NRHP refers to it as “the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a State, or the nation” (United States Department of the Interior 1995:2).

According to the History Colorado Office of Archaeology and Historic Preservation (2018:10), the five areas of property significance (A-E) possible to argue for a Colorado SRHP nomination are:

- A. The property is associated with events that have made a significant contribution to history; or
- B. The property is connected with persons significant in history; or
- C. The property has distinctive characteristics of a type, period, method of construction or artisan; or
- D. The geographic importance of the property; or
- E. The property contains the possibility of important discoveries related to prehistory or history [History Colorado Office of Archaeology and Historic Preservation 2018:10].

A Significance argument for Criterion E

The South Fork D&RGW waiting shed can yield new information about South Fork and D&RGW passenger demographics and lifestyles from 1912 to 1942 (History Colorado Office of Archaeology and Historic Preservation 2018:10). Thus, the waiting shed is eligible for nomination to the Colorado SRHP because it contains integrity of setting, design, material, and workmanship (see section ‘The ‘Integrity’ of a Structure According to the SRHP’) and is

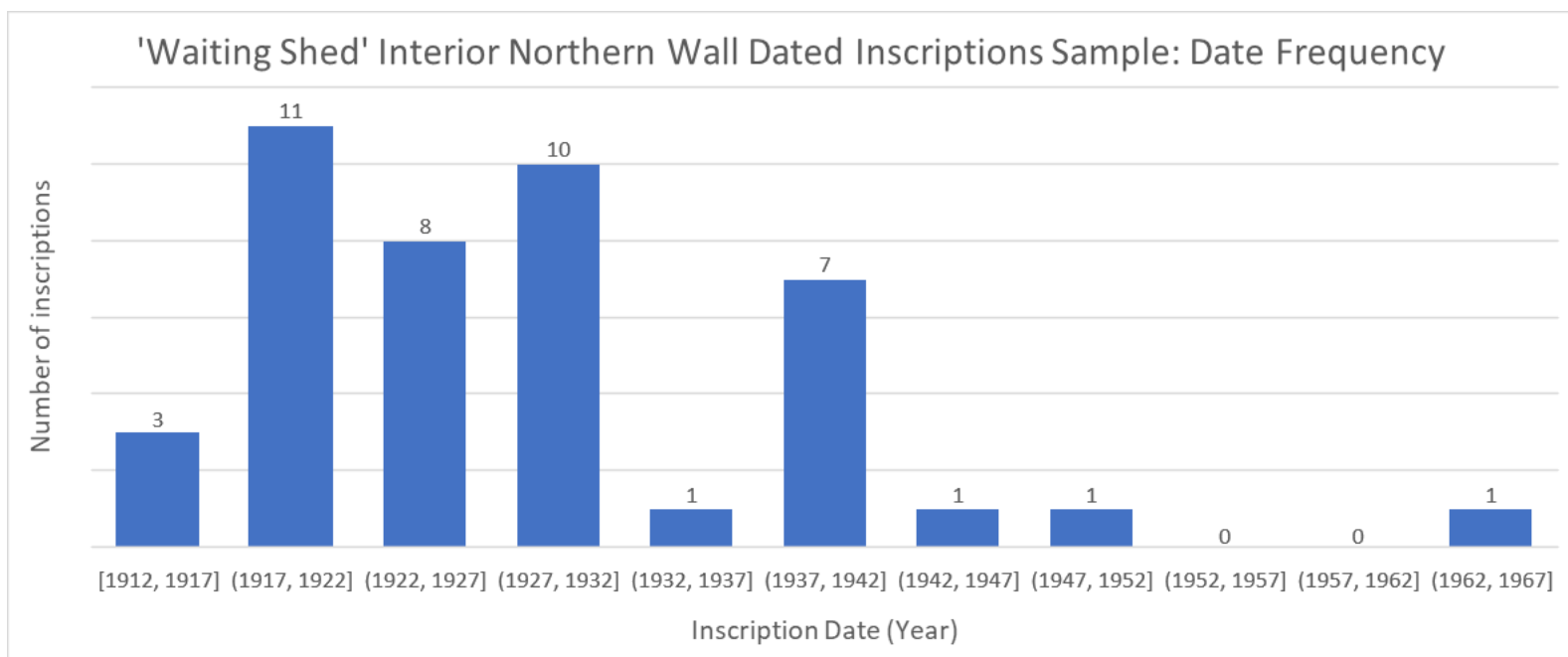
significant under Criterion E: “The property contains the possibility of important discoveries related to prehistory or history” (History Colorado Office of Archaeology and Historic Preservation 2018: 10). By analyzing a fraction of the shed’s narrative inscriptions, I present evidence of its potential for new knowledge creation about railroad passengers. The analysis of activities, names, and dates likely associated with Riverside Ranch is only the beginning of the insights this structure can provide.

The waiting shed's use, inferred from the dated inscriptions, coincides with the beginning of the state-wide railroad decommissions when similar wooden sheds were demolished by locals, adding to the uniqueness of the structure (Fraser and Strand 1997). The construction date of the waiting shed is placed between 1887, when the D&RG Railroad built the Creede Branch to South Fork, and 1912, when passengers added the first dated inscription to the shed (South Fork 2021). As outlined in the section ‘The History of the Waiting Shed,’ the first photographic evidence of the waiting shed is from 1917, making the latest possible construction date 1917 or the year prior (Butler and Monte Vista Historical Society 2014). Furthermore, the established connection to the Denver & Rio Grande Western Railroad from the 1917 photograph of the shed *in-situ* is a rare line of evidence for vernacular architecture (Butler and Monte Vista Historical Society 2014:34).

The numerous inscriptions with dates spanning from 1912 to 1965 provide names, hometowns, and activities that, on their own, can yield demographic and lifestyle information not known about South Fork. For example, the activities of the Creede Branch-adjacent Riverside Ranch property.

Riverside Ranch: a case for discoveries about history using the waiting shed inscriptions

Undoubtedly, one of the most compelling and unique features of the waiting shed is its record of hundreds of inscriptions by passengers. Figure 25 is a histogram displaying the frequency of when passengers wrote the 43 dated inscriptions on the northern wall, showing occupation patterns. The dates from the 43 inscriptions represent a sample of all of the inscriptions, which also cover the eastern and western interior walls and some of the triangular braces at the entryway. If not for the inscriptions with dates, the historical background of the waiting shed would be less concise; however, now, a specific timespan from 1912 to 1965 can be



established.

Figure 25. Histogram of the frequencies of 43 dates written by passengers on the northern interior wall of the 'Waiting Shed.' The dates span from 1912 to 1965, with the most dated inscriptions written in 1917-1922 and 1927-1932. Passengers stopped regularly writing on the waiting shed northern wall in 1942, as there was a considerable decrease after the date. The 1965 date is a statistical outlier since the upper limit of the interquartile range is 1949.5. This date likely came from a passerby who decided to write on the shed.

Beyond this insight, the information accompanying the dates, which range from names and phrases to ‘diary-like’ entries, supports my argument for SRHP nomination under Criterion E. I analyzed several inscriptions as a case study to prove further the potential for new insights about history, specifically South Fork, Colorado Denver & Rio Grande Western Railroad passenger demographics.

The section ‘The History of the Waiting Shed’ introduced the reader to the possibility of the waiting shed’s association with the Riverside Ranch, suggesting that some of the inscriptions can add to the scarce resources on the Ranch activities.

A brief history of the Riverside Ranch

The Riverside Ranch, also known as the Haney Ranch or the Ranch at Riverside, has a minimally documented history, most of which I gleaned from The Creede Candle newspaper and the Bureau of Land Management (The Creede Candle, 31 March 1906). John H. Haney of South Fork, Colorado, owned six aliquots within 40N 2E, adjacent to the original waiting shed property (U.S. Department of the Interior Bureau of Land Management General Land Office Records 1894a, 1894b, 1895a, 1895b). His ranch and himself seem to have been known by many people in the county, and his frequent business dealings in Creede were recorded in The Creede Candle beginning in 1906 (The Creede Candle, 31 March 1906). In addition, mentions of the 75-foot bridge that still spans the Rio Grande River at Collier State Park confirm the geographic proximity of Haney’s “choicest piece of land on the river” to the shed in 1910 (The Creede Candle, 31 March 1906) (The Creede Candle, 1 January 1910).

