

HISTORY COLORADO

COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

SECTION I

Name of Property

Historic Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

Other Names Broomfield Depot Museum

Address of Property

[N/A] address not for publication

Street Address 2201 West 10th Avenue

City Broomfield County Broomfield Zip 80020

Present Owner of Property

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name City and County of Broomfield (contact: Jacqui Ainlay-Conley, Museum Administrator)

Address One DesCombes Drive Phone 303-460-6824

City Broomfield State Colorado Zip 80020

Owner Consent for Nomination

(attach signed consent from each owner of property - see attached form)

Preparer of Nomination

Name Thomas H. Simmons and R. Laurie Simmons (for property owner) Date 30 November 2015

Organization Front Range Research Associates, Inc.

Address 3635 W. 46th Ave. Phone 303-477-7597, fraden@msn.com

City Denver State Colorado Zip 80211

FOR OFFICIAL USE:

Site Number 5BF.80

10/2/2015 Nomination Received

1/15/2016 Review Board Recommendation
 Approval Denial

1/21/2016 HC Board State Register Listing
 Approved Denied

Listing Criteria A B C D E

Holly Krohn
Certification of Listing: Deputy State Historic Preservation Officer, HISTORY COLORADO

Date 1/26/16

COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

SECTION II

Local Historic Designation

Has the property received local historic designation?

no

yes --- individually designated designated as part of a historic district

Date designated 2009

Designated by City and County of Broomfield (Name of municipality or county)

Use of Property

Historic Transportation/Rail-related/Depot

Current Education/Museum

Original Owner Colorado & Southern Railway

Source of Information Broomfield Depot, Architectural Drawings, May 1909

Year of Construction 1909

Source of Information Spitler and Walther, *Gem of the Mountain Valley*, 47; Broomfield Depot,

Architectural Drawings, May 1909

Architect, Builder, Engineer, Artist or Designer Colorado & Southern Railway

Source of Information Broomfield Depot, Architectural Drawings, May 1909

Locational Status

Original location of structure(s)

Structure(s) moved to current location

Date of move 1976

SECTION III

Description and Alterations

(describe the current and original appearance of the property and any alterations on one or more continuation sheets)

COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

SECTION IV

Significance of Property

Nomination Criteria

- A** - property is associated with events that have made a significant contribution to history
- B** - property is connected with persons significant in history
- C** - property has distinctive characteristics of a type, period, method of construction or artisan
- D** - property is of geographic importance
- E** - property contains the possibility of important discoveries related to prehistory or history

Areas of Significance

- | | | |
|---|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Economics | <input type="checkbox"/> Landscape |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Education | Architecture |
| <input type="checkbox"/> Archaeology –
prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Law |
| <input type="checkbox"/> Archaeology –
historic | <input checked="" type="checkbox"/> Entertainment/
Recreation | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Art | <input type="checkbox"/> Ethnic Heritage | <input type="checkbox"/> Military |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Exploration/
Settlement | <input type="checkbox"/> Performing Arts |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Geography/
Community Identity | <input type="checkbox"/> Politics/
Government |
| <input type="checkbox"/> Community
Planning and
Development | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| | <input type="checkbox"/> Invention | <input type="checkbox"/> Social History |
| | | <input type="checkbox"/> Transportation |

Significance Statement

(explain the significance of the property on one or more continuation sheets)

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

SECTION V

Locational Information

Lot(s) Tract A (part) Block N/A Addition Lac Amora Filing No. 1

USGS Topographic Quad Map Lafayette, Colorado (2013)

Verbal Boundary Description of Nominated Property

(describe the boundaries of the nominated property on a continuation sheet)

COLORADO STATE REGISTER OF HISTORIC PROPERTIES

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

SECTION VI

Photograph Log for Black and White Photographs

(prepare a photograph log on one or more continuation sheets)

SECTION VII

ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION

Owner Consent Form

Black and White Photographs

Color Prints or Digital Images

Sketch Map(s)

Photocopy of USGS Map Section

Optional Materials

Use of Nomination Materials

Upon submission to the Office of Archaeology and Historic Preservation, all nomination forms and supporting materials become public records pursuant to CRS Title 24, and may be accessed, copied, and used for personal or commercial purposes in accordance with state law unless otherwise specifically exempted. History Colorado may reproduce, publish, display, perform, prepare derivative works or otherwise use the nomination materials for History Colorado and/or State Register purposes.

For Office Use Only

Property Type: building(s) district site structure object area

Architectural Style/Engineering Type: Late 19th and Early 20th Century American Movements

Period of Significance: 1909, 1976 (C); 1983-1991 (A)

Level of Significance: Local State National

Multiple Property Submission: Railroads in Colorado, 1858-1948

Acreage 0.04

P.M. 6th Township 1 S Range 69 W Section 27 Quarter Sections SE SE SW NE

UTM Reference: Zone 13 Easting 491936 Northing 4420005 NAD83

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

DESCRIPTION and ALTERATIONS

Overview, Location, and Setting

Overview. The 1909 Broomfield Denver & Interurban Railroad/Colorado & Southern Railway Depot is a one-and-a-half-story, nearly square (34'-5" x 31'-2"), wood-frame building with a bellcast hipped roof covered with composition shingles, widely overhanging flared eaves with exposed shaped rafter tails, and hipped dormers on the south, east, and west. The depot walls display painted horizontal board drop siding with narrow corner boards above a wood wainscot extending from the molding at the window sill level to a wide skirt board. The original building rests on a concrete foundation and basement constructed after its move to this site in Zang's Spur Park in 1976. The basement is built into the slope of the land and is fully exposed on the south and partially exposed on the east and west. The windows and doors are wood and feature surrounds with pediment-shaped head trim; all windows have wood storm windows.

Location and Setting. The depot is located at the west end of Zang's Spur Park on the north side of West 10th Avenue in the southwestern quadrant of the City and County of Broomfield. Asphalt-paved parking areas are located southeast and east of the depot, with an open expanse of grass to the northwest. Nearby, but outside the nominated area, are four historic resources, re-located from other sites within Broomfield: to the northeast are an outhouse, pumphouse, and honey house from the Crawford Farm moved to the museum in 1995, while immediately north is the grave of Shep, a shepherd dog adopted by tolltakers on U.S. 36 (5BF.239) and moved here in 2009. Near the northeast corner of the depot is a raised planting area containing a historic railroad baggage cart and a farm implement. The depot's current public entrance on the east wall is accessed by a concrete sidewalk extending from the east parking lot. The land drops to the south, permitting a walk-in staff entrance to the basement. A large pagoda tree (*Styphnolobium japonicum*) stands near the southeast corner of the building, with other evergreen and deciduous trees present at greater distances.¹

Detailed Description

East Wall (Current Front)

The east wall of the depot contains the present public entrance to the museum (see Figure 1 and Photographs 1, 2, and 10). The north end of the wall, in the location of the agent's living room, displays an entrance containing a wood door with a large rectangular light above two panels and a four-over-four-light double-hung sash wood window to the south. The wall steps out about 15" and contains the public entrance permitting access to the baggage room and office. The slightly off-center entrance includes a wood door with diagonal wood panels and a wood screen. At the south end paired four-light wood casement windows provide light to the office at the southeast corner of the building. A full-length, slightly-raised nonhistoric composite fiber deck extends in front of the wall and has concrete steps, metal railings, and a partial balustrade; due to the slope of the land the deck is raised on the south and at-grade on the north. A center, hipped roof dormer on the roof has flared eaves, cheeks clad with square shingles, and windows with X-shaped muntins creating four triangular

¹ Unidentified local newspaper clipping, 30 June 1976, in the files of the Broomfield Depot Museum, Broomfield, Colorado. When the park was created in 1976, the Broomfield Centennial-Bicentennial Commission asked families to donate trees in the names of children born in the community or others to help landscape the "rather desolate" location. Residents could also transplant trees from their properties to the park with the approval of the city parks department.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

lights. A horizontal signboard reading "Broomfield" stands on the edge of the roof at the west end.²

South Wall (Historic Front)

The 1909 Colorado & Southern drawings for the depot indicates the railroad regarded the south wall as the front of the building, which faced the tracks and provided passenger access to the waiting room and ticket window (see Figure 2 and Photographs 3 through 6). At the east end, in the location of the agent's office, is a projecting, three-sided bay window with a wider center sash and transom window (with an eight-light transom) flanked by two six-over-one-light double-hung sash windows. The windows share head trim boards and molded sills. The bay displays coursed square shingles and is battered below sill level. The west end of the south wall has an entrance to the waiting room that has a four-panel wood door surmounted by a four-light transom. The entrance is flanked by tall four-over-four-light double-hung sash windows. A center dormer like that on the east is on the roof. A red brick chimney with corbelling near the top is on the south roof slope, east of the dormer.

Basement Level. The raised basement is fully exposed on the south, where the wall is clad with drop siding terminated by a wide skirt board. The windows and doors are aligned below those of the first story. At the east end is a three-sided bay window, which is clad with drop siding and has one-over-one-light wood windows on each face, each with its own head trim and sill. At the west end are wide one-over-one-light windows flanking an entrance. The wood door has a rectangular light above a wood panel and a plain wood surround.

West Wall

The west wall displays drop siding terminated by a molded sill course above a beadboard wainscot extending to a wide skirt board (see Figure 3 and Photographs 6 through 8). The concrete foundation is exposed at the south end due to the slope of the land. On the south end are paired four-light casement windows with a shared pediment. The west wall steps in 9" at the north end, marking the division between the living quarters and the waiting room. At the north end is a single tall four-over-four light window. The roof contains a dormer like those on the south and west. The overhanging eave is supported by diagonal braces.

North Wall

The north wall is clad with drop siding terminated by a molded sill course above a beadboard wainscot extending to a skirt board along the foundation (see Figure 4 and Photographs 8 through 10). At the west and east ends of the wall are four-over-four-light double-hung sash windows, while a shorter and narrower one-over-one-light window is found toward the center. An entrance with a four-light paneled and glazed wood door faces a sandstone step near the west end of the wall. The fenestration on this wall serves the living areas. On the roof is a center brick chimney without corbelling.

Interior

The interior of the original building includes two floors, with the first floor containing both railroad facilities and living quarters for the agent's family and the upper floor only living quarters. The railroad facilities occupy the south half of the building, including the station agent's office, waiting room, and baggage area, while the north residential half contains a living room, kitchen, pantry (now a

² The signboards are replicas of the original signs, which are in the museum collection.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

bathroom), closet, and stairs to the upper floor (see Figure 5). Two bedrooms, closets, and an unfinished storage room are located on the upper floor (see Figure 6).

Station Agent's Office. The station agent's office is located in the southeast corner of the building (Photographs 11 and 12). There, the resident agent sold tickets, sent and received communications via telegraph and later telephone, dispatched freight, and performed other duties. The square (12'-6") room has a tongue and groove wood floor and plaster walls and ceiling. The bay window on the south wall provided a view of the tracks and trains, as well as light for the room. The wall is clad with vertical beadboard siding and has an L-shaped work table that extends to the east wall. A large safe manufactured by Hall Safe & Lock Co. of Cincinnati and St. Louis stands against the north wall. Safes were important equipment for railroad depots because large amounts of cash were handled in ticket sales and other activities. When the depot was built Broomfield did not have a bank, and farmers and other local residents may have brought money for secure storage in the safe.

