

# HISTORICALLY JEFFCO

## JEFFERSON COUNTY'S FIRST LIGHT RAIL

**What  
Goes Around  
Comes Around**  
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# THE JEFFERSON COUNTY HISTORICAL COM



Historic stone pylons mark the entrance to Lookout Mountain Park and the Lariat Loop (see story page 32).

## COMMISSION MEMBERS



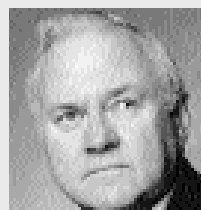
**Deborah Andrews**  
JCHC 2000.  
Committees 2001:  
Chair Historic  
Preservation.  
Founder Andrews &  
Anderson  
Architecture,  
Historic restoration  
specialist since  
1983; lives in Mt.  
Vernon Canyon.



**Donald E. Ebner**  
JCHC 1990.  
Committee 2001:  
Grants Chair, Historic  
Preservation. Past  
Chair & Vice Chair,  
Hall of Fame, Writers  
Award, Place Names,  
Historic Preservation  
Committees. Retired  
executive; lives in  
South Jeffco.



**Liz Grady**  
JCHC 1981,  
Parliamentarian and  
Historian.  
Committees 2001:  
Procedures & By-  
laws, Writers Award.  
Colorado native,  
has served  
many charitable  
organizations;  
lives in Lakewood.



**Jerry Grunski**  
JCHC 1999,  
Corresponding  
Secretary.  
Committees 2001:  
Writers Award Chair,  
Education. Retired  
English teacher and  
sports referee, author  
of sports officiating  
books; lives in  
Evergreen.



**Max Haug**  
JCHC 1997, Vice  
Chair. Committees  
2001: Budget &  
Finance, Historic  
Preservation,  
Nominating. Past  
President Olde Town  
Arvada Assoc, Arvada  
Historical Society.  
Realtor; lives in  
Arvada.



**Viona "Vi" Mae Hader**  
JCHC 1985.  
Committees 2001: Hall  
of Fame, Education,  
Festival of the West.  
Past Chair, Secretary,  
Historian. Past Manager  
Golden Chamber of  
Commerce, Astor  
House & Foothills Art  
Center; lives in Golden.

# MISSION

## JEFFERSON COUNTY HISTORICAL COMMISSION NEWS 2001



The second phase of the Cultural Resource Survey is underway. The field work will be prioritized so that the remaining mountain areas – Evergreen, North Mountain and Deer Creek/South Turkey Creek – are completed first. The funding is a cooperative effort with the County Commissioners providing special funds, and the JCHC acquiring grant money through the Colorado Historical Fund and the Scientific and Cultural Finance District. All members

of the commission were provided copies of the first phase and were asked to review and provide feedback to Cathleen Norman.

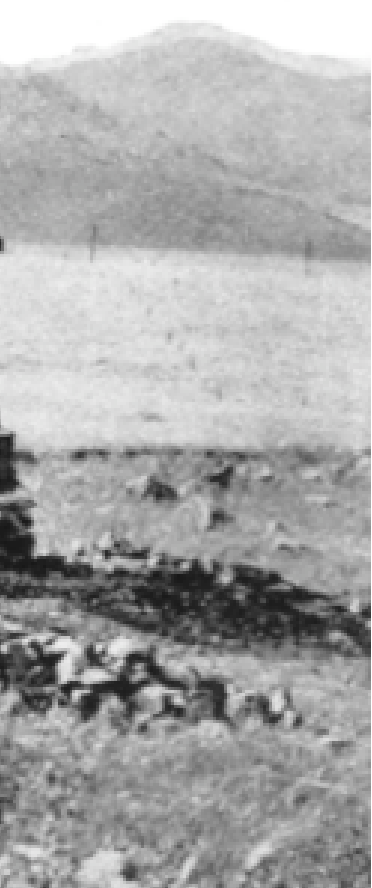
The membership on the commission continues to change. Members Delbert Bishop, Kris Christensen, Scott Pierson and Kevin Rucker submitted their resignations during the year. Each one contributed greatly with guidance to our work of our commission. Kris and Kevin influenced the commission with their enthusiasm and experience with the State Historical Society and other historic preservation organizations. Charter member Jane Gardner and longtime member Ruth Richardson also retired from the commission. All these people will be missed. In May, five new members came on board, Tommy Raye and John Jenkins from the Golden area; Charles Hanson from Lakewood; Tim Montgomery from Arvada; and Joyce Weedon from South Jeffco. All these new appointees come with experience and great interest in preserving and providing the effort to accomplish the work of the commission.

Different museums and historical societies continue to provide the monthly displays in the atrium of the Government Center, thanks to the efforts of the Education Committee. This committee also has made contacts with numerous writing groups and the teachers in Jefferson County R-I schools to promote the Writers Award Contest. This resulted in a record number of entries in the youth category. The winning articles appear in this issue of HISTORICALLY JEFFCO.

The Historic Preservation Committee has been extremely involved this year coordinating the contract and work for the second phase of the Cultural Resource Survey that began in August. The committee has worked diligently with various departments to provide options for Certified Local Government status to preserve historic sites in the county. Members of this committee continue to provide input to the County Planning Department on developments in the County and their historic merit.

Commission members continue to serve as liaisons to their local historical societies. Max Haug has attended meetings of Rocky Flats Historical Group, and Tommy Raye and Carole Lomond attended the meetings of Lariat Loop partners, keeping the JCHC aware of historical activities throughout the county.

(continued on page 45)



Postcard by C.T.American Art Card

Cover photo courtesy Rocky Mountain Railroad Club



**Charles Hanson**  
JCHC 2001. Place Names Committee. Architectural Historian, History Graduate student CU Denver, Certified Public Accountant; lives in Lakewood.



**Erlene Hulsey-Lutz**  
JCHC 1986. Committees 2001: Hall of Fame Chair, Publication, Historic Preservation, Writers Award. Past Chair, Vice Chair, Secretary & Historian. 4th generation Colorado. Real Estate Broker; lives in Wheat Ridge.



**Carole Lomond**  
JCHC 1997. Committees 2001: Publications, Writers Award, Place Names, Procedures & By Laws, Nominating. Publisher City & Mountain Views magazine and book: "Historical Tour of Lariat Loop Heritage Area"; lives in Mt. Vernon Canyon.



**Larry Lotito**  
JCHC 1999, Recording Secretary. Committee 2001: Writers Awards. Retired U.S. Army 1981, Weather Officer in Europe and Korea, civilian career in Europe & US; lives in Arvada.

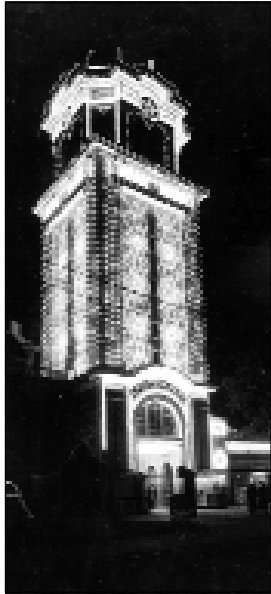


**Norman Meyer**  
JCHC 1986. Committee 2001: Place Names. Past Recording Secretary, Grants, Writers Award Committees. Pilot, rancher, journalist, developer. Much of Meyer family ranch now Jeffco Open Space Park. Colorado Native; lives near Conifer.



**Tim Montgomery**  
JCHC 2001. Committees: Grants, Hall of Fame. Active in many Arvada charitable & public organizations, including Arvada City Council, Plan & Zone Commission. Certified Public Accountant & Management Consultant; lives in Arvada.

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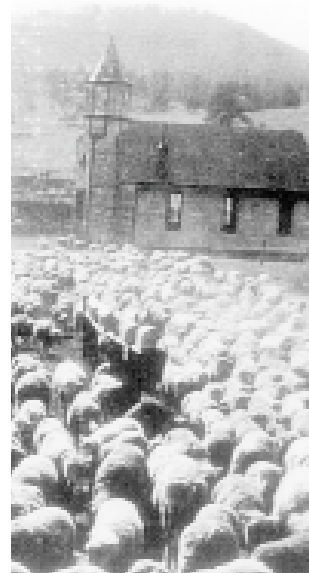
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**Standish Penton, Jr.**  
 JCHC 1999.  
 2001 Committees:  
 Publication, Publication  
 Distribution,  
 Education. Owner of  
 Normandy Farms,  
 member of Colorado  
 Horsemen's Council  
 and Denver Westerners;  
 lives in South Jeffco.



**Rita Peterson**  
 JCHC 1981, Chair.  
 Vice Chair 1999-  
 2000. Committees  
 2001: Procedures &  
 By-Laws, Budget &  
 Finance. American  
 Cancer Society and  
 Senior Resource  
 Center boards. Real  
 estate appraiser; lives  
 in Lakewood.



**Jack Raven**  
 JCHC 1997. Past Chair,  
 Recording Secretary.  
 Committees 2001:  
 Publication Distributions  
 Chair; Education Chair,  
 Procedures & By-laws  
 Chair, Hall of Fame.  
 President Arvada  
 Historical Society,  
 Arvada Lions Club,  
 Arvada Cemetery  
 Association. Retired  
 Safeway Manager;  
 lives in Arvada.



**Tommy D. Raye**  
 JCHC 2001.  
 Committees:  
 Historic  
 Preservation, Writers  
 Award. Chemical  
 engineer consultant  
 for construction and  
 natural resources  
 industries; lives in  
 Mt. Vernon Canyon.



**Marcetta Rhoades-  
 Lutz**  
 JCHC 1987.  
 Committees 2001:  
 Historic Preservation,  
 Place Names Co-chair.  
 Past Chair Place  
 Names Committee.  
 JCHC Hall of Fame  
 honoree 1996.  
 Committee chair for  
 three Arvada history  
 books; lives in Wheat  
 Ridge.

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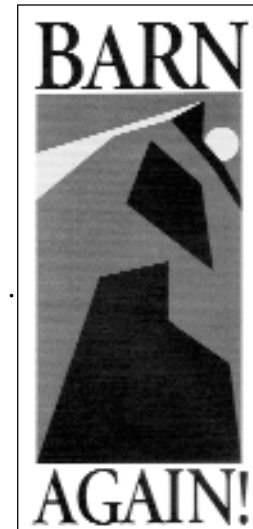
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**JCHC Publications Committee**  
*Carole Lomond, Chair; Erlene Hulsey-Lutz, Vice-Chair;*  
*John Jenkins, Standish Penton,*  
*Milly Roeder, Editor of Historically Jeffco*

*Historically Jeffco* Layout and Design  
by Fine Print Brochures & Photography Golden, CO



**Milly Roeder**  
JCHC 1995. Committees  
2001: Publication,  
Historic Preservation,  
Hall of Fame. Editor of  
Historically Jeffco since  
1997. Eng/Ger. transl.  
consultant for Urban  
Design; Colorado  
Historical Society  
OAHP; historical  
researcher; grants writer;  
lives in Lakewood.



**Richard Simmons**  
JCHC 1997,  
Treasurer.  
Committees 2001:  
Budget & Finance  
Chair, Procedures  
& By-laws. Pilot,  
flight instructor,  
Manager &  
Principal  
Sunamerica  
Securities; lives in  
Arvada.



**Joyce Weedon**  
JCHC 2001.  
Committees:  
Education, Hall of  
Fame, Historic  
Preservation. Former  
member Historical &  
Architectural Sites  
Commission and  
other community  
organizations in  
Decatur, Illinois; lives  
in South Jeffco.



**JCHC Staff**  
Duncan  
McCollum  
Jefferson County  
Archives &  
Records Manager  
since 1993.



**JCHC Staff**  
Susan  
Casteleneto  
Archives &  
Records  
Management  
secretary since  
1995.



Sheep herded through Shaffer's Crossing make their way toward the stock yards in Denver in 1920.

# SHAFFER'S CROSSING: A MOMENT

*By Karen Land Cranford  
1st Place Adult Winner  
JCHC 2001 Writers' Contest*

To the driver passing by, Shaffer's Crossing on Highway 285 may hardly seem worth a second glance. There is a sign along the road, several old buildings, an exercise gym and a very popular fishing pond. Beyond that, most people may not know about the bustling little community that existed here at the turn of the last century. It wasn't an easy way of life, but there were businesses and homes, dances and weddings, churches and cattle ranches, births and deaths.

This peaceful mountain valley

had as many as three names before "Shaffer's Crossing" finally stuck. Harold Warren says it was common for rural places to be named for a school, a post office or a stage stop.<sup>1</sup>

The first mention of a building in this area in the 1860s was the wayside stop St. Louis House and the Omaha House. The place was reported as a ranch and post office called Willowville by 1880.<sup>2</sup>

Shaffer's Crossing was next called Urmston. In 1902, the town had a grocery, tobacco store and blacksmith. The name of Belleville perhaps predated Willowville.<sup>3</sup>

Samuel A. Shaffer moved his family from Wyoming in 1902 and started a horse ranch the same

year. Along with trading horses, the family business also included farming, threshing, milling and cutting railroad ties. Eventually they ran the store and dance hall. The name Shaffer's Crossing came about because it marked the area on Shaffer's property where the old stagecoach route crossed Elk Creek.<sup>4</sup> When Shaffer decided he wanted a town on this spot, he gave away parcels of land to "anyone who would build a house."

The Shaffer house was "L"-shaped with the grocery and general merchandise store in the long part of the "L," which no longer exists. It sat just over the hill behind the "octagonal" barn.

Shaffer's store was known to have "everything from a needle to a threshing machine."

The beautiful Methodist Episcopal Church was built in 1881. Long time residents Rudy and May Long were the last couple to be married there with five hundred people attending. Years later it was discovered that the church had been built on Shaffer's property. A clause in their deed allowed the church to remain on their land until meetings were no longer held there. It would revert back to the owners. When the Shaffer heirs had sold the property to Virgil Eden and the church was going to be torn down, May Long's grandmother was the last living trustee and asked that the Bible and Christ's picture be retrieved for her. Later, when the Conifer Community Church organized,

May returned Bible and picture to the Church with the agreement that the two items stay with the church for as long as it exists.<sup>5</sup>

The Long family also owned the beautiful historical Clifton House on the east side of 285, across from the Long Garage. It was home to Rudy Long's grandmother, mother and father and Rudy and his siblings. It boasted of being 'well built, being one of the first to be lathed and plastered' and was also the first to have a bath tub, although water was carried to it. It housed the first telephone station in the area for 30 years until 1921. Charlie Long, Rudy's father, worked for the telephone company and helped string the first line from Denver to Leadville. Visitors constantly arrived at their front door to use the only available line into Denver.<sup>6</sup>

Old timers remember the wonderful dances held at Shaffer's Crossing. People would ride up in wagons and dance all night. Leon and Madge Legault, whose families homesteaded in Pleasant Park, recalled the night they won a prize for their waltz. Rudy and May Long reminisced about walking to Shaffer's Crossing on Saturday nights and dancing in the Urmston Grange Hall, which still stands in the meadow today. Often there was more dancing after church, wrapping up just in time for dinner.

Joe Hill, the mail carrier out of Pine, also talked fondly of the dances at Shaffer's Crossing. "They had a cupola building at Shaffers Crossing. I bet I danced a thousand miles around that thing, just round and round. The Grange used to meet there. We formed a little club, I don't know what

## IN TIME

Shaffer's Crossing in 1926 as seen from Highway 285.

Shaffer's Crossing photos courtesy of Peggy Stock.





Grocery store and garage owned by George and May Brunskill.

you'd call it, and charged for our dances and bought a player piano and that furnished our music . . . Then we had two musicians that came to the country. First was Isham Jones."<sup>7</sup>

Isham Jones, the famous musician and jazz band leader of Jones' Juniors, moved to Shaffer's Crossing in the late 1930's after retiring from touring and recording in 1936. His ranch was at the end of Parker Avenue and it was here that he composed the popular hit tune, "It Had To Be You." Rumor has it that Woody Herman and many other jazz greats played at the Crossing as well.<sup>8</sup> Art Castle built a place at Shaffer's Crossing and his plan was to raise chickens. Castle's theme song was "Castles in the Air." The building was not quite finished when it caught fire and put an end to his dream.<sup>9</sup>

The name "Shaffer's Crossing," was submitted to the clerk at the Colorado History Museum, but produces nothing more than the phrase . . . "a favorite rendezvous for stage

robbers and other outlaws." While that sounds exciting, very little evidence would back up such claims. Harold Warren says that people didn't have a whole lot back then that could be stolen, and a lot of the stories we hear tend to be exaggeration. The only documented outlaw episode to be found involved Charlie Long of the Clifton House. The Denver-Leadville stage was held up one day by a bandit in the Turkey Creek area. The thief made off with all the money and a horse

and hightailed it from the hold-up spot to Charlie Long's barn. Charlie was milking when the robber arrived with his tuckered horse. He jumped off, grabbed another one without Charlie's permission and was off again. The story goes that the crook hid the treasure somewhere in the Elk Creek area of the mountains. No one has ever claimed to have found it, so it may still be there.

The history of Shaffer's Crossing wouldn't be complete without also telling its stories of tragedy. One

Shaffer's Crossing, early 1930s.



such tale remains a mystery to this day: the murder of Mr. and Mrs. Robert Stander. Harold Warren recalls that on a Sunday evening in November 1884, "Mr. Stander answered a knock on the door of the cabin and was met with a blast from a shotgun loaded with slugs that hit him squarely in the chest."

Death was instantaneous. Mrs.

Stander had already gone to bed but tried to get up when she heard the gun. "As she arose, the assassin placed the muzzle of the shotgun against her breast and fired, killing her instantly." And if that wasn't enough, "The assassin fired a bullet from a .44

caliber pistol into the woman's head and three more shots into Mr. Stander's back just to make sure they were dead." John Carruthers, a homesteader and neighbor of the Standers, was feuding with the couple at the time, so he was considered a suspect. However, he was soon cleared of the charges by proving that he was at a wedding in Denver, and had also broken his leg in an accident the same night. Another man named Burke, who lived near Pine, was also arrested in connection with the 1884 murder but was later released.<sup>10</sup>

It would be 1907 before the next

killing occurred in the tranquil mountain town. This famous altercation took place where the trout pond now stands on the north side of Highway 285 and the Shaffer name would be involved. In August of that year, the *Colorado Transcript* reported that "25-year-old Bert Shaffer killed a



Photo courtesy of Hiwan Homestead Museum.

