

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name ROCK CREEK FARM RURAL HISTORIC DISTRICT

other names/site number GOODHUE FARM & STEARNS DAIRY FARM NO. 2 (5BL.787) / ROCK CREEK STATION & MILLER TAVERN / DENVER, UTAH & PACIFIC RAILROAD (5BL.374) / COLORADO CENTRAL RAILROAD (5BL.400) / LINCOLN HIGHWAY & COLORADO ROUTE 1 / SUNNYSIDE COAL MINE / ROCK CREEK ARCHAEOLOGICAL SITE (5BL.2712) / CAROLYN HOLMBERG PRESERVE AT ROCK CREEK FARM OPEN SPACE

2. Location

street & number 2005 S. 112TH ST.

city or town BROOMFIELD

state COLORADO code CO county BOULDER code 013 zip code 80020

<input type="checkbox"/>
<input checked="" type="checkbox"/>

not for publication

vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national ___ statewide X local

 Patrick Eidman Deputy State Historic Preservation Officer

3/3/23
Date

History Colorado

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
14	3	buildings
2	3	sites
9	4	structures
1	0	objects
26	10	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Agricultural Resources of Boulder County
Colorado State Roads and Highways
Railroads in Colorado: 1858-1948

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

- DOMESTIC / single dwelling
- DOMESTIC / secondary structure
- AGRICULTURE / animal facility
- AGRICULTURE / agricultural outbuilding
- AGRICULTURE / agricultural field
- AGRICULTURE / processing
- AGRICULTURE / storage
- AGRICULTURE / irrigation facility
- INDUSTRY / extractive facility
- TRANSPORTATION / rail-related
- TRANSPORTATION / road-related

Current Functions
(Enter categories from instructions.)

- GOVERNMENT / government office
- AGRICULTURE / animal facility
- AGRICULTURE / agricultural outbuilding
- AGRICULTURE / agricultural field
- TRANSPORTATION / rail-related
- RECREATION / outdoor recreation
- LANDSCAPE / unoccupied land
- LANDSCAPE / conservation area

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19TH & EARLY 20TH CENTURY AMERICAN
MOVEMENTS (Bungalow/Craftsman)
OTHER (vernacular agricultural buildings)

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: WOOD
BRICK
roof: METAL
other: METAL

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NARRATIVE DESCRIPTION

Summary Paragraph: The Rock Creek Farm Rural Historic District occupies the southeast corner of Boulder County, a historically rural agricultural area between Denver and Boulder that is experiencing extensive suburban development. During the post-World War II era and over the following decades, changes spurred by regional population growth led to construction of the Boulder Turnpike (US Highway 36) in 1950-1951 and the Northwest Parkway in 2001-2003. Access to these highways promoted development of commercial properties and residential subdivisions, and the rural character of the area began to change.

Amidst all of this development, Rock Creek Farm remained an agricultural oasis and starting around 1980 Boulder County purchased the property as open space to create a buffer from encroaching growth and continue the land's agricultural use. Since then, Boulder County has leased part of the property to an agricultural tenant and established a system of recreational trails for visitors to enjoy the solitude, landscape, panoramic views, and wildlife. In addition to its historic agricultural use, Rock Creek Farm holds evidence of Indigenous human occupation and both mining and transportation uses.

General Features: Located within the Rock Creek basin in the southeast corner of Boulder County, Rock Creek Farm forms a large buffer of rural acreage set within a developing suburban environment. The property consists of rolling terrain and is largely occupied by cropfields, pasture, open prairie, a creek, a perennial stream and drainages, an irrigation ditch with laterals, and an irrigation reservoir. The irrigation ditch is outside the boundaries of the nomination to comply with Colorado Revised Statutes guidance on the listing of water resources, but the reservoir is included within the resource boundaries as it is owned in its entirety by Boulder County Open Space.¹

The nominated property has a long history of human occupation going back thousands of years. Historic features on the landscape include an extensive farmstead, two rail corridors, an early automobile route, and a former coal mining site. An archaeological site discovered near the farmstead is rich with evidence of prehistoric Indigenous occupation. The former Goodhue Farm / Stearns Dairy Farm No. 2, an extensive complex of historic agricultural buildings, dates from the early to middle decades of the twentieth century. The farmstead sits at an elevation of about 5,250' above sea level.

Rock Creek Farm is a significant rural historic landscape, comprised of natural and cultural resources. Two of the historic resources have already been determined eligible for inclusion in the National Register of Historic Places. These are the Goodhue Farm / Stearns Dairy Farm No. 2 (5BL.787) and the Burlington Northern Railroad (5BL.374). The Rock Creek Archaeological Site (5BL.2712) is listed in the Colorado State Register of Historic Properties. Additional historic features, highlighted below, are regarded as contributing resources within the Rock Creek Farm Rural Historic District.

¹ Only real property, not water rights (per 36 CFR 60.6), is the subject of this nomination.

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CULTURAL LANDSCAPE FEATURES

Land Use Activities: For thousands of years, the rolling semi-arid short-grass prairie surrounding Rock Creek had been traversed by Indigenous peoples. Archaeological evidence of early human presence on the nominated property is found in the northeast area of Rock Creek Farm, just north of the farmstead and west of US Highway 287. This site along the north bank of Rock Creek was partially excavated in the early 1990s and found to contain an array of artifacts and features, leading to its individual designation to the State Register of Historic Properties in 1993 (5BL.2712). Dating back to around 5,500BP, this is a well-preserved Early Archaic Period and Ceramic Period multi-component site exhibiting evidence of its continued use through around 650BP. Through the excavation of artifacts, along with analysis of floral and faunal remains, archaeologists determined that the site was an Indigenous camp used to procure and process resources, and to manufacture stone tools. The archaic hunters and gatherers who frequented the site are known to have hunted game animals that included bison, deer, Pronghorn antelope, rabbits, squirrels and birds. They also gathered and ate a variety of edible plants.

For generations prior to the mid-19th century, the Rock Creek area was visited by a later assortment of Indigenous tribes that migrated across the landscape as they were displaced by Euro-American encroachment from the east. By the early 1800s, the nominated property was part of the Southern Arapaho homeland, which extended across Colorado's eastern plains. They were joined on the plains by other tribes, including the Apache, Cheyenne, Comanche, Crow, Kiowa, Sioux, Pawnee and Ute. During this period, a band of Southern Arapaho led by Niwot (Left Hand) made their home in the Boulder Creek valley and among its tributaries and surrounding lands. These included South Boulder Creek and Rock Creek. Euro-American encroachment into Indigenous lands across the plains during the 1850s and 1860s decimated the bison herds and made life increasingly difficult for the region's original inhabitants. By the late 1860s, the Southern Arapaho from the vicinity of Rock Creek had been forced out of the Colorado Territory and onto reservations. Although no documented archaeological evidence of their presence has been found on the nominated property, their relation to the land remains an important element of the area's history.

In 1849-1850, groups of Cherokee Indians traveled west across the southern Colorado frontier and then turned north along the prairie just east of the Rocky Mountains. Their goal was to reach the gold fields of northern California. The route they took in 1849 led them to the present location of Denver and then north along the South Platte River before heading northwest into southern Wyoming. The group that traveled through Colorado in 1850 chose a route closer to the mountains that passed through the future Rock Creek Farm. Whether they forged this trail on their own or followed a pre-existing north-south trail used by Indigenous predecessors or fur trappers is unclear. In any case, Euro-American surveyors and settlers arriving in the area in the 1860s found the Cherokee Trail in use as a wagon and stage road.

Around 1860, a roadhouse was established on the Cherokee Trail where the frontier and territorial-era road crossed Rock Creek. This resource was important to area exploration, transportation and settlement. Traffic along the road was likely to have been heavy through the 1860s and 1870s, as it was the primary wagon and stage route between Denver and the emerging communities to the north that were situated just east of the foothills. After purchasing the Overland Stage Line in 1866, Wells Fargo incorporated the route into its Denver and Cheyenne Stage Road, with stagecoaches passing through the

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nominated property daily. Although the road continued to be used into the 1890s, long-distance traffic began to decrease after the Colorado Central Railroad and Denver Pacific Railroad built their north-south lines that connected Denver to Cheyenne in the 1870s. A segment of the Colorado Central, built in 1873, ran through what is now the southwest area of Rock Creek Farm.

In 1864, the federal government had Township 1 South-Range 69 West surveyed and mapped so the land could be opened for homesteading and settlement. The first claims were filed over the following years by families named Goodhue, Foote, Rabb and Hodgson. Between the 1870s and 1890s, most of today's Rock Creek Farm emerged as a collection of smaller farm parcels, primarily between 80 and 160 acres in size. While few of the parcels appear to have included farmsteads, one emerged in the east-central area of Section 22 that would come to define the property over the next century.

Abner Goodhue, who started with 160 acres and acquired the adjoining parcels over the years, was also centrally involved in an effort launched in 1873 that brought water to the area's cropfields by way of the Goodhue Ditch and Goodhue Reservoir No. 1 (now known as Stearns Lake). In 1897 the federal government awarded the north half of Section 27 to the Union Pacific Railway Company as part of a large land grant. That area appears to have never been cultivated for crops. In the early 1930s, the Goodhue Farm was greatly expanded and converted into a large dairy operation that lasted for two decades. Agricultural use of much of Rock Creek Farm has continued to the present day.

During the 1880s, another rail line was constructed through Rock Creek Farm, this one running on a diagonal through Sections 22 and 27. First operated by the Denver, Utah & Pacific Railroad (DU&P) and then the Chicago, Burlington & Quincy Railroad (CB&Q), the route connected Denver with Longmont and Lyons. One additional historic transportation route passed through the farm property. This was a segment of Colorado Route 1, which curved through the fields south of the farmstead from the 1910s to the 1930s before it was realigned to follow the east section line. Today this route is known as US Highway 287.

Finally, the Rock Creek Farm property is located along a coal belt that stretches from southwest to northeast through Boulder County and into neighboring Weld County. A commercial coal bed was discovered in the northeast quarter of Section 28, and this was initially developed during the first years of the twentieth century. The coal mine continued to operate until 1921 and since that time all of the aboveground buildings and structures have been removed. Despite their absence, the land upon which they stood and the underground workings below represent an element of the area's coal mining history. Future archaeological investigation might provide a better understanding of where its features were located and how it operated.

Since 1980, the property has been owned by Boulder County and operated by its Parks and Open Space Department, which developed it into the Carolyn Holmberg Preserve at Rock Creek Farm Open Space. Recreational trails have been established across the property, and most of the farmstead and cropfields are leased to an agricultural tenant who still plants crops (primarily corn and pumpkins) and pastures cattle on some of the acreage. A festival staged each October by the tenant welcomes the public to parts of the farm to enjoy Halloween activities, including pumpkin picking and a corn maze. Boulder County also leases parts of the property to a nonprofit organization involved in raptor rehabilitation. Rock Creek Farm retains several built and developed historic features, all of which are described in detail below, identifying those that contribute to its NRHP eligibility and those that do not. In general, the agricultural landscape is largely intact and occupied by a small herd of cattle along with an abundance of wildlife.

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Boundary Demarcations: The boundaries of the nominated Rock Creek Farm Rural Historic District primarily run along or close to established survey lines and the lines of the dedicated public open space owned by Boulder County. Much of this conforms with the historic extent of the agricultural, transportation and coal mining resources. The entire area encompasses 1,124 acres or 1.75 square miles. This includes all of Section 22, the north half of Section 27, and most of the east half of Section 28 in Township 1 South- Range 69 West, excepting the channel and berm of the Goodhue Ditch, which is not a part of this listing and not included in the list of contributing and non-contributing features.

Topography (photos 1-4 and 46): The nominated property's topography defines its natural character, has shaped its history of development and use, and has played a role in its circulation network and patterns of spatial organization. Its rolling landscape consisted of open short-grass prairie prior to its development for agriculture, transportation and mining. The still undeveloped land in the north half of Section 27 south of the rail line has never been cultivated and provides a glimpse into what the landscape looked like prior to Euro-American settlement.

Rock Creek bisects the property from southwest to northeast, providing wildlife and humans who have visited or lived there with a reliable source of surface water. It is joined by Buffalo Gulch, a smaller southern tributary of Rock Creek, that drains the higher ground to the southeast. Seepage from these two bodies of water likely contributed to stocking of the aquifer beneath the land over many thousands of years. Part of the larger Coal Creek watershed and South Platte drainage, the Rock Creek basin originates near Colorado Highway 93 south of Boulder, crosses Rocky Flats and open rangeland, and extends to a point just east of Lafayette where it merges with Coal Creek. Overall, the Rock Creek watershed extends for nearly twelve miles and varies from one to three miles in width.

Within the Rock Creek Farm Rural Historic District, Rock Creek flows along a meandering course for some two miles in a northeasterly direction, from Brainard Drive on the west, to U.S. Highway 287 on the east. Along the route, the creek drops nearly one hundred feet in elevation, from 5303' to 5216' above sea level. The riparian ecosystem formed by the creek creates a biological environment rich with native plants and wildlife. Numerous bird, mammal, and amphibian species thrive in this ideal wildlife habitat. Included among the mammals are white-tail and mule deer, bats, cottontail rabbits, jackrabbits, prairie dogs, squirrels, muskrats, coyotes, fox, raccoons, weasels, and skunks. Hawks and eagles also frequent the property.

In a semi-arid environment with scant precipitation, the availability of running surface water drew Indigenous peoples to camp along Rock Creek over many generations. Starting in the mid-1800s, the creek and the north-south Cherokee Trail-Overland Stage Line Road brought Euro-American travelers and settlers to the area. This resulted in settlement and development of the property, most notably with a farmstead that was intentionally placed along Rock Creek in Section 22. It is likely that the creek was used to water livestock during the farm's early years. Irrigation water for crops planted on the property's higher acreage was provided starting in the 1870s by the Goodhue Ditch and Goodhue Reservoir No. 1, now known as Stearns Lake.

During the first decades of the twentieth century, the property's topographic features led to the development of a coal mine in its southwest area. The site is located within the historic Boulder-Weld Coal Field, a belt that runs from Marshall on the southwest to Frederick and Firestone on the northeast. The low rolling terrain was also amenable to the construction of two rails lines that traversed the

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property, one through Sections 22 and 27, and the other through Section 28. The rail line in Sections 22 and 27 was aligned to run along the diagonal base of the higher ground to the southeast. Small trestles were required along both lines to span the area's drainages. In the early 1900s, the Cherokee-Overland Trail was replaced by a north-south wagon and automobile road that mostly followed the east lines of Sections 22 and 27. However, due to the fact that it had to navigate the somewhat rougher terrain among the bluffs and washes in the southeast quarter of Section 22 and northeast quarter of Section 27, the road initially curved to the west through the acreage southeast of the rail line. Its alignment was changed a few years later when the road, which became Colorado Route 1 and US Highway 287, was returned to the east section lines.

Soft ridges rise to the east and southeast of the nominated property, blocking much of the view of the residential subdivisions beyond. Limited commercial development is visible in the distance to the northeast and southwest. Much of the Northwest Parkway to the north and US Highway 36 to the south are hidden from view. Also to the east across US Highway 287 is Ruth Roberts Park, another large open space owned by Boulder County, which adds to the nominated resource's rural setting. To the west, the unobstructed view extends for miles, with the horizon dominated by the foothills and Flatirons above Boulder. Visible beyond the foothills are the alpine heights of the Rocky Mountains.

Vegetation: Most of the acreage on the nominated property consists of natural shortgrass prairie, active and fallow crop fields, grazing pasture, and Stearns Lake. Located within the Plains grasslands vegetation zone, the Rock Creek Farm features blue grama and buffalo grass interspersed with native shrubs and flowers. Deciduous trees, primarily willows and cottonwoods, are found along Rock Creek, its southern tributary known as Buffalo Gulch, Stearns Lake, and to the north and south of the berm line of the Goodhue Ditch, which is outside the boundaries of this nomination. Beyond these watercourses, the property is largely devoid of trees.

Circulation Network: Circulation networks include the spaces and features constituting systems of movement for transporting people, goods, and raw materials through a nominated property. Already discussed above is the Cherokee Trail/Overland Stage Line Road that traversed the property on a north-south alignment from the 1860s through the end of the century. Also discussed was the alignment and realignment of the north-south automobile road that replaced the earlier stage road to become Colorado Route 1 and US Highway 287. The two rail lines that passed through the property not only extended for miles to the north and south, but provided Rock Creek Farm with rail service close to the farmstead, and the Sunnyside Coal Mine with a spur used to transport passengers and haul coal to market.

By the 1930s, the property was bordered by Dillon Road on the north, Colorado Route 1 on the east, and South 104th Street and Brainard Drive on the west. The farmstead in the east-central area of Section 22 is accessed from Colorado Route 1 and US Highway 287 by way of a long, tree-lined, unpaved entry drive. This is marked by a historic sandstone gateway with lighting that stands on the west side of the highway. An internal network of unpaved and otherwise unimproved farm roads had also been established by the 1930s to connect the farmstead with nearby cropfields and pastures. Throughout the rest of the twentieth century, the farm roads were lengthened until they extended throughout the property.

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Patterns of Spatial Organization: The spatial organization of the Rock Creek Farm Rural Historic District is associated with several factors. These include the location and utilization of Rock Creek, the north-south nineteenth-century trail and stage road that ran through the property, the arrival of two railroads, and the establishment of agricultural and mining enterprises that remained in operation into the twentieth century. While most of the acreage is occupied by agricultural fields and pasture, fallow land, an irrigation reservoir, and undeveloped open prairie, the historic farmstead complex is in the northeast area of the property and the former coal mine is in its southwest area. As discussed above, the creek seems to have been the main draw to initial development of the property in terms of agriculture and transportation. The coal mine was located there due to the presence of a marketable seam that was worked for two decades.

Since it was first developed early 1900s, the farmstead has been situated next to the creek and close to the main road, where it would have had direct access to water and transportation. Rather than being oriented to the cardinal compass points, the farmstead is aligned with the diagonal course of Rock Creek, underscoring the impact of that waterway upon its development. The buildings and structures, all constructed between the 1910s and 1930s, were purposefully laid out in relation to the farmhouse and horse barn, which were the earliest to be constructed. Additional early buildings were removed and replaced in the early 1930s when the property shifted to a commercial dairy operation.

Access to the farmstead is from the southeast along the main entry drive, which extends from the main road directly to the farmhouse. The buildings were arranged for easy access on foot, yet with ample space between them for maneuvering horses, dairy cattle, trucks and machinery. They were also arranged for the functional needs of the dairy. Residences and related outbuildings were clustered near the farmhouse. To the northeast and southwest were the animal and dairy operations buildings. Beyond the farmstead, the property's spatial organization was characterized by the locations of the crop fields, pastures, irrigation features, rail lines, and the coal mine.

Goodhue Farm / Stearns Dairy Farm No. 2 (5BL.787)

The Goodhue Farm / Stearns Dairy Farm No. 2 complex is in the northeast area of the Rock Creek Farm. This intact and extensive complex of buildings and structures consists of a main farmhouse, bunkhouse, horse barn, milking and feeding barns, loafing sheds and corrals, milk houses, silos and hoppers, and other related outbuildings and features. While the farmhouse and horse barn date from the Goodhues' period of ownership, much of the complex was constructed for the Stearns Dairy Company of Denver after it purchased the property in 1933. During the 1930s and 1940s, the property was known as the Stearns Dairy Farm No. 2, reflecting the fact that the company's main facility was in Glendale on the eastern edge of Denver.

Most of the buildings exhibit a uniformity of style, materials and construction techniques. Except for a few brick buildings, the rest are of wood construction and utilitarian vernacular design. The wood buildings are all painted white with green trim and green roofing material. The farmstead is aligned with the diagonal course of Rock Creek rather than the cardinal compass points. It is also spread out, constrained mostly by the deeply cut channel of Rock Creek where it passes to the west and north. Two historic buildings in the southwest area of the farmstead are on the west side of Rock Creek.

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The plan of the dairy farm, specifically its disposition of buildings, the ample spaces between them, and the orientation of the farmhouse in relation to the livestock buildings, reflects a corporate approach to managing a large dairy operation. While regional traditions associated with rural American architecture left their mark on the buildings and structures of Rock Creek Farm, the sizes and number of barns and outbuildings supporting the dairy operation reflect its operational needs and commercial use. Every building and structure served a particular purpose and tells a distinct story, from the blacksmith shop to the milk cooling house, milking and feeder barns, and corrals. The complex captures the essence of a Colorado dairy operation during the middle decades of the twentieth century.

Construction of the farm's many buildings and structures, and their placement on the landscape, involved a process of assembling a collection of features that were needed to sustain the agricultural operation. At its heart is the farmhouse, which commanded a view of the main entry road to the southeast and of the surrounding farmyard and related dairy operations. In 1912, the Goodhue family erected the house, two barns, and other buildings and structures that were used to store feed and house animals. Then in 1933, the Stearns Dairy greatly expanded and reshaped the farmstead with additional buildings that met their commercial requirements and changed the property's character.

Contributing Resources – Buildings

Goodhue Farmhouse, 1916 (photos 5-8): Built in 1916 to replace a circa late-1880s house at this location, the farmhouse is a Craftsman bungalow residence. It stands in a commanding location at the northwest end of the entry drive. Beyond that are the farmyard and livestock buildings. Rock Creek passes behind the house to the west. The large grassed front yard containing two mature deciduous trees is bisected by a concrete sidewalk that runs from the driveway on the southeast to the house's front door. A non-historic wood post and rail fence wraps around the yard to the north, east and south. Along the drive at the southeast end of the sidewalk is a sign placed there by the Boulder County Parks and Open Space Department identifying the building as the Goodhue Farmhouse.

The 1½-story farmhouse has 1,908 square feet of finished space, rests upon a raised concrete foundation, and has a rectangular plan measuring approximately 55' x 60'. Facing southeast toward the main entry drive, the wood frame building's exterior walls are clad in horizontal weatherboard siding, with square-butt wood shingles on the upper gable end walls on the northeast and southwest. The broadly pitched side-gabled roof is finished with wood shingles along with open eaves and exposed rafter ends. Wood knee braces are present just below the eaves on the end walls. Along the roof's ridgeline are a short slightly off-center brick chimney, along with a tin ridge cap with ball finials. A dormer described in detail below is present on the southeast roof slope.

The southeast façade holds the main entrance, which is slightly off-centered to the northeast. This is accessed by way of a four-step concrete stoop with low concrete wing walls and metal pipe handrails. At the top of the stoop is a wood screen door that enters the full width screened porch and is aligned with the main entry doorway. Not only is the porch very wide, but it is also unusually deep and wraps around the house's southeast corner. It has a broad, low-sloped shed roof with wood shingles and exposed rafter ends. The porch's closed rail is faced with square butt wood shingles. Above the rail are the screened openings, separated by a series of square wood faux columns. On the interior, the porch retains its historic wood floor and beadboard ceiling.

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A wood door with a large light enters the house from the porch. On either side of the entrance are two one-over-one double-hung sash windows with wood frames. Five additional one-over-one double-hung sash windows with wood frames are found around the corner in the south area of the porch. The windows have wood sills and lintels with crown molding. Centered on the roof's southeast slope is a wide, low shed dormer with four small three-light windows along its face, square butt wood shingles cladding its walls, exposed rafter ends, and wood knee braces on the sides.

On the southwest side is a second entrance. This is off-centered to the northwest and reached by way of a four-step wood stoop with wood skirting and wood and metal handrails. The stoop widens at the top to form a deck that is bordered by an open wood rail. A wood handicap ramp installed in recent years extends along the southwest side of the building. The side entrance holds a wood screen door that accesses a projecting, partially enclosed porch with weatherboard-clad walls and screened openings. This has a gabled roof with wood shingles, open eaves with exposed rafter ends, and a tin ridge cap with a ball finial.

