

Trinidad, Colorado Historic Resources Survey Plan, 2021

Final



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**Trinidad, Colorado
Historic Resources Survey Plan, 2021**

Final

Prepared for:

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COVER: Clockwise from top left: First National Bank, historic postcard, a. 1907; 831-33 W. Kansas Avenue (C.P. Treat's); 600 block S. Maple Street (southeast of Corazon); and Kit Carson Park Pavilion. SOURCES: First illustration, Thomas and Laurie Simmons, historic postcard image collection, Denver, Colorado; second and fourth illustrations, Erika Warzel, field photograph, 2021; and third illustration, Thomas H. Simmons, field photograph, 2021.

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INTRODUCTION

Purpose

The purpose of this project was to develop a historic resources survey plan for the City of Trinidad to structure and prioritize future survey efforts. Project tasks included:

- identifying and developing a database of previously surveyed and designated historic resources
- completing a limited “windshield” survey of identified resources
- developing a historic overview
- determining potential property types
- conducting outreach concerning the project and participating in public meetings
- compiling survey priorities and estimated costs

Participants

Trinidad, the principal municipality of south-central Colorado with a population of 8,200 in 2019, received a Certified Local Government grant from History Colorado in spring 2020 to create a citywide survey plan for historic resources. The city selected a team comprised of Front Range Research Associates, Inc., and Clerestory Preservation LLC, both of Denver, to prepare the plan. Thomas H. Simmons and R. Laurie Simmons of Front Range and Erika Warzel of Clerestory participated in the project. The team identified relevant resources, created a survey database, developed a historic overview, engaged in public and professional outreach, undertook a limited windshield survey of selected areas, and recommended future survey projects with estimated costs.¹ Georgi Ann Clark, Planning Administrator, managed the project for the City. Erica Duvic administered the grant for History Colorado, and Survey Specialist Jenny Deichman reviewed the survey plan document.

A number of individuals helped identify potential resources, provided information on specific resources, or otherwise aided the effort. Members of the Historic Preservation Commission participated in public meetings on the project and supplied feedback. The present commission members include Janna Remington, Jean DiLisio, Shannon Rogan (chairperson), and Elizabeth Kelly. Trinidad adopted its current historic preservation ordinance in 2015 and became a Certified Local Government the same year. The ordinance created a five-member Historic Preservation Commission with the authority to recommend individual buildings and historic districts as local landmarks. The HPC also is empowered to review changes to locally designated landmarks.

Librarian Tom Potter of the Trinidad Carnegie Library discussed research sources and provided research materials to the consultants. Las Animas County Assessor Jodi Amato provided parcel-level data for mapping and answered questions about attribute data. Jeni Jackson, Project Manager with the City Engineering Department, provided information on the City’s brick streets

and information on subdivision platting dates. Several individual residents suggested properties that deserve examination and identified important themes in Trinidad history.

Funding

This project was funded by a Certified Local Government (CLG) grant (number CO-20-10001) to the City of Trinidad. The National Park Service provides funding for CLG grants, which are administered by History Colorado. CLG grants are open to jurisdictions that are certified local governments (currently there are sixty-six in Colorado) and are awarded through a competitive process. CLGs are counties or municipalities that have been “endorsed by the State Historic Preservation Office (History Colorado) and the National Park Service to participate in the national preservation program while maintaining standards consistent with the National Historic Preservation Act and the Secretary of the Interior’s Standards for Archaeology and Historic Preservation.”² Examples of eligible grant projects include National Register of Historic Places nominations; historic resource surveys; education and interpretation of historic resources; and preservation planning projects, such as this survey plan.

Project Area

The project area encompassed the current city limits of Trinidad.

Methodology

Development of the Project Database

Front Range used a geographic information system (ArcGIS) to assemble geographic layers obtained from History Colorado, the City of Trinidad, Las Animas County, and elsewhere, into a project database. Layers included: digital aerial photography, street centerlines, Las Animas County Assessor parcels with attribute data, the boundary of the Corazon de Trinidad National Register Historic District, areas of previous survey projects, and point locations of previously surveyed historic resources (from OAHP as clarified and supplemented by Front Range). In working with the assessor parcel file, it was discovered that a significant proportion of parcels did not have attribute data, such as year built, stories, and type of construction. The missing data included parcels owned by tax-exempt entities, such as units of government, schools, churches, Trinidad Urban Renewal Authority, and Trinidad Housing Authority.

To supplement the above layers, Front Range created a shapefile showing approximate subdivision boundaries in the core of the city using those shown on the county website.³ A shapefile of the city’s historic streetcar lines was received from the Colorado Department of Transportation. About 60 percent of the History Colorado survey records contained geographic coordinates permitting their mapping in the project GIS. Coordinates were manually assigned by Front Range to records lacking data by locating their street addresses in Google Earth. The scanned 1907 Clason map of Trinidad, provided by the City, was georeferenced and proved useful in displaying the extent of development and platted subdivisions at that time in comparison to the present. The project GIS enabled production of fieldwork maps for the windshield survey and for analysis, public meeting exhibits, and report graphics.

The City provided Sanborn fire insurance maps from 1883 through 1961 in PDF format for use by the consultants. The Sanborn maps show individual building outlines and are helpful in

identifying building materials (such as adobe or stone), development trends, and significant buildings in areas outside of the downtown. The Stoner 1882 bird's-eye-view map of Trinidad and a 1948 map of the city (updated to 1981 and showing additions) were also helpful.

Public Meetings and Outreach

Two public meetings were held as part of this project: one prior to survey fieldwork in December 2020 and one at the conclusion of the project in June 2021 to present results. Both meetings were virtual due to the restrictions necessitated by the Covid-19 pandemic. The city publicized the project and posted a fillable questionnaire, where residents could their suggestions of significant historic buildings or areas that might be good candidates for survey.

The City publicized the December meeting on its website and through a front-page article in the *Chronicle-News*. At that meeting Tom Simmons and Erika Warzel presented information on the components of a survey plan, described historic resource surveys, discussed types of surveys (intensive, scattered, and reconnaissance), identified areas to be included in the windshield survey, and explained the windshield survey methodology. The consultants encouraged residents to supply information on important historic resources and answered questions.

Limited Windshield Survey of the City

Front Range and Clerestory completed a limited windshield survey of the city in two separate fieldwork sessions in March 2021. The purpose of the task was to examine subareas of the city containing relatively intact resources where future efforts might be focused. The survey methodology is described below.

Identification of Subareas. The focus of the project is to identify subareas of the city with potential for future survey efforts. Ideal candidates are cohesive areas with resources that manifest similar historical development patterns and maintain historic integrity (or how altered a resource is from its historic appearance). Areas annexed into the city and/or developed after 1976 were not examined in the windshield survey. This includes cohesive areas, such as Trinidad Heights on the west edge of the city, which developed 1976 or later (based on assessor year-built data), as well as areas annexed to the city in the past forty-five years. The annexed tracts do not include areas developed prior to 1976, and most display little if any significant development since.

The project database was used to produce a map employing reported years of construction for each parcel obtained from the assessor to show the chronological development of the city. The ten areas of focus shown in Figure 1 were identified based upon the data collected, including public responses, GIS analysis, subdivision platting boundaries and dates, and selected inspection on Google Street View. The campus of Trinidad State Junior College was included as a subarea given its unique purpose on its own campus. We reasoned these ten areas possessed the highest potential to contain resources meriting future intensive survey and the best possibility of comprising eligible historic districts.

Front Range used the project GIS to generate 11" x 17" maps for each subarea. On the maps parcels were labeled with physical address numbers and were color-coded to reflect different construction eras. The subareas were identified by the dominant subdivision or subdivisions

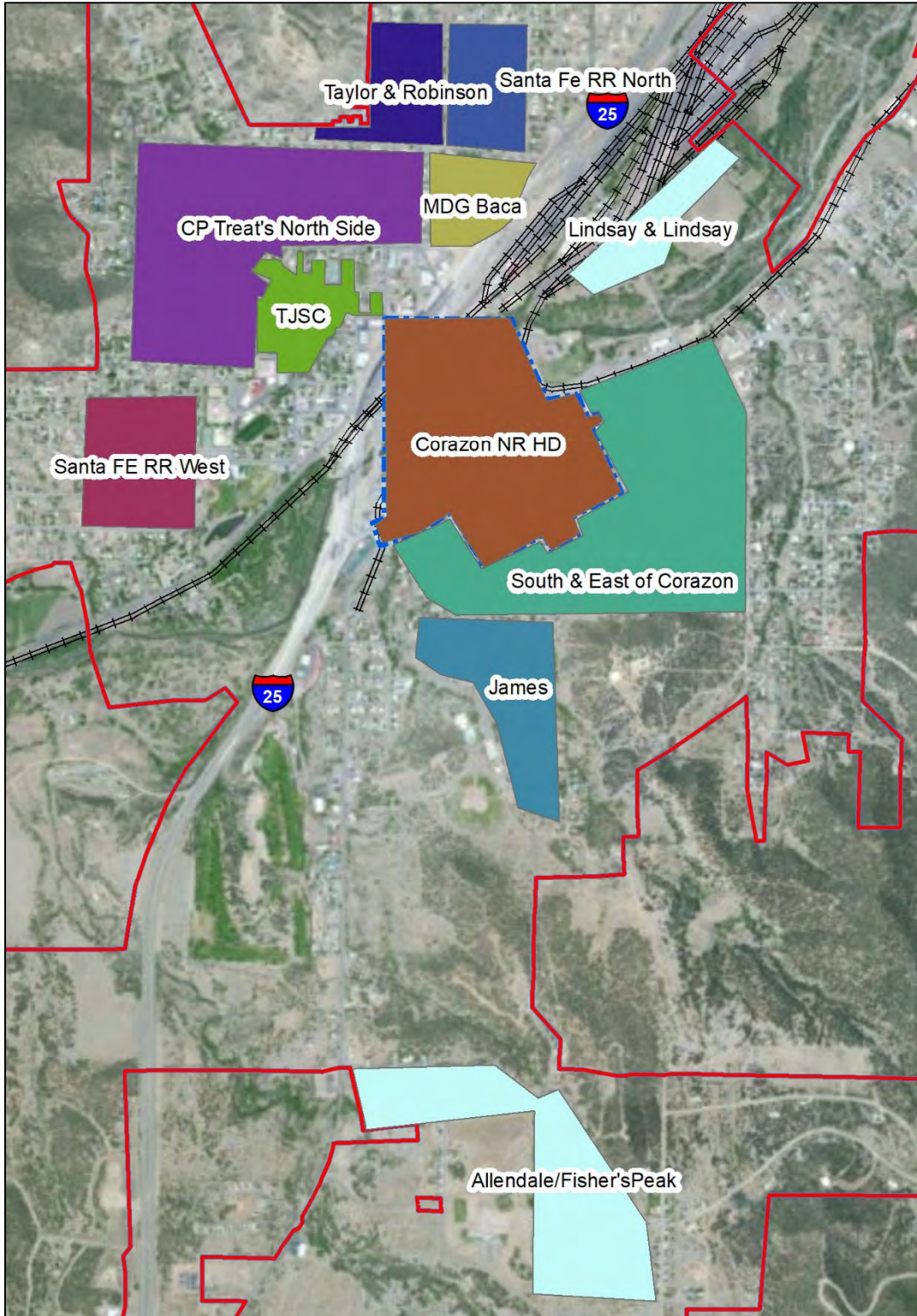


Figure 1. The subareas above were identified for examination in the windshield survey of the city. The Lindsay and Lindsay area includes parts of Packer's Addition and the Hainlen Addition.

within each, e.g., C.P. Treat's North Side. We remained open to the possibility that the fieldwork would discover additional areas not identified by this process.

Corazon de Trinidad National Register Historic District. The Corazon de Trinidad Historic District, listed in the National Register of Historic Places in 1973, was comprehensively surveyed in 2001-02. The district was re-examined to generally assess changes since the intensive survey, such as demolitions, new construction, and buildings with extensive alterations. An assessment of the district's current historic integrity was made. Recommendations regarding the district made in the earlier survey were re-examined.

Fieldwork and Photography. Erika Warzel and Amy Unger conducted one segment of fieldwork March 9 to 11. Laurie and Tom Simmons conducted a second session on March 19 through 21. Both teams looked at the Corazon historic district. The remainder of subareas were divided, with half allocated to each team. While each team focused on its assigned areas, each also attempted to get a general sense of the other survey areas, as well as areas outside of those areas. In examining the subareas, we annotated the survey maps (highlighting areas of high or low integrity), made notes on an area's character, and took representative photographs of streetscapes and building types. We also attempted to drive all parts of the city lying outside the eleven subareas.

Following fieldwork, the boundaries of the areas identified for potential survey (if smaller or larger than the initial subarea) were digitized in ArcGIS and basic statistics were computed for each area using the attributes in the assessor parcel file, including number of parcels, average parcel area, average year built, and range of construction years.

Individual Resources. We also compiled a list (not comprehensive) and photographed possible selective intensive survey candidates, i.e., individual properties that appeared to retain historic integrity as interesting or significant examples of building types or architectural styles and/or likely possessing historical significance (e.g., a school, commercial building, industrial facility, or church) (see Table 9). This group included some resources identified by residents as possessing important historical associations. Most of these individual resources are located outside the boundaries of subareas evaluated as high priorities for future survey efforts. Such areas as C.P. Treat's North Side Addition or the area south and east of the Corazon contain large numbers of significant individual buildings, and no effort was made to enumerate all of them. Those areas would best be addressed through area surveys.

Historic Context Development

Historic contexts provide background for understanding and evaluating the significance of historic resources within a geographic area. A historic context organizes information about related historic properties by theme, geographic location, and time period. The Secretary of the Interior's Standards for Preservation Planning explains that "contexts describe the significant broad patterns of development in an area that may be represented by historic properties. The development of historic contexts is the foundation for decisions about identification, evaluation, registration and treatment of historic properties."⁴

The historic overview in this plan broadly discusses the development of the City of Trinidad and draws heavily upon the context prepared for the 2001-02 survey of the Corazon de Trinidad

National Register Historic District and some adjacent areas conducted by R. Laurie and Thomas H. Simmons.⁵ Detailed discussions of downtown buildings were removed from the context, which was supplemented with information on general growth and development outside the city's downtown, information on significant individual resources in outlying areas, and provision of more information on late-twentieth and early twenty-first-century historical developments.

Survey Basics

Overview of Surveys

Purpose. The National Park Service in its *Guidelines for Local Surveys* argues that the fundamental rationale for undertaking a historic resources survey

is the growing recognition, by citizens and governments at all levels, that such resources have value and should be retained as functional parts of modern life. The historic resources of a community or neighborhood give it its special character and cultural depth. Some historic resources contain information whose study can provide unique insights into a community's past, and help answer broad questions about history and prehistory. In more utilitarian terms, each historic building and structure represents an investment that should not be discarded lightly; maintaining and rehabilitating older buildings and neighborhoods can mean savings in energy, time, money, and raw materials.⁶

The survey process involves initial planning and background research, fieldwork and photography to collect the survey data, mapping, analysis and systematic organization of the raw data into an inventory of historic resources, and evaluation of eligibility to the National Register and state and local registers for individual resources and historic districts.

Types of Surveys. There are various types of surveys, which differ based on cost, level of effort, the amount of data collected, and how the data is reported. Windshield surveys, like the one undertaken for this project, are the least intensive survey approach, where "surveyors literally drive the streets and roads of the community and make notes, on the buildings, structures, and landscape characteristics they see, and on the general character of the areas through which they drive."⁷ Typically, no individual survey forms are produced at this level. *Guidelines for Local Surveys* notes that an important role of windshield and reconnaissance surveys is "to identify the boundaries of areas that may become the objects of intensive survey—perhaps potential historic districts, perhaps portions of the community having distinctive architectural, planning, or cultural characteristics."⁸

A step up from the windshield survey is the reconnaissance survey, which produces an abbreviated survey form with a minimal level of documentation. History Colorado's form 1417 is a two-page reconnaissance form that additionally includes a location map and multiple photographic views of the primary resource and any outbuildings. Such forms contain very limited historical background and typically result in an eligibility evaluation of "Needs Data." They often are used as a screening tool for classifying resources as to high, medium, or low priority for future intensive survey.

An intensive survey results in more robust data collection on an Architectural Inventory form (form 1403). The four-page-plus form includes a full architectural description, historical

background, construction history, integrity, analysis, discussion of significance, and an evaluation of eligibility. Also included are multiple photographs, a sketch map, and a location map. Intensive survey forms are more expensive than reconnaissance forms, as considerably more hours are needed for fieldwork, historical research, and form completion.

For the past several years History Colorado has advocated a “90/10” survey approach, with 90 percent of resources in a project recorded on the shorter 1417 reconnaissance form and 10 percent on the longer 1403 Architectural Inventory form. Surveys may include all resources within a given geographic area (comprehensive) or may document only certain resources (selective), chosen to reflect a specified resource type, known historical associations, or other factors. Selective surveys generally tend to be more expensive per building than comprehensive ones, since the resources are geographically scattered. All types of surveys require formal survey reports meeting the requirements of History Colorado and, typically, public meetings introducing the project and reporting on its results.

Uses and Value of Historic Surveys. Historic resource surveys play an integral part in the historic preservation planning process by systematically recording and evaluating historic properties and identifying those potentially eligible for designation to the national, state, and local registers. As the *Guidelines for Local Surveys* observes, survey data can identify “conflicts between development planning and local preservation priorities” to meet environmental review requirements, as well as recognizing the elements on which community development “can build in order to make the most of the community’s unique historic qualities.”⁹

Eligibility Assessment

One important goal of historic buildings surveys is to determine if the surveyed resources meet significance criteria making them eligible for listing in the National Register of Historic Places and/or the Colorado State Register of Historic Properties. The criteria for the two registers are broadly similar, including such areas of significance as history, association with a significant person, architecture, or archaeology. The State Register adds geographical significance (see Tables 1 and 2).

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level, with most properties listed at the local level. To qualify for listing in the National Register, properties generally must be at least fifty years old and possess historic significance and physical integrity.

Integrity. Integrity is defined as “the ability of a property to convey its significance,” and the evaluation of integrity “must always be grounded in an understanding of a property’s physical features and how they relate to its significance.”¹⁰ National Register Bulletin 15 contains an extensive discussion of the concept and lists seven aspects of integrity that must be considered in assessing a property: location, design, setting, materials, workmanship, feeling, and association.¹¹

Table 1. NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A.** That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B.** That are associated with the lives of significant persons in or past; or
- C.** That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D.** That have yielded or may be likely to yield, information important in history or prehistory.

Criteria Considerations

Ordinarily, cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a.** A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b.** A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c.** A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- d.** A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e.** A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f.** A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g.** A property achieving significance within the past 50 years if it is of exceptional importance.

Table 2. STATE REGISTER OF HISTORIC PROPERTIES CRITERIA

Criteria for Consideration

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register includes the following:

- A. The association of the property with events that have made a significant contribution to history;
- B. The connection of the property with persons significant in history;
- C. The apparent distinctive characteristics of a type, period, method of construction, or artisan;
- D. The geographic importance of the property;
- E. The possibility of important discoveries related to prehistory or history.

Table 3. TRINIDAD LOCAL LANDMARK CRITERIA

Historical, architectural or geographic criteria for local landmark designation:

- (A) If it is at least fifty (50) years old; AND
- (B) If it has historic importance. Historical importance relates to a building, structure, object and/or site that:
 - (a) Has character, interest, value and which has affected the development, heritage, or cultural characteristics of the City, the State of Colorado or the Nation; or
 - (b) Is the site of a historic event that has interest, value and which has affected the development, heritage or cultural characteristics of the City, the State of Colorado or the Nation; or
 - (e) Is identified with a person or group of persons who had some influence on the development, heritage and cultural characteristics of the City, the State of Colorado or the Nation; or
 - (d), Exemplified the cultural, political, economic, social or historical heritage of the community; OR
- (C) If it has architectural importance. Architectural importance relates to a building, structure, object and/or site that:
 - (a) Portrays the environment of a group of people in an era of history; or
 - (b) Embodies the distinguishing characteristics of a significant or unique architectural type specimen; or
 - (c) Is the work of an architect or master builder whose individual work has influenced the character of the City, State of Colorado or the Nation; or
 - (d) Contains elements of design, detail, materials or craftsmanship which represent a significant architectural style; OR
- (D) If it has geographic importance. Geographic importance relates to a building, structure, object and/or site that:
 - (a) Should be preserved based on a consistent historic, cultural or architectural motif; or
 - (b) Due to its unique location or singular physical characteristics represents an established and familiar visual feature of the city.
- (E) Any site listed on the State or National Register of Historic Places shall be deemed to qualify for local designation under this Section 14-247(3), but is not automatically designated as a Local Landmark and must submit an application to receive the designation.

RESULTS

Existing Survey Data

Survey Projects. The City of Trinidad received a file search from History Colorado in June 2020 that identified prior historic survey efforts within Trinidad. The consultants examined the associated survey reports, dating from 1985 to 2001. The summary analysis is contained in Table 2. Figure 2 shows the survey areas associated with each project as delineated in the History Colorado survey file provided to the city in late June 2020.

Two surveys shown on the map are not included in the table on the following page: Vicki Rottman, *Cultural Resources Report for Historical Resources Project FCU160-5(1), Trinidad Bypass Project*, LA.CH.R29 (Denver: Colorado Department of Highways, December 1980) and John G. Morrison, et al, *Colorado Interstate Gas Company Campo Lateral: Cultural Resource Inventory and Test Excavations, Las Animas and Baca Counties, Colorado (Original and Addendum)*, MC.E.R.22 (Lakewood, Colorado: Metcalf Archaeological Consultants, 1998 and 2008). No survey forms in the file search reference the former survey. The latter survey did not appear to reference any sites within the city limits and nothing corresponding to the area indicated by the OAHF shapefile of that survey.

Surveyed Resources. Figure 3 and the Appendix show the 584 previously surveyed resources within Trinidad based on data provided by the History Colorado Office of Archaeology and Historic Preservation to the city in late June 2020 and analyzed by the consultants. This number does not include resources contained in the original file search that were not within the city limits. The Appendix presents the resources in street address order and indicates if a resource is located within the Corazon district, eligibility evaluation, and resource name. The datafile contains some resources that are no longer extant, such as the Cardenas Hotel (5LA.9538). Street addresses and resource names are reproduced as they appear in the file search. Abbreviations for the eligibility column appear at the end of the table. Contributing/noncontributing assessments are provided for some resources not included within designated historic districts. In general, assessments should be viewed cautiously, as they reflect the appearance and integrity of the building at the time of the survey, and History Colorado can revisit such determinations if a nomination is proposed for a resource.

Just under half of the surveyed resources (278) were documented as part of the survey of the Corazon de Trinidad National Register Historic District and adjacent areas in 2001-02. Others were surveyed in conjunction with transportation projects occurring within the city. Many of the older forms have limited information (little or no historical background or architectural description) for Community Development Block Grant projects.

The shapefile provided by OAHF did not contain geographic coordinates for about 40 percent of surveyed resources. Front Range used the provided street addresses to manually create

**Table 4. Prior Historic Surveys within the City of Trinidad
Listed in Chronological Order**

Map Resource #4	LA.CH.R1 – 1985 Trinidad Bypass, Alt. C Alignment
Date	1985
Author	John Gooding, CDOT
Purpose	Identify archaeological resources potentially affected by road construction of Alternative C bypass from I-25 to SH160/350. (10 pages)
Summary of resources surveyed	Archaeology Class III – 2 linear segments One previously encountered prehistoric archaeological site (5LA.1520) surveyed, determined not eligible.
Sample Forms	N/A
Map Resource #5	LA.CH.R7 – Archaeological Recon of Burlington Northern RR Relocation
Date	1988
Author	Debra Angulski, CD of H (CDOT)
Purpose	Identify sites potentially impacted by proposed realignment of railroad track system as part of highway bypass from SH 160. (12 pages)
Summary of resources surveyed	Archaeology Class III (irregular block). No previous sites found in file search. One isolated find found (5LA.5901) by pedestrian survey of area (83 acres)
Sample Forms	N/A
Map Resource #6	LA.CH.R9 – Cultural Resource Survey along I-25 South of Trinidad
Date	1992
Author	O.D. Hand, Debra Angulski, John Lund; CDOT (CD of H)
Purpose	Identify sites potentially affected by resurface/overlay work on I-25 south of Trinidad. (20 pages)
Summary of resources surveyed	Linear segment from milepost 7.6 to 13.2 Four archaeological resources surveyed (5LA.6068-6071) and re-evaluation of four previously documented sites (5LA. 1483, .1498, .1808, .1810).
Sample Forms	N/A
Map Resource #3	LA.CH.NR15 – Heart of Trinidad Bike/Ped Trail Along Purgatoire River
Date	2000
Author	Dan Jepson, CDOT
Purpose	Identify resources potentially affected by construction of bike/pedestrian path along Purgatoire River from Animas St. N approx. 2100 ft. (5 pages)
Summary of resources surveyed	Linear segment References known cultural resources nearby: Corazon HD, Chilili Ditch (5LA.2162); 5LA.1820 bridge (NR-eligible, demolished); 5LA.1824 bridge (NR-listed, demolished). Concludes no expected archaeological finds due to proximity of river.
Sample Forms	N/A

Map Resource #7	LA.CH.R25 – Archaeological and Historical Inventory of I-25 Corridor through Trinidad
Date	2001
Author	Mary Painter et al. (Centennial Archaeology, Inc.) for CDOT
Purpose	Identify cultural resources potentially impacted by proposed realignment of I-25 from Exit 11 to 15, with construction of four interchanges. (139 pages)
Summary of resources surveyed	Resources within APE of linear segment: archaeological and historic sites. 46 historic sites recorded at Class III level (1403 forms for buildings; archaeological surveys consisted of GPR and some excavation at sites of former buildings). 13 of buildings surveyed in Corazon HD; 21 outside of district, to north. Rest are segments of RR, highway, rolling stock, or archaeological sites (whether in Corazon or not). Generally good descriptions of resources, with archival research conducted (city directories, Sanborns, Assessor’s office, etc.). Construction history/alterations sometimes lacking in information. All resources found not eligible, but evaluations warrant re-consideration, as they tend to discount possible architectural significance; OAHF determined some officially eligible. No other possible eligibility (e.g., State Register) evaluated for.
Sample Forms	5LA.9408 (1913 terrace apartments); 5LA.9411 (1917 Hipped-roof box dwelling); 5LA.9424 (1950 commercial bldg.)
Map Resource #N/A	MC.SHF.R118 -- Survey of Buildings in the Colorado Community College and Occupational Education System, Multiple Counties
Date	2001
Author	John Schuttler and Mark Conley
Purpose	Multi-county survey of resources within the community college and occupational education system. History Colorado did not provide a shapefile for this survey.
Summary of resources surveyed	The survey encompassed college campuses of the applicable systems throughout the state. Within Trinidad, twelve resources were intensively surveyed at Trinidad State Junior College of which four were evaluated as individually eligible to the National and State Registers, as well as contributing resources to a National Register historic district. At the time of the survey, the several buildings constructed in the 1960s were not yet fifty years old.
Sample Forms	N/A
Map Resource #1	LA.SHF.R22 – Survey of Corazon de Trinidad Historic District and Adjacent Areas
Date	2001-02 (report dated January 2004)
Author	R. Laurie Simmons and Thomas H. Simmons (Front Range Research Associates, Inc.) for Corazon y Animas de Trinidad, The Mai Street Group
Purpose	Survey of historic resources within and adjacent to the existing National Register Corazon de Trinidad National Register Historic District to fully document and determine the contributing status of each. (163 pages)
Summary of resources surveyed	278 historic buildings recorded on 1403 forms for primary buildings; 91 secondary buildings were included with primary buildings. 230 of buildings surveyed were within the Corazon HD; 48 were outside of district, to the east, south, and southwest. Resources within the survey area recently surveyed by Centennial Engineering were not re-surveyed.

	<p>Good descriptions of resources, with archival research conducted (city directories, Sanborns, Assessor’s office, etc.), as well as extensive newspaper research by local historian Ken Fletcher. The existing Corazon HD was found to retain architectural and historical significance and historic physical integrity. Six resources in the survey area were individually listed in the NR. An additional 26 buildings were evaluated as potentially eligible to the NR and SR, 20 to the State Register only, and 80 as potential local landmarks. The report recommended extending the period of significance for the HD to 1939 and conducting an intensive survey in the area south of the HD to determine if it might be appropriate to expand the district or whether a separate residential district exists.</p>
Sample Forms	N/A

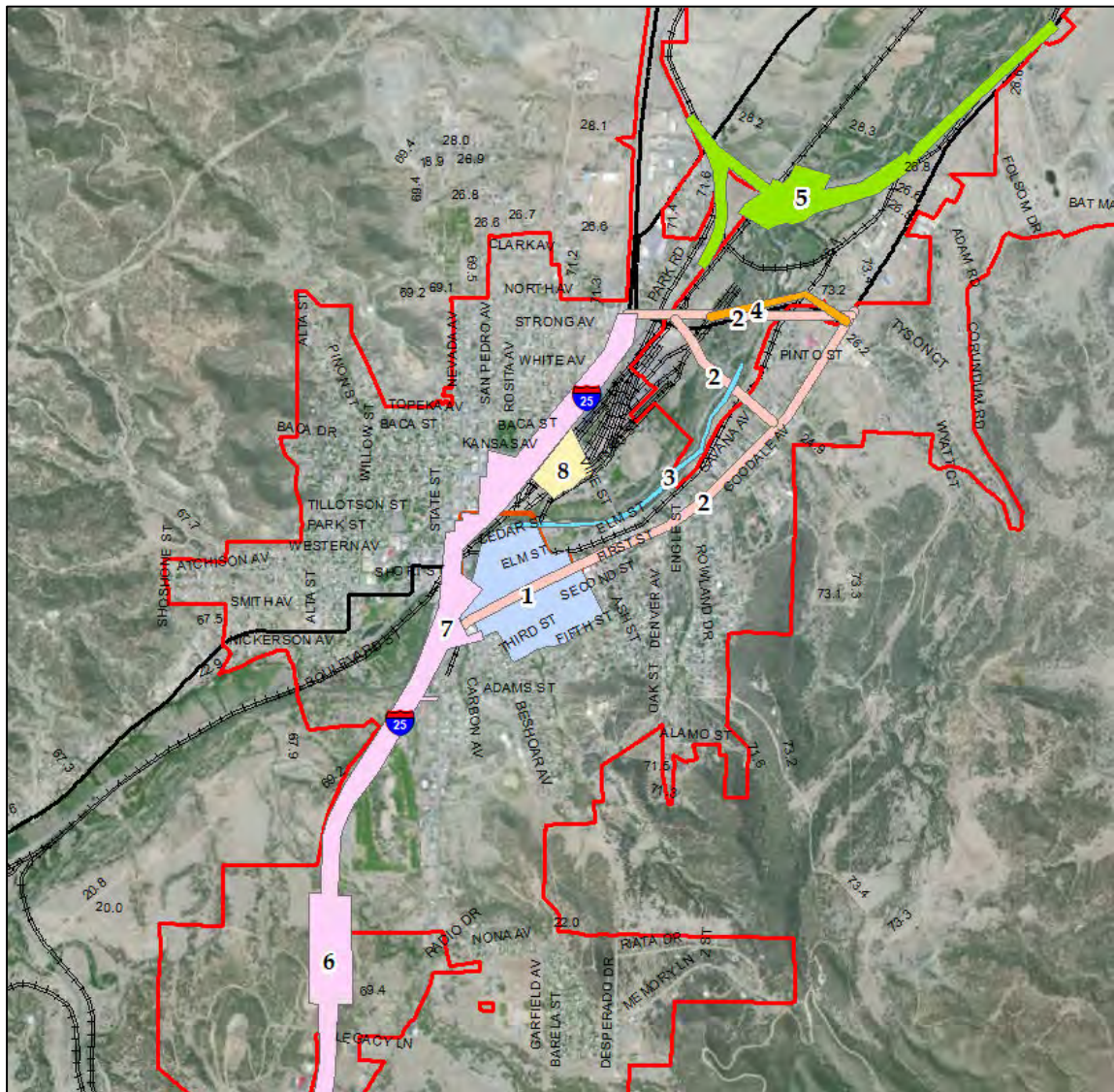


Figure 2. Prior Historic Resource Surveys within the City of Trinidad. NOTE: Numbers correspond to those in Table 2. Area 6 underlays Area 7 and extends south of the city. Survey areas provided by Office of Archaeology and Historic Preservation, History Colorado, as ArcGIS shapefiles, June 2020.

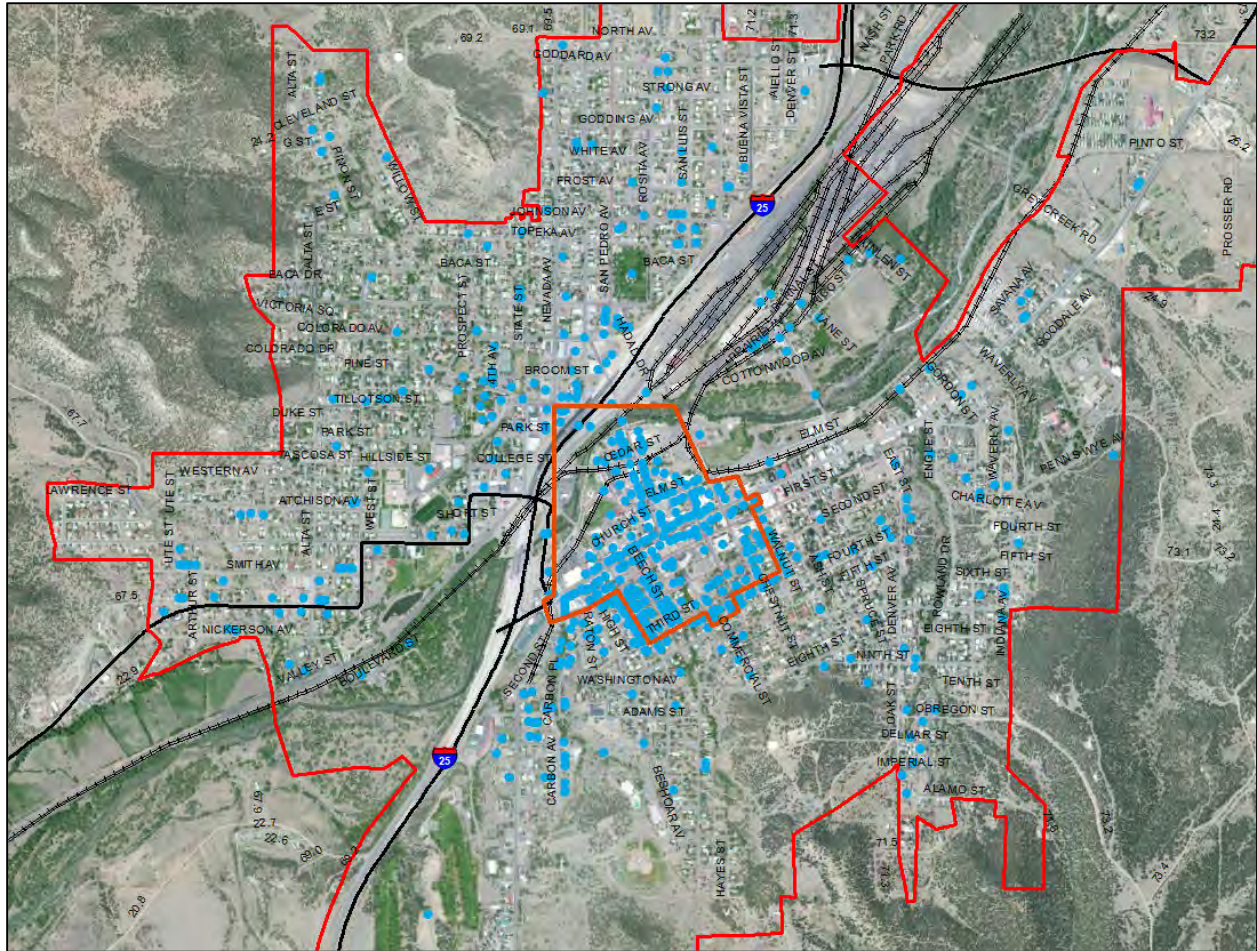


Figure 3. Previously Surveyed Historic Resources. Previously surveyed resources (blue dots) are shown over an aerial photo base in this map. The red line is the city limits and the orange polygon is the Corazon de Trinidad National Register Historic District boundary.

geographic point coordinates for resources so they could be mapped. The consultants have not verified the geographic coordinates of resources provided by OAHp. We noted that one resource actually within the Corazon Historic District showed a location outside the boundary. We correctly positioned that point, but others may be in error.

Evaluation of Past Survey Efforts

Geographically, surveyed resources are heavily concentrated in the central portion of the city and, to a lesser extent, along both sides on Interstate Highway 25. None of the outlying residential areas have been surveyed in a cohesive, intensive manner. Many of the scattered surveys in these latter areas were done in the 1970s and 1980s, employing older two-page survey forms containing little useful information.

Designated Resources

The History Colorado’s file search also identified those resources listed in the National Register of Historic Places and/or State Register of Historic Properties (see Table 5). The city contains one National Register historic district: the 206-acre, 257-resource Corazon de Trinidad (listed in

1973), which includes the downtown commercial area and part of the residential area to the south.





Sixteen resources within Trinidad are individually listed in the National and State Registers, including public buildings (the Carnegie Public Library, US Post Office, and the East Street School), a commercial building (the Jaffa Opera House), four churches, and seven single-family residences. One resource is listed in the State Register only, Our Lady of Mount Carmel Church, 5LA.5906. The City of Trinidad adopted an ordinance in 2015 that provides it with the authority to locally designate individual buildings and historic districts. To date, only the Trinidad Carnegie Library, 202 N. Animas Street (5LA.2179.21), has been designated as a Trinidad local landmark.