Store and home of Samuel and Sarah Jane Shaffer, known as Shaffer's Crossing Road Ranch. It was located on the hill south of the creek and east of the road.

timberman named Grant McQuery in self-defense." McQuery apparently accused the Shaffer boys, Bert and Charlie, of stealing some of his railroad ties which they denied. After calling Bert a 'vile name' and 'striking him with a piece of iron pipe,' McQuery throws a 'heavy stone at the boy,' striking him in the jaw. Bert grabs his rifle and shoots and kills McQuery instantly. He was acquitted at his trial held in Golden, but dad sent both boys away to Wyoming to prevent further feuds with the McQuerys.

Another Shaffer soon would become the area's mailman . . . or

should I say mailperson? Lila Shaffer was born Claudia Daisy Peckham in 1882. She married at a young age to escape an abusive stepmother; but the man she married was even meaner when he drank. She left, changed her name, and married Rollo Shaffer, one of Samuel's sons, in 1914. From then

on she was Lila D. Shaffer. Her job delivering mail began when mail carrier Robert E. Kinney was called into service during World War I. When no man was available for the position, she took over. Except when she was sick once during the flu epidemic she never missed a trip. Postal

regulations in those days didn't allow for delivery of the mail by automobile, but Mrs. Shaffer used their horseless carriage anyway. She decided to give up the job when it became too much for her.

Joseph A. Hill took over the route as a temporary carrier and received permanent status in 1920. The route was then 21.5 miles long and served 48 families. It grew to 51.9 miles and 200 families when he retired in 1967. The Post Office authorized the use of automobiles in 1924. Joe delivered more than just mail. His wife, Olive recalled he 'supplied groceries on occasion, delivered urgent messages and

shared a warm friendship with his rural customers.’

There was also a lot of moving in the Shaffer’s Crossing area . . . and I mean, real moving. May Long tells of a family who discovered they had built their house on someone else’s property. So they just ‘shoved the house back down over the hill’.<sup>11</sup> The school next to Long’s house was ‘moved to Shaffer’s Crossing’. The Archie Brisco family had a house in Shaffer’s Crossing in a swamp. While that might have been their first mistake, they certainly learned to make the best of it by moving the piano on a weekly basis from one end of the house to the other to balance out its sinking side.

Some of the buildings and homes in Shaffer’s Crossing disappeared over the years because of progress, specifically, roads being built in the area. Harold Warren says some buildings had to be torn down because they weren’t built on foundations. One home burned to the ground along with the family’s school books that their son kept at home when he was ill with spinal meningitis. And on April 1, 1965, a historic building and connecting businesses burned “practically to the ground.” The *Fairplay Flume* reported that the structure caught fire at 5:20 AM. The custodian immediately notified the Elk Creek Fire Department. They had 27 men respond within minutes. It only took an hour to control, but the building was a total loss. At



Photo courtesy of Harold Warren.

Methodist Episcopal Church — early 1930s; built in 1881.

one time or another, this building had been a garage, a store, a bar and a cafe. Once it was even owned briefly by Isham Jones.<sup>12</sup>

The years took their toll on the area and soon what had existed was relegated to ‘ghost town’ status. But in February 1974, a reserve officer with the Jefferson County Sheriff’s Office brought the Shaffer’s Crossing name back to the headlines by claiming to have made a half dozen sightings of a strange object hovering over what he guessed to be Shaffer’s Crossing! Joseph Cope was not a UFO fanatic, far from it. As he always did, he was also monitoring the Sheriff’s channel on his radio scanner on this particular Saturday night. The dispatcher gave an assignment to Deputy Ken Fitzpatrick to check out a report

from a mountain resident who said he was watching strange lights in the sky over the Pine-Shaffer’s Crossing area. Not only did Fitzpatrick see the object as he drove along Highway 285 toward Conifer, so did Joe Cope who had taken out his binoculars. The description was of an object, some 8,000 to 10,000 feet above the mountains which colored from amber to white and back to amber. Within this glow were red, sometimes green, and blue lights with no apparent blinking pattern. Cope said it hovered 30 to 45 minutes over what he thought was Shaffer’s

Crossing, faded for half an hour, then reappeared approximately above Tiny Town. About 3 AM it was gone. Two nights later, at 3:45 AM, Cope woke up, looked out the window and saw the glowing object again. The deputy dispatched to the Conifer area saw nothing, but two deputies went to Cope’s Lakehurst home, and with his son they all watched the object until just before daybreak when it faded away. There was never an explanation for the strange lights and object; but Lt. Bill Flint of the Jefferson County Sheriff’s Office said Cope and the deputies who were with Cope that night made three triangulations of flight pattern in the Pine Junction-Shaffer’s Crossing area to the Conifer-Tiny Town area and then

closer to the plains over the Mt. Morrison Area and concluded that “On a clear night, there was no possibility of light-cloud reaction,” Flint adds.<sup>13</sup> Will we ever know?

These days, kids and adults sit at the popular trout pond on the north side of Highway 285 and giggle and laugh as they catch what they imagine to be the biggest fish ever! Or was that a giggle from a moment in time when kids would try to peak into the windows of the Grange Hall to see who’s dancing with whom? The mailman drives up in his clean, boxy white truck with an arm load of stuff.



Photo taken in 1922 shows the Grange Hall where the school and Fire Department met. It still stands today. It is also known as the octagonal building or the Urmston school.

Or is that the crunch of a buggy wheel from a moment in time when 25 mail boxes sat at Shaffer’s Crossing waiting and hoping to be

filled? A telephone clicks as its call is instantaneously put through to its destination. Or is that the click of a party line from when neighbors would hope to catch the latest gossip of the area?

It’s still there . . . and to the blinded eye would Shaffer’s Crossing hardly seem worth a second glance.

- 1 Interview with Harold Warren 4/21/01
- 2 Warren, Harold, *Bits and Pieces of History Along The 285 Corridor*, pp.19-20
- 3 Bentley, Margaret V., *The Upper Side of the Pie Crust*, p.19
- 4 Karber, Jennifer, “*Shaffer’s Crossing Has Interesting History*,” *Courier Chronicles*, November 16, 1994
- 5 Bentley, pp. 169, 171, 184, 187
- 6 Crain, Mary Helen, “*Historic Clifton House*,” *Canyon Courier*, November 27, 1958
- 7 Bentley, pp. 129, 183, 298
- 8 Karber, J. “*More on Shaffer’s Crossing*,” *Courier Chronicles*, November 23, 1994
- 9 Bentley, pp.31-32
- 10 Bentley, pp. 170, 197, 314-316
- 11 “*Fire at Shaffer’s Crossing*,” *Fairplay Flume*, Thursday, April 1, 1965
- 12 “*There’s Something Over the Foothills- But What?*” *Lakewood Sentinel*, February 7, 1974

#### ABOUT THE AUTHOR

Karen Land Cranford spent twelve years in the broadcasting industry during which time she and her husband owned and operated radio stations in Colorado and Nebraska. She won numerous awards for her news stories and commercials, and she spent a years as TV news anchor for the ABC affiliate in Kearney, NE. Karen is past chairman of the Board for Mt. San Rafael hospital in



southern Colorado and was named one of fifty Outstanding Working Women by Colorado’s Council on Working Women. She is also a past president of the Englewood BPW. She was selected Miss Colorado 1976 and still travels the country as a judge. Today she is a full-time mom to her eight- year-old son, Cory, is involved in PTA and works as a freelance writer. She and her husband, Tony, live in Morrison.

# EDITOR'S NOTE

*Getting around in Colorado and Jefferson County a recurring theme in this year's magazine*

By Milly Roeder

The ways we move around in Colorado and Jefferson County are constantly changing. The Natives of this region and the first European explorers and trappers used first their own feet, then horses, to travel from one place to another. Along with horses, burros facilitated the transportation of goods, and loggers sent their lumber floating down the rivers. With the advent of the railroad, people traveled to more distant destinations for business and pleasure, and the cumbersome and time consuming process of hauling freight and lumber on animals and rafts was left behind forever.

Several articles in this year's *Historically Jeffco* give us a taste of different ways people have travelled in Colorado and Jefferson County. Rio Grande Southern Railroad Engine No. 20 and the Caboose No. 0578 recall the past of passenger and freight transportation throughout the

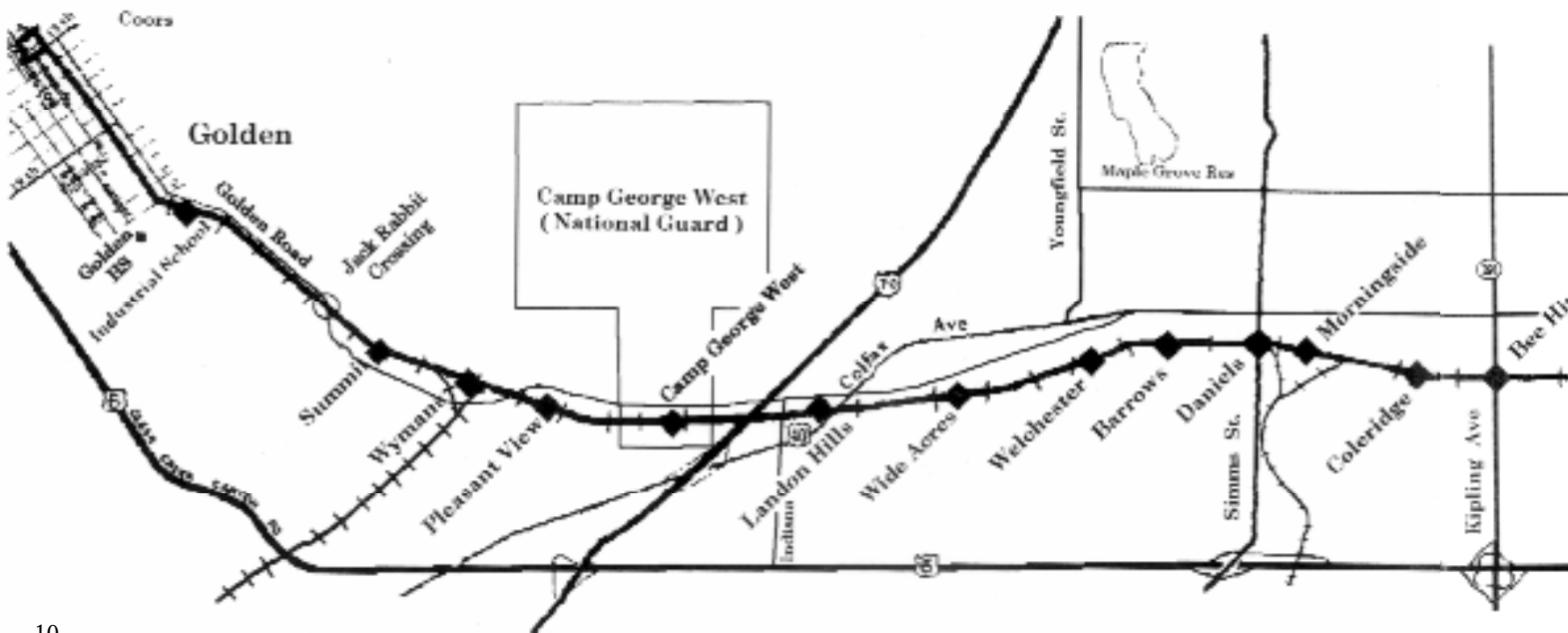
southern parts of Colorado. They are on display at the Colorado Railroad Museum to be enjoyed by curious visitors. Car No. 25, being restored at the Denver Federal Center, recalls the first half of the 20th century when the Interurban Line between Denver and Golden carried people of many different backgrounds to work in the city and home again at night via trolley. One prominent passenger who made the daily commute in the popular yellow cars was the late Colorado Governor John C. Vivian. His life and that of his father, John F. Vivian, former mayor of Golden, is presented here in "County of Vivian."

By mid century, the easy availability of the automobile displaced commuter trains. Pleasure trips by car along such routes as the historic Lariat Loop brought escape from the city and the fresh air of the foothills. A fictional account of such a pleasure trip is

described in "A Postcard Adventure: A Day in the Mountains Along the Lariat Loop."

Individual travel by car, however, evolved into today's often hectic daily commute to the city and pleasure trips to the mountains in traffic resembling rush hour. Our article, "Car #25 where are you? What Goes Around comes Around" describes the history of the Interurban Line. Maybe the revival of this route as the future light-rail along the 13th Avenue right-of-way will bring some Jefferson County residents a calmer and safer commute, allowing us to use our commuting time more productively reading a book or visiting with other riders. For more information about the proposed light rail, visit the RTD West Corridor Office at 8790 W. Colfax Ave. or RTD's website at [www.RTD-Denver.com](http://www.RTD-Denver.com).

## INTERURBAN TROLLEY RT. 84 DENVER TO GOLDEN



# CAR No. 25 WHERE ARE YOU? WHAT GOES AROUND COMES AROUND



Car 25 going into Golden at Ford and Jackson Streets with St. Joseph Church in the background.

Photos courtesy Rocky Mountain Railroad Club

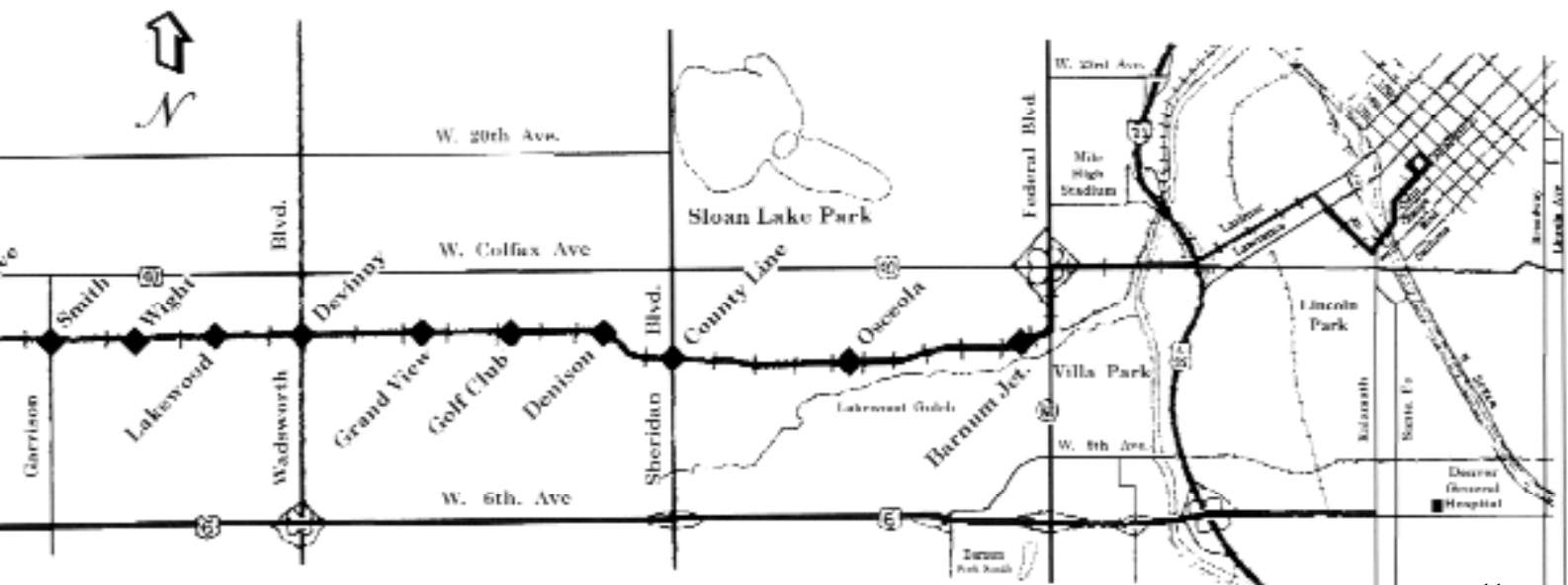
by Jerry Grunski

It may be hard for a citizen to visualize rails and steam engines in the countryside and on city streets, but before there were autos

there were trains. Before there was light rail there was heavy rail. Tracks of narrow gauge railroads weighed 60 lbs per yard, whereas more substantial rails hefted at

80-90 lbs per yard on standard gauge tracks (4'8" wide).

Several lines extended west and northwest like spokes from downtown Denver out to Golden,



Leyden, and to Boulder. They were built in the 1880s and 1890s, to carry freight and passengers to and from outlying communities, coal from Leyden and produce from farms beyond the city. One standard gauge line went through Arvada between North and South Table Mountains.

Another route, No. 84, pulled into Lakewood Gulch at the South Platte River, near where the Zuni Power Plant now stands. This line wound its way from Denver to 13<sup>th</sup> Avenue from where it continued and struck through today's Denver West Shopping Center, crossing over a southwest bearing Colfax Avenue. It then went through Camp George West, where the only station remains, a stone arched protective shelter. Old Golden Road into Golden is on the bed of this rail Route No. 84.

This 13.1 mile route featured 15 original stops, basically at major road crossings, moving through Lakewood before skirting South Table Mountain and then bending northwest into downtown Golden. Some of the stops were Barnum Junction west of Federal Boulevard; County Line at

Sheridan Boulevard; Deviny at Wadsworth; Smith at Garrison; Bee Hive at Kipling; Daniels at Simms Street; Wide Acres at Orchard Road; Landon Hills where Colfax crosses, aiming southwest; Industrial School in Golden; and 13<sup>th</sup> Street Terminus in Golden.

The line was electrified in 1909, and by then a viaduct had been built to carry trolleys across the South Platte River and into the "Loop" around Arapahoe and Curtis Streets, between 13<sup>th</sup> and 14<sup>th</sup> Streets.<sup>1</sup> All tramways in Denver connected at this point.