I discovered specifics about the ranch animals and facilities from The Creede Candle reports of the John Haney ranch sale to Mrs. Mary L. Waller of Kansas City, Missouri, in 1914 (The Creede Candle, 26 September 1914). Mrs. Waller purchased the ranch for \$15,000 on

September 16, 1914, which included eight horses, four sheep, all chicken and poultry, two bulls, one cow, one calf, and all cattle (The Creede Candle, 8 April 1916). The number of cattle must have been extensive, considering Mrs. Waller acquired them under the sale to create a “big stock ranch” (The Creede Candle, 26 September 1914). Specifics about John Haney’s ranch home, his business operations, and affiliated structures are possible future avenues of research. However, time restraints and the focus of this thesis, primarily on the waiting shed, place that avenue of research out of the current scope. However, to assess the eligibility of the waiting shed, the inscriptions related to farming and ranching likely related to the Haney Ranch are highlighted below in support of Criterion E.

Possible Ranch activities indicated by the waiting shed inscriptions

Activities inscribed on the shed ranged from ‘hoboing’ to fishing, with the most frequently mentioned tasks being sheep shearing and hoeing lettuce, both of which would have occurred at nearby Riverside Ranch. Figures 26 through 28 display the inscriptions referring to fishing in great detail. The height (length) and weight of a fish caught by two men (“Nuts”), the preference of both Mr. Schree and Mr. H.J. Hyde to fish in July, albeit eight years apart, and a woman named Vera who reeled in 10 fish with Mr. Hyde in 1928 are all relayed.

From a first-hand account by Edward Taylor from 1900, we can confirm that the Riverside Ranch was involved in the local fishing scene (Taylor 1900:353). Taylor remarked in an issue of *Forest and Stream* that John Haney used the four miles of the Rio Grande associated with the ranch for recreational fishing, for which he charged twenty-five cents a day (Taylor 1900:353). The Riverside Ranch fishing was connected to the D&RG, as officials were “very obliging and will stop their trains at any point along the river to allow anglers to get off or on the

cars” (Taylor 1900:353). Maybe Vera, Mr. Hyde, and Mr. Schree did just that, as Taylor praised the large size of the trout in Haney’s river (Taylor 1900:353).

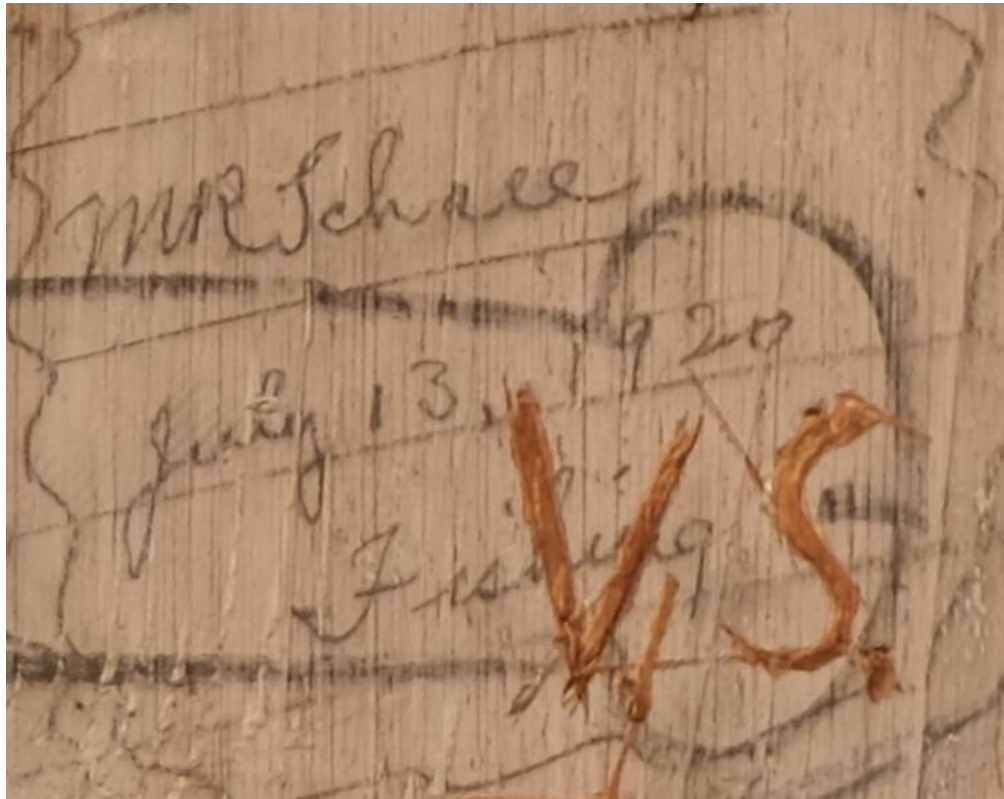


Figure 26. Inscription on the northern interior wall: “Mr. Schree July 13, 1920, fishing” in the Riverside Ranch area.

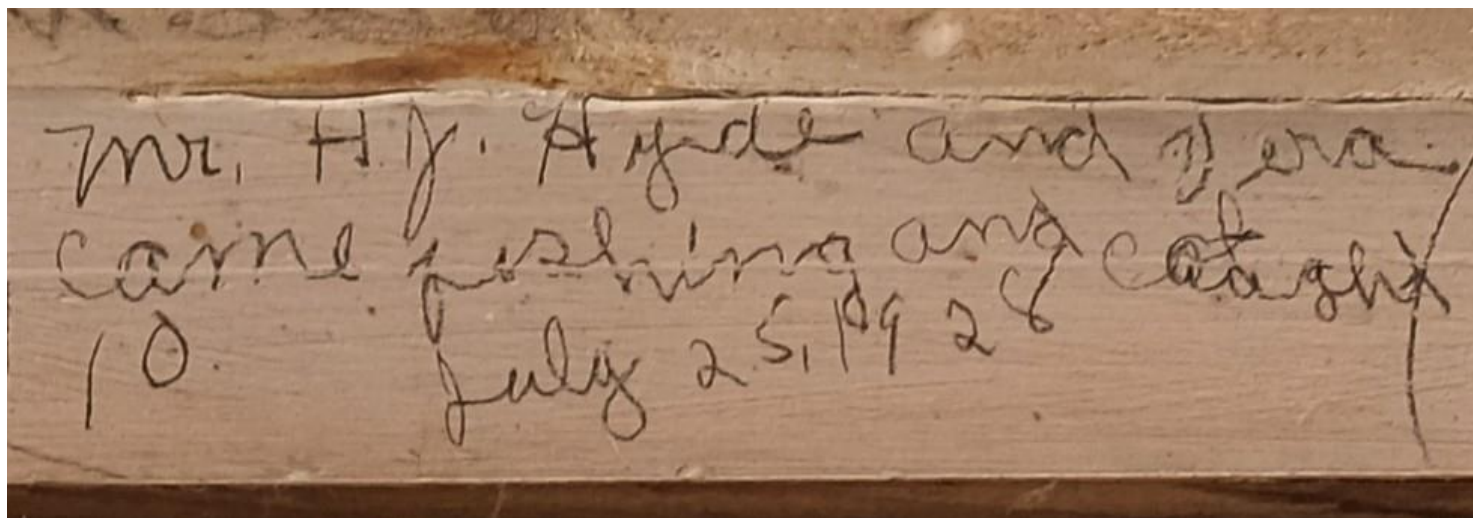


Figure 27. Inscription on the northern interior wall: “Mr. H.J. Hyde and Vera came fishing and caught 10. July 25, 1928.”