The porch interior retains its wood floor and open exposed roof structure. Also visible within the porch is the house's exterior wall, which indicates that the porch was built as an addition. A wood panel door with a single light provides access into the main body of the house. This is flanked by one-over-one double-hung sash windows with wood frames. Two additional one-over-one double-hung sash windows with wood frames are located on the main floor of the house outside the porch, along with one window of the same type in the upper gable end wall. All of the windows have wood sills and lintels with crown molding. To the northeast are the screened openings that are part of the front porch.

The northwest wall holds a rear entrance into the building. This is in an enclosed shed-roof porch that projects from the building's northwest corner. The entry is accessed by way of a three-step wood stoop with wood skirting and wood and metal handrails. In the entry is a wood panel door with a single light. Three basement windows are located along the northwest wall, all set into the raised concrete foundation and lined with concrete wells. While one retains its three-light window, the other openings hold louvered metal vents. The basement is entered through a bulkhead door of wood frame and beadboard construction. This provides access to a concrete-walled stairway with eight concrete steps dropping into the ground. Close to the house wall, the low roof over the bulkhead entrance is gabled and finished with wood shingles and a tin ridge cap with a ball finial. Along the main floor wall are several one-over-one double-hung sash windows with wood frames, along with wood sills and lintels with crown molding.

The house's northeast side contains no entrances. Along its main floor are one pair and three single one-over-one double-hung sash windows with wood frames. Another one-over-one double-hung sash window with wood frames is centered in the upper gable end wall. Toward the front of the building are the screened openings associated with the front porch.

On the interior, the house has been modified but retains some early if not original features. Primary among these are its wood floors, lathe and plaster walls, and the fireplace in what was the front parlor. To accommodate current uses, the interior has been remodeled to install several meeting rooms along with a kitchen and restrooms.

Alterations – Historic exterior changes to the Goodhue House appear to have involved construction of northwest and southwest porch additions, likely over fifty years ago. Work completed in more recent

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decades has involved the installation of wood and metal handrails at all three of the building's entry stoops, along with an ADA-accessible ramp. These changes, along with remodeling of the interior, were completed in or around 2004. In general, there is no evidence of significant exterior alterations to this building.

Hired Hand's House, circa 1933 (photos 9-10): This small one-story wood frame building is located northeast of and adjacent to the farmhouse. It appears to have been used as a house for hired hands employed by the dairy farm. Facing toward the southeast, it has a rectangular plan measuring 18' x 22', with a small 6' x 7' gabled bathroom addition constructed in the mid-1980s projecting from its southwest wall. The building rests upon stone piers and has no basement. Its exterior walls are clad in horizontal weatherboard siding. The side-gabled roof has open eaves, exposed rafter ends, wood shingles, and a tin ridge cap with ball finials.

The southeast façade holds the main entrance, which is reached by way of a small wood stoop. In this entry are a wood slab door and wood screen door. To the southwest is another entrance into the bathroom addition. That also has a small wood stoop and wood slab door. The windows on the building are all single-light fixed windows with wood frames and surrounds.

Alterations – Other than the small southwest bathroom addition, which dates from the mid-1980s, there is no evidence of significant exterior alterations to this building.

Garage, circa 1933 (photo 11): This one-story wood frame building is located northeast of and adjacent to the bunkhouse. Facing toward the southeast, it has a rectangular plan measuring 22' x 36'. The garage appears to rest upon concrete piers and has an earthen floor. Its side and rear walls are clad in corrugated metal panels. Along the southeast façade are four vehicle bays that are divided by wood posts with diagonal braces at the tops. The two outer bays are now closed with horizontal weatherboard siding. Between them, the two inner bays have wood sliding doors that hang from interior rails. The building's side-gabled roof has open eaves, exposed rafter ends, and corrugated metal panels. A small two-light sliding window is present on the northeast side wall.

Alterations – Other than closure of the two outer bays with siding, there is no evidence of significant exterior alterations to this building.

Blacksmith Shop & Equipment Shed, circa 1933 (photo 13): This long one-story combination masonry and wood frame building is located northeast of and adjacent to the granary. The blacksmith shop is on the southwest, with the larger equipment shed extending to the northeast. Facing toward the southeast, the shop rests upon a concrete foundation and has a rectangular plan measuring 24' x 36'. Its exterior walls are constructed of variegated red pressed bricks laid in running bond coursing. The southeast façade holds a wide main entrance occupied by two pairs of bifold sliding doors hung from interior metal rails. The large wood doors are constructed of beadboard panels set on a diagonal, along with plank trim and bracing. The side-gabled roof is finished with exposed rafter ends, open eaves, and corrugated metal panels. A square chimney rises from the northwest roof slope and a wood beam projects from the southwest eave just below the ridgeline. Along the wall northeast of the main entrance is a pair of four-over-four double hung sash windows with wood frames and surrounds and brick rowlock sills. The same windows are found on the rear northwest wall and the southwest side wall holds two pairs of these windows.

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The blacksmith shop's interior consists of two rooms that are separated by a brick wall with a doorway. Both spaces share a concrete floor and the exposed outer brick walls and roof structure. In the larger main room are several historic features. A historic motor mounted on an elevated platform powered an axle and sheave wheels that together formed a belt drive system that was used in the shop. This equipment still hangs from the ceiling beams near the room's north wall. Below that on the floor is a historic belt-driven piece of equipment that might have been used as a drill press, punch or cutting machine. A commercial metal cooler, presumably used by the dairy operation, occupies the west-central area of the room. Boards mounted to the walls were used to hang tools and supplies, and a workbench still stands along the southwest windows. The room appears to have been warmed by a commercial heating unit in its southwest corner. A large number 9 has been repeatedly branded into the back of the bifold entry doors. The smaller north room appears to have been used to store tools and supplies, and it holds historic shelving and bins.

Northeast of the blacksmith shop is the attached equipment shed. This faces southeast and has a footprint of about 24' x 100'. Its southeast façade is open and separated into eight bays. These are divided by wood posts resting upon short concrete piers. The posts support a series of lateral beams and longitudinal purlins, all of them stabilized by diagonal knee braces. This area of the building has an earthen floor. The roof is an extension of the gabled roof over the blacksmith shop, with exposed rafter ends and internal structure and corrugated metal sheeting. On the northeast and northwest, the equipment shed's exterior walls are supported by a low concrete foundation and are finished with weatherboard siding. One small, boarded window opening is present on the northeast wall.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

Horse Barn and Scale House, circa 1880s (photos 14-17): This building, the oldest in the farmstead, is located across the farmyard east of the house. It was historically used to shelter horses and store hay. The building is architecturally defined as a transverse-crib barn, with bays that run from front to back. Facing northwest, the wood post and beam building rests upon a concrete foundation, has a core footprint of 40' x 60', and was built using mortise and tenon joint construction secured with wood pegs. Except for a few small areas of horizontal siding, its exterior walls are clad in board and batten siding. Projecting from its southeast and southwest corners are two small historic wood frame additions with shed roofs. The approximately 18' x 22' addition on the southwest is divided into a storage room and scale house. The building's tall front-gabled roof has steep slopes with a subtle concave shape, along with shallow eaves and corrugated metal panel cladding.

The barn's northwest façade holds several entrances. Two of these, at the center and southwest corner, are larger entries closed by wood sliding doors hung from metal rails. These doors are constructed of vertical tongue-in-groove boards with wood plank bracing and framing. At the barn's northwest corner is a Dutch door constructed of vertical wood planks. The final entry into the southwest addition holds a vertical wood plank door. The main body of the barn holds two window spaces that would have been opened for ventilating the interior. These contain wood panels that operate like casements but are built of tongue-in-groove boards set on a diagonal and surrounded by wood frames and trimwork. A wood plank belt course runs the full width of the façade above the main floor doors and windows. Centered above that in the upper gable end wall is a hayloft door similar to the windows below but with vertical boards rather than diagonal. The window in the southwest scale house consists of a single fixed light with wood frame and trim.

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The northeast side of the barn contains no entrances into the building. Other than its board and batten siding, the wall holds three horizontal window openings. Each of these contains a board and batten panel with wood trim. The panels are hinged at the bottom so they can be lowered outside the building to provide interior ventilation. The southeast rear wall of the barn holds a single entrance at its southeast corner. This contains a Dutch door with the upper half missing and screened with chicken wire. Along the wall to the southwest are two window openings. One is boarded closed with plywood and the other contains an operable wood plank panel. A northeast-facing window opening in the southeast addition is boarded closed with horizontal planks. Cuts in the siding along the barn's primary wall suggest that there might have been additional openings at some time. Centered in the upper gable end wall is a horizontal hayloft opening that is closed with a wood panel composed of diagonal beadboards.

The scale house that projects to the southwest of the barn is accessed by way of an entry at its southwest end. This contains a wood panel door. Adjacent to that is a pair of four-light sliding windows set in wood frames with wood surrounds. The southeast wall holds a high access panel constructed of board and batten siding. On the ground outside the scale house is the truck scale, which is described below as a contributing structure.

Within the barn's interior are several rooms that hold a combination of historic and non-historic features. The main floor is divided into various spaces, with historic horse stalls still present in the northeast room, a granary at its southwest end, and concrete-floored storage spaces in the central and southwest rooms. Much of the original interior structural framing remains exposed to view although some woodwork has been added in recent years to provide additional structural support, particularly toward the southwest end of the building. The original framing includes heavy timber posts with braces that support interior beams and the roof's purlins. In the hayloft, the framework involves diagonal posts and cross-braces. Some of the woodwork in the barn's central bay just inside the sliding door on the southwest is marked by historic inscriptions. An early beadboard door has numbers written on it. Adjacent to that, the wood plank walls are inscribed with carved letters, tool punch marks, and the date "May 3, 1930."

The interior of the scale house is finished with a concrete floor and beadboard walls. Just inside the southwest window is a historic Howe truck scale mounted atop two fluted cast iron columns. With a patent date of 9 November 1897, it appears to have been manufactured sometime between the turn of the twentieth century and perhaps 1920. The scale has the capacity to weigh vehicles and their contents from 1,000 to 20,000 pounds and might have originally been used to weigh wagons before motorized trucks were introduced to the farm. Penciled mathematical calculations are found on the wood walls adjacent to the scale.

Alterations – Exterior alterations to the barn appear to be limited to the construction of the scale house on the southwest and another small shed addition on the southeast. Both appear to be early changes dating from sometime between the 1910s and 1930s. Limited woodwork has been added to the interior of the building in recent years to shore up its structural stability. In general, the building shows no evidence of substantial exterior alterations.

Hay Barn & Loafing Shed, circa 1933 (photos 18-19): This tall one-story wood frame building is located across the corral to the east of the horse barn. Its rectangular plan measures 34' x 100'.

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Resting upon a low concrete perimeter wall foundation, the building is divided into two distinct areas. On the northeast is an enclosed 23' x 100' hay barn that faces southeast. The exterior walls are clad in horizontal weatherboard siding and its gabled roof has shallow open eaves with exposed rafter ends and corrugated metal panels. A pair of large sliding doors dominate the southeast façade. These are hung from a metal rail that extends to the southwest. Constructed of wood framing, the doors are finished with horizontal siding and wood trim. The northeast wall of the hay barn holds five square openings that are placed high on the wall. These contain framed weatherboard panels used for ventilating the interior, and they are hinged on the sides to swing outward like casement windows. A pedestrian entry in the northwest wall was formed with a door cut from the weatherboard siding. The hay barn has an earthen floor on the inside.

The building's southwest area consists of a long loafing shed with a footprint of 11' x 100'. Open to the southwest, this is divided into ten bays separated by wood posts. Its shed roof with exposed rafter ends is clad in corrugated metal panels. The several framed openings in the wall between the loafing shed and abutting hay barn appear to have been used to pass hay to the livestock in the loafing shed and corral. The corral itself is addressed separately below as one of the contributing structures.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

Milk Cooling House / Equipment Wash House, circa 1933 (photos 20-22): This one-story masonry building is located across the drive north of the horse barn. The adjacent ground to the northwest is planted with grass and bordered by a non-historic post and rail fence. This was the location of another early Goodhue barn that was demolished many decades ago. Facing toward the southwest, the milk cooling house rests upon a concrete foundation with no basement. Its rectangular plan measures 28' x 38'. The exterior walls are constructed of variegated rough-faced red bricks laid in common bond coursing on the front and back walls and running bond coursing on the side walls. The front-gabled roof is finished with boxed eaves and green asphalt shingles.

The southwest façade holds the centered main entrance, which is occupied by a wood slab door and a non-historic storm door. To the southwest of that is a large horizontal single-light fixed picture window set in a wood frame with an angled brick rowlock sill and metal drip flashing at the lintel. Northwest of the entry is a three-light horizontal window set high in the wall. This consists of a central fixed light flanked by two smaller casements set in metal frames with an angled brick rowlock sill. An open porch with an at-grade concrete floor occupies the ground in front of the building. This is partially sheltered by a low sloped shed roof that is attached to the front wall on the northeast. Board posts with knee braces support its outer corners. The roof perimeter is ornamented with short vertical boards with angled lower ends. A raised concrete planter is located outside the large picture window. The façade's upper gable end wall is decorated with a diamond pattern formed by several missing brick rowlocks. This also serves as an attic vent.

The building's northwest side holds no entries but has four windows. Toward the front is a three-light horizontal window that consists of a central fixed light flanked by two smaller casements. North of that is a two-light casement with opaque glass. The next window has a pair of central eight-light casements surrounded by fourteen fixed lights. The final window toward the building's northwest corner has a central six-light casement with three fixed lights on either side. All of these windows have metal frames and angled brick rowlock sills.

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The northeast rear wall contains the centered back entrance into the building. This is reached by way of a low concrete stoop and holds a wood panel door with four lights and a metal storm door. Above the entry is a small hood with knee braces and short boards with angled lower ends ornamenting the perimeter as on the front patio. Adjacent to the entry is a window with a centered eight-light casement surrounded by twelve fixed lights. All of these windows have metal frames and angled brick rowlock sills. The upper gable end wall above is decorated with a diamond pattern formed by several missing brick rowlocks. This also serves as an attic vent.

The building's northeast side holds no entries but has four windows. The front half has two eight-light casements surrounded by twelve fixed lights. To the north of those is a six-light window consisting of a central fixed light with flanking casements and three small fixed lights above. The final window near the building's northeast corner is a two-light casement. All of these windows have metal frames and angled brick rowlock sills.

Alterations – This building has been altered through the removal of a concrete dock and freight entry on the southwest wall where the large picture window is now located, along with installation of the front porch roof. A tall brick chimney that pierced the roof's southeast slope has also been removed. These changes might have taken place around the 1960s.

Water Pump House, circa 1933 (photos 23-24): This small one-story wood frame building is located across the drive east of the milk cooling house. Facing toward the southwest, it has a rectangular plan measuring 16' x 20' and rests upon a raised concrete foundation enclosing a basement that is accessed by way of an interior plywood panel set in the wood plank floor. The building's exterior walls are clad in horizontal weatherboard siding. Its front-gabled roof is finished with open eaves with exposed rafter ends and corrugated metal panels. A beam supported by a knee brace projects from the ridgeline at the front gable. At the rear of the building, a vertical wood post projects from the ridgeline and holds several ceramic electrical insulators.

The southwest façade holds the main entrance, which is located at the building's southwest corner. This is reached by way of a short set of wood steps and contains a wood panel door. Two fixed single-light basement windows are present in the raised concrete foundation, one on the northwest wall and the other on the northeast. The main northwest wall holds two four-light casement windows, and a single-light casement window is found in the northeast wall (this was also likely a four-light window). All of these windows have wood frames and surrounds and open to the interior of the building.

Alterations – This building does not appear to have experienced any substantial exterior alterations other than replacement of its original front entry stairs.

Milking Barn, circa 1933 (photos 25-27): This tall one-story wood frame building is centrally located across the concrete-paved courtyard northeast of the milk cooling house. Facing both northeast and southwest, it has a rectangular plan measuring 44' x 88' and rests upon a low concrete foundation. The building's exterior walls are clad in horizontal weatherboard siding. Its gabled roof is finished with shallow boxed eaves and corrugated metal panels. Two large round galvanized sheet metal ventilators with decorative finials rise from the ridgeline. These were fabricated by the Loudon Manufacturing Company of Fairfield, Iowa.

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The building's southwest wall holds a wide pedestrian entrance, which is situated there for easy access to and from the nearby milk cooling house. The entry holds a wood door constructed with diagonal beadboard panels along with plank trim and bracing. It is flanked by four four-light hopper windows that open to the interior and have wood frames and surrounds. Centered in the gable end wall above the entrance is a pair of attic access panels constructed of wood siding boards with wood frames and surrounds. Above that is a beam that projects from just below the ridgeline.

The northwest side wall holds another wide entrance that contains a wood door constructed with diagonal beadboard panels along with plank trim and bracing. Along this wall are eighteen four-light hopper windows that open to the interior and have wood frames and surrounds. These are evenly divided on either side of the entrance.

Three entrances are found on the northeast end of the building. The central one holds a vertical beadboard door with plank framing and diagonal cross bracing. This is flanked by four four-light hopper windows that open to the interior and have wood frames and surrounds. At the building's northeast and northwest corners are two large wood sliding doors that accommodated access and egress by dairy cows. Hanging from exterior rails, they are constructed of diagonal boards and beadboards with plank frames and bracing. Centered in the gable end wall above is a pair of attic access panels constructed of wood siding boards with wood frames and surrounds.

The building's southeast side wall holds twenty-one four-light hopper windows that open to the interior and have wood frames and surrounds.

The interior of the building holds a remarkably intact milking room dating from the 1930s. This space is finished with concrete floors, lower walls clad in flat waterproof boards, and beadboards on the upper walls and ceiling. The original bare bulb light fixtures are still in place along the ceiling, although they were replaced many decades ago by an electrical conduit system with glass-enclosed bulbs. The two centered, square openings for the ventilators are currently boarded closed. The long rectangular room is divided into three linear spaces. A central alley used by workers runs from northeast to southwest. Parallel to that on either side are the two milking areas where the cows stood.

The milking room holds two long lines of stanchions and concrete feeding troughs (also known as mangers), and floor gutters that were used to remove animal waste. The tubular steel stanchions are held in place by a series of taller metal pipe posts that rise from the floor to linear beams above. Knowing they were about to be fed, the cows entered the milking room on their own and faced one another across the central aisle while they were milked. Around forty cows could be milked at the same time, twenty on each side, and the hand-operated control system for the stanchions was designed to lock them in and release them in two groups rather than individually. The entire stanchion system was manufactured by the Loudon Machinery Company and many of the couplers are stamped with a patent date of July 26, 1916 (patent #1,192,080). Early twentieth century Loudon catalogues indicate that the overall design and fixtures of the stanchion system might predate the barn itself by as much as two decades, suggesting that it could have been moved to this location from elsewhere.²

Alterations – This building does not appear to have experienced any substantial exterior alterations. In addition, few permanent changes have been made to the historic interior. Although several non-

² Page and Walroth, National Register Nomination, The Loudon Machinery Company, 1999

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historic rooms have been installed toward the southwest end of the building by putting up lightly framed walls, the original milking stanchions in this area were left in place along with the concrete floors, feeding troughs, waste gutters and wall and ceiling materials. Although some of the arched tubular steel stall partitions that kept the cows separated from one another have been removed, several of these remain in place.

Milking Barn Annex, circa 1933 (photos 28-29): This one-story wood frame building is located west of and adjacent to the milking barn. It appears to have been used as a feed shop, where various grains were stored and mixed and then fed to the cows in the milking barn. The two buildings are minimally attached at the milking barn's southwest corner and the annex's southeast corner by a short, enclosed wood frame connector with a gabled roof. Facing northwest, the annex rests upon a low concrete foundation and its rectangular plan measures 21' x 50'. Its exterior walls are clad in horizontal weatherboard siding. The gabled roof is finished with shallow boxed eaves and corrugated metal panels. Two free-standing metal silos are located outside the building's southwest wall (these are addressed as contributing structures below). The silos are so close that they intersect with the building's eaves. Short concrete sidewalks and boarded openings in the wall adjacent to the silos suggest that silage was transferred directly into the building at those locations.

The building's northwest façade holds a pair of large doors constructed of plywood panels with plank trim and bracing. On either side of the entry, the wall face has three horizontal trim bands that are painted green. Along the northeast and southwest sides of the building are four pairs of four-light windows with wood frames and surrounds. There are no doors or windows on the southeast rear wall or in the connector.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

Feeding Barn, circa 1933 (photos 30-34): This wood frame building is located northeast of the milking barn and is the largest of all the buildings in the farmstead. It was used for the feeding of dairy cattle. Facing northeast, the barn rests upon a low concrete foundation and its rectangular plan measures 66' x 100'. Its exterior walls are clad in horizontal weatherboard siding. The building consists of a tall open central core measuring 28' x 100'. This has a gabled roof. Running parallel to that are two lower shed-roofed cattle wings to the northwest and southeast. All three roof levels are finished with shallow eaves, exposed rafter ends, and corrugated metal panels. A triangular hay hood projects from the main roof's ridgeline on the northeast end of the building. Also along the ridgeline are two large round galvanized sheet metal ventilators with decorative finials. These were fabricated by the Loudon Manufacturing Company of Fairfield, Iowa, and are similar if not identical to those found on the milking barn. The building's southeast roof slope was once painted with large lettering that identified the property as the "Stearns Dairy Co. Farm No. 2."

The building's northeast façade holds a large, centered entrance holding a pair of wood sliding doors hung from a metal rail. The doors are constructed with weatherboard siding and wood trim and bracing. Centered above the entry is a large loft-level opening holding a pair of wood doors with weatherboard siding, wood trim and bracing, and angled tops that run parallel to the roofline above. The opening is sheltered by the hay hood, below which the end of the hay rail extends from inside the building.

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The southeast side wall is characterized by a 12' x 100' feeding shed that is open to the corral on the southeast, with framed walls on the northeast and southwest. A series of wood posts with knee braces runs along the southeast open side, dividing it into ten bays. The shed has a concrete floor marked with a regular pattern of small shallow circular depressions of unknown purpose. The building's large southwest end wall is largely blank except for a centered pair of doors constructed of weatherboard siding and plank framing.

On the northwest side of the building is the other animal shed wing, this one with a deeper footprint of 26' x 100'. Also different from the shed on the southeast, this space is enclosed with framed walls on the northeast and northwest, and a shorter wall on the southwest. The walls are clad in weatherboard siding and the southwest end of the shed is partially open. Its northwest wall holds four horizontal rectangular window openings, two of which have wood plank panels that are hinged below so they swing outward to provide ventilation to the interior. The panels from the other two openings appear to be missing. Inside this wing, the northeast floor is concrete and the southwest floor is dirt. It also holds a couple of enclosed stalls toward its southeast end.

The large open central area of the building has a dirt floor and the space above is open to the high rafters. The structure is supported by a series of diagonal beams that tie into the purlins. The beams are also held in place at their midpoint by horizontal and cross bracing. At their lower ends, the beams are connected to two long parallel rows of wood feed troughs and bins that flank the central alley and run the length of the building. The metal hay rail is mounted just below the roof's ridgeline. At its northeast end is a high platform that supports a piece of mechanical equipment fabricated by the Loudon Manufacturing Company. This was used to control the operation of a large, mechanized hay trolley that still hangs from the hay rail.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

North Hay Barn & Loafing Shed, circa 1933 (photos 35-36): This one-story wood frame building is on the north edge of the farmstead, northeast of the feeder barn. Its rectangular plan measures 16' x 40'. Resting upon a low concrete foundation, the building is divided into two distinct areas. On the northeast is an enclosed 14' x 40' gabled hay barn that faces southeast. Southwest of that is a 12' x 40' open loafing shed that faces southwest onto a corral. The building's exterior walls are clad in horizontal weatherboard siding and its gabled and shed roofs have shallow open eaves with exposed rafter ends and corrugated metal panels.