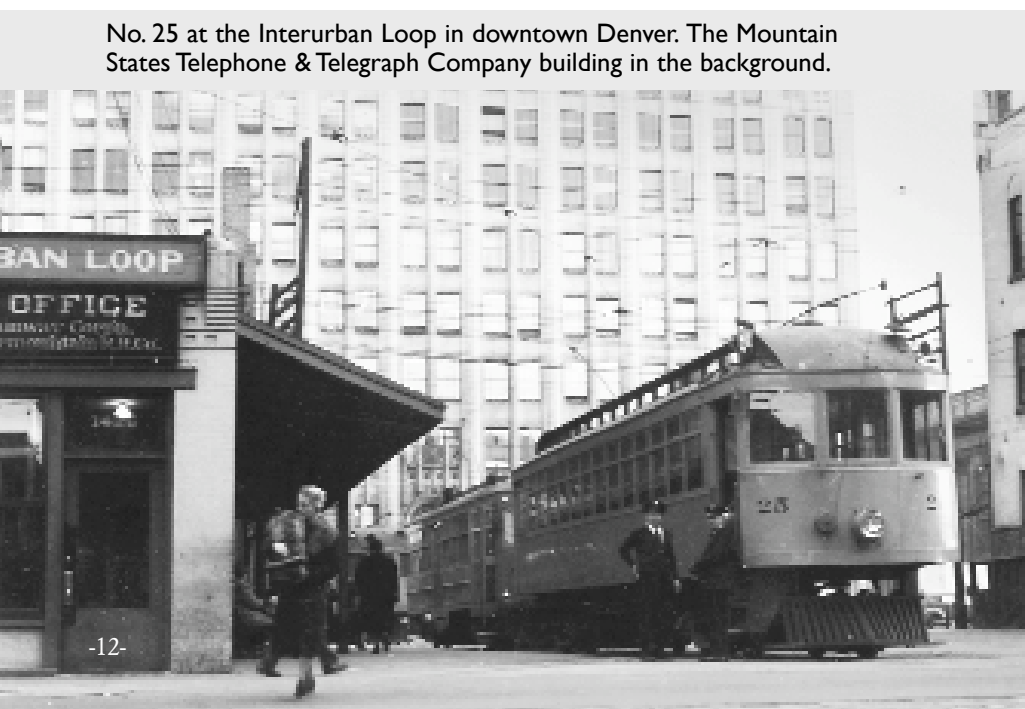
"The interurban line to Golden was more than just a mode of travel; it was a social institution. Youngsters rode to school on it, including college students headed for Colorado School of Mines."<sup>2</sup> Doctors, nurses, attorneys, teachers, engineers, newspaper employees, and other city workers traveled from rural communities to the city each day. The Wide Acres station was placed at Colfax and Orchard Road so Governor John C. Vivian could board a car without having to walk very far from his house. He became a "strap-hanger" cruising to the State



Capitol with one transfer at the Loop.<sup>3</sup> Soldiers often packed the cars to reach Camp George West. Stations were wooden shelters beside the tracks. The station shelter of Wide Acres can now be seen at the Lakewood Heritage Center.

One car has been rescued from the original 317 built by the Woeber Car Company of Denver. Car Number 25 is being restored by the Rocky Mountain Railroad Historical Foundation at the Federal Center in Lakewood, the former Remington Arms plant, where a spur of Route No. 84 led into that facility. This car has been stripped of its Tramway yellow and repainted in the original forest green. Its four 50hp motors have

No. 25 at the Interurban Loop in downtown Denver. The Mountain States Telephone & Telegraph Company building in the background.





Route 84 trolley car shown crossing the South Platte River.

been rebuilt, rattan seats refurbished, all interior wood paneling refinished, and even the bell, horn, and a massive headlight put in working order. It runs and has been outside the shed for trial excursions.

Darrell Arndt, project chairman for the Interurban No. 25 Restoration Project, says that conductors used to tease the drivers of the newfangled horseless carriages when they first came out in the early 1900s. "Conductors would slow down when they spotted an auto approaching an intersection so that the flivver would have to stop and let the electric car pass." "When I was a boy delivering the Denver Post on my bike in the forties, I picked up

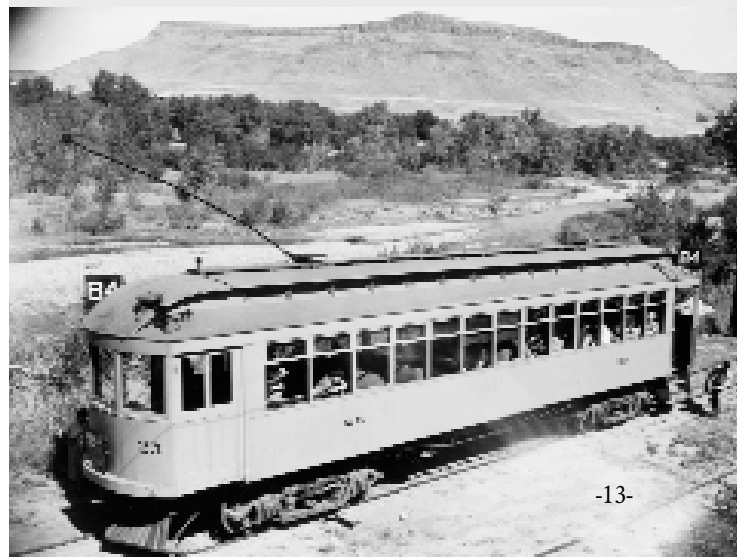
my bundle of papers every morning from the Wadsworth stop on the Interurban," said retired supermarket manager Jack Raven recently.<sup>4</sup> Trains ran from 6AM til midnight daily, and the single car beneath the overhead wires could reach a speed of 60 mph on the straightaway past Kipling Street. The trip to Golden took 40 minutes. The entire operation shut down along with Denver streetcars in 1950, never to run again. Cars sold for scrap; gone, but not forgotten.

But hold on. The

line may rise again, at least part way. The tracks were never taken up completely. A remnant still exists along the South Platte, with one car running as a tourist novelty - also shuttling Bronco football fans to the stadium from distant parking lots on game days. Cross 13<sup>th</sup> Avenue on Garrison, Carr, Sheridan or any other north-south thoroughfares and the tracks still show through the weeds. Currently there is a proposal to use this right-of-way for a commuter line, the popular RTD Light Rail zipping along old Route 84 as far as Simms. After slumbering for half a century, car 25's former steady path may witness resurrection.

- 1 Forrest, Kenton , *Take a Ride*, 76 Stories of Lakewood, 1976, pp. 124-125 and Kenton Forrest, *Lakewood's Public Transit*, Lakewood-Colorado, *An Illustrated Biography*, Patricia Wilcox, editor, published by Lakewood 25<sup>th</sup> Birthday Commission, 1994, pp.145-146
- 2 Darrell Arndt, Slide Show Narration, Rocky Mountain Railroad Historical Foundation
- 3 Martha N. Martin, personal communication, September 2001
- 4 Darrell Arndt, personal communication, September 2001

Car 25 near Golden.





Wide Acres tram stop. The Vivians reportedly had the stop placed at Wide Acres to accommodate John C. Vivian, who rode the trolley to his Denver law office.

## “County of Vivian”

*by Martha N. Martin  
2nd Place Winner  
JCHC 2001 Writers' Contest*

During the early half of the 20<sup>th</sup> century, Jefferson County was known as the “County of Vivian” because of the Republican influence of John F. Vivian and his son in local politics and government. John F. Vivian was the mayor of Golden from 1901-1908 and his son, John C. Vivian, was a Colorado Governor for two

terms. Governor John C. Vivian is the only Colorado Governor from Jefferson County. From 1939-1943 he served two terms as lieutenant governor under Ralph Carr, and as governor from 1943-1947. His legacy is not well covered because his two terms as governor are chronicled as quiet years.<sup>1</sup> However, as lieutenant governor and governor during these years, Vivian witnessed military developments in Colorado during WWII

which transformed the state from an economy based heavily on mining to an industrial manufacturing economy. Rocky Mountain Arsenal is a prime example of military industrialization and because of its lasting impact, a major event during Governor Vivian’s two terms.

The Vivians were ambitious men. Each held numerous political offices during his career and left lasting impressions at all levels of



Photo courtesy of Colorado Railroad Museum

government. At the local level, in addition to being elected four times and serving three terms as mayor of Golden, John F. Vivian served as the Postmaster of Golden and Clerk and Recorder for Jefferson County.<sup>2</sup> In 1898 he was denied a bid for the office of county commissioner in Jefferson County, a defeat attributed to his backing the Silver Republican Party at the National Convention in 1896. The Republican Party split over the gold standard issue and many went to the Democratic ticket.<sup>3</sup>

By the early 1900s, John F. Vivian was known as a Republican

stalwart in Jefferson County.

While still a young man, he had driven a wagonload of Republicans five miles to cast their votes. Political success meant getting every Republican vote possible. Throughout his lifetime he served on Republican Party committees at all levels. This leadership was instrumental in vaulting his son to the Colorado Statehouse, and to the election of Senator Guggenheim.<sup>4</sup> Democrats joked a pass was needed to enter Jefferson County during John F. Vivian's reign. He is considered the last Political Machine Boss in the state of Colorado and Jefferson County.<sup>5</sup>

In addition to his appointment as Postmaster of Golden under President Benjamin Harrison,<sup>6</sup> his federal appointments included one by President Theodore Roosevelt as United States Surveyor General for Colorado, U.S. Surveyor of Customs, and Registrar of the State Board of Land Commissioners. While serving in this post, Vivian added a clause to contracts selling state lands that allowed the state to retain all mineral rights.

In 1923 he was assigned as federal prohibition director for Colorado. Two years later, he was promoted to prohibition administrator and served in that capacity until 1933. The 18th Amendment, banning production and

sale of alcoholic beverages, was repealed in the early 1930s.<sup>7</sup>

In Arvada history the Vivians are considered one of the pioneer families to settle in Ralston Valley and the mining communities of Clear Creek and Gilpin Counties. John Frederick Vivian was born December 9th, 1864 to Joseph and Mary Tressidder Vivian in Phoenix Mine, Houghton County, Michigan. His father died before his mother's move to Central City in 1867, where they lived until 1879. His mother married Robert Bunney who had been seeking his fortune in the mining fields since 1864. Together they bought a ranch in Ralston Valley near the Churches, Higgins and Tucker families. Many of the early pioneers in this area, including the Vivians, were natives of Cornwall, England.

The Bunney's 1,600 acre ranch was located between Quaker Street and Highway 93 north of 64th Avenue at the base of present day Arvada Reservoir along Ralston Creek. The surrounding area, which until recently was home to

prairie dogs and hawks, is presently undergoing a series of developments beginning with the now completed Jefferson County Public School District's North Area Athletic Complex.

John F. Vivian moved to Golden's north side "Dog Town" when he was in

Governor John C. Vivian

Dan and Donna Howes' collection.





Governor Vivian's mansion, Orchard Road, Wide Acres.

Dan and Donna Howes' collection

his early 20s, briefly dabbled in the grocery business with Seth Lake, and owned a men's clothing store on Washington Avenue for several years. From 1899 until 1902 he organized and managed the Golden Milling Company in the renovated Buckman Mill building. Golden's Peery family subsequently purchased the property. The Golden Milling Company survives today as the Golden Mill on Ford and Water Streets. Ed Ramstetter has owned the business since the mid 1980s. He remembers the three-story mill building which stood where his parking lot is today. According to Ramstetter, the mill ditch serviced many mills in the area and ran through the parking lot near the front entrance. After a child drowned in the ditch, it was closed. The Golden Milling Company building was torn down in the 1950s.

In 1886 John F. Vivian married Addie Emma Higgins, one of the first children born to white settlers in Ralston Valley. They bought a house at 1006 16th Street, known as "College Avenue," where they lived until Addie's death in 1938. Addie was interested in conservation and housed a large collection of native Colorado plants in her Golden home. The family fought legal battles for years to protect the property,<sup>8</sup> but eventually it was demolished in the 1940s along with other homes to complete Kadafar Commons on the Colorado School of Mines Campus.<sup>9</sup>

John Charles Vivian was born July 30, 1887 and graduated from Golden High School in 1905. Shortly after his high school graduation, John C. was instrumental in forming the first successful Golden High School

Alumni Association and organized many of the early social events. He attended the University of Colorado, received his law degree from the University of Denver in 1913, and was admitted to the bar that same year. While at the University of Colorado, he was a drummer in the band and served as band director during his senior year. During his undergraduate years he was interested in the sporting rivalry between the CU and Colorado School of Mines football teams. Although not cited as the reporter of any articles, numerous sources indicate that he was a writer for a Boulder paper during his college years. His work in newspapers and journalism during this time included the position of state editor for the Denver Times.<sup>10</sup> He told a reporter once that his most prized possession was a pair of shears

given to him while serving in that capacity engraved "J.C.Vivian, State Editor, Times."<sup>11</sup>

Most of the political appointments and elected offices of his career stemmed from his law background. From 1913-1914 he was assigned as Special Counsel to the Denver City Attorney's office settling cases relating to the 1912 Cherry Creek flood. He served as County Attorney for Jefferson County from 1922-1932, while concurrently serving as City Attorney for Golden from 1922-1925. His Golden law office was in the Ruby Building on 12th and Washington Avenue. From 1925-1929 he was Special Assistant to the Attorney General for Colorado. He also served as Special Hearing Officer for the U.S. Justice Department during the 1920s.<sup>12</sup> WW I draft and enlistment records in the Governor Vivian Collection at the Golden Pioneer Museum reveal that John C. Vivian and his younger brother Chauncey H. Vivian enlisted in the Marine Corps on the same day. John petitioned to enter officers' training but the war concluded before this change in service could be made. He was a charter member of the American Legion Post in Golden and served as post commander in the 1920s. The Marine Corps was always of special interest to John C. Vivian and throughout his life he actively sought recognition through the Marine Corps Legion for the men who served in the Corps. The Marine Corps Memorial near Golden was dedicated after he died in 1964.

After WW I he joined the Army's Judge Advocates Department, a legal counsel

division of the armed forces dating back to the American Revolution. The department was then organized under the title of Judges Advocates Department of the Officers Reserve Corps. He retired



The Denver Independent

John F. Vivian in the early 1900's turned Jefferson County into a Republican stronghold. Democrats joked a pass was needed to enter Jefferson County.

in 1948 after serving more than twenty years at the rank of captain.<sup>13</sup> Undoubtedly, this commission enabled him to rescind the draft for thirty young Delta men during his service at the Statehouse. It was unprecedented for a governor to have the power to take on the federal draft. Later, John C. Vivian served as Special Hearing Officer on the Selective Service Act Commission, and the Hoover Commission twice during the 1950s.<sup>14</sup>

In 1925 John C. Vivian married Maude Kleyn, a music professor from Michigan. After their wedding, she continued her career as professor of voice and music at the University of Denver, and

was a frequent performer at Guggenheim Hall in Golden. During WW II, she entertained the troops convalescing at Fitzsimons Army Hospital. John and Maude were active in promoting the performing arts in Denver, and sponsored music day once a week in the Golden schools. John C. Vivian was an accomplished pianist and the couple often entertained in their Wide Acres mansion designed by famed Colorado architect Frederick Mountjoy. Wide Acres subdivision was considered an exclusive area. The Vivians were perceived as snobbish because they chose to live outside the city. After Maude's death in the 1950s, her husband set up a scholarship fund in her name at the University of Denver.<sup>15</sup>

The Vivians' alliance with the Ku Klux Klan during the 1920s is an interesting and debatable issue. The weekly meetings were held near present day Heritage Square and on South Table Mountain not far from Wide Acres, where the younger Vivian began building his mansion in 1927. Although not considered a member, the Klan supported John C. Vivian during his candidacy for governor in 1926. The senior Vivian discounted the Klan's endorsement and focused his campaign on continued success in his role as Federal Prohibition Administrator for Colorado and the Western States of New Mexico, Wyoming, Utah and Arizona. The Ku Klux Klan of the 1920s was concerned with lawlessness in general, bootlegging and bootleggers specifically, making Vivian the logical candidate to back. Vivian lost the Republican nomination to former Governor Oliver H. Shoup

by 13,000 votes. Shoup's anti-Klan platform reflected the Klan's loss of favor since the 1924 election when pro-Klan candidate Clarence Morley was elected governor. Secretary of State Carl S. Milliken, a former Klansman, was a third candidate whose purpose in running was to compromise votes from KKK members and non-members who would support the secret society. He garnished 15,000 votes. Democrat William Adams of Pueblo won the election and the Ku Klux Klan was ousted from Colorado politics.<sup>16</sup>

John C. Vivian's 1942 Republican gubernatorial nomination is considered a "closed door" affair, possibly because the other

Republican candidates, one of whom was State Auditor Charles Armstrong, couldn't stand up to Vivian and his father's political influence. Thus they were eliminated from the running.<sup>17</sup> This process of elimination turned a fourth bid for the lieutenant governorship into his first race for governor.

It wasn't long after taking office in January 1943 that controversy marred Vivian's first term. Fellow Republican, State Auditor Bradley, nominated John F. Vivian for appointment but one of the commissioners, Daniel Sullivan, apparently hadn't been consulted satisfactorily and contested the appointment.<sup>18</sup> Eventually it was determined that, at age seventy-

nine, senior Vivian was too old to hold a public office, and age requirements deemed him ineligible to take the Civil Service test. In a gracious letter to Bradley, John F. Vivian rescinded his nomination for an appointment



Western History Dept., Denver Public Library

John F. Vivian from 1899 until 1902 organized and managed the Golden Milling Company in the renovated Buckman Mill building. The Golden Milling Company survives today as the Golden Mill on Ford and Water Streets in Golden.

he had sought and apologized for not being aware of the age statutes.<sup>19</sup> He held his last political office in 1941, serving on the Washington staff of Congressman William Hill at the age of seventy-seven.<sup>20</sup> Civil Service Chairman Daniel Sullivan and Governor Vivian remained at odds throughout the 1940s.

Governor Vivian's role guiding Colorado through the tumultuous war years began under Ralph Carr's administration. Vivian was an active Lieutenant Governor and is credited with advising Carr on important matters outside his regular duties overseeing the State Senate. He gained experience for his role as governor while serving as acting governor during Carr's

absences. Under Carr, Vivian actively promoted the purchase of war bonds to finance the war effort. His 1942 campaign speeches maintained Vivian's goal was to keep Colorado quiet through the war's duration.<sup>21</sup>

During WWII, Governor Vivian saw the development of Rocky Mountain Arsenal and other military installations throughout the state. Rosehill German POW camp at the Arsenal and the Amache Japanese Relocation Camp at Granada in southeastern Colorado

were other federal installations established during this time. His predecessor Ralph Carr's opposition to the building of the relocation camp ruined his political career.<sup>22</sup> Approximately 800 detainees were released from Amache by 1944. The camp was closed in 1945.