On the west wall of the agent's office a wood ticket counter with a drawer and shelves has a sales window and a sliding screen of vertical wood slats. Adjacent to the ticket counter, an original opening to the waiting room is enclosed with a metal frame screen with woven wire. The opening originally contained a door that allowed heat to flow from a stove in the northwest corner of the office into the waiting room.

Waiting Room. Passengers waited for arriving and departing trains in the large (20' X 16') waiting room at the southwest corner of the first story (Photographs 13 and 14). The room has a carpeted floor and plaster walls with beadboard wainscot. A five-panel wood door with four-light transom on the south wall led to the tracks; a nonhistoric door near the northwest corner of the room provides access to the staircase and kitchen. An original waiting room bench remains, and furnishings include other period seating and museum displays. A train board with information on scheduled trains is attached to the east wall. The ticket window has a projecting wood counter supported by a triangular brace.

Baggage Room. The rectangular (12'-6" X 6'-6") baggage room north of the agent's office was a location for safe and convenient storage of baggage and small freight (Photograph 15). The room has a wood floor, walls and ceiling clad with beadboard, and wood shelves on the west wall. The station agent controlled access to the room through a door in the office. After the 1976 move a door into the living room was added.

Living Room. At the northeast corner of the building the square (12'-6") living room has a painted wood floor, tall molded baseboard, plaster walls extending 10' to the plaster ceiling, a wood picture rail, and a narrow wood cornice (Photograph 16). A piece of floral linoleum covers the floor. A five-panel wood door on the west wall provides access to a small closet. As Museum Administrator Jacqui Ainlay-Conley noted, railroad employees moved frequently to job assignments in new locations and furnished their depot quarters with easily transportable items. Often, new tenants purchased the furniture of the previous agent, and depot furnishings were seldom expensive, elaborate, or of the latest fashion.³

Kitchen and Bathroom. The kitchen at the northwest corner of the building displays a floor covered with nonhistoric linoleum tiles; the ceiling and walls are clad with plaster (Photograph 17). A painted baseboard and a painted chair rail encircle the room. A historic porcelain sink added in the 1980s is

³ Jacqui Ainlay-Conley, Broomfield Depot Museum Administrator, Broomfield, Colorado, Interview by Thomas H. and R. Laurie Simmons, 6 August 2015.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

attached to the east wall. A small bathroom next to the sink dates to 1976 and includes a toilet and sink; it occupies the location of a former pantry.⁴ A small enclosed historic pantry at the east end of the kitchen contains shelves surfaced with linoleum. A short passage between the kitchen and waiting room provides access to a steep flight of painted wood stairs in an enclosed stairwell leading to the upper story.

Main Bedroom. A second floor hallway with wood flooring accesses the two upstairs bedrooms (see Figure 6). At the east end of the hallway is an inset shelf with a door to an unfinished storage area. One corner has a turned spindle embedded in the plaster. The main bedroom on the east displays a painted wood floor, molded wood baseboard, plaster walls extending 7 ½', a tall molded wood baseboard, and a plaster ceiling (Photograph 18). A dormer with two windows provides illumination. The edges of the east wall and the dormer projection have wood spindles set in the plaster. At the west end of the room is a large enclosed rectangular closet with a wood floor and plaster walls.

Second Bedroom. The second (or children's) bedroom has a painted wood floor, molded baseboard, and plaster walls and ceiling (Photograph 19). A dormer provides illumination. At the southwest corner of the room is a small closet with a four-panel wood door.

New Basement. The new basement was created in 1976 at the time of the depot's move. Structural work to stabilize the basement walls undertaken in 2014-15 necessitated remodeling of the interior. The basement now functions as a staff work area and collections storage for the museum. It contains an office area at the southeast corner adjacent to the bay window, a processing area in the northeast corner, two bathrooms along the north wall, and a mechanical room in the northwest corner. Shelves holding archival records and artifacts occupy most of the southern half of the basement west of the office.

Alterations

In 1976 the building was moved from its original site and placed atop a new basement and foundation. The frame south wall of the basement also dates to that time. The original chimneys were removed during the move and rebuilt. Composition roofing replaced the original wood-shingle roofing and later rolled roofing. On the east, the original full-length, raised wood deck built of railroad ties was replaced at the new location with a new deck (described above). The windows received historically appropriate exterior wood storm windows.

Integrity

With the exception of its 1976 foundation and basement, the Broomfield Depot possesses a very high degree of integrity of design, materials, and workmanship. The depot does not possess integrity of *location*, having been moved from its trackside site in 1976 to prevent its demolition. The original location was about 1.25 miles south-southeast on the north side of the railroad tracks at West 120th Avenue across from the grain elevators; the depot faced southwest (see Location Map). The building no longer has integrity of *setting*, since it is located within a municipal park rather than adjacent to railroad tracks.

The building retains excellent integrity of *design*, reflecting its original depot function and interior layout. The configuration of the building strongly reflects its role as a combination depot with living quarters by providing discrete functional areas for public railroad and private residential uses. The principal design change is the placement of the building into the slope of the land creating a walk-in basement; the

⁴ The depot did not have an indoor bathroom until after the 1976 move.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

original site had a slight slope away from the railroad tracks, necessitating a raised foundation toward the rear. The pantry was converted to a bathroom at the time of the move.

The building possesses excellent integrity of *materials*, maintaining its original exterior wall cladding and windows and doors. The interior preserves original lathe and plaster walls, built-in agent's desk and counter, and other details. No longer serving a railroad function, the depot does not maintain integrity of *association* for its railroading or transportation history. It does maintain integrity of association for its more recent role as a local history museum, serving entertainment and educational functions by interpreting Broomfield's railroad history through interpretive displays and the physical character of the building. The Broomfield Depot possesses excellent integrity of *feeling*, strongly conveying the sense of a small town depot through its existing appearance, layout, and well-preserved materials and design.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

SIGNIFICANCE STATEMENT

The 1909 Broomfield Denver & Interurban/Colorado & Southern Railway Depot is locally significant under Criterion C for its Architecture as an example of a combination depot with living quarters for the station agent. Moved to this location in 1976, the period of significance for Criterion C is 1909 and 1976. The depot is further locally significant under Criterion A in the area of Entertainment/Recreation for the role it played as a local history museum for the City of Broomfield. The period of significance for Criterion A is 1983 (the year the museum opened) to 1991 (twenty-five years before the present).⁵

Criterion C

The Broomfield Depot is architecturally significant as an example of an early twentieth century railroad depot serving the needs of both the Colorado & Southern, a steam passenger and freight railroad, and its subsidiary, the Denver & Interurban Railroad, an electric intercity line. Professor H. Roger Grant, a national authority on depots, noted the Broomfield Depot's rarity, stating "I can't think of another surviving depot that served both steam and electric roads," but acknowledged that one or more might exist in southern New England.⁶ An excellent and rare example of an intact combination passenger and freight depot, the Broomfield building also includes living quarters for the station agent on both stories. Most depots of this type placed the residential space only on the upper story. In addition, based on an Office of Archaeology and Historic Preservation's online COMPASS file search, the Broomfield facility appears to be the only extant depot constructed for D&I operations that still possesses historic physical integrity and thus importantly represents the architecture of that company.⁷ The building incorporates materials, design, and construction techniques of depots of the early twentieth century, including: the trackside bay window for observing train movements; use of horizontal drop siding and vertical beadboard on the walls; and separate interior spaces for the railroad office, passenger waiting, freight/baggage storage, and agent's quarters. The building reflects elements of the Late 19th and Early 20th Century American Movements style, including such character-defining features as a bellcast roof, widely overhanging eaves with shaped rafter tails, and a variety of windows. The building meets the requirements for listing under the Multiple Property Documentation Form (MPDF) *Railroads in Colorado, 1858-1948*, under the associated Property Type: Depot.

Frame combination depots were the most common form employed by Colorado railroads. Clayton Fraser and Jennifer Strand, observed in the MPDF:

With passenger service, freight shipping and train management housed under a single roof, combination depots were used largely at rural stations that lacked sufficient passenger and freight traffic to justify separate buildings for each. Combination depots were typically built from standard plans, sometimes even constructed from pre-fabricated components shipped by rail to the site, and they may have incorporated minor architectural elements such as brackets, dormers and decorative door and

⁵ For the State Register twenty-five years ago is used as the closing date for period of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period.

⁶ H. Roger Grant, Clemson University, Clemson, South Carolina, email to Thomas H. Simmons, 23 November 2015. Grant noted the substantial nature of the Broomfield Depot, observing nationally interurbans "often used simple/primitive shelters and storefront offices as their stations in towns and villages."

⁷ The Westminster Depot is no longer extant. The Louisville Depot (5BL.920) has been moved and stuccoed. The Marshall Depot (5BL.9907) appears to have re-clad walls and possible additions. Both were assessed as not eligible to the National Register.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

window trim to distinguish them from other depots. ... A very frequent addition to a combination depot, however, is the provision for bedrooms and living-rooms for the agent and other help around the depot, or for the agent's family.⁸

Professor Grant estimated a fifth of all depots in the United States contained living quarters for station agents, noting "the living-in-the-depot concept appeared widely, especially in remote places."⁹ Typically, railroad functions were placed on the depot's first story and residential quarters on the upper story. Most depots followed standardized plans, with nearly all built between 1865 and 1945 and a majority dating prior to World War I. Grant concluded that "the West became the heartland of the living-in-the-depot phenomenon" during the 1870s-1940s.¹⁰

Criterion A

The Broomfield Depot is also significant for its history in the area of Entertainment /Recreation, serving as a local history museum from 1983 to the present. The Broomfield Historical Society organized in 1976 to celebrate Broomfield history and operate a museum in the relocated depot. The creation of the group and interest in local history coincided with the rise of the historic preservation movement following passage of the National Historic Preservation Act of 1966 and the celebration of the American Revolution bicentennial and the Colorado statehood centennial ten years later. Historian Carol Kammen observed: "Just as during the period of the centennial celebration in 1876, the bicentennial stressed our hometown heritage, and with it came an outpouring of interest in local history."¹¹ Between 1970 and 1990, the nation recorded "a tremendous growth in the number of history organizations."¹² The Broomfield museum opened to the public in 1983, displaying collections related to the history of Broomfield.

Early Broomfield and Railroad Construction

In the late nineteenth century settlement in today's area of Broomfield focused on agricultural endeavors. Henry and Sarah Church ranched and ran a stage stop at a location near present-day West 104th Avenue and Olde Wadsworth Boulevard in 1864. In 1879 Adolph Zang, owner of Denver's Zang Brewery, acquired four thousand acres in the vicinity where he bred Percheron horses and raised fruit trees and berries.¹³ In 1884 a "Broomfield" post office was established.¹⁴

A number of railroads constructed lines through the Broomfield area in the late nineteenth century. The first line was the Colorado Central Railroad, which built through the region in 1873. Several other lines built through the vicinity using conflicting alignments and destined for differing destinations. In 1889 the Union Pacific, Denver & Gulf Railway consolidated several of these lines under its ownership.¹⁵ The

⁸ Clayton Fraser and Jennifer Strand, *Railroads in Colorado, 1858-1948*, Multiple Property Documentation Form (Loveland, Colorado: Fraserdesign, 31 August 1997), 156-57.

⁹ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station* (Iowa City, Iowa: University of Iowa Press, 1993), 1.

¹⁰ Grant, *Living in the Depot*, 17.

¹¹ Carol Kammen, *On Doing Local History*, 3rd ed. (Lanham, Maryland: Rowman and Littlefield, 2014), 21.