One resource previously listed in the National Register was delisted after its demolition. The Commercial Street Bridge (5LA.1824) over the Purgatoire River was designated in 1985 (see Figure 4). It was demolished in 1990 and delisted in 1994. The 1905 bridge was the oldest of the concrete-arch vehicular bridge type and believed to be the only one constructed by the company owned by important concrete bridge designer James March.



Figure 4. The Commercial Street Bridge over the Purgatoire River was demolished in 1990. SOURCE: Historic postcard view, Tom and Laurie Simmons, historic postcard image collection, Denver, Colorado.

**Table 5. Designated Resources within the City of Trinidad, 2020
Listed in State Identification Number Order**

	<p><i>Hough-Baca House, 5LA.1630, 300-304 E. Main St., National Register listed 1970 (within Corazon)</i></p> <p>Built in 1870, the interior of this adobe house blends Hispanic folk art with Victorian furnishings. The property is associated with the Historic Resources of the Santa Fe Trail, 1821-1880 Multiple Property Submission. It is now operated as part of the Trinidad History Museum by History Colorado.</p>
	<p><i>Corazon de Trinidad Historic District, 5LA.2179, Multiple addresses, National Register listed 1973</i></p> <p>The “Heart of Trinidad” embodies some of the best examples of Late Victorian commercial architecture in Colorado. Dating back to 1876, Trinidad quickly became the financial, retail and cultural hub of southern Colorado with the development of nearby coal fields and the arrival of the railroad. While many fine old Late Victorian homes are scattered through the town, the district focuses on a few streets in the very heart of the city within the limited boundaries of the original townsite.</p>
	<p><i>Carnegie Public Library, 5LA.2179.21, 202 N. Animas St, National Register listed 1995 and Trinidad local landmark (within Corazon Historic District)</i></p> <p>The 1904 building is one of 36 Carnegie libraries constructed in Colorado. Kansas architect John G. Haskell’s Neo-Classical design includes symmetrically balanced windows and a dominant central porch entry. His use of round-arched window openings with decorative moldings is a distinctive variation on the style.</p>
	<p><i>U.S. Post Office, 5LA.2179.93, 301 E. Main St, National Register listed 1986 (within Corazon)</i></p> <p>The well-preserved building, constructed in 1920, is the purest example of the Beaux-Arts inspired styling reflected in Colorado’s post offices. Listed under the U.S. Post Offices in Colorado Thematic Resource.</p>



Nichols Residence, Campbell-Lewis Mortuary, 5LA.2179.111, 212 E. 2nd St, National Register listed 2005 (within Corazon)

One of the finest residences erected in early 20th century Trinidad, the noted architectural firm of Isaac Hamilton and William Mason Rapp designed the Nichols House. This 1904 house is believed to be one of the firm's most distinguished residential commissions, noted for the quality of its stonework, the multiple shingled gables, and a substantial wrap-around porch.



Frank G. Bloom House, 5LA.2180, 300 E. Main St, National Register listed 1970 (within Corazon)

This large, mansard roofed Victorian house was built for cattle baron Frank Bloom and his wife Sarah in 1882. It is now operated as part of the Trinidad History Museum by History Colorado.



Jaffa Opera House, Hausman Drug, 5LA.2181, 100-116 W. Main St, National Register listed 1972 (within Corazon)

The two-story brick and sandstone Italianate style building, with its elaborate bracketed cornice, was one of the first buildings in the area to make use of the high quality sandstone from nearby quarries. Constructed in 1883, the building was the cultural heart of the city for the next twenty years. The top stage, opera, and vaudeville troupes touring throughout the western part of the country performed here.



Our Lady of Mount Carmel Church, 5LA.5906, 909 Robinson Ave, State Register listed 2008

The work of the prominent architectural firm of Isaac H. and William M. Rapp, the 1907 building is one of only two churches in Trinidad identified as designed by the Rapp brothers' firm. A well-preserved example of Romanesque Revival style religious construction in Trinidad, Mount Carmel is also significant for its association with the local Italian American community.



First Christian Church, 5LA.6551, 200 S. Walnut St, National Register listed 1995

The 1922 church was one of the last buildings designed by the prominent Trinidad based architectural firm of Rapp, Rapp, and Hendrickson. The Mediterranean-inspired structure exhibits classical detailing in the Roman Doric Order used in the entablature and main entry.



First Baptist Church, 5LA.8697, 809 San Pedro Ave, National Register listed 2000

This 1890 Late Victorian sandstone building, sometimes described as a “medieval fantasy,” shows great attention to detail and excellent stonework. It is the second commission of record for the architectural firm of Charles W. Bulger and Isaac Hamilton Rapp. Although short lived, the firm designed several fine Trinidad buildings.



First Methodist Episcopal Church, 5LA.10365, 216 Broom St, National Register listed 2005

Constructed in 1911, the First Methodist Episcopal Church is a good local example of the Romanesque Revival Style with a metal-clad central dome as a distinctive feature. The building also reflects important elements of the Akron Plan, utilized by Protestant denominations during the late 19th and early 20th centuries. Colorado Springs architect Thomas P. Barber is credited with the design.



Zion's German Lutheran Church, 5LA.10968, 510 Pine St, National Register listed 2006

Constructed in 1890, the eclectic building almost defies architectural classification. Primarily Victorian Gothic (as evident by its steeply pitched roof, pointed arched windows, and polychromatic exterior of contrasting materials), the church includes elements from several other styles of the Late Victorian period. The prominent, albeit short-lived, Trinidad architectural firm of Bulger & Rapp designed the church.



Aultman House, 5LA.11060, 711 Colorado Ave, National Register listed 2007

Oliver E. Aultman commissioned the construction of this house for his family in 1905. A highly successful commercial photographer, Aultman documented life and culture in southern Colorado from the 1890s to the 1950s. The house is a well-preserved example of a Queen Anne residence in Trinidad.



East Street School, 5LA.11123, 206 East St, National Register listed 2007

Constructed in 1919 to serve the growing primary school population in an expanding neighborhood some distance east of Trinidad's center, the East Street School remained in operation for over 80 years. The prolific architectural firm of Isaac H. Rapp and William M. Rapp, responsible for numerous commercial, religious and residential buildings in Trinidad, designed the brick building. The Rapp brothers designed five public schools in Trinidad of which only two remain.



McCormick House, 5LA.12110, 1919 Pinon St, National Register listed 2009

The 1891 McCormick House is architecturally significant as a good example of a late 19th century distinctive Queen Anne style house. The house, which is the largest house in the northwestern part of Trinidad, represents the work of Charles William Bulger and Isaac Hamilton Rapp, who were prominent architects in the area.



Frank Latuda House, 5LA.12217, 431 W. Colorado Ave, National Register listed 2010

The 1925 Frank Latuda House is architecturally significant as an excellent example of an early twentieth-century distinctive Mediterranean Revival style house. The Mediterranean Revival is not a common style in Trinidad and the house is the only documented example by the prolific firm of I.H. Rapp, W.M. Rapp and A.C. Hendrickson, Architects.



Charles Emerick Residence, 5LA.13268, 1211 Nevada Ave, National Register listed 2014

The 1905 Charles Emerick House is architecturally significant as an excellent example of a Mixed Style building and the 1904 carriage house for the type and method of construction. The Mixed Style exhibited by the house combines the Gothic Revival, Late Victorian and Late 19th and Early 20th Century American Movement styles. Because of its placement, the Gothic Revival round tower creates a character-defining dominant feature on the house's southeastern corner of the main façade.

NOTE: The narrative descriptions of resources and most of the photographs in the table are from the History Colorado website.

Limited Windshield Survey Results

Corazon de Trinidad National Register Historic District Examination

The Corazon de Trinidad National Register historic district was examined by both teams to assess changes since the 2001-02 intensive survey, such as demolitions, new construction, and buildings with extensive alterations. A building-by-building assessment would entail an actual re-survey project. The observations below provide an overview of the current status of the district.

Historic Integrity. In general the Corazon de Trinidad Historic District remains a strong historic district. South of Main Street, the mostly residential portion of the district appears little altered from 2001-02, with no significant new construction or removals of historic buildings. The 100-block of E. Main Street received the two-story Galleria in 2017, new construction that replaced three commercial buildings—two contributing (114-18 and 126-30) and one noncontributing (120). At the west end of Main Street two previously contributing buildings on Santa Fe Trail (110 and 124) appear to have been so altered as to now be classified as noncontributing.

The picture is more mixed for the mainly commercial area of the district north of Main Street. The north side of Main Street appears little changed, but demolitions and new construction were noted along N. Commercial Street. The latter changes include replacement of a noncontributing building at 213 N. Commercial Street with a larger Bank of the West (noncontributing). Sister Blandina Park (under construction at the time of fieldwork) removed three buildings in the 200-block of N. Commercial: 219-25 and 227 (contributing) and 231-45 (noncontributing). The large, L-shaped contributing building at 328 Mill Street (the Bancroft Mill, Quickstep Mill, Bancroft-Marty Feed and Produce) is no longer extant.

Perhaps the most notable new construction in the district is the Phil Long Toyota dealership at 105 E. Cedar Street, built in 2017 on a 4.7-acre parcel and containing a showroom/service garage and paved vehicle display/parking areas. Another large building added within the district since the survey is the International Bank (320 N. Convent Street). Cimino Park, southwest of Cedar and Convent, was added after 2006 and contains restrooms and picnic shelters, which would be categorized as noncontributing. The building at 152 Elm Street has received a new façade and would now be assessed as noncontributing.

Evaluation of City Subareas

Following the completion of fieldwork and photography for the limited windshield survey, the ten subareas were categorized into three levels of integrity: High, Moderate, and Low. The characteristics utilized to assign subareas to the three categories are described below.

High Priority for Intensive Survey Work. High priority areas have large concentrations of historic buildings with historic integrity, with few intrusions, and numerous architecturally significant and/or representative buildings. New construction and houses with large, visible additions are rare in these areas. The most common alterations might be replacement windows. These areas convey a cohesive quality that distinguishes them from other surrounding development.

Moderate Priority for Intensive Survey Work. Moderate areas have a concentration of historic buildings, but display a larger number of alterations and/or intrusions, more

mixed construction eras, and often possess less architectural significance and/or fewer buildings representative of particular styles and eras of construction. In addition to window changes, such areas might contain houses with more nonhistoric siding, porch alterations, additions, garage enclosures, and examples of more recent construction.

Low Priority for Intensive Survey Work: Low priority areas contain predominantly historic buildings, but include a more varied mixture of historic and nonhistoric buildings, and/or extremely altered historic buildings. Houses in such areas may be remodeled beyond their historic character, with alterations including fenestration changes, porch removal or redesign, roof modifications, additions, garage enclosures, and nonhistoric siding. Some of the individual historic buildings in such areas may merit intensive survey, but examination of the area as a whole would not be a high priority.

Results: Subareas

The results of the windshield survey for the subareas are shown in Table 6, which provides summary statistics for each and an assessment of historic integrity. Three areas were evaluated as possessing High integrity; two with Moderate integrity; and six with Low integrity. No cohesive additional areas for examination were identified during fieldwork. Appendix 3 provides information on each subarea, maps, and selected photographs.

**Table 6
Integrity of Identified Subareas Comprising Historic Subdivisions
and/or Areas with Common Construction Eras**

Name	Integrity	Acres	Number of Parcels	Year Built	
				Ave.	Range
Allendale	Low	89	217	1964	1952-2006
C.P. Treat’s North Side Addition	High	187	398	1912	1879-1998
Fisher’s Peak	Moderate	38	47	1960	1951-1988
James Addition	Low	75	125	1922	1875-1995
Lindsay and Lindsay	Low	39	80	1926	1876-2009
M.D.G. Baca	Low	36	48	1908	1885-1974
Santa Fe Railroad North	Low	47	123	1912	1870-2003
Santa Fe Railroad West	Low	71	148	1928	1880-2011
Southeast of Corazon	High	20	46	1913	1885-1976
Taylor and Robinson	Moderate	46	115	1918	1870-1987
Trinidad State Junior College	High	41	N/A	1955	1916-1968

NOTE: The information presented is for the adjusted boundaries of areas following fieldwork. Area names describe the general location of each area and are not necessarily equivalent to the subdivision or subdivisions of the same name. The Lindsay and Lindsay area includes parts of Packer’s Addition and the Hainlen Addition. Statistics are approximate due to parcels lacking attributes in the assessor database.

Results: Individual Properties

The territory outside of the identified subareas was assessed as not holding other areas with a cohesive nucleus of historic buildings meriting future intensive survey. These sections of the city exhibited a scattering of historic buildings, often from different construction eras, including more recent buildings. In these areas extant historic buildings tended to display more extensive alterations as a result of changing materials, technologies, and lifestyles. The potential for finding potential historic districts outside of the identified subareas appears low, and the rationale for intensive survey is difficult to justify. However, it is important to note that the part of the city outside of the subareas may contain numbers of individual resources suitable for inclusion in a scattered intensive survey.

Preservation Goals and Objectives

Factors Impacting the Area. As the survey plan embraces the entire city, factors impacting resources vary greatly. Recent interest in Trinidad is increasing redevelopment activity in the commercial core of Trinidad, which may threaten historic resources or encourage their rehabilitation. The absence of systematic historic building surveys in outlying areas of the city may result in a lack of information about the potential historical and architectural significance of resources which can result in their under-appreciation and demolition.

Organizations. History Colorado and Colorado Preservation, Inc. possess a statewide focus on preservation issues. History Colorado awards grants for preservation projects, including surveys and nominations, through State Historical Fund and Certified Local Government grants. The History Colorado staff possesses expertise in tax credit projects and in best practices in rehabilitating historic buildings. Colorado Preservation stages an annual conference for sharing information on historic preservation and networking of local citizens and preservation professionals. The organization also produces a yearly “Endangered Places” list, that in the past has included the Corazon de Trinidad Historic District and the Toltec Hotel. The Denver Field Office of the National Trust for Historic Preservation has a broader regional emphasis covering several states. The Trinidad Historical Society concentrates on the City of Trinidad and the surrounding region.

Statewide Plan Goals. Survey efforts such as the ones recommend by this plan support policies and actions articulated in History Colorado’s 2020 Colorado Statewide Preservation Plan, including Goal A, “Preserving the Places that Matter,” which embraces “the ongoing identification, documentation, evaluation, protection, and interpretation of Colorado’s irreplaceable historic and cultural resources.”¹² The plan noted a need to “select threatened and under-represented property types, specifically calling out “Hispanic resources.” The recommendations herein also further goal A3, conduct survey, inventory, and designation proactively, and strategies A3b, identify underrepresented and threatened resources, and A3c, identify key resources in need of intensive survey.

HISTORIC CONTEXT AND PROPERTY TYPES

Introduction¹³

Las Animas County lies in southeastern Colorado, on the border with New Mexico. The county is situated almost entirely in the Arkansas River watershed. The Purgatoire and Apishapa rivers, tributaries of the Arkansas, flow through the county. Originally a part of the huge Huerfano County created in 1861, Las Animas County was established on February 9, 1866. Baca County was carved from Las Animas County in 1889. The largest county in the state, Las Animas County includes 4,798 square miles of land. Elevations within the county range from 5,300 feet to over 14,000 feet in the Culebra range. The climate of the county is comparatively mild in the northern and eastern high plains sections, while higher altitudes in the western part of the county result in more severe winters and a shorter growing season. Raton Pass, one of the state's most historic passes, lies at the southern border of the county. In the southwest corner is the San Isabel National Forest, a scenic mountainous area providing numerous opportunities for recreation. The Comanche National Grassland extends through the east-central section of the county. The county's name came from references to the Purgatoire River, which early travelers called the "Rio de Las Animas Perdidas en Purgatorio" (River of Souls Lost in Purgatory)¹⁴. Trinidad, on the Purgatoire and the largest city in Las Animas County, was designated the county seat in 1866 and continues to function in that role.¹⁵ Material in this introductory section highlights broad historical themes, within which the settlement and growth of Trinidad occurred.

Early Exploration

Spain was the first country to claim title to what would become Colorado, as a result of expeditions to the region beginning in 1540. The Spanish founded Santa Fe, New Mexico in 1610, and anticipated other settlements further north. During the eighteenth century, Spanish expeditions focused on asserting colonial power traversed southeastern Colorado, but had objectives other than settlement. Several exploratory parties passed through the region, beginning with Juan de Ulibarri in 1706. Ulibarri's party journeyed north to the Arkansas River and skirted the Spanish Peaks before heading eastward for an area known as El Cuartelejo¹⁶ while seeking Pueblo Indians fleeing Spanish rule. Ulibarri claimed the area for Spain and reported the presence of the French on the plains. On another mission in 1719, New Mexican Governor Antonio de Valverde crossed Raton Pass and headed for the same area, reaching the headwaters of the Purgatoire and examining the vicinity of present-day Las Animas. The following year, Pedro de Villasur embarked on an ill-fated journey northward from Santa Fe to determine whether there were French incursions on the western plains; he met his death at the hands of a group of Pawnees.¹⁷

The French were indeed interested in the area that would become southeastern Colorado. In 1739 brothers Paul and Pierre Mallet led the first documented French expedition in the region, crossing the Great Plains from the Missouri River to Santa Fe. Arriving at the Arkansas River,

they followed its tributary, the Purgatoire, south to reach Santa Fe. French intrusion into the region and Native American raids on outlying settlements during the mid-eighteenth century resulted in further Spanish efforts to gain control of the area. In 1762 France ceded its lands west of the Mississippi River to Spain, thereby removing one threat. In 1779, Governor Don Juan Bautista de Anza left Santa Fe with more than five hundred men, as well as Apache and Ute allies, and traveled into the San Luis Valley to stop Comanche aggression against Spanish outposts. The Comanche, led by Cuerno Verde, were defeated at Greenhorn Mountain, and, by 1787, the Spanish negotiated a more peaceful relationship with the indigenous people to the north, making possible the spread of permanent settlement.¹⁸

The 1803 Louisiana Purchase focused much attention on cataloguing the resources and mapping the landforms of the newly-acquired territory west of the Mississippi. The southern limits of the territory in Colorado were not clearly defined until the Adams-Onís Treaty of 1819, which established the Arkansas River as the boundary and kept the future site of Trinidad in Spanish possession. Despite Spanish control of portions of the region, in 1820 Maj. Stephen H. Long headed a scientific expedition to explore the land between the Mississippi River and the Rocky Mountains, passing east of the future site of Trinidad. Long's party recorded detailed observations regarding the geology, botany, topography, and inhabitants of the territory. The explorer often has been criticized for continuing to portray the southwestern plains as a "Great American Desert" in subsequent reports, thereby delaying settlement.¹⁹

*Native Americans*²⁰

Early indigenous groups exploited a broad range of flora and fauna, following a nomadic existence, as hunters and gatherers made seasonal rounds in search of available food resources. The period 1540 to 1860 was an era of cultural dynamism on the plains, characterized by ever shifting populations, the presence of Euro-American goods, and adaptation of Native Americans to the horse. The Ute people controlled the mountains and western Colorado. The Apache, who employed a varied subsistence strategy, ranging from hunting-gathering to semi-sedentary horticulture, were on the eastern plains until the 1700s. By this time, the Comanche people had acquired the horse from the Ute. Together, they drove the Apache southward, where they came into conflict with the Spanish, whose horses they appropriated. In 1779 Juan Bautista de Anza's punitive mission against the Comanche resulted in the death of one of their leaders, Cuerno Verde.

Almost immediately upon entering the plains of eastern Colorado, the Comanche were joined by other groups. The widespread acquisition of the horse and introduction of the gun resulted in rapid cultural and territorial changes for native peoples. The Arapaho, Cheyenne, and others came into eastern Colorado. Maj. Stephen Long, writing of his 1819-1820 expedition, reported seeing a mixed camp that included Comanche, Kiowa, and Kiowa-Apache, as well as Arapahoe and Cheyenne. The Cheyenne were originally a semi-sedentary group living in the vicinity of Lake Superior. The acquisition of horses revolutionized their lives, as it did with other groups. Bison hunting became so much easier that whole economies were focused on that resource. During the early 1800s, the Cheyenne wintered along the South Platte and Arkansas rivers. When Bent's Fort was established in the early 1830s, the Cheyenne became part of the trading system there.²¹

The Spanish and American presence in southeastern Colorado brought contact with various indigenous people who lived on the eastern plains, and disrupted traditional lifestyles of these groups.²² By the time of the gold rush in Colorado, the Arapaho and Cheyenne generally dominated the eastern plains. Morris Taylor reported that after the Trinidad area came under American control, there were Jicarilla Apaches and Mohuache Utes in the vicinity, and a few Navajos were in bondage to some of the early settlers of the Trinidad area in the 1860s. In general, relations between the settlers in Trinidad and the Native Americans were described as peaceful. In 1861 an agreement with the Cheyenne and Arapaho signed at Fort Wise restricted them to a reservation in eastern Colorado between Sand Creek and the Arkansas River. The treaty never found acceptance among Indian groups, and conflict continued between the military and Native Americans. On November 29, 1864, the Sand Creek Massacre resulted in the killing of more than one hundred Arapaho and Cheyenne women, children, and old men and initiated widespread unrest.

In 1866 federal troops arrived in Trinidad after violence between settlers and Indians threatened to escalate as a result of an apparent misunderstanding. The incident incensed Native Americans, leading to further raids and reprisals; military action during 1868 and 1869 effectively diminished the presence of the Plains Indians in eastern Colorado. Treaties forced the Indians onto reservations and opened their lands for settlement.²³ A few small bands of Utes still visited the Trinidad area occasionally for several years, especially when their promised allotments of food were inadequate. Writing in 1882, Dr. Michael Beshoar reported finding stone circles, foundations, irrigating ditches, and artifacts of people who “retreated as gently as the melting snow.”²⁴

Santa Fe Trail

The future site of Trinidad was located on one of the most important nineteenth-century commercial routes in the West, the Santa Fe Trail. In 1821, William Becknell’s pack train made the first successful trading trip overland to Santa Fe, then the most populated settlement in the region. Mexico’s independence from Spain in that year had brought the southeastern plains into its control and resulted in adjustments in administrative policy. Becknell exchanged manufactured commodities for gold, silver, and furs and opened the market to outside commerce. Soon, merchants and traders eager to participate in the lucrative transactions in Santa Fe had worn a path across Raton Pass. The trail ran about eight hundred miles west from Missouri, eventually splitting into branches known as the Bent’s Fort, or Mountain Branch, and the Cimarron Cutoff leading to Santa Fe. The fur trade was a major component of early Santa Fe Trail commerce. In 1832, Charles and William Bent and Ceran St. Vrain erected Bent’s Fort (on the north side of the Arkansas River in today’s Otero County), which became the most important post of the southwestern fur trade and drew the trail through its site.²⁵

From Bent’s Fort, the Santa Fe Trail ran diagonally southwest to the future site of Trinidad. On the north bank of the Purgatoire River, travelers encountered a favored campsite (later the site of the Santa Fe Railway station), which A.W. McHendrie described as featuring large cottonwood trees and willows, thick grass, ponds with wild ducks and geese, and trout in the stream. The campsite became a traditional stopping point where wagon trains stayed for several days of rest and recuperation. From this site, the trail crossed the river in the area where the Commercial Street Bridge is now located. Travel on the trail lasted until the arrival of

the Atchison, Topeka & Santa Fe Railway in Santa Fe in 1880.²⁶

Mexican Land Grants

To reinforce Mexican claims to Colorado, New Mexican Governor Manuel Armijo awarded five land grants to encourage settlement to the north, beginning in 1832. The 1843 grant to Cornelio Vigil and Ceran St. Vrain included an area of more than four million acres extending from the Arkansas and Huerfano rivers on the north, past the Purgatoire River on the south and east, and to the Sangre de Cristo Mountains on the west. Mexico ceded control of the areas covered by its land grants to the United States under the Treaty of Guadalupe-Hidalgo, which ended the Mexican War in 1848.²⁷ During that conflict, American forces led by Gen. Stephen W. Kearney traveled from Bent's Fort along the Mountain Branch of the Santa Fe Trail to occupy Santa Fe in 1846. Passing through the vicinity of the future site of Trinidad, an Army topographical engineer recorded the existence of the coal deposits in the area. The expedition also resulted in the naming of Fisher's Peak after one of the officers. As Trinidad historian Morris Taylor remarked, "Hundreds of soldiers and traders had seen the country; settlers were bound to follow."²⁸

First Permanent Settlements

Spanish-speaking settlers moving up from New Mexico to inhabit the land grant areas created the state's first permanent settlements in the San Luis Valley in the early 1850s.²⁹ Soldiers established Fort Massachusetts (1852-1858) to protect early travelers and settlers, but abandoned it after six years for the newly-completed Fort Garland.³⁰ What has been cited as the first attempt at permanent settlement in Las Animas County was made in 1846-47 by a group of men led by John Hatcher, who had been part of an expedition to survey the Arkansas River under the command of John Charles Frémont in 1845. The group constructed the first irrigation ditch, planted crops, and erected log cabins before being driven out by Native Americans.³¹

Jacob Beard, who first saw the site of Trinidad in the winter of 1853, reported there was nothing there but "the hills, the river, and abundant game." When mountain man Richard "Uncle Dick" Wootton traveled past the area in 1858, he reported that there still were no residents. The gold rush, which attracted thousands to the Pike's Peak region in 1859, resulted in the creation of mining camps which provided a lucrative market for agricultural products from New Mexico. The coming of an estimated 100,000 gold seekers to mining districts spurred the first permanent settlement of Trinidad, with emigrants attracted by the commercial potential of the booming mining camps.³²

The Founding of Trinidad and Its Early Growth

In 1860, Pedro Valdez and Felipe Baca of Mora County, New Mexico, camped on the Purgatoire River near the present site of Trinidad on a journey to sell flour in the fledgling settlements at what would become Denver. Baca observed the lush fertility of the river valley, judging that it would be excellent farming country. Arriving back in Mora County, he began making plans to relocate to the area which he believed held such promise. In the fall of 1860, Baca returned to stake out a tract of land that would eventually lie in the heart of the city. The following spring, Baca's workers began erecting a dwelling and preparing the acreage for cultivation.³³

Felipe Baca (1829-1874) became one of Trinidad’s most prominent pioneer citizens and was involved in many early efforts to develop the city. He was one of the incorporators of the Trinidad Town Company in 1868. Baca supported the founding and expansion of the Catholic Church in Trinidad, served as president of the school district, and participated in the Territorial Legislature. Casimiro Barela suggested that Baca County be named in honor of the Felipe Baca family when it was created from Las Animas County in 1889. The Baca Residence at 304 East Main is operated as a house museum today.



Figure 5. Many of Trinidad’s earliest buildings were one-story-flat-roofed adobes, as this 1868 view illustrates. SOURCE: Mangin, *Colorado on Glass*, 58.

From the beginning of its history, Trinidad’s geographic position on the frontier where the Spanish and American cultures converged would be an important factor in its development. Felipe Baca is generally regarded as the first to settle at the site of the future town of Trinidad, as a result of his staking out a claim in 1860, but there is some dispute about who might have completed the first dwelling. Albert W. Archibald reported that he was part of a group, including Ebenezer Archibald, Riley Vincent Dunton, and William Frazier, which erected the first log house on the north side of the river in Trinidad on March 7, 1861. Archibald had been a prospector in the Pike’s Peak area and the San Luis Valley in 1858 and had worked in New Mexico before building the cabin. Presumably Baca’s dwelling was underway or completed at this time, but the exact date of its construction was not recorded.³⁴

Baca’s success in farming, including the raising of melons and other produce, was exhibited upon his return to Mora County in the fall of 1861. His son, Luis Baca, stated that the display of his father’s farm products provided the impetus “that brought hordes of Spanish-Americans from New Mexico to acquire farms in this part of the globe.” As with later colony movements to Colorado, a meeting was called to formulate a plan for a group of people to settle in the Purgatoire River Valley. These plans came to fruition in March 1862, when twelve families prepared twenty ox-drawn wagons and accompanying livestock for the journey. Despite difficulties crossing Raton Pass, which was at that time simply a trail, the goal was reached.³⁵ Along the Purgatoire River, the emigrants separated into smaller family groups to establish homesteads and villages, also known as “plazas” or “placitas.” The plazas were both a form of settlement and a means of protection from outside threats. More settlers came from Mora County and other parts of New Mexico, and twenty-seven plazas were established in southeastern Colorado during the 1860s.³⁶

According to Luis Baca, his father had “entered into an understanding” with the Indians, whereby the settlers gave them flour and corn meal whenever they were hungry and they

agreed not to harm the villagers or their livestock. Some people whom Felipe Baca encouraged to emigrate felt the risk was still too great, but more than twenty families soon came. Lorenzo Sandoval, Juan de Dios Ramirez, Juan Cristobal Tafoya, and members of the Gutierrez family were some of the early settlers from New Mexico.³⁷

Colorado Territory was created in 1861. In that year A.W. Archibald reported that he assisted Dr. Whitlock in surveying a townsite, whose only place of business was a saloon owned by Gabriel Gutierrez. Main and Commercial streets were laid out along the ruts of intersecting branches of the Santa Fe Trail.³⁸ After platting the streets, Whitlock inquired what the new town would be called. Bystanders proposed that Gutierrez have the honor of naming the settlement, and he suggested "Trinidad." Another New Mexican emigrant, Juan Ignacio Alires, established the first store in the community, offering groceries, fabric, and "whiskey by the quart." Casimiro Barela recalled that Alires kept the store's accounts with different colored beans. Early residents of the area seemed unanimous in their optimism for the town, given its location on the Purgatoire and its proximity to Raton Pass.³⁹

In 1861, the mail route to Santa Fe was switched from the Cimarron Cutoff to the Mountain Branch of the Santa Fe Trail, resulting in Trinidad's garnering of a stage line and increasing the community's importance. Bradley Barlow and Jared L. Sanderson, veterans of Santa Fe Trail transportation services, founded the most important stage service in the state's history in 1866, the Southern and Overland Mail and Express Company running between Kansas City and Santa Fe on the Mountain Branch of the trail. Their line used the ruins of Bent's Fort as a station, with routes proceeding to both Trinidad and Pueblo. Travelers on the Mountain Branch of the Santa Fe Trail stopped in Trinidad for rest, refreshment, and supplies before continuing the trip across Raton Pass. As Louise Hanks noted, at the height of traffic along the trail, there were seven general merchandise stores within three Trinidad blocks, demonstrating the importance of trade to the town. The local manager of the stage was Duane D. Finch, who had requested an assignment in a location that would not be reached by trains for many years.⁴⁰

Originally, Trinidad was encompassed within huge Huerfano County, one of the territorial counties created by the legislature in 1861. In 1866, Las Animas County was created, with Trinidad selected as county seat. By then, Trinidad was already an important town and the largest settlement in the new county. In 1867 county officials were elected, including: Commissioners Lorenzo A. Abeyta, James S. Gray, and Wilford B. Witt; County Assessor Jesus Maria Garcia; County Clerk George S. Simpson; and County Sheriff Juan N. Gutierrez, Jr.⁴¹

Early Construction

Among the pioneers from New Mexico during Colorado's territorial era was Casimiro Barela, who arrived in 1867 and became one of the city's most prominent citizens. Barela had first come to Trinidad the previous year at the age of eighteen in order to buy corn to transport to New Mexico. He recalled that at that time the entire area included about two hundred persons and he later described the built environment: "I do not remember a single shingle roof in Trinidad in 1866."

The earliest construction in the vicinity included jacales (structures made by sticking cottonwood posts vertically in the ground and chinking them with mud) and log cabins, followed quickly by adobe buildings. Early photographs of the town show many of the adobes

as one-story rectangular flat- or gable-roof buildings with plain façades, thick walls of adobe brick, usually covered on the front with smooth mud plaster, and tall, narrow, multi-light double-hung sash windows with shutters. As described by architectural historians Virginia and Lee McAlester, American influences on adobe architecture were seen in wood decorative details (principally of Greek Revival style), glazed double-hung sash windows, and shingled roofs. Frank Bloom recalled Trinidad as it was when he arrived in 1867: “The business was chiefly done on Main street, and the buildings, dwellings and business houses were of adobe and all on the south side of the river, none across on the north side.”⁴²

One of the early adobe buildings in the settlement stood as a milestone in the religious history of Trinidad. In 1866 an adobe church was erected by Felipe Baca, his workers, and members of the other Hispano families who then lived in the area. In the same year, Santa Fe’s Bishop Lamay had sent Rev. John Munnecom from Mora, New Mexico, to serve the community. Although some expressed dissatisfaction with Father Munnecom’s tenure for his interest in real estate deals and gambling, he was not replaced until 1875. Rev. Charles Pinto, S.J., became pastor in that year, assisted by Rev. Alexander Leone, S.J., beginning the Jesuit tradition at Holy Trinity Church.⁴³

As with the first house built in Trinidad, there is some disagreement about who started the first school in the community. Albert W. Archibald stated that he opened the first school in July 1865 with about thirteen pupils. The school was taught in English and Spanish. Luis Baca recalled that Mrs. George Simpson started what he thought was the first school, in her home in 1867, teaching Spanish. School District No. 1 in Trinidad had been established in 1866, but creation of public schools did not come for several years. In 1869, Felipe Baca offered to donate a tract of land and buildings for a Catholic school, the current site of Holy Trinity Church and School, remarking that he was doing so for the benefit of all the children in the settlement.⁴⁴

The Livestock Industry

The late 1860s saw a significant increase in the stature of the livestock industry in the Trinidad area. The Spanish had introduced sheep to the region, grazing them on San Francisco Creek as early as 1848-49, and Juan Gutierrez and his son brought sheep to the Purgatoire Valley in 1860. After the Civil War there was great demand for cattle in the Midwest and a great supply of Longhorns in Texas. Potential profits were enormous for those who could move the livestock north and east, but trails were necessary to prevent problems transporting the animals. In 1866 Oliver Loving established the first trail over Raton Pass and north to Denver. To facilitate the herding of cattle, Charles Goodnight established the Goodnight Trail, which ran from the Pecos River to Fort Sumner, New Mexico, where it formed several branches, including one north to Trinidad and beyond. The Texas cattle drives continued until 1886 and lasted much longer in the western imagination.⁴⁵

The cattle industry would play a major role in Trinidad’s growth during the coming years. Early cattlemen operating in the vicinity of Trinidad included Lorenzo Abeyta, Felipe Baca, and Daniel L. Taylor. Taylor had come to the county in 1862, having previously operated hotels in Mora County and Fort Union, New Mexico. Together with Alex Taylor, an employee of Barlow & Sanderson, he established a ranch on the Apishapa River in 1867. The two men also operated the U.S. Corral in Trinidad. With wealth from his ranching and other businesses, Taylor would

erect business blocks in downtown Trinidad, including 150 East Main (5LA2179.37) and 401-07 North Commercial (5LA2179.65, original component).⁴⁶

Trinidad's Jewish Community

The nucleus of another group important to the town's history also formed in the 1860s, when Maurice Wise and Isaac Levy opened a store for H. Biernbaum in an adobe building in 1865. Wise traditionally has been cited as the first Jewish merchant in the city. Historian Ida Libert Uchill reports that at least another six Jews arrived before 1870, when the first Jewish family was established with the marriage of Isaac Levy. Historian Phil Goodstein discusses Trinidad's "sizeable" Jewish population during the nineteenth and twentieth centuries: "Jews were civic leaders, businesspeople, professionals and politicians. In addition to playing important roles in secular Trinidad organizations, the city's Jewish community operated a temple, a cemetery, a B'nai B'rith lodge and a religious school." Goldstein notes that most of the Jews who came to Trinidad were German emigrants who had already been in the United States for some time before heading to Colorado. The 1871 *Directory and Gazetteer* lists two general mercantiles with a total of three Jewish employees at Trinidad: H. Biernbaum & Co., dealers in general merchandise, with employee H.N. Jaffa; and Maurice Wise, dealer in general merchandise, and his clerk, J. Levy. By the 1920s the Jewish population in the area had expanded to as many as 550 people.⁴⁷

The Emporium of This Southern Country

By the end of the 1860s, Trinidad had developed to the extent that Elial Jay Rice, who spoke nine languages and had served as president of Baker University and on the faculty of Kansas State University, wrote glowingly about his arrival in town: "Society was better than we hoped for and the town was beautifully situated, nestled among the Raton Mountains like a bird nest among the boughs of the grand old forest pine. The town was one of the important places in the Territory, and would probably become more and more important each year." Rice, who had come West with his family for his health and who helped organize the Methodist church and started a school in Trinidad, reported, "... [Trinidad] was not like a mining town which might or might not be permanent. It must, from the nature of its location, become the emporium of all this southern country. Business would concentrate there, and last but not least, it would probably become an important railroad town." The Rice family found that the settlement was growing rapidly and already included a flour mill, six stores, three doctors, three lawyers, and "saloons in abundance" in October 1869.⁴⁸

Trinidad in the 1870s: Promise of a Prosperous Future

The second decade of Trinidad's history laid the foundations for its development as one of the state's most important cities. Achievements during the period included the incorporation of the town, opening of the first public school, completion of a water system, beginning construction of a first-class hotel, and, most significantly, the arrival of the railroads. The new transportation access resulted in the city posting its greatest historic population gain, with the number of residents growing by an incredible 296 percent, to 2,226 people by 1880 (see Table 7).

George Simpson provided a description of Trinidad in 1870 for the *Rocky Mountain Directory and Colorado Gazetteer*. Simpson noted the fertility of the river valley, the "inexhaustible beds

of coal,” and the abundant pasturage for cattle and sheep. He predicted that the geographic position of the town would insure that it would be the commercial center of a large district, concluding, “The town, with a population of 1,000, with its forty stores and shops, with its numberless and slow-jogging freight wagons, with its daily and tri-weekly mail coaches, and rapidly increasing travel, already attracts attention abroad, and gives promise of a prosperous future.”⁴⁹ Simpson may have exaggerated the town’s growth slightly; the 1870 U.S. Census recorded 562 residents.