The Governor Vivian Collection at the Golden Pioneer Museum contains a draft of Vivian's 1944 State of the State address which spelled out the need for the state to attract independent industry to take up operations at Rocky Mountain Arsenal at the war's conclusion. The Governor considered this a necessary transformation for a continuing job market for local people and



Photo courtesy of Western History Department of the Denver Public Library

John C. Vivian was Lieutenant Governor and Governor during the war years. He is shown at the far right promoting war bonds.

income for the state. By the war's end and in decades that followed, several chemical manufacturing firms, including Shell Oil, took up the challenge.

To his credit, Governor Vivian was called the "spend nothing" governor because he saved the state an estimated eleven to thirteen million dollars by WWII's end. His detractors claimed he wouldn't have spent any money even if he could have. He declined an inauguration celebration, lived in his own home, and drove a higher mileage state car to the Capitol, all measures to economize during the rationing and hard times of the war. With the defeat of

Germany, businesses were closed as Denverites anticipated a VE Day celebration. Instead, Governor Vivian requested churches remain open and taverns closed. He encouraged the public to remember the men who had fallen for their country, and to be mindful the war wasn't over in the Pacific.<sup>23</sup>

Governor Vivian's greatest contribution to Colorado was his appointment of Dr. Florence Sabin to the Sub-Committee on Health of the Post War Planning Commission responsible for implementing adequate health care for Coloradans. Her "Sabin Health Bills" met resistance in the Colorado Legislature, but when

passed in 1947 enabled the Colorado Health Department to establish public health facilities necessary to curb the state's higher than average death rates due in part to a lack of proper sanitation. In 1959 the State placed a bronze statue of Sabin in the National Hall of Statuary in Washington, D.C. Dr. Sabin is the only Coloradan distinguished with such an honor.<sup>24</sup>

After his tenure as governor, John C. Vivian was asked to run for a third term. He declined the nomination professing his belief that no man should serve more than two terms. He ran for the U.S. Senate in 1948 but was defeated in the primaries by Will

F. Nicholson.<sup>25</sup> His last career assignment was a non-salaried appointment as Chairman of the Uniform State Laws Commission. The commission dates from 1892 with appointments being made by individual states. During the early 1960s, the commission focused on the United Flags Codes.<sup>26</sup> The enactment of these codes across the United States was the impetus for Old Glory to be displayed year-round on public buildings.

The Colorado State Archive's biography of Governor John Charles Vivian credits him with a passion for Colorado history. In 1943, the State Legislature passed a specific Executive enactment involving funding for the Colorado Historical Society. Vivian guaranteed higher priority funding for the preservation of Colorado history by placing the budget under the Executive Department of State Government. As a result, the Colorado Historical Society started earnestly microfilming early documents

#### Acknowledgments

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and records.<sup>27</sup>

In 1954, the year his father died, John C. Vivian sold Jefferson County Public School District property in Wheat Ridge for the John F. Vivian Elementary School.<sup>28</sup> The school district's history of John F. Vivian remembers his political career included appointments by six



Photo by Martha Martin

Vivian monument at the Golden Cemetery.

presidents to numerous official posts in Colorado and that he was the mayor of Golden from 1901-1908. An enlarged black and white photograph of John F. Vivian is displayed inside the front doorway.

The school maintains a file containing newspaper clippings relating to both John F. and John C. Vivian.

The Vivians are buried at the Golden Cemetery. John C. Vivian is buried next to his beloved wife Maude and his father. Addie is buried several spaces away with her parents, John and Emily Higgins.

Addie's sister, Sarah and John F. Vivian's half-sister, Carolyn had married into the Schoech family, and their markers rest between the Higgins and Vivian monuments. The Vivian monument bears the Colorado State Seal and states John C. Vivian was the Governor of Colorado from 1943-1947. Ken Gaunt and Steven Tolen's 1994 book, "Walking Tour of Golden Cemetery," only gives credit to Governor Vivian to cite that he gave one of the longest inauguration speeches in Colorado's history. The lack-luster of this statement illustrates that the "County of Vivian" era and the Vivians' reign have faded into history.

<sup>1</sup>George Orlowski, "Statehood Governors Collections 1876-1963: Biography of John Charles Vivian," [Colorado State Archives Online](#), 16 Apr. 2001

<sup>2</sup>"Hon. John F. Vivian, Long Time G.O.P. Leader, Passes Away," [Colorado Transcript](#) 16 Aug. 1954: 1,5

<sup>3</sup>"Hon. John F. Vivian," [The Denver Independent](#) 13 Jan. 1912: Front Page.

<sup>4</sup>Political King-Maker Dies," [Rocky Mountain News](#) 15 Aug 1954: 17.

<sup>5</sup>Harold Lutz, Telephone Interview, 29 Mar. 2001.

<sup>6</sup>"Hon. John F. Vivian," [The Denver Independent](#) 13 Jan. 1912: Front Page.

<sup>7</sup>[History of Colorado: Biographical](#), Vol.IV (Denver: Linderman Co., Inc., 1927) 556-7

<sup>8</sup>Donna and Daniel Howes, personal and telephone interviews 1998, Feb. and Apr. 2001.

<sup>9</sup>Cathleen Norman, [Golden Old & New: A Walking Tour Guide](#) (Golden: City of Golden, 1996) p.42.

<sup>10</sup>Robert W. Fenwick, "Ex-Gov. Vivian Dies at 76," [Denver Post](#) 1 Feb. 1964: 1

<sup>11</sup>Robert W. Fenwick, "Politician and Poet," [Rocky Mountain News](#) 22 Sept. 1963:23

<sup>12</sup>Orlowski

<sup>13</sup>[Governors of the American States and Territories 1945: Biographical Sketches and Portraits](#), Prepared for the 37<sup>th</sup> Annual Meeting, The Governors' Conference Mackinac Island, MI,

July 1, 2, 3, 4 1945 (Chicago: Governors' Conference, 1945).

<sup>14</sup>Orlowski

<sup>15</sup>Donna and Daniel Howes, personal and telephone interviews 1998, Feb. and Apr. 2001.

<sup>16</sup>Robert Alan Goldberg, [Hooded Empire: The Ku Klux Klan in Colorado](#) (Chicago: University of Illinois Press, 1981) 136-141, 214n66.

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<sup>18</sup>"State Merit Board Chairman To Fight Job of Vivian's Dad," [Rocky Mountain News](#) 21 Sept. 1943:8

<sup>19</sup>"Elder Vivian Quiets Capitol Storm By Declining State Job," [Denver Post](#) 21 Sept 1943.

<sup>20</sup>"John F. Vivian, Political King-Maker Dies," [Rocky Mountain News](#), 15 Aug 1954.

<sup>21</sup>Lee Casey, "Born a Republican: The Life Story of John C. Vivian," [Colorado State Archives Online](#), 16 Apr 2001

<sup>22</sup>"Statehood Governors Collections 1876-1963: Ralph L. Carr Biography," [Colorado State Archives Online](#), 16 Apr 2001

<sup>23</sup>"Denverites rejoiced privately: Downtown was set celebration," [The Denver Post](#), 8 May 1985, special ed. V.E. Day-A 40<sup>th</sup> Anniversary Souvenir Section:2VE.

<sup>24</sup>Fay Abbott, [Famous Coloradans: 124 People Who Have Gained Nationwide Fame](#) (Paonia: Mountaintop Books, 1990)5.

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## ABOUT THE AUTHOR: MARTHA N. MARTIN

I was born in Colorado and outside of short forays abroad, including Vietnam in 1968 and Iran in 1977, I have lived in the state my entire life, primarily as a resident of Jefferson County. I attended elementary and junior high school in Arvada. In 1988 I graduated Magna Cum Laude from Metropolitan State College with a BA in elementary education. Presently, I am employed by Jefferson County Public Library system as the Delivery/Support Services Coordinator.

My father and uncle sparked my interest in history while spending summer vacations in Montezuma, at that



time a ghost town above Keystone ski resort without radio or television reception. I was fascinated by the stories of my family's Indiana history dating back to the Civil War as well as Colorado history. I remember searching for the Reynolds gangs' loot near Webster Pass. Later, as an adult, I researched family stories and genealogy. This love of

research followed its logical course, and I found myself writing several short historical pieces for publication in both newspapers and historical journals.

In the spring 2000 biennial publication, *Fulton County Images*, the Fulton County Historical Society published my first article in Indiana. The article was a tribute to the motor racing career of my great-uncle

Harry Martin and his untimely death at the Indianapolis Motor Speedway in 1913. The *Golden Transcript* has published several of my short histories, profiling homes featured on the Golden Christmas Historic Home's Tour.

For the past several years I have been an active volunteer within my community, the call for this coming after joining the Golden based Mount Look-out Chapter of the National Society of the Daughters of the American Revolution in 1996. From 1998 to 2000 I served as a volunteer co-chairman for the Golden Christmas Historic Home's Tour, an annual fund raising event for the past twenty-one years benefitting the Golden Pioneer Museum and Golden Landmarks Association. This past July marked the end of my third season as a Jefferson County Open Space Natural Resources program volunteer.



Illustration from the Western History Department of the Denver Public Library

According to Carolyn Bancroft in her book, "Six Racy Madams of Colorado," (Johnson Books) this illustration could have been drawn at Jennie Rogers' establishment where a good time was sure. Because of the pressure from Denver County, Jennie Rogers purchased half a block of lots in the Sloan's Lake area.

# WILD, WILD EDGEWATER

*By Celora Cory Jones  
Adult Honorable Mention  
JCHC 2001 Writers' Contest*

Many of the younger and newer residents of the Denver Metro area may not know about the raucous past of the little town of Edgewater during the turn of the last century. This article will help to envision those times.

Numerous prostitutes, or "soiled doves" resided in the area now known as Edgewater. Girlie cribs were lined up along Emerald Street, now 25<sup>th</sup> Avenue. A two-story house of "ill repute" stood on 25<sup>th</sup> Avenue and Sheridan Street. Seedy elements were drawn

there, such as "Soapy Smith," who performed his con games on naive patrons of the saloons, and much drinking, carousing and wide open gambling could be found. Television westerns might aptly describe the town during this wild period.

Two types of prostitution operated in Edgewater: cribs and parlor houses. A crib was a single operation run by a prostitute, who had a small bedroom with a door and one window facing the street and maybe a kitchen/livingroom in the rear and a privy in the back. The charge for a visit to a crib was from 25 cents to two

dollars, depending on the woman's age and attractiveness. Usually a charge of one dollar was added for beer and a tip. The ladies preferred a street location where they could lean out the window and display their charms. Some girls lived in another house close by and used the crib only for business purposes.

The rent for a crib was \$15-25 per week. In the white sections of town, cribs were known as "dollar houses" and in colored sections they were referred to as "two-bit houses." Looking at the alignment of the buildings on 25<sup>th</sup> Avenue, one can easily visualize these



operations in this particular area.

Manhattan Beach was drawing thousands of people to the area daily. The tramway cooperated by running three routes of streetcars to the park. The Edgewater area was just outside the reach of the Denver constables, which made it very attractive for these dens of iniquity, plus Edgewater did not have law enforcement then.

Parlor houses were operated for entertainment with the outward appearance of decorum and dignity. One of these houses was said to have been on the southwest corner of 25<sup>th</sup> Avenue and Sheridan Street.

A parlor house would have one or more drawing rooms, a piano for music and dancing, and very often a bouncer. Its clientele was somewhat higher than that of a crib. The girls were expected to be well read and well trained in the social graces. They dressed in the latest fashion and their manners were beyond reproach. Their gaiety and witticism was well known and as appealing to their clientele as were their attributes. The charge for a visit in a parlor house ran from 15 to 25 dollars.

The parlor houses were run by "madams," usually very astute, shrewd business women. To protect the identity of their customers with complete secrecy was very important. Madams needed tactfulness and the ability to handle unruly guests, and the maturity to deal with their girls. Many of the girls were moody, depressed or even suicidal.

Because large amounts of money flowed in and out of the parlor houses, wall safes were installed in most of them. They needed to be easily accessible for payoffs to the authorities.

One of the most notorious madams of the time was Mattie Silks who came to Georgetown in 1859 from Kansas. She later bought the building at 1916-1922 Market Street in Denver. In 1910, she purchased the famous "House of Mirrors" next door from the estate of Jennie Rogers, another famous madam. Both buildings remain today and are now thriving restaurants in Lower Downtown of Denver. It was estimated that Mattie earned between 1-2 million dollars during her career, but only a small estate was evident when she died at the age of 83 years. Mattie is said to have had a pistol duel with a competitor in 1877 over the affection of a gambler who later became her husband. The newspaper called the incident "a disgraceful occurrence of the fast element." Another time, two madams loaded their carriages with their "bevy of doves" and racing down a main street caused quite a commotion. Once the parlor house resident drove her horse and buggy into the lobby of the Eagle Hotel to meet a client. And then there is the story of the three prostitutes who danced nude on the sidewalk at 19<sup>th</sup> and Larimer Streets. Needless to say, the frivolous behavior of the "ladies of the night" was becoming an embarrassment to the upright citizens and church people, and the authorities were forced to clear the young city of this element.

Because of the pressure on the ladies by Denver County, many of them joined their sisters who had

already set up business in Edgewater. Jennie Rogers purchased half a block of lots in the Sloan's Lake area.

Ownership of any Edgewater building by a famous madam could not be ascertained, but old-timers tell that Mattie and her girls frequented the area. We can only speculate about their purpose. A house in the 2500 block on Benton Street was rumored to have been a parlor house catering to affluent Denver residents and politicians.

Many drunks, bums and riffraff crowded the area of 25<sup>th</sup> and Sheridan, and it was not safe to be there or cross the street. Drinking, carousing and fighting in six saloons in the 2400 block of Sheridan was very often out of control. Since there were no authorities to control what was happening in this area, it became the WILD, WILD EDGEWATER.

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#### ABOUT THE AUTHOR

Celora Cory Jones came to Edgewater, Colorado with her family in 1946, when they moved to Colorado from Indiana for her father's health. Celora graduated from Edgewater High School in 1951 and attended Red Rocks College. She is the mother of three daughters and grandmother of seven children.

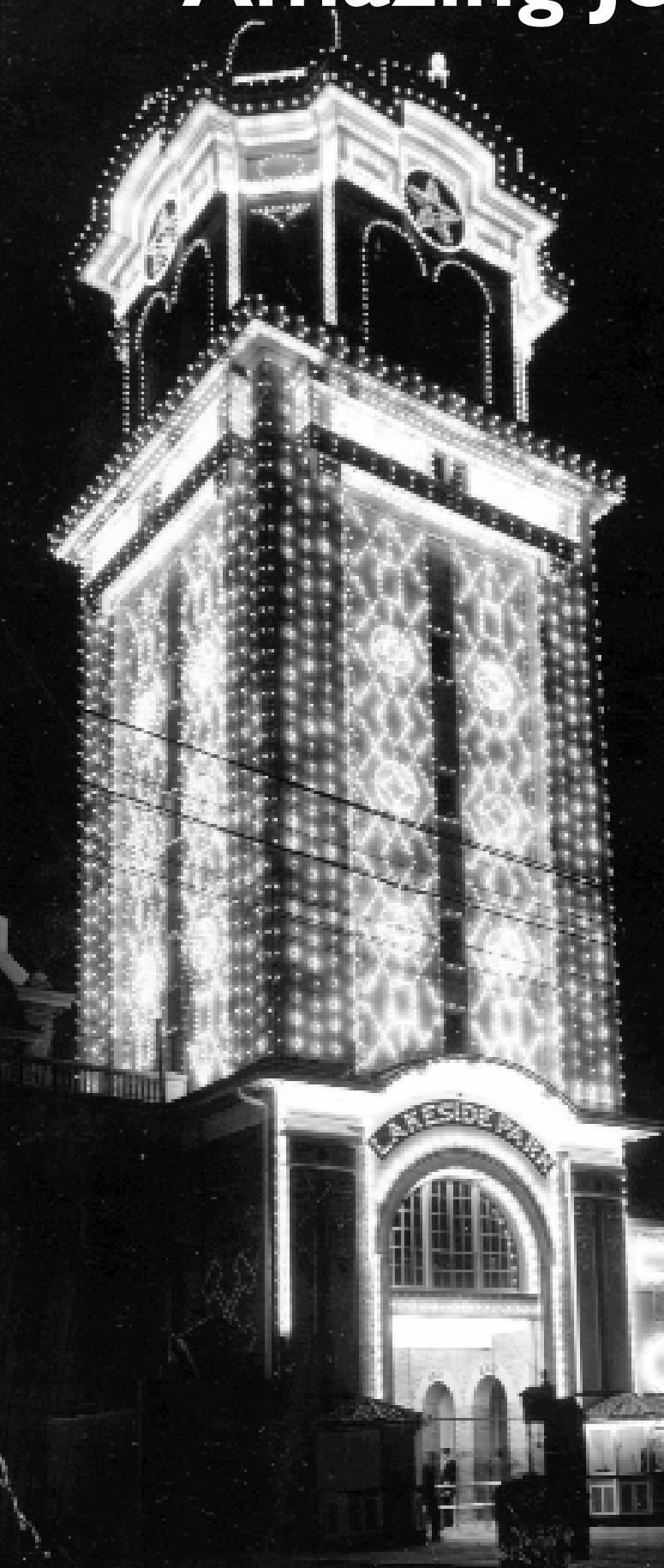
Celora presently resides in Golden with her husband. She retired from GMAC and Prudential Ins. and is now working on the history of Edgewater for the Centennial.

# Amazing Jefferson County Historic Sites

*by Melissa Morningstar  
First Place Youth Winner  
JCHC 2001 Writers' Contest*

While the state of Colorado holds many fascinating historic sites, some of the must-see places are in Jefferson County. There are special mountains, famous schools and archaeological sites. A visitor can find an amusement park, a miniature replica of a town and many excellent museums. It would be a shame if any Colorado visitor missed even one of Jefferson County's numerous historic sites.