The southeast end of the enclosed barn holds a pair of doors constructed with weatherboard paneling and wood plank trim. On the southwest, the open loafing shed is divided into four bays separated by wood posts with knee braces. Two window openings on the northeast wall contain wood panels with weatherboard siding and wood plank trim. The interior of the enclosed barn has an earthen floor and the floor in the loafing shed is reportedly concrete.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

Hog House, circa 1933 (photo 37): This one-story wood frame building is in the southwest area of the farmstead, southwest of the house and on the west side of Rock Creek. Facing toward the southwest onto a farm road, its rectangular plan measures 23' x 60'. The building rests upon a low

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concrete foundation and its exterior walls are clad in horizontal weatherboard siding. Its front-gabled roof has shallow open eaves with exposed rafter ends and corrugated metal panels. Four panels on each roof slope appear to be fiberglass, allowing light to infiltrate the interior.

The southwest façade holds the off-centered entry, which contains a pair of sliding doors constructed with vertical boards and wood trim. These are hung from a metal rail and one door is wider than the other. Adjacent to this entry to the southeast is a window space that is closed with horizontal boards but retains its wood trim. The northwest wall has five window openings that are also boarded closed with weatherboard siding and have no trim. Between those are four low boarded openings that would have allowed hogs to enter and egress the building into an adjacent pen that has been removed. The northeast wall holds a louvered vent high on the gable end wall. There are no doors or windows along the southeast wall.

Alterations – This building does not appear to have experienced any substantial exterior alterations.

Circa 1933 Well House (photo 38): This small one-story wood frame building is in the southwest area of the farmstead, on the west side of Rock Creek and directly across the farm road southwest of the hog house. It was the farm's original water pumphouse, located in the yard just southwest of the farmhouse. In its present location, the building has been used for storage. Facing toward the northeast, its rectangular plan measures 12' x 15'. The building rests upon a low concrete foundation and its exterior walls are clad in horizontal weatherboard siding. Its front-gabled roof has shallow open eaves with exposed rafter ends and corrugated metal panels.

The northeast façade holds an entrance near the building's northwest corner that is accessed by way of a short sidewalk from the adjacent farm road. A wood plank door occupies the entrance. On the southeast side wall is a six-light window with a wood frame and surrounds. The window opening on the northwest retains its wood trim but the window itself is gone and the space is boarded closed. The building's interior has a wood floor.

Alterations – The building was moved to its present location about 125 yards southwest of the farmhouse around 1985, when it was replaced by the present pumphouse on the farmhouse grounds. Other than its new location, it does not appear to have experienced any substantial exterior alterations.

Contributing Resources – Structures

Main Entry Gateway & Drive, circa 1933 (photo 39): The main entry to the Stearns Dairy farmstead is located 300 yards southeast of the house along the west side of US Highway 287. At that location is a pair of mirror-image sandstone pillars and walls that form a gateway framing the entry drive and ushering visitors into the property. The structures are constructed of random ashlar sandstone blocks assembled with mortar. Each consists of a tall square battered pillar with a lower convex wall extension curving to the east. The walls and pillars are capped by slabs of flagstone. Mounted to the top of each pillar is a large metal six-sided electric light fixture. These historic fixtures are ornamented with long outward curved spikes rising from the top, along with a small central finial at the peak. The lamps are a variation on a historic style that was commonly used for streetlight lanterns. A pair of metal

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ranch gates mounted to metal poles just inside the gateway is used to close access to the driveway. The drive itself is unpaved and runs directly to the farmhouse. It is lined by a series of deciduous trees.

Alterations – The gateway and entry drive do not appear to have experienced any substantial alterations.

Livestock Corrals, circa 1933 (photos 40-42): The corrals were used to hold dairy cattle and are found in two locations within the farmstead. One large corral occupies the grounds between the horse barn and the hay barn-loafing shed to the east. Within the west area of this corral is a smaller fenced enclosure. A cattle chute is located at the corral's southwest corner adjacent to the horse barn. Another set of interconnected corrals of various sizes is found around the feeding barn in the northern area of the farmstead. The small corral between the feeding barn and milking barn holds a rectangular raised concrete watering trough. All of the corrals are bordered by wood post and rail fencing.

Alterations – Livestock corrals have been present in association with the farmstead since it was constructed in the early decades of the twentieth century. Over the years, wood posts and rails would have been replaced with similar materials as needed. In general, the corrals do not appear to have experienced any substantial alterations.

Cattle Feed Silos, circa 1933 (photos 43-45): Two tall cylindrical metal silos stand to the southwest of the milking barn annex. Both rest upon circular concrete pads and are constructed of bolted galvanized steel panels. The southeast silo is approximately 24' tall and the one to the northwest is about 18' in height. Each has a circumference 53' and they have no roofs. Openings sheltered by curved metal panels extend up their northeast sides adjacent to the milking barn annex. They also have exterior metal ladders on the southwest. The silos stand so close to the milking barn annex that they interrupt its southwest eave. This suggests that silage was transported from the silos directly into the building.

Historic photographs from the 1950s indicate that only the southeast silo was there at the time, and it was taller than it is now. Close inspection of the two silos suggests that the northwest one seems to be the removed upper part of the southeast silo. Toward the top of the southeast silo, one of the metal panels is painted with a large, red faded manufacturer's mark, which reads "Perfection Metal Silo Company, Topeka, Kansas." The northwest silo has smaller white faded signs reading "Manufactured by Perfection Metal Silo Co.," along with an image that appears to be the remnants of a registered trademark. Also present in larger print is a faded sign that appears to read "Grill Lbr. [Lumber] Co." It is likely that the silo was acquired from another firm and moved to this property.

Alterations – It appears that the original southeast silo dates from around 1933 and was taller than it is today. Its upper segment seems to have been removed and repurposed as the northwest silo.

Stearns Lake (5BL.7176), 1870s-1934: Formerly known as Goodhue Reservoir No. 1, Stearns Lake is in the southwest quarter of Section 22. It was about ten acres in size from the 1870s to the 1930s but was enlarged in 1934 and today covers a surface area of about thirty acres. The lake was developed for irrigation storage through the construction of a curving earthen dam that extends along its eastern and southeastern shores. It continues to be fed from the east by way of a short intake canal that passes beneath South 104th Street and through a marsh before entering the lake. Along its

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southern shore is a concrete overflow structure that directs water into a short ditch that returns it to Rock Creek. Short outflow ditches are also located east of the lake. Stearns Lake is now used for public recreation. A parking lot on its west side along South 104th Street is open to the public and has a picnic shelter and information kiosk. This marks the beginning of a trail that extends around the lake's southern and eastern shores to connect with other trails throughout the open space. The land and water associated with Stearns Lake are fully owned by Boulder County.

Truck Scale, circa 1933 (photo 17): The truck scale is located off the southwest end of the horse barn, directly adjacent to the scale house. This feature consists of a platform that is level with the surrounding ground. Oriented on a northwest-southeast axis, the platform measures 8½' wide x 22½' long, just large enough for a modest-sized commercial truck. The rectangular structure consists of a belowground mechanism that is connected to the scale in the adjacent building. This is covered by wood plank decking and the perimeter is lined with concrete and metal angle bars.

Alterations – The truck scale shows no evidence of having been substantially altered.

Granary, circa 1933 (photo 12): This small one-story wood frame building is located northeast of and adjacent to the garage. Facing toward the southeast, it rests upon a concrete foundation and has a square plan measuring 14' x 14'. The exterior walls are clad in horizontal weatherboard siding. Deteriorated concrete foundation ruins measuring an additional 14' x 16' abut the building to the northeast. These are now overgrown with vegetation. The side-gabled roof has no eaves and is clad in corrugated metal panels. On the southeast façade is a centered entry that contains a plywood Dutch door. A weatherboard opening, no longer used, is present in the upper gable end wall on the northeast. No windows are present and the building is double-walled to serve as a granary. Strips of sheet metal have been placed around the lower walls to prevent vermin from infiltrating the interior.

Alterations – Given the building's historic use as a granary, it seems unlikely that the current plywood Dutch door is original and when it was installed is unclear. There are no other signs of significant exterior alterations to this building. What stood on the adjacent concrete foundation is unknown.

Contributing Resources – Sites

Pastures and Crop Fields (photos 1-4): The fields throughout much the property have been used since the late 1800s for livestock pasturage and the growing of crops. For decades, Rock Creek provided irrigation water by way of the Goodhue Ditch and Goodhue Reservoir No. 1 (Stearns Lake). Aerial photography shows that most of Section 22 and that part of Section 27 that lies northwest of the Burlington Northern Railroad tracks were used for these purposes. The southeast area of Section 27 southeast of the tracks consists of higher, rolling terrain broken by natural washes. The same description applies to the southeast quarter of Section 28. These areas appear to have been either unused or utilized for pasture. The acreage in the northeast quarter of Section 28 was historically occupied by the Sunnyside Coal Mine and associated railroad tracks. Barbed wire fences divide many of the property's fields from one another and are also strategically placed to keep livestock from getting onto the roads or roaming from the property.

Alterations – The larger farming landscape has not been substantially altered over the past fifty years.

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Contributing Resources – Objects

Cattle Feed Hoppers, circa 1975 (photo 51): The fenced corral between the blacksmith shop-equipment shed and the feeding barn is now used to store equipment. A bank of five tall historic rectangular sheet metal hoppers resting on angle iron legs stand along its northwest fenceline. Used to store and dispense cattle feed, they were manufactured by Midwest Livestock Systems of Beatrice, Nebraska. Likely dating from the 1970s, they are considered contributing objects on the site and fall within the property's period of significance.

Non-Contributing Resources – Buildings

Small Office, 2015 (photo 47): This small non-historic one-story wood frame building is located west of the milking barn and north of the milking barn annex, occupying the inner angle formed by these two connected buildings. It was placed there in 2015, apparently to be used as an office. Facing northwest, the building rests on piers, its walls are finished with natural clapboard siding, and it has a front-gabled roof with boxed eaves and composition shingles. The façade features an open porch with an open rail. The entry holds a glass door and a single two-light sliding window is found on each of the northwest, northeast and southeast walls.

South Loafing Shed, circa 1933 (photo 48): This historic one-story wood frame loafing shed is located in the southwest area of the farmstead, west of the house and within the fenced compound now used as a raptor rehabilitation center. Facing toward the southwest, its rectangular plan measures 16' x 100'. The building rests upon a low concrete foundation and has an earthen floor. Its original exterior walls are clad in weatherboard siding and it was open to the southwest. The building has a saltbox roof finished with corrugated metal panels.

Alterations – The southwest wall, historically open to a fenced corral, was enclosed with a wood slat wall during the 1980s when the building was converted to an injured raptor enclosure. A long rectangular addition was then constructed on the southwest side around 2016 to expand the interior space. This was constructed with narrow vertical wood slats with gaps between them for ventilation and light. The same technique was used on the addition's flat roof.

Circa 1985 Well House (photo 49): This small one-story wood frame building is in the yard southwest of the farmhouse. Facing southwest, it rests upon a concrete foundation and has a rectangular plan measuring 8' x 10'. The exterior walls are clad in what appears to be historic weatherboard siding that might have been repurposed from elsewhere on the property. The gabled roof is finished with boxed eaves and wood shingles. Square butt wood shingles are on the gable end walls. The southwest façade holds a non-historic panel door and there are no windows on the building.

Non-Contributing Resources – Structures

Raptor Rehabilitation Enclosures, 1988-1989 (photo 50): Standing in a fenced area southwest of the farmhouse are four non-historic rectangular wood frame structures. Together with the former loafing shed described above, these serve as flight enclosures that have been used since the

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late 1980s by the Birds of Prey Foundation as part of their raptor rehabilitation center (the Foundation's primary facility occupies a former farmstead along South 104th Street on the western edge of Rock Creek Farm).³ The enclosures have earthen floors, walls constructed of plywood sheets and wood slats, and wood slat roofs. The alternating of slats with narrow gaps provides the birds with light, shade and ventilation.

Transportation-Related Features

Contributing Resources – Structures

Denver, Western & Pacific Railroad / Denver, Utah & Pacific Railroad / Chicago, Burlington & Quincy Railroad / Burlington Northern Santa Fe Railroad Segment (5BL.374 & 5BL.374.11), 1881-1889 (photo 55): The rail line that runs on a diagonal through Sections 22 and 27 was completed in 1889 by the Denver, Utah & Pacific Railroad (DU&P) to connect Denver with Longmont and Lyons. To the south at Burns Junction, just southeast of the nominated property's southernmost point along the north side of today's Industrial Lane, the route diverged from the main line of the Denver, Marshall & Boulder Railroad (DM&B), a subsidiary of the Union Pacific.

Between Burns Junction and Erie nine miles to the northeast, the DU&P line was built on a grade that had been constructed in 1881, but never completed with ties and rails, by the Denver, Western & Pacific Railroad. Today it is operated by the Burlington Northern Santa Fe Railroad (BNSF) but no longer reaches Longmont. The route is now truncated on the southeast edge of Lafayette southwest of the intersection of South Boulder Road and 120th Street, where it continues to serve two large lumberyard and building materials facilities.

The 1.3-mile-long segment of the railroad that runs through the nominated property enters just south of the Stearns Dairy Farm entry gate along US Highway 287. From there, it snakes toward the southwest, passing through the southeast quarter of Section 22 and north half of Section 27. At the southwest corner of the north half of Section 27, the rail line exits the nominated property. Along its length, the line consists of a single standard gauge track complete with a raised bed along with ties, rails and ballast. A short wood trestle about fifteen feet in length, along with three concrete culverts, allow water to flow beneath the tracks through natural drainages in the north half of Section 27.

The rail line's route through southeast Boulder County, including the segment running through the nominated property, was last recorded by the Colorado Department of Transportation in 2008. This resulted in an official determination by the Colorado SHPO that the resource is eligible for the NRHP.

Alterations – The rail segment does not appear to have experienced any substantial alterations beyond regular maintenance of the tracks.

Colorado Central Railroad / Union Pacific, Denver & Gulf Railroad / Colorado & Southern Railway / Sunnyside Mine Spur / Denver & Interurban Railroad Segment

³ "Our History," Birds of Prey Foundation, Retrieved from www.birdsofprey.org, 15 December 2021

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(5BL.400 & 5BL.400.13 & 5BF.70.7), 1873-1906 (photo 52): The east half of Section 28 in the southwest area of the nominated property holds an abandoned north-south rail segment that arcs through the fields just east of Brainard Drive. This was constructed in 1873 by the Colorado Central Railroad (CC) to Boulder and Longmont. In 1877, traffic extended all the way to Fort Collins and Cheyenne, Wyoming. Over the years, the CC was also acquired by a series of subsequent owners.

The CC / UPD&G / C&S segment enters the nominated property in the middle of Section 28. From there, it curves to the northeast and then northwest before exiting the property near the northwest corner of the northeast quarter of Section 28. Along its length, the long-abandoned line consists of a slightly raised bed marked by soils darkened with coal and ballast. While clearly visible on the ground, the line's alignment is even more apparent in aerial photographs.

A now-abandoned spur of the C&S also served the Sunnyside Coal Mine, which occupied much of the northeast quarter of Section 28 southeast of Rock Creek from 1900 to 1921. The spur branched from the main line near the north edge of Section 28. Curving toward the southeast and east, it extended for about one-half mile to the Sunnyside Mine No. 1 tunnel, which was located close to the section's east line. In 1906, the spur was lengthened a short distance to reach the nearby Sunnyside Mine No. 2. Today the spur's bed is eroded, particularly where it approached the mine tunnels, but much of its alignment remains apparent in aerial photographs.

In 1908, the C&S constructed new tracks toward Boulder to accommodate heavier steam trains. At that time, the rail segment that ran through the east half of Section 28 was replaced by a new main line that curved through the west half of the section about one-half mile to the west. Rather than being abandoned, the original line was electrified and converted for use by the Denver & Interurban Railroad (D&I), which partly ran along the C&SRW and partly along its own dedicated tracks. The D&I operated electric streetcars between Denver and Boulder by way of this route from 1908 to 1922.

Alterations – The rail segment and mine spur running through the east half of Section 28 were abandoned in 1921-1922. Five years later, in 1927, the rails and ties were removed. This also involved removal of the electrical supply system and the wood trestles that passed over Rock Creek and the smaller drainage to the north.

Lincoln Highway / Colorado Route 1 Road Segment & Bridge, 1910s-1920s (photo 54): By the mid-1910s, an unpaved automobile road ran through and along the east edge of Rock Creek Farm. Where it had to negotiate the bluffs and washes in the southeast quarter of Section 22 and northeast quarter of Section 27, a half-mile-long segment of the road diverged from the east section lines and curved westward into the property. It remained southeast of the CB&Q line before returning to the east section lines.

During the mid-1910s, the road became a segment of the Colorado Loop of the Lincoln Highway, and in 1923 the state designated it Colorado Route 1. In the mid-1920s, the curves were straightened to follow the east section lines and the road was paved with concrete. It received its federal designation in the 1930s as US Highway 287. The road continued to be improved during the post-World War II era to serve as the primary automobile route from Denver to Fort Collins, passing through the countryside and the many towns that had emerged between them.

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The original road's surviving curved alignment through the farm acreage is about one-third of a mile long. Abandoned for almost a century, it consists of the slightly raised but eroded bed that remains visible on the ground and in aerial photographs. A small concrete slab bridge with board-formed wing walls was constructed along the road around 1920 in the northeast quarter of Section 27. This appears to date from around 1915 and carried the road over an unnamed wash that drained the bluffs to the east. The bridge is about 14' long and 28' wide, and has not been previously recorded.

Alterations – This feature is an abandoned segment of the early automobile road that ran through this area but was replaced by the current alignment of US Highway 287. It has been out of use since the mid-1920s. Alterations are limited to the unpaved bed's erosion. The bridge is intact, with no apparent alterations.

Non-Contributing Resources – Sites

Rock Creek Station & Miller Tavern, 1863-1871: This historic site is located along the east side of Rock Creek about 230 yards southwest of the Goodhue farmhouse in the northeast quarter of the southeast quarter of Section 22. The roadhouse and tavern that operated there from 1863 to 1871 is long gone and the site is vacant. Exactly when it was removed is unknown. Despite the lack of built resources, the site represents an important feature in the history of regional transportation and settlement. It is viewed as an unexplored archaeological site that has the potential to yield information about the built character and operation of an 1860s-1870s territorial-era roadhouse and tavern located along the Cherokee Trail, Overland Trail, and the Denver and Cheyenne Stage Road.

Mining-Related Features

Non-Contributing Resources – Sites

Sunnyside Coal Mine, 1900-1921 (photo 53): Located near the southwest boundary of Rock Creek Farm, the Sunnyside Coal Mine occupied much of the northeast quarter of Section 28 south of Rock Creek and east of Brainard Drive. Encompassing a surface area of around 235 acres, the mine might have also crossed the section line to occupy a small part of the northwest quarter of Section 27. Its underground workings were accessed by way of two shafts. During its two decades of operation, the site included not only what was below ground, but also various surface buildings and structures as well as a rail spur.

Over the years following the mine's closure, many of its features disappeared from the landscape and were largely gone by the late 1930s. The remaining open shaft was closed after Boulder County acquired the property. Today the mine location is marked by dark coal staining on the ground along with the eroded remnant of the rail spur. Despite the lack of built resources, the site represents an important feature in the history of the area's industrial use and development. It is an unexplored archaeological site that has the potential to yield information about the built character and operation of the coal mine.

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Archaeological Features

Contributing Resources – Sites

Rock Creek Archaeological Site (5BL.2712), circa 5,500BP to 650BP: This site is located in the northeast quarter of the southeast quarter of Section 22, across Rock Creek northeast of the Stearns Dairy farmstead with US Highway 287 to the east and the creek to the south and west. The area is occupied by vacant ground with tall native grasses. It sits adjacent to the eroded north bank of Rock Creek, and this erosion presents the greatest threat to the resource. The results of archaeological investigation are discussed in the historic context below.

Non-Contributing Resources – Sites

Archaeological Site (5BL.3117): This site is in the extreme northeast corner of Section 22 near the intersection of Dillon Road and US Highway 287. The area has been plowed numerous times in recent decades as part of a cropfield. Whether it survived construction of the Northwest Parkway-US Highway 287 interchange is unclear (it is very close to, or possibly beneath, the Northwest Parkway's eastbound off-ramp). In any case, the site's loss of integrity renders it a non-contributing element of the property. The results of archaeological investigation are discussed in the historic context below.

Excluded Resources (Outside Listing Boundaries)

Goodhue Ditch (5BL.2719.1 & 5BL.2719.42-46), 1873-1934: Established in 1873 and enlarged over the following decades, the Goodhue Ditch, also known as the South Boulder & Rock Creek Ditch, is a primary historic irrigation feature on this property. The ditch originates in South Boulder Creek (priority #29), provides water to the contributing feature Stearns Lake, and terminates in Rock Creek north of the Goodhue/Stearns Dairy farmstead. There is no evidence that the ditch extended as far east as US Highway 287. Smaller laterals ran from the main ditch into the cropfields throughout the property. Within the nominated property, the concrete-lined Goodhue Ditch runs from west to east through the middle of Section 22, passing Stearns Lake to the north and terminating northwest of the farmstead. Evidence of its outflow into Rock Creek is no longer apparent. While the Goodhue Ditch & Reservoir Company remains active today, with Boulder County as one of its larger shareholders, the ditch is no longer used to transport water through the farm.

This resource is explicitly excluded from the boundaries of this resource due to the impossibility of gaining full approval for listing from the ditch company's shareholders.⁴ This resource is not listed in the resource count and is described here for informational purposes only.

⁴ In compliance with Colorado House Bill 11-1289, the subject of this nomination focuses only upon real property and not water rights

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INTEGRITY

Today the Rock Creek Farm Rural Historic District retains a preponderance of its prehistoric and historic characteristics that relate to its periods of significance. These include the Indigenous archaeological site, large dairy farm complex, the surrounding expanse of cropfields, the acres of unspoiled terrain, and the various transportation and mining resources. While the individual contributing features that make up Rock Creek Farm exhibit various degrees of integrity, they continue to convey their stories of development and ongoing use from around 5,500BP through the 20th century.

Minor repairs and alterations made to the farm's buildings and structures over the past fifty years were done simply and with like materials. Consequently, the relatively small changes have had little visual impact and do not diminish the property's overall character and ability to convey its significance. Rock Creek Farm effectively tells the story of its long use over a period of many decades as an important transportation corridor and the location of agriculture and mining. This story is likely to be augmented in the future through additional research and the completion of archaeological surveys.

The contributing buildings, structures, sites and objects described above exhibit a high level of physical integrity with regard to their location, setting, materials, workmanship, feeling, association and design. Both individually and as a group, they easily take visitors back to the property's periods of development in the late 19th and 20th centuries. Although some elements have been removed or altered by erosion, the road and rail segments similarly exhibit a good degree of integrity in terms of their alignment and construction. The contributing archaeological site has revealed, and might still reveal, information about the prehistoric Indigenous people who visited and utilized resources on the land, and those who continued to use it in more recent centuries. The site is believed to contain additional artifacts and features, and its incompletely excavated state speaks to a level of integrity for future exploration.

The terrain surrounding the property's buildings and structures, including its cropfields, an expanse of unbroken ground in Section 27, and the viewshed to the east beyond the nominated boundaries, remains largely open and in some areas undisturbed. This has allowed the historic property to retain a sense of its setting on the open prairie and to reflect the farming landscape. Relatively few non-historic and non-contributing resources are present on the property, and these do not detract from its overall historic character and appearance.

The nominated boundaries of the Rock Creek Farm Rural Historic District include a substantial amount of land, recognizing that the natural landscape and setting on the open prairie were so important to its use as an early transportation corridor and in relation to the historic agricultural and mining activities that took place there over many decades. In addition, the visual elements of settlement, farming and other uses that appeared on the property starting the late 1800s are dwarfed by its vast scale. In essence, the open landscape dominates the property despite the surrounding development, and the farm remains a good example of the natural landscape that attracted people to this location and allowed them and subsequent generations to thrive.