¹² Carol Kammen and Amy H. Wilson, eds., *Encyclopedia of Local History*, 2nd ed. (Lanham, Maryland: AltaMira Press, 2013), 551.

¹³ Stephen J. Leonard and Thomas J. Noel, *Denver: Mining Camp to Metropolis* (Niwot, Colorado: University Press of Colorado, 1990), 332.

¹⁴ William H. Bauer, James L. Ozment, and John H. Willard, *Colorado Post Offices, 1859-1989* (Golden, Colorado: Colorado Railroad Museum, 1990), 24.

¹⁵ Christina Tillitz, "By Way of Broomfield: The Dirt Trails and Iron Rails that Brought Prominence to the Community," undated. Broomfield Depot Museum Collection, Broomfield, Colorado. Tillitz has a lengthy discussion of area railroad construction.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

1890s were a turbulent and economically uncertain time for U.S. railroads. The Panic of 1893 forced the nation's largest line, the Union Pacific Railway, into bankruptcy, and smaller Colorado railroads suffered similar fates due to drops in ore shipments and the general economic downturn. The Colorado & Southern Railway (C&S) was incorporated in December 1898 as a successor organization for several bankrupt Centennial State railroads, including the Union Pacific, Denver & Gulf Railway and the Denver, Leadville & Gunnison Railway.¹⁶ The new railroad possessed more than 1,000 miles of track, and under President Frank Trumbull the C&S acquired other lines, boosting its trackage to 1,952 miles.¹⁷

Creation of the Denver & Interurban Railroad

As early as 1901, the C&S had contemplated constructing an electric interurban system in the Denver area.¹⁸ In 1904 the company announced plans to build a 110-mile standard gauge electric interurban line between Denver, Boulder, Longmont, Loveland, and Fort Collins. To achieve this goal the C&S incorporated the Denver & Interurban Railroad (D&I) as its subsidiary. The C&S saw the proposed interurban as a means of increasing revenues through additional passenger traffic and as a way of forestalling competition from the Denver & Northwestern Railway, which had built interurban lines from Denver to Arvada, Golden, and Leyden.¹⁹ Interurban historians George W. Hilton and John F. Due noted that more interurban systems were associated with power companies than with steam railroads and that most of those that became railroad properties were developed independently. The D&I is a relatively rare example of an interurban "owned and operated directly by the railroad, using track also employed for steam trains."²⁰

The D&I represented part of a national boom in interurban construction. While a few interurbans appeared in Ohio and the Pacific Northwest in the early 1890s, their heyday dates to the 1901-08 period. Interurban railway historian William D. Middleton described the significant transitional role played by the lines:

The interurban was an American transportation phenomenon. Evolved from the urban streetcar, the interurban appeared shortly before the dawn of the twentieth century, grew to a vast network of over 18,000 miles in two decades of exuberant growth, and then all but vanished after barely three decades of usefulness. But within its brief life span the interurban bridged the gap between a horse and buggy nation and a modern America that rides on rubber over endless lanes of concrete and asphalt. It changed the ways of rural life forever, and frequently set a pattern for metropolitan growth that continues even today.²¹

¹⁶ The bankrupt railroads themselves encompassed prestigious earlier lines, including the Colorado Central Railroad and the Denver, South Park & Pacific Railroad.

¹⁷ Richard C. Overton, *Burlington Route: A History of the Burlington Lines* (New York: Alfred A. Knopf, 1965), 274. C&S acquisitions included the Colorado Springs & Cripple Creek District Railway, the Fort Worth & Denver City Railway, and several lines in the Wichita Valley of north-central Texas.

¹⁸ *Denver Times*, 15 July 1901.

¹⁹ William C. Jones and Noel T. Holley, *The Kite Route: The Story of the Denver & Interurban Railroad* (Boulder, Colorado: Pruett Publishing Company, 1986), 9; Don Robertson and Kenton Forrest, *Denver's Street Railways: The Interurbans*, vol. 3 (Golden, Colorado: Colorado Railroad Museum, 2010), 99.

²⁰ George W. Hilton and John F. Due, *The Electric Interurban Railways in America* (Stanford, California: Stanford University Press, 1960), 205.

²¹ William D. Middleton, *The Interurban Era* (Milwaukee, Wisconsin: Kalmbach Publishing Company, 1961), 12.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

George W. Hilton and John F. Due define an interurban railway as possessing most or all of the following features: electric power, a focus on passenger service, heavier and faster equipment than city streetcars, and operation on streets within cities but beside roads or on separate rights-of-way in the countryside.²² Railroad historians Kenton Forrest and Charles Albi regard the D&I “as Colorado’s only interurban built in the traditional standard of the well-known Midwestern lines; the other electric operations in the Centennial State were no more than suburban trolley lines.”²³

Construction work on the D&I began in January 1907 on a 57.24-mile round trip route between the downtowns of Denver and Boulder (see Figure 8).²⁴ The grades in the intervening territory were not challenging, and for the most part the D&I used existing C&S track that it electrified. The D&I double-tracked the segment between Modern Junction (a point in Adams County near the South Platte River) and Webb (two miles south of Louisville) to avoid disrupting steam railroad train movements.²⁵ Newly installed track was ballasted with slag taken from the waste pile of a Globeville smelter.²⁶

Initially, the line used street railway tracks within Denver and Boulder.²⁷ In Denver it proceeded from 16th and Arapahoe streets north to Globeville, then crossed the southwest corner of Adams County, skirting Westminster. The D&I passed through Semper and Churches in northeastern Jefferson before entering Boulder County at Broomfield. The line proceeded northwesterly before splitting at a point called Louisville Junction. From there, the north path accessed Webb and Louisville before turning west toward Boulder, while the northwest path went through Superior and Marshall to Boulder. The distinctive shape of the line caused the D&I to be known as “the Kite Route,” with Boulder, Marshall, Louisville, and Louisville Junction as the points of a kite and the trailing line to Denver as its string (see Figure 8). The company adopted the nickname and used it in advertising materials, letterheads, and on rolling stock.

Aside from direct current (DC) operation within the cities of Denver and Boulder, D&I motorcars were powered by a Westinghouse 11,000-volt alternating current (AC) system using a pantograph and overhead catenary.²⁸ The D&I contracted with the Northern Colorado Power Company to supply power for the system from a newly constructed powerhouse at Lafayette. The D&I apparently opted for AC current based on its plans to build a 110-mile system, since AC power can travel long distances without the need for booster stations.²⁹ Historian William D. Middleton deemed the D&I “a notable early experiment in high-voltage, single-phase electrification.”³⁰

Operation of the Denver & Interurban Railroad

The D&I operated between Denver and Boulder from 1908 through 1926. The line’s inaugural run from Denver to Boulder occurred on 23 June 1908 with a number of dignitaries aboard the cars, including

²² Hilton and Due, *The Electric Interurban Railways in America*, 9.

²³ Kenton Forrest and Charles Albi, *Denver’s Railroads: The Story of Union Station and the Railroads of Denver* (Golden, Colorado: Colorado Railroad Museum, 1986), 230.

²⁴ Swett, “Denver & Interurban,” 5.

²⁵ Robertson and Forrest, *Denver’s Street Railways*, 103.

²⁶ Swett, “Denver & Interurban,” 5.

²⁷ Ken Fletcher, *Centennial State Trolleys* (Golden, Colorado: Colorado Railroad Museum, 1995), 93 and 96. According to railroad historian Ken Fletcher, the D&I improved its operations by persuading Boulder and Denver to permit it to use C&S tracks to access terminals in their downtown business districts in 1917 and 1922, respectively. This eliminated the original less direct and more time-consuming routes over city streets.

²⁸ Mounted on the car roof, the diamond-shaped pantograph made contact with the wire carrying electrical power which was supported by the overhead catenary structure (see Figure 10).

²⁹ Robertson and Forrest, *Denver’s Street Railways*, 103.

³⁰ Middleton, *The Interurban Era*, 251.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

Colorado Governor Henry A. Buchtel, Denver Mayor Robert W. Speer, and Boulder Mayor Isaac T. Earl. The *Denver Post* proclaimed, "Boulder is now a suburb of Denver," noting the fifty-five minute running time between the cities.³¹ Another account of the initial trip reported "hardly a tremor was felt as the fast electric flew along mile after mile, making more than forty miles an hour on many occasions."³²

A change in C&S ownership brought further expansion of the D&I to a halt. In December 1908 the Chicago, Burlington & Quincy Railroad (CB&Q) reached an agreement to purchase the C&S and its subsidiaries. The CB&Q acquired the C&S to provide "the shortest low grade line available between the Gulf and Texas on the one hand and the Pacific Northwest on the other."³³ The line's new owner "had no interest in building interurban railroads" and shelved D&I's plans to extend its system to Fort Collins.³⁴ Short branch lines to address special situations were constructed to Eldorado Springs in 1909 and Westminster College in 1911.³⁵

D&I acquired its rolling stock from the St. Louis Car Company, purchasing eight motorcars and four trailers (see Figure 9).³⁶ The motorcars cost \$21,000 each and were of two types: six were straight passenger coaches with seating for fifty-nine, while two were passenger-baggage combinations, containing a baggage compartment, a smoking section, and a passenger compartment (forty-six seats total). In addition two wood passenger coaches supplied by the C&S were modified to serve as D&I trailers. The dark green 55' 6" motorcars featured wood superstructures with sheet metal roofs, steel plate floors, and steel underframing. The motorcars weighed an impressive 125,000 pounds due to their heavy AC motors and need for additional DC equipment for running on city street railways.³⁷ Typically each train operated with a motorcar and a trailer manned by a motorman, conductor, and brakeman, although additional motorcars and trailers could be coupled for multi-unit operation.

The full D&I Denver to Boulder round trip circuit included twenty-seven possible stops. The initial one-way fare between Denver and Boulder was seventy cents; round trip was \$1.25. The daily schedule called for sixteen round trips, with eight going around the "kite" clockwise via Superior and Marshall and the other eight traveling counterclockwise via Louisville. The initial schedule called for a sixty minute travel time from Denver to Boulder via either option. Given the large number of stops along the route, this time proved unattainable, and the schedule was changed to seventy to eighty minutes via Louisville and eighty to eighty-five minutes by way of Superior and Marshall.³⁸

The D&I carried an average of 565,234 passengers annually from 1909 through 1922 and posted its highest ridership in 1910 with 666,287 riders.³⁹ The years 1921 and 1922 witnessed less than half a million passengers each year. The line drew work commuters, students attending school, shoppers, and

³¹ *Denver Post*, 24 June 1908.

³² *Rocky Mountain News*, 24 June 1908.

³³ Robert C. Overton, "The Colorado and Southern Railway: Its Heritage and Its History," *Colorado Magazine* 26 (July 1949): 204.

³⁴ Robertson and Forrest, *Denver Street Railways*, 115.

³⁵ The D&I removed the Westminster College branch in 1914 due to poor ridership.

³⁶ A trailer was an unmotorized car pulled by a motorcar.

³⁷ George W. Hilton and John F. Due, *The Electric Interurban Railways in America* (Stanford, California: Stanford University Press, 1960), 380; Swett, "Denver & Interurban," 11; Jones and Holley, *The Kite Route*, 67. The trailers were 53' 10" long, weighed just 66,250 pounds, and cost about \$6,000 each.