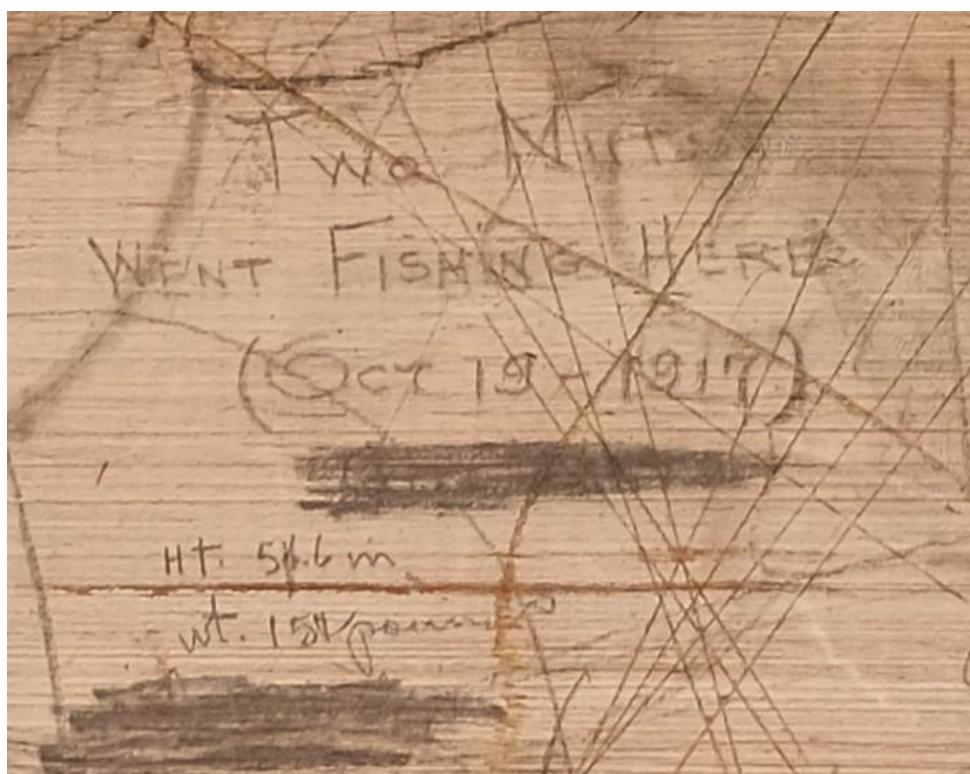


Figure 28. Inscription on the northern interior wall: “Two Nuts Went Fishing Here (Oct. 19- 1917).” They wrote the height and weight of one fish: 51 cm and 15 pounds!

Ranch hands, migratory workers, or local farmers are the possible professions of the gentlemen who wrote about their lettuce hoeing and sheep shearing, no doubt contributing to South Fork's primarily agrarian economy (South Fork 2021). The railroad's arrival to South Fork in 1882 diversified the still mainly agricultural economy of the town to include cauliflower, lettuce, potato, and pea farming, working sawmills, tending livestock, and mining ores (South Fork 2021).

Figures 29 through 31 contribute information to and pose more questions about South Fork's livestock numbers in 1919 and 1920. Mr. P. Walters sheared the sheep in July of 1920 and possibly returned to the waiting shed to document another year's work which took him four days. Frank M. Gray sheared from June 25 through July 2 in 1919, sparking the reader's curiosity about how many sheep were at Riverside Ranch to allow for that much time shearing.

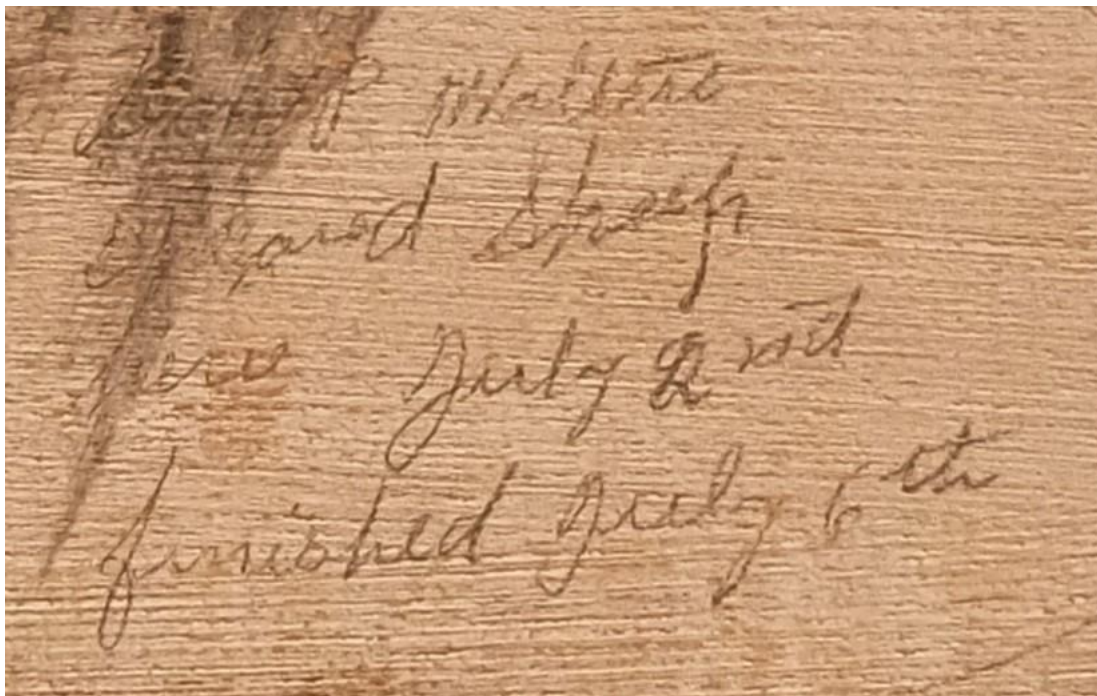


Figure 29. Inscription on the northern interior wall: “(illegible) (possibly P. Walters) sheared sheep here July 2nd finished July 6th.”

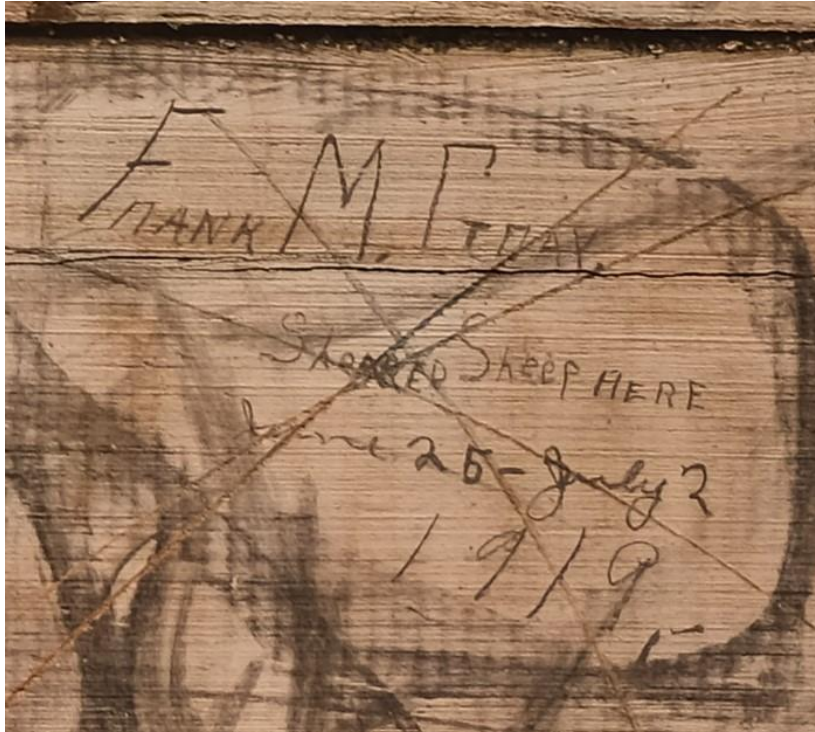


Figure 30. Inscription on the northern interior wall: “Frank M. Gray sheared sheep here June 25-July 2, 1919.”