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RESOURCE COUNT

	BUILDINGS	CONTRIBUTING	NON-CONTRIBUTING
1	GOODHUE FARMHOUSE	1	
2	HIRED HAND'S HOUSE	1	
3	GARAGE	1	
4	BLACKSMITH SHOP & EQUIPMENT SHED	1	
5	HORSE BARN & SCALE HOUSE	1	
6	HAY BARN & LOAFING SHED	1	
7	MILK COOLING HOUSE	1	
8	WATER PUMP HOUSE	1	
9	MILKING BARN	1	
10	MILKING BARN ANNEX	1	
11	FEEDING BARN	1	
12	NORTH HAY BARN & LOAFING SHED	1	
13	HOG HOUSE	1	
14	CIRCA 1933 WELL HOUSE	1	
15	SMALL OFFICE		1
16	SOUTH LOAFING SHED		1
17	CIRCA 1985 WELL HOUSE		1
	SUBTOTAL	14	3

	STRUCTURES	CONTRIBUTING	NON-CONTRIBUTING
1	MAIN ENTRY GATEWAY & DRIVE	1	
2	LIVESTOCK CORRALS	1	
3	CATTLE FEED SILOS	1	
4	DENVER, UTAH & PACIFIC RAILROAD SEGMENT	1	
5	COLORADO CENTRAL RAILROAD / SUNNYSIDE SPUR / DENVER & INTERURBAN RAILROAD SEGMENT	1	
6	COLORADO ROUTE 1 ROAD SEGMENT & BRIDGE	1	
7	STEARNS LAKE	1	
8	RAPTOR FLIGHT CAGES		4
9	TRUCK SCALE	1	

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10	GRANARY	1	
	SUBTOTAL	9	4

	SITES	CONTRIBUTING	NON-CONTRIBUTING
1	PASTURES & CROP FIELDS	1	
2	ROCK CREEK STATION & MILLER TAVERN		1
3	SUNNYSIDE COAL MINE		1
4	ROCK CREEK ARCHAEOLOGICAL SITE	1	
5	ARCHAEOLOGICAL SITE		1
	SUBTOTAL	2	3

	OBJECTS	CONTRIBUTING	NON-CONTRIBUTING
1	CATTLE FEED HOPPERS	1	
	SUBTOTAL	0	0

	TOTALS	CONTRIBUTING	NON-CONTRIBUTING
		26	10

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

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Areas of Significance

(Enter categories from instructions.)

AGRICULTURE

EXPLORATION / SETTLEMENT

TRANSPORTATION

ARCHITECTURE

ARCHAEOLOGY / Prehistoric Aboriginal

Period of Significance

1860s-1980 (AGRICULTURE)

1860s-1870s (EXPLORATION/SETTLEMENT)

1850s-1920s (TRANSPORTATION)

1880s-1930s (ARCHITECTURE)

5,500BP-650BP (ARCHAEOLOGY / Prehistoric
Aboriginal)

Significant Dates

5,500BP-650BP / 1860, 1864, 1866, 1867, 1870,

1871, 1873, 1901, 1916, 1922, 1933, 1934,

1949, 1954, 1966, 1980

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

EARLY & MIDDLE PLAINS ARCHAIC;

CERAMIC PERIOD; EURO-AMERICAN

Architect/Builder

STEARNS DAIRY COMPANY

Period of Significance (justification): The period of significance for Agriculture extends from the 1860s to 1980 to encompass the period during which agricultural activities were taking place on the property. Although some agriculture continues there today, the property became an open space devoted to recreation and natural resource conservation starting in 1980, so farming and grazing there are now secondary activities. The period of significance for Exploration and Settlement focuses upon the 1860s and 1870s as the first Euro-American uses of the property took place. The period of significance for Transportation extends from the 1860s into the 1920s, covering the property's association with the early stagecoach and wagon road, historic rail and streetcar use, and an early state highway that passed through the landscape.

The period of significance related to Architecture runs from the 1880s to 1930s, covering the period during which the farmstead developed with its Craftsman bungalow farmhouse, post and beam horse barn, and numerous buildings and structures related to its twentieth-century use as a dairy farm. Finally, the period of significance associated with Prehistoric Aboriginal Archaeology extends from approximately 5,500BP to 650BP. This relates to extensive archaeological evidence that has been found of human habitation and use of the site by prehistoric peoples.

Criteria Considerations: Under Criteria Consideration G, the property meets the requirements for listing in relation to an end date of 1980 under the significance area of Agriculture. This date was chosen because it reflects the point at which most of the property was acquired by Boulder County and work began to transform it into a dedicated open space. Although some agricultural activities continued after that date and still take place there today, starting in 1980 the property's primary use shifted to recreation and natural resource conservation.

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STATEMENT OF SIGNIFICANCE

Summary Paragraph

The Rock Creek Farm Rural Historic District is a multi-component property that holds several historic and prehistoric resources and is locally significant under more than one area of significance. First, it is significant under **Criterion A** in the areas of **Agriculture, Exploration & Settlement** and **Transportation**. Its significance in these areas is based upon its association with the early agricultural settlement of the Rock Creek area; the operation of a territorial-era roadhouse and tavern along the Cherokee Trail, Overland Stage Line, and Denver and Cheyenne Stage Road; and the construction of two railroad lines (one also used by the Denver & Interurban Railroad) and an early automobile highway through the property. The property is also significant under **Criterion C** in the area of **Architecture** for its excellent example of a Craftsman bungalow farmhouse and an array of vernacular agricultural buildings. Finally, the nominated property is significant under **Criterion D** in the area of **Prehistoric Aboriginal Archaeology** related to the presence of extensive archaeological evidence and information potential associated with occupation by prehistoric Indigenous peoples.

Narrative Statement of Significance

The Rock Creek Farm Rural Historic District was evaluated considering its physical characteristics and documented history of development and use, along with multiple property documents that provide contextual analysis about agriculture and railroads in Boulder County and Colorado. In addition, the same property that is being nominated to the NRHP was landmarked by Boulder County in 1998. The nomination prepared at that time was used as a resource, along with numerous other published and unpublished sources, for the current nomination. These materials provide the basis for the narrative below and underscore the property's importance under several categories of significance.

Criterion A – Agriculture: The nominated property is significant as an excellent example of an agricultural landscape that was developed and operated by a series of Euro-American owners between the 1860s and 1980. Retaining a high degree of integrity, it represents a remarkably intact farming complex dating from this period and conveys a strong sense of its history and significance as a center of agriculture in northern Colorado. According to the National Register of Historic Places listing titled *Agricultural Resources of Boulder County* (Multiple Property Cover 64500987), the county's agricultural history is divided into three periods: Early Settlement/Pioneer Agriculture (1859-1896), Growth in Agriculture (1897-1919), and Retrenching and New Directions in Agriculture (1920-1967). Agricultural development within the Rock Creek Farm Rural Historic District falls into each of these contextual categories, although the first two overlapped one another in time.

The property's first agricultural use began in the 1860s, when the pioneer Footes and Millers began to produce hay and cattle, along with products such as butter and eggs. These were sold to travelers who stopped at the roadhouse and tavern they operated on the farm, which was located along a major north-south wagon and stage road (discussed below). Food products were also transported to the burgeoning mining camps in the mountains to the west, where fresh meat and other consumables were needed. From the early 1870s into the 1920s, the farm was owned and operated by the Goodhue

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family, who increased its acreage, constructed a farmstead, and turned the property into a fully functional agricultural operation. They grew crops including hay, corn and alfalfa, and raised beef cattle, dairy cattle, and horses. In the mid-1910s, the sons incorporated the farm, indicating that it had entered a new phase of its history through their intention to manage it as a modern, corporate (but still family-owned) agricultural enterprise. Irrigated farming was introduced to the property in the 1870s through completion of a ditch and reservoir, providing the farm's higher lands and livestock with a reliable source of water in the semi-arid environment. This development helped it thrive into the next century.

Between 1932 and 1949, the Stearns Dairy Company expanded the farmstead and converted the property to a commercial dairy that provided raw milk for its processing plant in Glendale, Colorado. Stearns Dairy products were sold in neighborhood grocery stores and delivered to homes throughout Denver. Agricultural activities, including dairying, crop growing, and raising purebred Hereford cattle, continued from the 1950s through the 1970s. Although it has been out of use for decades, the early 1930s milking room, complete with its metal stanchion system and related equipment and furnishings, remains intact. Starting in 1980, the property transitioned to Boulder County open space management, with much of the land remaining under active agricultural practice.

This property's agricultural history is highlighted in the *Agricultural Resources of Boulder County* multiple property nomination form in the sections on Early Settlement/Pioneer Agriculture and Retrenching and New Directions in Agriculture. These include discussion of its history of development in the late 19th and early 20th centuries by the Goodhue family, and the introduction and impact of irrigation. Although dairying is addressed in the document as a general subject, the author somehow overlooked the historic Stearns Dairy operation, which was over fifty years old when the form was prepared. Despite this, it is clear from the broader discussion of dairying that this element of the site's history contributes to its significance and landmark eligibility.⁵

According to the registration requirements provided in the NRHP document, the Rock Creek Farm Rural Historic District is significant for representing "the wide varieties of activities that were associated with agriculture in Boulder County." More specifically, it meets the standards of eligibility by conveying a clear sense of its association with the area's agricultural heritage under Criterion A and for its assemblage of buildings and structures associated with agricultural architecture under Criterion C. The property's period of significance dates from the 1860s to 1980 for agriculture and from the 1880s to the 1930s for architecture. The district retains a high level of integrity in the areas of location, setting, design, materials, workmanship, feeling and association.

Criterion A – Exploration/Settlement: The nominated property is significant as an excellent example of a property that was directly associated with the early Euro-American settlement of the Rock Creek area. The property was the location of a frontier and territorial-era roadhouse and tavern known as the Rock Creek Station and Miller Tavern. Built around 1860 on the east bank of Rock Creek, it continued to operate for a decade, providing travelers along the joint Cherokee Trail, Overland Stage Line Road, and Denver and Cheyenne Stage Line Road with a place to stop for food and drink, and overnight accommodations. Rather than being a company operated stage station, it was privately owned and would have served travelers along the road who were not passing by on stagecoaches (these would have stopped instead at the stage company's home and swing stations a few miles to the

⁵ Wolfenbarger, *Agricultural Resources of Boulder County*, National Register of Historic Places, Multiple Property Documentation Form, p. E7 & E28.

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north and south). With few amenities along the route, the roadhouse and tavern became well known to migrants traveling between Denver and Wyoming.

By the time the Rock Creek Station and Miller Tavern's period of intensive use came to an end in 1871, the land had been surveyed and mapped by the federal government and settlers were filing homestead claims and buying parcels throughout the area. Land patents in Sections 22 and 28 were issued to several individuals and Section 27 was granted by the federal government to the Union Pacific Railroad. By the end of the nineteenth century, much of Sections 22 and 27 were under the ownership of farmer Abner Goodhue. He established a farmstead northeast of the roadhouse and constructed a house, barns, outbuildings and corrals to shelter his family and aid in his work of raising crops, livestock and horses. In the early 1870s, Goodhue partnered with other farmers in the Rock Creek area to develop the South Boulder & Rock Creek Ditch to irrigate farmland. Because the ditch terminated on Goodhue's property, it also became known as the Goodhue Ditch. He also built Goodhue Reservoir No. 1, which was expanded in the 1930s and became known as Stearns Lake. Although the ditch and lake are important to the history of the property, only the lake is considered a contributing structure for the purpose of this nomination. The ditch alignment is outside the boundaries for the resource.

The roadhouse and tavern building is no longer extant, and appears to have burned down in the early 1920s. Vacant ground along Rock Creek where it stood might reveal information about what was once there and how the facility operated. The surrounding farm dating from the 1860s and 1870s survives, conveying to visitors a sense of the area's open character and what it might have been like to traverse the landscape and even settle there during the frontier and territorial periods.

Criterion A – Transportation: The nominated property is significant for its association with transportation during the 19th and 20th centuries. Throughout the period from the 1850s to the 1920s, the open landscape was traversed by a frontier and territorial era stage and wagon road, two railroad lines, and an early automobile highway. These routes served as vital transportation links between Denver and Wyoming, and connected the emerging communities along the Front Range north of Denver to one another. They also served as farm to market routes. Stage, wagon and automobile roads fostered communication, development, movement, and commerce across the region, contributing to settlement by Euro-Americans and subsequent growth into the 20th century.

From the early 1850s through the 1870s, the Cherokee Trail / Overland Stage Line Road / Denver and Cheyenne Stage Road accommodated the needs of travelers and freight haulers as one of the principal routes north of Denver. The road segment running through the Rock Creek Farm Rural Historic District was used by the Overland Stage Line, Wells, Fargo & Company and other commercial freight and passenger enterprises. It was also traversed by local, regional and cross-country travelers, and by area farmers transporting agricultural products to market. The presence of this route led to the establishment of a circa 1859-1871 roadhouse along the road that was known as the Rock Creek Station and Miller Tavern (see more about this below). Although commercial traffic decreased during the 1870s as railroads began to handle passengers and freight, the road remained in use through the end of the century for local and regional transportation. Due to decades of development, erosion and plowing, it appears that none of the trail and stage road remains visible on the property today. If any of it survives, it would likely be found in the southeast corner of the site, where the ground has not been plowed or otherwise greatly disturbed other than by erosion.

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During the early 20th century, traffic along the historic route increased with the establishment of Broomfield, Lafayette and Louisville to the south, north and northwest of the Rock Creek Farm Rural Historic District. Regional population increased, agriculture and coal mining developed, and the growing number of automobiles caused the early stage and wagon road to shift east to follow the north-south section lines running along the east edge of the nominated property. However, Goodhue Hill south of the farm presented a problem due to the terrain and the road continued to curve through the property's southeastern acreage for about one-half mile before rejoining the section lines. In the 1920s, the automobile road was designated Colorado Route 1 and today it is known as US Highway 287. The curving segment running through the farm was abandoned in 1924 when grading and filling was completed to realign it along the section lines. Today the abandoned road segment and a concrete bridge dating from the early years of the twentieth century remain visible on the property.

According to the National Register of Historic Places multiple property listing titled *Colorado State Roads and Highways*, evaluation of the integrity of historic road and highway segments is challenging because these resources have always been subject to alteration associated with maintenance and modernization. Consequently, roads and highways "cannot be expected to retain all of [their] original materials and design elements for more than a few years after initial construction." The authors write that these resources "usually have significance because they allowed other human activities to occur that are considered important in our past." In other words, they are important due to the role they played in supporting commercial, social and economic development. Colorado Route 1, including the road bed and bridge in the eastern area of the Rock Creek Farm Rural Historic District retains good integrity of location, setting, feeling and association. The aspects of design, materials and workmanship are also reasonably good to varying degrees. Consequently, it is determined that this road segment and bridge are NRHP eligible as part of the rural historic district under Criterion A in the area of Transportation.

The nominated resource also holds two segments of railroad lines that were important to regional development in the 19th and 20th centuries. The first of these was the Colorado Central Railroad (CC), developed in 1873 through Section 28. This line connected Denver to Boulder, Longmont and Lyons, and included a spur that served the Sunnyside Coal Mine. Both passenger and freight cars ran along the route and in the late 1890s the system became part of the Colorado & Southern (C&S). Mainline traffic through Section 28 was replaced in 1908 when the railroad constructed a new segment a short distance to the west. The other rail line running through the Rock Creek Farm Rural Historic District was the Denver, Utah and Pacific Railroad (DU&P), developed in 1889 on a diagonal through Sections 22 and 27. This ran north from Denver to Lafayette and Erie, and handled both passenger and coal mine traffic. It operated into the 1970s, when it appears to have been truncated in the Lafayette area.

According to the National Register of Historic Places multiple property listing titled *Railroads in Colorado: 1858-1948* (Multiple Property Cover C64500743), the two rail routes that traverse the nominated property exemplify the entire span of years covered by the historic context, from the 1870s through the 1960s. Constructed in the 1870s and 1880s, the lines were established during the territorial and early statehood era when Colorado was being settled and rail transportation was key to development and growth. Their utility extended well into the 20th century. In this area of Colorado, the rail lines transported passengers and freight and supported agricultural and town development. They also made commercial coal mining viable both on and in the vicinity of the Rock Creek Farm Rural Historic District. Area coal mines provided fuel, shipped by rail, for the burgeoning population of Denver and other northern Colorado communities (the state's population doubled between 1890 and 1910).

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They also supported gold and silver mining and smelting in the mountains to the west, activities that also relied upon coal from Boulder County. The CC and DU&P, along with their subsequent corporate owners including the Colorado & Southern, Union Pacific, Denver & Gulf and the Chicago, Burlington & Quincy, played a significant role in Colorado history, one that is addressed in the NRHP document.⁶

Rapid population growth in Denver and the surrounding region from the 1890s into the early 1900s led to the development of an interurban rail system designed to transport passengers. Powered by electricity rather than steam, the Denver & Interurban Railroad (D&I) was formed in 1904 as a subsidiary of the Colorado & Southern. Plans called for the system to extend from Denver to Fort Collins by way of Boulder. In 1908, the main line that passed the Sunnyside Mine in Section 28 was moved west and the original segment was electrified and became part of the D&I route. Known as the Kite Route, the line continued to run passenger cars until it failed in 1926. Historic context for the interurban lines, including the D&I, is found in the NRHP document.⁷

Registration requirements for historic rail features are addressed in the NRHP document. These underscore that while the lines were active, regular maintenance involved the periodic removal and replacement of original rails, ties and other features. Abandoned lines often had their metal rails and related equipment removed entirely for salvage or use in other locations. This resulted in a situation where few historic railroads in Colorado retain their original track and grade. In some cases, all that is left is the bed alignment. Determinations of integrity are somewhat challenging as the loss of materials must be weighed against the significance of the rail line. The authors write that “an abandoned grade that has had its tracks and ties removed may still be considered eligible for the National Register if it continues to convey a collective image and association of a historically significant rail line.” Similarly, a line that appears intact but has had its original elements replaced might still be eligible “if it continues to convey the overall design, setting and feeling of the original line.” The document concludes that “the whole of a railroad may be greater than the sum of its (sometimes missing) parts” and that “an entire rail line need not be preserved for noteworthy segments...to be considered NRHP eligible.”⁸

The rail lines running through the Rock Creek Farm Rural Historic District follow their original alignments dating from the 1870s-1880s. While the CC/D&I route to the west has had its tracks and ties removed, the low bed alignment is still visible along with the spur that served the Sunnyside Coal Mine. Although it has been out of use for decades, the DU&P route to the east is more intact, complete with its bed, ties and rails. In addition to maintaining their historic locations and settings with no major intrusions, both rail line segments retain good levels of integrity in the areas of feeling and association. They also convey varying degrees of the aspects of design, workmanship and materials.

Based upon this analysis, the Rock Creek Farm Rural Historic District’s rail features are eligible for the NRHP under Criterion A in the area of Transportation. These resources were directly associated with the settlement of Boulder County and the surrounding area, played a significant role in the commercial and agricultural development of the region, and have been central to the area’s transportation history.

⁶ Fraser and Strand, *Railroads in Colorado, 1858-1948*, National Register of Historic Places Multiple Property Documentation Form, p. E9, E20-21 & E14.

⁷ Fraser and Strand, p. E78-80.

⁸ Fraser and Strand, p. F146-147.

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Criterion C – Architecture: The nominated property is significant for its association with residential and agricultural architecture dating from the 1870s-1880s and the 1930s. This relates to the farmhouse and horse barn, along with the array of dairy buildings and other agricultural outbuildings that survive on the property. Extensive discussion regarding potential significance and registration requirements is found in the *Agricultural Resources of Boulder County* multiple property NRHP nomination form. Resource categories related to architecture within the Rock Creek Farm Rural Historic District include the farmhouse and worker housing, barns and secondary buildings, feed storage and processing resources, food storage and processing resources, water-related resources, and landscape features such as corrals and loading chutes.⁹

Built in 1916, the house is an excellent example of a Craftsman Bungalow, a style that emerged from the Arts and Crafts movement and became popular in Colorado and across the nation during the first three decades of the twentieth century. While its designer and builder are unknown, the house retains a very good degree of integrity and exhibits fundamental elements of the style. Stylistic elements include its wood frame construction, low 1½-story massing expressing horizontal lines, and the use of natural materials such as wood siding, wood shingles, and trim. The house also features double-hung wood-framed windows, a moderately-sloped hipped roof with overhanging eaves and exposed rafter ends, and square wood columns across the deep full-width screened front porch. A low central shed dormer rises from the front roof slope. Although the house has been remodeled on the interior, it retains historic features that include its wood flooring, fireplace, dining room with recessed wood cabinets, molding, and wood doors. The exterior is remarkably intact and displays an excellent degree of integrity.

The farmhouse is representative of a popular style of architecture of the 1910s. Its construction reflects the farm's financial success as its owners were able to demolish the older (likely vernacular) residence that dated from the 1880s and replace it with a stylish, spacious house that included modern conveniences such as electricity and indoor plumbing. As stated in the multiple property nomination, second-generation houses like this were "symbolic of their owners' financial wealth and social standing," "represent [the] stability of not only the individual residents, but of their agricultural operations" and "reflected the owner's desire to appear modern and sophisticated." In the early 20th century, this included adopting the "simpler lines of the Prairie and Craftsman styles." The authors conclude that "if it is a typical or good representation of a particular style or type, farm and ranch residences could be significant under Criterion C." In this case, the house's exterior is little altered and retains a high level of integrity, and it dates from the period of significance for the nominated property. The bunkhouse adjacent to the main house is a vernacular wood frame building that also served an important function on the farm as it housed hired help.

The large transverse-crib horse barn is also an important element of the property's architecture. This building is the oldest one still standing and was likely constructed in the 1880s. Constructed of wood posts and beams, it was built using mortise and tenon joinery secured with wood pegs. Its style is evidenced by the side-gabled roof and bays that run from front to back. On the southwest end of the building is a scale house addition that was likely constructed no later than the early 1930s. The barn retains a high level of architectural integrity. Located in proximity to the house, it is situated for the convenience of the farmer and played a central role in operation of the agricultural enterprise during the late 19th and early 20th centuries before internal combustion engines came into widespread use and horses were replaced as the main instruments of motive power.

⁹ Wolfenbarger, p. F50-71.

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The rest of the farmstead complex is filled with a variety of mostly vernacular wood-frame agricultural buildings. These include smaller buildings such as a bunkhouse, garage, granary, hog house, well house and water pumphouse, along with larger ones that include a horse barn and the milking barn and annex, equipment shed, feeding barns and loafing sheds. Two of the buildings, the milk cooling house and blacksmith shop, are constructed of bricks. On the interior, the milking barn is remarkably unchanged and intact, complete with its historic stanchions, troughs and lighting dating from the 1930s. The two metal silos outside the milking barn and annex are considered the last remaining ones of their kind in Boulder County. Almost all of the agricultural and dairy farm buildings and structures are intact from their historic period of use between the 1880s and 1950s and exhibit an excellent level of integrity. Addressed in the NRHP multiple property nomination form's registration requirements, as a grouping they convey the story of how the farm developed and functioned. Consequently, these buildings and structures are eligible as contributing resources.

Criterion D – Archaeology (Prehistoric Non-Aboriginal): The nominated property is also significant for its association with prehistoric archaeology, in relation to questions that have already been answered and those that remain to be explored. Prehistoric significance under this criterion is related to the identified multi-component Early Archaic Period and Ceramic Period site that dates from approximately 5,500BP (before the present) to 650BP. Located along the north bank of Rock Creek, seventy-three square meters of ground were excavated three decades ago and found to contain an abundance of artifacts and features related to its occupation and history of use. The archaeologists involved with that work concluded that significant cultural deposits are still likely to be found nearby, including evidence of habitations. Future excavation and analysis are expected to answer various questions about the lives of these ancient Indigenous peoples on the land, including the nature of their habitations, cultural characteristics and practices; their diet, including what animals they hunted and plants they gathered; and what artifacts they manufactured and used, including tools, clothing, cooking utensils, etc.