Table 7
Trinidad Population Trends, 1870-2019

CENSUS YEAR	TOTAL POPULATION	RANK IN STATE	POPULATION CHANGE	
			ABSOLUTE	PERCENT
1870	562	8 th	--	--
1880	2,226	10 th	1,664	296.1
1890	5,523	5 th	3,297	148.1
1900	5,345	7 th	-178	-3.2
1910	10,204	4 th	4,859	90.9
1920	10,906	6 th	702	6.9
1930	11,732	5 th	826	7.6
1940	13,223	5 th	1,491	12.7
1950	12,204	9 th	-1,019	-7.7
1960	10,691	16 th	-1,513	-12.4
1970	9,901	22 nd	-790	-7.4
1980	9,663	26 th	-238	-2.4
1990	8,580	31 st	-1,083	-11.2
2000	9,078	38 th	498	5.8
2010	9,096	49 th	18	0.2
2019	8,200	56 th	-896	-9.9

SOURCE: U.S. Bureau of the Census. Rank indicates Trinidad’s population relative to other incorporated places in Colorado. The data for 2019 is a Census Bureau estimate.

Incorporation

Initial attempts to incorporate Trinidad were unsuccessful, in part due to clouded titles resulting from the land grants. Morris Taylor stated that the obstacle to settlement rising from the Mexican land grants in the Trinidad area was “removed by the mid-1870s when neither Congress nor the courts would recognize the claim.”⁵⁰ The Territorial Legislature approved an act of incorporation for Trinidad on February 1, 1876. Elbridge Sopris had earlier surveyed the lots and blocks to prepare a plat of the town. An appointed board of trustees served until an election could be held.

Public School

Although small private schools operated from time to time during the first years of the settlement, Trinidad’s first public school did not open for several years. The Sisters of Charity had come to help establish Holy Trinity Church in 1869 from Mount St. Joseph in Cincinnati,

Ohio. Three of the sisters started the first public school in Trinidad. The Sisters constructed a public school building in 1876 and subsequently established St. Joseph's Academy, a boarding school, at the corner of Church and Convent streets. Until 1892 the Sisters taught in both the public school and the boarding school. When some townspeople requested that the sisters change their mode of dress for the public school, they ended their association with it and in 1893 they opened a parochial school.

Coal Mining

The extent of coal deposits in Las Animas County was known as early as 1847, and some small scale mining may have taken place in 1861. Large scale development of coal resources, however, did not occur until the late 1870s, when the tracks of the Santa Fe and Denver & Rio Grande railroads approached the region. The arrival of the railroads (the D&RG at El Moro in 1876 and the Santa Fe at Trinidad in 1878) made possible the economic shipment of large quantities of coal to urban and industrial markets and made Las Animas County the most productive coal area in the state. The first major coal development in the vicinity was at Engleville, a short distance southeast of Trinidad, where mining began in 1877.

The largest coal mine operator in the region and the state was the Colorado Coal and Iron (later the Colorado Fuel and Iron Company). The company operated an extensive system of coal camps in the southern coalfields, featuring company towns with company-built standardized housing. A subsidiary, the Colorado Supply Company, operated mercantile and grocery stores in the camps, as well as a retail store and warehouse in Trinidad. In addition to the mining and shipment of coal, a large coke industry emerged. Coke was produced by burning coal in large banks of ovens. The resulting coke burned at higher temperatures and was used in smelting, foundries, and steel production. Some of the best coking coal in Colorado was found in the coalfields around Trinidad.

Connection to Railroads

The impact of the anticipation of the railroad reaching Trinidad after the Denver & Rio Grande arrived in Pueblo in 1872 was described by Barron Beshoar:

It was as though a wizard had walked into the little town [Pueblo] and waved a wand. The adobe buildings started coming down and brick and stone structures went up. The population doubled and then tripled. Soon the railroad would start south again, and Trinidadians could hardly wait. They didn't care much whether it was the Rio Grande or the Santa Fe; they just wanted a railroad and the prosperity that would accompany it. A railroad would mean development of the rich coal lands of Las Animas County.⁵¹

The Denver & Rio Grande Railroad (D&RG) arrived at the railroad-created community of El Moro on the Purgatoire River about four miles northeast of Trinidad in April 1876. The goal of the line's construction was to access coal mines in the area, but the larger company plan projected a route across Raton Pass into New Mexico. A group of Trinidad's citizens eager to achieve a rail connection organized a railroad company in 1876 to build a line from El Moro to Trinidad; a plan that was never realized. The Atchison, Topeka & Santa Fe Railway (AT&SF) completed its line from La Junta southwest to Trinidad in 1878 and then proceeded over Raton

Pass, reaching the summit on December 7. Railroad historian Tivis Wilkins noted, "Control of the pass [by the AT&SF] was gained by locating the route and initiating preliminary construction a few hours ahead of the arrival of a D&RG construction crew." The Denver & Rio Grande would complete a branch to Trinidad in July 1887, and the Denver, Texas & Fort Worth Railroad entered into an agreement to use the D&RG tracks between Pueblo and Trinidad in the same year.⁵²

The achievement of Trinidad's connection to major railroads had an immense impact on its development. Given its geographic position as the commercial hub of southeastern Colorado, the town immediately became a major shipping point for agricultural products and livestock from nearby farms and ranches. Merchandise and supplies transported to the town could supply the needs of a large area extending into northern New Mexico. In addition, the presence of the railroads provided the impetus needed for coal mining and coke production to become major industries. The population of the town expanded at a rapid rate, and the new residents provided a tremendous amount of work for architects, builders, and land speculators. For the built environment, the railroads' presence was tremendously important, allowing a variety of new construction and furnishing materials to be shipped to the burgeoning town.

City Water System

Development of the city's infrastructure was an important accomplishment at the end of the 1870s. Plans for a gravity water system for the city had been proposed as early as 1871, but were not pursued. Instead, water was taken from the Purgatoire River and sold from barrels transported in horse-drawn wagons. The Trinidad Water Works Company organized in Chicago in 1879 as a private business operated by Delos A. Chappell, a contractor who was also involved in the development of coalfields near Trinidad, through the Gray Creek Coal and Coking Co. and the Victor Fuel Co.

The initial water system consisted of a reservoir on a mesa above town (Reservoir Hill), a pump house on Cedar Street, and pipelines. Water was diverted from the river by a stone filter gallery and flowed by gravity into a pump well located underneath a pump house. Water was pumped from the Waterworks building (223 E. Cedar St.) to the reservoir, from which water flowed by gravity to system customers.

Water rates were determined by the number of indoor and outdoor hydrants and water-using appliances, with a per-gallon usage fee of \$.05 per gallon for the first 8,000 gallons and \$.02 per gallon thereafter. The system was controversial, with some citizens believing the enterprise should be publicly owned, objecting to the costs, and distrusting Chappell. Chappell had a large water storage tank in the attic of his home, which led to speculation that he did not have confidence in his own water. In 1889-90 the water system was expanded and converted to a gravity system, with water taken miles upstream from the Purgatoire River and directed to a new reservoir. Thereafter, the Waterworks building was no longer needed but was retained for emergency use. The water system was sold to the City of Trinidad in the 1890s.

Domestic Architecture

With the arrival of the railroads, Trinidad's architecture quickly passed from the era of log cabins and simple mud plastered adobes to more sophisticated buildings utilizing milled wood,

brick, and stone. Although it is difficult to precisely identify the exact construction date of some of Trinidad's earliest houses, several may be dated by their appearance on an 1882 bird's-eye-view drawing of the city. Although many of these houses have been altered during more than one hundred years since their construction, elements of their design indicate certain common features. Most of the extant houses of the period are one story in height and most have gabled roofs, many with intersecting gables with porches at the gables' angle of intersection. The houses feature tall, narrow, double-hung sash windows, some segmental arched, and many with two-over-two lights. Stone retaining walls with large, evenly-laid blocks of sandstone are prevalent features of the landscape of these homes. Some of the houses feature porches with elaborate ornamentation, including brackets and decoratively cut and sawn balustrades, although some decoration may have been added at a later period. Examples of houses of this type include 221 S. Walnut Street (5LA2179.254), 316 E. Third Street (5LA10239), and 118 E. Second Street (5LA2179.136), 302 S. Chestnut (5LA2179.185), and 201 W. Third Street (5LA2179.150).

The Metropolis of Southern Colorado: Trinidad in the 1880s

Frank Fossett's "tourist guide" to Colorado, published in 1880, described Trinidad as a "growing and prosperous town." Fossett praised the fertility of the Purgatoire Valley and its production of large crops of wheat, corn, oats, barley, and vegetables. He reported that the county was one of the leading stock districts in the state and that sheep were raised in large numbers. However, coal was described as "the main wealth of the locality surrounding the town" and the mine near El Moro was cited as having "the best coking coal in the West." Trinidad's status as a "supply depot" for New Mexico was noted, and the effects of the completion of the Atchison, Topeka & Santa Fe Railroad were detailed: "Large numbers of substantial stores, warehouses, and dwellings have been erected, and the population is increasing rapidly."⁵³

The 1880s were a period of tremendous growth in Trinidad's building stock, rivaled only by an era of great construction at the beginning of the twentieth century. Some began calling the city "the Pittsburgh of the West." The population of the city posted its second highest historic gain during the decade, with an increase of almost 150 percent to 5,523 persons by 1890. The architecture of the city took a major leap forward, as substantial two-story business blocks of brick and stone began replacing the earlier commercial houses of frame and adobe. Residences also became more elaborate and architecturally distinguished, employing features reflecting popular architectural styles not found on territorial period houses, such as Second Empire and Queen Anne designs. The city gained buildings typical of much larger communities, including an opera house, department stores, a Catholic church and a Jewish temple, a brewery, hotels, and several elegant residences. The Sisters of Charity built San Rafael Hospital in the northeast area of the city in 1888.

In March 1881, the *Trinidad Daily Times* featured an account of the growth the town had undergone, together with a listing of businesses and organizations. The newspaper stated what settlers in the area had believed for two decades, that Trinidad would soon be "one of the most prosperous cities of Colorado." The *Daily Times* wrote, "We cannot over-estimate the importance of being on the Great Southern Through Line of Travel, the Atchison, Topeka and Santa Fe Railroad, which we regard as the broad way of commerce between the Oceans . . ." Discussion of area coal deposits followed, which were hoped to "bring people and capital, and

promote general prosperity.” Participants in the livestock business of the county were reported to have earned profits of from 30 to 50 percent: “Our stock men as a rule are solid and substantial, and contribute very largely to the growth and prosperity of our city by making this the central business point for a large extent of grazing country.” Fraternal orders in the city included the Masons, Odd Fellows, Knights of Pythias, Good Templars, and the B’nai B’rith. Four churches were listed: Presbyterian, Methodist, Catholic, and Christian. Three public schools (including that run by the Sisters of Charity) and two academies were cited. The list of businesses was extensive, with most types of enterprises having more than one representative.⁵⁴

Figure 6. In 1882 the Jaffa Brothers, city dry goods merchants, erected a store building with an opera house on the second story at 100 W. Main St. (5LA.2181). SOURCE: photograph 620001, A.R. Mitchell Museum of Western Art, Trinidad, Colorado.



Figure 7. The two-and-a-half-story, stone San Rafael Hospital was built in the northeast part of the city in 1888. SOURCE: photograph 1889, call number X-1839, Western History and Genealogy Department, Denver Public Library, Denver, Colorado.

The decade saw organization of the Trinidad Street Railway, which by 1888 had one-and-a-half-miles of track and two cars, which were pulled by mules. By 1891 the system gained an additional mile of track. The number of cars had increased to six, and mules were dropped in favor of horses.⁵⁵ Further street railway developments would occur in the early 1900s.

Trinidad Grows Outward: Nineteenth Century Subdivision Platting

George A. Crofutt described the progress of Trinidad in 1885, stating that the city appeared “well provided with fine brick and stone business blocks, where merchandising is carried on in all its branches: churches and schools are flourishing, secret orders are well represented, and

here we find in progressive existence, two banks, one fine hotel, the Grand Union, five newspapers, . . . three flouring mills, three planing mills, the Holly system of waterworks, street railway, 450 coke ovens near by, and 900 square miles of the best bituminous coal lands in the state . . .⁵⁶ By May 1889 a local newspaper observed “almost with the memory of the youngest inhabitant the old adobes which formerly characterized the business houses of the city have been torn down, and in their stead large brick and stone structures have been erected.”⁵⁷ The new residential areas gained schools, churches, and other facilities.



Figure 8. Centennial School (215 W. Broom; now gone) was one of a number of public schools built in the city’s residential areas in the late nineteenth century. SOURCE: postcard view, circa 1920s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.

Trinidad’s residential areas expanded outward from the Original Townsite during this period. Table 8 lists thirty-eight subdivisions created 1907 or earlier. The largest additions include C.P. Treat’s North Side (264 acres) on the west side of Interstate 25; the James Addition (355.1 acres) to the south; Beshoar’s Inside Addition (126.4 acres) to the northeast; and the Santa Fe Railroad West Addition (107.5 acres) to the southwest. Other early subdivisions included: Taylor and Robinson’s Addition to the north; the Grandview Addition and Grass and Allen’s Addition to the northwest; and the Boulevard Addition in the southwest. Between the west side subdivisions and the Original Townsite were several smaller developments on both sides of the Purgatoire, such as M.D.G. Baca’s Addition, Terry’s West Division, Taylor and Swallow’s Addition, Wooten and Schneider’s Addition, Riverdale Addition, and Packer’s Addition. The area east of the Original Townsite also received a number of early subdivisions: the Capitol Hill Addition, Arlington Heights, East Side Addition, Mahin’s East Side Addition, and Lindsay and Mahin’s Resubdivision.

Some of the early subdivisions, such as C.P. Treat’s, fully developed in ensuing years. However, developers appear to have been too optimistic in platting new subdivisions, as many still showed little or no development decades later. By 1907 the James Addition exhibited building adjacent to the Original Townsite, along with some buildings farther south, but large sections were (and still remain) vacant. Based on building outlines shown on the 1907 Clason map, many other platted areas remained largely undeveloped, including such subdivisions as Denver Heights, St. Helen’s Smelter, Roosevelt, Arlington Heights, Capitol Hill, and Beshoar’s to the northeast; the East Side and Mahin’s East Side to the east; Grandview and James and Mix on the north; Swallows and Highland to the west; and McCurdy’s to the south.

**Table 8. Early Trinidad Subdivisions
Platted 1907 and Earlier**

Subdivision	Acres	Subdivision	Acres
Abeyta's Addition	6.3	Lindsay & Mahin's Addition	24.0
Arlington Heights	24.3	Mahin's East Side Addition	62.8
Baca Estate	39.3	McCurdy's South Addition	40.8
Beshoar's Inside Addition	126.4	MDG Baca Addition	41.6
Beshoar's Sub.	38.3	Original Townsite	377.6
Boulevard Addition	84.5	R. Chacon Addition	25.1
C.P. Treat's North Side	264.0	Riverdale Addition	22.1
Capitol Hill Addition	64.6	Roosevelt Addition	74.2
Denver Heights	60.5	San Rafael Heights	33.3
East Side Addition	65.1	Santa Fe Railroad North Addition	88.4
Fairview Addition	28.9	Santa Fe Railroad West Addition	107.5
Grandview Addition	45.3	St. Helen's Smelting Co. Addition	23.1
Grass & Allen's Addition	43.7	Swallows Sub.	49.4
Hainlen Addition	13.8	Taylor & Robinson	85.9
Highland	59.6	Taylor & Swallows 1st Addition	46.1
J.W. Cone's Subdivision	16.9	Taylor & Swallows 2nd Addition	32.3
James & Mix	46.6	Terrace Addition	3.1
James Addition	355.1	Terry's West	62.3
Jo Packer's Addition	46.5	Wooten & Schneider	17.6
Lindsay & Lindsay	18.3		

SOURCE: Clason, Map of Trinidad, 1907 and Las Animas County, GIS website.

C.P. Treat's Northside Addition

C.P. Treat's Addition is one of the largest residential additions to the city, and although its plat date remains unknown, it appears to have been assembled by Charles P. Treat early on in the city's development. The majority 160 acres of the addition was assigned by Scrip Warrant to Treat in 1876, having been first granted to Alonzo Stevens for his service aboard the U.S.S. John Adams in the Mexican-American War under the 1855 Military Bounty Land Act. Stevens assigned his warrant to Mary W. Treat, who then assigned it to Treat on December 13, 1876 (research does not indicate whether Mary W. Treat bore any relation to Charles P. Treat). In 1883, Treat acquired an additional 160 acres through Cash Entry Patent, which added the remaining northwest corner to his addition, as well as expanded his holdings northward into Pinon Canyon east of Simpson's Rest.

Treat's Addition began to be developed at least as early as 1879, when, according to Assessor records, at least two homes were built. The early 1880s saw a rapid increase in construction within the addition, and by decade's end, at least forty-one more homes were built. Just over two-thirds of the addition's nearly 500 homes would be built by 1915.

Little has been found of Charles P. Treat himself. He was born ca. 1844 in New York State, the birthplace of his parents. A Charles Treat of the same birth year was enumerated in the 1865 New York State census as living with his father John, mother Caroline, and numerous siblings and working as a farmer alongside John. By 1878, he was living in Trinidad, advertising cash for county scrip in the *Trinidad Enterprise*. The 1880 U.S. Census indicates he lived on the Santa Fe Trail and was working as a brick proprietor—of which brickworks is unknown. In the 1880s, Treat appears to have been a fairly involved businessman within Trinidad, serving on juries, donating to the Sisters of Charity, and serving on a committee evaluating the need for roads into the city. In 1882, he purchased a coal patent on 160 acres of land south of the city near Moore’s Canyon. By 1890, he appears to have left Trinidad, sailing on a ship from Nicaragua to New York City, where he planned to reside permanently. Early twentieth-century city directories for Trinidad indicate that Treat continued to own several hundred acres of land (approximately 480 acres, equal to his 1876, 1882, and 1883 land acquisitions combined), but that he did not reside in the city and maintained a mailing address in New York. By 1918, his land was valued at \$13,835.⁵⁸

Santa Fe Railroad Additions

The Santa Fe Railroad North and West Additions were platted in or before 1887. The additions came about through real estate efforts of the Atchison, Topeka, and Santa Fe Railroad. Nineteenth century railroads pursued the creation of towns and the platting of subdivisions as a means of generating additional revenue, both directly from the sale of lots and from increased rail traffic due to population growth and enhanced business activity in areas served. An advertisement for the sale of the lots noted that the subdivisions were “on beautiful sloping ground adjoining Trinidad on the north and west, and commanding a magnificent view of the city and of the charming valley of the Purgatoire river. They are within ten minutes walk of the business center of Trinidad and within three minutes walk of the street car line, and are certain to become the best residence portion of the city.”⁵⁹

The Livestock Industry

In his 1882 book about Trinidad, Dr. Michael Beshoar asserted, “Of all the various occupations of man, none is more important, none more profitable than that of the stockraiser.”⁶⁰ While Beshoar’s statement may seem an exaggeration today, it did accurately apply to Las Animas County at that time, where approximately 100,000 head of cattle and 250,000 sheep were pastured.⁶¹ An 1882 newspaper article reported that large Trinidad area sheepraizers included Casimiro Barela, with 9,000 head, Edward West with 6,300 head, Jose A. Salazar with 9,000 sheep, S.T. Brown with 5,000 head, R.H. Purington with 10,000, and Maldonades [sic] & Son with 7,000. The *Trinidad Daily News* bragged, “almost all of them [are] making more money for the labor and capital invested than the grain farmers of the East.”⁶²

Open range cattle raising, as practiced by such beef barons as John Wesley Iliff and John Prowers and characterized by great round-ups and cattle drives, existed for a relatively short period of time in Colorado. The glamour generated by the individual cattle kings attracted outside investors and others yearning to be part of the flourishing industry. Corporations were created to operate large-scale cattle businesses in the 1880s, and many of the self-made cowmen of the earlier era sold their operations to the new companies. During the 1880s, 226

cattle companies were founded in Colorado, and the state witnessed the largest cattle boom in its history. English and Scottish investors were among the most prolific in forming cattle investment companies and buying ranchlands. Money from Eastern, British, and European investors poured into the state during the decade. The 1880s were the heyday of the large foreign-owned cattle corporations in the West, and Trinidad was one of the headquarters of the phenomenon. By the 1880s, cattle ranching on the plains had evolved from a frontier operation into a major industry.⁶³

The largest, most significant cattle corporation in Colorado and one of the most important in the West during the era was the Prairie Land & Cattle Company. The company was composed of mostly Scottish and English investors, and has been described as “...the corporation that lived longest, [and] handled the largest acreage in Colorado...It is doubtful whether any other corporation on either continent outranked it in numbers of cattle marketed...” In 1881, the Prairie Cattle Company reported a 26 percent profit, fueling even greater “cattle mania.” The outfit obtained ranches in Colorado, New Mexico, and Texas and had its headquarters in Trinidad. The former JJ Ranch of the Jones brothers on the Purgatoire River became the division headquarters of the company. Frances Bollacker Keck reports that the Prairie Cattle Co. bought the Jones Ranch for \$625,000, acquiring three hundred horses, fifty-five thousand head of cattle, and grazing rights. At its peak, the company was valued at \$30 million.⁶⁴

Figure 9. Several industrial and manufacturing businesses located in Trinidad in the late nineteenth and early twentieth centuries, generally adjacent to the railroad lines. Shown here are the Trinidad Stockyards in the foreground and the Trinidad Foundry and Machine Shop in the distance. SOURCE: Otis A. Aultman photograph, call number CHS.A795,circa 1901-20, History Colorado, Denver Colorado.



Honora DeBusk Smith provided an interesting view of the impact of the cattle industry and visiting cowboys on the city. Smith wrote: “Trinidad was the most important cattle town of Colorado, primarily as a shipping point; and also because the cowboys...’headed in’ there to spend their intervals of respite from long days in the saddle and nights in the open. They often reacted from the long monotony of work days to riotous living in leisure time.”⁶⁵

Many of the outside investors in the western cattle industry during the 1880s were ignorant of the complexities of the business. Huge herds were placed on inadequate amounts of range, resulting in overgrazing. Inferior quality cattle were raised routinely. Large sums of money were borrowed at high interest rates. It was generally assumed that cattle could survive the winter without any extra food or shelter, but severe winters proved the assumption wrong. During 1885-1887 a series of dry summers and harsh winters resulted in terrible losses. So many cattle perished that the period was thereafter referred to as “the big die-up.” Declining cattle prices during the late 1880s reduced the value of the herds by approximately 40 percent. During this time, many outside investors abandoned the business. Cattlemen who had attempted to

control the range saw their fences on public lands torn down by homesteaders. In this manner, the open range was steadily whittled away.⁶⁶

Prominent Buildings of the 1880s

During the late 1870s and early 1880s, several larger and more architecturally distinguished houses were built by those who had found success in Trinidad's lucrative commercial district and in the cattle business. Many of the larger dwellings of the era were erected by the successful Jewish merchants who moved to Trinidad and established commercial enterprises, such as merchant and real estate developer Barney Levy (312 S. Animas Street, built 1882, 5LA2179.161) and merchant Sol Jaffa (214 East Third Street, built ca. 1880, 5LA9914), one of three brothers (Samuel, Henry, and Solomon) who have been cited as "leaders of both the Jewish and secular community in Trinidad."

As Morris Taylor judged, the 1880s were "a period of notable ecclesiastical architecture" for Trinidad.⁶⁷ Holy Trinity Catholic Church (115 Church St., 5LA2179.16) was dedicated in 1885 to replace the original adobe Catholic church. Temple Aaron (407 S. Maple St., 5LA2179.12). was designed by C.W. Bulger and Isaac H. Rapp and dedicated in 1889.

Other prominent buildings erected in the 1880s included the Schneider Brewery (240 N. Convent St., 5LA2179.13); City Hall and Firehouse No. 1 (314 N. Commercial St., 5LA2179.25) and First National Bank (100 E. Main St., 5LA2179.41)

Continued Growth and the Panic of 1893

Trinidad's prosperity continued unabated at the beginning of the 1890s. In 1891, the Colorado Building (160-64 E. Main, 5LA2179.77), the Trinidad Bottling Works (308 Church, 5LA2179.190), and the Dominguez Block (257-59 N. Commercial, 5LA2179.91) were completed. The local Congregational congregation had purchased a parcel of land at 220 S. Animas Street (5LA2179.157) in November 1890 as the site for their new church, which was completed in 1891. In 1892 two important buildings were added to the business district, the Turner and Ford Building/Odd Fellows Hall (135-39 E. Main, 5LA2179.33) and the Post Hardware/Plested Building (110 E. Main, 5LA2179. 40).

Panic of 1893

With a precipitous drop in the price of silver, the country plunged into the Panic of 1893 (also known as the Silver Panic), which resulted in widespread bank and business failures and unemployment. Severe drought impacting agricultural areas added to the misery. Unlike many financial institutions across the country, Trinidad's First National Bank weathered the crisis. The city was fortunate in that construction did not come to a complete standstill, as it did in many other communities around the state. For the first time, the city saw a small decline in its population, recording a total of 5,345 residents by 1900 (a loss of 3.2 percent). Although buildings constructed during the rest of the decade were not of the magnitude of projects such as the First National Bank, several solid commercial buildings and a few residences were erected during the period. The only noteworthy building completed in 1893 was the Commercial Hotel, a three-story brick building at 309-13 N. Commercial Street (5LA2179.63).

One of the most lavishly designed houses in the city was completed during the economic downturn: the home of O.L. Davis, a Trinidad lumber dealer, at the corner of Maple and 2nd

streets (126 E. 2nd 5LA2179.139). The fine Queen Anne style frame residence was an ornament to the section of the city referred to as “Aristocracy Hill,” where some of the city’s most prominent businessmen and civic leaders resided.

The Rise of Labor Unions

The growth in the coal and coke industry during the 1880s and 1890s was accompanied by efforts to organize unions to represent miners in the coalfields. The United Mine Workers (UMW) union formed in 1889-90 to represent coal miners and fought against reductions in wages during the 1890s. The coal fields experienced a major strike in 1894. In 1899, the Colorado legislature enacted an eight-hour-day law for mine, mill, and smelter workers, which the state Supreme Court declared unconstitutional. Although voters approved a constitutional amendment for the eight-hour-day in 1902, coal companies persisted in devising schemes for avoiding its mandate. In addition to long days, coal mining was a dangerous occupation, and the history of the southern coalfields was replete with accidents, explosions, and deaths. In 1901-02, more than three hundred workers were killed or injured in coal mines, with most of the casualties occurring in the Las Animas and Huerfano County coalfields.

Against the above background, the Western Federation of Miners and the UMW called a strike in the coalfields in the fall of 1903. Historians Carl Abbot, Stephen Leonard, and David McComb observe that the union’s demands “scarcely went beyond the requirements of state law: semimonthly pay days, definition of a ton as 2,000 rather than 2,400 pounds, and payment of wages in U.S. currency rather than in company scrip.” In response to the strike, martial law was declared, with the Colorado state government supporting the mining companies. The strike ended late in 1904, having failed to gain union recognition or achieve changes in working conditions.⁶⁸

Trinidad in the 1900s: A City Making History

The first decade of the twentieth century witnessed one of Trinidad’s greatest periods of growth, comparable to that of the 1880s after the arrival of the railroads. Between 1900 and 1910 the population of the city rose by more than 90 percent, to a total of 10,204 persons. Trinidad was the fourth most populous municipality in Colorado in 1910. During the decade, new business blocks, residences, a church, a library, and a theater were added to the built environment in central Trinidad. In 1903, the *Daily Advertiser* produced a special Christmas Edition of its publication which provided a glowing description of Trinidad as “a city that is every day making history” and described some of its leading businesses. Trinidad was boosted as “...a city of homes and churches, of important manufactures, of fine residences and beautiful cottages. It has every advantage possessed by any other city, and many disadvantages under which many other cities labor are conspicuous for their absence.” Among the advantages the city garnered in the early twentieth century were streetcar service, several substantial business structures, and a number of elegant dwellings, among them the residence of Mayor Charles H. Nichols.

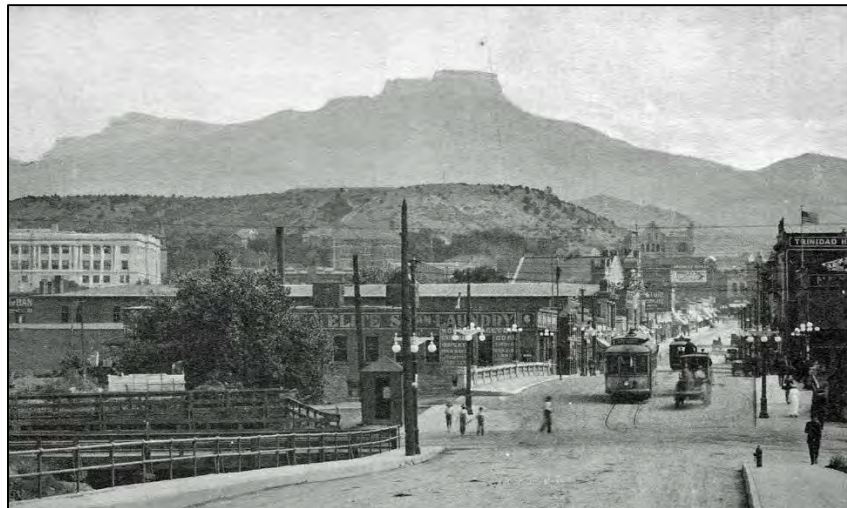
In 1903 the Santa Fe Railway opened the sprawling Cardenas Hotel in Trinidad adjacent to its line on the east bank of the Purgatoire River. The hotel was a Harvey House, one of many hotels along the railroad operated by Fred Harvey, an individual with a reputation for exacting standards and fine food. Historian Keith Bryant, Jr. reported that “when Harvey refused to

purchase inferior food from [Trinidad] merchants ... they organized a boycott of the Harvey House, but the boycott soon collapsed as the superiority of Harvey meals and service won his customers back.”⁶⁹ The hotel’s location was prone to flooding, and the building was demolished in 1933.



Figure 10. The Atchison, Topeka & Santa Fe Railway erected the Cardenas Hotel in 1903. Operated by Fred Harvey, the hostelry stood on the bank of the Purgatoire River until its demolition in 1933. SOURCE: Oliver E. Aultman photograph, CHS.A844, circa 1903-10, History Colorado, Denver, Colorado.

Figure 11. This view south on N. Commercial Street from the Purgatoire River bridge shows the Las Animas County Courthouse in the distance at the left and Fisher’s Peak in the background. SOURCE: postcard view, circa late 1910s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.



A significant improvement to mobility within the city occurred in 1904, when the horse railway system of the 1880s was replaced with an electric streetcar system. Five miles of city lines and nine miles of interurban lines serving Starkville and Sopris were constructed by the Trinidad Electric Railway & Gas Company. Local historian Ken Fletcher described the system: “Cars served the county fairgrounds, East Main, a loop line (via Baca, San Juan, Pine, and Arizona) and Central Park. ... Five city and three interurban cars were put into service on opening day when between 6,000 and 7,000 people were carried during the celebration.”⁷⁰ In 1908 new segments

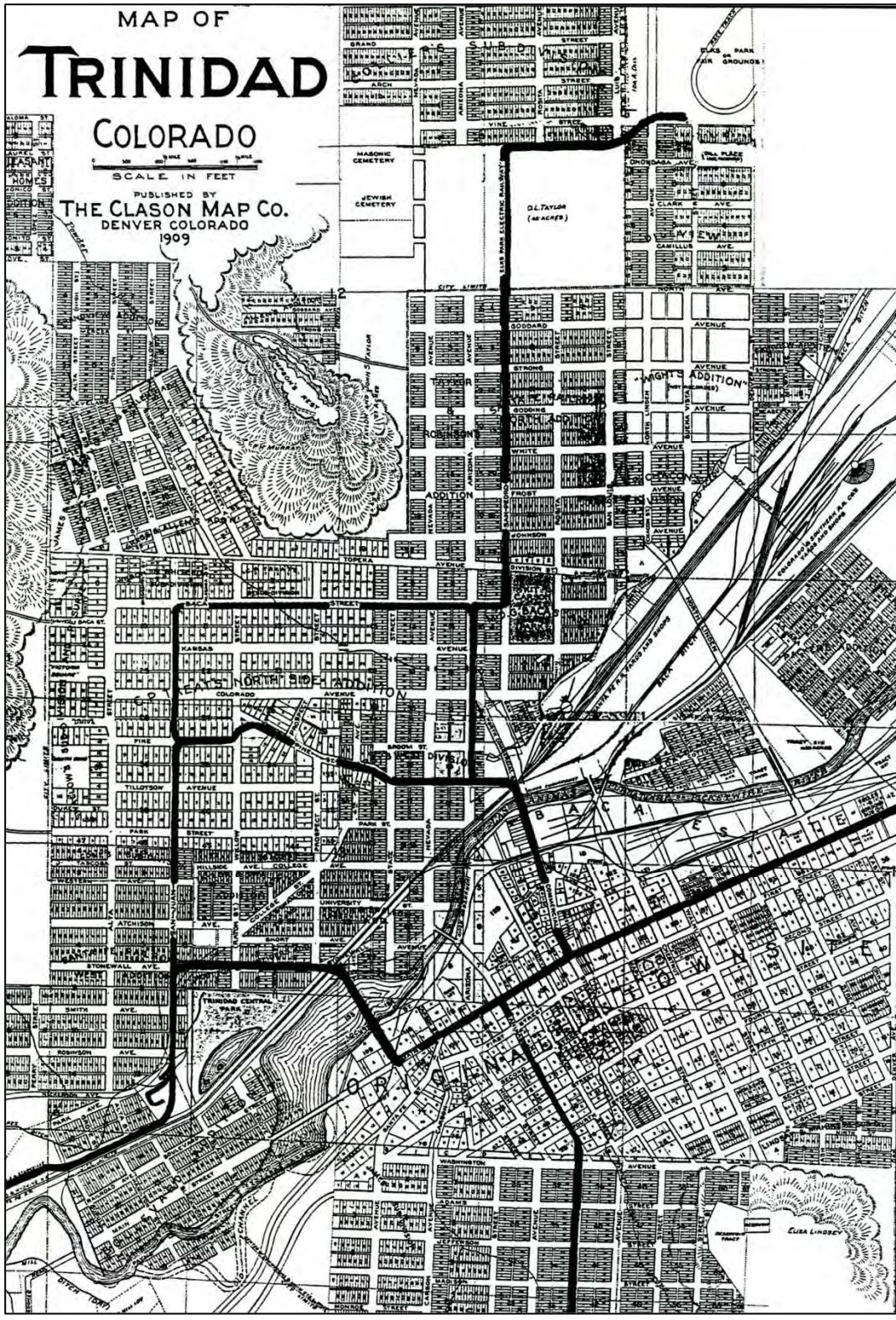


Figure 12. This 1909 map of Trinidad shows platted additions and the system of streetcar lines (heavy dark lines) within the city. SOURCE: Clason Map Company, Denver, Colorado, 1909, in Fletcher, *Centennial State Trolleys* (1995), 154.

of city lines were constructed, including a line south to the James Addition, and interurban service was extended to Cokedale. In 1911 the company changed its name to the Trinidad Electric Transmission, Railway & Gas Company, following its acquisition by Federal Light & Traction. The streetcar era was relatively short in Trinidad due to the rise of the automobile. The city lines closed in 1922, followed by the interurban routes the following year.

A financial crisis in 1907 resulted in a crash of the stock market and the collapse of some banks, businesses, and railroads at the national level. Construction in Trinidad continued, however, with the completion of several major buildings by the end of the decade, including the Trinidad Hotel (421 N. Commercial, 5LA2179.22), the Chronicle-News Building (200 Church St., 5LA2179.7), the West Theatre (423 W. Main, 5LA2179.94), and the Colorado Supply Company Warehouse (137 W. Cedar, 5LA2179.180). The *Chronicle-News* noted that “the general move toward a bigger and better city is significant in that the work is not confined to a few large projects but to numerous smaller buildings of a substantial nature, permanent improvements of all sorts, together with new walks, pavements, etc.”⁷¹

In addition, significant residences were completed, including those of John and Barney Tarabino (310 E. 2nd St., 5LA2179.109), Charles H. Nichols (212 E. 2nd, 5LA2179.111), and Ben Springer (308 S. Chestnut, 5LA2179.186). A great improvement to the city’s infrastructure was accomplished in 1909, when Commercial Street was paved with brick. The Trinidad Brick and Tile Works made the bricks used in the paving. The city would eventually have more than seven miles of brick streets. The paving resulted in some inconvenience for local businesses that were below the new grade. Property owners completed new sidewalks and other alterations to their businesses to accommodate the improvements.⁷²

Figure 13. Kit Carson Park in the northern part of the city was created about 1907 and features this equestrian statue of the frontiersman. SOURCE: postcard view, circa 1920s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.



Kit Carson Park

Kit Carson Park, northwest of downtown, was in the process of development by at least 1907, when it appears on a map of the city. The seven-acre tract was purchased by former Mayor Daniel L. Taylor, who donated it to the city in 1903 for the purpose of establishing a park in honor of his friend, Kit Carson. In 1909, the Daughters of the American Revolution unveiled the small Santa Fe Trail monument to the east of the park’s central pavilion. According to a 1912 newspaper article announcing the opening of the park for the season, Kit Carson Park was newly improved that year, and was one of two parks in the city (Central Park in the southwest

quadrant being the other). Its initial opening for the summer season on the evening of May 30, 1912 showed off “the pretty little city park” in “a blaze of lights” with “several hundred people visiting the park during the evening.”