Visitors will especially enjoy the museums, historic buildings and geologic setting of Golden and the Colorado School of Mines. Other unusual sites worth visiting in this amazing county are the Colorado Railroad Museum, Dinosaur Ridge and Red Rocks Park, Lakeside Amusement Park, Buffalo Bill's Museum and Grave, Hiwan Homestead and Tiny Town.



Golden is in a valley surrounded by North and South Table Mountains, Lookout Mountain and Mount Zion. Clear Creek runs through Golden and the Table Mountains which were created by ancient volcanic eruptions and millions of years of erosion.

When driving down Washington Avenue, one passes under a Welcome Arch holding a steel sign that says, "Howdy Folks! Welcome to Golden, where the West lives" in white lettering on fake wood. The arch was the idea of Lu Holland in December 1948. The lighting ceremony was on March 24, 1949 when 6,000 people showed up for a parade and ceremony. Some were against the sign, but a survey in 1979 found that most people wanted the sign saved, so it was restored. After Rose Kalasz, age 10, wrote the nomination, the Golden Welcome Arch was added to the State Register of Historic Properties on June 14, 2000.

Camp George West was the base for the Colorado National Guard for many years along Old Golden Road. Visitors will enjoy spending

some time at the Astor House Museum, Golden Pioneer Museum, Foothills Art Center, American Mountaineering Center and Clear Creek History Park. A two block square neighborhood includes 28 homes listed in the National Historic District. Details and web addresses for these sites are available at the Golden Visitors Center at 10th and Washington and at: [www.goldencochamber.org](http://www.goldencochamber.org)

The prestigious Colorado School of Mines is in Golden. The plan for the school began in 1866. The cornerstone of the first brick building states it was completed in September 1868. The Colorado Territorial Legislature adopted the school in 1870. When Colorado became a state in 1876, the school was the state's first higher education institution. [www.mines.edu](http://www.mines.edu)

While on the CSM campus, visitors can see extraordinary minerals, fossils and gems on display at the Geology Museum. Visitors are also welcome to tour the National Earthquake Information Center on the CSM campus. <http://neic.usgs.gov>



Unique mailbox at Tiny Town, a miniature village in Turkey Creek Canyon in Western Jefferson County, just off Highway 285.

Jefferson County holds another unusual sight associated with the Colorado School of Mines. The giant "M" on the east side of Mount Zion was designed by Joe O'Byrne in 1905. Students of the class of 1910 hiked up the mountain and staked out the M-blem on May 16, 1908. Since there were no roads, the materials for construction were transported by burros.

The "M" is 104 feet by 107 feet in size and was first lighted with 350 bulbs borrowed from Colorado Central Power Company in 1931. The students also borrowed a generator, poles and wiring from the Physics Department to light the M-blem for Homecoming weekend. In 1932, the letter was provided with permanent lighting. At that time, it was the largest electrically lighted letter in the world. A timer was added in 1948 to automate

Pahaska Tepee at Buffalo Bill's Grave on top of Lookout Mountain.

Photos courtesy of Hiwan Homestead Museum



the lighting at night.

The Colorado Railroad Museum, east of Golden at 17155 West 44th Avenue, has international recognition as one of the best in the world. After WWII, many of the railroad tracks in Colorado were pulled up. Volunteers saved many trains that were no longer used. They preserved railroad equipment in the Alamosa yards in southern Colorado until they moved it to the present site in 1959. The Rocky Mountain Railroad Foundation was formed in 1964.

More than 70 historic locomotives and cars are displayed on 15 acres. The

Museum has 14 engines that rest on the first tracks to Central City. Steam engines are operated around the yard. Seventeen passenger coaches and 37 freight cars are also parked outside the museum. A replica of a historic train depot includes a ticket window, exhibits and a book and photo shop. Items from trains are on display and visitors can read about them from signs. [www.crrm.org](http://www.crrm.org)

Lakeside Amusement Park, west of Sheridan Boulevard and south of I-70, is one of Jefferson County's oldest places of entertainment. The park cost \$500,000 to build and opened on Decoration Day in 1908. It became known as "White City" because of its many white buildings.

The park has a roller coaster and other amusement rides, a boathouse, roller skating rink,

dance pavilion and Japanese Tea Garden. A miniature railroad circles about a mile around the lake. The park covers about 160 acres, including 93 acres of grounds and the 37 acres of Lake Rhoda. It offers an exceptional way to spend a day in Jefferson County.

[www.lakesideamusementpark.com](http://www.lakesideamusementpark.com)



The Hiwan Homestead in Evergreen was built in the late 1880's. It is a log mansion of 17 rooms and was listed in the National Register of Historic Places in 1974.

Jefferson County is also home to one of Colorado's most significant geological sites. The Dakota Hogback, named for its distinguishing shape as seen from afar, is on the upslope of Alameda Parkway, east of Red Rocks Denver Mountain Park. The Red Rocks Amphitheater is world-famous. [www.redrocksonline.com](http://www.redrocksonline.com)

On the east slope of the hogback in the sandstone of the Dakota group of the Cretaceous, fossilized leaves, marine fish scales, dinosaur tracks and ripple marks are visible. On the west slope, dinosaur bones are preserved within the Morrison formation. The sites are protected by the Friends of Dinosaur Ridge who offer educational displays and tours from the visitor center. [www.dinoridge.org](http://www.dinoridge.org)

Tourists and locals like to hike a trail along the ridge of the hogback or view prehistoric fossils from the road. Many Jefferson County students visit the site as part of their study of dinosaurs.

West and above Golden is Lookout Mountain, where one can see the Front Range to the east and breathtaking views of the Continental Divide to the west. Native Americans and early explorers and trappers all enjoyed the view from Lookout Mountain.

A resort was planned for 2,380 acres of Lookout Mountain in 1890. A reservoir was built near the east summit in 1895. Since 1914, people could visit the mountain by driving up the Lariat Trail or on a railroad funicular that took them up.

William "Buffalo Bill" Cody was buried close to the lower east summit at 7200 feet altitude in 1917. A concrete slab covers the body of the star of the "Wild West Show." The grave site is listed on the National Register of Historic Places within Lookout Mountain Park, a Denver Mountain Park. The Buffalo Bill Museum offers excellent exhibits of photos, film and objects from the Old West. It is easy to see why Lookout Mountain is the top tourist attraction in Jefferson County. [www.buffalobill.org](http://www.buffalobill.org)

The Hiwan Homestead in Evergreen was built by John Spence, Mrs. Williams' carpenter

beginning in the late 1880s. It is a log mansion of 17 rooms, including leisure rooms, dining rooms, bedrooms, a kitchen, simulated school room, rack room and a chapel. The Homestead also has outbuildings for extended family and servants.

The Buchanan family purchased the property in 1938, and named it Hiwan. It was listed in the National Register of Historic Places in 1974, and Jefferson County Open Space acquired it to become a museum in 1975. Among the many visitors year round, Jefferson County students enjoy a field trip to cook, card wool, inspect old household items and experience an old school lesson.

For those who wish to embrace their “inner child” in Jefferson County, there is a wonderful place called Tiny Town. This miniature city is built on the bank of South Turkey Creek, six miles southwest of Morrison. The little structures are laid out along small streets lined with shade trees. There are stores, a radio station, church, farm, and a dance pavilion all built to scale. It has been rebuilt twice to survive fire and flood over the past 80 years and continues to entertain people of all ages.

In 1915, this wonderful project was thought of by Mr. George Turner who began to build it in 1920. The first buildings were made in Denver and transported by truck to the site. New buildings were gradually added and the old ones are kept in shape. The whole town is

repainted each year.

Tiny Town has its own train built to scale. The railroad track runs about a mile over bridges, through tunnels and around the town. The train, No. 1700, pulls five passenger cars for visitors, two freight cars and a caboose with a

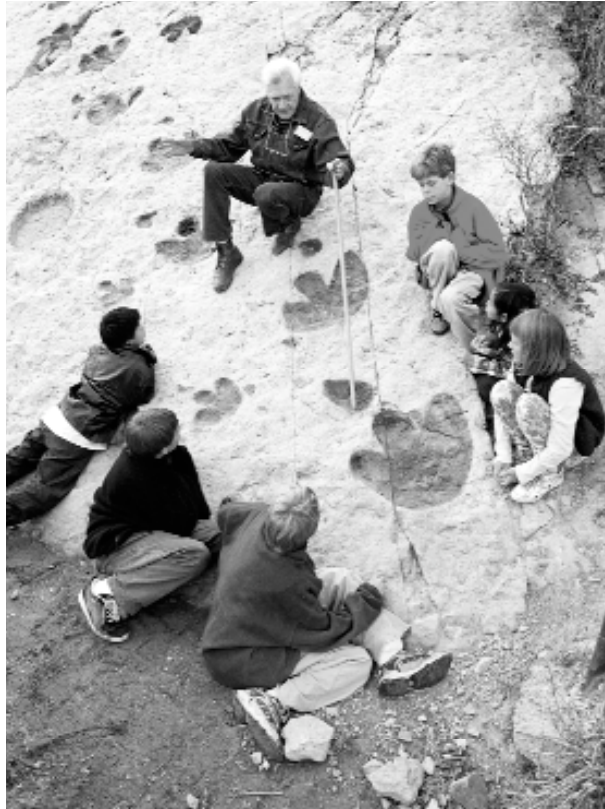


Photo courtesy of Dinosaur Ridge Museum

Dinosaur Ridge in Jefferson County is one of the world's most famous dinosaur fossil sites. Tracks are visible from dinosaurs who lived over 100 million years ago.

miniature coal-burning steam engine. The eight by three feet engine can pull its eight cars at a maximum speed of 30 miles per hour.

The three foot high buildings are made of wood to look like normal size buildings right down to little

curtains in the windows.

Mr. Turner built many of the structures to resemble those he knew so many prominent business places are recognized. Tiny Town is a favorite place for children and adults to visit.

These historic sites can add a lot to the experience for visitors to Jefferson County. The mountains provide entertainment for nature-lovers or anyone who enjoys beautiful surroundings. The School of Mines interests scholars. The Old West remains in Golden and at Buffalo Bill's Grave and Museum.

The Dakota Hogback offers archeological appeal. Tiny Town captures the hearts of children, convincing them to return to Jefferson County. Lakeside Amusement Park offers a fun day of vacationing or just a break from the daily routine of locals. Many museums offer a variety of education and entertainment. Clearly, Jefferson County is a historically rich part of the Centennial State of Colorado.  
*(Edited by Carole Lomond)*

#### ABOUT THE AUTHOR

Melissa Morningstar was born on June 25, 1986. She has been a Jefferson County resident for her



entire life. She shares a home in Indian Hills with two dogs, two cats, two sisters, and two parents. Melissa is currently a sophomore at Lakewood High School, where she has a 4.0 grade point average. She enjoys dancing and spending time with her friends.

# Saint Francis Xavier Cabrini

*By Jillian Mestdagh  
2nd Place Youth Winner  
JCHC 2001 Writers' Contest*

When one examines the history of Jefferson County, Colorado, one comes to know an extraordinary woman and her wonderful contributions to the county: Saint Frances Xavier Cabrini. Mother Cabrini had a significant impact on the lives of Italian and other immigrants and their children living in Colorado during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. She was an admirable, strong-willed woman who devoted her life to the happiness and well-being of others.

Maria Francesca Cabrini was born July 15, 1850 in Sant' Angelo, a small town on the plains of Lombardy in Northern Italy. She was the tenth child of eleven born to Agostino and Stella Cabrini. Commonly known by her parents as Cecchina, Cabrini, while a delicate and shy child, was intelligent and hardworking with an iron will. Like her mother, she was very dedicated and devout to the Lord and prayer.

Cabrini was educated by the Daughters of the Sacred Heart and assumed a career in teaching at a



Mother Cabrini in a painting by Ilia Rubini. Mother Cabrini offered much needed help to thousands of Italian and other immigrants during the late 19<sup>th</sup> and early 20<sup>th</sup> century.

local school. Soon after, her Ordinary directed her to become the Superior of a small orphanage. Six years later, the orphanage was closed and her Ordinary told her, "You want to be a missionary. I know no institute of missionary sisters, so found one yourself." With this, Sister Cabrini with about six dedicated girls founded

the Missionary Sisters of the Sacred Heart.

Immigrants to America then were poor and came looking for even the heaviest and most menial labor. Generally, immigrants were regarded as cheap tools that were unimportant if lost, which many were. In Colorado many immigrants worked in the mines or in railroad construction, very risky work. Many were killed and left hundreds of children orphaned. These children lived a very hard life full of shame, prejudice and many unkind stereotypes. That their parents came from another country added to the disgrace and humiliation.

Mother Cabrini accepted the invitation of Archbishop Michael Corrigan of New York to work in his archdiocese. On March

31, 1889, she and her sisters arrived in New York Harbor. Throughout the following years, Mother Cabrini and the Missionary Sisters of the Sacred Heart built many churches, orphanages, schools, hospitals, and missions all over the United States. Mother Cabrini was a savior to many immigrants who, because of their work in the mines

had slowly turned away from Catholicism. She was a symbol of hope for them by providing them with something familiar and kind.

For this reason, Mother Cabrini and her sisters were invited by Bishop Matz of Denver to visit and aid in the growing needs of Italian immigrants, their families and inner city children of all other backgrounds. In 1905, and together with her sisters, Mother Cabrini founded the Mount Carmel School and Queen of Heaven Orphanage in Denver at Federal Boulevard and West 48th Avenue. In 1909, she bought land on Lookout Mountain to build a summer camp for the girls of the orphanage in 1912. The street



leading to the camp was named “Cabrini Boulevard” out of respect and gratitude. Mother Cabrini is said to have chosen the spot because she “loved the locality very much and the pure air does her good.” The stone house was completed after Mother Cabrini’s death in 1917.

Although the summer house would later provide countless

abandoned and orphaned youths with joy and happiness they might not have had otherwise, many problems arose. The most severe drawback was the lack of water. So Mother Cabrini instructed the sisters to dig in a rock-strewn gulch, where they excavated a spring, which has been flowing ever since.

The Sacred Heart Sisters built two barns, an icehouse, and living quarters all out of stone. When all was finished, there were 14 rooms in the three-story main house. Today, the building is still used for conferences and retreats.

In 1929, a grotto was built at the spring to commemorate the work and dedication of Mother Cabrini and her sisters to the

**Above:** The first pilgrimage to the shrine of St. Francis Xavier Cabrini, July 6, 1946

**Below:** Orphaned children in procession at the 1957 pilgrimage.

*Photos from Cabrinian Colorado Missions*



# THE TOWER FARM

orphanage. In 1946, Mother Cabrini was canonized and became the first American Saint.

Mother Cabrini offered much help to thousands of Italian and other immigrants in need during the late 19th and early 20th centuries. Saint Francis Xavier Cabrini was an extraordinary woman and was recently bestowed the well-deserved honor of the “Italian Immigrant of the Century” for her work as a missionary. She died on December 22, 1917 of chronic endocarditis. And although she may have died almost a century ago, her legacy and accomplishments will forever live on.

## ABOUT THE AUTHOR: JILLIAN MESDAUGH

I was born on October 3, 1985, and have lived in Westminster, Colorado my entire life. I am



currently a sophomore in the International Baccalaureate program at Lakewood High School, where I hold a 3.99 average. I live in Westminster with my parents,

my younger sister and brother and my two cats, Oreo and Kiya. I enjoy reading, watching TV and hanging out with my friends whenever I am not in school, studying or at work. After I graduate from high school, I plan on attending college, but still am not sure of which career or field of study I will go into.

by *Eric Hislop*  
*Honorable Mention*  
*JCHC Youth Writers' Contest*

Back in 1952, the first seed of the Lookout Mountain Tower Farm was planted. The first high-powered broadcasting towers were put up on Lookout Mountain on the lower east summit because it had the best road access in the foothills. These towers were constructed in residential zoned lots (filed by 1924) without consent of residential neighbors. When the station KFEL (now KWGN) first bought land on Lookout Mountain east of the 1917 historical site of Buffalo Bill's Grave, there were already 350 residences on Lookout Mountain.

Lookout Mountain was used long before the first white settlers came to Colorado. The Ute and Arapahoe were the first to enjoy the wonderful view. When white settlers arrived, an adventurous group of pioneers built Rockland School in 1873 and Rockland Church in 1880. The first developer arrived in January 1890 to plan a resort of 2,380 acres called “The City on the Hill.” Mount Vernon Country Club was established at higher altitudes of Lookout Mountain in 1922.

The Tower Farm continued to grow after all Jefferson County plats were zoned “residential” in 1956. Not just the number of towers grew, but also the number of broadcasting devices. The towers were loaded with many smaller transmitters and receivers of varying powers and frequencies. At the same time the growth of

Lookout Mountain and Genesee residential areas increased as well.

The towers had no real safety standards for exposure to radiation from radio frequency power until 1982 when the American National Standards Institute (ANSI) and the Institute of Electrical and Electronic Engineers (IEEE) established a radiation limit (based only on heat, not biological effects). The arbitrary limit was placed at a thousand micro watts per centimeter squared (1000 uW/cm<sup>2</sup>). In 1992, the limit was revised to 200 uW/cm<sup>2</sup>.

The residents of Lookout Mountain were previously reluctant to protest the towers because they were afraid that by bringing negative attention to the area, they would cause their property values to drop. But in 1982, they protested adding a tower for television Channel 31. While first denying the application to re-zone for the new tower, the Board of County Commissioners approved a second application after the broadcasters agreed to lease antenna space on the tower to Jefferson County for \$1.00 per year for the next 99 years.