The nominated property has yet to be surveyed using archaeological methods for evidence of its significant historic features. Questions remaining to be answered include locating the exact route of the Cherokee Trail / Overland Stage Line Road / Denver & Cheyenne Road through the eastern area of the property; confirming the exact location of the Rock Creek Station roadhouse and Miller Tavern along the frontier and territorial road on the east side of Rock Creek; and anything that might be learned about the Sunnyside Mine in the property's southwest area. These features played an important role in the region's history of transportation, settlement, and industry, meriting additional investigation that is expected to improve understanding of these subjects. For the time being, these potential topics in historic archaeology remain to be explored and do not contribute to the site's eligibility.

HISTORIC CONTEXT

Indigenous Occupation at Rock Creek Farm, circa 5,500BP-650BP: For millions of years prior to the mid-nineteenth century, the open rolling landscape in and around the southeast corner of Boulder County was traversed by a diversity of living creatures. Eons ago these included dinosaurs, some of which left behind fossil evidence of their presence on various Boulder County open space properties. Modern humans arrived in more recent millennia in search of food, shelter and supplies. Over the past ten thousand years they lived off the land and frequented the area's waterways.

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Indigenous peoples left evidence of their presence on the land in the form of archaeological sites. One of these, the Rock Creek Archaeological Site (5BL.2712), is located on the nominated property just north of the farmstead on the north side of Rock Creek. Test excavations and limited data recovery were completed there in 1990 by archaeologists working for the Boulder County Parks and Open Space Department. Additional investigation occurred over the following two years. This resulted in the discovery of a multi-component site showing evidence of various occupations dating from the Early Archaic Period (circa 3,000-5,500BP) to the Ceramic Period (circa 650-2,000BP). The rich deposit of artifacts and features included firepits, chipped and ground stone tools, bone tools, ceramics, and floral and faunal remains. Among the artifacts were around two dozen projectile points along with blades, scrapers and graters, as well as manos, metates, cobbles and numerous pottery sherds.¹⁰

Although determined eligible for the NRHP in 1991 by the Colorado SHPO, the site was instead individually listed in the Colorado State Register of Historic Properties in 1993. According to the nomination, "the quantity and quality of the cultural deposits at the site contain information regarding site function, chronology, cultural affiliation, and subsistence and seasonality." Its eligibility under Colorado SRHP Criterion E was based upon the site's archaeological data content and its applicability to a wide variety of research topics pertaining to the two periods of occupation. The archaeologists concluded that given what was uncovered there, evidence of nearby habitations would likely be found in the future.¹¹

Another archaeological site (5BL.3117) has been discovered on the property, this one in the northeast corner of Section 22 near the intersection of Dillon Road and US Highway 287. The small site was initially recorded in 1990 by the University of Colorado and again in 2000 due to the expectation that it would be destroyed by construction of the Northwest Parkway and its Highway 287 interchange. Artifacts discovered there included a small assemblage of fire-cracked rocks, chipped stone debitage, and chipped stone tools. By 2000, the site was part of a cropfield where pumpkins were being grown, and it had been plowed numerous times. Archaeologists concluded that the site was not eligible for the NRHP because its resources had been disturbed and it failed to retain adequate integrity. It appears that the area where the artifacts were recovered might have survived construction of the highway. This resource does not contribute to the NRHP eligibility of the Rock Creek Farm Rural Historic District.¹²

Road Transportation at Rock Creek Farm, 1850s-1920s: Years before the Indigenous tribes were removed from Boulder County and the surrounding region in the 1860s, the area became an active transportation corridor. In 1850, the north-south Cherokee Trail's west branch was established along the plains east of the mountains by Indigenous migrants on their way to the California gold fields (the trail's east branch, established the previous year, followed the South Platte River before heading northwest into southern Wyoming). Use of the west branch continued throughout the 1850s. The trail passed through Township 1 South-Range 69 West, but no towns were yet present anywhere in the vicinity. Travelers moving across the open countryside forded streams and encountered wildlife, bands of Indigenous people, and other migrants, and had no modern amenities available to them.¹³

¹⁰ Gleichman and Lippincott, Rock Creek Site (5BL.2712), Colorado State Register of Historic Properties Nomination; Sally Crum, *People of the Red Earth: American Indians of Colorado*, p.15-31 & 61-72

¹¹ Gleichman and Lippincott, Rock Creek Site (5BL.2712), Colorado State Register of Historic Properties Nomination

¹² Colorado Cultural Resource Survey, Archaeological Site (5BL.3117), 1990 and 2000

¹³ Whiteley, *The Cherokee Trail: Bent's Old Fort to Fort Bridger*, p. 17-18, 24-25, 35, 39, 83-84

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During the early 1860s, as Denver and Boulder were in their nascent stage of growth and the gold rush was on in the mountains to the west, traffic along the Cherokee Trail increased with the arrival of Euro-Americans seeking to reach the Colorado Territory or continue along their frontier journey. When warfare broke out on the eastern plains between federal troops and Indigenous warriors following the 1864 Sand Creek Massacre, Ben Holladay diverted traffic along his Overland Stage Line away from western Nebraska and southeast Wyoming toward Denver. From Denver north, the line followed the Cherokee Trail, passing through the eastern acreage of what would later become Rock Creek Farm.¹⁴

Anticipating construction of the transcontinental railroad through southern Wyoming in 1867, Wells, Fargo & Company acquired the Overland Stage Line in 1866. As the Union Pacific Railroad pushed construction along, Wells Fargo launched stagecoach service between Denver and Cheyenne, Wyoming. After considering a variety of alternatives, the firm decided to stick with the Overland Stage Line route through the Rock Creek area. This became known as the Denver and Cheyenne Stage Road. The company made improvements to the road itself and constructed new bridges over washes and creeks. These provided commercial freight wagons and stagecoaches, along with private travelers, with a reliable road to traverse, along with access to wood, water and grass, and connections to emerging towns.¹⁵

Because the Denver and Cheyenne Stage Road proved to be so important and lucrative, additional stage and freight lines emerged to compete with Wells Fargo. Freight haulers that entered the market included the Merchants Dispatch & Freight Line and the Northern Freighting Company. In October 1868, Mason & Ganow commenced daily stage service using four-horse Concord hacks to compete with Wells Fargo. This sparked a price war, causing tickets to plummet from \$12.00 down to \$2.50 before they started to go up again. Mason & Ganow promised to transport passengers, mail and express packages in twenty-three hours, leaving Denver at 8:00 am and arriving in Cheyenne at 7:00 am the following morning. In the fall of 1869, Wells, Fargo & Company sold all of their Colorado stage routes and equipment to John Hughes & Company, which continued to operate along the Denver and Cheyenne Stage Road for at least another eight months. Throughout the 1860s, the road through Sections 22 and 27 in Rock Creek Farm handled substantial commercial passenger and freight traffic, along with individuals and groups traveling on horseback and with personal wagons.¹⁶

Long-distance commercial traffic along the stage road started to decline after 1870, when the Denver Pacific Railroad constructed its line between Denver and Cheyenne following a route through Greeley. A further reduction in long-distance road travel occurred in 1873, when the Colorado Central Railroad completed another north-south line from Denver to Cheyenne that passed through the Rock Creek area. Although the railroads diverted some traffic away from the region's stage and freight routes in the 1870s, the Denver and Cheyenne Stage Road continued to be used for years as a local and regional transportation route for personal travel, commerce, and as a farm-to-market road. It also connected Denver to Boulder and other emerging towns to the north from Louisville and Lafayette all the way to Fort Collins and into Wyoming.

¹⁴ Erb, Brown and Hughes, *The Bridger Pass Overland Trail, 1862-1869, Through Colorado and Wyoming*; Scott, *Historic Trail Map of the Denver 1° x 2° Quadrangle, Central Colorado*, US Geological Survey, 1999

¹⁵ Burke, *A Bumpy Ride: A History of Stagecoaching in Colorado*

¹⁶ "Messrs. Mason & Ganow...", *Rocky Mountain News*, 17 October 1868, p. 4; "Express Lines, New Stage Line, Denver to Cheyenne," *Rocky Mountain News*, 2 January 1869, p. 2; Burke, *A Bumpy Ride: A History of Stagecoaching in Colorado*

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During the first decade of the twentieth century, automobiles began to appear along the Denver and Cheyenne Stage Road, albeit in small numbers. These increased starting in 1908 when the affordable Ford Model T was released to the public. By the mid-1910s, the road previously used by stagecoaches and wagons had been replaced by an unpaved automobile road that became part of the Lincoln Highway. The Lincoln Highway Association chose the route from New York City to San Francisco and dedicated the highway in October 1913. Unfortunately for Colorado, it traversed southern Wyoming and completely bypassed its southern neighbor. Colorado officials lobbied the Lincoln Highway Association, whose leaders reluctantly agreed to the formation of what became known as the Colorado Loop. Deviating from the main highway in western Nebraska, the route took motorists southwest from Julesburg to Denver, and from there northward to Cheyenne.¹⁷

The Lincoln Highway Association removed the Colorado Loop from its officially sanctioned route in 1915, yet the name stuck with the public and continued to be used for many years. In most places, the route north of Denver followed section lines and existing roads. In at least one location, it meandered across a private property. Where the road had to navigate the terrain on Goodhue Hill south of the current Rock Creek farmstead, it diverged from the east section lines to curve westward for a length of about one-half mile through the Rock Creek Farm property. The hill proved especially difficult if not impossible to traverse when the road became muddy. Following one downpour in late July 1920, numerous cars were marooned there, preventing any traffic from getting through until help arrived the next day. Hundreds of tourists returning from the mountains were stranded overnight in their cars or anywhere in the Lafayette area they could find a place to sleep.¹⁸

When the Colorado Highway Advisory Board first numbered the state's highways in 1923, the Lincoln Highway north of Denver was designated Colorado Route 1. This ran from Denver to Fort Collins and then north to the state line near Cheyenne. With automobile traffic increasing along the road, the several-mile stretch between Broomfield and Lafayette needed to be improved. In the spring of 1923, Boulder County had the segment from Broomfield north to the top of Goodhue Hill near the southeast corner of Rock Creek Farm paved with concrete. From that point to the north for at least three-quarters of a mile, the road still curved through the farm as it descended the bluffs and washes.¹⁹

In August 1923, the Colorado State Highway Commission announced it would extend the paving on Colorado Route 1 between Broomfield and Lafayette, while also eliminating the segment that ran through Rock Creek Farm. According to an article published in the *Lafayette Leader*, "work will soon be started on the cutting down of the Goodhue hill and the making of the fill in the gulch which when completed will cut out the big horseshoe curve." In November, the state highway department closed the road for the winter, requiring drivers to detour around the area. Cutting and grading took place over

¹⁷ Lee and Jane Whiteley, *The Lincoln Highway in Colorado*, p. 8-11

¹⁸ Drumm's Pocket Map of Boulder County, Colorado, 1914; Road and Trail Map of Boulder County, Colorado, circa 1920; "Cars Marooned on Goodhue Hill," *Lafayette Leader*, 30 July 1920, p. 1; Lafayette Historical Society, *Lafayette, Colorado: Treeless Plain to Thriving City, Centennial History, 1889-1989*, 1990, p. 21-22

¹⁹ Autobee and Dobson-Brown, *Colorado State Roads and Highways, National Register of Historic Places, Multiple Property Documentation Form*, 10 January 2003; *Highways to the Sky: A Context and History of Colorado's Highway System*, Associated Cultural Resource Experts, 24 April 2002

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the following months. The project was slowed by the need for new bridges to be constructed over washes and both Rock Creek and Coal Creek.²⁰

The bridges and concrete paving were finally completed in late 1924 and the much-improved highway was reopened for use. For a brief period during the summer of 1926, the earlier route through Rock Creek Farm was placed back into use when buckling sections of the concrete paving on Colorado Route 1 had to be replaced. Since that time, the curving “horseshoe bend” of the earlier road where it ran through the Rock Creek Farm has been abandoned. In 1936, the United States Bureau of Public Roads designated Colorado Route 1 as US Route 287. During the post-World War II years, the road was re-designated US Highway 287, and it has been greatly widened over the decades to handle a growing volume of regional traffic.²¹

Settlement and Agriculture at Rock Creek Farm, 1860-1932: The event that changed the course of frontier Colorado’s history and development was the discovery of gold in 1858 in the river bottom soils at the confluence of Cherry Creek and the South Platte River, where downtown Denver is located today. The following spring and summer, prospectors located rich lodes of gold in the mountains to the west, sparking the Colorado gold rush and luring thousands of prospectors and entrepreneurs across the Great Plains and into Denver. From there, many continued west to the emerging mining camps. Others headed to diverse points along the Front Range, including Boulder County. Most of these migrants arrived with modest worldly possessions, together with dreams of a new life. However, for many their livelihood was not to be found in mining the hard, unforgiving rock of the mountains but in ranching and farming on the plains below.

Throughout the 1860s and 1870s, thousands of migrants traveled up the South Platte River in search of land where they could start farms and ranches. Others emerged from the mountain mining camps ready to acquire land where they could engage in agriculture. Eager to see the frontier settled by Euro-Americans in accordance with the ideal of Manifest Destiny, the United States Congress passed the Homestead Act in 1862, allowing any eligible adult to lay claim to 160 acres of government surveyed land. Settlers could gain legal title to the property after five years if they built a residence and improved the land through cultivation. A second option entitled claimants to secure ownership after six months if they established residency, made minor improvements, and paid the United States government a set price of \$1.25 per acre.

In 1861, the Colorado Territory was established with Boulder County among its first group of political entities. As the region’s Indigenous tribes were removed from their homelands during the decade through a series of treaties and forceful evictions, settlers began to arrive in larger numbers, eager to file land claims that established and protected their ownership rights. However, the area had to be surveyed and mapped before land parcels could be distributed. The federal government contracted with land surveyors Joel E. Hendricks (1861), George E. Pierce (1863), and Hiram Miller (1864) to

²⁰ “Began to Pour Concrete for Road at Broomfield on the Lincoln Highway,” *Longmont Ledger*, 27 April 1923, p. 8; “More Cement Road Will Open Tomorrow,” *Lafayette Leader*, 24 August 1923, p. 1; “Lincoln Highway Closed to Traffic for Winter,” *Lafayette Leader*, 23 November 1923, p. 5

²¹ “Work on Hard Road Now Being Pushed,” *Lafayette Leader*, 6 June 1924, p. 1; “Lafayette-Denver Road Almost Done,” *Lafayette Leader*, 14 November 1924; “Goodhue Hill Road to be Open Sunday,” *Longmont Daily Times*, 4 August 1926, p. 1; Autabee and Dobson-Brown, *Colorado State Roads and Highways, National Register of Historic Places, Multiple Property Documentation Form*, 10 January 2003; *Highways to the Sky: A Context and History of Colorado’s Highway System*, Associated Cultural Resource Experts, 24 April 2002

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measure and divide Township 1 South-Range 69 West into legal parcels that could be offered for settlement. The survey teams found the land in southeastern Boulder County crossed by Rock Creek and other natural drainages, along with the Laramie Road (the Cherokee Trail). In his 1864 field notes, Hiram Miller wrote that this township contained “good prairie land mostly claimed by actual settlers” who were cutting “large quantities of hay in the valleys annually.” He also noted that the land was predominantly smooth and gently rolling, with good grass that could be used as pasture. Cottonwood trees and scrub willows were growing along the streams, and evidence of coal seams was observed on the nearby bluffs.²²

Around 1859-1860, Dr. James E. Dow and his wife Charlotte opened a roadhouse along Rock Creek in Section 22. James was born in New York City in 1816 and Charlotte hailed from Vermont. By 1850, they had settled in Rappahannock, Virginia, where he was employed as a schoolteacher (he does not appear to have been a medical doctor). Their only child, a daughter named Ida, was born in Virginia in 1855. The family moved west to Colorado during the early period of the gold rush, and at their Rock Creek roadhouse they provided meals and possibly overnight accommodations to travelers along the Cherokee Trail / Laramie Road. Predating the Overland Stage, the roadhouse was not a stage or swing station. In addition, the Dows did not legally own the land upon which their facility stood because it had not been surveyed and opened for settlement. The Dows sold the roadhouse in the early 1860s and moved north to farm on land they claimed in the vicinity of the settlement of Burlington along St. Vrain Creek where present-day Longmont would soon emerge. James died in 1873 and was buried in an unmarked grave along the bank of the Highland Ditch east of the Town of Lyons. Charlotte moved to Boulder following her husband’s death. Where she is buried is unknown.²³

Thomas J. Lindsey acquired the roadhouse from Dow in the early 1860s and continued to operate it for about two years. During the early 1860s, he and partner James B. Foote appear to have laid claim to ownership of the land where the roadhouse stood, likely asserting squatters’ rights. In other words, their common law claim to the property would have been based upon continuous occupation of the land as opposed to holding legal title, which was not yet available. Lindsey sold the roadhouse in 1864 but held onto the land upon which it was located. In July 1866, he quit-claimed his one-half ownership share in the land to Foote in exchange for a payment of \$1,600. Because their original land claim predated federal survey of the property, and possibly even implementation of the Homestead Act of 1862, Foote had to take another step to secure his legal ownership. In February 1870, he paid the United States General Land Office for the land patent to eighty acres encompassing the NE $\frac{1}{4}$ SE $\frac{1}{4}$ and SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 22. This parcel included the land along Rock Creek that in the following years would hold the farmstead that remains there today.²⁴

The Foote family, including siblings James and Mary, originated in New York State and in the 1850s moved west to Michigan and then Iowa. In December 1862, Mary Foote married Lafayette Miller in Iowa and on June 1 of the following year they headed west across the Great Plains with a caravan of fifty ox-drawn wagons. After two months of crossing the plains, they arrived in the Boulder County

²² US General Land Office, Survey of Township 1 South-Range 69 West, Colorado Territory, 1861-1864

²³ Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 76; US Census Records, James and Charlotte Dow, Rappahannock, Virginia, 1850; St. Vrain District, Boulder County, Colorado, 1870; US Tax Assessment List, J. E. Dow, St. Vrains, Colorado, 1865; “Grave of One of Lyons Most Prominent Pioneers Unmarked – Uncovered by Plow,” *Lyons Recorder*, 18 September 1931

²⁴ Quit Claim Deed, Thomas Lindsey to James B. Foote, Boulder County Clerk & Recorder, 16 July 1866, Book D, Page 447; US General Land Office, Patent Issued to James B. Foote, 25 February 1870 (Document #757)

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settlement of Burlington, just south of present-day Longmont. Included among their belongings was the first threshing machine brought to the area that would mechanically separate the grain from the stalks and husks, saving farmers hours of labor.

In 1864, Mary and Lafayette Miller moved south to Rock Creek and purchased the roadhouse from Thomas Lindsey. They called the roadhouse Rock Creek Station and added the Miller Tavern to its operations (historic records suggest that Lindsey assisted Lafayette Miller in managing the tavern). Although stagecoaches operated by the Overland Stage Line began to pass the roadhouse and tavern daily that same year, they were kept to a strict time schedule and were unlikely to have stopped there. Instead, they would have stopped at Church's swing station five miles to the south and Boon's Ranch on Boulder Creek to the north. The Rock Creek Station and Miller Tavern was a private enterprise rather than a corporate one, and it would have been visited by military personnel, traders and freighters, and individuals or groups traveling along the road by horse and wagon. By the late 1860s, the road passing through the area became known as the Denver and Cheyenne Stage Road.²⁵

While Lafayette and Mary Miller were operating the roadhouse and tavern, Lafayette teamed with his brother-in-law James Foote to raise hay and cattle on the surrounding property and produce butter and eggs. They sold these products in the mountain mining camps and in meat markets they opened in Erie and Boulder. Mary Miller later recalled that on one occasion she prepared meals for a hundred members of a circus that made an unexpected stop at the Miller Tavern. If so, that would have been Dan Castello's Circus, the first to visit the Colorado Territory. In June 1869, the troupe staged shows in Denver, Golden, Central City, Georgetown and Boulder, and their route likely took them along the wagon and stage road past Rock Creek.²⁶

In June 1870, Foote sold the eighty-acre parcel of land to Mary Miller for \$500. The Millers remained there until March 1871, when they sold the land, roadhouse and tavern and moved on to other interests such as farming and operating their Boulder meat market. Lafayette died in 1878, after which Mary took their children to live at their farm a few miles north of Rock Creek. Ten years later, in 1888, she founded the town of Lafayette on the property, naming it for her beloved husband. In addition to selling town lots, she was further enriched when a substantial coal seam was discovered in 1884 on the acreage that led to development of the lucrative Simpson Coal Mine. Lafayette became a thriving coal town due to the Simpson Mine and others that emerged nearby. James Foote died in 1895 and was buried in Boulder's Columbia Cemetery. Mary lived for many more years and became the president of banks in Lafayette, Louisville and Erie. Following her death in 1921, she was buried next to her husband in the Lafayette Cemetery.²⁷

²⁵ Abram W. Foote, *Foote Family, Comprising the Genealogy and History of Nathaniel Foote of Wethersfield, Conn. and His Descendants*, p. 938-939; US Census Records, James B. Foote, Liberty, Iowa, 1860; Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 76 & 90; "Boulder County Pioneers," *Lafayette Leader*, 29 November 1912, p. 1

²⁶ Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 5, 32, 76-80; Burke, *A Bumpy Ride: A History of Stagecoaching in Colorado*, p. 43 & 119; "Dan Castello's Great Show," *Rocky Mountain News*, 31 May 1869, p. 1; US Census Records, James B. Foote, Boulder, Colorado, 1870-1880; "Boulder County Pioneers," *Lafayette Leader*, 29 November 1912, p. 1

²⁷ Warranty Deed, James B. Foote to Mary E. Miller, 18 June 1870, Boulder County Clerk & Recorder, Book L, Page 633; Warranty Deed, Mary E. Miller and Lafayette Miller to A. C. Goodhue and J. F. Bates, 14 March 1871, Boulder County Clerk & Recorder, Book O, Page 105; Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 76-79; Foote, *Foote Family, Comprising the Genealogy and History of Nathaniel Foote of Wethersfield, Conn. and His Descendants*, p. 938-939; "A Sudden Summons," *Daily Camera*, 18 December 1895, p. 1

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The man who acquired the Miller property in Section 22 in 1871 was Abner Cushman Goodhue, and he would substantially impact its history and development over the following decades. Born in Toronto, Canada in 1832, Goodhue lived and worked into his twenties on his family's farms in Lenawee County, Michigan southwest of Detroit and then along the Mississippi River north of Sauk Rapids, Minnesota. Between 1865 and 1870, he was active in the freight business, sold buffalo meat to the Union Pacific Railroad Company to feed its construction crews, and marketed horses out of Illinois. From 1870 to 1895, Goodhue was in the horse and cattle business with his friend and business partner George W. Rabb. Around 1870, the two stopped at Rock Creek Station with one hundred horses they were transporting for sale. The following year, Goodhue bought the eighty-acre property from the Millers. Rabb homesteaded nearby, claiming the entire northwest quarter of Section 22 (he received the patent in 1883). In 1876, Rabb married Goodhue's sister Harriett and for the time being they lived on Abner's farm. Harriett died in 1893 and when Rabb remarried in 1895, he moved to his own farm, where he apparently established a farmstead (no evidence of that farmstead remains on the property today).²⁸

In 1871, Abner Goodhue settled on his farm in southeast Boulder County and lived there for some time with his widowed father George (along with the Rabbs). It is possible that during those early years they lived in the former roadhouse, which continued to stand into the early 1900s. In 1887, Goodhue married Clara Waynick. Born in Iowa around 1859 and raised in Lucas County, she was substantially younger than her husband. Between the late 1880s and early 1890s, they had three sons they named Hugh, Paul and Bert. According to the 1900 census, around that time the Goodhues were living with their sons, the Rabbs' twenty-year-old daughter Blanche, and a farm laborer from Austria. By that time, they seem to have occupied a house that Goodhue had constructed northeast of the former roadhouse where the current farmhouse stands today. It is likely that Goodhue had the house built in the late 1880s when he married Clara.²⁹