The park was not formally dedicated until May 30, 1913 during a day-long celebration. Mayor W.P. Dunlavy requested businesses to close for the day in order “to make a grand success of the occasion,” and early settlers of Las Animas County who “were personally acquainted with Carson... [and the] connecting link between that hardy and heroic pioneer and the present prosperous generation” were invited to attend. As part of the dedication ceremony, Dunlavy accepted the warranty deed for the park executed by Taylor. State Senator Casimiro Barela also delivered an address in Spanish. According to newspaper accounts, 3,000 people attended and Kit Carson’s granddaughters, Amanda Carson and Leona Wood, unveiled a bronze statue of Carson on horseback designed by New York sculptor Augustus Lukeman at a cost of \$13,000. It is unclear at what date the covered pavilion at the center of the park was constructed, though it pre-dates the 1930 Sanborn map and may have been part of the 1912 improvements. Band concerts were regularly held at the park through the 1910s, and in 1950 it was the location of a rodeo sponsored by the Rodeo and Agriculture Club of Trinidad Junior College.⁷³

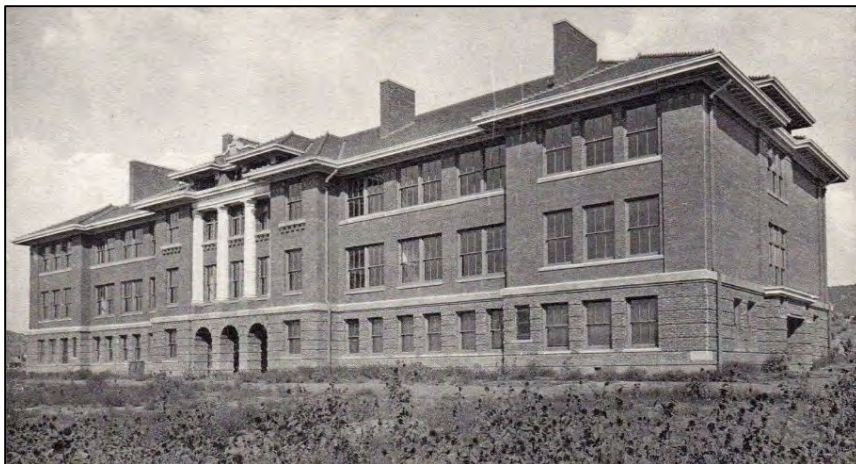


Figure 14. Trinidad High School, built on the west side of the city in 1910, would gain two large wings in 1922. SOURCE: photograph, circa 1910s, A.R. Mitchell Museum of Western Art, Trinidad, Colorado.

Landmarks of Other Days Gone: Labor Unrest and Change in the 1910s

The progress of the early-twentieth century permanently altered the face of the city. Business blocks and residences of the territorial era were replaced with buildings reflecting new styles and construction technologies. In 1915 J.S. Nottingham visited Trinidad, where he had first settled in 1872 for a year-and-a-half. Writing about his visit to S.W. DeBusk, Nottingham stated, “After nearly 45 years absence I found about all the old landmarks of other days gone. The only sights that looked natural to me were the old convent, Fisher’s Peak, and Simpson’s Rest.”⁷⁴ Subdivision platting continued in Trinidad in the early twentieth century and later. Larger subdivisions within the city platted after 1907 include the Rowland and Mercer Subdivision to the east; Bella Vista to the north; and the Lawrence and Kirschbaum subdivisions to the west.

Trinidad posted a total population of 10,204 in the 1910 census, making it the fourth most populous city in Colorado. The census counted 2,198 dwellings within the city. The population was 98.1 percent White, with 180 African Americans and 15 Chinese and Japanese. Latinos, who were not separately enumerated, were included as White. Nearly a third of the city’s

population (31.3 percent) were foreign born or native born of foreign or mixed parentage. The largest country of origin for the foreign born was Italy.⁷⁵ Despite their small numbers, two African American churches were shown on Sanborn fire insurance maps: the African Methodist Episcopal Church, 318 E. Elm Street (1917 Sanborn; now gone) and the Church of God ("Colored"), 512 W. 2nd Street (1948 Sanborn; likely gone).

During the 1910s, Trinidad's population growth slowed, recording an increase of 702 residents. Labor turmoil during 1913-1914 turned the focus of the state and the nation on Trinidad and Las Animas County and culminated in one of the most infamous tragedies in the history of coal mining in the West. Efforts to broaden the economic base and attract tourist dollars were undertaken, including the erection of a lighted Trinidad sign on Simpson's Rest in 1915. Trinidad residents volunteered to serve in World War I at the end of the decade. Although construction did not reach the heights achieved in the 1900s, progress continued, and several of the city's most significant buildings were completed, including a large high school, U.S. Post Office, a Masonic Temple, a County Courthouse, and the Toltec Hotel.



Figure 15. The Trinidad area became a site of labor unrest during the 1913-14 coal strike. This 1913 march supported the miners. SOURCE: photograph X-60487, 1913, Western History and Genealogy Department, Denver Public Library, Denver, Colorado.

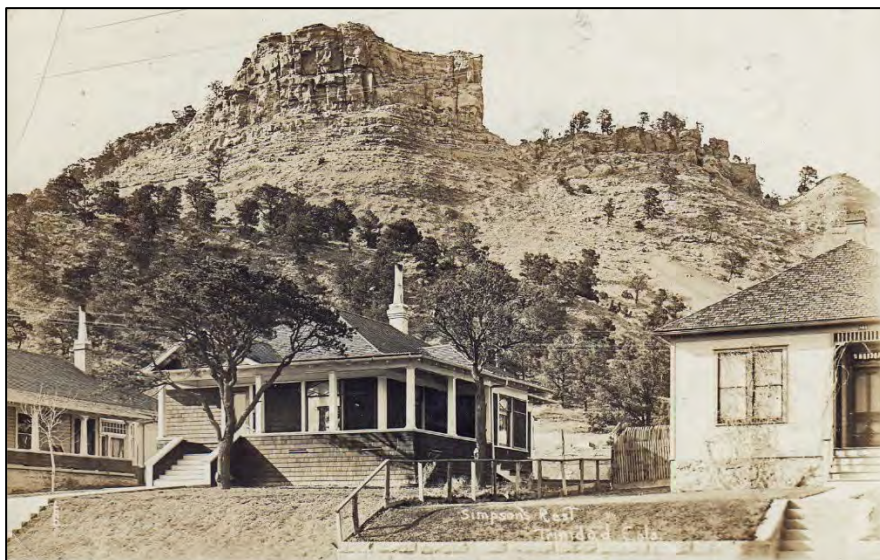
Mother Jones and the Ludlow Tragedy

The most violent clash between miners and mine owners in the Trinidad coalfields occurred in 1913-14. Miners went on strike in September 1913, demanding company recognition of the union, a 10 percent increase in wages, stricter enforcement of the eight-hour-day and other health and safety laws, and the right to choose living quarters, eating places, and doctors. John Lawson led the United Mine Workers, aided by such national organizers as Mary Harris Jones ("Mother Jones"). Mother Jones, the legendary Irish-American labor leader of early twentieth century America, supported the labor struggle during the coal strikes of both 1903-04 and 1913-14. Colorado military and government officials recognized her as a powerful union organizer and activist and attempted to exile the elderly woman from the southern coalfields during both strikes. In 1914, once again banned from the strike zone by state authorities, Mother Jones traveled to Trinidad, where authorities imprisoned her in San Rafael Hospital. A protest on her behalf drew over a thousand women from all over Colorado who marched up Commercial Street and east on Main Street, demanding the release of Mother Jones. During the

demonstration a National Guard cavalry unit charged the women, injuring several and leading to the arrest of seven. Mother Jones was freed from the hospital and placed on a train to Denver, but she continued her efforts to support the strikers.⁷⁶

The striking miners resisted efforts by mine owners to replace them with strikebreakers, and the owners successfully appealed to the state government to send in the National Guard. When the miners walked off their jobs, they also were required to leave the company towns; they responded by moving their families to tent colonies set up on the open plains by the union. On April 20, 1914, the militia attempted to drive miners and their families from the Ludlow tent colony fourteen miles north of Trinidad. Five miners and a National Guard soldier were killed in fighting and two women and eleven children died in a fire ignited during the clash. The incident triggered days of murders, explosions, and burnings throughout the southern coalfields. Unable to restore order, Governor Elias Ammons requested assistance from President Woodrow Wilson, and federal troops arrived in Trinidad on April 30. The strike ended in December 1914, with the unions once again failing to achieve recognition from the coal companies.⁷⁷

Figure 16. Houses along the north side of West Topeka Avenue (number 307 is in the center) are shown in this view northwest toward Simpson’s Rest. SOURCE: postcard view, postmark 1913, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.



Prohibition Impacts Trinidad

On January 1, 1916 the manufacture and sale of liquor was prohibited in Colorado. Trinidad historian Cozette Henritze writes that “People who really wanted a drink in Las Animas County were able to find one—whether it was from the illegal stills which went into operation in dozens of canyons up river, below Fisher’s Peak, or in many basements in town, or through ‘prescriptions’ which could be filled at several Trinidad drug stores.”⁷⁸ During prohibition, the Schneider Brewing Company began producing “near beer” and soft drinks. Saloons in Trinidad also officially sold soft drinks.

Trinidad in the 1920s

Despite an economic readjustment after the end of World War I, the early 1920s were years of optimism and prosperity in the city. The city posted a small gain in population during the decade, increasing to 11,732 people by 1930. Streetlights were placed on several residential streets, including along Chestnut, Maple, and Animas, and street paving was accomplished on a

large scale. The First Christian Church completed a new building at 200 S. Walnut Street (5LA6551), adding another ecclesiastical gem to the city. Improvements were made at the facilities of the Holy Trinity Catholic convent and school at 237 Church Street (5LA2179.189). Other new school facilities in the city were under construction, including a high school. The city discontinued its streetcar service as automobiles had become prevalent enough to drive the public transportation off the streets. Interurban transportation to the coal camps were abandoned in September 1923.⁷⁹ Several residences were completed during the decade, including some in the popular Bungalow design and some with combined business and living quarters.⁸⁰

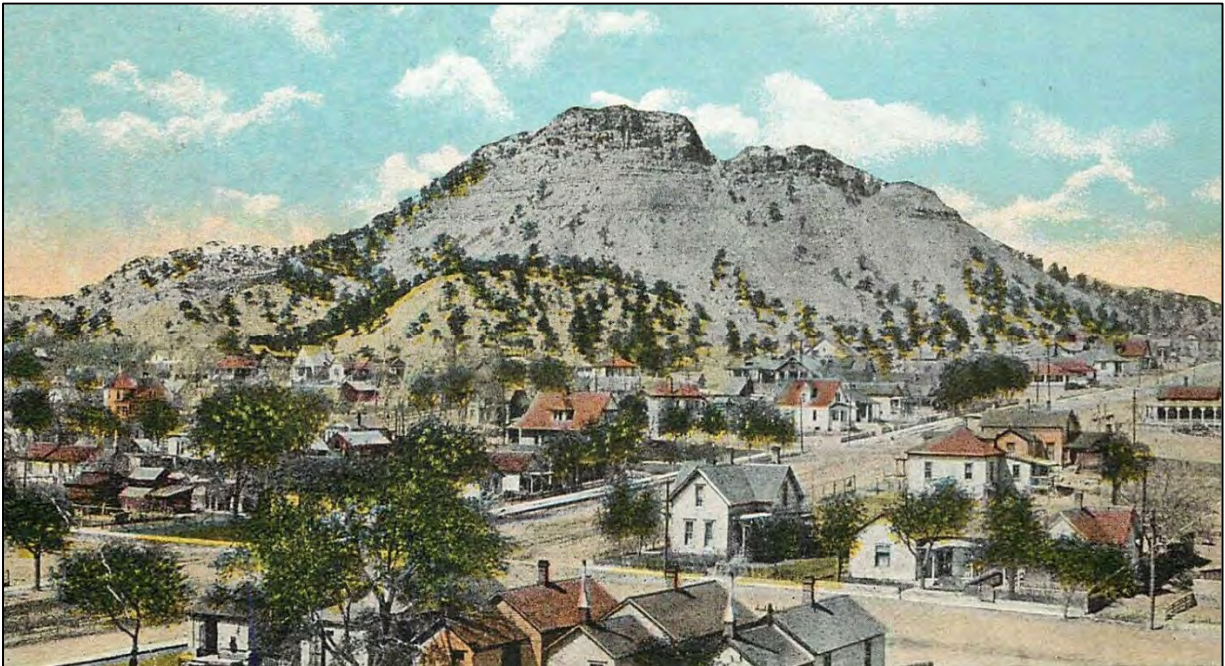


Figure 17. This view northwest shows the development of the residential area below Simpson's Rest in about 1922. SOURCE: historic postcard view, Tom and Laurie Simmons historic postcard image collection, postmark 1922, Denver, Colorado.

In 1925 Trinidad Junior College was founded, one of the first two junior colleges in the state. Junior colleges were designed as two-year educational institutions with training in arts, sciences, and humanities equivalent to the classes offered at four-year colleges and institutions. By 1926 there were thirty-seven registered full-time students at the school, according to Cozette Henritze. The institution first offered classes at Trinidad High School, then began operating from the former Tillotson Academy building and created a campus along Prospect and Pine streets. The school was fully accredited in 1927.⁸¹

By the end of the 1920s an economic downturn affecting the nation was also being felt in the Trinidad area, most notably in the closure of coal mines and the decline of agricultural prices. Reviewing the previous year, the *Chronicle-News* noted in January 1930, "There have been no booms. No new and greater industries have set up in this community but business has had a good average year..." A new development that held promise for the future included the prospecting done by the Trinidad Development Company for oil. The Chamber of Commerce also made progress on its promise to build a modern airport for commercial and passenger

planes with the purchase of a 640-acre site known as Holloway Field.⁸² Bright spots in development included the completion of the Elks Lodge (120 S. Maple, 5LA2179.119), New Carlisle Building (201-03 E. Main, 5LA2179.232), the Montgomery Ward/Piggly Wiggly Building (147-49 E. Main, 5LA2179.73), the Jeffreys Auto Company Building (145 E. Plum, 5LA2179.251), and the Emerick Building (231 E. Main, 5LA2179.52).

Figure 18. Our Lady of Mt. Carmel Church and music hall were built on the west side of the city. SOURCE: postcard view, 1927, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.



The Great Depression and Public Works Projects During the 1930s

On January 1, 1931, the *Chronicle-News* analyzed the state of the local economy: “Despite the general business and industrial depression which has gripped the nation and the world during 1930, Trinidad kept on an even keel. There has been comparatively little new building construction, but there has been development going on throughout the community.” The newspaper noted that coal production had been down for three years, but that agricultural growth was “marked.” The erection of transportation-related buildings accounted for most of the privately-financed construction in Trinidad during the 1930s. Two U.S. highways passed through Trinidad, U.S. 160, an east-west transcontinental route, and U.S. 85, “the most heavily traveled north and south highway in Colorado.”⁸³ Facilities were developed to cater to the traveling public as well as to residents of the city and its environs. Auto-related construction during the 1930s included: the MacLiver Brothers One-Stop Service Station (200 N. Commercial, 5LA2179.115), the Standard Oil Service Station (200 E. Main, 5LA2179.231), the Socolo Super Service Station (438 W. Main, 5LA2179.237), the La Concha Super Service Station (159 E. Main, 5LA2179.230), the Fouret Brothers Garage (137 W. 1st, 5LA2179.113), the Trinidad Battery Co. (419 W. Main, 5LA2179.236), and the Glaviano & Garlutzo Garage (308-14 W. Main, 5LA2179.92). At the end of the decade, Trinidad had one of the finest collections of automobile service stations and garages in the state.

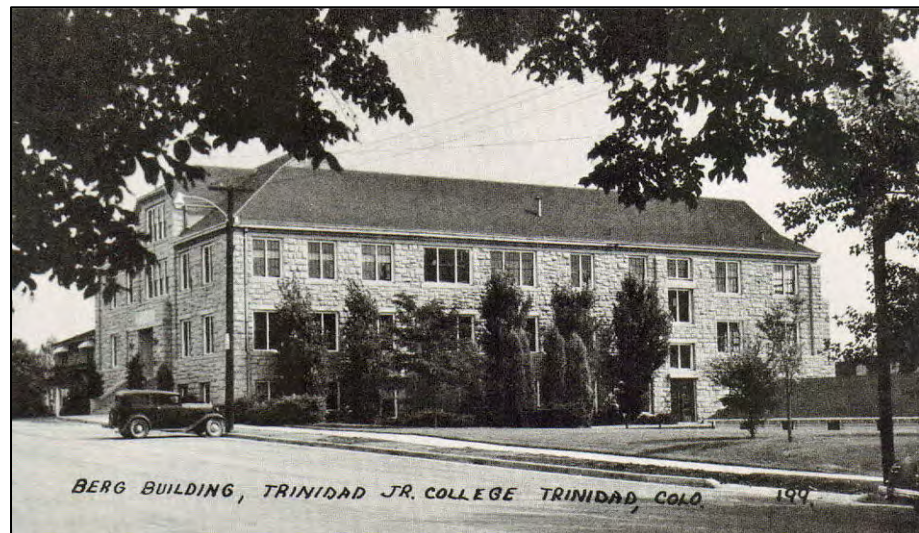
On September 27, 1932, presidential candidate Franklin D. Roosevelt stopped at the Santa Fe depot in Trinidad during a cross-country whistle-stop tour. Roosevelt was elected the following November and initiated a series of programs to relieve distress caused by the nationwide economic crisis known as the Great Depression. The economic downturn had profound consequences in Las Animas County, which saw its coal production decline by 50 percent.⁸⁴ In addition, agricultural prices had receded following World War I and continued to be depressed throughout the 1920s and the following decade. The livestock industry, whose fortunes were still important to Trinidad’s financial well-being, experienced a precipitous decline. The state’s

farm crop of 1930 was the largest in history, but its aggregate value fell substantially below that of the previous year.⁸⁵

President Roosevelt’s New Deal programs in response to the Great Depression emphasized relief, recovery, and reform. Programs sponsored by agencies such as the Works Progress Administration (WPA) helped local citizens survive the period of extreme economic hardship. To deal with the large numbers of transients who came into Trinidad by rail, the Federal Emergency Relief Administration (FERA) established a camp at Monument Lake, west of Trinidad, where the men were put to work raising the dam to provide a better habitat for fish. In addition, workers for the WPA built a mountain lodge at the lake. In 1936 the *Chronicle-News* reported that “relief projects too numerous to mention were planned, approved, and many of them completed or started,” including work on highways. Colorado historian Stephen Leonard reports that Trinidad had 1,253 men and 155 women employed on WPA jobs in 1937, which constituted one of the highest allocations for such workers in the state.⁸⁶

One of the most unusual public works undertakings in the country during the Great Depression was a WPA project which completed a group of buildings at 204 S. Chestnut designed to honor veterans’ groups in Trinidad. Memorial Square was dedicated with great fanfare on June 26-27, 1937. The facility was known as “Fort Wootton,” in honor of pioneer Raton Pass tollgate operator Richard “Uncle Dick” Wootton.

Figure 19. Trinidad State Junior College received new buildings as a result of Depression-era public works programs, including the Berg Building completed in 1942. SOURCE: postcard view, ca. 1940s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.



World War II and the Stimulus of Postwar Planning

The 1940 census enumerated 13,322 inhabitants within Trinidad, the largest total ever recorded for the city. The guide to Colorado prepared by the Writers Program of the Work Projects Administration (WPA) reported the city contained more than twenty industrial establishments, including those for brick, tile, mattresses, sheet metal, foundry casings, brooms, cheese, candles, beer, and macaroni. The WPA guide opined that Trinidad’s “deviously angled streets give the city a curiously foreign aspect, heightened by the numerous sod-roofed, square adobe dwellings that still remain in the outlying sections.”⁸⁷ Trinidad’s role as an important supply center for a wide area of southern Colorado and northern New Mexico continued. The mining and shipment of coal from the southern coal fields remained important.

Improvement in the local economy was seen in 1940, when agricultural prices began to recover and the pace of building in the city increased slightly. Construction projects included a new Administration Building for Trinidad Junior College, erected by the WPA, and a new college gymnasium. Other WPA projects included improvements at the Trinidad Municipal Golf Course and work on city streets. Elsewhere in the city most construction was confined to small dwellings. One of the most important real estate transactions of the year was the purchase of Frank S. Grahams' residence at 212 E. Second Street by the Campbell-Lewis Mortuary and its conversion to a funeral home.⁸⁸

The American entrance into World War II in December 1941 motivated hundreds of men and women from Las Animas County to enlist in the military. Demand for agricultural products and the return of coal mines to round-the-clock production for the war effort brought renewed prosperity. Trinidad State Jr. College trained defense workers during the conflict, including machine tool operators and provided aviation classes for mechanics and pilots. From 1943 to 1946 a German prisoner of war camp with a capacity of four thousand prisoners operated northeast of Trinidad.⁸⁹

The Early Post-World War II Decades in Trinidad

Trinidad continued to serve as a service and supply center for surrounding farms, ranches, and smaller communities in Las Animas County at the end of the war. Some veterans returning to Las Animas County found difficulty in securing jobs as coal production resumed its decline. Although CF&I opened the new Allen Mine in 1951, several coal mines closed during the decade after the war, and the Cokedale coke ovens were shut down altogether by 1949. As a result, many families moved out of the area to take jobs in other locations. For only the second time in its history, Trinidad posted negative population growth, losing about one thousand residents by 1950. Trinidad's merchants suffered, due to the diminishing demand for services and supplies. Trinidad historian Cozette Henritze observed that the big department stores on Main and Commercial streets began to close their doors, and even many of the smaller businesses struggled to remain open. No construction in the downtown area had occurred during the war years, due primarily to lack of manpower and restrictions on construction materials. After the war four new buildings in the downtown area were erected, and established businesses built additions and updated their properties.⁹⁰

The city gained a new state facility, the Trinidad Home for the Aged (later the Trinidad State Nursing Home) in 1957. Located in northeast Trinidad, the facility consisted of a main section with a lobby, dining room, kitchen, and recreation area and four wings holding patient rooms and an infirmary. The nursing home employed fifty-three state workers and housed 160 residents. The building was expanded in 1968 and became the Trinidad Inn Nursing Home in 2011.⁹¹

Although overall the city experienced population declines, two new subdivisions were developed in Trinidad in the 1950s, Fisher's Peak and Allendale. Located in the extreme south of the city within the environs of Moore's Canyon and the northern slopes of Fisher's Peak, the Fisher's Peak and Allendale neighborhoods, platted in 1952 and 1953 respectively, display dwellings of mid-century style and form (see Recommendations for additional information on these two subdivisions).

Transportation Improvements and Tourism

A highway from Pueblo to Trinidad was one of the first federally-funded highways in Colorado after the 1916 Federal Highway Act established the Federal Aid Primary system of 50/50 split funding for highways. The Colorado State Highway system was established in 1923, and it is from this system that the 1927 U.S. Highway system in the state descended (using pre-existing state highway alignments), followed by the Interstate Highway system in 1961. Through Trinidad, U.S. Highway 85 provided access from the New Mexico state line to Wyoming's from 1927 until the construction of Interstate 25. The 1961 Sanborn map shows U.S. Highway 85 (and U.S. 87, a highway with which U.S. 85 ran concurrently south of Castle Rock) paralleling the right-of-way established by the railroads and passing over north-south city streets, which ran through the Purgatoire River bottomlands and connected the downtown to the northern neighborhoods, by means of steel and concrete overpasses. Highway history online blogger Matthew E. Salek asserts that a few I-25 interchanges were in place in Trinidad by 1962, followed by the freeway itself by 1969. Further work on I-25 in Trinidad has continued in the decades since, with the northbound viaduct through the city completely rebuilt in 2009, and the southbound viaduct completed in 2011, though its alignment has remained largely the same.⁹²

As in cities throughout the country, the impact of the interstate continues to be felt in Trinidad. While it allows for easy transportation into and out of the city, it has also resulted in lasting changes that have altered the urban fabric, such as the erasure of developed blocks as it expanded beyond the alignment of the earlier U.S. Highway, and the demolition of historic structures like the Commercial Street Bridge. However, highway improvements have also necessitated (and funded) most of the cultural resource survey work performed to date outside of the Corazon historic district.



Figure 20. This postwar view west on Main Street shows the three-story Columbian Hotel at the right. SOURCE: postcard view, circa late 1950s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.

Located on a major north-south highway, Trinidad attempted to attract travelers. The 1941 WPA guide to the state noted the Kit Carson Museum was housed in an adobe building at 620 E. Main Street. The attraction displayed “a large collection of pioneer relics and Indian artifacts, and an elaborate hunting coat presented to Kit Carson by a Cheyenne chief.”⁹³ Sanborn maps of the city show early tourist courts and several early area motels are depicted on historic

postcards, including the Derrick, Gateway, Frontier, and Trinidad Motor Inn. One interesting tourist-oriented business (no longer extant) was Paul Nelson's Superior Quality Trading Post (233-39 E. Main Street), which included a food store, delicatessen, stock feed, gas and oil, and a curio and art shop.

Redevelopment and Improvement of Facilities

By 1959 Weld County overtook Las Animas County as the state's leading producer of coal. The continued loss of mining jobs created substantial economic hardship in the city. To mitigate the effects of blows to the economy, the City of Trinidad pursued efforts to revitalize its local economy. Trinidad was selected as a Model City to receive funds for redevelopment and improvement, and more than \$5 million was allocated during 1969-1974 for government projects. The city received housing, infrastructure enhancements, and improvements to the airport and city parks. The city obtained land for a new hospital, a community center, and a park. The initiation of a major low-income housing program in the 1960s and 1970s created infill construction which impacted residential areas south of downtown. Trinidad Industrial Park on the north edge of the city began to be developed. Trinidad State Junior College expanded its facilities, with the completion of a new library, four dormitories, a science building, and a house for its president. In 1977, dedication ceremonies were held for Trinidad Dam, a \$55 million project to control flooding and help farmers manage irrigation.⁹⁴

Dr. Stanley H. Biber

From the late 1960s through the early 2000s, Trinidad was a haven for transsexual people seeking sex reassignment surgery (SRS, also preferred by some to be called gender confirmation surgery), a phenomenon entirely owed to the pioneering work of Dr. Stanley H. Biber. Descended from Russian Jews and born 1923 in Des Moines, Iowa, Biber became a U.S. Army surgeon stationed in Korea during the Korean War and then at Fort Carson near Colorado Springs. In 1954, Biber relocated to Trinidad with his family to work at a newly established United Mine Workers clinic, eventually expanding his practice to serve the larger Trinidad community. Though Biber's practice was largely comprised of everyday, general surgical procedures, his time with the Army in Mobile Army Surgical Hospital units gave him the background and skills to perform surgeries that would have been otherwise relegated to specialists, including plastic surgery. As historian Kathleen Corbett describes:

It was Biber's notable skill in plastic surgery that, in 1969, led a social worker and friend to ask him to perform another type of surgery, this time on her. Although he had known her for some time, Biber was surprised to discover that she had been born male, and that she had been living as a woman and taking estrogen for a long period of time. She had observed his reparatory skill with children who had been born with cleft palates and lips, and she felt he had the necessary qualifications to help her take the next step in achieving a body that fit her gender.⁹⁵

Biber asked for guidance from surgeons at Johns Hopkins University, where gender reassignment surgeries had been performed since 1966. Following the success of that first surgery, Biber's SRS practice grew steadily as his national reputation grew. As Corbett notes, "finding a good surgeon who was also kind and sympathetic was not easy in [the 1960s-70s]."

Biber also helped found the organization now known as the World Professional Association for Transgender Health.

Biber ran for the Las Animas County Board of Commissioners in the 1990s, and, despite becoming the target of disparaging ads by anti-trans opponents, won a seat. As Biber pointed out, his work was an economic benefit for the city, with \$750,000 brought into the community by his SRS patients annually. In 2003, Biber retired after having performed over 6,000 SRS surgeries while maintaining his general surgery practice. He died in 2006.

Corbett's research into Biber's career confirmed two primary sites associated with his groundbreaking SRS practice: the First National Bank Building (100 E. Main Street), where Biber had his offices on the fourth floor; and Mt. San Rafael Hospital, where he performed his surgeries. First National Bank retains its historic integrity to Biber's era of work, but Mt. San Rafael was extensively remodeled in 2018. Due to its integrity and direct association with the nationally significant practice of Dr. Biber, the First National Bank Building may be eligible for National Historical Landmark nomination.⁹⁶



Figure 21. Local efforts created the Old Baca House and Pioneer Museum in the 300 block of E. Main Street in 1955. It became a state museum in 1960. SOURCE: postcard view, circa 1950s-1960s, Tom and Laurie Simmons historic postcard image collection, Denver, Colorado.

Continuing Interest in Heritage Tourism and Historic Preservation

In the 1950s and early 1960s the Trinidad Historical Society and the Colorado Historical Society (now History Colorado) became major participants in the effort to preserve the city's history and architecture. The Old Baca House and Pioneer Museum opened in 1955 under local management. The Colorado Historical Society acquired the facility as one of its regional museums in 1960 and the following year added the adjoining Bloom Mansion. History Colorado's Trinidad History Museum and its components now occupy a full city block in the 300 block of E. Main Street and include the Baca House, the Bloom Mansion, Barglow Building, and Santa Fe Trail Museum.⁹⁷ Local efforts also produced a survey of buildings in and near downtown of Trinidad in 1970 and a 1973 National Register of Historic Places nomination for the Corazon de Trinidad Historic District. The nomination described the 130-acre area as significant for its history and architecture.

Trinidad in the Late Twentieth and Early Twenty-First Centuries

City Annexations: 1970s and Later

According to Assessor data, further platting of additions and subdivisions did not pick up again until the 1970s, many of which were industrial parks. One example of a later residential area, the Bella Vista Addition, is located between the Santa Fe Railroad North Addition and I-25 and was not platted until 1974. A mix of older homes dating to the early twentieth-century and single-family dwellings that date from 1976 and later, Bella Vista also has a large concentration of multi-family public housing units from the ca. 1970s. One later subdivision that has cohesiveness to its era is Trinidad Heights at the western edge of the city (west of the Santa Fe Railroad West Addition, encompassing Shoshone and Arakaraw streets between Atchison, Stonewall, and Lawrence). Platted in three separate filings in 1994 and 1995, residences in Trinidad Heights were constructed almost entirely in the late 1990s and early 2000s, according to Assessor data.

The 1907 map of the city shows several platted subdivisions as well as the Catholic and county cemeteries outside of the then city limits to the east and north of the downtown. This general area would remain outside of the city limits until 1983, when Trinidad undertook several annexation efforts. Annexed areas include what is now Garcia Cemetery, the Catholic Cemetery, and several thousand acres of land to the east and north of the city core. While some platting and construction has taken place, the area remains almost entirely undeveloped. The same can be said of the annexed areas to the south, although east of the 1950s Allendale subdivision a few dozen additional residences have been built and to its west the Fisher's Peak Elementary School was constructed within the last few decades. To the north along the east side of I-25 is a new area of industrial and warehouse buildings.

Renewed Emphasis on Economic Stimulus, Tourism, and Investment

In 1990 Trinidad antiques dealer Liza Baker gave her assessment of the downtown commercial area: "This is really depressing: Here's Trinidad, the gateway to Colorado from the south. Main Street is nothing but empty storefronts. We had 21 businesses close in the past year, and we have no industry."⁹⁸ Baker supported limited stakes gambling as one means of reinvigorating the local economy. Following the approval in 1990 of limited stakes gambling in Cripple Creek, Central City, and Black Hawk, efforts were made to extend it to other Colorado communities. Initiated proposals to permit gambling in Trinidad and Manitou Springs were defeated by Colorado voters in 1994.⁹⁹

The Trinidad Urban Renewal Authority (TURA) and the Trinidad Housing Authority (THA) have emerged as significant landowners in the city, controlling large numbers of parcels. TURA was established in 1964, operated through the 1970s, and was briefly active in the 1990s. In 2014 the City Council reestablished the organization to stimulate commercial development.¹⁰⁰ THA dates to 1960 and is governed by a five-member board of commissioners and an executive director. Its mission is to provide affordable housing options for lower income families. The organization constructs and operates housing units throughout the city.

Tourism and recreation played an increasingly important role in Trinidad's economy in the late twentieth and early twenty-first centuries, with preservation of the city's historic buildings

serving as a key to the area's heritage tourism. In 2000 Colorado Preservation, Inc., recognized the Corazon de Trinidad Historic District as one of Colorado's Most Endangered Places. The Corazon National Register historic district and adjacent areas were intensively surveyed in 2001-02 under a State Historical Fund grant. The local Main Street Group initiated the project, realizing that existing documentation did not adequately address the history and architecture of the component buildings. The survey found that ten resources previously recorded within the district were no longer standing, including many substantial two-story brick commercial buildings destroyed in fires. Among the lost buildings were the two-story Telephone Building and Quilich Building and three-story Saddlerock Building.

In 2015 the city adopted a historic preservation ordinance, created a historic preservation commission, and became a Certified Local Government (CLG), a program administered by History Colorado for the National Park Service. The Corazon de Trinidad Creative District was designated in 2017 to support the art scene and stages such events as Artocade and the Trinidaddio Blues Fest. The opening of the first portion of Fishers [sic] Peak State Park in 2020 is viewed as a boon to the local economy. The 19,200-acre park lies south-southeast of Trinidad and extends to the New Mexico border.

During the 2010s and early 2020s, several Denver developers discovered Trinidad. Dana Crawford, who saved Denver's Larimer Square in the 1960s, owned ten buildings in the Corazon historic district by 2019 through her Urban Neighborhoods, Inc. Crawford commented on the city's appeal: "When I first drove into Trinidad and saw the grand Victorian buildings and brick streets I just fell in love with it. I like to work in communities with a sense of place and Trinidad definitely has that."¹⁰¹ Kayvan Khalatbari, a Denver restaurant, cannabis, and consulting entrepreneur, also owns ten buildings in Trinidad. He noted Trinidad's diversity and hoped the city could avoid "hyper-capitalization" and gentrification, remarking that "one of the reasons I moved here is to see this town that has so much potential, but hasn't had the investments, come to life while avoiding that sort of an outcome."¹⁰² Trinidad native and Colorado Springs auto dealership owner Jay Cimino has also invested millions in redevelopment projects in Trinidad through the La Puerta de Colorado effort and other projects.

Marijuana Legalization

In 2012, Colorado voters passed Amendment 64, which legalized recreational marijuana. Over the next two years, the state government passed several bills to regulate the new industry which was set to begin selling marijuana legally on New Year's Day, 2014. Trinidad was one of several cities which chose to allow marijuana dispensaries to set up shop. Since 2014, marijuana retail has been a major economic boon for the city, particularly due to its state border location on a major highway, which allows easy access for marijuana shoppers from nearby states where the drug is not legal. An analysis of statistics from the Colorado Department of Revenue's Marijuana Enforcement Division in a 2018 *High Times* article indicates that Trinidad has one dispensary for every 352 residents, ten times the number of dispensaries per capita as Boulder or Denver.

The legal marijuana market has undoubtedly helped to revive Trinidad's downtown area, and is credited by some as a factor in the city's burgeoning arts scene. While marijuana taxes have helped the city coffers (making up over 19 percent of its 2017 general fund), the industry has

had a visual impact on some historic buildings within the Corazon historic district, with large signage and storefront changes. Concern over the dependence of the local economy on the industry, coupled with the recent legalization of marijuana in New Mexico, set to begin a regulated market in 2022, does raise questions as to the viability of the marijuana boon in Trinidad.¹⁰³

Potential Property Types

Potential property types noted in the windshield survey appear to include those commonly found in a city as historically large and diverse as Trinidad. Survey efforts completed in the areas of the city outside the Corazon tend to be scattered, more cursory, and older, thus a comprehensive listing of resource types is not available. The types identified in the windshield survey are based primarily on apparent functional uses for the role they played in the history and development of Trinidad. The functions of some properties may not be outwardly apparent in the context of a windshield survey. Property types help link concepts in historic contexts with actual historic properties that illustrate those ideas. As community surveys systematically recording areas outside the Corazon occur, the information collected will serve to refine and expand the city's historic context.

Residential-Single Family. Most of the areas examined by the windshield survey were residential in nature and contained single-family, detached dwellings. The houses varied greatly in terms of scale, period of construction, and architectural style or building form. Most residential sections display development occurring over several decades, while a few postwar subdivisions reflect narrower construction ranges (such as Fisher's Peak to the south).

Residential-Multi-Family. Examples of multi-family buildings were found in relatively small numbers in scattered locations. A few examples lie east of the downtown area close to E. Main Street, including the large two-story brick apartment building at 605 E. Main Street and a two-story brick apartment at 109 S. Spruce Street. A two-story stone apartment building stands at 500 University on the west side.

Commercial. Commercial uses include general business pursuits of all types, such as retail stores, service firms, and offices. The intersection of Pine Street and Nevada Avenue comprises a small commercial node containing three, two-story commercial buildings, with retail stores on the first story and a fraternal hall or apartments on upper stories. The southeast corner of this area is within the Corazon National Register Historic District. Commercial buildings are also found along E. Main Street, east of the downtown, and includes a two-story brick building at 600-04 E. Main Street.

Other commercial resources are more scattered in outlying areas, some along former streetcar routes. The 800 block of Arizona contains abutting one- and two-story businesses (Arizona Liquors), and a one-story commercial building at 111 E. Kansas Avenue, now housing the Trinidad Beer, Liquor and Wine Depot. The Santa Fe Railroad North Addition includes an embedded two-story, corner commercial building at 1301 San Pedro Street and the one- and two-story Ruscetti Grocery at 1210 San Pedro Street. The Amato Lumber Yard occupies a quarter of a city block at the southwest corner of Godding and Rosita.

Governmental/Community. Most governmental functions appear to be concentrated in the Corazon area. Only two governmental resources were observed: the Trinidad Fire Department Station Number 2 (1102 Nevada Street) and a former city waterworks pumping station (west of the intersection of Garfield and Washington). The historic San Rafael Hospital is no longer standing; the existing building includes a Formalist-style older part and a more recent northern addition. The former Trinidad State Nursing Home in the northeast sector dates to 1957 and may have an interesting history as a state facility.