³⁸ Swett, "Denver & Interurban," 17; Jones and Holley, *The Kite Route*, 54; Robertson and Forrest, *Denver's Street Railways*, 106.

³⁹ Denver & Interurban, Manuscript Collection 816, box 11, file folder 382, Stephen H. Hart Library and Research Center, History Colorado, Denver, Colorado.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

tourists. Hunters found it a convenient way of accessing Standley Lake in Jefferson County. Since Broomfield had no high school, the D&I line enabled students to commute to classes and receive an education beyond the eighth grade. Interurban access also broadened economic and leisure opportunities for the residents of Broomfield and surrounding farming areas.

The D&I emphasized the tourism potential of its route in advertising. The Eldorado Springs resort south of Boulder began development in 1904 and featured an outdoor swimming pool heated by thermal springs and cottage and hotel lodging. Following construction of the D&I, the resort built a connecting rail line to carry visitors that the D&I acquired in 1909. The interurban transported up to two thousand visitors to the resort on summer weekends.⁴⁰ The line also connected in Boulder with stages for trips farther into the mountains. In 1920 the D&I promoted tourist travel to four glaciers west of Boulder. The *Denver Post* reported "it is now possible for a man to eat his breakfast in Denver and his luncheon on one of these icy expanses more than 500 years old; he can then return to Denver in time for his dinner."⁴¹

Developers quickly pointed out the advantages of an electric interurban line for residing in a country setting yet easily commuting to Denver. The Colman Selling Company promoted the sale of home sites at what it called "beautiful Lakeview Valley (formerly Broomfield)," located twenty minutes from Denver on the new electric interurban line.⁴² Other real estate advertisements highlighted the proximity of ranches and other tracts to the Broomfield station.⁴³

In May 1918 the Colorado Public Utilities Commission denied a D&I request to raise the one-way fare from Denver to Boulder from \$.75 to \$.90. The following month the D&I defaulted on bond payments and was placed in the hands of a receiver.⁴⁴ The company quickly rebounded financially, partly by selling off its Fort Collins streetcar operation. However, the line received a devastating blow on Labor Day 1920, when two motorcars collided head-on north of Globeville, resulting in twelve dead, 214 injured, \$145,000 in personal injury damages, and two motorcars out of service. The D&I had operated for twelve years without a serious accident, but the Globeville disaster produced front page stories in local newspapers for weeks.

While small profits were posted in 1921 and 1922, the final years of the D&I generally mirrored the decline of electric interurbans nationally, with increasing losses reported each year from 1923 onward.⁴⁵ Expansion and improvement of the road network and increasing numbers of motor vehicles proved a more attractive transportation option to many residents than the interurban. The D&I ceased operations in December 1926. The C&S organized a bus line to replace its electric railway. Historian Richard C. Overton calculated that over a period of years the D&I resulted in a total loss of more than \$1.5 million for the C&S.⁴⁶ The financial failure of the D&I bore out historians Hilton and Due's observation about interurbans generally: "Few industries have arisen so rapidly or declined so quickly, and no industry of its size has had a worse financial record."⁴⁷

⁴⁰ Fletcher, *Centennial State Trolleys*, 95.

⁴¹ *Denver Post*, 3 December 1920.

⁴² *Denver Post*, 28 June 1908, 13. The "formerly Broomfield" was printed in extremely tiny type.

⁴³ *Rocky Mountain News*, 26 April 1908, 13; *Denver Post*, 19 January 1909, 13.

⁴⁴ *Electric Railways* 51 (25 May 1918): 1032 and 51 (29 June 1918): 1250

⁴⁵ Swett, "Denver & Interurban," 23.

⁴⁶ Overton, *The Burlington Route*, 357.

⁴⁷ Hilton and Due, *The Electric Interurban Railways in America*, 3.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

Construction of the Broomfield Depot

The C&S constructed the Broomfield Depot in 1909 to support the newly opened interurban line.⁴⁸ The company's bridge and building crews erected the depot to serve both the electric interurban and the steam railroad, using plans drafted internally and dated in May of that year (see Figures 1 through 7 and 10).⁴⁹ The depot in Superior (no longer extant), also a shared D&I/C&S facility, appears to have employed an identical design. The Broomfield Depot lay close to the midpoint of the D&I route—14.2 miles from Denver and 15.3 miles from Boulder (via Louisville). Nationally, most depots with living quarters for agents placed the residential area on the upper floor, separated from railroad functions on the ground floor. The Broomfield depot included living space on both the main and upper floors. The C&S placed the building adjacent to its tracks at West 120th Avenue in the settlement's commercial nucleus.

Working and Living in the Broomfield Depot

Nationally, railroad management found supplying living quarters for their employees financially beneficial for several reasons: the station agent was on site and on duty twenty-four hours a day; the agent could quickly respond to any crisis; an occupied building received lower insurance premiums; and company-provided housing attracted and retained workers. Space for dependents drew married agents, whom railroad managers viewed as being steadier and more reliable. From the perspective of employees, living in the depot also had advantages, including the fact that quarters were usually provided free or below market rates; workers did not have to commute; and the railroad supplied other necessities without charge, such as coal for heating and cooking and fuel oil for lights.⁵⁰ Depot living was far from luxurious and came with certain hazards and annoyances, including the danger of fire, derailments, cold and drafts during winter, and noise. Most depots lacked indoor plumbing.⁵¹

By virtue of their positions as railroad representatives and telegraphers, station agents enjoyed a certain status in small towns and earned a steady income. According to historian Dave Webb, railroad depots served as one of "the hubs of small town life. Anyone and everything of importance to a community was funneled through the depot. Arriving mailbags and telegrams brought the outside world to even the most isolated town. Cross country journeys or jaunts to the next county began on the station's brick platform."⁵² Historians Charles H. Bohi and H. Roger Grant concluded a small town depot "served as the community's gateway to the world."⁵³

At least seven different station agents and their families worked and/or resided in the Broomfield Depot between 1910 and 1952. The Broomfield facility enjoyed more train movements and a higher level of activity during the 1909-26 period, when D&I electric cars were running through town. Following the demise of the D&I in late 1926, C&S freight and passenger trains still operated through Broomfield, and

⁴⁸ *Denver Post*, 28 June 1908, 13. Prior to construction of the depot, D&I and C&S matters were handled at the general merchandise store of E.J. Jones, who acted as their agent. Jones also operated the Wells Fargo Express agency and served as Broomfield postmaster. This building is no longer extant.

⁴⁹ Spittler and Walther, *Gem of the Mountain Valley*, 47; Broomfield Depot Museum, Agent's Office, Interpretive Display, Broomfield, Colorado.

⁵⁰ Grant, *Living in the Depot*, 10 and 48.

⁵¹ Grant, *Living in the Depot*, 40-41.

⁵² Dave Webb, "The End of the Line," *Kansas Territorial* 4 (January-February 1984).

⁵³ H. Roger Grant and Charles H. Bohi, *The Country Railroad Station in America* (Boulder, Colorado: Pruett Publishing Company, 1978), 3.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

the depot continued to be staffed with a telegrapher to transmit train orders, receive mail deliveries, and occasionally dispatch carloads of freight.

Broomfield Station Agents and Their Families

Museum consultant Mary Ann McNair conducted extensive biographical research on the Broomfield Depot agents and found “most seemed to stay with the Colorado & Southern for their entire careers. They rotated, as needed, within a fairly tight geographic area, encompassing Cheyenne and Wheatland in Wyoming, and Greeley, Fort Collins, Louisville, Broomfield, and Boulder in Colorado.”⁵⁴ Life in the Broomfield Depot tended to reflect experiences reported nationally.

Broomfield’s first station agent was John P. Colstadt, who lived in the depot with his wife Margaret and his thirteen-year-old nephew, Charles McCarthy. The Colstadts served there from 1910 through about 1915. William Porter was listed as the depot agent in 1916. Missouri native Ira R. Tanner served as the Broomfield agent from 1918 until about 1926. He resided in the depot with his wife Katherine, as well as his widowed mother, Josephine, and sister, Lena, twenty-eight years old.

The Vaughan family enjoyed a fairly long association with the depot. Three Vaughan brothers—Clarence, Richard, and John—worked three eight-hour shifts in the building during the ca. 1927-30 period. Clarence (1884-1963) and his wife, Julia, were living in Broomfield at the time of the 1930 Census but not in the depot. When the railroad eliminated one shift in 1930, John moved elsewhere and, because he had to be on call, Richard then lived in the depot with his wife Margaret and children, Robert and Margaret (see Figure 11). In 1932 the C&S dropped another shift and Clarence transferred to the depot at Loveland. Richard then worked from 5pm to 2am until he moved to Wyoming in 1935. According to his daughter, Margaret, not much freight activity took place at Broomfield during their tenure, although “some grain was shipped from the mills and occasionally carloads of lumber were received.”⁵⁵

Robert M. Reed (1891-1967), the son of a farmer in Missouri, learned telegraphy and started working for the C&S in about 1916. He served as the station agent at Broomfield in 1935-36. Reed, his wife, Alta May, daughter, Alta Marie, and sons, Neal and Leslie, lived in the station. Alta Marie recalled her father was the only employee at the depot, working from 4pm to midnight. Most trains would not stop at Broomfield, but Reed passed train orders to engineers using bamboo hoops (sometimes referred to as “butterfly nets”). Life at the depot was not luxurious. The building had a telephone that was seldom used and no running water or indoor plumbing. Water was delivered from Boulder and stored in a cistern. The children’s chores included bringing in water and firewood for the cook stove. Alta Marie and her parents slept in one upstairs bedroom and her brothers in the other one.⁵⁶

Clarence and Julia Vaughan returned to Broomfield in 1937, and he continued as station agent through at least 1951. The 1940 Census showed Clarence and his wife in Broomfield but living in a private house; he reported his annual station agent income that year as \$1,820.⁵⁷ John C. Ward served as

⁵⁴ Mary Ann McNair, comp, “The Broomfield Depot Museum: Interpretive Materials,” Denver, Colorado, February 2013. Broomfield Depot Museum, Manuscript Collection 2013.7.1.

⁵⁵ Margaret Vaughan Boston, Anaheim, California, letter to Karen McGuire, Broomfield Depot Museum, Broomfield, Colorado, 10 March 1979, Broomfield Depot Museum, Manuscript Collection 1979.11.1, Broomfield, Colorado; McNair, “The Broomfield Depot Museum: Interpretive Materials.”

⁵⁶ “Conversation with Alta Marie Kaessinger,” 27 February 2013. Broomfield Depot Museum, Manuscript Collection 2013.7.2, Broomfield, Colorado; McNair, “The Broomfield Depot Museum: Interpretive Materials.”

⁵⁷ U.S. Census, Broomfield, Boulder County, Colorado, manuscript returns, 1930 and 1940; *Boulder City Directory*, 1951.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

station agent at Broomfield for the first half of 1952 and lived in the depot with his two sons, John Jr. and Bert. His wife and three older daughters stayed behind in Kansas. Son Bert recalled the depot living quarters as being “very primitive even for those days—outdoor toilet and no running water except for a pump.”⁵⁸ The three male Wards did not use the upstairs bedrooms, sleeping instead in the living room, with the father on a bed fashioned from old car seats and the boys on a mattress purchased at a Salvation Army shop. The kitchen contained a wood burning stove, but Ward cooked meals on an electric hotplate. A large wash tub filled with water heated on the stove provided weekly baths for the family. Bert recalled that during winter

the unit was unimaginably cold, especially at night because the fire in the pot bellied stove in the living/bedroom was allowed to go out. Each morning John and I alternated the task of jumping out of bed to build up the fire again, then leaping back under the covers. The floor was covered with an old linoleum rug, the edges of which curled up significantly from the freezing air at night. We knew it was warm enough when the edges uncurled and lay flat.⁵⁹

In the middle of 1952, John Ward moved his entire family to a new railroad position in the Colorado mountains. The Wards appear to be the last family to reside in the depot.