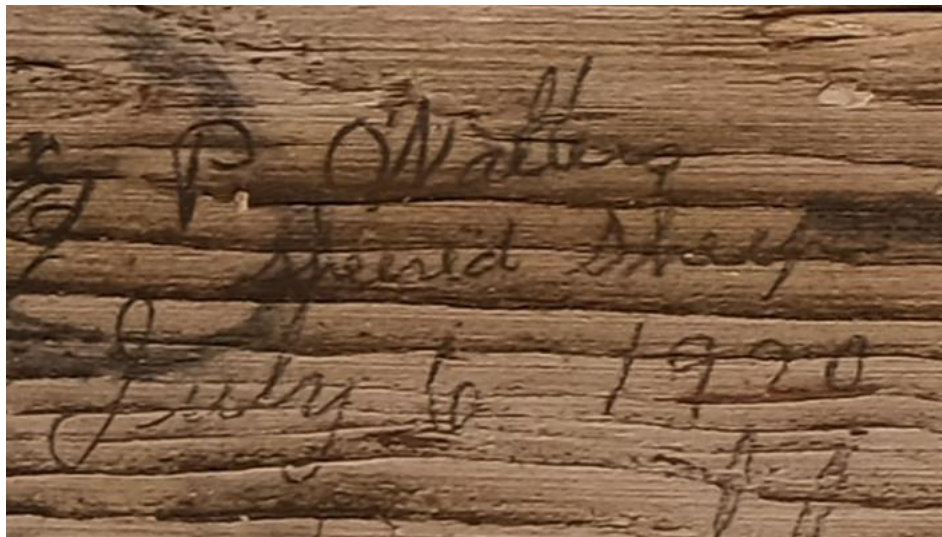


Figure 31. Inscription on the northern interior wall: “P. Walters sheared sheep July 6, 1920.”

Finally, the agricultural inscriptions confined to hoeing lettuce point to a possible monocrop specialization at Riverside Ranch or a seasonal chore. Figures 32 through 34 tell of two descriptions, one written by Mr. Caldwell and the other by Orville Schall, who both felt obliged to record that they hoed lettuce on June 23, 1922. Perhaps they were colleagues at Riverside Ranch or friends catching the train to find other work. As he might have been ending the lettuce harvesting season in July, Robert Cornell missed running into the two at the waiting shed by a month and a day.

It is apparent from the mere nine inscriptions highlighted in this section that Criterion E applies on the scale of Riverside Ranch, South Fork, and the Creede Branch. The local and regional insights mentioned above surpass that of just informing existing quantitative data on occupations, crop yields, and popular pastimes to tell stories about relationships and hardships. In the case of Riverside Ranch activities alone, a glimpse into a woman partaking in a “man’s activity,” pondering the relationship of possible coworkers, and laughing alongside the humorous pair of fishing “nuts” enlivening the past of ordinary people.

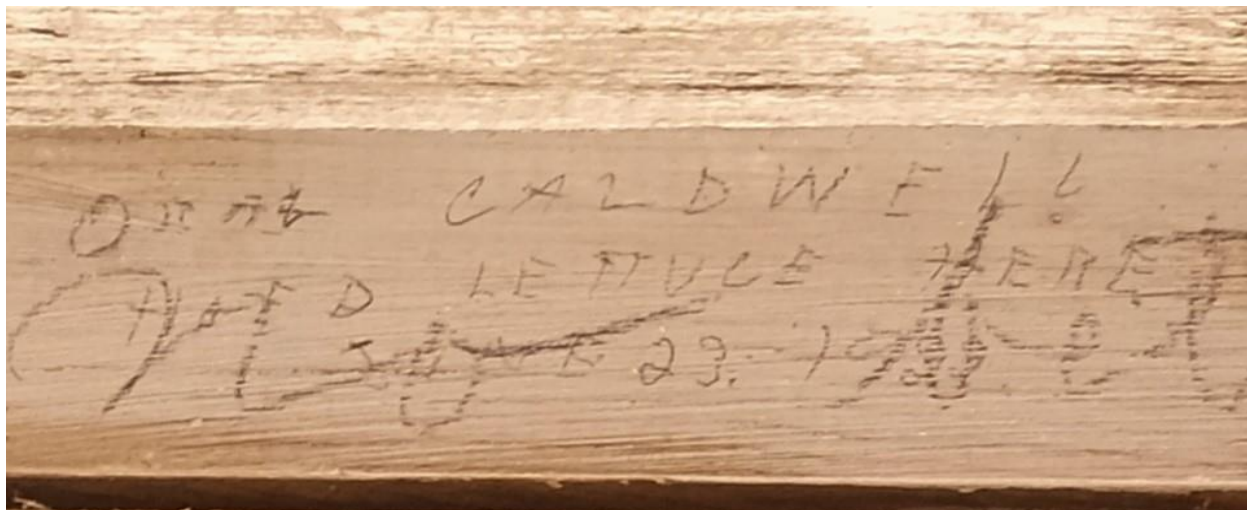


Figure 32. Inscription on the northern interior wall: “(illegible) Caldwell hoed lettuce here June 23, 1922.”



Figure 33. Inscription on the northern interior wall: “Robert Cornell hoed lettuce here July 22, 1922.”

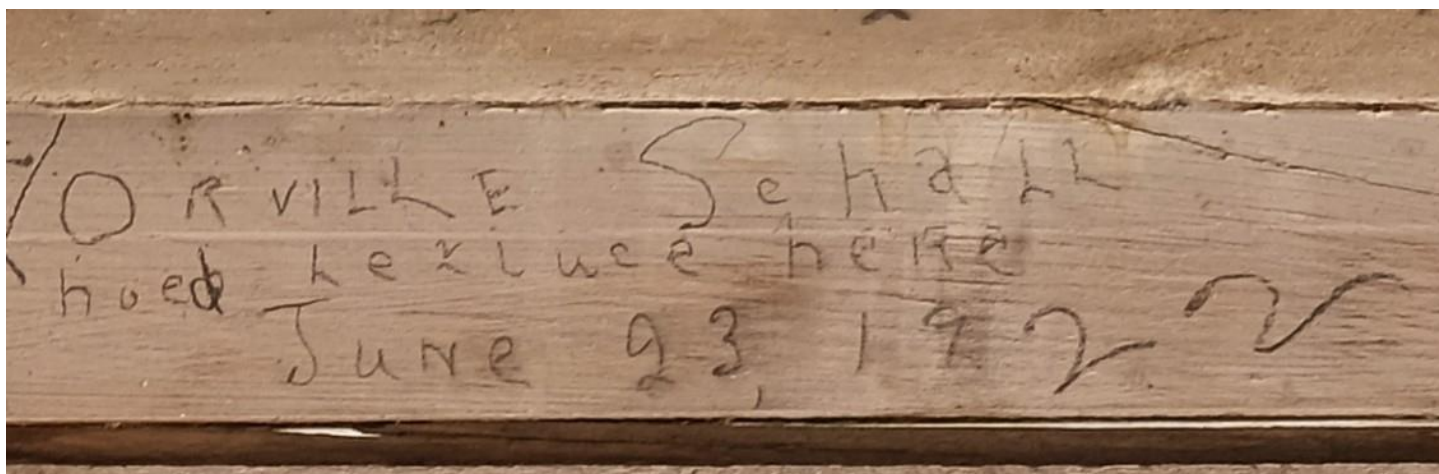


Figure 34. Inscription on the northern interior wall: “Orville Schall hoed lettuce here June 23, 1922.”