Religious. A number of historic churches were noted in the outlying areas of the city, some of which are already listed in the National Register: First Baptist Church (807 San Pedro Street), First Christian Church (200 S. Walnut Street), Zion Lutheran Church (510 W. Pine Street), and the First Methodist Episcopal Church (southeast corner of State and W. Broom). Our Lady of Mt. Carmel on the west side is listed in the State Register. Undesignated religious properties include: Holy Innocents Catholic Church (123 W. Colorado, formerly Trinity Episcopal Church); Church of the Nazarene (northeast corner of Stonewall and San Juan); First Church of Christ Scientist (317 W. Pine Street, now part of TSJC); and St. Paul's Baptist Church (433 University). Non-church religious resources included the Mr. Carmel church hall on the west side and the Ave Maria Shrine (412 Benedicta Avenue) in the northeast corner of the city.

Educational. This category embraces both kindergarten through senior high school and college resources. The entire Trinidad State Junior College campus, recommended as a high priority for survey, includes several college building types, such as classrooms, administration, student center, library, gymnasium, and dormitories.

A number of Trinidad's historic elementary schools in outlying areas are no longer extant, including Santa Fe (southeast corner of San Pedro and Frost), Park Street (612 Park Street), Columbian (1021 S. Pierce Street), and Centennial (215 W. Broom). The massive, original Trinidad High School (now a middle school) was erected about 1910 with 1922 wings and occupies an elevated site on the west side of the town. The two-story, brick Mt. Carmel parochial school still stands at 513 Alta Street. On the east side of downtown are the National Register-listed East Street School and Rice Junior High School (a contributing resource within the Corazon historic district).

Social/Recreational/Entertainment. Most entertainment venues are located within the downtown area. The windshield survey noted two public parks in peripheral areas: Kit Carson Park to the northwest and Central Park to the southwest. The 1915 Trinidad Country Club (now the Trinidad Golf Course) lies to the southwest between Interstate 25 and Santa Fe Trail. The current Trinidad High School gymnasium on the north side of Stonewall Avenue is an interesting example of a building incorporating a geodesic dome.

Transportation Related. This category includes a gamut of resources associated with vehicular and railroad transportation. Roadside accommodations and services include motels, service stations, auto dealerships, garages, drive-in restaurants, and allied resources. Historic motels include the Trails End Motel (616 E. Main Street); the Trinidad Motor Inn (Trinidad Inn and Suites) at 702 W. Main Street; and the former Derrick Motel at 10301 S. Santa Fe Trail. Sanborn fire insurance maps show a few examples of tourist courts in the northwest section of the city along North Avenue, but they do not appear to be extant.

The Cooke Motor auto dealership occupies a large, two-story building at 418 E. Main Street. A good example of a porcelainized-metal, oblong box service station stands at 766 N. Commercial Street. A possible garage, with an arched-roof and stepped parapet, is located at 816 S. Oak Street. Lee's Bar-B-Q at 825 San Pedro Street is surrounded by parking and appears to be an example of a post-World War II drive-in restaurant.

Railroad-related resources include two depots: the Colorado & Southern Railway (516 E. Elm Street) and the Denver & Rio Grande (223 N. Chestnut Street). Other railroad resources may be present along the railroad tracks.

Industrial. It appears that most historic large-scale examples of industrial facilities along the river and railroad tracks are no longer extant. The large brickyard kilns on the north edge of town, for example, were recently demolished. Only a few identifiably industrial buildings were encountered in the windshield survey, including the remnant of the Trinidad Electric Transmission, Railway, and Gas Company artificial gas plant at the northeast corner of Elm and Oak Streets and a former saddle factory at 123 W. Pine Street.

SURVEY PRIORITIES

This section of the plan presents the survey priorities for the identified subareas of the city and the recommendations and conclusions from the examination of the Corazon de Trinidad National Register Historic District.

Corazon de Trinidad Historic District Assessment and Recommendations

The Corazon de Trinidad Historic District remains a strong historic district, but the developments in the northern part of the district described earlier are concerning. The 1970 survey feared the loss of significant historic resources within the Corazon and asserted: “We emphatically do not want to see appreciable numbers of these [historic] buildings further degraded by so-called ‘modernization,’ or mindlessly destroyed to make way for yet another parking lot or a building of less beauty and less basic integrity than that of the existing structure (as is so often the case in renewal projects.)”¹⁰⁴ It is a testimony to the depth and strength of the district that it maintains its significance despite more changes since the 2001-02 survey. Some of the recommendations contained in the survey report remain valid today.

Design Guidelines

The 2001-02 report suggested that the City assess proposed changes within the district:

Preparation and adoption of design guidelines for the Corazon de Trinidad Historic District should be considered at the earliest opportunity. Design guidelines provide an analysis of the existing features of an historic area and offer recommendations regarding appropriate considerations for changes to existing resources and for new construction. Included in such studies are guidelines for building design, such as height, setback, width of facades, storefronts, roof form, architectural details, and building materials. In addition, guidelines are formulated for improvements in public areas, including streetlights, trees, sidewalks, street furniture, planters, and parking lots. Design guidelines can be followed on a voluntary basis or they can be made a mandatory part of the building permit process.¹⁰⁵

At present the Landmark Preservation Commission is empowered to review changes to locally designated landmarks: “No person shall carry out or permit to be carried out on a designated landmark property any new construction, alteration, removal or demolition of a building or other designated feature without first obtaining a landmark alteration certificate for the proposed work.” Individually listed National or State Register properties (which are not local landmarks) “may be subject to notice and hearing requirements prior to the issuance of a building permit for any proposed building alteration involving a significant change to a building’s exterior appearance, building removal or building demolition. The purpose of the meeting shall be to review the proposed alteration with the applicant and, if warranted, discuss alternative designs, materials and actions with the applicant which would better preserve the

historic character of the property.” The HPC role is advisory only for the latter resources. We suggest that the city might consider making HPC review mandatory for significant changes to any resource within the historic district boundary.

Period of Significance

The issue of the district’s period of significance (POS) is not an academic exercise but one with real world impacts for building owners and would-be developers. The 1973 National Register nomination did not articulate a POS. The National Park Service later inferred a POS ending in 1924. A 1924 ending year for the POS clearly does not capture the historical or architectural significance of the district and leads to many significant, intact buildings classified as noncontributing. This impacts owners’ efforts to secure federal rehabilitation tax credits. Several large commercial and social buildings were erected in the mid- to late-1920s through the 1940s, as well as many fine examples of automotive-related resources. A re-evaluation of the district should consider extending the ending date of the POS to remedy this situation so that incentives for the preservation/rehabilitation of these resources are available to their owners.

District Boundary

The 2001-02 survey did not recommend revising the historic district boundary. This issue should now be re-visited. As originally drawn, the Corazon district included areas between the developed downtown and the river that were vacant or sparsely developed. In 1973 the prospect of development/redevelopment of these areas may have appeared unlikely, and their inclusion within the boundary had little impact. Now some new construction has occurred and more may be forthcoming. Each new building or other resource comprises an additional noncontributing resource within the district and a diminution of its overall historic integrity. A re-evaluation of the district should examine the boundary, which might warrant being contracted in certain areas.

Revised National Register District Nomination

The 2001-02 intensive survey recommended revising the existing 1973 National Register nomination for the Corazon:

The existing National Register Historic District nomination should be amended to extend the period of significance to 1939. The revised nomination would include a list of all buildings identified with contributing/noncontributing status, a map showing the boundaries of the district and locating the individual resources and their status, photographs of representative buildings and streetscapes, and an expanded description of the district’s architecture and its historical development. The revised document would be more useful for planning decisions, as a general educational tool, and when evaluating tax credit applications than the current form.

We endorse the above proposal and believe that it might be reasonable to extend the POS to at least 1950. The re-evaluation would require some level of survey to ascertain the current status of all resources and an assessment of contributing status in light of the revised POS. Given the early date of the existing nomination, it is likely that History Colorado and the National Park

Service would require an entirely new document that reflects current standards of documentation.

Identification of Subarea Survey Priorities

Using the survey database, the results of the limited windshield survey, background provided by the historic overview, and public input, we developed survey priorities. The survey priorities were informed by potential significance, a desire to include a variety of resource types, and preliminary assessments of historic integrity. Generally in assessing survey priority for subareas of a city, apparent historic integrity is given significant weight. The criteria we used to assess integrity were presented earlier in chapter 2. Funds for survey projects are limited and are generally targeted to areas displaying the greatest perceived potential for designation as historic districts. In implementing priorities the City may want to factor in other considerations, such as likely development threat and/or substantial citizen interest in a neighborhood.

Ranking of Subareas for Future Survey Efforts

The areas examined were categorized by survey priority, with rankings driven by historic integrity and potential significance assessments. Based on the windshield survey, three areas were assigned as high priority, two moderate; and five low, as follows and as shown in Figure 22:

- High Priority: C.P. Treat's North Side Addition; Southeast of the Corazon; and Trinidad State Junior College Campus
- Moderate Priority: Taylor and Robinson Addition and Fisher's Peak Subdivision
- Low Priority: Santa Fe Railroad North Addition, Santa Fe Railroad West Addition, M.D.G. Baca Addition, James Addition, and Allendale Subdivision.

Note that in some cases the initial boundaries of the subarea were adjusted based on the results of fieldwork. For example, the Allendale/Fisher's Peak subarea was split into two parts, one for each historic subdivision, as fieldwork found that Fisher's Peak retained better historic integrity than Allendale. Similarly, the area south and east of the Corazon was reduced to a smaller area southeast of the district, and C.P. Treat's North Side area was expanded in some areas and slightly decreased in others. These changes with accompanying maps are discussed in more detail below.

While we are comfortable with perceived differences between the top and bottom ranked areas, sometimes the differences between rankings are relatively small, particularly for the areas assessed as having moderate integrity. The City may want to weigh other factors, such as potential development threat, number of resources, dates of development, and/or substantial citizen interest, in arriving at survey decisions. The subareas examined in the windshield survey are discussed below in order of recommended survey.

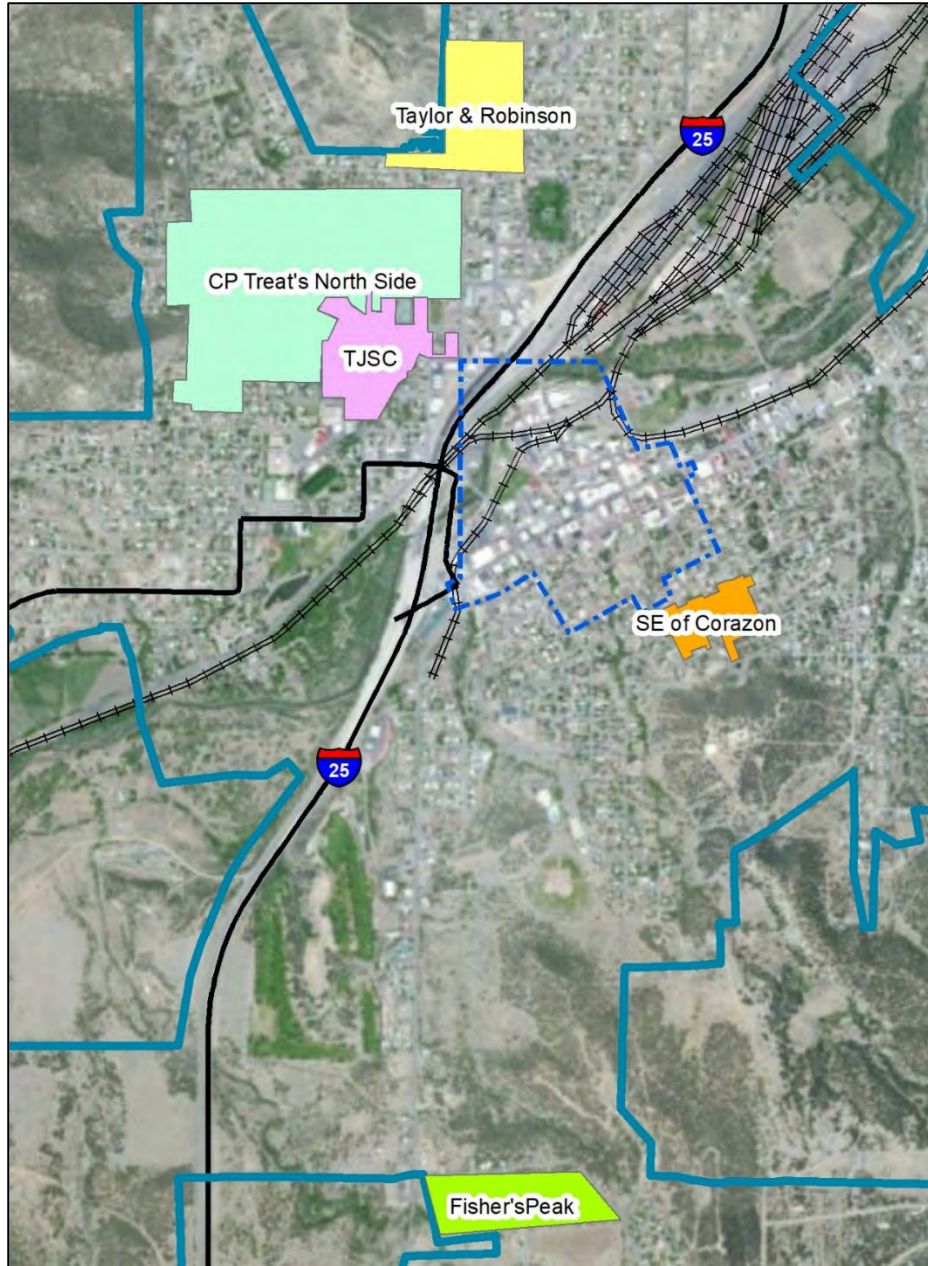


Figure 22. This map shows the areas recommended for future survey as well as the boundary of the Corazon de Trinidad National Register Historic District (blue dot-and-dash line).

High Priority Areas

C.P. Treat's North Side Addition. C.P. Treat's North Side Addition is one of the largest cohesive historic residential areas in Trinidad, encompassing 467 parcels bounded approximately by Topeka Avenue at the north, Alta Street at the west, the south side of Park Street to the south, the Trinidad Junior State College campus at the southeast, and the east side of Arizona Avenue at the east. The plat date of the addition is unknown, but it does appear on an 1890 Sanborn fire insurance index map of the city. Grassy medians are a noted feature on Colorado Avenue, the subdivision's primary east-west street, as well as for a short stretch on north-south running Alta Street.

The windshield survey revealed a high level of historic integrity within the addition, with homes representing a wide range of architectural styles from the late-nineteenth through early-twentieth centuries that reflect the growing prosperity of the city and its residents during this era, including Queen Anne, Mediterranean Revival, Dutch Colonial Revival, Tudor Revival, Pueblo Revival, and Craftsman. As such, this subdivision is recommended as a high priority for survey in order to document its historical development, excellent examples of residential architecture, and potential for historic district designation. Two houses within the area are already listed in the National Register: the 1925 Frank Latuda House at 431 W. Colorado Avenue, noted for its Mediterranean Revival style designed by the architecture firm Rapp, Rapp and Hendrickson; and the 1905 Aultman House at 711 W. Colorado, considered significant for its association with the local commercial photographer Oliver E. Aultman and its Queen Anne style.

We recommend that the survey area should be slightly smaller than the addition's plat boundaries (see table and figure) due to issues of integrity and the overall cost of surveying a large number of properties. Due to degradation of the historic integrity of homes along Topeka Avenue and larger pockets of later (ca. 1970s) buildings along that street, the survey area's north boundary would terminate at the north edge of the parcels along the north side of Baca Street. Furthermore, though the addition juts to the east as far as Arizona Avenue, the more commercial-oriented nature of the eastern edge of the addition lends itself to a more natural boundary of the residential survey area as the west side of Nevada Avenue. However, on the west side, the recommended survey area extends past the addition boundary to include the west side of Alta Street in order to capture the historic houses with high integrity on that edge. The total number of parcels within the recommended survey area is 398.

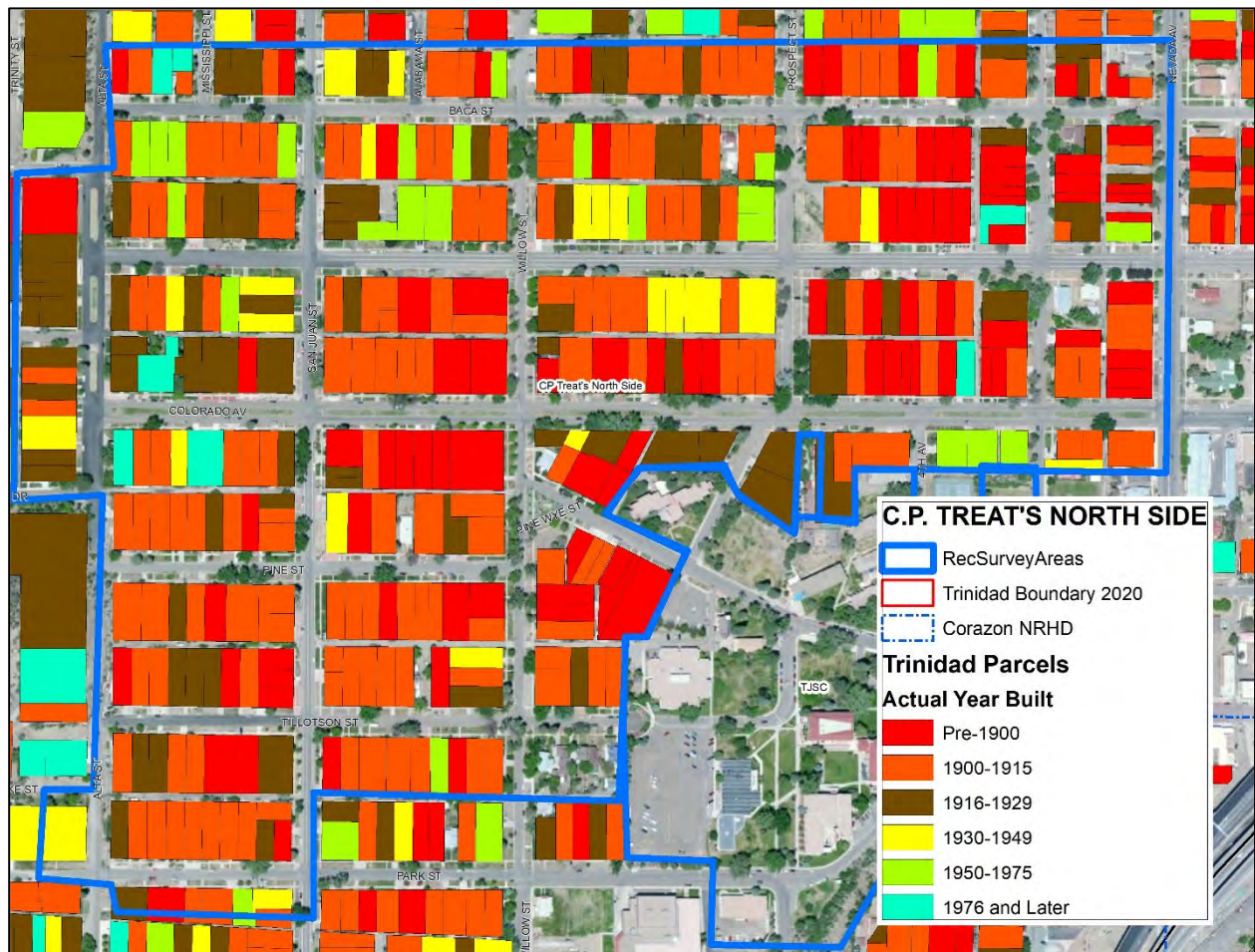
According to available Las Animas County Assessor's data, the years of construction for the recommended survey area's buildings range from 1879 to 1998, with the large majority built between 1900-1915. The average square footage of buildings in the area is 1,634, and the average parcel acreage is 0.179. However, it should be noted that there is some missing data, with twelve parcels lacking construction information in the Assessor's records.

Due to the addition's wide range of architectural styles and house sizes, as well as multiple spans of time represented in the years of construction, the recommended survey approach for C.P. Treat's is a comprehensive survey of the recommended area with a ratio of intensive survey to reconnaissance survey of 20:80, which is higher than the 10:90 ratio typically recommended for large survey areas.

**C.P. Treat's North Side Addition Recommended Survey Area
Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	94	24.4%
1900-1915	164	42.5%
1916-1929	75	19.4%
1930-1949	22	5.7%
1950-1975	24	6.2%
1976 and Later	7	1.8%

NOTE: Year built data is not available for all parcels for this and other areas.



The proposed survey area for the C.P. Treat's North Side Addition is indicated by the dark blue line.

C.P. Treat's North Side Addition Survey Area: Example Properties and Streetscapes



726 Baca St



W 200 Block of Baca St



W 500-600 Block Colorado Ave, N side



W 700 Block Colorado Ave, N side



831-833 W Kansas Ave



1017 San Juan St

Southeast of the Corazon. Residential areas south and east of the Corazon Historic District were examined, from the district boundary east to Oak Street and Denver Avenue and south to Washington Avenue. This part of Trinidad includes the southern part of the Original Townsite and Lindsay and Mahin’s Addition (plat date unknown, pre-1907) and includes more than five hundred parcels. The 2001-02 intensive survey proposed that “an intensive survey should be conducted in the area adjacent to the southern boundary of the Corazon de Trinidad Historic District to determine if there is potential for an appropriate expansion of the district or whether a separate residential district exists.”

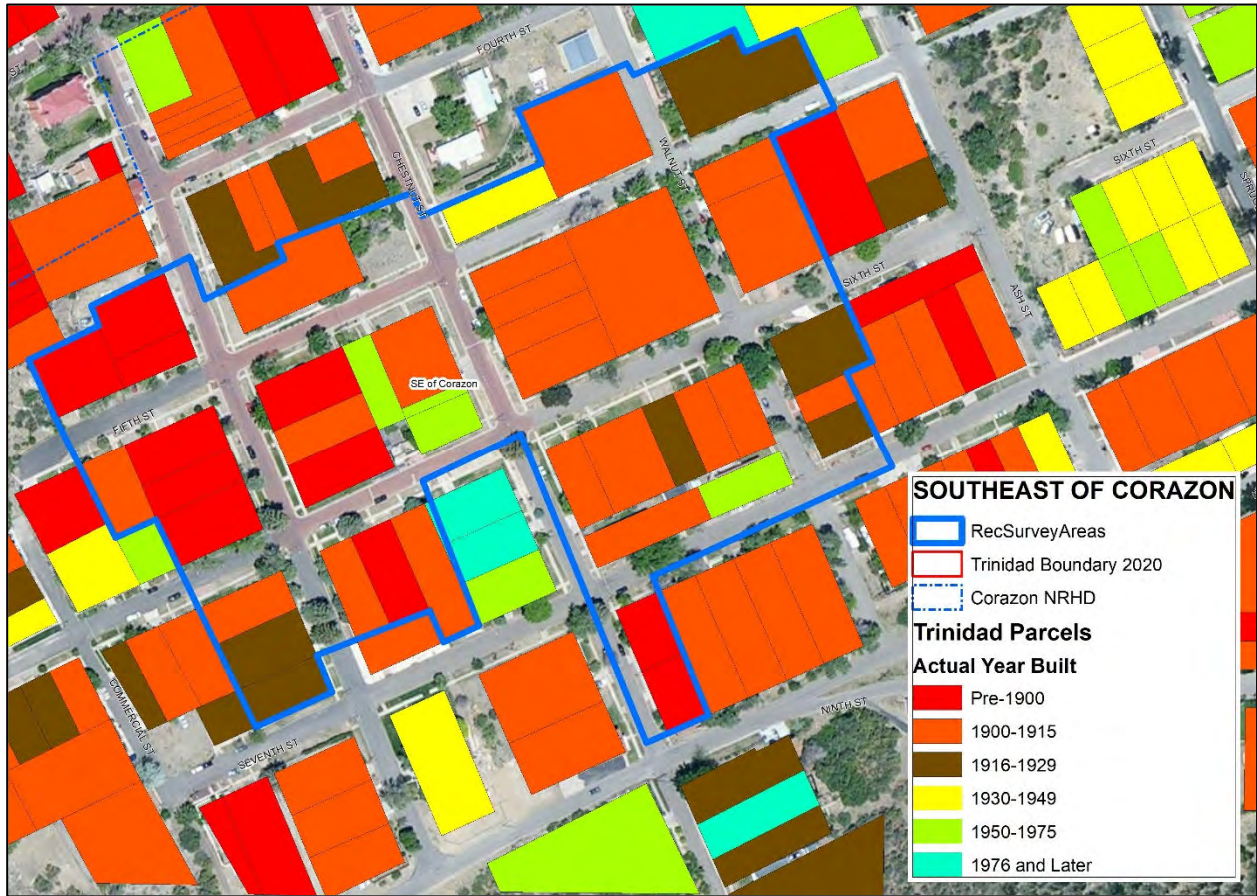
The entire area contains pockets of contributing buildings, but these are interspersed with areas of greatly altered dwellings and newer construction. For example, the west faceblock of Ash Street between 2nd and 3rd Streets is quite intact, but it is an island. Later construction includes a number of Trinidad Housing Authority developments, including isolated units and full-block undertakings. Alterations noted on dwellings included wall re-cladding, window and door replacement, porch alterations, and additions. These changes impact the historic integrity of the area. In addition, newer construction is more common along the eastern and western edges.

The windshield survey concluded that a smaller area to the southeast of the district held a high potential for future survey (see table and figure). The irregularly shaped potential survey area is contained within a rectangle bounded by 4th Street on the north, Ash Street on the east, 8th Street on the south, and Commercial Street on the west. This area contains forty-six parcels. Of parcels displaying reported construction dates, 84 percent were constructed in the late-nineteenth or early-twentieth centuries. More than half were constructed between 1900 and 1915. The eastern part of the area features brick streets. The area is residential in character, containing large- and small-scale dwellings, from one-story to two-and-a-half stories. Architectural styles and building forms present reflect the eras of intense development and include Craftsman, Foursquare, Queen Anne, Edwardian, Bungalow, and Classic Cottage.

For the same reasons articulated for the C.P. Treat’s North Side Addition, a ratio of intensive survey to reconnaissance survey forms of 20:80 is recommended for the area southeast of the Corazon. Although History Colorado typically suggests a 10:90 ratio for large survey areas, this area’s intense development during the late-nineteenth and early-twentieth centuries resulted in a wide range of architectural styles (a fair number of which likely were architect-designed), which merit intensive documentation. Given the scale of the residences, early residents probably included individuals significant to the commercial, industrial, and civic history of Trinidad. This area is not contiguous to the existing National Register historic district, and, if survey efforts conclude a potential historic district is present here, it likely would be a standalone one, rather than an expansion of the Corazon.

**Southeast of the Corazon District Recommended Survey Area
Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	11	28.9%
1900-1915	21	55.3%
1916-1929	4	10.5%
1930-1949	1	2.6%
1950-1975	1	2.6%
1976 and Later	0	0.0%



The proposed survey boundary for the area Southeast of the Corazon historic district is indicated by the dark blue line.

Southeast of the Corazon Survey Area: Example Properties and Streetscapes



600 block S. Chestnut (east side)



600 block S. Maple (east side)



600 block S. Walnut (east side)



715 S. Maple



603 and 605 S. Maple



108 E. 5th

Trinidad State Junior College Campus. Buildings on the Trinidad State Junior College (TSJC) campus were surveyed in 2001 as part of a statewide survey of all community college facilities. The windshield survey concludes the campus as a whole might comprise an eligible National Register historic district significant for its association with higher education and for its architecture. Classes at TSJC began in 1926, and Depression-era public works programs added new buildings to the campus. The postwar era saw further expansion in the 1960s and 1970s. The hilly terrain, landscaping, and curving walkways add interest to the campus.

When surveyed in 2001, a number of buildings were not yet fifty years old. The survey report raised the possibility of a campus historic district, noting that the buildings then considered noncontributing due to age might be reassessed as contributing “as they reach 50 years in age so long as their current appearance and integrity is maintained.” We believe the brief “architectural context” section of the survey report misconstrues National Register requirements for architectural significance in arguing that the campus buildings of recent construction and simple design, are not “the only examples we have of their design and style in Colorado,” are “not unique,” and are not associated with a master architect or builder. The earlier points do not reflect National Register criteria for evaluation (i.e., “only examples” and “unique”), and the report contains no discussion of the architects or builders who were involved in campus construction.

Twenty years have elapsed since the previous survey, and History Colorado recommends that older surveys be periodically updated. Today, nearly all TSJC buildings are more than fifty years old, and the fifteen campus buildings merit an intensive survey of all of its buildings (all 1403 forms) and landscape, a current eligibility assessment prepared using accepted National Register standards, and an adequate historic context (see table and figure). The significance of identified architects and builders who created the buildings should be addressed as part of this study.

**Trinidad State Junior College Campus Recommended Survey Area
Buildings by Era of Construction**

Date Range	Number of Buildings	Percent of Buildings
Pre-1940	1	6.7%
1940-1959	3	20.0%
1960-1969	9	60.0%
1970 and Later	2	13.3%



The entire campus of Trinidad State Junior College is proposed for future survey.

Trinidad State Junior College Survey Area: Example Properties and Streetscapes



Berg Hall



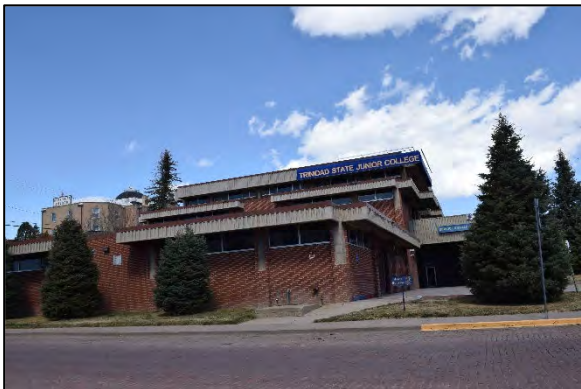
Dormitories



Sullivan Center



Scott Gymnasium



Banta Building



Latuda Hall

Moderate Priority Areas

Taylor and Robinson Addition. The southern part of the Taylor and Robinson Addition was examined, an area bounded by Godding Avenue on the north, San Pedro Avenue on the east, Topeka Avenue on the south, and the west blockface of Nevada Avenue, as well as a short panhandle of properties on the north side of Topeka Avenue west of Nevada. The portion of the subdivision north of Godding Avenue appeared to display more alterations and a greater mix of more recent construction.

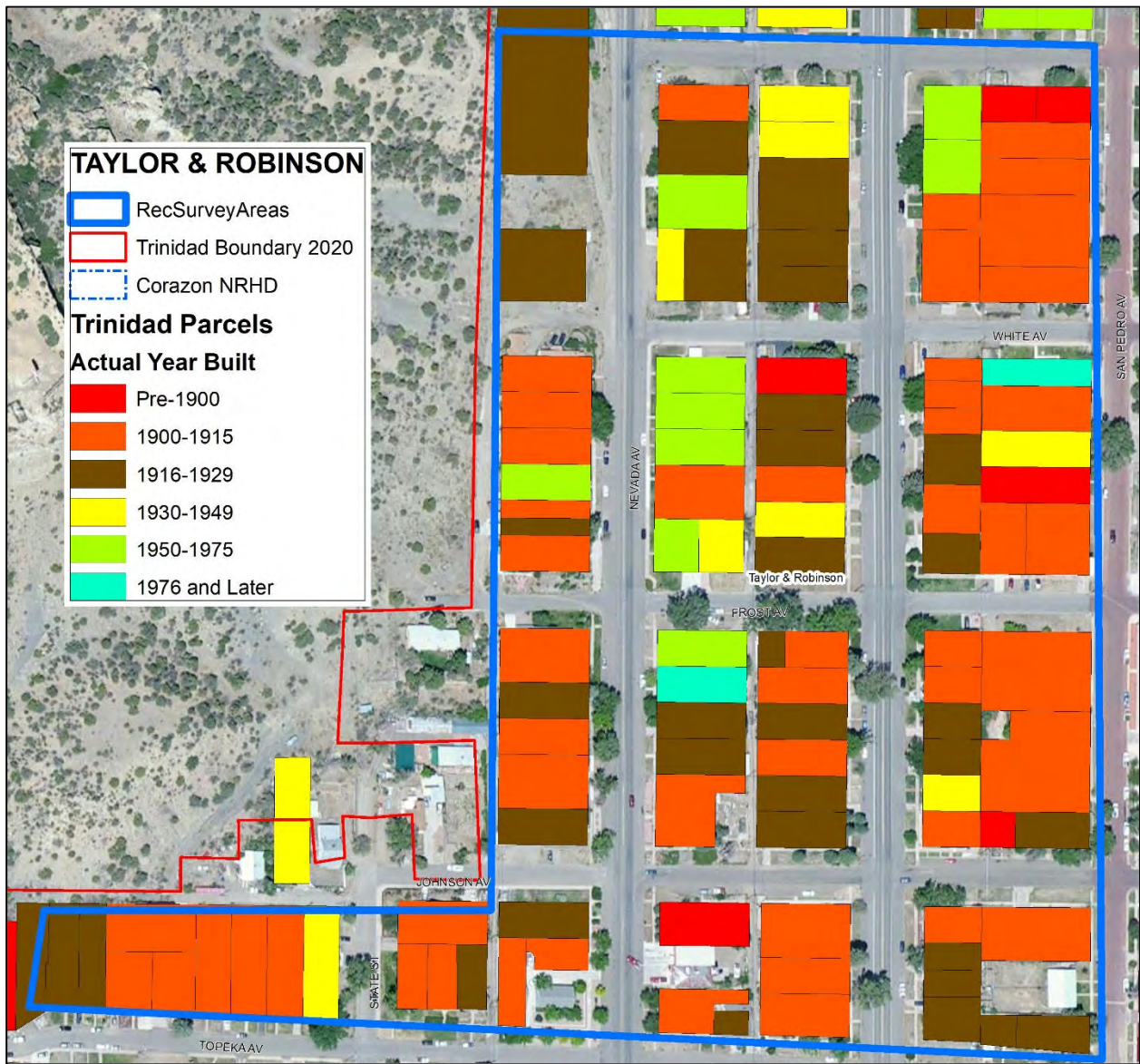
The addition is overwhelmingly residential, encompassing frame, brick, and stone dwellings in a variety of architectural styles and building types, including Victorian, American Movements, Classic Cottage, Bungalow, Dutch Colonial Revival, Craftsman, Foursquare, and Edwardian. It appears that relatively little development occurred in the southern part of the addition in the nineteenth century. Most buildings date to the early twentieth century: 77.5 percent were built between 1900 and 1929. San Pedro Avenue on the east edge of the area features brick street paving.

The area contains several examples of individual houses which appear significant architecturally, such as 1111 Arizona Avenue, 1211 Nevada Avenue (National Register listed in 2014), 1101, 1213, 1217, 1413, 1417, and 1513 San Pedro Avenue, and 423 Topeka Avenue. Two potentially significant non-residential buildings are embedded in the area: city fire station number 2 (1102 Nevada Avenue) and a two-story, corner, brick commercial building (1301 San Pedro Avenue).

The potential survey area contains some clusters of post-World War II construction and noncontributing elements but retains sufficient historic integrity to warrant survey. The area of the addition south of Godding Avenue is recommended as a moderate priority for future survey (see table and figure). We a 10:90 mix of intensive/reconnaissance survey forms is adequate to survey the area.

**Taylor and Robinson Recommended Survey Area
Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	6	5.5%
1900-1915	50	45.9%
1916-1929	34	31.2%
1930-1949	8	7.3%
1950-1975	9	8.3%
1976 and Later	2	1.8%



The proposed survey boundary for the Taylor & Robinson addition is indicated by the dark blue line.

Taylor & Robinson's Addition Survey Area: Example Properties and Streetscapes



West side Arizona, north of Topeka



1111 Arizona



1513 San Pedro



1300 block Nevada, east side



423 Topeka



1102 Nevada

Fisher's Peak. Fisher's Peak was platted in 1952 and features 47 parcels built between 1951-1988. Although Trinidad's population declined during the Postwar period due to the closure of local coal mines, Fisher's Peak and neighboring Allendale concurrently expanded the city's boundaries to the south. Most of the homes in Fisher's Peak are along east-west running Nona Avenue. Although the parcels on Nona Avenue's south side extend to Garfield Avenue, none face that unpaved street. The houses at the north edge of the neighborhood face Saddle Road, with an east-west alley between them and the houses on Nona Avenue's north side. The northwest corner of the subdivision features the KCRT radio station and signal tower; curving Radio Drive accommodates additional residences. Parcel sizes are larger than those found in older areas of the city, with an average size of 0.359 acres, and an average building square footage of 1,782.