From 1982 through 1998, more towers and more antennas and microwaves were added to Lookout Mountain with little opposition because residents were not informed of the increase. Then Lake Cedar Group (LCG), a cartel of television channels 4, 6, 7, 9, and 20, proposed to rezone residential- and agricultural-zoned land for a new supertower. It would dwarf all but the 830 feet

# OF LOOKOUT MOUNTAIN



Eric Hislop, shown with some of the Lookout Mountain Towers, is a resident of the neighborhood and a sophomore in the International Baccalaureate Program at Lakewood High School.

high Channel 4 tower. LCG also proposed a 26,000 square foot building next to the tower. Genesee, Lookout Mountain and Mount Vernon residents decided to fight the increase that would double existing radiation. After three long hearings and much toil, the Planning Commission voted that the super tower was “compatible” with the residential

Health Department findings were released, Jefferson County gave permission for FOX-31 to add a digital TV transmitter to its tower despite the fact that radiation in the area exceeded FCC and county radiation limits. The Board of Adjustment upheld permission despite resident opposition. In May 1999 Canyon Area Residents for the Environment (CARE), a

area on January 13, 1999.

On February 17, 1999, the Colorado Health Department released data that showed a statistically significant number of brain cancers in men living within two miles of the Lookout Mountain towers. The towers are owned and operated by the media, which discredited the results and latched onto the phrase “no connection to the towers,” neglecting to mention that the “study” was only for counting the number of cancers, not why.

After the Health Department findings were released, Jefferson County gave permission for FOX-31 to add a digital TV transmitter to its tower despite the fact that radiation in the area exceeded FCC and county radiation limits. The Board of Adjustment upheld permission despite resident opposition. In May 1999 Canyon Area Residents for the Environment (CARE), a

consortium of homeowner associations representing a population of 9,000, filed a lawsuit against FOX and Jefferson County for allowing the additional antenna. FOX-31 turned on the first digital television broadcast antenna in November 1999. The Colorado District Court and the Court of Appeals upheld Jefferson County’s permit for FOX-31.

Genesee, Lookout Mountain and Mount Vernon residents put forth another effort to stop the LCG super tower. After four long and tedious hearings, the Board of County Commissioners voted to deny on July 13, 1999. The result was another suit against Jefferson County, this time from LCG.

There are at least 31 towers of varying sizes on Lookout Mountain holding more than one thousand transmission devices. In places radiation is above county and federal limits.

The historical beauty of Lookout Mountain continues to be threatened, in spite of safe, alternative tower sites available for the broadcasters. Finally, 50 years after the first tower was erected, the citizens are trying to stop the growth of the Lookout Mountain Tower Farm.

*(Edited by Carole Lomond)*

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# A POSTCARD ADVENTURE

## *A Day in the Mountains Along the Lariat Loop*

By Sally L. White,  
Morrison Museums,  
for Lariat Loop Heritage Alliance

*On a chilly spring day in about 1920, Susan and Marjorie dressed for an outing with several gentleman friends—a day’s adventure in Denver’s new mountain parks. Their trip had a second purpose—William, an aspiring (or perhaps an accomplished) photographer, planned to finance the outing by selling his pictures to Harry Tammen’s postcard company. He enlisted his friends to help, and Frank commandeered his uncle’s Overland touring*

*car, complete with chauffeur! His uncle was persuaded to ride along, and took a spot in the back seat.*

**About mid-morning**, the seven friends climbed into the silver touring car. As they drove out of Denver, they first detoured to Inspiration Point near Berkeley Lake to enjoy a distant prospect of the mountains, each identified by a painted sign reading, for example, “Mount Morrison,” or “Mt. Evans.” Though the view was already spectacular, wonders lay ahead, and they could not linger long

Piling back into their open car, our travelers returned to Colfax Avenue, which

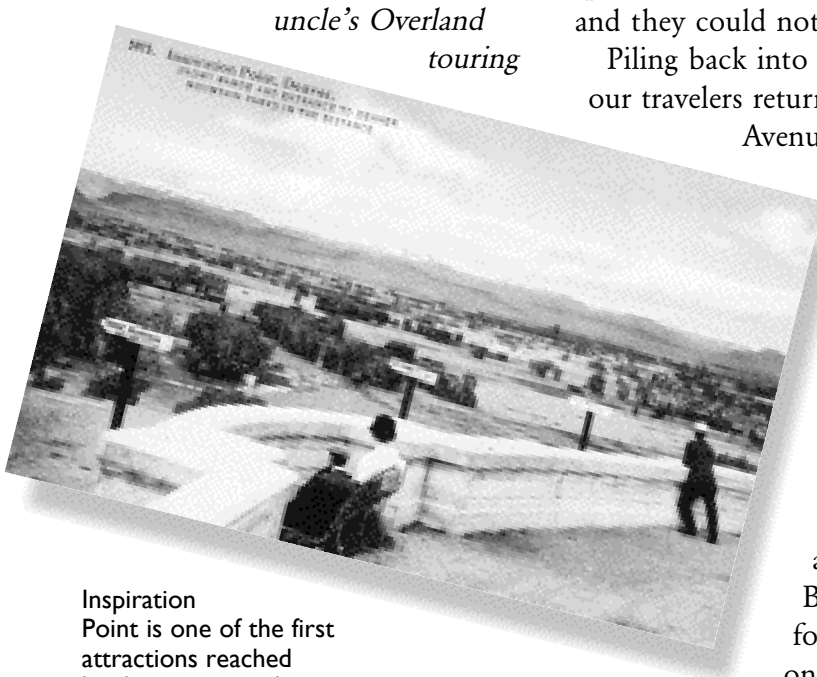
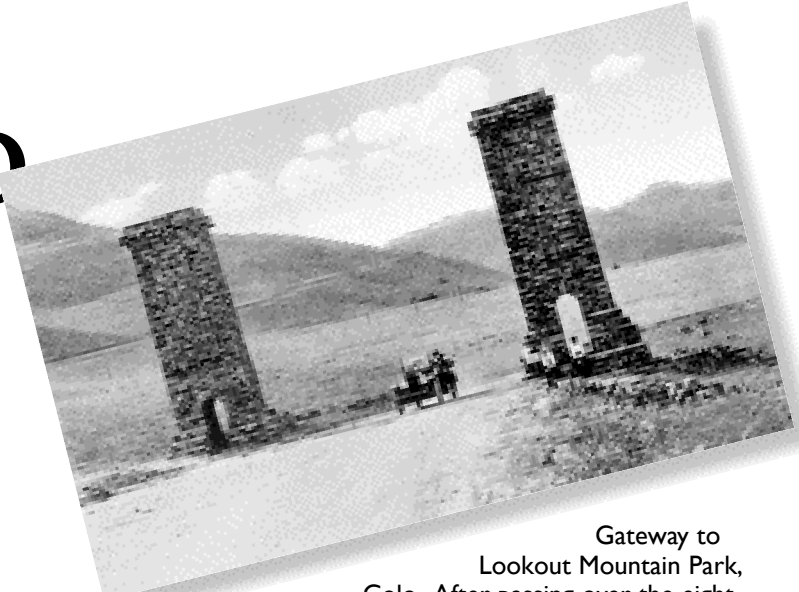
bisected the growing city of Denver and extended east and west well beyond its limits.

Leaving Denver at Sheridan Boulevard, they found themselves on the new 8-mile concrete road

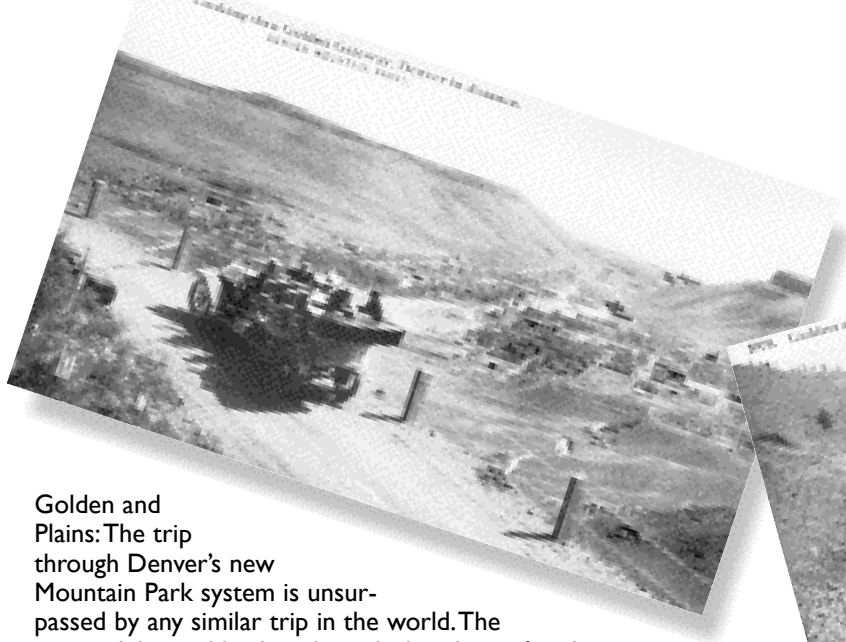
Gateway to Lookout Mountain Park, Colo. After passing over the eight mile concrete road between Denver and the little town of Golden, one comes upon two huge stone pylons built of rough hewn gray granite. This imposing gateway is the entrance to Lookout Mountain Park, and marks the foot of the famous Lariat Trail. This gateway, and a similar one at the Bear Creek entrance to the Denver Mountain Parks were presented to the City of Denver by Finlay L. MacFarland, one of Denver’s prominent automobile dealers and a member of the Denver Mountain Park’s advisory Commission.] C.T.American Art card.

started by the City of Denver and finished by the State Highway Department. At Wadsworth Boulevard, the group drove through several blocks of Lakewood’s business district, then through the fields and small settlements along west Colfax Avenue. When they saw the State Armory shortly after turning onto Golden Road, they knew Rock Rest—the real beginning to their adventure—was near. One mile later, the concrete road quickly became a city street.

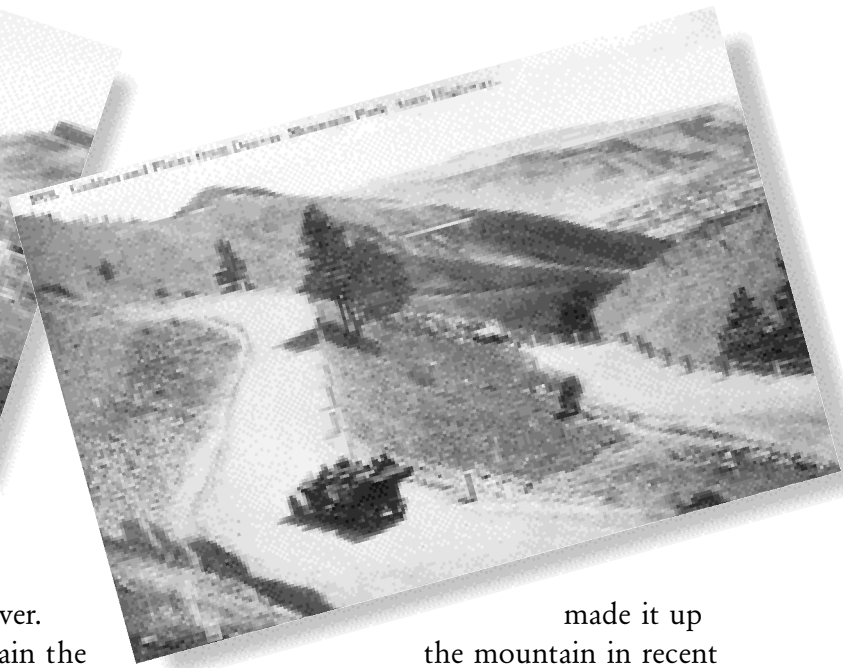
Soon the route made a left turn, zig-zagged from Ford Street to Washington to 19th Street in Golden, then began to climb, leaving the houses behind. Passing the pillars that marked the entrance to Lookout Mountain Park, the road became steeper, and frequent turns slowed their progress. They stopped often to take in the views, as William



Inspiration Point is one of the first attractions reached by the tourist on his way to Denver’s beautiful Mountain Park system.



Golden and Plains: The trip through Denver's new Mountain Park system is unsurpassed by any similar trip in the world. The automobile road leading through this chain of parks is one of the best improved highways in the country



photographed each new vista.

Even on the lower slopes of Mt. Zion, the view back was entrancing, showing the passage of Clear Creek between the two Table Mountains, with Golden spread out below. They imagined they could see Inspiration Point, where their trip began.

As the car climbed through Engineer's Lariat and negotiated the Double Hairpin, the view of Golden receded in the distance. "So many interesting names along this route," exclaimed Marjorie. "I wonder who was responsible for creating them." At Windy Point, they were able to get a view westward along Clear Creek Canyon as well as back toward the plains. The Beaver Brook Trail beckoned, and they resolved to return some day for a hike along it. "Just imagine what photographs I could get from there," thought William. It was difficult to believe so many wonderful places existed

so close to Denver.

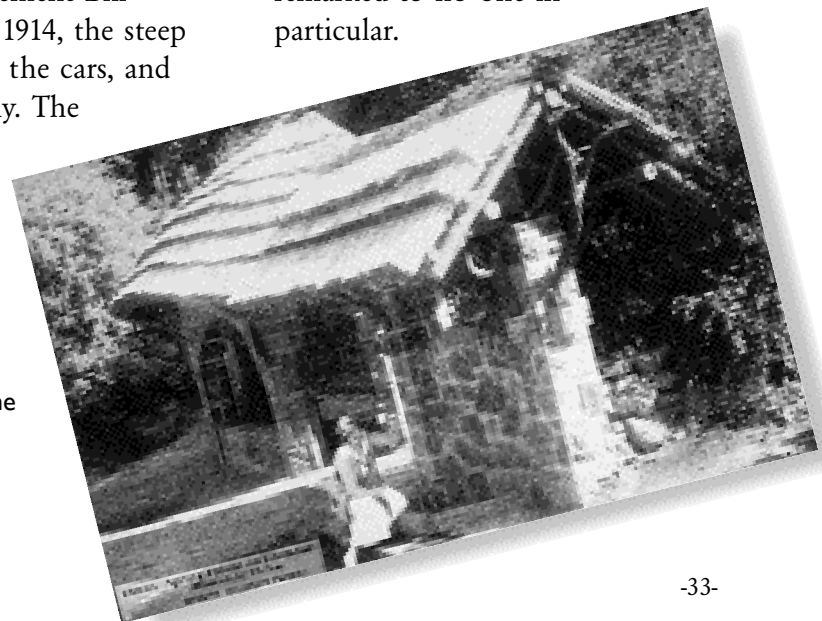
Again and again the friends stopped to admire magnificent views, and waited while William laboriously set up his camera and tried to capture the sights on film. "I hope he knows what he's doing," Henry mumbled, but he knew that even if the photographs failed to come out right, the day would hold many pleasant memories.

The travelers also stopped to rest the car, refilling its brass radiator at the conveniently spaced springs they passed along the way. Although this was an excellent road, built by "Cement Bill" Williams back in 1914, the steep curves challenged the cars, and they took it slowly. The friends were reassured to know that thousands of similar cars had

made it up the mountain in recent years, especially as, thus far, they were alone on the road. Why, in 1918 alone, more than 116,000 cars followed the circle drive, a 65-mile round trip from the State Capitol if you did the whole trip. Had it not been so early in the season, traffic congestion would surely have hampered their progress.

At a rock wall near the top, they finally saw several other travelers, some of whom were daring enough to climb out on the rocks to look northward along the foothills. "You can see all the way to Boulder from here," Henry remarked to no one in particular.

Spring house: For the convenience of the thousands of automobilists and excursionists that visit this beautiful region annually, the city of Denver has added several shelter and spring houses. This view shows a spring house near the crest of Lookout Mountain, which makes an ideal location for the picnicker, giving him abundance of scenery, cool mountain spring water and shelter from inclement weather.

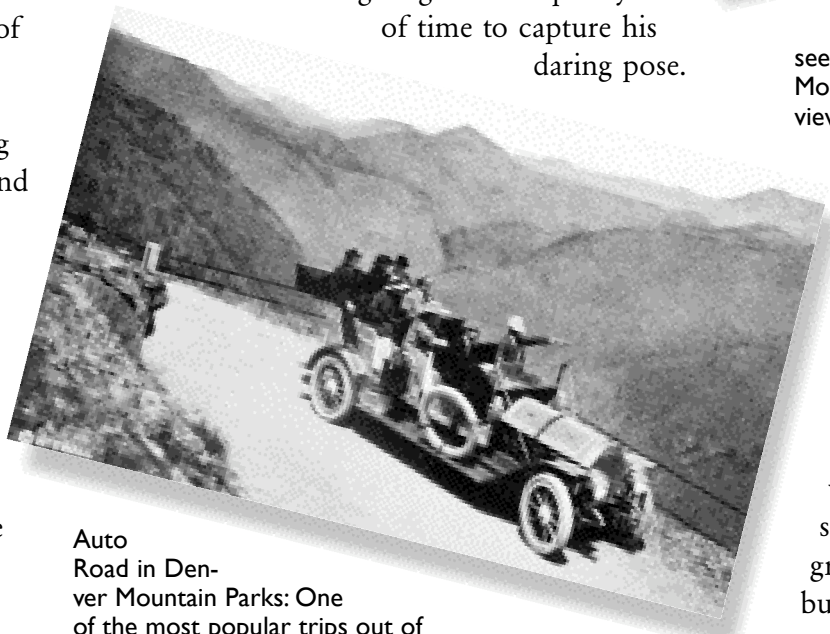




Once in a while, Frank had the temerity to point out new views without even asking the chauffeur to stop! The two tiny steel cables, stretched from one cut stone guardrail to the next, did little to reassure Susan and Marjorie. They knew what precipitous drops lay below—the group and the little car had just spent more than two hours making the trip up! Thank goodness the road was a full two lanes—eighteen feet—wide!

Finally the group reached the top, to find more glorious views of the mountains, canyons, and plains. The long ride safely behind them, William was able to persuade Susan to stand on a rock near the road, where there was no danger of falling. This she was glad to do, especially after her fears along the way. She was also glad to have

wasn't as used to mountain roads as they, and missed several of the vistas just because she shut her eyes so tightly. While the others relaxed and rested at the funicular station at the top, Henry climbed out on a rock called Wildcat Point overlooking the entire Lariat Trail, the route of their ascent. There he stood for several minutes, admiring the incredible view, but also giving William plenty of time to capture his daring pose.