Herb Rutledge served as the last station agent at the depot, from about 1966 through early 1976. His duties included overseeing the eight or ten freight trains that passed through Broomfield daily. A February 1976 article in *Tri-City Journal* described Rutledge’s office:

He is surrounded by the trappings of an old-fashioned railroad. A bare light bulb dangles on a cord from the high ceiling; it hangs over an old headset telephone sticking out of the wall on an accordion bracket.

To his left on the east wall hangs the big ‘jack board,’ a type of switchboard that allows him to patch around railroad communication wires that have been broken by winds or storms.

In the back of the cramped room, a small gas furnace has replaced the pot-bellied coal stove that heated the place until five years ago.⁶⁰

Moving the Depot during the Bicentennial and Its Rebirth as a Museum

In 1968, the C&S, citing station operating losses, requested permission from the Colorado Public Utilities Commission to close the Broomfield Depot. The outcome of the filing could not be determined, but the depot continued to be staffed through 1976.⁶¹ Beginning ca. 1970-71 the railroad leased part of the depot to the Broomfield Jaycees for a meeting space. Jaycee president Don Moore recalled: “It was a real mess inside, with trash all over, broken windows, leaking roof, and no heat to speak of.”⁶² The Jaycees cleaned and painted the interior of the depot and installed a new furnace. In 1975, desiring to replace the existing building, the railroad, offered to sell the Jaycees the depot for one dollar, if the group

⁵⁸ Bert D. Ward, Lincoln, New Zealand, emailed letter to Jacqui Ainlay-Conley, Broomfield Depot Museum Administrator, Broomfield, Colorado, 30 April 2014, Broomfield Depot Museum, Manuscript Collection 2014.1.1, Broomfield, Colorado. A chamber pot placed in the stairwell at night was emptied by one of the brothers each morning.

⁵⁹ Ward, emailed letter, 30 April 2014.

⁶⁰ *Tri-City Journal*, 12 February 1976, 16.

⁶¹ Broomfield, Colorado, Station, PUC Application, 3 April 1968, Colorado and Southern Railway, Manuscript Collection 1219, file folder 1110, Stephen H. Hart Library and Research Center, History Colorado, Denver, Colorado.

⁶² *Broomfield Enterprise*, 26 January 1976. The Jaycees or JCs are the U.S. Junior Chamber of Commerce, a civic/commercial leadership and training association for those eighteen to forty years of age.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

would move it to a new location and pay relocation expenses. The Jaycees embraced saving the depot and conducted fundraisers to pay for the move. The Broomfield Centennial-Bicentennial Commission endorsed preserving the depot as a community project.⁶³ C&S station agent Herb Rutledge supported the campaign to preserve the depot: "This is the community's last chance to save one of these unique old buildings for posterity. When this one goes, it'll be the last old station in the area. There aren't any more."⁶⁴

Initially the Jaycees asked the railroad to provide a new location along the railroad right of way, but this did not transpire. In February 1976 the C&S transferred ownership to the Jaycees, and a moving contractor relocated the depot to a temporary location in Zang's Spur Park, 1.25 miles north-northwest of its original location.⁶⁵ In agreeing to the move, the city became joint owners of the building with the Jaycees.⁶⁶ A new poured concrete foundation was constructed in the park to receive the depot, which was dedicated in July 1976 (see Figure 16). Built into the slope of the land, the site permitted a walk-out basement as a meeting place for the Jaycees and museum uses above in the original depot.⁶⁷

After the move, volunteers of the Broomfield Historical Society (BHS), created in 1976, worked to accept historical items from donors, organize collections, and prepare exhibits. BHS leader and former Museum Director Karen McGuire recalled volunteers cleaning, repairing, and repainting the interior of the depot; preparing showcases; and "attending workshops and meetings with the experts at the State Historical Society to learn how to handle the incoming collections correctly."⁶⁸ Copies of *Gem of the Mountain Valley: A History of Broomfield*, depot belt buckles, depot stationery, and fruitcakes were sold to generate needed funds. According to McGuire, the museum formally opened in 1983. In 1988 the Broomfield Historical Society changed its name to Broomfield Depot Museum, followed by Broomfield Depot Museum Friends in 2013. In 2011 the Broomfield Depot Museum sold its artifact collection to the City and County of Broomfield for a token fee of \$10.

In 2013 the City and County of Broomfield received a State Historical Fund (SHF) grant to undertake a historic structure assessment of the building, conducted by Slaterpaul Architects. A subsequent SHF grant and capital improvement funds from the City and County of Broomfield provided funds for the 2014-15 exterior rehabilitation of the building, including re-painting in historically accurate paint colors, and repairs to the foundation. Museum Administrator Jacqui Ainlay-Conley reports the depot's formerly "public side" (the agent's office, waiting room, and baggage room) includes original artifacts and furnishings and appropriate period pieces that would have been found in the depot from 1909 through 1919, during the height of the interurban era. The "private side" (spaces serving as living quarters for the agent and his family) reflects the early 1930s era.⁶⁹ Closed for seven months during the rehabilitation, the Broomfield Depot Museum re-opened in January 2015.

⁶³ *Boulder Daily Camera*, 26 October 1975, 10; *Broomfield Enterprise*, 19 November 1975.

⁶⁴ *Tri-City Journal*, 12 February 1976, 16.

⁶⁵ *Denver Post*, 25 February 1976; Broomfield Depot, Bill of Sale, Colorado and southern Railway Company to Broomfield Jaycees, Inc., 5 February 1976; Karen McGuire, "Reminiscences of Karen McGuire," December 2014, Broomfield Depot Museum, Manuscript Collection 2015.1.1, Broomfield, Colorado. The depot's brick chimneys were removed prior to the move. The park, originally known as Lac Amora Park, was renamed in 1976.

⁶⁶ "Are You Wondering Who Owns the Broomfield Depot," *Broomfield Enterprise*, 1976, newspaper clipping, interpretive display, Broomfield Depot Museum, Broomfield, Colorado. The city and county is now the sole owner of the depot.

⁶⁷ *Free Enterprise* (Broomfield), 7 July 1976, 3. In its original trackside location the depot contained a cellar under part of the kitchen (see Figure 7).

⁶⁸ McGuire, "Reminiscences of Karen McGuire."

⁶⁹ *Broomfield Enterprise*, 16 January 2015.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

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Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The nominated area is located within Tract A of the Lac Amora Filing No. 1 in the City and County of Broomfield (Assessor parcel number 157527401033) and consists of the perimeter of the building plus 10' on each side.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

PHOTOGRAPH LOG

The following information pertains to all photographs:

Name of Property: Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

Location: City and County of Broomfield, Colorado

Photographer: Thomas H. Simmons

Date of Photographs: 6 August 2015

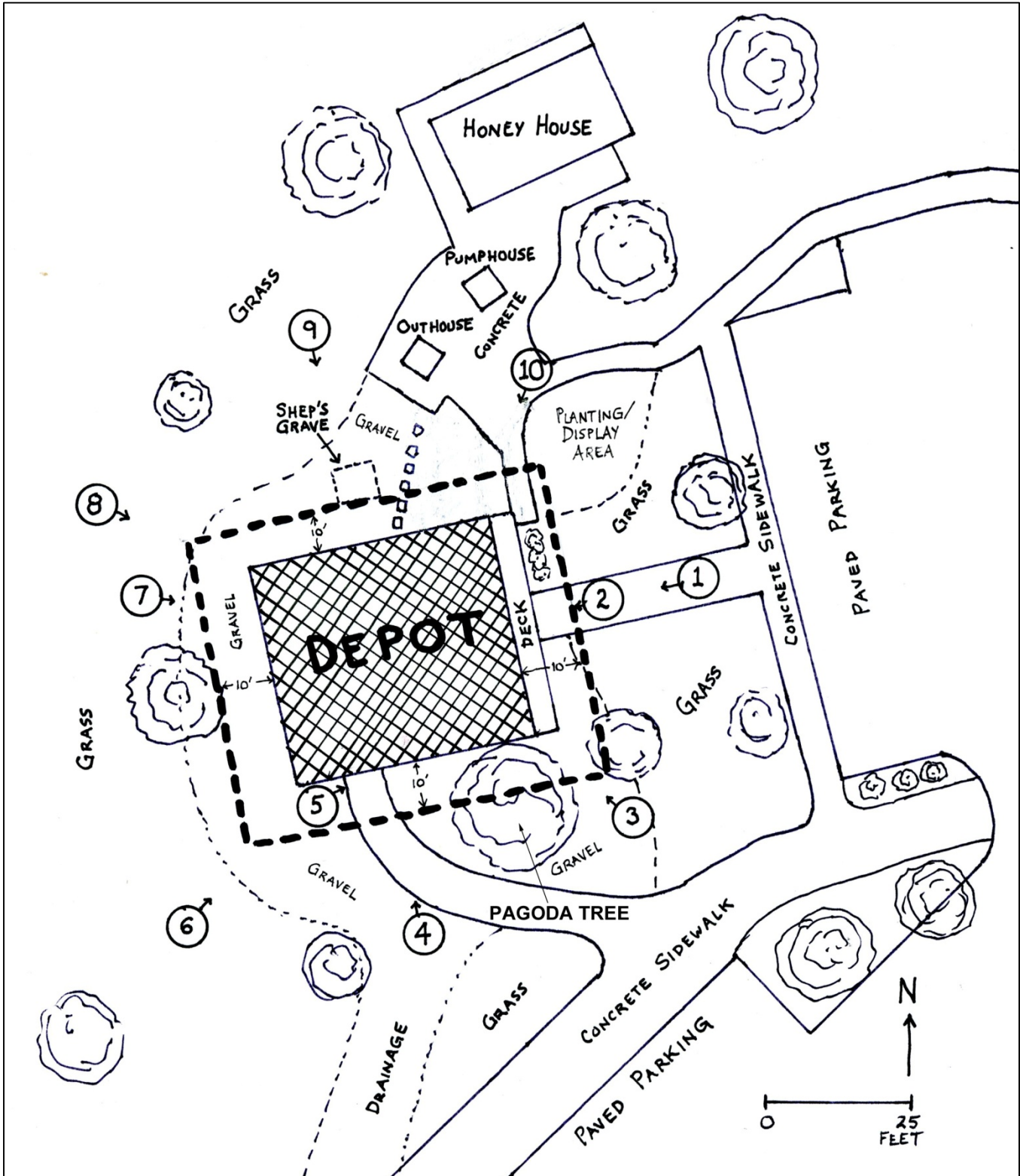
Digital Images: Archival CD with TIFF images on file at History Colorado

Photo No. Photographic Information (Description and Camera Direction)