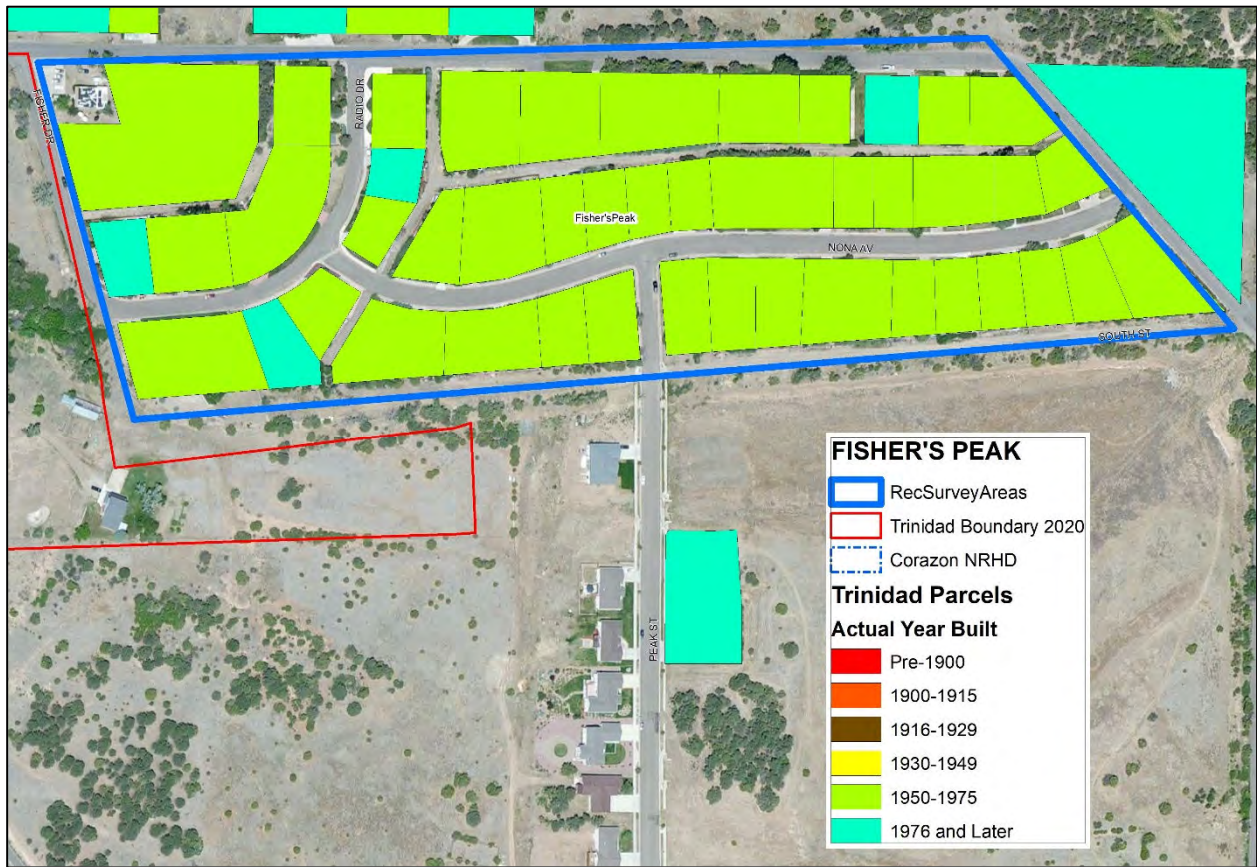
The results of the windshield survey indicate this small subdivision has a good collection of mid-century residential architecture reflecting common forms of the period, mainly low-slung ranches and split-levels. Several display modern movement styling, such as dramatically pitched, asymmetrical roofs. Historic integrity appears to be high. Due to these findings, Fisher's Peak is recommended as a moderate priority for survey so that this area of Trinidad's later residential architecture may be documented and evaluated for possible preservation efforts (see table and figure). Threats to integrity appear to be low at the moment, with very few alterations noted during fieldwork. However, as seen in neighboring Allendale, this may change in the future as demand for more square footage increases.

According to the Assessor's data, the majority years of construction in the subdivision are contained within a relatively tight time period of 1951-1966. Two parcels in the subdivision lack data with the Assessor, including the KCRT radio station.

Due to the apparent high integrity, small parcel total, short construction period, and relative lack of variety of house forms and styles, we recommend surveying Fisher's Peak with the typical 10:90 ratio of intensive to reconnaissance level of survey, which should adequately capture the addition's developmental history and architectural variety for effective preservation evaluation.

**Fisher's Peak Recommended Survey Area
Parcels by Era of Construction**

Date Range	Number of Parcels	Percentage of Parcels
1951-1954	22	48.9%
1955-1960	1	2.2%
1961-1966	16	35.6%
1967-1971	2	4.4%
1976 and Later	4	8.9%



The proposed survey boundary for the Fisher's Peak subdivision is indicated by the dark blue line.

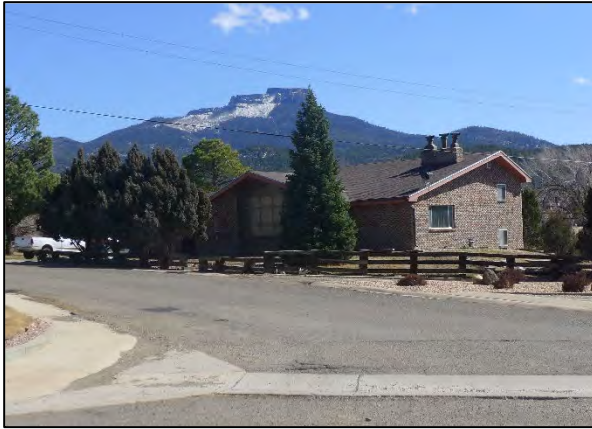
Fisher's Peak Survey Area: Example Properties and Streetscapes



249-257 Nona St



232-242 Nona St



206 Nona St



212 Nona St



111 Radio Dr

Low Priority Areas

Allendale. Platted in 1953, Allendale may have had some connection to Colorado Fuel & Iron's opening of its new Allen Mine (5LA.1101) in 1952, though preliminary research has not confirmed this association. Located at the south end of the city, Allendale encompasses 217 parcels bounded at the north and east by the properties on the north and east side of Espinoza Street, the south parcel edges of Garcia Street at the south, and the east side of Garcia Street as it travels north-south at the east. Slightly curving streets and the cul-de-sac on Aguilar Court are in keeping with its 1950s suburban development patterns. Most dwellings in the neighborhood were constructed in the 1950-1975 time range, with the exception of the southeast corner of the subdivision, which features slightly larger parcels and construction dates of 1976 or later.

The windshield survey of the area revealed a cohesive development with clear residential forms within the 1950s-era section of the addition. Minor variations to a Minimal Traditional side-gable house create most of the standard model types. However, many later-era changes were apparent to these simple houses, with additions, car ports or garages, and extensive material alterations found on the large majority of parcels. Cumulatively, these alterations have resulted in a low level of integrity for the development as a whole.

Due to the low integrity level of the development, we do not recommend undertaking a survey of Allendale. Furthermore, due to the standard plans of the dwellings, no individual buildings stand out from the collection as warranting individual survey. However, windshield surveys can only reveal integrity as it relates to possible architectural or community development significance and can miss other areas of significance such as social history or cultural/ethnic heritage. Should histories or community recollections of the area come to light that indicate possible significance beyond the architectural or design-related, the need for survey should be reevaluated.

James Addition. The plat date for James Addition is unknown, but it does appear on a 1907 map of Trinidad in a much larger area than what was actually developed, with little regard for the actual topography of steep hillsides and lower drainage ways. The area in which windshield survey was conducted consists of 125 parcels bounded by Washington Avenue at the north, the east side of Garfield Street at the east (with a steep, undeveloped hillside beyond), and Pierce Street at the west. Beshoar Avenue roughly defines the southwest diagonal of the area that is on a slight rise above a drainage area to the west. According to the Assessor's data, much of the housing stock was constructed by 1915; however, there are many buildings from later eras mixed in, especially to the east and south.

Several fine examples of late-nineteenth- and early-twentieth-century architecture were found within James Addition during fieldwork; however, the low level of integrity of the rest of the properties, with no clear, cohesive pockets of high integrity, leads us to not recommend undertaking a comprehensive survey of the area. Several dwellings noted during fieldwork are included in the list of individual properties for survey. However, this list is not exclusive and very likely should be expanded upon.

Allendale Survey Area: Example Properties and Streetscapes



Barela St, W side



2640 Barela St



Espinoza St, E side



Aguilar St, W side



201 Farasita Ave



Garcia St, S side

James Addition Survey Area: Example Properties and Streetscapes



1309 Garfield St



1306 Grant St



1300 Block Grant St, E side



1320 Monroe St



1005 Grant St



1100 Block Grant St, E side

Lindsay and Lindsay Addition. Although there are 75 parcels within the adjacent subdivisions of Hainlen, Packer, and Lindsay & Lindsay, it appears that only about 50 of these have been developed. The area surveyed during fieldwork for the survey plan is on either side of northwest-southeast running Linden Avenue after it crosses the railroad tracks to the north. Rico Street is the primary street east of Linden, and Prairie Avenue the main one to the west, intersecting with Catalpa and Vine streets. The Assessor's data indicates a concentration of dwellings dating from 1915 and earlier along Linden and the immediate stretches of Rico and Prairie. However, low levels of integrity observed during the windshield survey result in a recommendation to not consider this area a priority for comprehensive survey.

Two "sister" dwellings fronting on Rico noted during fieldwork are included in the list of individual properties for survey. However, as stated elsewhere, windshield surveys can only reveal integrity as it relates to possible architectural or community development significance and can miss other areas of significance such as social history or cultural/ethnic heritage. Should histories or community recollections of the area come to light that indicate possible significance beyond the architectural or design-related, the need for survey should be reevaluated.

M.D.G. Baca Addition. The M.D.G. Baca Addition is centered around Kit Carson Park, consisting of 48 parcels bounded by Topeka Avenue at the north, the east side of San Pedro Avenue, and Colorado Avenue and I-25 at the south and east. The addition's plat date is unknown, but it appears on a 1907 map of Trinidad. Brick street paving remains along San Pedro going north from the intersection of Kansas Avenue at the southwest corner of the park. According to the Assessor's data, a solid majority of the dwellings date to 1915 and earlier. A few parcels, including the ca. 1960s drive-in restaurant, Lee's Bar-B-Q at 825 San Pedro, and the 1890, National Register-listed First Baptist Church (now Presbyterian) at 809 San Pedro, lack data in the Assessor's records.

Fieldwork indicated a lack of cohesive areas of adequate historic integrity, though a few dwellings and the park were notable and have been included in the list for individual survey. As such, we do not recommend a comprehensive survey of the area. Since windshield surveys can only reveal integrity as it relates to possible architectural or community development significance and can miss other areas of significance such as social history or cultural/ethnic heritage, the need for survey of the addition should be reevaluated should histories or community recollections of the area come to light that indicate possible significance beyond the architectural or design-related.

Santa Fe Railroad North Addition. The area of the Santa Fe North Addition examined in the windshield survey is bounded by Godding Avenue on the north, San Luis Street on the east, Topeka Avenue on the south, and San Pedro Avenue on the west. The area is primarily residential, with most dwellings erected 1915 or earlier. The survey area displays more building alterations than the Taylor and Robinson Addition to the west and includes three relatively large intrusions, the half-block SCCOG Early Learning Center on Frost Avenue between Rosita and San Pedro Avenues, the Sayre Senior Center (1222 San Pedro Avenue), and the Amato Lumber Yard at the southwest corner of Rosita and Godding Avenues. While lacking overall historic integrity and cohesiveness to justify survey, there are a number of individually intact buildings that might be included in a selective intensive survey, such as 229 Topeka Avenue (the

Lindsay & Lindsay Addition Survey Area: Example Properties and Streetscapes



600 Block N Linden St, W side



600 Block Prairie Ave, N side



Rico St at Lane St, N side



804-806 Rico St

MDG Baca Addition Survey Area: Example Properties and Streetscapes



300 Block Baca St, N side



1000 Block San Pedro St, W side



900 Block Rosita St, E side



825 San Pedro St



Kit Carson Park, SW corner



Kit Carson Park Pavilion

center of three frame dwellings following the same plan), 221 Johnson Avenue, 218 White Avenue, and Ruscetti Grocery (1210 San Pedro Avenue).

Santa Fe Railroad West Addition. The Santa Fe Railroad West Addition also was platted in or prior to 1887. The boundaries are Western Avenue to the north, Navajo Street at the west, Robinson Avenue (Colorado Highway 12) to the south, and the east side of San Juan Street at the east. The addition has 144 parcels representing a large mix of construction dates, with several buildings dating to 1976 or later, according to the Assessor's data. Several parcels in the area lack information from the Assessor.

As seen during fieldwork, many of the addition's older buildings (pre-1900 through 1950) appear to have been altered substantially in the last few decades, resulting in a low level of historic integrity for the area. The State Register-listed 1907 Our Lady of Mount Carmel Church at 909 Robinson Avenue is a prominent example, having been heavily altered in recent years as part of its conversion to a health and events center.

Due to this lack of cohesion or visible progression of development and low level of historic integrity, we do not recommend undertaking a comprehensive survey of the area. A few notable buildings that may warrant individual survey, such as the Church of the Nazarene at 733 Stonewall and the former parish school for Mt. Carmel at 513 Alta Street, are included in the list of individual properties. However, it should be noted that windshield surveys can only reveal integrity as it relates to possible architectural or community development significance and can miss other areas of significance such as social history or cultural/ethnic heritage. Should histories or community recollections of the area come to light that indicate possible significance beyond the architectural or design-related, the need for survey should be reevaluated.

Santa Fe Railroad North Survey Area: Example Properties and Streetscapes



1100 block San Pedro (east side)



200 block Johnson (north side)



Frost and Rosita (view west-northwest)



218 White



SCCOG Early Learning Center



1210 San Pedro Avenue

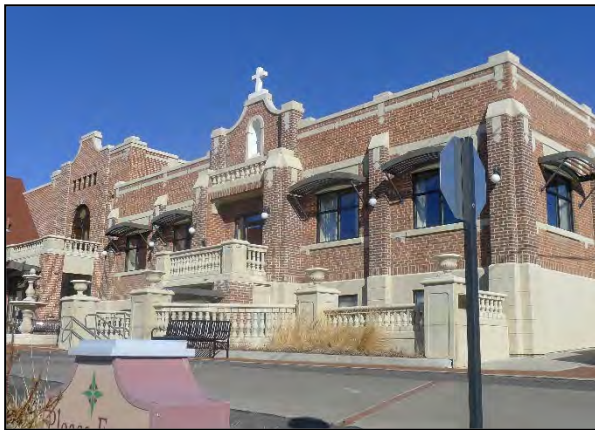
Santa Fe Railroad West Addition Survey Area: Example Properties and Streetscapes



800 Block Atchison Ave, N side



800 Block Atchison Ave, S side



Our Lady of Mt. Carmel, 911 Robinson Ave



Parish School, 513 Alta St



801 Stonewall Ave



913 Stonewall Ave

Special Note on Lower Prioritized Areas

It is important to note that areas of the city not identified as low priority for historic buildings survey are categorized as such due to how the studies are approached from the perspective of historic preservation, with greater priority given to areas that retain historic integrity (fewer alterations and nonhistoric infill). This is not to imply that such areas are unimportant. Every building has a story to tell, and every neighborhood holds the collective memories of all those who have lived or worked within it. Subareas of the city may reflect the ebb and flow of possible ethnic, racial, cultural, occupational, socio-economic, or other historical associations. Although some of the oldest residential areas may exhibit the greatest alterations, they may also possess richer histories than later additions.

In addition, neighborhoods of historic buildings play a critical role in environmental sustainability, representing reservoirs of embodied energy by the materials and labor consumed in their initial construction. As Carl Elefante, former president of the American Institute of Architects, points out: “The greenest building is ... one that is already built.” Smaller, older homes also may provide affordable housing options for families starting out and older residents with more limited spatial needs or fixed incomes.

Identified Individual Resources

The focus of the windshield survey task was identifying *areas* with potential for future intensive survey efforts. The goal was not to conduct a full photographic inventory of the city or to identify all individually significant buildings. Therefore, other individual resources are certainly present that might be included in a scattered, intensive survey. The windshield survey also examined potential historically or architecturally significant resources suggested by local residents, and some of these are included in the list. Others were found to have been previously surveyed and/or designated or are no longer extant. Resources within the Corazon district were assessed for individual eligibility in 2001-02 and were not re-evaluated or called out as part of this project. Table 9 displays the identified individual resources.

The Brick Streets and Stone Retaining Walls of Trinidad

The 2001-02 survey made this observation: “Brick streets and stone retaining walls are important character defining features of the Corazon de Trinidad Historic District. A study of these landscape features should be undertaken to assess their condition and formulate appropriate recommendations for proper maintenance and preservation.” It was encouraging to see the brick streets were still present and that the city had commissioned a study of their condition and a proposed rehabilitation plan in 1999. The study found 6.5 miles of brick streets within Trinidad.

In 2000 Centennial Archaeology surveyed segments of N. Commercial and Pine Streets as part of a study for Interstate 25 improvements (5LA.9543 and 5LA.9544). They estimated the streets were paved in 1908. History Colorado evaluated both segments as officially contributing to the Corazon National Register Historic District. The survey forms explained that in November 1977 the City of Trinidad, the Colorado State Historic Preservation Officer, and the Advisory Council on Historic Preservation (ACHP) entered into a memorandum of agreement (MOA) to accept and implement the Brick Street Preservation Policy and Plan (April 1977) that provided for the

protection of certain brick streets in Trinidad both inside and outside the Corazon. The plan was accepted by the ACHP in January 1978.

Brick street paving is not unusual in the neighboring state of Kansas, but an informal survey of preservation colleagues and city staff around Colorado found that historic brick streets are a rarity here. Sources in the accompanying endnote provide more information on brick street paving¹⁰⁶



Figure 23. The brick paving and streetcar tracks at the intersection of Commercial and Main are shown in this early twentieth century image (view south). SOURCE: photograph, History Colorado, Denver, Colorado, in Fletcher, *Centennial State Trolleys* (1995), 156.

**Table 9. Potential Individual Resources for
Inclusion in Selective Intensive Survey**

Street Address				Name	Survey Area	Notes
608	E	2 nd	St	Dwelling	SEC	Large 2 ½-story frame
513		Alta	St	Early Learning Center	SFRR-W	Mt. Carmel School. Parochial school formerly associated with Mt. Carmel Church at 911 W. Robinson Ave.
700		Arizona	Ave	Barney's Garage & Implements	N/A	Large red-brick commercial garage with steel windows and decorative concrete parapets
847		Arizona		Arizona Liquor	CPT	1-story commercial building with glass block clerestory
409		Benedicta	Ave	Trinidad Inn Nursing Home	N/A	Ca. 1960s campus with large mid-century modern community building surrounded by residential wings
410		Benedicta		Mt. San Rafael Hospital	N/A	Formalist-style older part with more recent northern addition
223		Chestnut		Rio Grande Depot	N/A	Overhanging eaves, clay tile roof
407		College		Dwelling	N/A	Very ornate 1 1/2-story (?) frame; very intact
409		College		Dwelling	N/A	Very intact stone Classic Cottage
415		College		Dwelling	N/A	Nice Foursquare; porch enclosed
119	W	Colorado	Ave	Holy Innocents Church	CPT	
766	N	Commercial	St	Service station	N/A	Intact porcelainized metal postwar service station.
516	E	Elm		Railroad Depot	N/A	Very intact; previously surveyed
	E	Elm at Oak		Industrial building?	N/A	2-story brick building
225		Frost		Dwelling	SFRR-N	Small 1-story Modern-style house
312		Frost		Dwelling	SFRR-N	Nice 1-story stucco bungalow
1309		Garfield		Former city waterworks pumping station	James	Gable-roof brick building along drainage
216		Godding		Dwelling	SFRR-N	1-story flared eave brick with stone lintels,

Street Address				Name	Survey Area	Notes
						classical columns on porch
301		Godding		Dwelling	SFRR-N	Gabled L frame house
1004		Grant		Dwelling	James	Bungalow
1102		Grant		Dwelling	James	Classic Cottage
1005		Grant	Ave	Dwelling	James	Victorian house of larger scale and high design compared to rest of surrounding James Addition
1306		Grant		Dwelling	James	Classic Cottage with full front porch and bracketed eaves
221		Johnson		Dwelling	SFRR-N	Large 1 1/2-story painted brick with multiple gables
300		Johnson		Dwelling	SFRR-N	Gabled L 1 1/2-story brick with quoins, addition to east
111	E	Kansas		Trinidad Beer, Liquor, & Wine Depot	CPT	1-story corner brick commercial building with corbelled cornice
n/a		Kansas & San Pedro		Kit Carson Park	MDG Baca	Park with ca. 1890s gazebo, landscaping, gateway, and historic monuments
418	E	Main	St	Cooke Motors	N/A	Half-block-deep historic auto dealership/garage, two levels
601	E	Main	St	Apartment building	N/A	Very large two-story brick apartment building
602	E	Main	St	Commercial building	N/A	Two-story corner brick commercial building; storefront alterations
616	E	Main	St	Trails End Motel	N/A	Postwar U-shaped roadside motel with sign
1004	E	Main	St	Commercial building	N/A	Angled corner brick 1-story commercial building (roadside?)
2375	E	Main	St	Duran House	N/A	Two-story round stucco house
1320		Monroe		Dwelling	James	Stone Classic Cottage
1102		Nevada	Ave	Fire Station No. 2	TandR	Some alterations, but they may date to a potential period of significance

Street Address				Name	Survey Area	Notes
816	S	Oak	Ave	Commercial garage	N/A	Ca. 1920s red brick garage with barrel roof, stepped parapets, and large steel windows
614		Park		Trinidad High School Gymnasium	N/A	Very large high school with side additions
206	W	Pine		Commercial building	N/A	Two-story corner brick commercial building with angled corner
1707		Pinon		Dwelling	N/A	Large two-story frame. Window and possible porch alterations
1715		Pinon		Dwelling	N/A	Two story stucco house with two-story bay window, intact porch (off. elig.)
2003		Pinon		Dwelling	N/A	1 1/2-story painted brick, stone quoins, shingled porch, eyebrow window
804		Rico		Dwelling	Lindsay & Lindsay	Hipped-roof box with porch spandrel detail, sister to 806
806		Rico		Dwelling	Lindsay & Lindsay	Hipped-roof box with porch spandrel detail, sister to 804
811		San Pedro		Baptist Church manse	MDG	1 1/2-story front gable brick (off. eligible)
825		San Pedro	Ave	Lee's Bar-B-Q	MDG	Mid-century drive-in restaurant with covered parking spaces and distinctive sign
903		San Pedro		Dwelling	MDG Baca	Large frame Victorian with ornate detailing at porch and eaves
1210		San Pedro		Ruscetti Grocery	SFRR-N	Embedded commercial, 1-2 stories brick
203		Schneider		Dwelling	N/A	Two-story painted brick house decorative brickwork; porch changes
109	S	Spruce		Apartment building	N/A	Two-story brick apartment building
733		Stonewall	Ave	First Church of the Nazarene	SFRR-W	
801		Stonewall		Dwelling	SFRR-W	Intact Craftsman cottage
913		Stonewall		Dwelling	SFRR-W	Pueblo Revival with large stuccoed privacy wall

Street Address				Name	Survey Area	Notes
919		Stonewall		Dwelling	SFRR-W	Mission-style cottage
219		Strong		Dwelling	SFRR-N	1-story hipped roof frame cottage with intact outbuilding
423		Topeka		Dwelling	N/A	Craftsman
435		Topeka		Dwelling	N/A	Frame
503		Topeka		Dwelling	N/A	Brick with tower
507		Topeka		Dwelling	N/A	Two-story, gabled L frame
819		Topeka		Dwelling	N/A	Craftsman bungalow
500		University		Apartment building	N/A	Two-story stone corner building
510		University		Dwelling	N/A	Large 1 1/2-story, gabled L stone house
816		West	St	Trinidad High School Gymnasium	N/A	Gold geodesic dome on pentagon base - ca. late 1960s
218		White		Dwelling	SFRR-N	1-story brick hipped roof bungalow

NOTE: Survey Area abbreviations are the subareas examined, e.g., CPT=C.P. Treat's North side Addition, SFRR-W=Santa Fe Railroad West Addition, etc.

Potential Survey Projects

Subareas. Recommended survey projects and cost estimate are presented in Table 10 for the three High priority areas, the two Moderate priority areas, and a fifty-resource scattered resources survey. A mix of intensive survey forms (form 1403) and reconnaissance survey forms (form 1417) are recommended for the five surveys of subareas. While History Colorado's suggested approach is to follow a 90 percent reconnaissance (Form 1417)/10 percent intensive (Form 1403) mix of survey forms, we recommend increasing the number of intensive survey forms to 20 percent for the High priority subareas to capture a fuller range of resource types. These areas contain significant numbers of what appear to be architect-designed dwellings, and they developed over a relatively long time period, resulting in a range of building eras and architectural styles and building forms. Though intensive survey is more costly to undertake, this higher ratio of intensive survey will allow for a fuller understanding of the construction trends and the residents who lived in the three areas, ensuring more useful guidance for any future preservation decisions for the area or individual buildings. For the Moderate priority areas, we recommend the History Colorado-recommended 90/10 ratio of survey forms.

The estimated cost of surveying C.P. Treat's North Side Addition is substantial because it contains an impressive collection of largely intact residences and may have the potential to comprise a National Register historic district. To make the effort more manageable, the task could be split geographically into two or three constituent projects.

Selective Individual Survey. The proposed fifty-resource selective individual resource survey includes resources located outside the High and Moderate priority areas and the Corazon historic district. For Low priority areas with loss of historic district integrity, we recommend including intensive forms for a selection of individually significant buildings in the selective survey. If the Moderate survey areas appear unlikely to be intensively surveyed, individual resources in these areas might be included in the scattered resource survey. Resources documented in such a survey might include properties identified as potentially significant for their historical associations or as examples of recognized architectural styles, building forms, or historical uses. We are proposing completing Architectural Inventory forms (form 1403) only, as the included properties should display historic integrity and potential for historical significance.

In undertaking such a project, one might select resources from Table 9, assembling a survey list of those considered most historically or architecturally significant, regardless of building type. Another approach might be to select resources reflecting particular building types, materials, or uses. For example, a good number of buildings constructed of stone are present throughout the city and a thematic survey of those might be pursued. The 2001-02 survey suggested that it might be useful to survey buildings built of adobe, which once were numerous. Adobe buildings can be identified on Sanborn fire insurance maps. Such a focus might provide valuable information about building construction techniques employed in the city's earliest surviving buildings. Another thematic approach might be to develop a survey list of embedded commercial, social, and religious buildings outside the city center.

Table 10. Estimated Costs for the Survey Plan Recommendations

Project/Area	Task	Cost
Subarea Surveys-High Priority		
C.P. Treat’s North Side Addition	Production of 80 Architectural Inventory forms (form 1403) with all required attachments (@ \$500/form)	\$40,000
	Production of 318 Reconnaissance forms (form 1417) with all required attachments (@ \$250/form)	\$79,500
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$3,200
	Expenses (lodging, meals and incidentals, and mileage) (@ 2.5% of subtotal)	\$3,065
	PROJECT SUBTOTAL	\$125,765
Southeast of the Corazon	Production of 9 Architectural Inventory forms (form 1403) with all required attachments (@ \$500/form)	\$4,500
	Production of 37 Reconnaissance forms (form 1417) with all required attachments (@ \$250/form)	\$9,250
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,400
	Expenses (lodging, meals and incidentals, and mileage)(@ 6% of subtotal).	\$970
	PROJECT SUBTOTAL	\$17,120
Trinidad State Junior College Campus	Production of 15 Architectural Inventory forms (form 1403) with all required attachments (@ \$500/form)	\$7,500
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,400
	Expenses (lodging, meals and incidentals, and mileage)(@ 6% of subtotal).	\$600
	PROJECT SUBTOTAL	\$10,500
SUBTOTAL--Subarea Surveys-High Priority		\$153,385
Subarea Surveys-Moderate Priority		
Taylor and Robinson’s Addition	Production of 12 Architectural Inventory forms (form 1403) with all required attachments (@ \$500/form)	\$6,000
	Production of 103 Reconnaissance forms (form 1417) with all required attachments (@ \$250/form)	\$25,750
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,400
	Expenses (lodging, meals and incidentals, and mileage) (@3% of subtotal).	\$1,025
	PROJECT SUBTOTAL	\$35,175
Fisher’s Peak Subdivision	Production of 5 Architectural Inventory forms (form 1403) with all required attachments (@ \$500/form)	\$2,500
	Production of 42 Reconnaissance forms (form 1417) with all required attachments (@ \$250/form)	\$10,500

Project/Area	Task	Cost
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,400
	Expenses (lodging, meals and incidentals, and mileage) (@6% of subtotal).	\$925
	PROJECT SUBTOTAL	\$16,025
SUBTOTAL--Subarea Surveys-Moderate Priority		\$51,200
Selective Scattered Survey		
Individual Properties Located Throughout the City	Production of 50 Architectural Inventory forms (form 1403) with all required attachments (@ \$600/form)	\$30,000
	Kickoff meeting with History Colorado, finalizing the survey list, public meetings (2), and draft and final survey reports	\$2,400
	Expenses (lodging, meals and incidentals, and mileage) (@4% of subtotal).	\$1,300
SUBTOTAL--Selective Scattered Survey		\$33,700
GRAND TOTAL		\$238,285

Potential Funding Options for Survey Efforts

History Colorado. Colorado cities and counties use two primary sources for funding historic surveys, both administered by History Colorado: State Historical Fund (SHF) and Certified Local Government (CLG) grants. Awards for both programs are competitive, so applicants are advantaged if they can demonstrate wide community support and/or provide partial project funding from municipal or private sources. Generally, given its more limited pool of funds, CLG grants are utilized for smaller projects, typically under \$25,000. There is one opportunity each year (in January) to apply for CLG grants. This survey plan project was funded by a CLG grant.

SHF is funded by tax money raised from limited stakes gaming in the mountain towns of Central City, Black Hawk, and Cripple Creek. SHF funds various types of grants, with those for historic resource surveys falling under the category of Survey and Planning grants, for which applicants must provide a minimum 25 percent cash match of the total project cost. The fall in gaming revenues due to the Covid-19 pandemic has disrupted the SHF grant schedule. The following grant rounds are currently planned: a general grant round (requests over \$50,000) in August 2021 and a mini grant round (requests up to \$50,000) in February 2022.

In January 2021, SHF began offering a new non-competitive planning grant for nominations and historic contexts. This type of grant is for a maximum \$15,000 and requires a 10 percent cash match for non-profit/governmental owners and a 25 percent cash match for private owners; however, cash match waivers can be requested. The grants have a rolling deadline. This survey plan project was funded by this type of SHF grant.

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APPENDIX

Previously Surveyed Resources within Trinidad Listed in Street Address Order

**Previously Surveyed Resources within Trinidad
Listed in Street Address Order**

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.2179.151	RICE JUNIOR HIGH SCHOOL ~ CORAZON ALTERNATIVE HIGH SCHOOL	Yes	160	E.	1ST	ST.	WNRD-C, FE
5LA.2179.118	TAYLOR TERRACE	Yes	165	E.	1ST	ST.	WNRD-C, FNE
5LA.2179.75	LAS ANIMAS COUNTY COURTHOUSE ~ LIBERTY ENLIGHTENING THE WORLD SCULPTURE	Yes	200	E.	1ST	ST.	WNRD-C, FE
5LA.9907	DANIEL H. BERRY, DENTIST	No	403	E.	1ST	ST.	FNE
5LA.8863		No	1024	E.	1ST		ONE
5LA.8860		No	1116	E.	1ST		ONE
5LA.2179.121	ROSEWALD BUILDING ~ POOLE POODLE PARLOR ~ SALVATION ARMY	Yes	102-108	W.	1ST	ST.	WNRD-C, FNE
5LA.2179.112	HAUSMAN DRUG ~ ARTHUR GLEDHILL SCLUPTOR	Yes	122	W.	1ST	ST.	WNRD-C, FE
5LA.2179.113	FORET BROTHERS GARAGE ~ YELLOW CAB	Yes	137	W.	1ST	ST.	WNRD-C, FE
5LA.2179.123	APODACA RESIDENCE	Yes	212	W.	1ST	ST.	WNRD-NC, FNE
5LA.2179.124	NASH RESIDENCE	Yes	216	W.	1ST	ST.	WNRD-C, FNE
5LA.2179.122	PHOENIX HOTEL ~ TRINIDAD SANITARIUM ~ RAIZON APARTMENTS	Yes	230	W.	1ST	ST.	WNRD-C, FNE
5LA.2179.129	TRINIDAD HOUSING AUTHORITY DWELLING	Yes	304-308	W.	1ST	ST.	WNRD-NC, FNE
5LA.2179.130		Yes	316	W.	1ST	ST.	WNRD-NC, FNE
5LA.9908	STANLEY RESIDENCE	No	408	W.	1ST	ST.	FNE
5LA.9909	COHEN RESIDENCE	No	410	W.	1ST	ST.	FNE
5LA.2179.131	HENRY RESIDENCE	Yes	419	W.	1ST	ST.	WNRD-NC, FNE
5LA.9906	NELSON APARTMENTS	No	420-426	W.	1ST	ST.	FNE
5LA.2179.132	CLELAND RESIDENCE ~ CLEMENT SAWAYA RESIDENCE	Yes	439	W.	1ST	ST.	WNRD-NC, FNE
5LA.9910	HOOD RESIDENCE/TULLIS RESIDENCE	No	442-444	W.	1ST	ST.	FNE
5LA.2179.133	PUTATURO RESIDENCE	Yes	445	W.	1ST	ST.	WNRD-NC, FNE
5LA.9905	BULLEN RESIDENCE	No	446	W.	1ST	ST.	FNE
5LA.2179.134	MOSES & ROSA MALOUFF RESIDENCE	Yes	463	W.	1ST	ST.	WNRD-C, FNE

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.9911	MALOUFF RESIDENCE	No	516	W.	1ST	ST.	FNE
5LA.2179.135	GOLDSMITH RESIDENCE	Yes	112	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.136	FINCH ~ DAWE RESIDENCE	Yes	118	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.137	JOSEPH BELL RESIDENCE ~ MORRIS & ELIZABETH TAYLOR RESIDENCE	Yes	120	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.138	EDWARD ROSENWALD RESIDENCE	Yes	124	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.139	O.L. DAVIS RESIDENCE ~ GRASS RESIDENCE ~ FRANK R. WOOD RESIDENCE ~ WILLIAM & SARAH WATSON RESIDENCE	Yes	126	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.140	MURDO MACKENZIE RESIDENCE ~ GILMORE & MARY DAVIS RESIDENCE ~ ELI & BLANCH JEFFRYES RESIDENCE	Yes	200	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.111	NICHOLS RESIDENCE ~ CAMPBELL-LEWIS MORTUARY ~ NICHOLS HOUSE-VAN VLEET HOUSE ~ STONE MANSION BED & BREAKFAST	Yes	212	E.	2ND	ST.	NRL
5LA.2179.101	FLORA HAMERSLOUGH ~ ISAAC & JEAN RAPP RESIDENCE ~ ADVOCATES AGAINST DOMESTIC ASSAULT OFFICE	Yes	301	E.	2ND	AVE.	WNRD-C, FNE
5LA.2179.142	FRIERICH RESIDENCE ~ GORDEN RESIDENCE ~ TARABINO RESIDENCE ~ PACHECO RESIDENCE	Yes	307	E.	2ND	ST.	WNRD-C, FNE
5LA.2179.109	TARABINO HOUSE ~ COLVIN & NORMA HILL RESIDENCE	Yes	310	E.	2ND	ST.	WNRD-C, FE
5LA.9912		No	403	E.	2ND	ST.	FNE
5LA.10810	LOUIE BUENO RESIDENCE	No	1128	E.	2ND	ST.	NA
5LA.2179.143	REDDISH RESIDENCE	Yes	111-115	W.	2ND	ST.	WNRD-NC, FNE
5LA.2179.125	BESSLER RESIDENCE/JONES RESIDENCE	Yes	207-209	W.	2ND	ST.	WNRD-C, FNE
5LA.2179.144	JOHNSON RESIDENCE	Yes	309	W.	2ND	ST.	WNRD-NC, FNE
5LA.2179.145	MARRA RESIDENCE	Yes	310	W.	2ND	ST.	WNRD-C, FNE
5LA.2179.146	BARATONO RESIDENCE	Yes	312	W.	2ND	ST.	WNRD-C, FNE
5LA.10338	RUCKER RESIDENCE/TATUM RESIDENCE	No	406-408	W.	2ND	ST.	OE
5LA.6063	ABEN GUTIERREZ HOUSE ~ AVAGON RESIDENCE	No	419	W.	2ND	ST.	ONE

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5LA.8887		No	501	W.	2ND		ONE
5LA.10874		No	507	W.	2ND	ST.	NA
5LA.8870		No	508	W.	2ND		ONE
5LA.3884		No	509	W.	2ND	ST.	NA
5LA.2179.148	THOMPSON RESIDENCE ~ GURULE RESIDNECE	Yes	108	E.	3RD	ST.	WNRD-C, FNE
5LA.2179.149	GLAVIANO RESIDENCE	Yes	112	E.	3RD	ST.	WNRD-C, FNE
5LA.9913	MANSBACH RESIDENCE	No	210	E.	3RD	ST.	FNE
5LA.9914	SOL JAFFA RESIDENCE	No	214	E.	3RD	ST.	FNE
5LA.10238	MONTERA RESIDENCE	No	312	E.	3RD	ST.	FNE
5LA.10239	DIONISIO RESIDENCE	No	316	E.	3RD	ST.	FNE
5LA.10775	ALTA SHIELDS RESIDENCE	No	512	E.	3RD	ST.	NA
5LA.10800	TRUJILLO RESIDENCE	No	801	E.	3RD	ST.	NA
5LA.10240	BOARDING HOUSE	No	100	W.	3RD	ST.	FNE
5LA.10241	FRANK DUNLAVY RESIDENCE ~ ABERCROMBIE RESIDENCE	No	106	W.	3RD	ST.	FNE
5LA.10242	TESSARI GROCERY AND RESIDENCE ~ HANDS OF LIGHT MASSAGE	No	108	W.	3RD	ST.	FNE
5LA.10243	DOUTHITT RESIDENCE	No	112	W.	3RD	ST.	FNE
5LA.2179.150	WILSON RESIDENCE ~ OSSANA RESIDENCE	Yes	201	W.	3RD	ST.	WNRD-C, FNE
5LA.10272	DOUGLAS RESIDENCE	No	409	W.	3RD	ST.	FNE
5LA.6052	ALBERTA BARELA HOUSE	No	415	W.	3RD	ST.	ONE
5LA.10678		No	1004	E.	4TH	ST.	NA
5LA.9528	JOHNSON HALL ~ TRINIDAD STATE JUNIOR COLLEGE	No			4TH	AVE.	NRD-NC, FNE
5LA.9531	CENTRAL LOUNGE ~ TRINIDAD STATE JUNIOR COLLEGE ~ CENTRAL FACILITIES	No			4TH	AVE.	NRD-NC, FNE
5LA.10886	MAY MARTINEZ RESIDENCE	No	110	E.	5TH	ST.	NA
5LA.12658	FELTHAGER RESIDENCE	No	708	E.	5TH	ST.	ONE
5LA.10806	MIQUEL VALLEJOS RESIDENCE	No	104	E.	6TH	ST.	NA