Results

Uncovering the history of the waiting shed while pursuing SRHP nomination

This thesis reestablished the history of the 'Waiting Shed' through carefully considered methodological approaches to historical and archival research, photographic documentation, and interpersonal communications. The waiting shed was determined to be a shelter-house or passenger shelter based on its use and the existing literature on railroad structures---an identification needed to start investigations into maps, right-of-way documents, and railroad structure inventories (Howson et al. 1921:320) (Willard 1915:280). Ruling out that the shed did not match the iron-roofed platform shed in nearby Masonic Park, I confirmed the original location of the waiting shed using the 1917 photograph published in, *Images of America, Southern Colorado, O.T. Davis Collection* (Butler and Monte Vista Historical Society 2014).

The inscriptions associated with the shed solidified the timeline for construction and use of the shed by passengers before the Marvels had it relocated in the 1970s. The D&RGW Railroad had right-of-way ownership from Congress since 1878, which included the Riverside Ranch and its poorly recorded depot in T40N R2E Section 11 at railroad Mile Post 304.97 (305) in a 1920 Interstate Commerce Commission Bureau of Valuation report (Interstate Commerce Commission 1937; Stone 1918a:359-360). In addition, a 2002 NRHP evaluation of the Creede Branch notes that there is no trace of a passenger shelter at that Mile Post, suggesting the waiting shed was the structure previously there (Stone 1918a:395-360) (United States Department of the Interior 2002:6). The lack of recording of the waiting shed in 2002 and the 1997 registration of *Railroads in Colorado 1858-1948* is explained by the circumstance that it is indeed the Mile Post 305 ‘depot’ (Fraser and Strand 1997).

The GPS data taken at the site, the 1917 Butler and Monte Vista Historical Society (2014) photograph, and the inscription dates combined are evidence that the waiting shed was this same shed. Furthermore, this author can now suggest that between 1907 and 1912, was when an unknown builder constructed the shed, as verified by the earliest inscription date (U.S. Department of the Interior Bureau of Land Management National Training Center 2022) (Horn 2005:1).

Discussion

The implications of identifying the names, dates of use, and activities of the waiting shed occupants warrant the protection and state recognition offered by a Colorado SRHP nomination. Analyzing nine activity-based inscriptions related to Riverside Ranch supports my assertion that the waiting shed is eligible for SRHP nomination under Criterion E. More importantly, this

assessment process can catalyze research into a myriad of Creede Branch, D&RGW, and South Fork histories.

The researchers suggest a continued study into the association of the inscriptions with the Riverside Ranch. While thematically, the inscriptions detailing agricultural and recreational activities such as fishing and produce farming lend themselves to my interpretation in the context of the ranch, this connection has yet to be verified. Avenues for further research require that another interested party search for census records about the names in the suspected Riverside Ranch inscriptions. In addition, the waiting shed contains various other inscriptions which denote those passengers who have traveled from places as far away as Central America, necessitating future research into the occupations and hometowns of individuals whose activities I highlighted.

Conclusion

The South Fork D&RGW waiting shed is not only eligible for nomination to the SRHP under Criterion E, but it exemplifies the ability of vernacular railroad architecture to paint a picture—a human-centric picture—of Colorado’s railroad period from 1869 to 1942. The significance of my assessment of the waiting shed is twofold; demonstrating methodological approaches for inventorying and contextualizing vernacular passenger shelters and offering the SRHP a strong candidate to fill their gap in listed railroad sheds.

Archaeologists, citizens, and historians can pursue similar research questions centered around SRHP Significance for vernacular railroad structures or historic arborglyphs on utilitarian buildings. As a standardized criterion used by the SRHP in nomination decisions, the Significance criteria, especially Criterion E, could guide needed future research into structures Coloradans like the Marvels find intriguing.

The value of vernacular architectural structures, the integrity of setting, design, material, and workmanship, and locating the *in situ* position of the shed are lines of evidence that archaeologists can use for other vernacular railroad structures. Moving forward, the field of Historic Period Colorado archaeology will benefit from other scholars seeking out and recording surviving railroad passenger shelters. As corroborated in this thesis, integrity and significance assessments of vernacular architecture can surprise even the researcher with the intimate knowledge of individual and communal lifeways during Colorado's railroad from 1869 to 1942.

The SRHP nomination process, especially pertaining to local vernacular structures, needs to be destigmatized as only for professionals. History Colorado, the Office of Archaeology and Historic Preservation for the State outlined similar sentiments in their 2020 Colorado Statewide Preservation Plan (History Colorado Office of Archaeology and Historic Preservation 2010). The second item on the agenda is the hope that by 2020, "more Coloradans will self-identify as preservationists," and I second that call (History Colorado Office of Archaeology and Historic Preservation 2010:8). The public, railroad specialists, and archaeologists should use this thesis as more than a human-interest piece about the backgrounds of the Creede Branch passengers. Let this research on the waiting shed serve as your evidence for successful argument-building in favor of railroad passenger shed preservation, both on the state level (SRHP) and local.

References Cited

- Butler, Mike, and Monte Vista Historical Society
2014 *Images of America, Southern Colorado, O.T. Davis Collection*. Arcadia Publishing, Mount Pleasant.
- Brisibe, Warebi
2016 Lessons from ‘archaeotecture’: Analysing variations in vernacular architecture using methods from archaeology. *A/Z: ITU journal of Faculty and Architecture* 13: 83-95.
- Cohen, William M.
1970 *Lettering Guide for Early Colorado Narrow Gauge Freight Cars*. Rocky Mountain Region of The National Model Railroad Association and Egan Printing Co., Denver.
- Colorado Railroad Museum
1936 Denver & Rio Grande Railroad ICC Valuation Maps: Alamosa, Colorado to Creede, Colorado: Creede Branch. Colorado Railroad Museum, Golden, Colorado.
- Curl, James Stevens
2006 *A Dictionary of Architecture and Landscape Architecture*. 2nd ed. Oxford University Press, Oxford.
- Fraser, Clayton B., and Jennifer H. Strand
1997 National Register of Historic Places Multiple Property Documentation Form: Railroads in Colorado 1858-1948. Electronic document, <https://www.historycolorado.org/sites/default/files/media/document/2017/625.pdf>, accessed March 25, 2021.
- Gregg, Newton K.
1974a Train Shed Cyclopaedia: Buildings and Structures of American Railroads, 1893 (Part 3). Newton K. Gregg, Novato.
1974b Train Shed Cyclopaedia: Buildings and Structures of American Railroads, 1893 (Part 4). Newton K. Gregg, Novato.
- Hardesty, Donald L., and Barbara J. Little

2009 *Assessing Site Significance: A Guide for Archaeologists and Historians*. AltaMira Press, Lanham.

History Colorado

2021 Creede Branch, Denver & Rio Grande Western Railroad. Electronic document, <https://www.historycolorado.org/location/creede-branch-denver-rio-grande-western-railroad>, accessed March 26, 2021.

2022 Colorado State Register of Historic Properties. Electronic document, <https://www.historycolorado.org/colorado-state-register-historic-properties#:~:text=The%20Colorado%20State%20Register%20of,of%20Colorado's%20resident%20and%20visitors,>, accessed April 13, 2022.

History Colorado Office of Archaeology and Historic Preservation

2010 *The Power of Heritage and Place: A 2020 Action Plan to Advance Preservation in Colorado*. Electronic document, <https://www.historycolorado.org/sites/default/files/media/document/2017/StatePlan.pdf>, accessed March 24, 2022.

2018 *How to Nominate a Property to the State Register*. Electronic document, <https://www.historycolorado.org/sites/default/files/media/document/2018/1414b.pdf>, accessed January 25, 2022.

Horn, Jonathon C.

2005 *Historic Artifact Handbook*. Alpine Archaeological Consultants, Inc., Montrose.