- 1 Current front (east wall), view west
- 2 Entrance to former baggage room, view west
- 3 East wall (right) and south wall (left), view northwest
- 4 Historic front (south wall), view north
- 5 Detail of shaped rafter tails on south wall, view east-northeast
- 6 South wall (right) and west wall (left), view northeast
- 7 West wall, view east-southeast
- 8 West wall (right) and north wall (left), view southeast
- 9 North wall, with Shep's grave in the foreground (not within the nominated area), view south
- 10 North wall (right) and east wall (left), view southwest
- 11 Interior, station agent's office, view south-southwest
- 12 Interior, station agent's office, view east-northeast
- 13 Interior, waiting room, view west-southwest
- 14 Interior, waiting room, with the baggage room at left and the ticket counter in the wall to the right, view southeast
- 15 Interior, baggage room, view east
- 16 Interior, living room, with door to baggage room at left and door to the kitchen at right, view southwest
- 17 Interior, kitchen, with door to stairs and the waiting room, view southwest
- 18 Interior, upper floor, east bedroom, view southeast
- 19 Interior, upper floor, west bedroom, view southeast

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SKETCH MAP

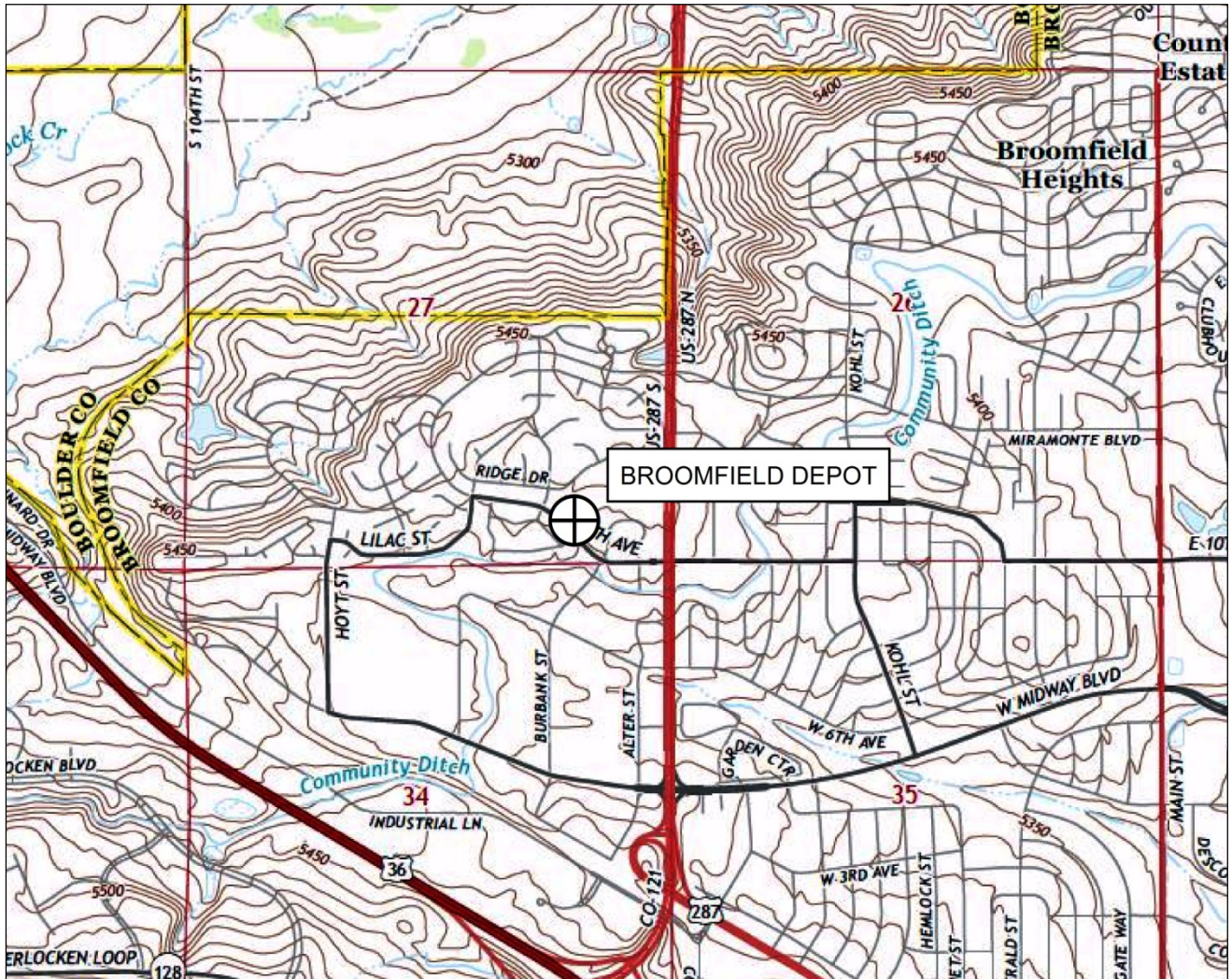


The thick dashed line is the boundary of the nominated area. Numbers in circles with arrows are locations of photographs and camera directions.

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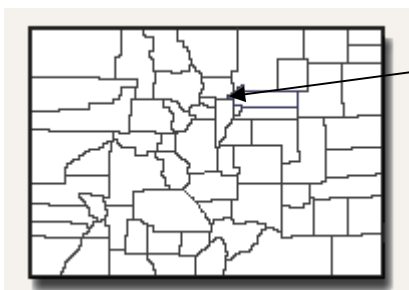
USGS TOPOGRAPHIC MAP

Lafayette, Colorado, 7.5 Minute Series, 2013



Extract of Lafayette, Colorado, USGS digital quadrangle map, 2013. The labeled crosshair locates the nominated resource. One inch equals 2000'. North is to the top.

State Perspective:



Broomfield Denver & Interurban
Railroad/Colorado & Southern Railway
Depot

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HISTORIC FIGURE LOG

Figure Number	Figure Description
1	Current east wall of depot. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
2	Current south wall of depot; historic front. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
3	Current west wall of depot. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
4	Current south wall of depot; historic front. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
5	First floor plan. Currently north is to the top of the drawing. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
6	Upper floor plan. Currently north is to the top of the drawing. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
7	Cellar floor plan. Currently north is to the top of the drawing. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.
8	This D&I route map illustrates why it was known as the Kite Route. Courtesy of History Colorado, Stephen H. Hart Library and Research Center, Denver and Interurban Railroad Manuscript Collection, number 816, timetable, 1910.
9	The St. Louis Car Company manufactured the motorcars used by the Denver & Interurban Railroad. Courtesy of <i>Electric Railway Journal</i> , 2 October 1908, 759.
10	Denver & Interurban motorcar M-154 is shown in this 1912 of the Broomfield Depot. Courtesy of Broomfield Depot Museum, photographic collection.
11	The Richard Vaughan family resided in the depot in the 1930-32 period. These views show Richard Vaughan with Brownie the dog (left). Richard's wife, Margaret, holds her son on the depot platform ca. 1920. Station agent Ira Tanner reportedly took the latter photograph. Courtesy of Broomfield Depot Museum, photographic collection.
12	Two travelers stand on the depot's platform built of railroad ties in this 1914 view. The entrance to the baggage room is to the left; this is the east wall of the depot in its current location. Courtesy of Broomfield Depot Museum, photographic collection.
13	Colorado & Southern locomotive number 807 is stopped in front of the Broomfield Depot in this 1950-60 view. Courtesy of Denver Public Library, Western History and Genealogy, Denver, Colorado, photographic collection, Robert W. Richardson photograph, image number RR-1244.
14	West 120 th Avenue extends diagonally from the center right of the photograph in this undated ca. 1960s view probably taken from the elevators on the south side of the tracks. Courtesy of Broomfield Depot Museum, photographic collection.
15	The Broomfield Depot in 1967 had rolled roofing. The platform constructed of railroad ties (to the right) was still present. Courtesy of Broomfield Depot Museum, Collection Number 1997.4.2.
16	The Broomfield Depot is shown at its new location in Zang's Spur Park after completion of the walk-in basement in 1976. Courtesy of <i>Colorado Prospector</i> , 1 November 1976, 8.

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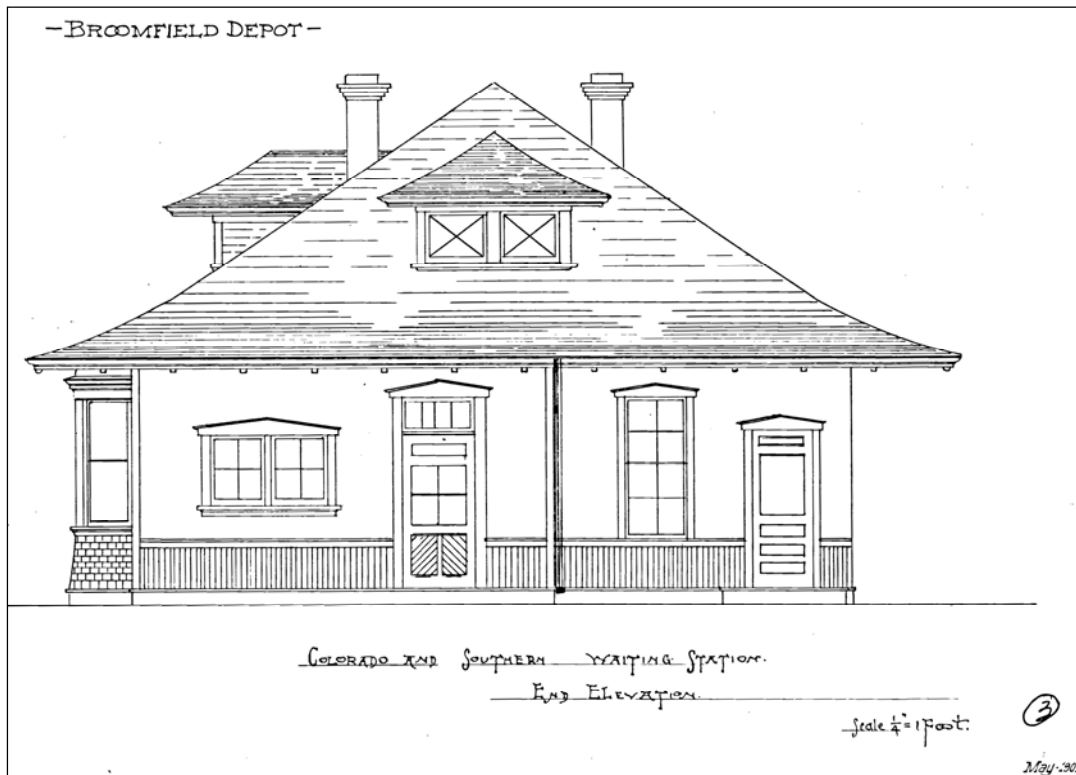


Figure 1. Current east wall of depot. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