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5LA.10774	JOSEPHINE CESAR RESIDENCE	No	415	E.	6TH	ST.	NA
5LA.1869		No	311	W.	6th	St	ONE
5LA.8869		No	104	E.	7TH		ONE
5LA.10773	MANUEL RIVERA RESIDENCE	No	1228	E.	7TH	ST.	NA
5LA.10813	ANTHONY MARTINEZ RESIDENCE	No	400	E.	9TH	ST.	NA
5LA.8886		No	1011	E.	9TH		ONE
5LA.10759	JUANITA ASEVEDO RESIDENCE	No	1012	E.	9TH	ST.	NA
5LA.8854		No	701	W.	ADAMS	ST.	ONE
5LA.10677	GILVALDEZ RESIDENCE	No	716	W.	ADAMS		NA
5LA.8852		No	718	W.	ADAMS	ST.	ONE
5LA.8853		No	720	W.	ADAMS	ST.	ONE
5LA.8855		No	721	W.	ADAMS	ST.	ONE
5LA.10751	REBECCA GONZALES RESIDENCE	No	705		ADAMS		NA
5LA.10770	ROMERO RESIDENCE	No	1003		ALAMO	ST.	ONE
5LA.2179.2	TRINIDAD FURNITURE CO. BARN ~ HEARSE CARRIAGE HOUSE ~ SIPE MORTUARY ~ TRINIDAD POLICE DEPARTMENT	Yes	125	N.	ANIMAS	ST.	WNRD-C, FNE
5LA.2179.3	TRINIDAD CITY HALL	Yes	135	N.	ANIMAS	ST.	WNRD-C, FE
5LA.2179.21	CARNEGIE PUBLIC LIBRARY (TRINIDAD)	Yes	202	N.	ANIMAS	ST.	NRL
5LA.2179.152	HOLY TRINITY SCHOOL GYMNASIUM ~ SABASTIANI GYMNASIUM	Yes	230	N.	ANIMAS	ST.	WNRD-C, FND
5LA.2179.114	MOUNTAIN STATES TELEPHONE & TELEGRAPH	Yes	120	S.	ANIMAS	ST.	WNRD-NC, FNE
5LA.2179.153	MOTTER RESIDENCE	Yes	125	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.10244	ANDERSON TERRACE	No	201-211	S.	ANIMAS	ST.	FNE
5LA.2179.154	FARRIS RESIDENCE	Yes	206	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.2179.141	JACOB MILLER RESIDENCE ~ SHERMAN RESIDENCE ~ MARTINEZ RESIDENCE	Yes	208	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.2179.155	HAMERSLOUGH RESIDENCE ~ GAFFNEY BOARDING HOUSE ~ BORREGO RESIDENCE	Yes	210	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.2179.156	WALTERS RESIDENCE	Yes	212-214	S.	ANIMAS	ST.	WNRD-C, FNE

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5LA.10245	MARY LOOMIS RESIDENCE	No	213	S.	ANIMAS	ST.	FNE
5LA.10246	MITCHELL RESIDENCE	No	215	S.	ANIMAS	ST.	FNE
5LA.10247	EDWARDS RESIDENCE	No	217	S.	ANIMAS	ST.	FNE
5LA.2179.157	CONGREGATIONAL CHURCH ~ FIRST CONGREGATIONAL CHURCH ~ CHURH OF GOD	Yes	220	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.10248	HAURIN RESIDENCE	No	221	S.	ANIMAS	ST.	FNE
5LA.2179.158	CAFARELLI RESIDENCE	Yes	222	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.10249	GEMBRINE RESIDENCE	No	303	S.	ANIMAS	ST.	FNE
5LA.2179.159	LEVY RENTAL HOUSE ~ SMITH RESIDENCE	Yes	306	S.	ANIMAS	ST.	WNRD-NC, FNE
5LA.2179.160	LEVY RENTAL HOUSE ~ HUMPHREYS RESIDENCE	Yes	308	S.	ANIMAS	ST.	WNRD-NC, FNE
5LA.10250	VERDALIO RESIDENCE/SERENO RESIDENCE ~ PIAZZA RESIDNECE	No	309	S.	ANIMAS	ST.	FNE
5LA.10251	ANTONIO & MARY CRESTO (CHRESTO) RESIDENCE	No	311	S.	ANIMAS	ST.	FNE
5LA.2179.161	BARNEY LEVY RESIDENCE	Yes	312	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.10252	CUPELLI RESIDENCE	No	315	S.	ANIMAS	ST.	FNE
5LA.2179.162	KAHN RESIDENCE	Yes	316	S.	ANIMAS	ST.	WNRD-C, FE
5LA.10253	GYSIN RESIDENCE	No	319	S.	ANIMAS	ST.	FNE
5LA.2179.163	FRANCH RESIDENCE	Yes	322	S.	ANIMAS	ST.	WNRD-C, FNE
5LA.10254	CUSHING RESIDENCE & ROOMS ~ FOX RESIDENCE	No	323	S.	ANIMAS	ST.	FNE
5LA.10255	PACKER RESIDENCE	No	403	S.	ANIMAS	ST.	FNE
5LA.10256	ZANONI RESIDENCE	No	404	S.	ANIMAS	ST.	FNE
5LA.10257	LAUGHLIN RESIDENCE ~ GARCIA RESIDENCE	No	405	S.	ANIMAS	ST.	FNE
5LA.10258	COSTIGAN RESIDENCE/BAKER RESIDENCE ~ YATES/MAHADY RESIDENCE	No	408-410	S.	ANIMAS	ST.	FNE
5LA.9408	MALVERNIA APARTMENTS	No	609-615		ARIZONA	AVE.	OE
5LA.9409	OSBORN HOUSE	No	627		ARIZONA	AVE.	OED-C, FNE
5LA.8900	FISHER'S PEAK ALCOHOL TREATMENT CENTER	No	723		ARIZONA	AVE.	ONE
5LA.8891		No	1405		ARIZONA	AVE.	ONE
5LA.10872		No	1410		ARIZONA		NA

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5LA.10873		No	1415		ARIZONA		NA
5LA.11062	RIUS RESIDENCE	No	311		ASH	ST.	OE
5LA.8876	WILLIAM LITZ HOUSE	No	319		ASH		OE
5LA.10765	GERTRUDE CASTILLO RESIDENCE	No	904		ASH		NA
5LA.6053	RALPH TRUJILLO HOUSE	No	801		ATCHISON	AVE.	ONE
5LA.12125	MADRID RESIDENCE	No	805		ATCHISON	AVE.	ONE
5LA.11471	LOVATO RESIDENCE	No	1002		ATCHISON	AVE.	ONE
5LA.10870		No	1014		ATCHISON		NA
5LA.8889		No	1022		ATCHISON		ONE
5LA.10766	TERESA BIUNDO RESIDENCE	No	732	W.	BACA		NA
5LA.10791	VIRGINIA ANN NUNNEY RESIDENCE	No	706		BALTIMORE		NA
5LA.2179.164	TRINIDAD HOUSING AUTHORITY DUPLEX	Yes	203-207	S.	BEECH	ST.	WNRD-NC, FNE
5LA.2179.165	DEFORESTA TERRACE	Yes	204-206	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.166	WILLIAM & STELLA SMITH RESIDENCE ~ WILLIAM MORRIS RAPP RESIDENCE	Yes	210-212	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.167	JACOB SANDERS RESIDENCE ~ GOTTLIEB RESIDENCE	Yes	211	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.168	ROWLAND RESIDENCE	Yes	216	S.	BEECH	ST.	WNRD-NC, FNE
5LA.2179.169	VANDERWORT RESIDENCE ~ LEHMAN RESIDENCE	Yes	221	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.170	EDWARDS RESIDENCE ~ ROUKOUTIS RESIDENCE	Yes	300	S.	BEECH	ST.	WNRD-NC, FNE
5LA.2179.171	KEATING RESIDENCE ~ AMARI RESIDENCE	Yes	303	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.172	CLARK RESIDENCE ~ GOODALE RESIDENCE	Yes	304	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.173	CAPLAN RESIDENCE ~ AIELLO RESIDENCE	Yes	305	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.174	CUSHING RESIDENCE	Yes	308	S.	BEECH	ST.	WNRD-NC, FNE
5LA.2179.175	TITTSWORTH RESIDENCE ~ POLLINO RESIDENCE	Yes	314	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.176	ARTHUR SANDERS RESIDENCE ~ REORDA RESIDENCE	Yes	316	S.	BEECH	ST.	WNRD-C, FNE
5LA.2179.177	SCAVINA RESIDENCE	Yes	322	S.	BEECH	ST.	WNRD-NC, FNE
5LA.2179.178	FERNANDEZ RESIDENCE	Yes	323	S.	BEECH	ST.	WNRD-NC, FNE
5LA.10259	FREDERICK BURKHARD RESIDENCE	No	407	S.	BEECH	ST.	FNE

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5LA.6658	AVE MARIA SHRINE	No	412		BENEDICTA	AVE.	ONE
5LA.10682		No	903		BOULEVARD		NA
5LA.10686		No	1021		BOULEVARD		NA
5LA.12599	LANER RESIDENCE	No	107		BROOM	ST.	ONE
5LA.10365	FIRST METHODIST EPISCOPAL CHURCH ~ FIRST UNITED METHODIST CHURCH (TRINIDAD)	No	216		BROOM	ST.	NRL
5LA.9535	FIRST CHURCH OF CHRISTIAN SCIENTISTS ~ DOWELL HALL	No			BROOM	ST.	NRD-C, FE
5LA.10740	SUSIE FLYNN RESIDENCE	No	1317		BUENA VISTA		NA
5LA.10816	HERB HERN PROPERTY	No	208		CARBON		NA
5LA.10817	VARELA RESIDENCE	No	220		CARBON		NA
5LA.10818		No	225		CARBON		NA
5LA.10819	GONZALES RESIDENCE	No	231		CARBON		NA
5LA.10820	LARRY MARTINEZ RESIDENCE	No	305		CARBON		NA
5LA.10755		No	306		CARBON		NA
5LA.10821	BERNICE MARTINEZ RESIDENC	No	307		CARBON		NA
5LA.10822	WILSON RESIDENCE	No	310		CARBON		NA
5LA.6067	PETE MUNIZ HOUSE	No	1012		CARBON		ONE
5LA.10802	EDDIE FRESQUEZ RESIDENCE	No	1016		CARBON		NA
5LA.6007	OPHILIA MARTINEZ HOUSE	No	1206		CARBON	PL.	ONE
5LA.10811	DOROTHY GRIEGO RESIDENCE	No	1210		CARBON		NA
5LA.8847		No	1212		CARBON	AVE.	ONE
5LA.8849		No	1301		CARBON	AVE.	ONE
5LA.8845		No	1302		CARBON	AVE.	ONE
5LA.8844		No	1306		CARBON	AVE.	ONE
5LA.8843		No	1308		CARBON	AVE.	ONE
5LA.2179.211	ARMOUR & CO. WAREHOUSE ~ MONTELEONE BROTHERS PRODUCE	Yes	123	W.	CEDAR	ST.	WNRD-C, FNE
5LA.2179.179	SWIFT & COMPANY ~ CARTELLI BROTHERS	Yes	136	W.	CEDAR	ST.	WNRD-C, FNE

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	PRODUCE ~ SALBATO'S CONSTRUCTION						
5LA.2179.180	COLORADO SUPPLY COMPANY WAREHOUSE ~ C.S. MOREY MERCANTILE CO. ~ AZAR WHOLESALE GROCERY ~ SAWAYA WHOLESALE GROCERY	Yes	137	W.	CEDAR	ST.	WNRD-C, FNE
5LA.2179.11	TRINIDAD CITY WATER WORKS	Yes	201	W.	CEDAR	ST.	WNRD-C, FNE
5LA.2179.103	FOSTER HOTEL	Yes	124	N.	CHESTNUT		WNRD
5LA.2179.100	ASSOCIATION MOTOR ~ TRINIDAD'S NEW BALL ROOM ~ SUNSET GARDENS ~ EMERICK BUILDING ~ MODE O'DAY ~ AMERICAN LEGION HALL	Yes	125	N.	CHESTNUT	ST.	WNRD-NC, FNE
5LA.2179.102	FOSTER HOTEL	Yes	134	N.	CHESTNUT		WNRD
5LA.9120	DENVER & RIO GRANDE RAILROAD STATION (TRINIDAD) ~ CITY OF TRINIDAD MUNICIPAL GARAGE	No	223	N.	CHESTNUT		NA
5LA.2179.181	VETERAN'S MEMORIAL SQUARE ~ FORT WOOTEN ~ FORT WOOTTON	Yes	204	S.	CHESTNUT	ST.	WNRD-C, FE
5LA.2179.182	HAMILTON PROPERTY ~ BURKARD RESIDENCE ~ GOTTLIEB RESIDENCE	Yes	210	S.	CHESTNUT	ST.	WNRD-C, FNE
5LA.2179.184	MCBRIDE/NORCROSS RESIDENCE ~ HARLAN RESIDENCE ~ GILBERT & MARCELLA MAES RESIDENCE	Yes	220	S.	CHESTNUT	ST.	WNRD-NC, FNE
5LA.2179.185	OWEN RESIDENCE ~ HANNING RESIDENCE ~ TARABINO RESIDENCE	Yes	302	S.	CHESTNUT	ST.	WNRD-C, FNE
5LA.2179.186	BEN SPRINGER RESIDENCE ~ IMAGES BEAUTY SALON	Yes	308	S.	CHESTNUT	ST.	WNRD-ND
5LA.2179.187	WISE HOUSE ~ COHN HOUSE	Yes	316	S.	CHESTNUT	ST.	WNRD-C, FNE
5LA.2179.188	AMELIA JAFFA RESIDENCE	Yes	317	S.	CHESTNUT	ST.	WNRD-C, FNE
5LA.10260	JANDIN/BENNET RESIDENCE	No	400	S.	CHESTNUT	ST.	FNE
5LA.10261	BETTS RESIDENCE/BUCHIN RESIDENCE	No	402-404	S.	CHESTNUT	ST.	FNE
5LA.2179.183	JOSEPH SANDERS ~ CUMMINGS RESIDENCE	Yes	214	W.	CHESTNUT	ST.	WNRD-C, FNE
5LA.2179.16	TRINITY CHURCH (TRINIDAD) ~ HOLY TRINITY CATHOLIC CHURCH	Yes	135		CHURCH	ST.	WNRD-C, FE
5LA.2179.7	THE CHRONICLE NEWS BUILDING	Yes	200		CHURCH	ST.	WNRD-C, FNE

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5LA.2179.189	HOLY TRINITY CATHOLIC CONVENT & SCHOOL ~ HOLY TRINITY CATHOLIC SCHOOL & COMMUNITY HALL	Yes	237		CHURCH	ST.	WNRD-C, FE
5LA.2179.190	CHRONICLE ~ TRINIDAD BOTTLING WORKS ~ CLENIN HALL	Yes	308		CHURCH	ST.	WNRD-NC, FNE
5LA.8899		No	404		COLLEGE		ONE
5LA.11445	YEAMAN HOUSE ~ MODICA RESIDENCE	No	415		COLLEGE	ST.	DNE
5LA.9410		No	207	E.	COLORADO	AVE.	ONE
5LA.9411		No	209	E.	COLORADO	AVE.	ONE
5LA.9412		No	215	E.	COLORADO	AVE.	ONE
5LA.7152	TRINITY EPISCOPAL CHURCH (TRINIDAD)	No	119	W.	COLORADO	AVE.	DNE
5LA.12526	W. W. TAYLOR RESIDENCE	No	402	W.	COLORADO	AVE	ONE
5LA.12217	FRANK LATUDA HOUSE	No	431	W.	COLORADO	AVE	NRL
5LA.11060	AULTMAN HOUSE	No	711		Colorado	Ave.	NRL
5LA.2179.14	UNION BLOCK ~ GRAND UNION HOTEL ~ COLUMBIAN HOTEL	Yes	111	N.	COMMERCIAL	ST.	WNRD-C, FE
5LA.2179.31	TOLTEC HOTEL	Yes	118-128	N.	COMMERCIAL	ST.	WNRD-C, FE
5LA.2179.15	POITREY BLOCK ~ TRINIDAD NATIONAL BANK ~ COMMUNITY FIRST NATIONAL BANK	Yes	125-137	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.30	SADDLEROCK BUILDING	Yes	132	N.	COMMERCIAL	ST.	WNRD
5LA.2179.68	MAXDAY GARAGE & CAB SERVICE ~ STANDARD PAINT & GLASS ~ PAPERWORK, INC.	Yes	140	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.115	MACLIVER BROTHERS ONE-STOP SERVICE STATION ~ CUSTOM AUTO GLASS ~ PHI ROBERTS COMMERCIAL BARBER SHOP	Yes	200	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.58	BIG SIX BAR AND RESTAURANT ~ GOLDEN GRILL AND BAR	Yes	209	N.	COMMERCIAL	ST.	WNRD
5LA.2179.29	SHERMAN BUILDING	Yes	210	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.54	JACK JOST'S BARBER SHOP	Yes	211-213	N.	COMMERCIAL	ST.	WNRD
5LA.2179.191	CHURCH NEWS ~ SCHUBERT CIGAR FACTORY ~ FRANCESCA'S	Yes	212	N.	COMMERCIAL	ST.	WNRD-NC, FNE

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5LA.2179.59	HORSESHOE BAR ~ CENTRAL HARDWARE & MARKET ~ ANHEUSER-BUSCH ~ JACOB SANDERS ~ M & L APPLIANCES ~ RADIO SHACK	Yes	219-225	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.28	FIRST PRESBYTERIAN CHURCH (TRINIDAD) ~ UNITED PRESBYTERIAN CHURCH	Yes	224	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.61	CENTRAL MEAT MARKET ~ PATTERSON SHOE COMPANY ~ DOWNS RESTAURANT ~ KIRBY DISTRIBUTION ~ BIG PINE REALTY	Yes	227	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.17	PACKER BLOCK (REMNANT) ~ RIDOLFI ELECTRIC	Yes	231	N.	COMMERCIAL	ST.	NRD-NC, FNE
5LA.2179.27	BARELA BLOCK ~ BARELA BUILDING ~ CHUCKWAGON CAFE & BEAUTY SHOP	Yes	234	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.192	SONNY'S POOR BOY CAFE ~ THE WINTER GROUP	Yes	238	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.60	MODEL BARBER SHOP ~ REFATTI SALOON ~ DAVIS BARBER SHOP ~ BOB'S BOOKS ~ WESTERN LAND ACQUISITIONS ~ PUEBLO HEARING AID	Yes	249-253	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.62	DER RATHSKELLER SALOON ~ HELT JEWELRY STORE ~ MCDADE INVESTMENT CO.	Yes	255	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.91	DOMINGUEZ BLOCK ~ KENTUCKY SALOON ~ J.B. ANDREWS & CO ~ COMMERCIAL STREET SALON	Yes	257-259	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.18	BARELA BLOCK ~ BEE HIVE BLOCK ~ DENVER HOTEL ~ WAZUBI'S COFFEE HOUSE ~ STONE WALL ANTIQUES	Yes	267-269	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.26	SIPE BUILDING ~ JACOB SANDERS BUILDING ~ COMMERCE SAVINGS BANK ~ TRINIDAD INDUSTRIAL BANK ~ GRIEGO INSURANCE	Yes	300	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.19	HENRY LONGNECKER BUILDING ~ COLONIAL HOTEL ~ TRINIDAD ABSTRACT & TITLE CO.	Yes	301	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.63	COMMERICAL HOTEL ~ VIGIL HOTEL & CAFE ~ SAVOY HOTEL & CAFE	Yes	309-313	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.25	CITY BUILDING ~ TRINIDAD FIRE HOUSE ~ TRINIDAD CHILDREN'S MUSEUM	Yes	314	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.67	BAPTIST HALL ~ CITY HOTEL ~ CRANE'S RESTAURANT ~ TRINIDAD CREAMERY ~ MARTY FEEDS	Yes	328	N.	COMMERCIAL	ST.	WNRD-C, FNE

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5LA.2179.64	JAMES MADISON JOHN BUILDING ~ EISELE & GERARDI GROCERY	Yes	341	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.65	TAYLOR BLOCK ~ BELL BLOCK ~ COLORADO HOTEL ~ SANDSTONE CONDOMINIUMS	Yes	401-407	N.	COMMERCIAL	ST.	WNRD-C, FE
5LA.2179.23	QUILICH BUILDING	Yes	404	N.	COMMERCIAL	ST.	WNRD
5LA.2179.195	BELL BLOCK ~ SEMONES BARBER SHOP ~ SCOBEE'S SHOE REPAIR ~ TRINIDAD GOLDWORKS ~ LINCARE	Yes	409-417	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.193	NUCKOLLS PACKING CO. ~ COLORADO CHEESE CO. ~ MESA DISTRIBUTING CO.	Yes	414	N.	COMMERCIAL		WNRD-NC, FNE
5LA.2179.196	QUILITCH BROTHERS FEED MILL	Yes	416	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.22	TRINIDAD HOTEL ~ TRINIDAD LOUNGE	Yes	421	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.194	SHERMAN-COSNER GROCERY ~ JAMISON-CONGER GRAIN & PRODUCE ~ M & M DISTRIBUTING CO./STANDARD SALES CO. INC.	Yes	422	N.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.198	JOHN CORICH BUILDING ~ SOUTHERN BAR	Yes	429	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.199	ELKS CAFE ~ PATTERSON SHOE CO. ~ RISLEY PRINTING CO. ~ TRINIDAD PRINTING CO.	Yes	431	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.200	WEEDEN'S GROCERY & MARKET ~ ELK'S CAFE ~ RUBEN'S LIQUOR STORE	Yes	439	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.66	DUNLAVY BROTHERS GROCERY ~ COLORADO SUPPLY CO. GROCERY ~ HINKLE'S ELECTRIC ~ C & H RESTAURANT	Yes	443	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.201	TINIDAD MOTOR SALES CO. ~ ADELPHIA	Yes	444	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.24	NEW METROPOLITAN HOTEL ~ ADELPHIA HOTEL ~ REIVERSIDE SALON	Yes	449-453	N.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.9426	COMMERCIAL STREET AMOCO ~ TRINIDAD STANDARD STATION	No	595	N.	COMMERCIAL	ST.	OESR
5LA.9427	BARNEY'S GARAGE AND IMPLEMENT ~ J.M. TIRE	No	705	N.	COMMERCIAL	ST.	OED-C, FNE
5LA.9428	J & J MOTORS	No	732	N.	COMMERCIAL	ST.	OED-C, FNE
5LA.9429	HADAD MOTOR SALES	No	732	N.	COMMERCIAL	ST.	OED-C, FNE
5LA.2179.202	S.S. WALLACE LAW OFFICE ~ SALVATION ARMY	Yes	201	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.203	KNIGHTS OF COLUMBUS 1072	Yes	205	S.	COMMERCIAL	ST.	WNRD-NC, FNE

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5LA.2179.128	COMMERCIAL GARAGE ~ SOUTHERN COLORADO DAIRY	Yes	225	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.204	GORMAN RESIDENCE ~ DIGHERA RESIDENCE	Yes	316	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.205	CYPHERS RESIDENCE	Yes	317	S.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.206	LOCKE BOARDING HOUSE ~ RUSCETTI RESIDENCE	Yes	320	S.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.2179.207	LINDSAY HOUSE ~ JARRELL BOARDING HOUSE ~ BLUE BOARDING HOUSE ~ SALVATION ARMY HALL	Yes	400	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.208	BRIGHTON BOARDING HOUSE ~ DAZZO RESIDENCE ~ ELOY CASTILLO RESIDENCE	Yes	404	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.209	BRANT/BRICE RESIDENCE ~ WILLIAMS RESIDENCE	Yes	410	S.	COMMERCIAL	ST.	WNRD-C, FNE
5LA.2179.210	HALL RESIDENCE ~ WADE RESIDENCE	No	414-416	S.	COMMERCIAL	ST.	WNRD-NC, FNE
5LA.10273	TRINIDAD HOUSING AUTHORITY	No	417-419	S.	COMMERCIAL	ST.	FNE
5LA.10742	LUCY TRANCOSO RESIDENCE	No	517	S.	COMMERCIAL		NA
5LA.9544	BRICK PAVING, COMMERCIAL STREET	No			COMMERCIAL	ST.	NRD-C, FE
5LA.1824	COMMERCIAL STREET BRIDGE	Yes			COMMERCIAL	ST.	DeINR
5LA.2179.212	HOLY TRINITY PARSONAGE ~ TRINIDAD AREA CATHOLIC PASTORAL CENTER	Yes	235	N.	CONVENT	ST.	WNRD-C, FNE
5LA.2179.13	PHILIP SCHNEIDER BREWING CO. ~ STOCKHOUSE SCHNEIDER BRWY ~ HENRY SCHNEIDER BREWERY ~ SCHOOL DISTRICT NO. 1 OFFICE	Yes	240	N.	CONVENT	ST.	WNRD-C, FE
5LA.2179.213	MODICA BROTHERS RED-E-MIX CONCRETE ~ DINKY'S GROOMING SHOP	Yes	339	N.	CONVENT	ST.	WNRD-NC, FNE
5LA.2179.214	TRINIDAD HOUSING AUTHORITY PROPERTY ~ MIKE & JENNIE COPPA RESIDENCE ~ KATHERINE WERTZ RESIDENCE ~ LENA ARAGON RESIDENCE	Yes	207-209	S.	CONVENT	ST.	WNRD-NC, FNE
5LA.2179.95	HOAG RESIDENCE ~ IDA MARTINEZ HOUSE	Yes	219	S.	CONVENT	ST.	WNRD-NC, FNE
5LA.2179.215	REED RESIDENCE ~ BACHICHA RESIDENCE	Yes	301	S.	CONVENT	ST.	WNRD-C, FNE
5LA.2179.216	HUNN RESIDENCE	Yes	303	S.	CONVENT	ST.	WNRD-C, FNE
5LA.2179.217	ARMIJO RESIDENCE	Yes	308	S.	CONVENT	ST.	WNRD-NC, FNE
5LA.2179.218	WEBB RESIDENCE ~ MCKEE RESIDENCE ~ KUVER RESIDENCE	Yes	309	S.	CONVENT	ST.	WNRD-C, FNE

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5LA.2179.219	COLE RESIDENCE ~ FRANCH RESIDENCE ~ SANCHEZ RESIDENCE	Yes	313	S.	CONVENT	ST.	WNRD-C, FNE
5LA.8879		No	1020		COUNTRY CLUB	DR.	ONE
5LA.10669		No	1005		DELMAR		NA
5LA.10670		No	1012		DELMAR		NA
5LA.8882		No	314	S.	DENVER	ST.	ONE
5LA.10883		No	320	S.	DENVER	ST.	NA
5LA.11123	EAST STREET SCHOOL	No	206		EAST	ST.	NRL
5LA.9425	ASSOCIATED RAILROAD STRUCTURE- BURLINGTON NORTHERN & SANTA FE RAILROAD- TRINIDAD	No			EAST OF N. COMMERCIAL ST AND PINE ST		ONE
5LA.1265	TRINIDAD COLORADO AND SOUTHERN DEPOT ~ TRINIDAD DEPOT	No	507	E.	ELM	ST.	OE
5LA.2179.96	CHARLES BARRACK GROCERY ~ SOUTHERN MOTOR COMPANY	Yes	115		ELM	ST.	WNRD-C, FNE
5LA.2179.97	CUSTOM GLASS SHOP	Yes	117		ELM	ST.	NRD-NC
5LA.2179.220	LAWLER BUILDING ~ SALVATION ARMY HALL ~ EXIDE BATTERY & IGNITION ~ CITY FRUIT & VEGETABLE ~ GRAPETTE BOTTLING ~ SOUTHERN COLORADO REALTY	Yes	136-144		ELM	ST.	WNRD-NC, FNE
5LA.2179.221	TARABINO & CO. ~ COHEN CLOTHING STORE ~ BOOTHES WALLPAPER & PAINT	Yes	152		ELM	ST.	WNRD-C, FNE
5LA.2179.222	CONTINENTAL OIL COMPANY STATION ~ DIXIE DRIVE-IN	Yes	155		ELM	ST.	WNRD-NC, FNE
5LA.2179.223	NICHOLS BUILDING ~ FERGUSON'S ~ PATTERSON'S MOTORCYCLES ~ TURNER MOTOR ~ NAPA AUTO PARTS ~ MAKLOSKI AUTOMOTIVE	Yes	156-160		ELM	ST.	WNRD-C, FNE
5LA.2179.224	W.G. HALL GARAGE ~ STUDEBAKER SALES & SERVICE ~ MCCLAIN MOTOR SERVICES ~ MOUNTAIN STATES TELEPHONE & TELEGRAPH	Yes	200-202		ELM	ST.	WNRD-C, FNE
5LA.2179.225	WILLIAMS & EASLEY ~ WEAVER & KUPER GARAGE ~ HOME LAUNDRY & DRY CLEANERS	Yes	201		ELM	ST.	WNRD-NC, FNE
5LA.2179.226	SHAW GARAGE ~ WILLIAM HALL GARAGE ~	Yes	210		ELM	ST.	WNRD-NC, FNE

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	MAURELLO FRUIT COMPANY GARAGE ~ MONTGOMERY WARD WAREHOUSE						
5LA.2179.227	TRINIDAD NOVELTY WORKS GARAGE ~ ASSOCIATION MOTOR CO ~ BOWIE AUTOMOTIVE SERVICE	Yes	224		ELM	ST.	WNRD-C, FNE
5LA.2179.228	COOMBS RESIDENCE & LOCKSMITH ~ DINER CAFE ~ INDEPENDENT CREAMERY ~ OLIVER WELDING ~ MARSH ELECTRIC	Yes	225		ELM	ST.	WNRD-C, FNE
5LA.2179.98	E.S. BELL BUILDING ~ JAMIESON HOUSE FURNISHING COMPANY MATTRESS FACTORY ~ TRINIDAD CREAMERY CO. ~ TRINIDAD SIGN & NEON CO.	Yes	227		ELM	ST.	WNRD-C, FNE
5LA.10687		No	131	N.	ENGLE		NA
5LA.8894		No	217	E.	FROST		ONE
5LA.8874		No	325		FROST		ONE
5LA.10782	CLARA SANCHEZ RESIDENCE	No	1214		GARFIELD		NA
5LA.10823	ELOY MARTINEZ RESIDENCE	No	1220		GARFIELD		NA
5LA.10939	HARTMAN RESIDENCE	No	319	E.	GODDARD	AVE.	ONE
5LA.10871		No	308		GODDARD		NA
5LA.8890		No	300	E.	GODDARDT		ONE
5LA.6008	TOM CORDOVA HOUSE	No	130	N.	GORDON	ST.	ONE
5LA.6009	TEVA SANDOVAL HOUSE	No	1012		GRANT	AVE.	ONE
5LA.10966	VALLEJOS RESIDENCE	No	1306		GRANT	AVE.	OE
5LA.10807	BESSIE VALENZUELA RESIDENCE	No	315		GROVE		NA
5LA.8893		No	718		HAINLEN		ONE
5LA.10824	FLORA JOHNSON RESIDENCE	No	315		HIGH		NA
5LA.10680		No	314		HIGHLAND		NA
5LA.10671		No	318		HIGHLAND		NA
5LA.6057	GLORIA LUCERO HOUSE	No	1002		IMPERIAL	ST.	ONE
5LA.10772	JAKE TRUJILLO RESIDENCE	No	1015		IMPERIAL		NA

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5LA.10752	JESUS B. GURULE RESIDENCE	No	506	S.	INDIANA	AVE.	NA
5LA.10877		No	709		INDIANA		NA
5LA.8881		No	713		INDIANA		ONE
5LA.8873	SEPULVEDA RESIDENCE	No	632	W.	JEFFERSON	ST.	ONE
5LA.12204	SAMORA RESIDENCE	No	810	W.	JEFFERSON	ST.	ONE
5LA.8848		No	637		JEFFERSON	ST.	ONE
5LA.8851		No	715		JEFFERSON	ST.	ONE
5LA.8857		No	723		JEFFERSON	ST.	ONE
5LA.8866		No	809		JEFFERSON	ST.	ONE
5LA.10748	ELOY VALDEZ RESIDENCE	No	206	E.	JOHNSON		NA
5LA.11222	BACA RESIDENCE	No	218	E.	JOHNSON	AVE.	ONE
5LA.11523		No	229	E.	JOHNSON	AVE.	ONE
5LA.10767	GABINO DOMINQUEZ RESIDENCE	No	315	E.	JOHNSON		NA
5LA.10771	LUCY LACRUE RESIDENCE	No	321	E.	JOHNSON		NA
5LA.10801	ORTIREZ RESIDENCE	No	323	E.	JOHNSON		NA
5LA.10738	APOLINARIO VALERIO RESIDENCE	No	326	E.	JOHNSON		NA
5LA.10777	MILLARD RUBIDOUX RESIDENCE	No	327	E.	JOHNSON		NA
5LA.10795	ROBERT LUCERO RESIDENCE	No	115	W.	KANSAS		NA
5LA.8696	KIT CARSON PARK ~ KIT CARSON SCULPTURE	No			KIT CARSON PARK		NA
5LA.10674		No	714		LANE		NA
5LA.6011	EUGENE GALLEGOS HOUSE	No	1116		LINCOLN	AVE.	ONE
5LA.10869	MASCARENAS RESIDENCE	No	629	N.	LINDEN	AVE.	NRD-C, FNE
5LA.10679		No	702	N.	LINDEN		NA
5LA.8864		No	813	N.	LINDEN		ONE
5LA.6020	VIRGINIA AGUILAR HOUSE	No	1300	N.	LINDEN	ST.	ONE
5LA.8862		No	404	S.	LINDEN		ONE
5LA.6065	JAKE CANDELARIO HOUSE	No	410	S.	LINDEN	ST.	ONE
5LA.8867		No	633		LINDEN	AVE.	ONE

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5LA.12600		No	812		LINDEN	AVE.	OND
5LA.10885	LUCY ZAMORA RESIDENCE	No	1205		LINDEN		NA
5LA.1873		No	1300		LINDEN	AVE.	ONE
5LA.8892		No	1409		LINDEN	AVE.	ONE
5LA.1820	LINDEN AVE BRIDGE	No			LINDEN	AVE.	OE
5LA.8850		No	706		MADISON	ST.	ONE
5LA.2179.41	FIRST NATIONAL BANK (TRINIDAD)	Yes	100	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.32	McCORMICK BUILDING	Yes	101-113	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.40	POST HARDWARE ~ PLESTED BUILDING ~ BRANSON & GRISWOLD ~ AULTMAN STD. ~ FIRST NATIONAL BANK ANNEX	Yes	110-112	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.39	SAMUEL BLOCK ~ KARL'S SHOE STORE ~ CORRAL PAWN TRADING POST	Yes	114-118	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.69	WOOD SHOE STORE ~ ZIMMERMAN'S CONFECTIONERY ~ WHITE FRONT SALOON ~ MODE-O-DAY STORE ~ H & R BLOCK	Yes	117	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.70	MULNIX SALOON ~ RICHTER LIQUOR ~ MCNAUGHTON MARKETIME DRUG STORE	Yes	121	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.79	NEAT RESTAURANT ~ HEY PATTERSON MEAT CO. ~ SANTI'S BAKERY ~ ELITE JEWELERS	Yes	122	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.71	P & W SHOE STORE ~ FASHION SHOE STORE & READY TO WEAR ~ CHACON INSURANCE	Yes	125	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.78	NICHOLS BUILDING ~ J. GOLDSMITH'S & SONS ~ STROMBERG'S CLOTHING ~ TOWN & COUNTRY CLOTHIERS	Yes	126	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.72	GERARDI MERCANTILE CO. GROCERY ~ ALEXANDER & SON MERCANTILE ~ HADAD'S HOME FURNISHINGS	Yes	131	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.38	TRINIDAD MASONIC TEMPLE ~ S.H. KRESS & CO. ~ TRINIDAD CARPET & APPLIANCE	Yes	132-136	E.	MAIN	ST.	NRD-C, FE
5LA.2179.33	TURNER AND FORD BUILDING/ODD FELLOWS HALL ~ LYNCH BUILDING ~ DANIELSON'S DRY GOODS AND DOMESTIC FINERY	Yes	135-139	E.	MAIN	ST.	WNRD-C, FNE