2022 *The History of Early Wire Nail Manufacture in America and the Appearance of Wire Nails in Colorado*. Alpine Archaeological Consultants, Inc., Montrose.

Howson, E. T. et. al

1921 *Maintenance of Way Cyclopedia: A Reference Book*. Simmons-Boardman Publishing Co., New York.

Interstate Commerce Commission

1937 *Record of Property Changes- "Structural Units."* Denver and Rio Grande Western Railroad. Valuation Section 15 from the Colorado Railroad Museum Richardson Library. Colorado Railroad Museum, Golden.

Lambert, Ruth

2014 *The Wooden Canvas: Arborglyphs Reflect Hispano Life Along the Pine-Piedra Stock Driveway*. History Colorado: Story (blog), October 17, 2014. <https://www.historycolorado.org/story/preservation/2014/10/17/wooden-canvas>, accessed February 2, 2022.

Oliver, Paul

1997 *Encyclopedia of vernacular architecture of the world*. Cambridge University Press, New York.

Orrock, J. W.

1909 *Railroad Structures and Estimates*. Stanhope Press, Boston.

South Fork,

2021 History of the Area. Electronic document, <https://www.southfork.org/south-fork/history-heritage>, accessed March 26, 2021.

Stone, Wilber Fisk

1918a Chapter XVII Transportation- The Denver & Rio Grande. In *History of Colorado*, Vol.1, edited by Wilber Fisk Stone, pp. 346-364. The S.J. Clarke Publishing Company, Chicago.

1918b Chapter XIII Colorado Mining- By Sections. In *History of Colorado*, Vol.1, edited by Wilber Fisk Stone, pp. 262-309. The S.J. Clarke Publishing Company, Chicago.

Taylor, Edward G.

1900 Western Waters. *Forest and Stream* 54:353.

The Creede Candle

1906 "John Haney's ranch is sold" 31 March. Creede, Colorado.

1914 "John Haney Sells His Ranch" 26 September. Creede, Colorado.

1916 "Riverside Ranch to Revert Back to John Haney" 8 April. Creede, Colorado.

The Metropolitan Planning Commission

2022 In-Kind Repair and Replacement. Electronic document, <https://www.thempc.org/images/Historic/Add/InKind.pdf>, accessed May 8,2022.

U.S. Bureau of Labor Statistics

2021 CPI Inflation Calculator. Electronic document, https://www.bls.gov/data/inflation_calculator.htm, accessed December 21, 2021.

United States Department of the Interior

1995 Nation Register Bulletin Technical information on the National Register of Historic Places: survey, evaluation, registration, and preservation of cultural resources.

Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed February 3, 2022.

2002 National Register of Historic Places Registration Form: Creede Branch, Denver & Rio Grande Railroad. Electronic document, <https://catalog.archives.gov/id/84127592>, accessed February 1, 2022.

U.S. Department of the Interior Bureau of Land Management General Land Office Records
1885 Denver & Rio Grande Railway Right of Way Control Document Index 2194121.
United States Department of the Interior Bureau of Land Management. Colorado.
1894a Haney, John H. Miscellaneous Volume Patent CO0180.325. United States
Department of the Interior Bureau of Land Management. Colorado.
1894b Haney, John H. Miscellaneous Volume Patent COCOAA031328. United States
Department of the Interior Bureau of Land Management. Colorado.
1895a Haney, John H. Miscellaneous Volume Patent COCOAA031330. United States
Department of the Interior Bureau of Land Management. Colorado.
1895b Haney, John H. Miscellaneous Volume Patent CO0150.232. United States
Department of the Interior Bureau of Land Management. Colorado.

U.S. Department of the Interior Bureau of Land Management National Training Center
2022 Historic Artifact Identification Guide. Electronic document,
<https://www.ntc.blm.gov/krc/uploads/904/HistoricArtifactIDGuide.pdf>, accessed February 3,
2022.

U.S. Department of the Interior National Park Service
2021 Artifacts as time markers. Electronic document,
https://www.nps.gov/archeology/afori/howfig_mar1.htm, accessed February 24, 2022.

U. S. Forest Service
2022 Basque Carvings. Electronic document,
<https://www.fs.fed.us/wildflowers/beauty/aspen/carvings.shtml>, accessed February 3, 2022.

Willard, William C.
1915 Maintenance of Way and Structures. The Maple Press, York.

Appendices

Appendix A: Integrity Criteria Not Applicable to the waiting shed

Integrity of Location. Although I uncovered the waiting shed history, the integrity of the location has been compromised by the Marvels moving the shed. For this reason alone, an opportunity for me to pursue registration of the property with the National Register of Historic Places (NRHP) was voided, so I assessed the eligibility for the State Register instead. While the NRHP has five criteria of Significance of its own, the requirement for the place or structure before a historian can assess any criterion is that it “possess(es) integrity of location, design, setting, materials, workmanship, feeling, and association...” (U.S. Department of the Interior 1995:2).

Integrity of Feeling. Arguing the integrity of feeling for the waiting shed is feasible, pointing to the aesthetic of vernacular railroad shed architecture as evocative of a romanticized and ‘simplistic’ time in the early 1900s. However, the feelings associated with the shed primarily stem from the inscriptions on the interior. In contrast, the shed does not evoke feelings of railroad splendor like the more elaborate depots of the same period.

Furthermore, while argued to represent local building traditions, styles, and workmanship, the vernacular architecture could be considered by laypersons to be uninspired. Specifically, the all-wooden open-faced shed is similar to the storage sheds people still use today. The sense of the period of the shed is not an intuitive reaction when considering the architecture alone; factor in the dated inscriptions, the ‘D&RGW’ lettering, and the original context along the rails, and the story would be quite different.

Integrity of Association. Association is inapplicable to the South Fork waiting shed's list of aspects of integrity due to the absence of concrete evidence for an association with a significant historical event or person. The 'Significance' section elaborates further on how even if a famous person wrote their name in the shed, they would need to have resided at the structure for an extended period. An extended period that occurred while the person was in the most important phase of their life. Apart from the inscriptions, the impermanence of people's interactions with the waiting shed makes it unlikely for anyone to argue for nomination under Criterion B: "The property is connected with persons significant in history..." (History Colorado Office of Archaeology and Historic Preservation 2018:10).

Appendix B: Assessing the other Significance Criteria

The five areas of significance, defined by the History Colorado Office of Archaeology and Historic Preservation (2018:10):

- A. The property is associated with events that have made a significant contribution to history; or
- B. The property is connected with persons significant in history; or
- C. The property has distinctive characteristics of a type, period, method of construction or artisan; or
- D. The geographic importance of the property; or
- E. The property contains the possibility of important discoveries related to prehistory or history" [History Colorado Office of Archaeology and Historic Preservation 2018:10].

Beyond the brief descriptions of the criterion outlined above, the Colorado SRHP guidelines for nomination include more information per criteria, clarifying if the property is even eligible for said criteria before someone decides upon an argument. I selected examples of these caveats to show the reader why the waiting shed is or is not eligible under some criteria.

Criterion A. Criterion A is the alternate nomination criteria that I was looking into before I decided upon the significance argument for Criterion E. Criterion A is a candidate for nomination due to the requirement that “it must be documented through historical research that the property existed at the time of the event(s) and was associated with those events in some significant way” (History Colorado Office of Archaeology and Historic Preservation 2018:10). In the case of the ‘Waiting House,’ the pattern of events in history that the property is associated with is the expansion of the Denver & Rio Grande Railroad into southwestern Colorado from 1869 to 1942 (Fraser and Strand 1997). Evidence for the existence of the waiting shed has been outlined previously in this paper, notably the picture of the structure from 1917 (see Figure 12) (Butler and Monte Vista Historical Society 2014). However, I decided that Criterion E could encompass the evidence from Criterion A to form a more robust argument focused on the ability of the structure to yield more information in the future.