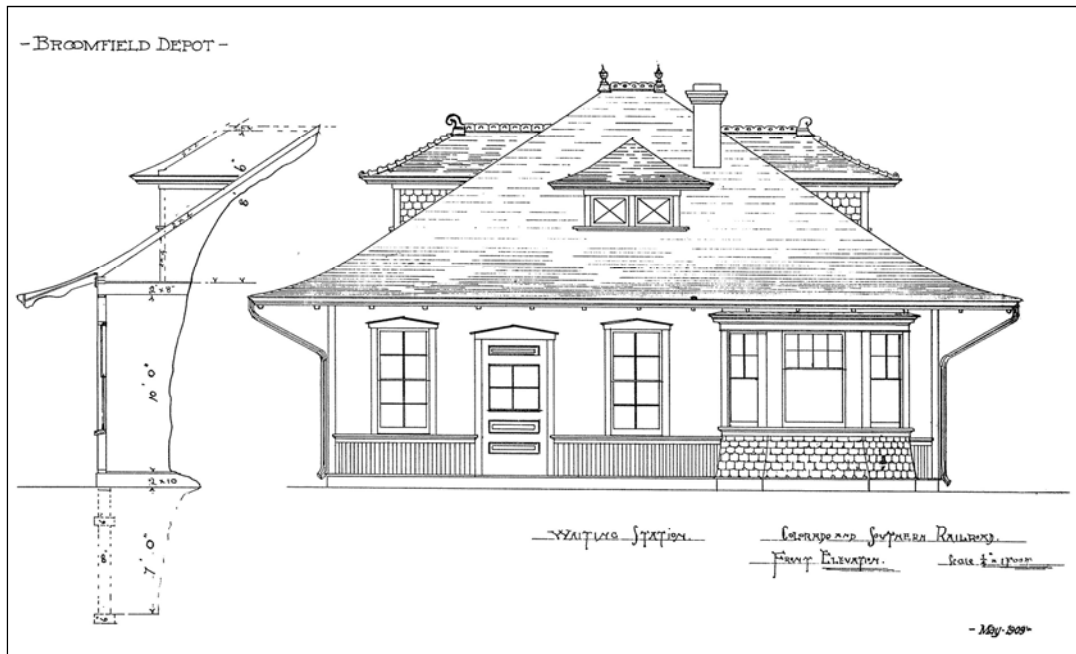


Figure 2. Current south wall of depot; historic front. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

Property Name Broomfield Denver & Interurban Railroad/Colorado and Southern Railway Depot

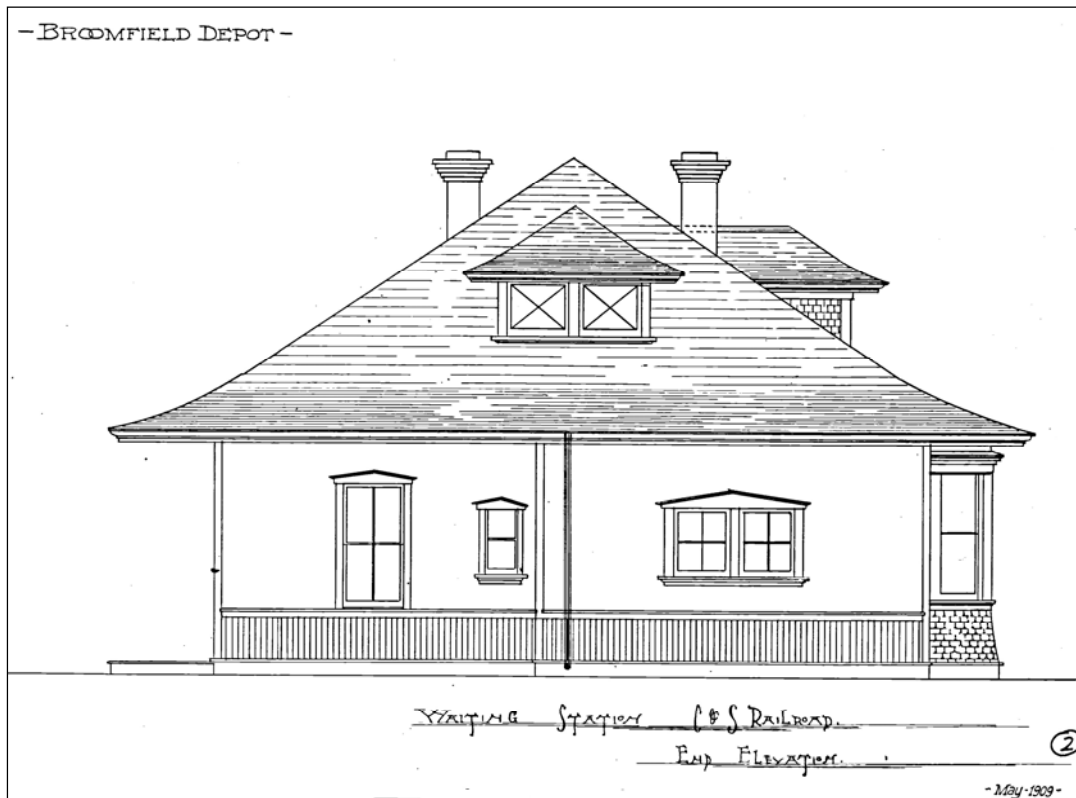


Figure 3. Current west wall of depot. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

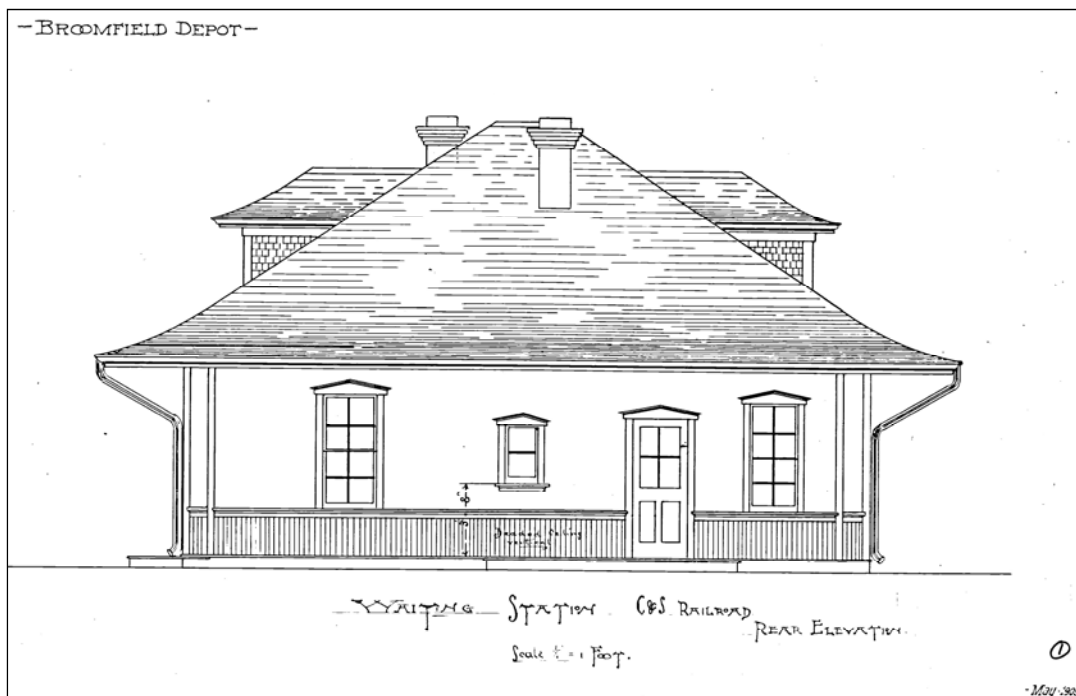


Figure 4. Current south wall of depot; historic front. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

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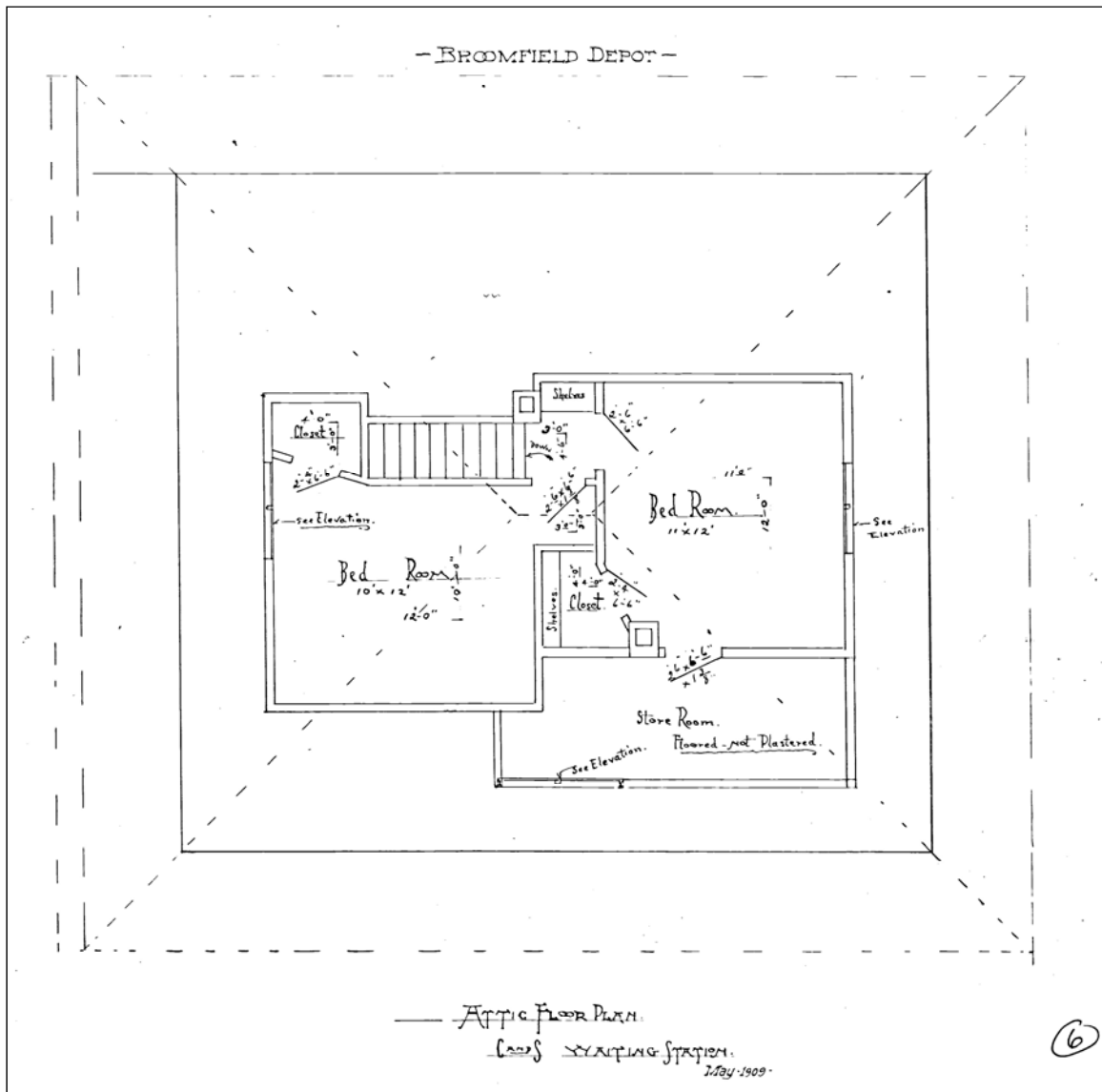


Figure 6. Upper floor plan. Currently north is to the top of the drawing. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