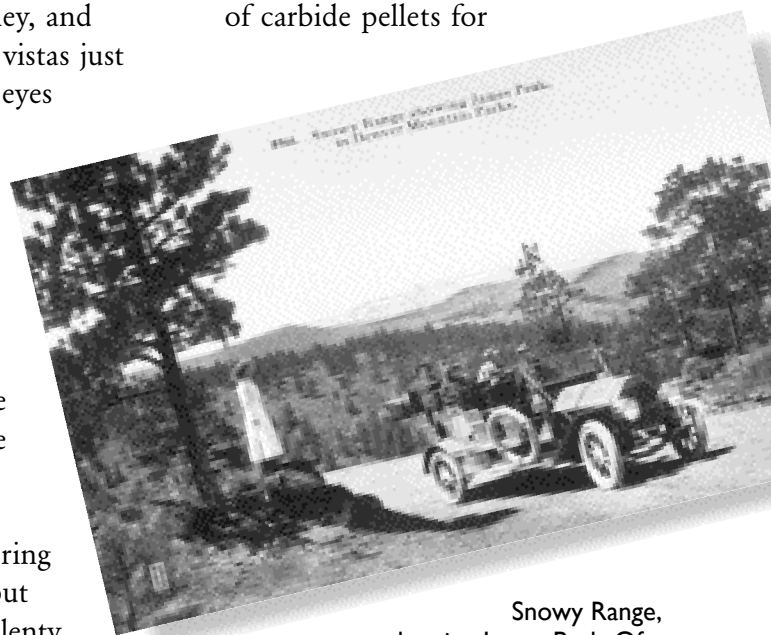


Auto Road in Denver Mountain Parks: One of the most popular trips out of Denver is through Denver's new Mountain Park system, just completed. It probably carries more tourists than any other similar road in the State, and is considered one of the best improved highways in the country.

solid ground under her feet, so she could enjoy the views with the others, at last. A new-comer to Denver, she

“This will wow the girls back at the office,” he mused.

“Let's go,” Frank said— “time to explore the rest of this scenic drive!” Given the late hour, the young ladies, though dreading the trip back DOWN the Lariat Trail, voted for the known in preference to the unknown that lay ahead. Because it was already mid-afternoon, the men reluctantly agreed to return to Denver. When the chauffeur reported a shortage of carbide pellets for



Snowy Range, showing James Peak: Of the many magnificent scenic features seen from the road in Denver's new Mountain Park System, none surpass the view obtained of the Snowy Range, famous the world over. The view shows James Peak, one of the highest peaks in this range.

the acetylene headlamps, further persuasion was unnecessary. Despite a few white knuckles on the hairpin turns, the driver clung to the wheel, and they all breathed a sigh of relief at reaching level ground again. Happily tired, but refreshed by their day in the mountains, they hastened to be back in time for dinner.

Driving to Denver, as they

discussed whether to dine at the Savoy or the Shirley Hotel, Frank thought to himself, "Well, it was certainly a great chance to test the brakes."

Next in the Lariat Loop Adventure Series: The touring friends visit the Park of the Red Rocks.

NOTES: Although our characters and events are somewhat fanciful, all other information in this article is factual. Captions are as printed on the original postcards; cards are in the Lariat Loop or Chambers collections. All postcards are by HHT Co., except where noted.

The Denver Mountain Park System could be considered "new" in about 1915-20, and was "completed" with the purchase of the Park of the Red Rocks (1928) and Little Cub Creek (1929).

As a transitive verb (meaning "to excite to enthusiastic admiration or approval"), the word wow dates to 1924, so Henry is a little ahead of his time here. As a noun, meaning "a striking success, a hit," wow was in use as early as 1920.

One of the more prolific of the early companies is identified on the cards simply as "HHT Co." and has a logo of a kneeling Indian, with an arrow forming the divide between the address and message areas. These cards were published by the H. H. Tammen Curio Company, owned by Harry Tammen of the Denver Post, whose facilities may have

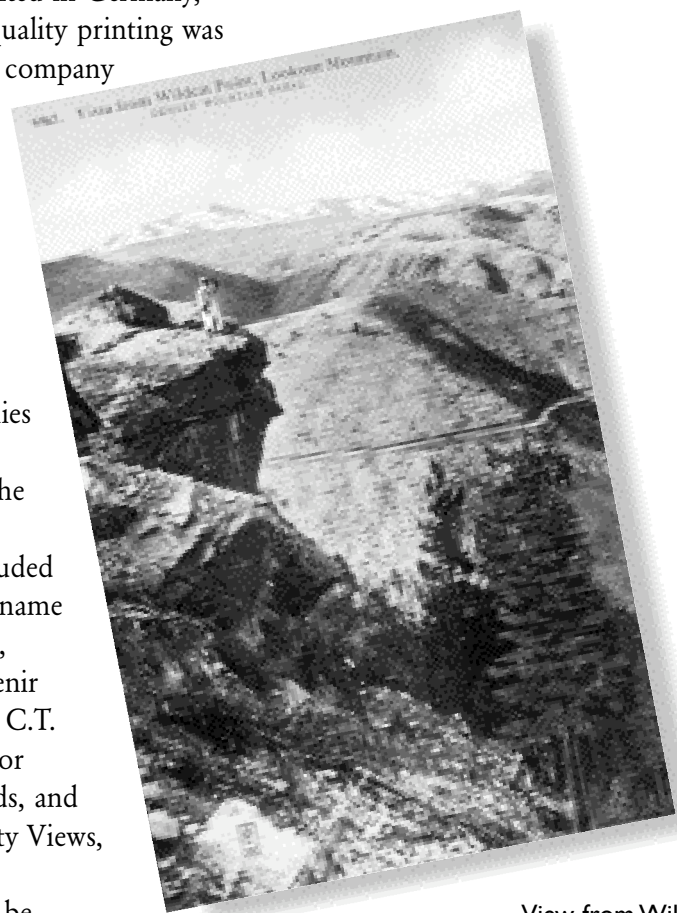


The Plains from Summit of Lookout Mountain: Lookout Mountain, 7,512 feet high and twenty miles west of Denver, is one of the most interesting scenic attractions in Colorado. The summit affords an unsurpassed view of the plains to the east, as well as the city of Denver, twenty miles distant.

allowed the cards to be printed locally. (Before about 1915, most cards were printed in Germany, where higher quality printing was available.) The company produced Colorado postcards between 1896 and 1953, according to the Colorado State Archives. Other companies appearing frequently in the Lariat Loop collection included Thayer Co. (a name used by HHT), Sanborn Souvenir Co., Curteich, C.T. American Art or Colortone cards, and Tichnor Quality Views, among many.

As best can be determined by Clint Raymond (of Morrison Carworks) and Sam Rizzo, the car enthusiasts consulted, this vehicle (except in images

2 and 7) appears to be an Overland touring car dating to 1910 or earlier. Our appreciation goes to them for providing details on vehicles from this time period. This luxury car may have been a special model custom designed for touring, and was perhaps used as an early bus for this trip. Other features include the wooden wheels, the cable or rope supports for the windshield, right-hand drive position, and the four entries on each side of the car. (The Willys-Overland Model SS Touring Car has only three entries per side.)



View from Wildcat Point, Lookout Mountain: Some of the most interesting scenic features in the state are seen from the road through Denver's new Mountain Park System, of which Wildcat Point is one of the most noted and affords an unsurpassed view of the plains to the east.

# JEFFERSON COUNTY

## Dolores A. Ebner

*Historic Preservationist, Citizen Advocate, Volunteer, Writer, Poet*

Dolores A. Ebner came to Jefferson County 37 years ago. As a volunteer, Dolores lead her five children's elementary, junior high and high schools PTAs and PTSA as Vice President and President. She was active at the Wheat Ridge United Church of Christ and on the board of Friends of the Denver Public Library. Dolores worked to establish the advisory board for the Jefferson County schools and was an original member of Advocacy for Children and Youth. At the Jefferson County Community Center in Arvada, Dolores developed a program training developmentally disabled adults for the working world. She collected door to door for the American Heart Association and the Cancer Society and devoted her time as chairman to the Jefferson County United Way board. She volunteered many years at Lutheran Hospital.

In Ken-Caryl Ranch, Dolores dedicated many hours as

Chairman to that Historical Society committee, and as President of the Ken-Caryl Ranch Senior Women's Club.



Dolores A. Ebner

She helps edit the monthly publication of the Posse of the Denver-Westerners, "The Roundup," and writes a monthly column on local history for "Life at Ken-Caryl."

She is a member of the Friends of Ken-Caryl, devoted to civic involvement. She worked tirelessly for the preservation of the Bradford House, and is a fervent supporter of historical-archaeological research at the Bradford House II site. Her book, "The Bradford Years 1859-1876" tells the fascinating story of the first pioneer, Major Robert Boyles Bradford, who settled the land now known as Ken-Caryl Ranch in unincorporated Jefferson County. She is well-known for her persistent work to restore the Bradford House built in 1859 at Ken-Caryl Ranch. Thanks to her indefatigable efforts, the Bradford House was designated to the State Register of Historic Properties.

Dolores is known as a creative, enthusiastic, energetic, and persevering person. Her dedication and contributions to the County have enriched the lives of many around her.

# HALL OF FAME

## John C. Vivian: *Jefferson County's Only State Governor*

John C. Vivian is the only Jefferson County native to ever serve as governor of the state. He was born in Golden in 1887 and attended Golden schools. He graduated from the University of Colorado, earned a law degree from the University of Denver in 1913, and was admitted to the Colorado Bar the same year. He first practiced law in Golden, while also working for a newspaper in Boulder. With a flair for written expression, he secretly wrote entertaining poetry under an assumed name for a Chicago newspaper. When World War I broke out, he enlisted as a Corporal in the United States Marine Corps and served from 1918 to 1919, retiring with the rank of Captain.

With his law degree, John C. Vivian was a natural to enter the political arena. He served with distinction as City Attorney of Golden, he advanced to County Attorney, and eventually became assistant to the Attorney General of Colorado. He was elected Lieutenant Governor in 1939 for two terms and was elected Governor in 1943 for another four years.

In 1927, John C. Vivian married Maude C. Kleyn, a professor of music at the University of Denver. The newlyweds built a beautiful house in Wide Acres, a secluded elite residential area east of Golden. Because there was no official home for the Governor, this charming house became the Governor's Mansion where they entertained visiting dignitaries. Each day the Gov-

ernor commuted to the capitol on the Denver interurban street car.

Governor Vivian governed the state during a tumultuous time in Colorado history. At first he was subject to the many New Deal directives enacted during the Depression. He

Photo Courtesy of Coors Brewery



John C. Vivian

was also responsible for following regulations from the federal government for our country at war. A staunch believer in states' rights, he had a lifelong distaste for the bureaucracy.

He was challenged to provide men and women to fill military quotas, to meet the demands of the War Production Board for defense industries, to oversee a Japanese internment camp, to enforce restrictive rationing of shortages, to introduce Civil Defense measures, to maintain statewide military bases, to promote the sale of war bonds, and to be totally committed to bring a successful completion of the war.

In addition to his wartime duties,

the Governor tended carefully to administrative responsibilities. In 1943, he signed a bill authorizing the Colorado State Historical Society to be part of the Executive Department of state government to assure permanent funding for the organization.

Notwithstanding the daily pressing needs of governing the state during the war, Governor Vivian's vision went beyond the present situation to visualize future changes the state would face after the war. Anticipating inevitable growth, adequate transportation would be essential. As early as 1944, he set aside funds to complete the Valley Highway, which eventually became U.S. Interstate 25. He saw the need for a direct route to Boulder and planned the Denver-Boulder turnpike. With the dawn of the atomic age, he perceived the need of atomic energy and supported the Rocky Flats Project. He was not only instrumental in initially locating the Remington Arms Plant in Jefferson County, but he also worked hard to retain the facility to become the Denver Federal Center.

Governor Vivian was not a flamboyant politician. He did not seek adulation. He was a humble man who once wrote, "I feel somewhat in the category of the maxim 'A man can do a tremendous amount of good in the world if he cares not who gets credit for it.'"

Former Governor John C. Vivian, who spent his entire life in Jefferson County, was a lifelong devoted public servant who rightfully belongs in the Jefferson County Hall of Fame.

# THE BENEFITS OF LOCAL DESIGNATION: WHAT LOCAL DESIGNATION OF YOUR HISTORIC STRUCTURE CAN DO FOR YOU

by Kris Christensen\*

As a professional preservationist, I am frequently asked about the proper tools for protecting historic structures. Frankly, not all tools are equal and some do not solve all the issues with the long-term protection of buildings. However, without State, National and local designations, much of our historic built environment would be lost. Perhaps the best of these tools is local designation.

Many of you may be familiar with State and National Register designation. The State and National Register can provide avenues to tax credits and funding sources. Creating incentives for historic preservation is a key tool to insuring the survivability of an important structure. State and National listing can protect a building that is threatened by an action involving state or federal funding, and in some cases being eligible for designation can provide the same protection. The pride of a community in a designated building can lead to public action should it be threatened. Unfortunately, when private funds are involved, these designations do little more than document a structure. A property owner can literally demolish a building the day after it is listed. There may be pride in ownership of a landmark, but this is not a universal value held by all citizens.

Most local ordinances for landmark preservation actually do a better job of protecting an historic resource than the State or National Register. Local designation is accomplished through the enactment of an ordinance or county regulation that becomes part of land-use and zoning codes. These ordinances can be as simple as the ability to identify and list a resource to as complex as carrying waiting periods for demolition and design review for changes. For instance, in Denver a landmark district created under their preservation ordinance carries the ability for a commission to deny demolition of a historic structure that

contributes to the integrity of the area, or in the case of an individual structure, the commission can delay demolition for a period of one year. Many communities nationwide have ordinances similar to Denver's. What an ordinance or regulation carries in it depends greatly on participation by residents, local officials and staff members of the agency that will be in charge of enforcing the rules.

When a structure or district (a collection of buildings) is nominated for local designation, the application goes through a rigorous process of review by governmental staff and often a volunteer committee made up of historians, architects, archeologists, planners and related fields to historic preservation. In some cases, the government may have the volunteer committee be the sole designator. In most communities, the committee recommends an action to a governing body, such as a board of commissioners or city council. For example, the Greeley Landmark Preservation Commission directly makes designations, the similar commission in Denver can only recommend action to the city council. Once designated, the rules of the governing ordinance or regulation are applied to the building or district.

The members of the Jefferson County Historical Commission have been working with county planning staff on a countywide regulation. The county staff can determine how the proposed landmark regulation interacts with other land-use codes and helps determine if the regulation fits with current planning goals. In the case of the proposed ordinance for Jeffco, the commission has also considered comments of the Commissioners and residents. As a result, the ordinance in our county is not likely to be as strict as Denver's. However, it is important for the county to pass this regulation so that our residents can capitalize on the benefits of preservation.

The advantages of the State and

National Register can apply to locally designated landmarks as well.

Colorado has an incentive in the form of an income tax credit for owners of designated properties who restore them. Properties can be locally designated and participate in this program. In some cases, a property that is locally designated can compete for restoration funds from the Colorado State Historical Fund. Pride in ownership of a local landmark can certainly be equal to that of a State or National Register property. The added benefit to local designation is the listing of properties that are important to our understanding of county history, but are not found to be eligible for the State or National Register. A good example of a landmark that should be designated is the Governor Vivian home in southwest Applewood. This home, due to alterations, was found not to be eligible for designation on the State or National Registers. However, with a county ordinance we can be more flexible about additions and could feasibly list it locally. Without a local designation, this property could become vulnerable to the redevelopment efforts along Colfax Avenue. Designation would also give the current and future owners an incentive to continue to preserve the home.

It is past time for us to look to preservation tools such as designation, not only to preserve our heritage, but as a tool for land management and growth. By recognizing our past, we can create a future that recognizes both our past and our present.

*\*Kris Christensen is a native Jefferson County resident and former member of the Jefferson County Historical Commission. She has worked as a preservation advocate for Colorado Preservation, Inc. and currently works for Historic Denver. She lives in the home where she was raised, three blocks from the historic Governor Vivian home.*

# RIO GRANDE SOUTHERN RAILROAD ENGINE NO. 20



Photo courtesy of Rocky Mountain Railroad Club

The narrow gauge Rio Grande Southern Railroad Engine No.20 is on exhibit in the yard of the Colorado

Railroad Museum in Golden. This ten-wheeler and its tender were built by the Schenectady Locomotive Works of Schenectady in New York in April 1899. It is one of three remaining engines of this kind in Colorado. The engine and its tender are 49 ft. 1 in. long; the engine itself is 12 ft. 2 in. high; and the weight on the engine is 85,000 lbs.

This type of locomotive was in service from 1894 until 1912 on the first railroad of the Florence and Cripple Creek-Victor line, transporting fuel, mining supplies, building materials, and merchandise. The resulting lower transportation cost allowed the mining district to further expand. These engines were especially useful for passenger trains on sustained grades of railroading in the Colorado mountains, where they climbed close to 4,200 ft over 40 miles. Rail travel in the western U.S. in the 1890s, crossing high altitudes at slow speeds, was most reliable, preferably with only one engine. Although western ten-wheelers, or 4-6-0s, resembled freighters and had smaller wheels

than their mid-western and eastern cousins, their travel time roughly equaled that of passenger trains. In 1904, a flood washed away most of the tracks in Phantom Canyon, and after a second flood in 1912, when a 30 ft. wall of water crashed down the canyon and ruined the tracks, the F&CC was discontinued. Engine No. 20 was bought by the Rio Grande Southern Railroad and run between Durango and Ridgway until 1951. Ironically, when larger locomotives were required for passenger travel, ten-wheelers, including Engine No. 20, were relegated to secondary passenger lines and used for light freight trains, and the lighter work granted them a longer life span.

Rio Grande Southern Railroad acquired Engines No. 20, 22, and 25 in 1916. The engines were run between Durango and Telluride. In places between Rico and Stoner Creek, engineers were advised to drive the heavy locomotives no faster than 12 mph on the 30 lbs. tracks. Because the engines proved

too heavy for these light rails, they were then moved to and used out of Salida. Financial problems in 1929, and the arrival of gasoline powered cars, known as Galloping Geese, drove ten-wheelers No. 20, 22, and 25 back into heavier freight service. The veteran engines were called into service during World War II, but the Diesel locomotives, trucks and highways forced them into final retirement after the war, except for one last flash in August 1949, when Engine No. 25 posed in the movie "Ticket to Tomahawk."