Criterion B. Criterion B did not pose a strong choice for a Significance argument for the waiting shed as it requires not only proof of association with or use by an important person but that the person utilized the structure during the “productive period” of their life. The longer description of Criterion B specifically states that brief visits or occupations, such as the short time someone would wait at the ‘Waiting Shed,’ are not applicable (History Colorado Office of Archaeology

and Historic Preservation 2018:10). Furthermore, the sheer volume of inscriptions and names on the waiting shed makes researching everyone's history time-consuming to the point of detriment to completing this thesis.

Criterion C. Criterion C is closely connected to the historical integrity of the waiting shed based on the architectural significance and the seven integrity criteria outlined in the sections 'The 'Integrity' of a Structure According to the SRHP' and 'Significance.' For example, someone could craft an argument for the vernacular style as representative of "environmental contexts and available resources..." and "...utilizing traditional technology" (Oliver 1997:1). However, a caveat lies in the structure needing minimum alteration (History Colorado Office of Archaeology and Historic Preservation 2018:10). The reader can revisit a description of the alterations made to the waiting shed by the Marvels to reinforce its structural integrity in the 'Integrity of Workmanship' subsection.

Criterion D. Criterion D is often argued by historians when the historical integrity of the location is intact and considered the most important aspect retained if the property is nominated. Once again, a minimum of alterations and physical integrity are integral in considering Criterion D, like Criterion C, as an argument for significance. The greater location of the waiting shed maintains importance because it is still in the context of the Creede Branch and South Fork; however, doubt can be cast on this opinion when considering that the shed has been removed from its location *in situ* along the tracks.

Appendix C: Marvel-Hipp IRB Consent Form

Marvel Waiting House Consent Form

Amalie Hipp
 Supervisor Scott Ingram
 Colorado College Department of Anthropology
 610-635-6054
A_hipp@coloradocollege.edu
Ahipp28@gmail.com

Key information about this research study

The following is a summary to help you decide whether to be a part of the study. More detailed information is provided later in the form.

You are invited to take part in a research study about the history of the Denver & Rio Grande Railroad 'Waiting Shed.'

What is the purpose of the study?

To document through photographs and interviews the history of the D&RG 'Waiting Shed' to compile a comprehensive record of the use of and visitors to the structure. The Colorado College student will pursue registration with the Colorado State Register of Historic Properties. The student will produce a senior thesis ("Capstone") for the Colorado College Anthropology Department for a research question pertaining to the structure. Outside sources such as Marilyn Martorano, The Colorado Railroad Museum, History Colorado, and other library and digital archives will be consulted.

What will you be asked to do if you participate in the study?

Answer a series of interview questions about the 'Waiting Shed' history in its original location and the work done to preserve the structure in its new, relocated spot. The student will ask about dates of relocation, augmentation, or additions made to the physical structure. For registration with the Colorado State Register, the researcher will need the following before the registration application can be submitted (wording taken from the **History Colorado State Register Check-Off List**):

1. Current proof of ownership for each owner (e.g., online entry on county assessor website)
2. Signed owner consent form(s), one per owner (*original signed copy on paper must be submitted*)
3. Water rights owner information, as determined necessary by OAHF State Register staff

How long will it take you to participate in the study?

The student will complete the nomination process with the Colorado State Register over several months. Then, as the Colorado College student completes paperwork, it will be sent to the History Colorado office and affiliated board members. Deadlines for each phase of the process change throughout the year and are currently in flux due to COVID-19. However, the general timeline of review is as follows:

- A completed nomination sent to History Colorado for review within 14 days
- Complete nominations scheduled for review during the following Colorado State Register Review Board (CSRRB) meeting
 - Information about the time, date, and location of this meeting is sent to property owners (meetings are open to the public)
- Colorado State Register Review board meets at least three times a year

- CSRRB concludes the meeting with a recommendation of approval or denial of the property
- Within 30 days from the meeting, the History Colorado Board of Directors determine if the property will be placed on the Colorado State Register
 - Property owners are notified of the final decision

The Colorado College student will primarily complete the registration process (except the list of items above that are needed from the property owners).

Interviews will be conducted over email and/or phone as is most convenient for the property owners. In-person conversations may also occur depending on the number of visits to the 'Waiting House' site while the property owners stay there or permit visitation by the student during their absence.

The Colorado College senior thesis Capstone will be completed in May 2022 and a copy sent to the property owners.

Suppose the registration process with the Colorado State Register takes longer than the 2021-2022 school year. In that case, the Colorado College student is ready and willing to complete the process on his/her own time until the application is ultimately approved or declined by the Colorado State Register Board.

What are the reasons you might choose to volunteer for this study?

Benefits to the participant include a comprehensive history of the Waiting House structure in the form of the final senior thesis capstone and possible registration with the Colorado State Register of the structure (dependent on board approval). In addition, History Colorado lists benefits to the owners of state registered properties to include the following:

- Formal recognition of a property's importance to the history of the community and the state of Colorado.
- A body of information for local community planning, tourist promotion, neighborhood revitalization.
- A sense of community history and local pride.
- Eligibility to compete for grants from Colorado's State Historical Fund. These grants may be used for acquisition and development, education, and survey and planning projects.
- Eligibility to apply for state tax credits for restoration, rehabilitation, or preservation of Colorado State Register properties.

What are the reasons you might choose not to volunteer for this study?

We do not expect you to experience any harm or discomfort if you participate in this study beyond what you would experience in everyday life.

Do you have to take part in the study?

Taking part in this study is entirely voluntary. It would help if you only decided to participate in the study because you want to do so. If you choose to be in the study, you can withdraw at any time without consequences of any kind. As a participant, you can choose to skip any question asked in the

informal interview sessions. Participating in this study does not mean that you are giving up any of your legal rights.

What if you have questions, suggestions, or concerns?

The person in charge of this study is Amalie Hipp. You can contact Amalie Hipp at ahipp28@gmail.com or 610-635-6054

If you have any questions about whether you have been treated in an illegal or unethical way, contact the Colorado College Institutional Research Board chair, Dr. Amanda Udis-Kessler, at 719-227-8177 or audiskessler@coloradocollege.edu.

Detailed information about this research study

Why are you being asked to take part in this research study?

You are being asked to participate in this study because you know about relocation and possible operational dates from your family as owners of the property. Therefore, your insight is critical. In addition, completing the State Register of Historic Places documentation also necessitates information about the structure and your ownership (see 'What will you be asked to do if you participate in the study' on page 1 of this document).

What is the purpose of this study?

The purpose of this study is the answer the preliminary guiding research question of "Is the South Fork D&RG 'Waiting Shed' eligible under one of the listed criteria to be registered with the Colorado State Register of Historic Properties? Why or why not?". This thesis question depends upon researching the structure and its history through outside sources and the inside knowledge of the participants. The student will uncover details about construction, use, and passenger demographics along the way and the entirety of the results shared with the participants. Background information on the structure will also be compiled into a Colorado State Register of Historic Properties nomination application. Gaps in current Colorado Railroad structure typology are intended to be filled by nominating this structure and recording the importance of adding a 'passenger shed' architecture type to the State Register. Local historians, railroad enthusiasts, and South Fork residents will be interested in learning more about previously unrecorded public structures and what information they can provide about life along the railroad and conservation of more utilitarian railroad structures.

What will you be asked to do if you participate in the study?

Providing the information needed for the State Register application (brief list provided in the 'What will you be asked to do if you participate in the study' section on page 1 of this document).

Dates or approximate dates known for:

- Relocation of the Waiting House structure to your current property
- Knowledge about the dates the structure was in use before the relocation
- Repairs or augmentations done to the structure and where they are located
- Possible vandalism of the structure

Information about the following is also being asked for:

- Knowledge about the use of the structure before relocation

- Insight about the original location and surrounding area (ex: local ranches which could contribute information about the activities recorded in the graffiti inscriptions)

Photography will only be utilized to record the structure and will not include study participants. Any exchange of information or informal interviewing will be recorded solely through note-taking by the Colorado College student or email correspondence. Participants can choose not to be recorded or photographed if they prefer, but neither are forms of recording intended to be used in this study.