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5LA.2179.37	JAMIESON BUILDING ~ COLORADO BUILDING ~ JAMIESON HOUSE FURNISHING CO. ~ A.R. MITCHELL MEMORIAL MUSEUM OF WESTERN ART	Yes	148-150	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.73	MONTGOMERY WARD COMPANY ~ PIGGLY WIGGLY ~ TARABINO BUILDING ~ THE SHOPS ON MAIN	Yes	149	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.34	BLOOM BUILDING ~ BLOOM BLOCK ~ LANNY'S SUPERMARKET ~ GIBSON'S DISCOUNT HOUSE ~ FARMER'S INSURANCE ~ HALLMARK	Yes	153-155	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.230	LA CONCHA SUPER SERVICE STATION ~ QUARRIED EARTH TILE & STONE STORE	Yes	159	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.77	COLORADO BUILDING ~ JOE DAVIS BLOCK ~ IDEAL CASH AND CARRY ~ NAVY RECRUITING OFF ~ YARN TREE ~ DIXON, WALTER & CO.	Yes	160-164	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.231	STANDARD OIL SERVICE STATION ~ QUICK LUBE & TIRES	Yes	200	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.232	NEW CARLISLE BUILDING ~ GRIFFITH AUTO SUPPLY ~ DR. ORTUS ADAMS OFFICE ~ MODERN EQUIPMENT CO.	Yes	201-203	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.126	SOCIAL SECURITY ~ WELCH DENTAL	Yes	207-209	E.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.76	BELL-DAVIS BLOCK ~ DR. G.R. FORD OFFICE & RESIDENCE ~ TRINIDAD GAS & ELECTRIC SUPPLY CO. ~ HALL-MCMAHON UNDERTAKING ~ G.A.R. HALL (GRAND ARMY OF THE REPUBLIC) ~ WARD-TAMME BUILDING ~ KELLER GLASS	Yes	214-218	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.35	TELEPHONE BUILDING ~ CHAMBER OF COMMERCE BUILDING	Yes	215	E.	MAIN	ST.	WNRD-NA
5LA.2179.127	EMERICK APARTMENTS ~ TRINIDAD NASH ~ SILVER STATE TIRE COMPANY ~ CLAYTON THOMAS FURNITURE ~ MARY ANN APARMTENTS	Yes	231	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.233	CENTRAL GARAGE ~ ROSSI-CRABTREE MOTOR CO.	Yes	238	E.	MAIN	ST.	WNRD-C, FNE
5LA.2180	FRANK G. BLOOM HOUSE	Yes	300	E.	MAIN	ST.	NRL
5LA.1630	HOUGH RESIDENCE ~ FELIPE BACA HOUSE ~ TRINIDAD HISTORY MUSEUM	Yes	300-304	E.	MAIN	ST.	NRL

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5LA.2179.93	US POST OFFICE--TRINIDAD MAIN ~ TRINIDAD POST OFFICE	Yes	301	E.	MAIN	ST.	NRL
5LA.2179.74	DR R.G. DAVENPORT RESIDENCE & OFFICE ~ DR. B.M. CAWLEY RESIDENCE & OFFICE ~ DR. BARLOW OFFICE	Yes	312	E.	MAIN	ST.	WNRD-C, FNE
5LA.2179.90	CHAPPELL RESIDENCE ~ MULLARE MURPHY FUNERAL HOME	Yes	335	E.	MAIN	ST.	WNRD-C, FE
5LA.2179.36	CHRISTIAN CHURCH (TRINIDAD) ~ RINO'S ITALIAN RESTAURANT & STEAKHOUSE	Yes	400	E.	MAIN	ST.	NRD-C, FE
5LA.10796	MARY GIRON RESIDENCE	No	525	E.	MAIN	ST.	NA
5LA.6062	MARY DURAN HOUSE	No	1210	E.	MAIN	ST.	ONE
5LA.10745	LUCY FARACE RESIDENCE	No	1300	E.	MAIN	ST.	NA
5LA.10737	FRED MESTAS RESIDENCE	No	1609	E.	MAIN	ST.	NA
5LA.10754	MARTHA DIMARCO RESIDENCE	No	1613	E.	MAIN		NA
5LA.10785	MARY GURULE RESIDENCE	No	2370	E.	MAIN		NA
5LA.6012	ERMINIA SAIZ HOUSE	No	2373	E.	MAIN	ST	ONE
5LA.2179.229	HEATING PLANT	Yes		E.	MAIN	ST.	WNRD-C, FNE
5LA.2181	JAFFA OPERA HOUSE ~ TRINIDAD OPERA HOUSE ~ HAUSMAN DRUG	Yes	100-116	W.	MAIN	ST.	NRL
5LA.2179.10	LEVY BUILDING ~ GOLDEN EAGLE CLOTHING & SHOE HOUS ~ BOSTON CLOTHING CO. ~ M. ALPERT & SONS ~ MAIN STREET CAFE	Yes	121	W.	MAIN	ST.	NRD-NC, FNE
5LA.2179.42	E.S. BELL BUILDING ~ BELL BLOCK ~ JOHN'S BUILDING ~ E.S. BELL & CO. BUILDING	Yes	126-134	W.	MAIN	ST.	WNRD-C, FE
5LA.2179.9	FAMOUS DEPARTMENT STORES ~ J.C. PENNY CO. ~ ALL NATIONS FELLOWSHIP	Yes	131	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.8	THE PALACE ~ SABER'S BAR	Yes	137	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.43	LYNCH BLOCK ~ FRANCH BLOCK ~ AMERICAN SAVINGS BANK ~ LONE STAR CAFE	Yes	200-210	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.110	HAMERSLOUGH BUILDING ~ SAFEWAY	Yes	201	W.	MAIN	ST.	WNRD
5LA.2179.234	STEVENS BLOCK ~ FORBES BROTHERS GROCERY ~ BURKHARD - TOLLER MOTOR CO.	Yes	218	W.	MAIN	ST.	WNRD-C, FNE

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5LA.2179.50	SIMON SANDER & CO ~ BALDWIN PIANO ~ BECK SHOE STORE	Yes	219	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.51	R. HAMERSLOUGH & CO ~ OREKAR SALOON ~ SAMMIE'S BAR AND CAFE ~ ATLANTIC BAR ~ BLACK JACK'S SALOON & STEAKHOUSE	Yes	225	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.44	AIELLO ~ TOLLER BUILDING	Yes	228	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.52	WISE BLOCK ~ TRINIDAD ELECTRIC TRANSMISSION, RAILWAY & GAS. CO. ~ GAMBLE'S	Yes	231	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.45	RAIZON BUILDING	Yes	300	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.6	LAS ANIMAS BLOCK ~ SOPRIS BLOCK ~ DIAGNOSTIC TENCHOLOGIES	Yes	301	W.	MAIN	ST.	WNRD-C, FE
5LA.2179.80	WHITE HOUSE MARKET & GROCERY ~ GREEN LIGHT BAR & CAFE ~ NEW & USED FURNITURE STORE	Yes	304	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.57	SOPRIS BLOCK ~ DENVER & RIO GRANDE EXPRESS ~ WARMKER MILLINERY ~ TRINIDAD COURIER ~ MORNING LIGHT	Yes	305	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.92	GLAVIANO & GARLUTZO GARAGE ~ MODEL CITY OFFICE ~ BROCATO & ASSOCIATES ~ MR. T'S PLACE	Yes	308-314	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.53	WELLS FARGO & CO. EXPRESS OFFICE ~ SOPRIS OFFICE ~ VAL'S CIGAR STORE	Yes	309	W.	MAIN	ST.	WNRD-C, FE
5LA.2179.56	SOPRIS BLOCK ~ JAMIESON HOME FURNISHING CO. ~ DELMONICOS CAFE & BAR	Yes	313	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.5	SOPRIS BLOCK ~ JAMIESON HOUSE FURNISHING ~ MCNALLY & SON FURNITURE	Yes	317-319	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.4	WEST BLOCK ~ CAMPBELL LEWIS MORTUARY ~ TRINIDAD SPORTING GOODS ~ JIM'S BARBER SHOP	Yes	331-335	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.235	SHY SERVICE STATION ~ CONTINENTAL OIL CO. ~ CRESS CLEANERS	Yes	401	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.46	DR. A.A. WHITE RESIDENCE ~ INN ON THE SANTA FE TRAIL	Yes	402	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.236	TRINIDAD BATTERY CO. ~ MOUNTAIN LAND PROPERTIES	Yes	419	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.94	WEST THEATER ~ FOX THEATRE	Yes	423	W.	MAIN	ST.	WNRD-C, FE
5LA.2179.117	SKATE-LAND ~ SKATELAND	Yes	424	W.	MAIN	ST.	WNRD-C, FE

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5LA.2179.47	MAIN HOTEL	Yes	426-430	W.	MAIN	ST.	WNRD-NA
5LA.2179.237	SOCOLO SUPER SERVICE STATION ~ ROSE MOTORS	Yes	438	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.81	DALMACIA SALOON & HOTEL ~ SANDERS BLOCK ~ SIMON SANDER & CO. ~ KELLOFF BUILDING ~ C & M AUTOMOTIVE SUPPLY CO	Yes	450	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.82	SIMON SANDERS & CO ~ WEST END MEAT MARKET ~ C & M MACHINE SHOP	Yes	458	W.	MAIN	ST.	WNRD-NC, FNE
5LA.2179.99		Yes	466	W.	MAIN	ST	NA
5LA.2179.48	TRINIDAD BOTTLING WORKS ~ SUNNY SIDE TAVERN ~ THE OTHER PLACE	Yes	466	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.49	BILLARD HALL ~ BARBER SHOP ~ PEE WEE'S PLACE ~ THE ALBANY ~ JOSEPH MALOUFF GENERAL STORE ~ NICK MALOUFF'S GROCERY	Yes	500-506	W.	MAIN	ST.	WNRD-C, FNE
5LA.2179.83	EL CHARRO CAFE ~ DESIGNS & MORE	Yes	510	W.	MAIN	ST.	NRD-NC, FNE
5LA.2179.84	JENNIE'S LOUNGE ~ ALL WAYS TRAVEL	Yes	514	W.	MAIN	ST.	NRD-NC, FNE
5LA.2179.85	FALLEN ANGEL ANTIQUE & GIFT ~ F&C SAWAYA WHOLESALE	Yes	516	W.	MAIN	ST.	NRD-NC, FNE
5LA.2179.55	BLACKSMITH ~ PRICCO AUTOMOTIVE ~ TRINIDAD TIRE SHOP	No	601	W.	MAIN	ST.	NRD-C, FNE
5LA.2179.1	RED MILL SALOON	No	605	W.	MAIN	ST.	NRD-NC, ONE
5LA.2179.238	ERICKSON FURNISHED ROOMS & TAILORING	Yes	108-112	N.	MAPLE	ST.	WNRD-C, FNE
5LA.2179.239	BURKHARD SADDLE & IMPLEMENT ~ TRINIDAD ARMORY ~ LENKE MOTOR ~ TRIANGLE CHEVROLET ~ TRINIDAD MOTOR SALES ~ MONTGOMERY WARD AUTO SERVICE	Yes	116-126	N.	MAPLE	ST.	WNRD-C, FNE
5LA.2179.240	WOOSTER BROTHERS BLACKSMITH SHOP ~ TRINIDAD MOTOR SALES	Yes	134	N.	MAPLE	ST.	WNRD-C, FNE
5LA.2179.119	ELKS LODGE NO. 181 (BPOE)- TRINIDAD	Yes	120	S.	MAPLE	ST.	WNRD-C, FE
5LA.2179.241	HAMERSLOUGH RESIDENCE ~ KAPELKE RESIDENCE ~ ROMERO RESIDENCE	Yes	316	S.	MAPLE	ST.	WNRD-C, FNE
5LA.2179.242	FORBES RESIDENCE ~ DAVIS RESIDENCE ~ ABRAHAMS RESIDENCE	Yes	317	S.	MAPLE	ST.	WNRD-C, FE
5LA.10263	RODIGHIERO RESIDENCE	No	402	S.	MAPLE	ST.	FNE

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.2179.12	TEMPLE AARON (TRINIDAD)	Yes	407	S.	MAPLE	ST.	WNRD-C, FE
5LA.10264	RADFORD TERRACE ~ RAPP RESIDENCE	No	410-416	S.	MAPLE	ST.	FNE
5LA.2179.243	COLLIER RESIDENCE ~ RICHIE RESIDENCE	Yes	411	S.	MAPLE	ST.	WNRD-NC, FNE
5LA.2179.244	TURNER RESIDENCE ~ KAHN RESIDENCE	Yes	415	S.	MAPLE	ST.	WNRD-NC, FNE
5LA.10743	MARY GARCIA RESIDENCE	No	603		MAPLE		NA
5LA.2179.245	J.C. COULSON FRUIT & PRODUCE ~ TRINIDAD CANDY ~ MASON CANDY	Yes	401		MARKET	ST.	WNRD-C, FNE
5LA.2179.246	DUNLAVY BROTHERS WAREHOUSE & STABLE ~ COLORADO SUPPLY COMPANY ~ C.S. MOREY MERCANTILE	Yes	428		MARKET	ST.	WNRD-C, FNE
5LA.2179.247	BANCROFT MILL ~ QUICKSTEP MILL ~ BANCROFT - MARTY FEED & PRODUCE	Yes	328		MILL	ST.	WNRD-C, FNE
5LA.9413		No	507-509		NEVADA	AVE.	OED-C, FNE
5LA.9414		No	511-513		NEVADA	AVE.	OED-C, FNE
5LA.2179.106	MCCHESNEY RESIDENCE ~ FRED PFALMER RESIDENCE ~ HERRERA RESIDENCE	Yes	516		NEVADA	AVE.	WNRD-C, FNE
5LA.2179.107	GUMLICH RESIDENCE	Yes	520		NEVADA	AVE.	WNRD-NC, FNE
5LA.10812	MARSHALL QUALLS RESIDENCE	No	1010		NEVADA	AVE.	NA
5LA.13268	CHARLES EMERICK RESIDENCE	No	1211		NEVADA	AVE.	NRL
5LA.10967	COBERLY RESIDENCE	No	1716		NEVADA	AVE.	OND
5LA.10741	ELOSIA MAESTAS RESIDENCE	No	1015		NICKERSON		NA
5LA.8871		No	1021		NICKERSON		ONE
5LA.11136	TRINIDAD COUNTRY CLUB AND GOLF COURSE	No	1417		NOLAN	DR.	DNE
5LA.9532	C.O. BANTA VOCATINAL BUILDING ~ TRINIDAD STATE JUNIOR COLLEGE	No			NW CORNER OF NEVADA ST AND PINE ST		NRD-NC, FNE
5LA.9530	HUGGINS HALL ~ TRINIDAD STATE JUNIOR COLLEGE	No			NW CORNER OF PROSPECT ST AND PINE ST		NRD-NC, FNE
5LA.10763	CATHERINE PARKER RESIDENCE	No	407		OAK		NA
5LA.10673		No	910		OAK		NA

State ID Num.	Resource Name	In Corazon?	Street Address			Assessment
5LA.10804	ABRAHAM CRUZ RESIDENCE	No	1003		OBREGON	NA
5LA.10781	MARGARET GARCIA RESIDENCE	No	412		PARK	NA
5LA.13554	TRINIDAD MIDDLE SCHOOL	No	614		PARK	ST
5LA.10789	GILBERT ROMERO RESIDENCE	No	820		PARK	ST.
5LA.9415	RINK BLOCK ~ MOLTER'S COMPLEX NO. 1 ~ MALVERNIA APARTMENTS	No	101-121		PINE	ST.
5LA.2179.108	WEEDEN'S GROCERY & MARKET ~ TRINIDAD JANITOR & RESTAURANT SUPPLY	Yes	118		PINE	ST.
5LA.9416	WINNER'S CIRCLE	No	123		PINE	ST.
5LA.6060	TRINIDAD DONUT FACTORY	Yes	130		PINE	ST.
5LA.9417	OSBORN BLOCK	No	133-135		PINE	ST.
5LA.9418	CASTLE HALL BLOCK ~ KNIGHTS OF PYTHIAS ~ F.O.E. EAGLES NO. 179	No	200-208		PINE	ST.
5LA.10968	ZION'S GERMAN LUTHERAN CHURCH (TRINIDAD) ~ GERMAN LUTHERAN CHURCH ~ ZION'S LUTHERAN CHURCH	No	510		PINE	NRL
5LA.10797	BETTY LACHER RESIDENCE	No	620		PINE	NA
5LA.9543	BRICK PAVING, PINE STREET- TRINIDAD	No			PINE	ST.
5LA.9525	O'CONNOR HALL ~ TRINIDAD STATE JUNIOR COLLEGE	No			PINE AND PROSPECT	
5LA.9526	MULLEN BUILDING ~ TRINIDAD STATE JUNIOR COLLEGE	No			PINE ST AND 4TH AVE	
5LA.1874		No	1715		PINON	ST.
5LA.10776	FRANK ORTIZ RESIDENCE	No	1815		PINON	
5LA.10684		No	1902		PINON	
5LA.12110	DAVID MCCORMICK HOUSE ~ WIGHT HOUSE	No	1919		PINON	ST
5LA.10685		No	2032		PINON	
5LA.10681		No	2034		PINON	
5LA.2179.248	TRINIDAD BOWLING ACADEMY ~ TRNIDAD ELECTRIC AND APPLIANCE ~ DIGITAL ENTERTAINMENT	Yes	101-105	E.	PLUM	ST.

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.2179.249	HUGHES LUMBER CO. ~ TRINIDAD LUMBER ~ O.L. DAVIS LUMBER	Yes	127	E.	PLUM	ST.	WNRD-C, FNE
5LA.2179.250	C.D. HARRISON BLACKSMITH ~ HENRY ABBOTT LOCKSMITH ~ SOUTHERN MOTOR COMPANY ~ M & M MECHANICAL REPAIR	Yes	138	E.	PLUM	ST.	WNRD-NC, FNE
5LA.2179.251	JEFFREYS AUTO COMPANY ~ PFLEEGER MOTOR COMPANY ~ TAMBURELLI CONSTRUCTION COMPANY	Yes	145	E.	PLUM	ST.	WNRD-C, FNE
5LA.2179.252	O.L. DAVIS LUMBER CO. ~ ARTHUR ALLEN AUTOS	Yes	153	E.	PLUM	ST.	WNRD-NC, FNE
5LA.2179.120	CITY CARRIAGE CO ~ G & A AUTO BODY ~ CITY CARRIAGE PAINT & AUTO BODY	Yes	130	W.	PLUM	ST.	WNRD-NC, FNE
5LA.2179.116	JOHNSON LIVERY	Yes	135	W.	PLUM	ST.	WNRD-C, FNE
5LA.6056	KENNETH CHANDLER HOUSE	No	1118		PORTLAND	AVE.	ONE
5LA.6025	HELEN COLLINS HOUSE	No	1201		PORTLAND	AVE.	ONE
5LA.10746	JAKE GRIEGO RESIDENCE	No	705		PRAIRIE		NA
5LA.10805	VIVIAN LOPEZ RESIDENCE	No	627		PRAIRIET		NA
5LA.10672		No	617		PRARIE		NA
5LA.10809	MIQUEL MARTINEZ RESIDENCE	No	205		PROSPECT		NA
5LA.9524	SULLIVAN HALL ~ SULLIVAN STUDENT CENTER	No			PROSPECT	ST.	NRD-NC, FNE
5LA.9529	GUY C. DAVIS SCIENCE BUILDING ~ TRINIDAD STATE JUNIOR COLLEGE	No			PROSPECT	ST.	NRD-NC, FNE
5LA.9533	TROJAN GYMNASIUM ~ SCOTT GYMNASIUM ~ TRINIDAD STATE JUNIOR COLLEGE	No			PROSPECT	ST.	OESR
5LA.9534	BERG HALL ~ TRINIDAD STATE JUNIOR COLLEGE, ADMINISTRATION BUILDING	No			PROSPECT	ST.	ONE
5LA.10265	GALLEGOS RESIDENCE	No	208		RATON	ST.	FNE
5LA.11199	CHAVEZ RESIDENCE	No	1010		RICO	ST.	ONE
5LA.8872		No	1203		RICO		ONE
5LA.10675		No	1312		RICO		NA
5LA.8895		No	313		ROBARD		ONE
5LA.8875		No	312		ROBARDS		ONE

State ID Num.	Resource Name	In Corazon?	Street Address			Assessment
5LA.10969	HAUGEN-BARROZO RESIDENCE	No	834		ROBINSON AVE.	OE
5LA.10882		No	835		ROBINSON	NA
5LA.8883		No	837		ROBINSON	ONE
5LA.10881		No	841		ROBINSON	NA
5LA.10764	MRS. NACCARATO RESIDENCE	No	908		ROBINSON	NA
5LA.5906	OUR LADY OF MOUNT CARMEL CHURCH (TRINIDAD) ~ MT. CARMEL CHURCH (TRINIDAD)	No	909		ROBINSON AVE.	NRL
5LA.8897		No	935		ROBINSON	ONE
5LA.8868	MAES RESIDENCE	No	1008		ROBINSON	OE
5LA.8856		No	1037		ROBINSON	ONE
5LA.6013	JOHN CUCERO HOUSE	No	1113		ROBINSON AVE.	ONE
5LA.6014	LALO GRIEGO HOUSE	No	1119		ROBINSON AVE.	ONE
5LA.12205		No	1300		ROBINSON AVE.	ONE
5LA.10808	MARY ARGUELLO RESIDENCE	No	1510		ROSITA	NA
5LA.10965	VIGIL RESIDENCE	No	914		SAN JUAN ST.	ONE
5LA.8858		No	1106		SAN LUIS	ONE
5LA.8859		No	1118		SAN LUIS	ONE
5LA.9419		No	808		SAN PEDRO AVE.	ONE
5LA.8697	FIRST BAPTIST CHURCH (TRINIDAD)	No	809		SAN PEDRO ST.	NRL
5LA.9420	FIRST BAPTIST CHURCH RECTORY (TRINIDAD)	No	811		SAN PEDRO AVE.	OE
5LA.9421		No	812		SAN PEDRO AVE.	ONE
5LA.9422		No	815		SAN PEDRO AVE.	ONE
5LA.9423		No	817		SAN PEDRO AVE.	ONE
5LA.9424	LEE'S BAR-B-Q	No	825		SAN PEDRO AVE.	ONE, OESR
5LA.2179.105	F & C SAWAYA WHOLESALE	Yes	104		SANTA FE TR.	WNRD-NC, FNE
5LA.2179.87	ROY'S TAVERN ~ GOLDEN NUGGET LOUNGE ~ GOLDEN NUGGET RESTAURANT	Yes	110		SANTA FE TR.	NRD-C, FNE
5LA.2179.86	EDDIE MALOUFF GROCERY ~ JENNY'S CUT N CURL	Yes	116		SANTA FE TR.	NRD-NC, FNE
5LA.2179.88	WISWALL'S PICTURE HOUSE ~ COUNTRY CLUB	Yes	118		SANTA FE TR.	NRD-NC, FNE

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
	LIQUOR STORE						
5LA.2179.89	MOSES MALOUFF BUILDING ~ MONTE CRISTO BAR	Yes	124		SANTA FE	TR.	NRD-C, FNE
5LA.6064	DOROTHY ORTIZ HOUSE	No	1303		SANTA FE	TR.	ONE
5LA.6015	ANTHONY BUENO HOUSE	No	1618		SAVANNAH	AVE.	ONE
5LA.10753	ANTHONY BUENO RESIDENCE	No	1716		SAVANNAH		NA
5LA.13867	HENRY SCHNEIDER RESIDENCE	No	203		SCHNEIDER	ST	FND
5LA.9527	ROMERO HALL ~ TRINIDAD STATE JUNIOR COLLEGE	No			SE CORNER OF 4TH AVE AND PINE ST		NRD-NC, FNE
5LA.8898		No	805		SMITH		ONE
5LA.10756	JOSEPHINE GONZALES RESIDENCE	No	807		SMITH		NA
5LA.10780	MARIE JO PASSARELLI RESIDENCE	No	813		SMITH		NA
5LA.10768	ROBERT ELMORE RESIDENCE	No	817		SMITH		NA
5LA.10749	DULCINEA ABEYTA RESIDENCE	No	838		SMITH		NA
5LA.10778	EUGENE TORRES RESIDENCE	No	1026		SMITH		NA
5LA.10758	JOE SANTISTEVAN RESIDENCE	No	1101		SMITH		NA
5LA.10757	APOLONIA GUTIERREZ RESIDENCE	No	1105		SMITH		NA
5LA.8896		No	1113		SMITH		ONE
5LA.10739	FLOYD CORDOVA RESIDENCE	No	1117		SMITH		NA
5LA.1868		No	1017	S.	SPRUCE	St.	ONE
5LA.10747	JESUS R. ORTIZ RESIDENCE	No	226		SPRUCE		NA
5LA.10814	REUBEN MONTANO RESIDENCE	No	401		SPRUCE	ST.	NA
5LA.10761	ALBERT MADRID RESIDENCE	No	800		SPRUCE		NA
5LA.10762	MANUEL TRUJILLO RESIDENCE	No	507		STATE		NA
5LA.6016	JOE AVALOS HOUSE	No	905		STATE	ST.	ONE
5LA.8880		No	905		STATE		ONE
5LA.10875		No	909		STATE		NA
5LA.10661	CARMEN DOWEL-WHITNEY RESIDENCE	No	513		STONEWALL	AVE.	ONE
5LA.12657		No	724		STONEWALL	AVE.	DNE

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.8888		No	1116		STONEWALL		ONE
5LA.6017	MARY ARMIJO HOUSE	No	801	E.	STRONG	AVE.	ONE
5LA.6024	RANDALL RENSINK HOUSE	No	201	W.	STRONG	AVE.	ONE
5LA.10750	SOLOMON BACA RESIDENCE	No	311		STRONG		NA
5LA.10815	ANNA VIALPANDO RESIDENCE	No	1008	E.	THIRD	ST.	NA
5LA.10880		No	719		TILLOTSON		NA
5LA.8878		No	723		TILLOTSON		ONE
5LA.10878		No	725		TILLOTSON		NA
5LA.10779	HARRY DICKINSON RESIDENCE ~ BIUNDO RESIDENCE	No	737		TILLOTSON	ST.	ONE
5LA.1889		No	825		TILLOTSON		NA
5LA.10744	JOHN FERNANDEZ RESIDENCE	No	323	E.	TOPEKA	AVE.	NA
5LA.8865		No	325	E.	TOPEKA	AVE.	ONE
5LA.8861		No	301	W.	TOPEKA	AVE.	ONE
5LA.1872		No	422	W.	TOPEKA		ONE
5LA.12203	SANDOVAL RESIDENCE	No	503	W.	TOPEKA	AVE.	OE
5LA.9546	COLORADO AND SOUTHERN (C&S) RAILWAY CAR NO. 545	No			TRINIDAD		OE
5LA.9541	STEAMROLLER	No			TRINIDAD		OE
5LA.9547	COLORADO & SOUTHERN RAILWAY CABOOSE NO. 10507	No			TRINIDAD		OE
5LA.9542	COLORADO AND SOUTHERN (C&S) RAILWAY ENGINE NO. 638	No			TRINIDAD		OE
5LA.9537	THE 1905 ATCHISON TOPEKA AND SANTA FE RAILROAD DEPOT	Yes			TRINIDAD		NRD-NC, ONE
5LA.9538	CARDENAS HOTEL	Yes			TRINIDAD		NRD-NC, ONE
5LA.5905	CHURCH - ST. PAUL'S BAPTIST (TRINIDAD), FAITH TEMPLE	No	431		UNIVERSITY		FNE
5LA.11223	ARMSTRONG RESIDENCE	No	508		UNIVERSITY	ST.	OE
5LA.10676		No	919		VALLEY		NA

State ID Num.	Resource Name	In Corazon?	Street Address				Assessment
5LA.2179	CORAZON DE TRINIDAD HISTORIC DISTRICT CORAZON DE TRINIDAD	Yes			VARIOUS		NRL
5LA.10266	FISHER RESIDENCE ~ DEAN RESIDENCE	No	116	S.	WALNUT	ST.	FNE
5LA.6551	FIRST CHRISTIAN CHURCH ~ FIRST CHRISTIAN COMMUNITY CHURCH	No	200	S.	WALNUT	ST.	NRL
5LA.2179.253	STONE RESIDENCE	Yes	215	S.	WALNUT	ST.	WNRD-C, FNE
5LA.10267	DELAP RESIDENCE	No	218	S.	WALNUT	ST.	FNE
5LA.10268	BUKOVAC RESIDENCE	No	220	S.	WALNUT	ST.	FNE
5LA.2179.254	BROWN RESIDENCE ~ HARLAN RESIDENCE	Yes	221	S.	WALNUT	ST.	WNRD-C, FNE
5LA.2179.255	HUDSON RESIDENCE	Yes	227	S.	WALNUT	ST.	WNRD-NC, FNE
5LA.10269	CLARK RESIDENCE	No	306	S.	WALNUT	ST.	FNE
5LA.10270	STEELE RESIDENCE	No	308	S.	WALNUT	ST.	FNE
5LA.10271	BOYLES RESIDENCE	No	316	S.	WALNUT	ST.	FNE
5LA.10262	HALL RESIDENCE	No	402	S.	WALNUT	ST.	FNE
5LA.10783	CARL BURRESCIA RESIDENCE	No	500		WASHINGTON		NA
5LA.10879		No	721		WASHINGTON		NA
5LA.10688		No	200		WAVERLY		NA
5LA.10769	MARGARET HAMMAN RESIDENCE	No	325	E.	WHITE		NA
5LA.8877		No	611		WILLOW		ONE
5LA.6054	EDITH LAUGHLIN HOUSE	No	1312		WILLOW	ST.	ONE

NOTE: The following codes apply to the "form assessment" column:

DelNR Delisted from NR
 DNE Determined not eligible
 FE Field eligible
 FND Field needs data
 FNE Field not eligible
 NA No assessment provided
 NC Noncontributing
 NRD-C Contributing to NR district
 NRL National Register listed

OE	Officially eligible to NR
OED-C	Contributing to officially eligible NR district
OED-NC	Noncontributing to officially eligible NR district
OESR	Officially eligible State Register
OND	Officially needs data
ONE	Officially not eligible to NR
WNRD-C	Within National Register district-contributing
WNRD-NC	Within National Register district-noncontributing
WNRD-ND	Within National Register district-needs data
WNRD-ND	Within National Register district-no assessment provided

Endnotes

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- ¹ A windshield survey is a systematic examination of an area completed by automobile.
- ² Certified Local Governments, History Colorado website, <https://www.historycolorado.org/certified-local-governments>.
- ³ A copy of the subdivision layer was requested from the county but was never provided.
- ⁴ US Department of the Interior, National Park Service, Secretary of Interior's Standards for Preservation Planning, www.nps.gov/history/local-law/arch_stnds_1.htm; Anne Derry, H. Ward Jandl, Carol D. Shull, and Jan Thorman, *Guidelines for Local Surveys: A Basis for Preservation Planning*, National Register Bulletin 24 (Washington: National Park Service, 1977, revised by Patricia L. Parker, 1985), 14.
- ⁵ R. Laurie Simmons and Thomas H. Simmons, *Corazon de Trinidad Historic Buildings Survey, 2001-02* (Denver: Front Range Research Associates, Inc., January 2004).
- ⁶ Derry, et al, *Guidelines for Local Surveys*, 3.
- ⁷ Derry, et al, *Guidelines for Local Surveys*, 35.
- ⁸ Derry, et al, *Guidelines for Local Surveys*, 35.
- ⁹ Derry, et al, *Guidelines for Local Surveys*, 65.
- ¹⁰ Patrick W. Andrus, *How to Apply the National Register Criteria for Evaluation*, Bulletin 15 (Washington: U.S. Government Printing Office, 1997), 44.
- ¹¹ Andrus, *How to Apply the National Register Criteria for Evaluation*, chapter VIII. See, https://www.nps.gov/NR/PUBLICATIONS/bulletins/nrb15/nrb15_8.htm. Cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last fifty years are considered ineligible for listing in the National Register unless they satisfy specified criteria considerations.
- ¹² Astrid Liverman, comp., *The Power of Heritage and Place: A 2020 Action Plan to Advance Preservation in Colorado*, 2020 Colorado Statewide Preservation Plan (Denver: History Colorado, 2010), 22. Work is underway to produce an updated 2030 statewide plan.
- ¹³ Information in the Historic Overview is derived from the sources indicated, as well as from previous survey forms as cited.
- ¹⁴ Morris Taylor stated that Governor Antonio Valverde was the first to use the name. This designation was documented by the 1820 Stephen H. Long expedition. French trappers and traders shortened the name to "Purgatoire," while Americans referred to the "Purgatory" or "Picketwire".
- ¹⁵ Morris F. Taylor, *Trinidad, Colorado Territory* (Trinidad: Trinidad State Junior College, 1966), 3; Maxine Benson, *1001 Colorado Place Names* (Lawrence, Kansas: University Press of Kansas, 1994), 121 and 174-75; Salma A. Waters, ed., *Colorado: 1956-1958* (Denver: Colorado State Planning Commission, [1958]), 784.
- ¹⁶ El Cuartelejo is believed to have been east of present-day Pueblo.
- ¹⁷ Carl Ubbelohde, Maxine Benson, and Duane A. Smith, *A Colorado History*, rev. ed. (Boulder: Pruett Publishing Co., 1976), 11-14; Taylor, *Trinidad, Colorado Territory*, 3.
- ¹⁸ Thomas J. Noel, Paul F. Mahoney, and Richard E. Stevens, *Historical Atlas of Colorado* (Norman: University of Oklahoma Press, 1994), 8; Ubbelohde, Benson, and Smith, *A Colorado History*, 17-18.
- ¹⁹ Maxine Benson, *From Pittsburgh to the Rocky Mountains: Major Stephen Long's Expedition, 1819-1820* (Golden: Fulcrum, Inc., 1988), ii-iii; William E. Goetzmann, *Exploration & Empire* (New York: W.W. Norton & Co., 1966), 61-62.
- ²⁰ This discussion, except where noted, is adapted from information provided by archaeologist Marcia Tate, Tate & Associates, Aurora, Colorado, in the files of Front Range Research, Denver, Colorado.
- ²¹ E. Steve Cassells, *The Archaeology of Colorado* (Boulder: Johnson Books, 1983), 186-199.
- ²² Cassells, *The Archaeology of Colorado*, 186-199.
- ²³ Taylor, *Trinidad, Colorado Territory*, 13-14 and 44-45; Morris F. Taylor, *Trinidad, A Centennial Town* (Trinidad: O'Brien Printing & Stationery Co., May 1976), 2.
- ²⁴ M. Beshoar, *All About Trinidad and Las Animas County, Colorado* (Denver: Times Steam Printing House, 1882; reprint by Trinidad Historical Society, March 1990), 5.

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- ²⁵ Wilbur F. Stone, ed., *History of Colorado*, vol. 1 (Chicago: The S.J. Clarke Publishing Co., 1918), 125-26.
- ²⁶ Noel, Mahoney, and Stevens, *Historical Atlas of Colorado*, 25; Benson, *1001 Colorado Place Names*, 17; McHendrie, "Trinidad and Its Environs," 162-63.; Taylor, *Trinidad, A Centennial Town*, 1.
- ²⁷ "Complex and controversial circumstances" resulted from the disposition of the grant lands. In 1891 Congress authorized settlement of the land grant claims and upheld reduction of the Vigil and St. Vrain grant to 97,390.95 acres.²⁷
- ²⁸ Noel, Mahoney, and Stevens, *Historical Atlas of Colorado*, 9 and 10; Goetzmann, *Exploration and Empire*, 253; McHendrie, "Trinidad and Environs," 162; Morris Taylor, *Trinidad, Colorado Territory*, xi.
- ²⁹ San Luis in Costilla County claims to be the oldest town in Colorado, founded in 1851.
- ³⁰ Both forts were located in today's Costilla County.
- ³¹ Goetzmann, *Exploration and Empire*, 251.
- ³² Stephen Hart Library, Colorado Historical Society, "DeBusk Memorial", in the CWA Interview Collection, 59; Taylor, *Trinidad, Colorado Territory*, 15.
- ³³ Luis Baca, "The Guadalupita Colony of Trinidad," *Colorado Magazine*, 21 (January 1944): 22-23.
- ³⁴ A.W. McHendrie believed the first house was built by Juan N. Guiterrez and his son, of Mora County, New Mexico, who reportedly erected a cabin on the south bank of the Purgatoire before Archibald's cabin was completed. Baca, "The Guadalupita Colony of Trinidad," 23; Colorado Historical Society, "DeBusk Memorial," 25 and 31; Taylor, *Trinidad, Colorado Territory*, 17.
- ³⁵ Luis Baca reported that there were some 45 degree slopes on the trail. Baca, "The Guadalupita Colony of Trinidad," 24 and 25.
- ³⁶ Baca, "The Guadalupita Colony of Trinidad," 23; Louise Le Barre Hanks, *What Made Trinidad Trinidad* (Trinidad: Trinidad Historical Society, 1996), 6.
- ³⁷ Baca, "The Guadalupita Colony of Trinidad," 26.
- ³⁸ McHendrie, "Trinidad and Its Environs," 163.
- ³⁹ Colorado Historical Society, DeBusk Memorial, 19, 36 and 56.
- ⁴⁰ Noel, Mahoney, and Stevens, *Historical Atlas of Colorado*, 27; Colorado Historical Society, DeBusk Memorial, 14 and 49; Hanks, *What Made Trinidad Trinidad*, 6. Taylor, *Trinidad, Colorado Territory*, 110.
- ⁴¹ Taylor, *Trinidad, Centennial Town*, 3 and 56.
- ⁴² Hanks, *What Made Trinidad Trinidad*, 6; Terry Wm. Mangan, *Colorado on Glass: Colorado's First Half Century As Seen by the Camera* (Denver: Sundance, Ltd, 1975), 58; Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1994), 129-31; *Trinidad Daily News*, January 2, 1893, 1.
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- ⁴⁸ Elial Jay Rice, "Pioneering in Southern Colorado," *Colorado Magazine* 14 (May 1937), 111-112, 114.
- ⁴⁹ S.S. Wallihan & Co., *The Rocky Mountain Directory and Colorado Gazetteer for 1871*.
- ⁵⁰ Taylor, *Trinidad, Centennial Town*, 4.
- ⁵¹ Beshoar, *All About Trinidad*, 145.
- ⁵² Tivis E. Wilkins, comp., *Colorado Railroads: Chronological Development* (Boulder: Pruett Publishing Co., 1974), 21, 61, 63, passim.
- ⁵³ Frank Fossett, *Colorado: Its Gold and Silver Mines, Farms and Stock Ranges and Health and Pleasure Resorts*, 2nd ed. (New York: C.G. Crawford, 1880), 101-02.
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