Abner Goodhue began to expand the property by acquiring adjacent acreage in Section 22. Initially, this included a forty-acre parcel to the southwest (SW $\frac{1}{4}$ SE $\frac{1}{4}$) that his father George had patented in 1880. In 1885 and 1892, Goodhue patented three more parcels totaling 240 acres to the north (N $\frac{1}{2}$ NE $\frac{1}{4}$) and west (SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$). By 1896, he owned 1,440 acres of land. Goodhue also became centrally involved in the construction of the South Boulder & Rock Creek Ditch starting in 1873. This ditch extended across the middle of Section 22, bringing irrigation water to his cropfields and terminating near the farmstead. Over the years, Goodhue served as the ditch company's president and Clara as its secretary. Because of their management of the resource, the South Boulder Creek & Rock Creek Ditch ended up being known as the Goodhue Ditch. Goodhue also constructed the ten-acre Goodhue Reservoir No. 1 on his farm in the southwest quarter of Section 22. Enlarged in 1934 to twenty-three acres, the reservoir has been known since as Stearns Lake.³⁰

²⁸ US Census Records, Abner Goodhue, Madison, Michigan, 1850; Watab, Benton County, Minnesota, 1860; Stone, *History of Colorado*, Vol. IV, 1919, p. 682-684; Lafayette Historical Society, *Lafayette, Colorado: Treeless Plain to Thriving City, Centennial History, 1889-1989*, 1990, p. 216 & 311; Patent Issued to George W. Rabb, 10 July 1883, Document #1644

²⁹ US Census Records, Abner Goodhue, Louisville Precinct, Boulder County, Colorado, 1880; Colorado Marriage Record, Abner C. Goodhue and Clara M. Waynick, Louisville, Colorado, 11 August 1887; US Census Records, Clara Waynick, Chariton, Iowa, 1870

³⁰ Patent Issued to George Goodhue, 30 June 1880 (Document #2981); Patents Issued to Abner C. Goodhue, 23 January 1885 (Document #1676) and 4 May 1892 (Document #49); Lafayette Historical Society, *Lafayette, Colorado: Treeless Plain to Thriving City, Centennial History, 1889-1989*, 1990, p. 216; Architectural Inventory Records, Goodhue Ditch and Stearns Lake, History Colorado, Sites 5BL.2719.1 & 5BL.2719.42-46, 1989-1995

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In October 1877, Boulder's *Colorado Banner* newspaper printed a short article informing readers that "A. C. Goodhue, has raised...the boss wheat crop of the state. On 60 acres he realized 2270 bushels being almost 38 bushels to the acre. In some places it went over forty. Is there a wheat field of the size in the state, that can beat it? If so, tell us of it." Over the following decades, Goodhue became known not only for his agricultural products but also as a breeder of some of the region's finest driving and draft horses. He and his sons worked the land and continued to grow their agricultural empire with further acquisitions. Directly south of the farm, the 320 acres that made up the north half of Section 27 were owned by the Union Pacific Railway Company. In 1889, the Denver, Utah & Pacific Railroad completed a diagonal line through the property, and it was immediately leased to the Chicago, Burlington & Quincy Railroad, which operated trains between Denver and Longmont. The Union Pacific Railroad Company sold the mostly unused land to Goodhue in 1892, greatly expanding his farm.³¹

By the 1880s, the Goodhues had developed a farmstead over two hundred yards northeast of the roadhouse on open ground east of Rock Creek. The family lived in the house that Abner Goodhue had constructed where the present Craftsman bungalow farmhouse is located. Their horse barn, which remains standing today, was also likely constructed during the same period. In the first decade of the twentieth century, Goodhue became a director of the Louisville Bank, which was owned by Mary Miller. By 1910, Abner and Clara Goodhue were still living on the farm together with the boys, who were between eighteen and twenty-two years old. Abner died on 29 November 1912 and was buried in Boulder's Green Mountain Cemetery. Another gravemarker commemorating his life is found in the Benton County Cemetery in Sauk Rapids, Minnesota.³²

Following Goodhue's death, his sons continued to operate the farm and expand their landholdings. In Section 22, this included acquisition of the 160-acre George Rabb property that encompassed the entire northwest quarter, an 80-acre property patented in 1890 by William Stevens in the west half of the southwest quarter, and a forty-acre property bisected by the railroad in the section's southeast corner that was patented in 1891 by John N. Holmes. In a remarkable move for the era, Clara Goodhue stepped into her deceased husband's shoes and became president of the South Boulder Creek & Rock Creek Ditch Company.³³

In 1916, Clara Goodhue had her house demolished and replaced with a large, stylish Craftsman bungalow farmhouse that remains standing there today. She continued to live there for the next eight years. On November 17, the *Lafayette Leader* printed a short notice about her house's completion, stating that it was "a bungalo [sic], modern in every respect." The following year, the Goodhue sons formally incorporated their agricultural operation as the Goodhue Farms Company, indicating that it would be operated as a modern business and agricultural enterprise. When the 1920 federal census was recorded, Clara was sixty-one-years-old and living in the farmhouse with her twenty-seven-year-

³¹ "Who Can Beat It?," *Colorado Banner*, 11 October 1877, p. 5; "A Land Mark Gone," *Lafayette Leader*, 6 December 1912, p. 1; US General Land Office, Patent Issued to the Union Pacific Railway Company, 26 February 1897 (Document #38)

³² "Louisville Bank," *Black Diamond World*, 19 June 1909, p. 8; US Census Records, Abner and Clara Goodhue, 1910; Stone, *History of Colorado*, Vol. IV, 1919, p. 684; "A Land Mark Gone," *Lafayette Leader*, 6 December 1912, p. 1; Burial Record, Abner Cushman Goodhue, Green Mountain Cemetery, Boulder, Colorado, Date of Death: 29 November 1912; Burial Record, Abner Cushman Goodhue, Benton County Cemetery, Sauk Rapids, Minnesota, Date of Death: 29 November 1912

³³ Stone, *History of Colorado*, Vol. IV, 1919, p. 684; Chronological History of Rock Creek Farm, Boulder County Parks and Open Space Department; Patent Issued to William Stevens, 9 December 1890 (Document #2722); Patent Issued to John N. Holmes, 5 March 1891 (Document #9388)

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old son Bert. In 1922, the 640 acres in Section 22 were acquired by Paul Goodhue. That December, a fire destroyed a residence on the property that housed tenants. Although the newspaper did not provide information about the building's background, this does raise a question about whether it might have been the 1860s roadhouse and tavern, finally meeting its demise.³⁴

Clara moved to California in 1924 and census and city directory records show that she was joined there by her sons Hugh and Bert, along with Bert's wife Nelle. They all lived together in a fourplex apartment building at 1217 S. Hoover St. just west of downtown Los Angeles, and both Hugh and Bert worked for a pottery company. Paul Goodhue might have been there as well by 1930. Clara and Hugh were still living in the same building in 1940. She died that June and was buried in Inglewood Park Cemetery.³⁵

When the Goodhues moved to California in 1924, the 640 acres in Section 22 were acquired from Paul Goodhue by Lawrence Maroney Jr., the son of a Denver banker and himself an executive with the First National Bank in Lafayette. He occupied the farmhouse starting in early 1925 and lived there with his mother and sisters. His brother Arthur, who worked in banking in Denver, also planned to reside with them and commute into the city. On 9 January 1925, the *Lafayette Leader* informed its readers about the farm purchase and stated that "the house on this ranch is one of the most modern and complete farm homes in this section of the state." Active in the Lafayette Lion's Club, Maroney held meetings and special events at the farmhouse. At one gathering, he hosted a dinner and the guests participated in a baseball game on the property followed by a sing-along on the large front porch. He also harvested wheat from the cropfields. A large International combined harvester-thresher brought onto the farm in 1926 could process 1,000 bushels of grain each day and was reported to be the first of its kind in the vicinity of Lafayette. Maroney continued to occupy the property through 1927. He soon moved back to Denver, became president of the Gas-O-Mat Company, and died there in 1932.³⁶

In August 1927, the 640-acre farm was purchased for more than \$125,000 by the Associated Realty Company, whose name had been changed earlier that year from the Olinger Corporation. Its owner, George Olinger, was known for his prominent Olinger Mortuary in Denver and was a respected philanthropist. The company planned to retain the farm's mineral rights and sell the land. Associated Realty leased the property to Jess and Elizabeth Nordyke, who raised sugar beets, hay and cattle on the acreage. In June 1930, the *Lafayette Leader* reported that the Denver law firm of Finn & Minard had acquired the farm with the goal of stocking it with Holstein cattle and opening a dairy operation. That plan did not come to fruition. Instead, in 1932 during the depths of the Great Depression, the Denver Joint Stock Land Bank secured the property from the bankrupt Associated Realty Company. That same year, the bank sold the farm to a new owner, a commercial enterprise from Denver that would transform the farmstead and launch the property into a new phase of its history.³⁷

³⁴ "Mrs. Clara Goodhue expects to move into her home....," *Lafayette Leader*, 17 November 1916, p. 4; US Census Records, Abner and Clara Goodhue, 1920; Stone, *History of Colorado*, Vol. IV, 1919, p. 684; "Goodhue Tenant House Destroyed by Fire," 15 December 1922, p. 1

³⁵ US Census Records, Clara Goodhue, Los Angeles, California, 1930 & 1940; Death Record, Clara M. Goodhue, Los Angeles, California, Date of Death: 26 June 1940

³⁶ US Census Records, Larry Maroney, Denver, Colorado, 1910 & 1920; "Lafayette's Bank Has New Cashier," *Lafayette Leader*, 26 October 1923, p. 1; "Maroney Family Moving to Their Country Home," *Lafayette Leader*, 9 January 1925, p. 1; "Lions club to Meet at Larry Maroney Home," *Lafayette Leader*, 19 June 1925, p. 1; "Wheat Harvesting Now in Full Swing," *Lafayette Leader*, 16 July 1926, p. 1; "Lions Club Enjoys Delightful Outing," *Lafayette Leader*, 1 July 1927, p. 1; "Maroney Dies," *Lafayette Leader*, 14 October 1932, p. 1

³⁷ "Denver Firm Buys Maroney Ranch," *Lafayette Leader*, 12 August 1927, p. 1; "New Realty Office to Open," *Arvada Enterprise*, 27 January 1927, p. 1; Lafayette Historical Society, *Lafayette, Colorado: Treeless Plain to Thriving City*,

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Rail Transportation at Rock Creek Farm, 1870s-1920s: In 1873, the Colorado Central Railroad (CC) launched the construction of a rail line that would eventually connect Denver and Golden to the emerging towns along the northern Front Range all the way to Cheyenne, Wyoming. By April of that year, the route was completed to Boulder and Longmont. It passed through the present-day Rock Creek Farm in the east half of Section 28, just east of today's Brainard Drive. The CC was acquired in 1890 by the Union Pacific, Denver & Gulf Railroad (UPD&G). Eight years later, the UPD&G became part of the Colorado & Southern Railway (C&S), which purchased the line through foreclosure. The C&S operated the route from January 1899 until 1908, when it came under the control of the Chicago, Burlington & Quincy Railroad (CB&Q). In 1970, this became a subsidiary of the Burlington Northern Railroad (BN). Finally, the C&S merged into the BN in 1981.³⁸

Close to the north line of Section 28, a spur of the C&S branched toward the east to serve the Sunnyside Coal Mine, which occupied the northeast quarter of Section 28 southeast of Rock Creek from 1900 to 1921. In 1906, the spur was lengthened a short distance from the Sunnyside Mine No. 1 to reach the nearby Sunnyside Mine No. 2. Two years later, the C&S constructed new tracks from Semper (in today's City of Westminster) north toward Boulder to accommodate heavier steam trains. At that time, the rail segment that ran through the east half of Section 28 was replaced by a new main line that curved through the west half of the section about one-half mile to the west. Rather than abandoning the original line, it was electrified and converted for use by the Denver & Interurban Railroad (D&I), which partly ran along the C&S and partly along its own dedicated tracks. The D&I operated electric streetcars between Denver and Boulder by way of this route from 1908 to 1922, stopping in other local communities along the way.³⁹

In 1889, Rock Creek Farm was impacted by the development of another rail line that extended through its eastern acreage. Running on a diagonal through Sections 22 and 27, the line was constructed by the Denver, Utah & Pacific Railroad (DU&P) to connect Denver with Longmont and Lyons. To the south at Burns Junction (just southeast of Rock Creek Farm's southernmost point along the north side of today's Industrial Lane), the route diverged from the main line of the Denver, Marshall & Boulder Railroad (DM&B), a subsidiary of the Union Pacific Railroad Company. Between Burns Junction and Erie nine miles to the northeast, the DU&P line was built on a grade that had been constructed in 1881, but never completed with ties and rails, by the Denver, Western & Pacific Railroad.⁴⁰

Once the tracks were completed in the summer of 1889, the rail line was leased to the Chicago, Burlington & Quincy Railroad (CB&Q) and scheduled trains began using the route. It was operated by the Burlington & Missouri Railroad Company, a subsidiary of the CB&Q. In 1908, the CB&Q acquired title to the route, and it continued to operate under that name for another six decades. The railroad company and its line between Denver and Longmont were acquired in 1970 through mergers that resulted in formation of the Burlington Northern Railroad. Today the rail line is operated by the

Centennial History, 1889-1989, 1990, p. 207; "Goodhue Farm to be Made into Fine Dairy, *Lafayette Leader*, 6 June 1930, p. 1; Chronological History of Rock Creek Farm, Boulder County Parks and Open Space Department

³⁸ Wilkins, *Colorado Railroads: Chronological Development*, p. 11, 70, 74, 121, 163, 173 & 209; Architectural Inventory Records, Colorado Central Railroad / Colorado & Southern Railroad / Sunnyside Mine Spur / Denver & Interurban Railroad Segment, History Colorado, Sites 5BL.400 & 5BL.400.13 & 5BF.70.7, 1981-2015

³⁹ Jones and Holley, *The Kite Route: Story of the Denver & Interurban Railroad*, p. 14, 28, 29-30, & 39; VanderKwaak, Wahlers, Litvak and Raath, *Historic Streetcar Systems of Colorado*, p. 200-212

⁴⁰ Wilkins, *Colorado Railroads: Chronological Development*, p. 40, 56, 74-75; Architectural Inventory Records, Burlington Northern Railroad, History Colorado, Sites 5BL.374 & 5BL.374.11, 1981-2008

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Burlington Northern Santa Fe Railroad (BNSF) but no longer reaches Longmont. Instead, the route is truncated on the southeast edge of Lafayette southwest of the intersection of South Boulder Road and 120th Street, where it continues to serve two large lumberyard and building materials facilities.⁴¹

Coal Mining at Rock Creek Farm (1900-1921): During the first two decades of the twentieth century, the southwest area of Rock Creek Farm was developed for another use that was unrelated to the area's agricultural history. Three patents were issued between the early 1870s and 1890 to homesteaders claiming land in Section 28. The first was to Levi N. Cressy, who in 1873 claimed the south half of the south half of the section. In 1888, George W. Hunter patented the north half of the south half of the section. Finally, in 1890 Thomas Hodgson claimed the northeast quarter of Section 28. A decade later, Hodgson's property, already bisected by the Colorado & Southern Railway line between Denver and Boulder, would become the location of the Sunnyside Mine.⁴²

By the turn of the twentieth century, the Coal Creek and Rock Creek valleys from Marshall and Superior on the southwest to Frederick and Firestone on the northeast had emerged as a rich coal mining belt known as the Northern Coal Field. Numerous mines were opened between the 1860s and early 1900s, and towns such as Louisville and Lafayette became wholly dependent well into the twentieth century upon revenue from the underground coal workings. The areas within and around these two towns held thirty-three coal mines. Brought to the surface at great expense and risk to the health and lives of the miners, the coal was shipped by rail to Denver and other communities along the northern Front Range. Much of the Northern Coal Field ended up being controlled by three conglomerates, the United Coal Company, Northern Coal Company, and the Rocky Mountain Fuel Company. Others, including the Sunnyside Mine, remained independent operations. As miners throughout the field joined the United Mine Workers of America, strikes and threats of strikes occurred from time to time as the men sought better wages and working conditions.⁴³

The Northern Coal Field was the source of soft lignite coal, which could be used as fuel but was also problematic. Lignite could spontaneously combust when exposed to air, posing a danger to the miners underground. In late 1901, four explosions occurred in in the Sunnyside Mine in a single month. The last explosion killed miner William Spegal and left miner John Rebel badly burned. Once the coal was brought to the surface it began to absorb atmospheric moisture. Left sitting for too long, it would degrade and eventually turn to a black paste that could not be ignited. For this reason, the coal could not be stored and had to be mined to meet demand and shipped to the consumer within a relatively short period of time. A relatively small but still important proportion of the area's output was used to fuel the thousands of steam boilers and pot-belly stoves that heated homes, businesses and public buildings across the region. This was transported into the cities by rail and then delivered to customers by local coal merchants with delivery trucks. By far the largest consumers of coal were area railroads,

⁴¹ Wilkins, *Colorado Railroads: Chronological Development*, p. 40, 56, 74-75; Architectural Inventory Records, Burlington Northern Railroad, History Colorado, Sites 5BL.374 & 5BL.374.11, 1981-2008

⁴² Patent Issued to Levi N. Cressy, 1 November 1873 (Document #1803); Patent Issued to George W. Hunter, 13 June 1888 (Document #849); Patent Issued to Thomas Hodgson, 5 June 1890 (Document #2520)

⁴³ Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 100-101; "Coal Miners Resume," *Colorado Springs Weekly Gazette*, 6 February 1901, p. 2; Noel and Corson, *Boulder County: An Illustrated History*, p. 107-108; Colton and Lowrie, *Map Showing Mined Areas of the Boulder-Weld Coal Field, Colorado*, 1973; Roberts, Hynes and Woodward, *Maps Showing the Extent of Mining, Locations of Mine Shafts, Adits, Air Shafts, and Bedrock Faults, and Thickness of Overburden Above Abandoned Coal Mines in the Boulder-Weld Coal Field, Boulder, Weld, and Adams Counties, Colorado*, 2001

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electric power plants and sugar factories, along with Denver's burgeoning industrial facilities, including smelters, breweries, textile plants, and flour and paper mills.⁴⁴

The northeast quarter of Section 28 east of the Colorado & Southern Railway line was known to be underlain by coal beds by the 1890s. In January 1899, landowner Thomas Hodgson leased the entire parcel for a period of twenty years to a group of men that included John Hutchinson, C. F. Wolfer, John Murray, Thomas Mitchell, George Smith, Milson Phipps, Emanuel Smith and Thomas Taylor. They appear to have incorporated the Sunnyside Coal Company around that time and went to work developing the property. A shaft was sunk to a depth of about 210' to reach the four- to five-foot-thick coal bed and excavation began. Pumps had to be kept running around the clock to keep the mine from being flooded with groundwater. While coal production reached its peak in 1913, during the mine's two decades of operation it yielded about 300,000 tons of coal that were placed on the market.⁴⁵

By early 1903, the Sunnyside Coal Company had come into some sort of financial trouble and was not paying its miners. It appears that many, if not all of them, had left the mine. Operations were taken over by lender J. M. Newlin, who promised to pay the miners and the company's creditors. He also began advertising for twenty-five to thirty experienced miners to get the facility running again. In December, after evidently regaining control of the mine, company president J. J. Thomas transferred its lease with Thomas Hodgson to the Vesuvius Coal Company for a fee of \$99,992. The agreement provided the new lessee with "all the buildings, machinery, tools, boilers, engines, derricks, pumps, fans, tipples, screens, cages, pit-cars, track in said mine, railway track, mules, improvements and chattels of every kind and description thereon located." Although the company renewed its articles of incorporation in 1904, the Sunnyside Coal Company was dissolved in 1909.⁴⁶

The Vesuvius Coal Company was founded in late 1903, just a few weeks before it signed the lease on the Sunnyside Mine. Exactly who organized and managed the company is currently unknown. Two years later, in September 1905, the *Erie News* reported that the miners were hoisting 80 to 100 tons of coal out of the ground daily. Between thirty and fifty miners were employed at the mine. They and their families lived on the property in a collection of small company-owned wood two-room houses with corrugated metal roofs, no foundations, and no plumbing. The children attended the Sunnyside School, which they walked to up the railroad tracks. In September 1905, several of the children were hit by a train, leaving one dead and several others severely injured. Following that tragic incident, the school board arranged for the children from the mine to be transported to school by the train rather than walking on the railroad tracks. On Sundays, baseball teams organized by the mines would play one another for entertainment. Some of these games took place on the grounds of the Sunnyside Mine.⁴⁷

⁴⁴ Conarroe, *80026: An Illustrated History of Lafayette, Colo., 1829-1929*, p. 101 & 174; "Mine and Mill Accidents," *Mining Reporter*, 2 January 1902

⁴⁵ Amendment to Articles of Incorporation, Colorado State Archives, Filed 10 February 1902; Assignment of Lease, Sunnyside Coal Company to the Vesuvius Coal Company, 2 December 1903; Bacon, "Take a Walk on the Sunnyside," *The Louisville Historian*, Winter 2005

⁴⁶ "The Sunnyside mine at Louisville Junction has passed into the hands...", *Lafayette News*, 31 January 1903, p. 1; "Miners Wanted," *Lafayette News*, 31 January 1903, p. 1; Assignment of Lease, Sunnyside Coal Company to the Vesuvius Coal Company, 2 December 1903; Renewal of Articles of Incorporation, Sunnyside Coal Company, Colorado State Archives, 3 October 1904; Dissolution of Company, Sunnyside Coal Company, Colorado State Archives, 22 September 1909

⁴⁷ Articles of Incorporation, Vesuvius Coal Company, Colorado State Archives, 12 November 1903; "Louisville Locals," *Erie News*, 8 September 1905, p. 8; Renewal of Articles, Vesuvius Coal Company, Colorado State Archives, 17 January 1908; Bacon, "Take a Walk on the Sunnyside," *The Louisville Historian*, Winter 2005; "Railroad Accident at Louisville," *Erie News*, 15 September 1905, p. 1; "Louisville Locals," *Erie News*, 30 September 1905, p. 1

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During the summer of 1906, the Vesuvius Coal Company had a second shaft sunk at the mine, this time to a depth of around 340', making the Sunnyside one of the deepest coal mines in the area. This required the installation of another headframe and tibble, along with additional machinery. The new shaft appears to have been located on five-and-a-half acres of land in the northwest quarter of Section 27 that the firm purchased from Abner Goodhue. With the shaft open, the company began advertising to hire more men. In the spring of 1911, the Louisville Union of the United Mine Workers of America secured a fifteen-year lease on the Sunnyside Mine from the Central Coal & Land Company, which by that time had evidently acquired the land. Operations were managed by Louis Gutfelder Jr., Tony Fenolia, Nicholas Thomas Jr., Frank Dalby, J. A. Carveth and Frank Carveth. Starting around 1914, the mine was operated by the Big Six Coal Company of Denver, which was incorporated that year. Forty miners were employed there and the coal was still being hauled from the tunnels by mules. The Big Six Coal Company continued to operate the mine into the early 1920s, with J. A. Carveth and Frank Carveth at the helm.⁴⁸

The Sunnyside Mine's most famous native son was William Jovanovich, who was born there in 1920 to a Serbian miner father and Polish mother. He went on to become president and CEO of the publishing firm Harcourt Brace Jovanovich. In his 2003 memoir, *The Temper of the West*, he recalled that his family lived in one of the company's small houses, with no running water and no finishes on the interior walls. His father was paid in scrip that could only be spent at the company store. The mine flooded in 1921 and the miners lost their tools, which they were required to provide. Following the incident, the mine closed and the Jovanovich family moved to Denver. The entire mine site was abandoned, and its underground workings along with the surface headframes, tipples, buildings, and equipment were left in place.