Engine No. 20 is owned by the Rocky Mountain Railroad Club, whose volunteers painstakingly restored it. The locomotive is publicly displayed at the Colorado Railroad Museum at 17155 West 44th Avenue in Golden. For show times and further information please contact the museum at 303-279-4591.

The engine was listed in the National Register of Historic Places on December 14, 2000.

## DENVER & RIO GRANDE WESTERN RAILROAD CABOOSE NO. 0578



Photo courtesy Rocky Mountain Railroad Club

The Denver & Rio Grande (D&GR) Caboose 0578 was built in 1886 in a D&RG shop as one of 124 narrow gauge cabooses owned by the D&RG at a cost of \$685. It was assigned Class 2 as one of 16 cabooses built between 1885 and 1890. In 96 years, the crews of the 124 cabooses of the D&RG served a total of 10,849 freight and work cars down to 967 cars in 1969, the last year of operation.

The 17 foot long caboose with its 2 four-wheel trucks was larger than its predecessor Class 1 and provided the cars with greater stability and comfort for its operating crew. Its center is crowned by a cupola. Between the doors at each end a platform is closed off by a railing and covered by an extension of the roof. From each platform a ladder leads to the roof of the caboose, where a walkway extends beyond the roof on each side.

The inside of the caboose is furnished with a small slant-top desk hanging on the wall. A three-slotted container behind the desk

holds the forms that the conductor may have used. The desk is lighted by a kerosene lamp. A counter hides a basin under a water reservoir with a faucet, and a stove and a coal hopper provide heat for cooking and warming. Two bunks accommodate the railroad crew for sleeping.

During the height of operation, at about 1890, the D&RG narrow gauge system reached from Santa Fe, New Mexico throughout much of the southwest of Colorado to Salt Lake City, Utah. The railroad converted its main line from narrow gauge to standard gauge in 1889, retaining many miles of narrow gauge track in Colorado. Portions of that system were converted into three rail tracks for both standard and narrow gauge tracks and remained that way until the narrow gauge system was no longer used.

The D&RG eventually discontinued the unprofitable

narrow gauge lines, except for some tracks between Alamosa and Durango. Two short segments, the Cumbres and Toltec Scenic Railroad and the Durango Silverton Narrow Gauge Railroad remain as tourist attractions.

The Rocky Mountain Railroad Club purchased Caboose 0578 in 1951 from the D&RG for \$204. Volunteers of the RMRC are restoring the caboose at the Colorado Railroad Museum in Golden to its original condition. Today the caboose is appraised at \$14,000.

Caboose 0578 was listed in the State Register of Historic Properties in the Spring of 2001 for the significance of its sixty-six year association with the operation of the railroad's narrow gauge system and in the area of engineering as a rare surviving example of a Class 2 Rio Grande caboose.

# BRADFORD HOUSE II ARCHEOLOGICAL SITE

A small prehistoric rock shelter in a valley surrounded by imposing rocks attests to the prehistoric peoples who lived there off and on throughout some 4,500 years. Their occupation of the site has been traced from the Middle Archaic Age between 3000-1000 B.C. to the Middle Ceramic or Late Prehistoric Age between A.D. 1150 and 1540.

Already the earliest inhabitants found shelter under rocks warmed by the sun. Repeated chinook winds contributed to mild and fairly dry weather conditions. Winter snow melted quickly. A slab-lined hearth

was used to prepare food, and provided light and warmth at night and during colder seasons. The inhabitants crafted different kinds of projectile points to hunt animals as diverse as elk, mule deer, rabbits, rodents, birds, amphibians, reptiles, and sometimes a bighorn sheep. They also caught fish. Local plants, such as sunflowers, wild plums, acorn and choke berry completed a plentiful diet. Awls, reamers and scrapers made from bone were found which may have been used to prepare clothing from animal skins.

No one appears to have lived

there since about 1540. It can only be assumed that erosion or soil depositions may have forced the inhabitants to move away and to seek better living space elsewhere.

This site was listed in the National Register for Historic Places for its potential to provide a greater understanding of the lifeways of these prehistoric people who inhabited the area. It could answer questions about settlement, subsistence, and the use of geological materials.

## HISTORIC MUSEUMS IN JEFFCO

# Hildebrand Farm at Chatfield Nature Preserve

It was 1866 when German immigrants Frank and Elizabeth Hildebrand bought their 160-acre farm along Deer Creek. The grassy valley floor at the foot of the hogback welcomed them back to the land. Frank had spent the last few years working the placer mines near Georgetown and running a supply wagon from Denver to Cheyenne. The Clear Creek flood of 1864 had all but wiped them out when they previously set up

farming at Clear Creek. The Deer Creek property would give two more generations of Hildebrands the

opportunity to raise oats, barley, sugar beets, grass for hay and a family garden, as well as dairy cows, horses

Photo courtesy Chatfield Nature Preserve



and chickens. Through the years, they acquired a total of over two thousand eight hundred acres of neighboring land to raise Hereford cattle.

Ironically, another flood played a big role in the fate of the Hildebrands. When torrential rains at the headwaters of nearby Plum Creek fell in

## HISTORIC MUSEUMS IN JEFFCO

**Hildebrand Farm** (continued from p. 41) 1965, a wall of rushing water wiped out almost everything in the flood's path, even as it entered the South Platte River and rushed through downtown Denver. The US Army Corps of Engineers had been contemplating flood control measures for the Chatfield site of the South Platte and the Plum Creek event pushed it into reality. When dam plans were laid out, the Hildebrands discovered that much of their land would be affected by the floodplains of the proposed Chatfield Reservoir. Unfortunately, the Hildebrands spent their last meal at their centennial farm on Thanksgiving of 1975. As the land ownership reverted back to the US government and their grace period came to an end, family members moved to the next farm up Deer Creek that was also family owned.

Denver Botanic Gardens took up management of 750 acres of the federal land in 1973, as a lease was signed between the City of Denver and the Army Corps of Engineers. Parts of this land were formerly acreage of the Green farm as well as the Hildebrand farm. Although Denver Botanic Gardens originally had plans for the land to become an Arboretum, a recent name change has taken it in the direction of a nature preserve. Each year, thousands of visitors come out to study the environment, participate in the annual Pumpkin Festival and corn maze, picnic, enjoy bird watching, and learn about farm life in the earlier years at the Hildebrand farm. The farmhouse and its outbuildings – granary, milking barn, icehouse, woodshed, outhouse, stable, calving shed, carriage barn, garage and bunkhouse- are listed on the

National Register of Historic Places. Several grants (Berger Foundation and Colorado Historical Society) have contributed to the restoration of these buildings. A recent grant from the Colorado Historical Fund will provide the means for interpretation of early farm life (1915-1925). Any assistance with developing content material for this area, during or leading up to that time would be greatly appreciated. Also, any period artifacts that would fit well with simple farm life, the house or activities, especially related to plants, would be welcome contributions. The Hildebrand farm will offer opportunities for visitors of all ages to connect with an earlier time and appreciate the valuable crops and hard work that came with farm life.

For information call the Chatfield Nature Preserve at: 303-973-3705.

## INTERNATIONAL BELL MUSEUM

Bells have called millions to work, dine and worship, have located and protected domestic animals, opened their voices in times of joy and sorrow, sounded the alarm of impending danger, summoned servants and school children, noted the time of day and played wonderful music in every culture of the world for centuries.

Beginning with his bicycle bell when he was six-years old, Winston H. Jones has been collecting bells for 82 of his 88 years. His collection of 8,000 bells is now the largest in the world. The oldest bell is 3200 years old and another is carbon dated at 1000 B.C. The smallest measures less than 1/4 inch in diameter and weighs less than one ounce. One of the largest is an 1882 school bell that

children could hear within a radius of 12 miles near Leadville, Colorado.

As owner, curator and narrating museum guide through the outdoor landscape and interior rooms of his home, Jones tells visitors the origin (all 50 states and 60 countries) and use of every bell made of brass, glass, gold, wood, porcelain, crystal, clay, steel or iron. He has been featured on

the Discovery Channel, National Public Radio, NBC News, the New York Times and Ripleys Believe It Or Not.

His parents built "Granite Glen" for a summer home on Evergreens Upper Bear Creek in 1919. Jones spent every summer there until his acting career in summer stock and Hollywood kept him busy. After serving four and one-half years in the Army during World

War II, he settled into Granite Glen in 1947. After his wife died in 1972, Jones decided to share his passion for bells with the public. Tours of the International Bell Museum are available during the summer months by appointment. The \$4 admission fee helps Jones maintain the delightful and educational museum. Call 303-674-3422. Story and photo by Carole Lomond.



## AN OVERVIEW OF THE STATE HISTORICAL FUND

The State Historical Fund for Colorado was begun in 1993 as a grant program to promote historic preservation throughout the state. Since its inception, more than 1873 grants and over \$91.5 million have been awarded to eligible public and non-profit entities. Funds available for the 2001-2002 grant cycle, a portion of gaming revenues from Central City, Black Hawk and Cripple Creek, are expected to exceed \$15 million.

Individual grant amounts range from \$2500 to in excess of \$100,000 and must usually be accompanied by a 25% cash match. Preservation projects run the gamut from restoration and rehabilitation of historic buildings, architectural assessments, archaeological excavations, designation and interpretation of historic places,

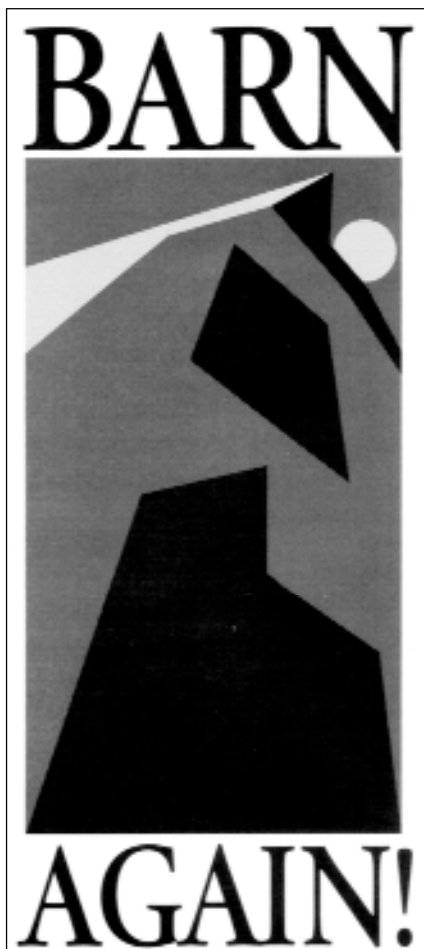
preservation planning, and education and training programs, and must generally be applied to properties designated on National, state or local registers of historic places. Surveys and nominations for non-designated properties are also funded.

Examples of Jefferson County projects funded to date include stabilization and interpretation at Dinosaur Ridge near Morrison, assessment and restoration of Hiwan Homestead in Evergreen, assessment and restoration of Old Golden High School in Golden, as well as a comprehensive cultural resource survey for all of unincorporated Jefferson County. Future issues of Historically Jeffco will feature current grant projects in the county.

The upcoming deadline for grant applications for the State Historical

Fund will be April 1, 2002. All proposed projects located in unincorporated Jefferson County must be submitted 30 days in advance (March 1, 2002) to the Grants Committee of the Jefferson County Historical Commission for review and sign-off.

The Grants Committee of the Jefferson County Historical Commission can provide interested parties with information and assistance. Contact for questions and submittals: Jefferson County Historical Commission Grants Committee, c/o Duncan McCollum, Jefferson County Archives and Records Management Dept., 100 Jefferson County Parkway, Room 1500, Golden, CO 80401, Phone 303-271-8446.



## A NATIONAL PROGRAM TO PRESERVE HISTORIC FARM BUILDINGS

*“There’s No Barn Like an Old Barn”*

Farmers and ranchers are known for their resourcefulness, stamina and proud traditions.

Barns and other agricultural structures embody the strong character of rural Colorado and Jefferson County.

But the agricultural industry is changing, and as it changes the buildings that symbolize our agricultural heritage are being torn down and

replaced with new structures lacking the same individuality and craftsmanship. Colorado BARN AGAIN! encourages landowners to view their classic barns as assets that can be rehabilitated to serve a variety of uses in modern agriculture. Old barns can be adapted for modern livestock

facilities or Grade A dairies. They can provide generous storage space for

The barn at Clifton House. Photo by Milly Roeder



# COLORADO CENTENNIAL FARMS

The Colorado Centennial Farm Award recognizes farms and ranches that have remained in the same family for more than 100 years. An additional award, the Centennial Farm Historic Structures Award honors



Centennial farms and ranches with buildings that are more than 50 years old. The Centennial Farm Awards Program was inaugurated by the Colorado Department of

Agriculture and the Colorado Historical Society to recognize the important role agriculture has played in the settlement and  
(continued on page 44)

## Colorado Barn Again (continued from page 43)

equipment or hay at a fraction of the cost of a new structure. They make comfortable and efficient farm shops.

Barn rehabilitation for income-producing purposes can have tax advantages, as well. Colorado BARN AGAIN! can provide information on how you may qualify for these financial benefits.

If you have already completed a barn rehabilitation project, or just maintained your barn through the years, you may qualify for a Colorado BARN AGAIN! Preservation Award.

Save the Barns! Historic barns are one of the strongest and most visible symbols of Colorado's agricultural heritage.

As Colorado's population grows, these important historic and cultural landmarks are being lost, victims of changing land uses, changing agricultural practices and neglect. Colorado BARN AGAIN! is an effort to save these important statements of

our past. BARN AGAIN! seeks to encourage landowners and other interested individuals to restore barns and rural structures through:

- Awards - annual BARN AGAIN! Preservation Awards recognize successful examples of barn preservation in Colorado.
- Educational programs - providing technical support on practical and economical solutions to common barn rehabilitation problems.
- Publications - current information on barn preservation techniques, new uses for older farm buildings, and historic preservation programs.

Colorado BARN AGAIN! is a cooperative effort of the Colorado

Department of Agriculture, Colorado State University Cooperative Extension, the Colorado Historical Society, and the National Trust for Historic Preservation. Colorado BARN AGAIN! Preservation Awards are funded, in part, by the AgJournal. Nationwide, BARN AGAIN! has provided technical assistance to more than 6,000 barn owners in all 50 states. Over 100 farmers and ranchers have been honored for their outstanding barn preservation efforts. The nation's BARN AGAIN! program was launched in 1987 by the National Trust for Historic Preservation and Successful Farming Magazine. For more information about Colorado

Barn at Beaver Ranch, Foxton Road and Hwy. 285.



BARN AGAIN! or to request a nomination form the year's BARN AGAIN! Preservation Award competition, please call 1-800-886-7683.

Applications for the annual competition must be postmarked by October 1 of each year.

Photo by Milly Roeder



*Thomas Jefferson*

## Jefferson County Historical Commission

The information in this magazine is solely provided by the authors. JCHC, the Board of County Commissioners and the *Historically Jeffco* committee are not responsible for the opinions of authors and the content of their articles. Readers are invited to write to "Historically Jeffco," 100 Jefferson County Parkway, c/o Archives and Records Management, Room 1500, Golden, CO 80419. Copies can be purchased for \$5 at the Department of Archives and Records Management. The magazine is available free of charge to members of Jefferson County Historical Societies.



The Jefferson County Historical Commission members are appointed by the Board of County Commissioners. The current County Commissioners are (from left): Richard Sheehan, Michelle Lawrence and Pat Holloway. The Archives and Records Management Department has periodicals and other information available for people interested in history and historic preservation in Jefferson County. For information call Duncan McCollum at 303-271-8446.

### JEFFCO WRITERS AWARD CONTEST

Jefferson County Historical Commission invites writers of all ages to participate in its Writers' Award Contest. All topics must relate directly to the factual history of Jefferson County. For new contest rules and application forms, please contact Duncan McCollum at Archives and Records Management Department at 303-271-8446.

## CENTENNIAL FARMS (continued)

(continued from page 44)

development of Colorado, and honor the contributions made by the state's long-standing farm and ranching families.

In order to have a farm or ranch certified as a Centennial Farm, the owner must submit an application form giving information about the history of the farm and its buildings, and indicate that the farm meets the following requirements:

1. It must be a working farm or ranch
2. It must have a minimum of 160 acres; or if less than 160 acres, must have gross yearly sales of at least \$1,000
3. It must have been in your family continuously for at least 100 years

To qualify for the additional Centennial Farm-Historic Structures Award, your farm or ranch must include buildings or structures that are over 50 years old.

Applications must be received by April 30<sup>th</sup> of each year. Recipients of Centennial Farm Awards will be honored in an annual ceremony at the Colorado State Fair.

The Colorado Centennial Farm program is sponsored by the Colorado State Fair, the Colorado Department of Agriculture, and the Colorado Historical Society. Support for the program has been provided by the National Trust for Historic Preservation.

Contact Sarah Chandler  
303-866-3392

## JCHC NEWS

(continued from page 1)

The Placenames project is an ongoing effort. Charles Hanson, enrolled in a Masters Program at the University of Colorado at Denver in Colorado History and Historic Preservation, will complete his course work with a thesis on our Placenames information. He will be doing additional research that will enhance and add to information on the database available on Jefferson County's home page.

You can access the site at <http://co.jefferson.co.us> and then follow the link labeled "researching historic places in Jefferson County." We also want to establish a calendar on this web site with activities from all Historical Societies in the County that are planned during the year. For more information please contact the Archives and Records Department at 303-271-8446.



# DON'T MISS THESE JEFFERSON COUNTY SITES

**Clockwise from top left:** Breathtaking views of the Continental Divide from Lookout Mountain; Pahaska Tepee at Buffalo Bill's Grave and Museum; Mother Cabrini Shrine; Tiny Town; and Dinosaur Ridge. Read about these, and many more historic sites in Jefferson County in this issue of *Historically Jeffco*.

**Jefferson County Historical Commission**  
100 Jefferson County Parkway  
c/o Archives and Records Management, Room 1500  
Golden, CO 80419

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