The study will be taking place throughout the 2020-2021 academic years (August-May). Informant participation will occur primarily through email during the duration of the research and State Register of Historic Properties nomination and judging period. The final decision on registration with the state is to be determined at the moment as the judging board meets three times annually to make final decisions. The Colorado College student will apply to the board for consideration before one of these meetings. Visits to the Waiting House structure have already been completed, and all of the photographs that were expected to be needed have been taken during these two trips. Should additional trips be required, informants will be contacted ahead of time and asked for visiting consent and dates decided upon. The majority of informant participation in the study will be in the form of information gathering and questions that arise during the research portion of the study to verify dates and gather necessary information/documentation for the State Register nomination process.

Will you be told everything about what is happening to you and what you will be asked to do in the study?

This study does not involve any deception. This consent form describes precisely what you will do and what will happen to you in the study.

With whom will you interact during the study?

Amalie Hipp and Josh Birndorf

Who will know about your participation in this research or about what you said or did in the research?

Any report of this research that is made available to the public will not include your name or any other individual information by which you could be identified unless you have expressly permitted to be identified publicly.

Anonymity has been offered to the study participants and decided against in both the Colorado State Register of Historic Properties and Colorado College Anthropology senior thesis capstone. The student will include the specific location of the Waiting House in the location and site maps sent to the State Register for review. Names and addresses of the property and owners are included on the History Colorado database, as is the entirety of the nomination form, including details about the structure and its historical background.

The capstone paper, a copy of which is kept in the college library archives, will not reveal the postal address of the Marvel property. A location map showing the current location of the structure and the original locale will be included in this thesis. Should this pose a problem, further discussion about map details and omissions is more than welcome to occur between the participants and the researcher.

What will happen to your information after this study is over?

A copy of the senior capstone will remain in the Colorado College Tutt Library archives for view by Colorado College community members. The information provided through the State nomination process is archived with History Colorado, and the entirety of the nomination form is converted to a PDF on their website for viewing. The participants will receive a copy of the thesis and the nomination documents.

What happens if you do not want to participate in this study?

The participant does not need to participate in this study. However, not participating will result in less information with which to use in research and registration efforts.

What happens if you start to participate in the study but change your mind?

The participant can leave the study at any time, and it will not be held against them. However, not participating will result in less information with which to use in research and registration efforts.

The participant should let Amalie Hipp know if they are leaving the study. The interview transcripts or emails will be destroyed if the participant withdraws from the study.

Who can you talk to if you have questions about the study?

Amalie Hipp
Colorado College
610-635-6054
Ahipp28@gmail.com
A_hipp@coloradocollege.edu

If you have any questions about whether you have been treated in an illegal or unethical way, contact the Colorado College Institutional Research Board chair, Dr. Amanda Udis-Kessler, at 719-227-8177 or audiskessler@coloradocollege.edu.

Dr. Amanda Udis-Kessler, IRB Chair
Colorado College
14 E. Cache la Poudre Street
Colorado Springs, CO 80903

Statement of Consent to Participate: I have read the above information and have received answers to any questions. If I have more questions later, I have been told whom to contact. By signing this document, I affirm that I am 18 years of age or older, and I consent to participate in the 'Marvel Waiting House' research study. I understand that I will be given a copy of this form to keep for my records.

Kim Marvel
Participant's Signature

Kim Marvel
Participant's Printed Name

6/8/21
Date

I, Amalie Hipp, have explained the study to the participant and answered all of their questions. Therefore, I believe that they understand the information described in this consent form and freely consent to the study.

Amalie Hipp
Researcher's Signature

Amalie Hipp
Researcher's Printed Name

6/08/2021
Date

**This consent form was edited by Amalie Hipp from a template on the Colorado College IRB website. The student will send a signed copy to Dr. Udis-Kessler of the Colorado College IRB to confirm the terms above by both parties. **

Appendix D: Artifact assemblage from the original waiting shed location

The temporally diagnostic artifacts and railroad-associate artifacts constitute an interesting yet underdeveloped line of evidence for when passengers used the waiting shed. Archaeologists consider an artifact diagnostic when it indicates a relatively specific time period of production (U.S. Department of the Interior National Park Service 2021). For example, Amethyst glass shards (Figure 35) affiliated with the period of 1885 to 1920 corresponds with my estimated construction period and proven occupation period (Horn 2005:1).



Figure 35. Temporally diagnostic shard of amethyst glass, dating ca. 1885-1920 (Horn 2005:1).

Bolstering the connection between the shed and the railroad line established using the BLM records and the geographic proximity to the rails is a steel-cut spike with a flare and chiseled edge (Figure 36) (Howson et al. 1921:163). Spikes such as this would have been hand driven with a two-faced spike maul, four to each railroad tie to hold it down with the rail

(Howson et al. 1921:163). Assigning a date to these types of spikes is difficult due to the popularity of this spike type over dog-eared and screw spikes for most railroad construction (Howson et al. 1921:163-164). The photographic and cartographic evidence shown in Figures 12,13,15 and 16 suggest that the shed was constructed after 1885. A statistical analysis of the inscription dates on the northern interior wall verifies that passengers regularly used the shed between 1912 and 1942 in the subsection ‘Riverside Ranch: a case for discoveries about history using the waiting shed inscriptions.’

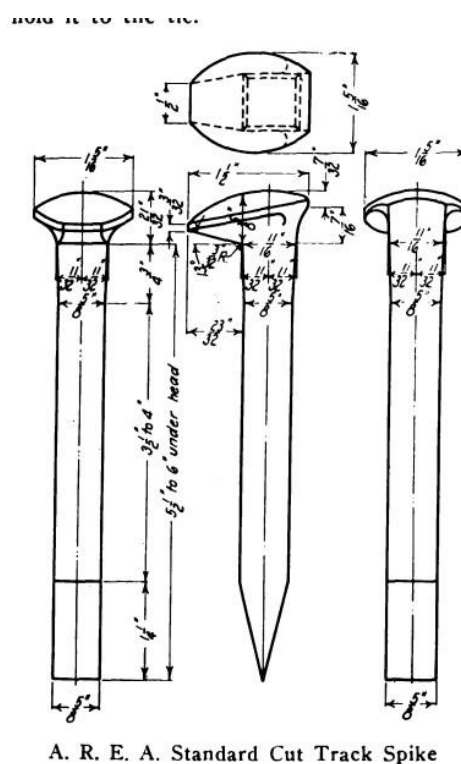


Figure 36. (right) A steel-cut spike with a flare used in railroad construction that we found at the original location of the waiting shed (Howson et.al 1917:163). (left) a diagram in the *Maintenance of Way Cyclopedia* of the same spike type (Howson et al. 1917:163).

The tobacco tin in Figure 37, and the amethyst glass, allow me to piece together an approximate time frame of occupation at the ‘Waiting House.’ The tin is a “Price Albert” tobacco tin, whose iconic snap lid was patented by Reynolds Tobacco Company in 1907 (U.S. Department of the Interior Bureau of Land Management National Training Center 2022). Based on the assemblage of the “Prince Albert” tin and the amethyst glass, I can cautiously establish a period between 1907 and 1920 when passengers likely deposited both. It is plausible that the consumers of these goods sought shelter in the waiting shed and even etched their names into the wall since 1912 is the onset of the dated inscriptions. See the subsection ‘Riverside Ranch: a case for discoveries about history using the waiting shed inscriptions’ for elaboration.



Figure 37. A crushed “Prince Albert” tobacco tin at the original site of the shed. Note the tell-tale snap lid hinges on the right side (U.S. Department of the Interior Bureau of Land Management National Training Center 2022).