By the time Boulder County acquired the property in 1980, most of the mining-related features and equipment on the surface had been removed. Exactly who took these items, and when, is uncertain. The property was strewn with farm-related debris and at least one of the mine shafts was still sitting open but filled with water and a random collection of discarded items. Reclamation of the property began as the County worked with the State of Colorado to close the shaft(s) and remove debris from the property. The mine's waste rock piles were mixed with topsoil and grass seed and spread across the grounds. Today what remains visible of the mine are coal-stained soils and the remnant of the rail spur. The underground workings are presumably in place but are inaccessible.⁴⁹

The Stearns Dairy Farm No. 2 at Rock Creek Farm (1932-1949): In 1932, the former Goodhue Farm was acquired by the Stearns Dairy Company, owned by William S. Stearns and Edwin E. Hillmeyer. Their main farm and dairy processing plant was in the City of Glendale on the east side

⁴⁸ "New Shaft at Sunnyside," *News Free Press*, 14 July 1906, p. 1; "Miners Wanted," *Lafayette Leader*, 9 August 1907, p. 3; "Louisville Union Will Operate Coal Mine," *Lafayette Leader*, 16 June 1911, p. 1; Articles of Incorporation, Big Six Coal Company, Colorado State Archives, 4 May 1914; *The Coalfield Directory and Mining Catalogue*, 1915; *Fifth Annual Report of the State Inspector of Coal Mines*, 1917, p. 12-13; "The Big Six Coal Company," *Denver Jewish News*, 17 September 1919, p. 8 (advertisement); *The Coal Catalog and Coal Field Directory*, 1920

⁴⁹ Bacon, "Take a Walk on the Sunnyside," *The Louisville Historian*, Winter 2005; William Jovanovich, *The Temper of the West*, p. 39-40; Email Communication Between Carol Beam and Rich Koopman, Boulder County Parks & Open Space Department, 6 January 2022

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of Denver in the vicinity of Colorado Boulevard between Leetsdale Drive and Cherry Creek. It was one of several dairies that historically operated in that area.⁵⁰

William S. Stearns was born in Pennsylvania in 1855 and by the 1890s was operating a dairy farm in the countryside in Glendale. It is unclear whether he ever married or had children. His entire life was devoted to operating his dairy. Stearns continued to live on the Glendale farm until his death in 1947 (he is buried in Fairmount Cemetery). Edwin E. Hillmeyer was born in Warrenton, Missouri in 1885 and his father was a blacksmith. Around 1910, he was employed as an automobile garage mechanic in Jackson, Oklahoma. By the time he registered for the draft in 1917, he was living in Denver. Hillmeyer served as a private in the United States Army during World War I and then returned to Colorado, where he took a job selling farm implements. By 1930, he had a wife and son and was working for the Stearns Dairy Company. The Hillmeyers lived in Denver and not at the dairy farm in Glendale. During the early 1930s, Hillmeyer became a partner in the dairy business with Stearns, and his son Clark Hillmeyer eventually became an assistant manager. Following Stearns' death in 1947, Hillmeyer became the company's president and sole owner. He died in 1964, and his burial place is unknown.⁵¹

Around the time the Stearns Dairy Company purchased the former Goodhue Farm at Rock Creek, the *Colorado Manufacturer and Consumer* published an article about the company. The 13 August 1932 article quoted Hillmeyer as saying that "not only do we have our own herd of high grade cows but we are continually increasing them, and have just purchased 700 acres of land near Broomfield, Colorado, where we intend to raise another herd of thoroughbred Holsteins and Guernseys to take up the work of producing more quality milk to supply our fast growing demands." The company's herds of dairy cattle and its processing plant in Glendale provided Denver residents with milk along with cream, whipping cream, and cottage cheese. These products were sold in Piggly Wiggly grocery stores along with numerous neighborhood groceries. In addition, the company provided delivery to residences throughout North Denver, South Denver, Park Hill and Capitol Hill using a fleet of twelve panel trucks emblazoned with the name "Stearns Dairy Co." on their sides.⁵²

Starting around 1933, the Stearns Dairy Company launched a major expansion of the former Goodhue Farm, converting it into a commercial dairy operation. This transformation required the construction of several new buildings and structures. Included among them were a bunkhouse, garage, blacksmith shop and large equipment shed, milking barn and annex, milk cooling house, pump house, feeding barns and loafing sheds, and the eastern silo. The farmhouse and horse barn from the Goodhue Farm era were retained, and another barn that stood northwest of the milk cooling house was left there for the time being. In 1934, the Stearns Dairy Company had Goodhue Reservoir No. 1 enlarged to twenty-three acres to support its irrigated cropfields, and from that time on it was known as Stearns Lake.

The substantial milking barn, feeding barns, and loafing sheds indicate that the Stearns Dairy Company maintained a sizable herd of cattle, fed by crops grown in the nearby fields. Inside the milking barn,

⁵⁰ Limited and unconfirmed historical records suggest the company might have operated another farm in the area but further east, possibly just west of Fairmount Cemetery

⁵¹ US Census Records, William S. Stearns, Denver, Colorado, 1910-1940; Denver City Directories, Listings for William S. Stearns and Edwin E. Hillmeyer, 1890-1945; Burial Record, William S. Stearns, Fairmount Cemetery, Denver, Colorado, 1947; US Census Records, Edwin E. Hillmeyer, Warren, Missouri, 1900; Jackson, Oklahoma, 1910; Denver, Colorado, 1910-1940; Draft Registration and Service Records, Edwin Ernest Hillmeyer, 1917-1918; Draft Registration Records, Edwin Ernest Hillmeyer, 1942

⁵² "Quality Has No Substitute," *Colorado Manufacturer and Consumer*, 13 August 1932, p. 12-13

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the company installed a metal stanchion system and related equipment, much of it manufactured by the Loudon Machinery Company of Iowa. Once extracted from the cows, the milk was piped into cooling vats in the nearby milk cooling house. From there it was loaded into milk cans, placed on trucks that were weighed at the scale house on the southeast end of the horse barn, and then transported to the main dairy plant in Glendale for processing into dairy products sold in the city. This continued until 1949, when the Stearns Dairy Company closed its operations at Rock Creek Farm and sold the property to a new owner. The Stearns Dairy Company continued to operate through 1960, when it was acquired by the Roberts Dairy Company. Why the firm chose to sell the farm at Rock Creek in the late 1940s remains unknown.

The Post-Stearns Dairy Farm Era at Rock Creek Farm (1949-1980): In September 1949, the Stearns Dairy Company sold the farm to Hiram C. and Rose Ann McKelvie. Hiram was an award-winning Nebraska stockman and pig breeder who also published *The Nebraska Farmer*. He added to the herd of seventy dairy cattle acquired from the Stearns Dairy Company by importing Holsteins, Guernseys and Brown Swiss from Minnesota and Wisconsin. While some of the cows produced milk that was sold to the Stearns Dairy Company, McKelvie held periodic auctions where he sold dairy cows and calves to other farmers.⁵³

According to the McKelvies' daughter Rosemary, who was interviewed in the mid-1980s, no buildings were constructed or demolished during the family's ownership of the property. Stearns Lake was actively used for fishing as well as irrigation. While the family focused their attention on the dairy operation, they leased the fields for crop production. The approximately 646-acre farm had 400 acres in cultivation and another 176 acres were used for cattle grazing. By the beginning of 1953, the McKelvies decided that the dairy operation was too much work and they moved to Boulder. On 1 January 1953, they leased the property to Charles Williams, who continued to operate the dairy for about fifteen months.⁵⁴

The farm's dairy operations came to a permanent halt in the spring of 1954, when the McKelvies sold the property to Balmore F. Swan, president of the Empire Savings and Loan Association in Denver. He shuttered the dairy and hired Ted Bird to operate the property as a branch of Swan's Hereford Ranch. Bird and his wife had been managing Swan's Hereford Ranch at Buffalo Creek in the area of Evergreen, Colorado for years. This might be when the barn next to the milk cooling building was demolished and the northwest silo installed. In 1966, a business partnership formed by William D. Hewitt, T. D. Anderson and Robert Davison purchased the property along with the 235-acre parcel to the southwest that contained the former Sunnyside Coal Mine. The farm was leased in 1973 to Bob Fortner, who raised 180 acres of hay and pastured between seventy and one hundred cattle on the land.⁵⁵

⁵³ Chronological History of Rock Creek Farm, Boulder County Parks and Open Space Department; Deed, Stearns Dairy Company and Eva Hillmeyer to Hiram C. McKelvie and Rose Ann McKelvie, Boulder County Clerk & Recorder, 22 September 1949; "Nebraska Stockman Buys Stearns Dairy," *Louisville Times*, 1 December 1949, p. 1; "McKelvie's First Special Dairy Sale," *Louisville Times*, 15 December 1949, p. 8

⁵⁴ Rosemary McKelvie Kuppinger, interviewed by Susan Allison on 31 March 1986

⁵⁵ "McKelvie Sells Farm," *Lafayette Leader*, 12 March 1954, p. 1; "Denver Man Buys 654 Acre Stearns Farm," *Louisville Times*, 18 March 1954, p. 1; "Stearns Dairy Near Lafayette Sold to Swan Hereford Co.," *Boulder Daily Camera*, 26 March 1954; "Rock Creek Ranch Historical Data for National Register Nomination," Prepared by Manuel M. Weiss for the Boulder County Parks and Open Space Department, September 1984; "Stearns Dairy Gets New Name, Look," *Rocky Mountain News*, 18 April 1967, p. 39; Chronological History of Rock Creek Farm, Boulder County Parks and Open Space Department

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Starting in 1979-1980, Boulder County began the phased acquisition of the Rock Creek Farm property. This took several years, as the 1,124 acres were under four different ownerships. The County's goal was to establish an open space buffer between the growing communities of Broomfield, Louisville, and Lafayette. In addition, the County wanted to preserve the property's multiple resource values that included agriculture, wildlife, grasslands, water, cultural resources, community shaping, scenic vistas, and recreation. In 1998, Boulder County dedicated the property to its late Parks and Open Space director, Carolyn Holmberg, and renamed it in her honor – the Carolyn Holmberg Preserve at Rock Creek Farm. Rock Creek Farm was the first open space acquisition that Holmberg promoted because the property incorporated many of the values she believed open space should contain. These included “a place where visitors and community members could connect, a place where farmers and producers could lease agricultural land, a place where important grassland resources and their associated wildlife would be protected, and a place that would preserve its cultural resources.”⁵⁶

Under the management of the Boulder County Parks and Open Space Department for the past forty-plus years, Rock Creek Farm has been the focus of recreational infrastructure improvements to facilitate public access while protecting the other property values mentioned above. Today, visitors have access to hiking and biking trails. Stearns Lake is available for fishing and wildlife viewing, and includes a nearby parking lot, restroom, picnic shelter, and informational kiosk. Interpretive signs are located along the trails, sharing the natural and cultural history of the property. Much of the property is still managed for agricultural use under a lease agreement with a tenant, providing visitors with the opportunity to see a working farm and its historic buildings from the trail system that crosses the land. A non-profit organization dedicated to raptor rehabilitation uses several enclosures adjacent to the historic farmstead that house birds such as hawks and eagles that are recuperating from injuries and illness before they are released back into the wild.

As the area surrounding Rock Creek Farm continues to develop and urbanize, the property remains a rural oasis that offers a tranquil landscape and link to its historic past. In 1998, the Boulder County board of commissioners voted to approve landmark designation of the Rock Creek Farm Cultural Landscape District, which includes the same land, boundaries, and archaeological and historical resources that are currently being nominated to the NRHP.⁵⁷

⁵⁶ Carolyn Holmberg *Preserve at Rock Creek Farm, Management Plan, 2020 Update*, Boulder County Parks & Open Space, 5 January 2021, p. 5

⁵⁷ Noel and Corson, *Boulder County: An Illustrated History*, p. 168; Boulder County Historic Landmark – Nomination Form, Rock Creek Farm Cultural Landscape District, Prepared by Rebecca Waugh and Carl McWilliams, 1998; Boulder County Resolution 98-113, Designation of the Rock Creek Farm Complex in Unincorporated Boulder County as an Historic Landmark Under the Boulder County Historic Preservation Regulations, Adopted 28 July 1998

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"Wheat Harvesting Now in Full Swing," 16 July 1926, p. 1.

"Lions Club Enjoys Delightful Outing" 1 July 1927, p. 1.

"Goodhue Farm to be Made into Fine Dairy, 6 June 1930, p. 1.

"Maroney Dies," 14 October 1932, p. 1.

"McKelvie Sells Farm," 12 March 1954, p. 1.

Lafayette News (Lafayette, CO)

"The smokestack at the Sunnyside mine was broken...," 22 February 1901, p. 1.

"The Sunnyside mine at Louisville Junction has passed into the hands...," 31 January 1903, p. 1.

"Miners Wanted," 31 January 1903, p. 1.

"Louisville Locals," 30 September 1905, p. 1.

Longmont Ledger (Longmont, CO)

"Began to Pour Concrete for Road at Broomfield on the Lincoln Highway," 27 April 1923, p. 8.

Louisville Times (Louisville, CO)

"Nebraska Stockman Buys Stearns Dairy," 1 December 1949, p. 1.

"McKelvie's First Special Dairy Sale," 15 December 1949, p. 8 (advertisement).

"Denver Man Buys 654 Acre Stearns Farm," 18 March 1954, p. 1.

"County's Latest Open Space Dedicated," 22 October 1980, p. 13.

"County Hopes to Get Some 'People Use' Out of Rock Creek Open Space Area," 18 August 1982, p. 16.

"Stearns Lake Won't Be Ready Until Next Summer," 1 July 1987, p. 5.

"Rock Creek Farm," 13 May 1992, p. 44.

"Rock Creek Farm," 8 May 1993, p. 23.

"Local Landmark Receives Restoration," 23 November 2005, p. 5.

ROCK CREEK FARM RURAL HISTORIC DISTRICT

Name of Property

BOULDER, COLORADO

County and State

Mining Reporter (Denver, CO)

"Mine and Mill Accidents," 2 January 1902.

News Free Press (Lafayette, CO)

"New Shaft at Sunnyside," 14 July 1906, p. 1.

Rocky Mountain News

"Dan. Castello's Great Show" 31 May 1869, p. 1.

"Stearns Dairy Gets New Name, Look," 18 April 1967, p. 39.

Weekly Gazette (Colorado Springs, CO)

"Coal Miners Resume," 6 February 1901, p. 2.

Property Records

Assignment of Lease, Sunnyside Coal Company to the Vesuvius Coal Company, Boulder County Clerk & Recorder, 2 December 1903 (Reception #28655).

Deed, Stearns Dairy Company and Eva Hillmeyer to Hiram C. McKelvie and Rose Ann McKelvie, Boulder County Clerk & Recorder, 22 September 1949 (Reception #482783).

Patents Issued by the US General Land Office in T1S-R69W, Sections 22, 27 and 28

Abner C. Goodhue, Issued 4 May 1892, Document #49 (T1S-R69W, N $\frac{1}{2}$ NE $\frac{1}{4}$ of Section 22).

Abner C. Goodhue, Issued 23 January 1885, Document #1676 (T1S-R69W, SW $\frac{1}{4}$ NE $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ and the E $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 22).

George Goodhue, Issued 30 June 1880, Document #2981 (T1S-R69W, SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22).

George N. Hunter, Issued 13 June 1888, Document #849 (T1S-R69W, N $\frac{1}{2}$ SW $\frac{1}{4}$ and the N $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 28).

George W. Hunter, Issued 13 June 1888, Document #849 (T1S-R69W, N $\frac{1}{2}$ S $\frac{1}{2}$ of Section 28).

George W. Rabb, Issued 10 July 1883, Document #1644 (T1S-R69W, NW $\frac{1}{4}$ of Section 22).

James B. Foote, Issued 25 February 1870, Document #757 (T1S-R69W, NE $\frac{1}{4}$ SE $\frac{1}{4}$ and the SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 22).

John N. Holmes, Issued 5 March 1891, Document #9388 (T1S-R69W, SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22).

Levi N. Cressy, Issued 1 November 1873, Document #1803 (T1S-R69W, S $\frac{1}{2}$ S $\frac{1}{2}$ of Section 28).

Thomas Hodgson, Issued 5 June 1890, Document #2520 (T1S-R69W, NE $\frac{1}{4}$ of Section 28).

Union Pacific Railway Company, Issued 26 February 1897, Document #38 (T1S-R69W, N $\frac{1}{2}$ of Section 27).

William Stevens, Issued 9 December 1890, Document #2722 (T1S-R69W, W $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 22).

Quit Claim Deed, Thomas Lindsey to James B. Foote, Boulder County Clerk & Recorder, 16 July 1866 (Book D, Page 447).

Surveys of Township 1 South-Range 69 West, Colorado Territory, 1861-1864. United States General Land Office.

ROCK CREEK FARM RURAL HISTORIC DISTRICT

Name of Property

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County and State

Warranty Deed, James B. Foote to Mary E. Miller, Boulder County Clerk & Recorder, 18 June 1870 (Book L, Page 633).

Warranty Deed, Mary E. Miller and Lafayette Miller to A. C. Goodhue and J. F. Bates, Boulder County Clerk & Recorder, 14 March 1871 (Book O, Page 105).

Web Documents

"Our History." Birds of Prey Foundation. Retrieved from www.birdsofprey.org, 15 December 2021.

Census Records / Vital Records

Colorado Census Records, James B. Foote, Boulder, Colorado, 1885.

Colorado Marriage Record, Abner C. Goodhue and Clara M. Waynick, Louisville, Colorado, 11 August 1887.

Burial Record, Abner Cushman Goodhue, Green Mountain Cemetery, Boulder, Colorado, Date of Death: 29 November 1912.

Burial Record, Abner Cushman Goodhue, Benton County Cemetery, Sauk Rapids, Minnesota, Date of Death: 29 November 1912.

Burial Record, James Benton Foote, Columbia Cemetery, Boulder, Colorado, 1895.

Burial Record, William S. Stearns, Fairmount Cemetery, Denver, Colorado, 1947.

Death Record, Clara M. Goodhue, Los Angeles, California, Date of Death: 26 June 1940.

Draft Registration and Service Records, Edwin Ernest Hillmeyer, 1917-1918.

Draft Registration Records, Edwin Ernest Hillmeyer, 1942.

US Census Records, Abner and Clara Goodhue, Madison, Michigan, 1850; Watab, Benton County, Minnesota, 1860; Chariton, Iowa, 1870; Louisville Precinct, Boulder County, Colorado, 1880; Broomfield Precinct, Boulder County, Colorado, 1900; Louisville Precinct, Boulder County, Colorado, 1910 & 1920; Los Angeles, California, 1930 & 1940.

US Census Records, Edwin E. Hillmeyer, Warren, Missouri, 1900; Jackson, Oklahoma, 1910; Denver, Colorado, 1910-1940.

US Census Records, Larry Maroney, Denver, Colorado, 1910 & 1920.

US Census Records, James and Charlotte Dow, Rappahannock, Virginia, 1850; St. Vrain District, Boulder County, Colorado, 1870.

ROCK CREEK FARM RURAL HISTORIC DISTRICT

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US Census Records, James B. Foote, Liberty, Iowa, 1860; Boulder, Colorado, 1870-1880.

US Census Records, William S. Stearns, Denver, Colorado, 1910-1940.

US Tax Assessment List, Internal Revenue, J. E. Dow, St. Vrains, Colorado, 1865.

Oral History Interviews

Rosemary McKelvie Kuppinger, Interviewed by Susan Allison on 31 March 1986. Original Recording in the Collection of the Carnegie Library for Local History, Boulder, Colorado (Call #OHO324).

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government – **Boulder County Parks & Open Space**
- University
- Other
- Name of repository: **Carnegie Library for Local History, Boulder**

Historic Resources Survey Number (if assigned):

5BL.787 / 5BL.374 / 5BL.400 / 5BL.2712

10. Geographical Data

Acreage of Property 1,124.00 acres

(Do not include previously listed resource acreage.)

UTM References (NAD 83)

(Place additional UTM references on a continuation sheet.)

The UTM reference point was derived from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHF by the U.S. Bureau of Land Management.

1 13 492 249 4423 070
Zone Easting Northing

2 13 490 666 4422 905
Zone Easting Northing

3 13 490 666 4421 471
Zone Easting Northing

4 13 489 865 4421 471
Zone Easting Northing

5 13 489 865 4420 286
Zone Easting Northing

6 13 490 399 4419 803
Zone Easting Northing

7 13 490 666 4420 670
Zone Easting Northing

8 13 492 214 4420 670
Zone Easting Northing

ROCK CREEK FARM RURAL HISTORIC DISTRICT

Name of Property

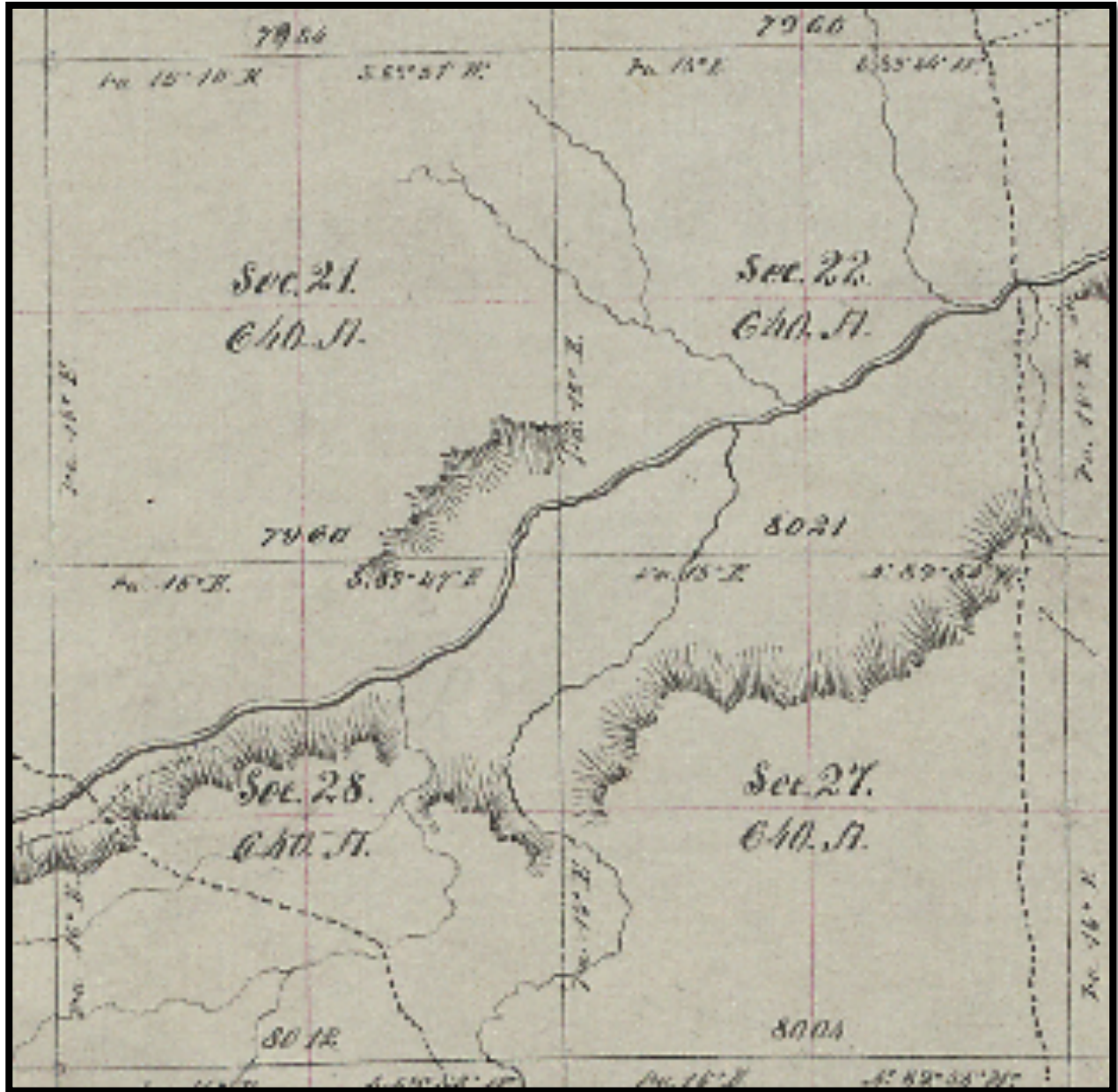
BOULDER, COLORADO

County and State

Verbal Boundary Description: The boundaries of the nominated Rock Creek Farm Rural Historic District run predominantly along established survey lines, most of them section lines. Where they deviate from these lines, they follow legal parcel boundaries and in three small locations along the north and west perimeters cut around non-contributing resources. The boundaries for the nominated Rock Creek Farm Rural Historic District do not include the channel and berm of the Goodhue Ditch. Instead the boundaries trace a path outside its berm perimeter, the alignment of which is marked on the associated map with a dashed line.

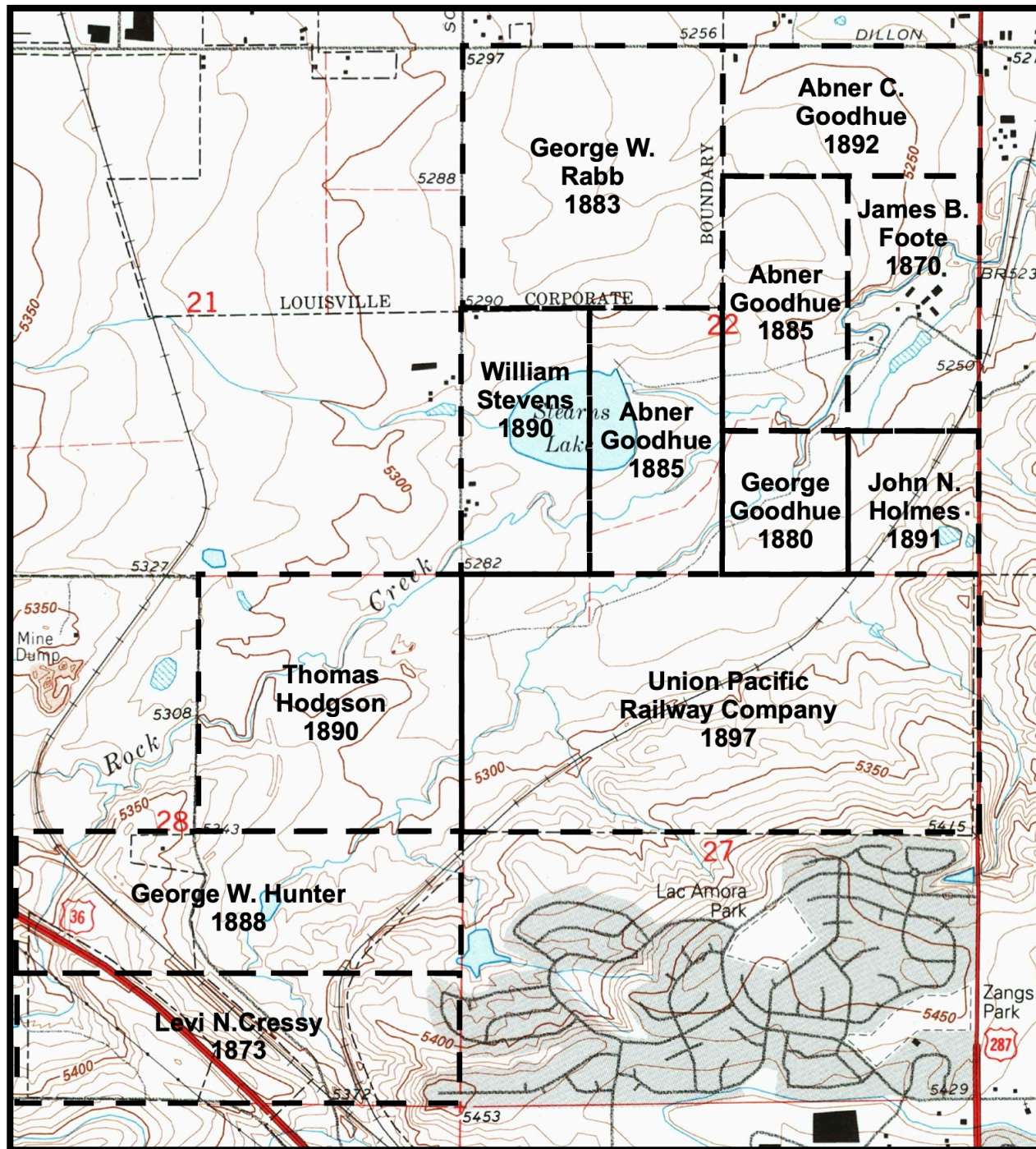
Boundary Justification: The boundaries encompass an area measuring 1.75 square miles (1,124 acres). This land holds archaeological evidence of Indigenous activity dating back thousands of years, transportation routes from the 19th and 20th centuries, and agricultural and mining uses from the mid-19th century to the mid-20th century. In addition to developed features, the property includes hundreds of acres of open cropfields, pasture and prairie that have been in use since the 1860s. Incorporating this area within the nominated resource addresses its multi-component history within the context of the open landscape and setting, despite encroaching urban development. Today the historic resources combine with the landscape and viewshed to transport visitors, and those just passing the property, to an earlier time. The boundaries were chosen to include a reasonably justifiable area with clear parameters, and the explicit exclusion of the Goodhue Ditch complies with Colorado Revised Statutes 24-80.1-109, which prohibits listing of water diversion features without explicit permissions of water rights holders of said resource. To accommodate the impossibility of including the ditch, the boundaries exclude the resource. The same overall boundaries, excepting the exclusion of the ditch, were used by Boulder County when it landmarked the property over two decades ago.

General Land Office Map, Surveyed 1864 T1S-R69W, Sections 21, 22, 27, 28



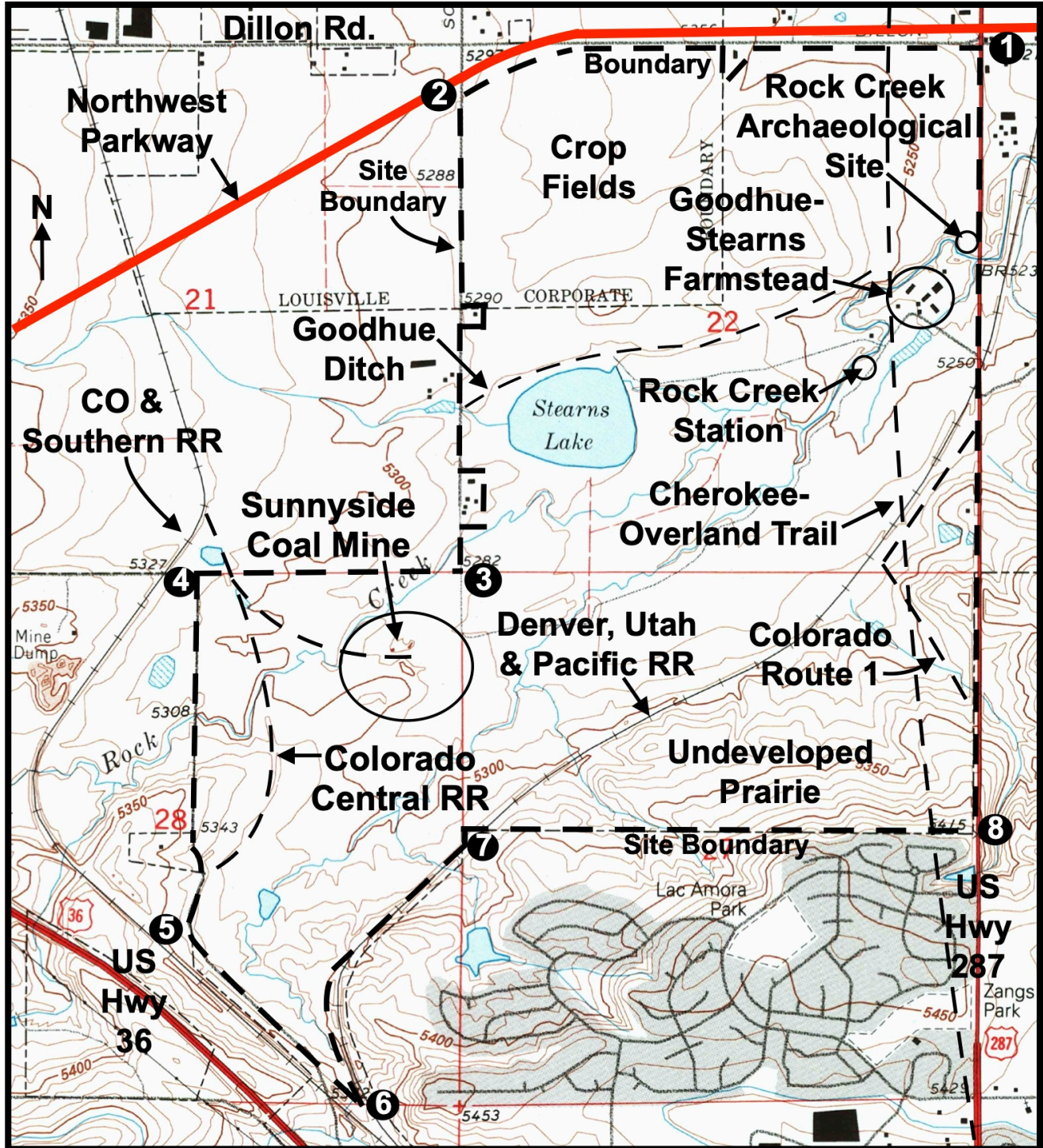
The north-south dashed line on the right marks the route of the Cherokee Trail and Overland Stage Road

Rock Creek Farm Rural Historic District Original Land Patents



USGS Lafayette 7.5' Topographic Quadrangle (1994)

Rock Creek Farm Rural Historic District Nominated Boundaries and Historic Features



USGS Lafayette 7.5' Topographic Quadrangle (1994)
(Circled Numbers Identify the Locations of UTM Points)

Rock Creek Farm Rural Historic District

Aerial Map of Resource Locations at the Goodhue-Stearns Farmstead



ROCK CREEK FARM RURAL HISTORIC DISTRICT

Name of Property

BOULDER, COLORADO

County and State

11. Form Prepared By

name/title Ron Sladek, President (for property owner)

organization Tatanka Historical Associates Inc.

date 25 February 2023

street & number P.O. Box 1909

telephone 970/689-4855

city or town Fort Collins

state CO

zip code 80522

e-mail tatanka@verinet.com

Photograph Log

The following information applies to all of the black and white photographs submitted with this form:

Name of property:	Rock Creek Farm Rural Historic District
City, county and state:	Boulder County, Colorado
Photographer:	Ron D. Sladek
Date photographed:	19 October 2021 to 13 November 2021
Location of originals:	Tatanka Historical Associates Inc. P.O. Box 1909 Fort Collins, CO 80522 TIFF images on file with the National Register, Washington, D.C.

- Photograph 1: Rock Creek Farm from its Southeast Corner Along US Highway 287. View to the Northwest.
- Photograph 2: Rock Creek Farm from the South. View to the North.
- Photograph 3: Rock Creek Farm, View Across Stearns Lake. View to the Northeast.
- Photograph 4: Northern Cropfields at Rock Creek Farm. View to the West.
- Photograph 5: Goodhue Farmhouse. View to the Northwest.
- Photograph 6: Goodhue House. View to the North.
- Photograph 7: Goodhue House. View to the Northeast.
- Photograph 8: Goodhue House. View to the West.
- Photograph 9: Hired Hand's House. View to the North.
- Photograph 10: Hired Hand's House. View to the Northeast.
- Photograph 11: Garage. View to the West.

ROCK CREEK FARM RURAL HISTORIC DISTRICT

Name of Property

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- Photograph 12: Granary. View to the Northwest.
- Photograph 13: Blacksmith Shop and Equipment Shed. View to the North.
- Photograph 14: Horse Barn. View to the Northeast.
- Photograph 15: Horse Barn. View to the South.
- Photograph 16: Horse Barn. View to the Northwest.
- Photograph 17: Scale House and Truck Scale. View to the Northeast.
- Photograph 18: Hay Barn and Loafing Shed. View to the Northeast.
- Photograph 19: Hay Barn and Loafing Shed. View to the West.
- Photograph 20: Milk Cooling House. View to the Northeast.
- Photograph 21: Milk Cooling House. View to the Southeast.
- Photograph 22: Milk Cooling House. View to the Southwest.
- Photograph 23: Water Pump House. View to the Northeast.
- Photograph 24: Water Pump House. View to the Southwest.
- Photograph 25: Milking Barn. View to the West.
- Photograph 26: Milking Barn. View to the North.
- Photograph 27: Milking Barn Interior. View to the Southwest.
- Photograph 28: Milking Barn Annex. View to the Southeast.
- Photograph 29: Milking Barn Annex. View to the Northeast.
- Photograph 30: Feeding Barn. View to the West.
- Photograph 31: Feeding Barn. View to the Southwest.
- Photograph 32: Feeding Barn. View to the Northwest.
- Photograph 33: Feeding Barn. View to the East.
- Photograph 34: Feeding Barn Interior. View to the Southwest.
- Photograph 35: North Hay Barn and Loafing Shed. View to the North.

ROCK CREEK FARM RURAL HISTORIC DISTRICT

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- Photograph 36: North Hay Barn and Loafing Shed. View to the West.
- Photograph 37: Hog House. View to the Northeast.
- Photograph 38: Circa 1933 Well House. View to the Southeast.
- Photograph 39: Main Entry Gateway and Drive. View to the Northwest.
- Photograph 40: Corral East of the Horse Barn. View to the Northwest.
- Photograph 41: Loading Chute at the Corral East of the Horse Barn. View to the Northwest.
- Photograph 42: Corral West of the Feeding Barn. View to the Southeast.
- Photograph 43: Cattle Feed Silos Adjacent to the Milking Barn Annex. View to the Northeast.
- Photograph 44: East Silo with the Milking Barn on the Right. View to the Northwest.
- Photograph 45: West Silo with the Milking Barn Annex on the Left. View to the Southeast.
- Photograph 46: Rock Creek Southwest of the Farmstead. View to the Southwest.
- Photograph 47: Small Office (Non-Contributing) Adjacent to Milking Barn Annex. View to the Southeast.
- Photograph 48: South Loafing Shed (Non-Contributing) in Raptor Area. View to the Northwest.
- Photograph 49: Circa 1985 Well House (Non-Contributing) Southwest of the House. View to the Northeast.
- Photograph 50: Raptor Rehabilitation Enclosures (Non-Contributing). View to the Southeast.
- Photograph 51: Cattle Feed Hoppers (Non-Contributing). View to the North.
- Photograph 52: Colorado Central Railroad Segment. View to the Northeast.
- Photograph 53: Vicinity of the Sunnyside Coal Mine. View to the Southwest.
- Photograph 54: Colorado Route 1 Bridge and Road Segment. View to the Northwest.
- Photograph 55: Denver, Utah & Pacific Railroad Segment. View to the Southwest.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

BOULDER, COLORADO
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CURRENT PHOTOGRAPHS



Photo 1
Rock Creek Farm from its Southeast Corner Along US Highway 287.
View to the Northwest.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

BOULDER, COLORADO
County and State

CURRENT PHOTOGRAPHS



Photo 2
Rock Creek Farm from the South. View to the North.



Photo 3
Rock Creek Farm, View Across Stearns Lake. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 4
Northern Cropfields at Rock Creek Farm. View to the West.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

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County and State

CURRENT PHOTOGRAPHS



Photo 5
Goodhue Farmhouse. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 6
Goodhue House. View to the North.



Photo 7
Goodhue House. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 8
Goodhue House. View to the West.



Photo 9
Hired Hand's House. View to the North.

CURRENT PHOTOGRAPHS



Photo 10
Hired Hand's House. View to the Northeast.



Photo 11
Garage. View to the West.

CURRENT PHOTOGRAPHS



Photo 12
Granary. View to the Northwest.



Photo 13
Blacksmith Shop and Equipment Shed. View to the North.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

BOULDER, COLORADO
County and State

CURRENT PHOTOGRAPHS



Photo 14
Horse Barn. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 15
Horse Barn. View to the South.



Photo 16
Horse Barn. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 17
Scale House and Truck Scale. View to the Northeast.



Photo 18
Hay Barn and Loafing Shed. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 19
Hay Barn and Loafing Shed. View to the West.



Photo 20
Milk Cooling House. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 21
Milk Cooling House. View to the Southeast.



Photo 22
Milk Cooling House. View to the Southwest.

CURRENT PHOTOGRAPHS



Photo 23
Water Pump House. View to the Northeast.



Photo 24
Water Pump House. View to the Southwest.

CURRENT PHOTOGRAPHS



Photo 25
Milking Barn. View to the West.

CURRENT PHOTOGRAPHS



Photo 26
Milking Barn. View to the North.

CURRENT PHOTOGRAPHS



Photo 27
Milking Barn Interior. View to the Southwest.

CURRENT PHOTOGRAPHS



Photo 28
Milking Barn Annex. View to the Southeast.



Photo 29
Milking Barn Annex. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 30
Feeding Barn. View to the West.

CURRENT PHOTOGRAPHS



Photo 31
Feeding Barn. View to the Southwest.



Photo 32
Feeding Barn. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 33
Feeding Barn. View to the East.



Photo 34
Feeding Barn Interior. View to the Southwest.

CURRENT PHOTOGRAPHS



Photo 35
North Hay Barn and Loafing Shed. View to the North.



Photo 36
North Hay Barn and Loafing Shed. View to the West.

CURRENT PHOTOGRAPHS



Photo 37
Hog House. View to the Northeast.



Photo 38
Old Well House. View to the Southeast.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
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CURRENT PHOTOGRAPHS



Photo 39
Main Entry Gateway and Drive. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 40
Corral East of the Horse Barn. View to the Northwest.



Photo 41
Loading Chute at the Corral East of the Horse Barn. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 42
Corral West of the Feeding Barn. View to the Southeast.



Photo 43
Cattle Feed Silos Adjacent to the Milking Barn Annex. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 44

East Silo with the Milking Barn on the Right. View to the Northwest.



Photo 45

West Silo with the Milking Barn Annex on the Left. View to the Southeast.

CURRENT PHOTOGRAPHS



Photo 46
Rock Creek Southwest of the Farmstead. View to the Southwest.

CURRENT PHOTOGRAPHS



Photo 47

Small Office (Non-Contributing) Adjacent to Milking Barn Annex. View to the Southeast.



Photo 48

South Loafing Shed (Non-Contributing) in Raptor Area. View to the Northwest.

CURRENT PHOTOGRAPHS



Photo 49

New Well House (Non-Contributing) Southwest of the House. View to the Northeast.



Photo 50

Raptor Rehabilitation Enclosures (Non-Contributing). View to the Southeast.

CURRENT PHOTOGRAPHS



Photo 51
Cattle Feed Hoppers (Non-Contributing). View to the North.



Photo 52
Colorado Central Railroad Segment. View to the Northeast.

CURRENT PHOTOGRAPHS



Photo 53

Vicinity of the Sunnyside Coal Mine. View to the Southwest.



Photo 54

Colorado Route 1 Bridge and Road Segment. View to the Northwest.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

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CURRENT PHOTOGRAPHS



Photo 55

Denver, Utah & Pacific Railroad Segment. View to the Southwest.

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

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HISTORIC PHOTOGRAPHS



Photo 1

The Goodhue Farmhouse, Built 1880s

View to the Northwest, circa 1900-1910

Courtesy of the Louisville Historical Museum (Image #98-30-14-108)

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

BOULDER, COLORADO
County and State

HISTORIC PHOTOGRAPHS



Photo 2

The Goodhue Barns, Built circa 1880s

View to the North, circa 1915

Courtesy of the Louisville Historical Museum (Image #98-30-14-153)

ROCK CREEK FARM RURAL HISTORIC DISTRICT
Name of Property

BOULDER, COLORADO
County and State

HISTORIC PHOTOGRAPHS

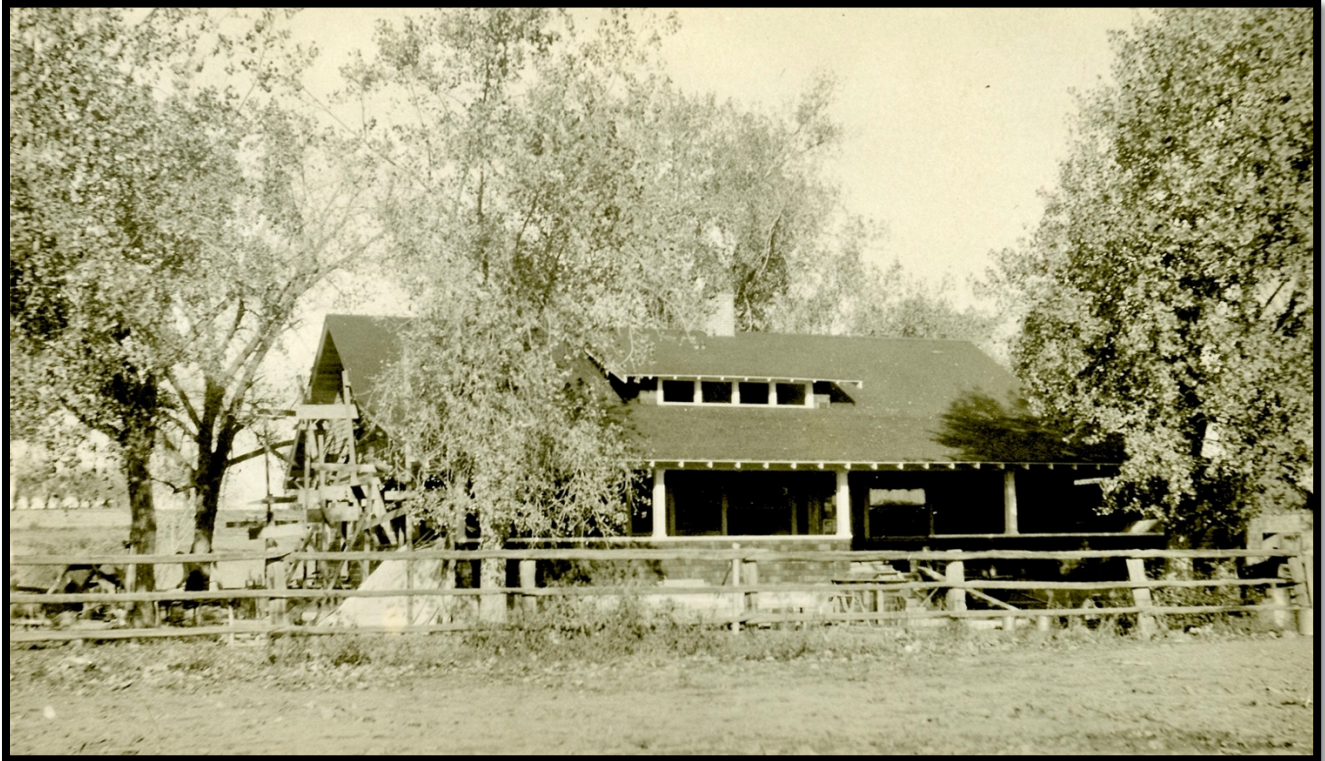


Photo 3

The Goodhue Bungalow Farmhouse, Built 1916

View to the Northwest, circa 1920

Courtesy of the Louisville Historical Museum (Image # 98-30-14-156)