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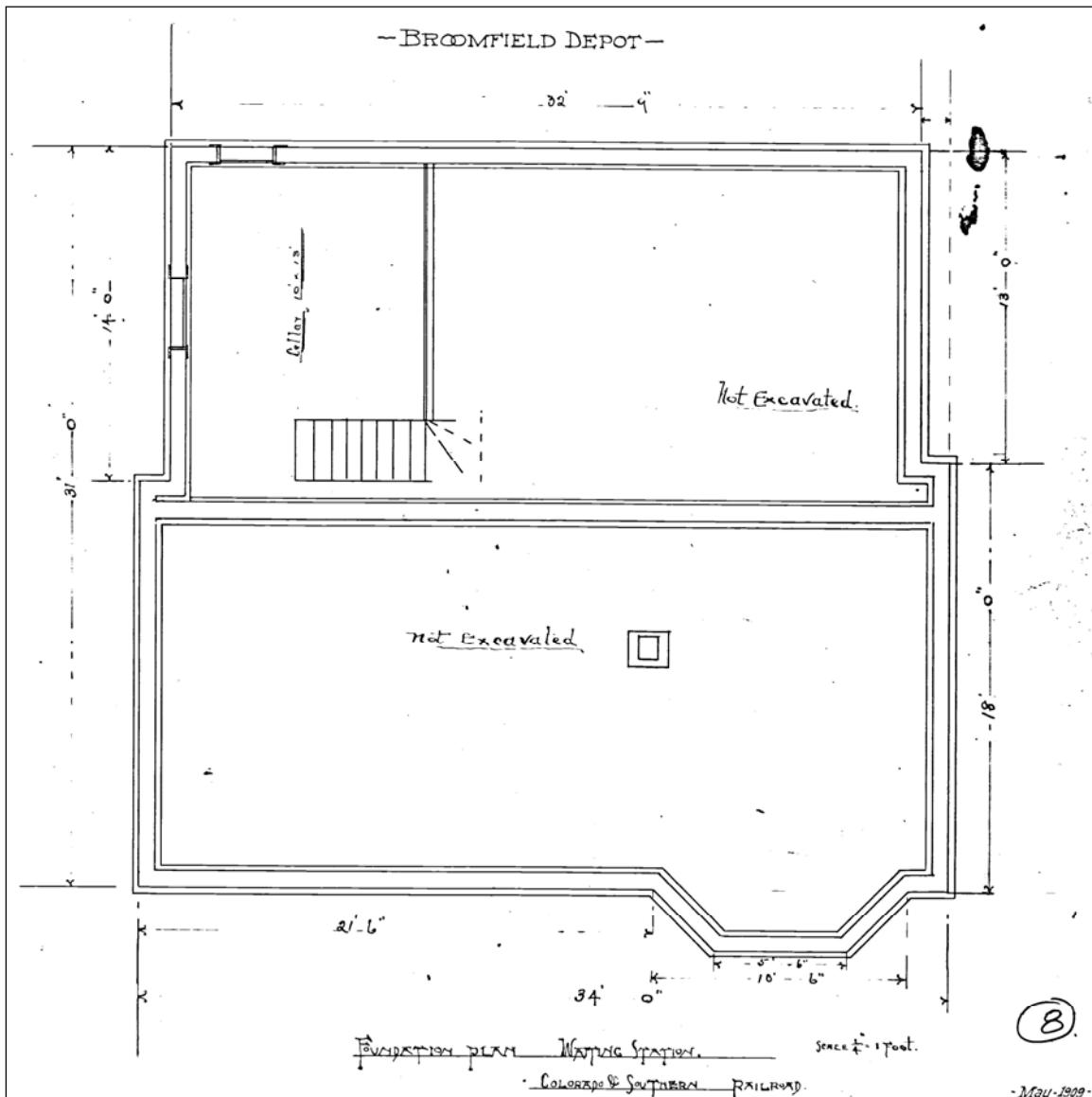


Figure 7. Cellar floor plan. Currently north is to the top of the drawing. Courtesy of Broomfield Depot Museum, Colorado & Southern Railway drawing, May 1909.

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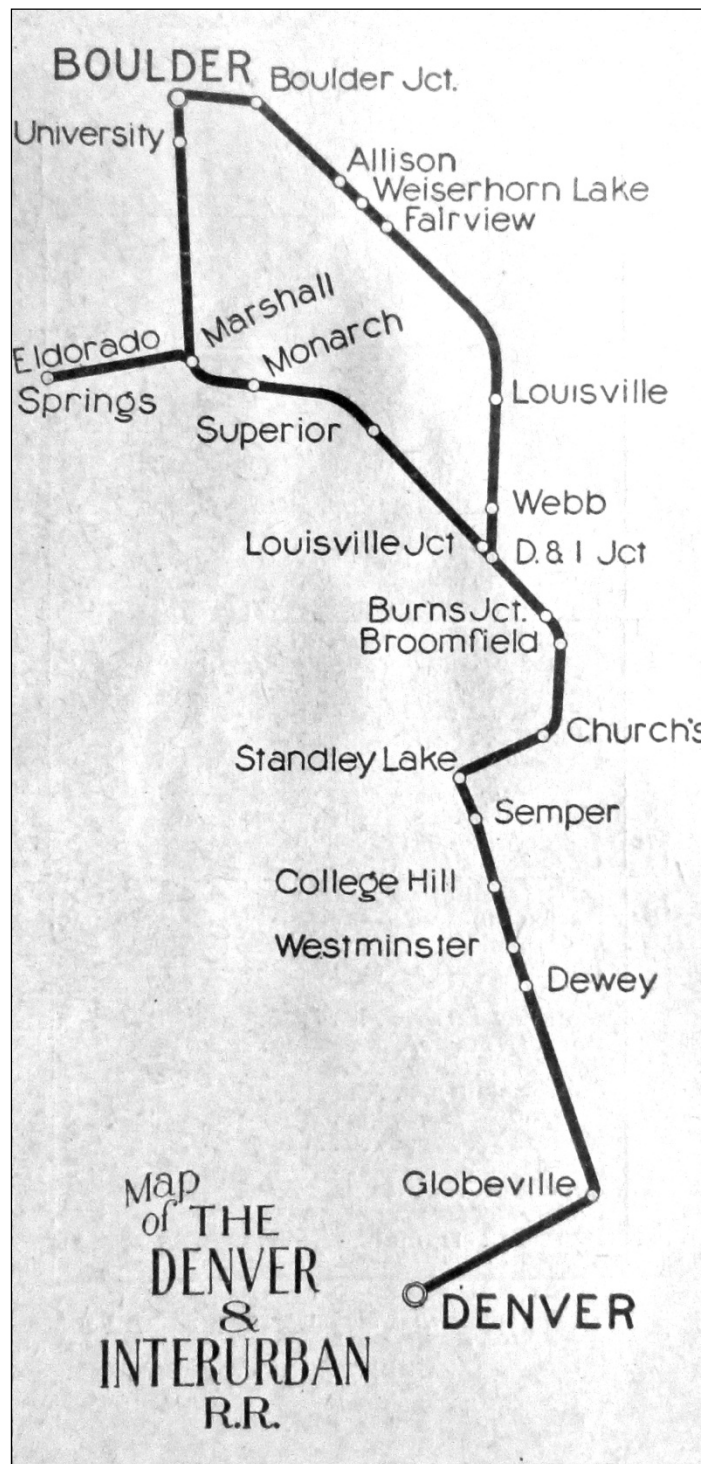


Figure 8. This D&I route map illustrates why it was known as the Kite Route. Courtesy of History Colorado, Stephen H. Hart Library and Research Center, Denver and Interurban Railroad Manuscript Collection 816, timetable, 1910.

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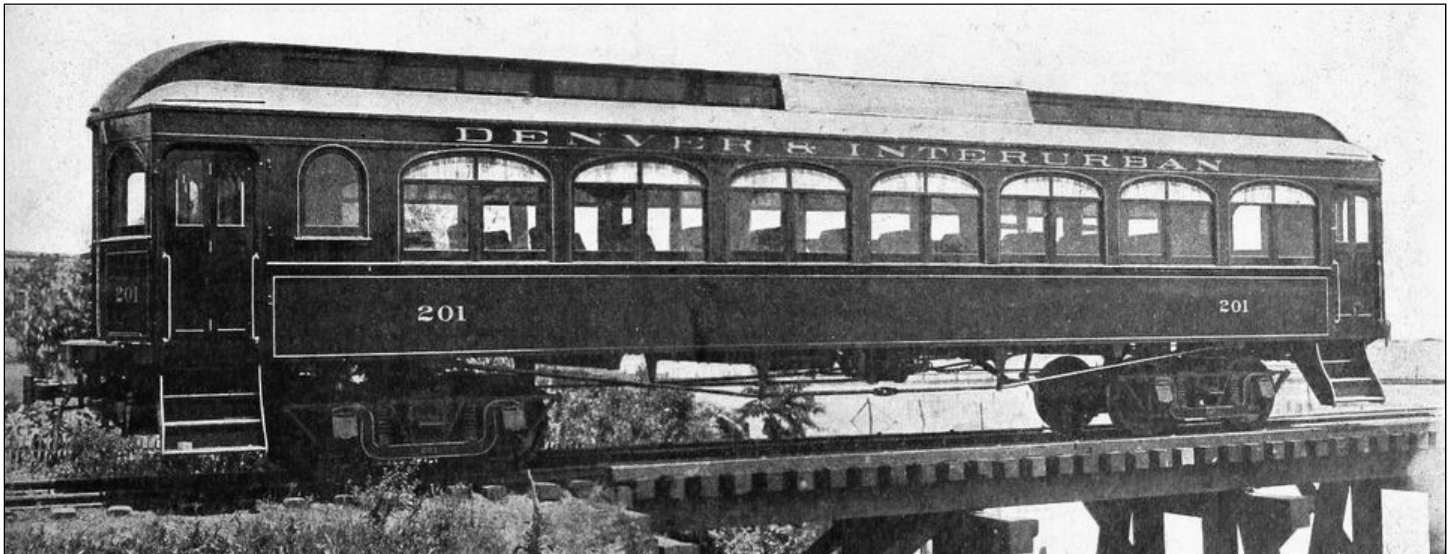


Figure 9. The St. Louis Car Company manufactured the motorcars used by the Denver & Interurban Railroad. Courtesy of *Electric Railway Journal*, 2 October 1908, 759.



Figure 10. Denver & Interurban motorcar M-154 is shown in this 1912 of the Broomfield Depot. The diamond-shaped pantograph is mounted atop the car making contact with the overhead catenary which carried the electrical power. Courtesy of Broomfield Depot Museum, photographic collection.

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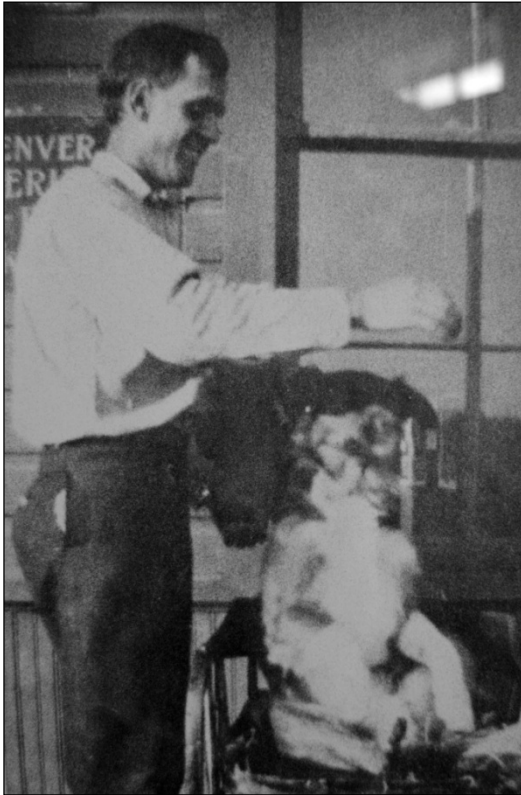


Figure 11. The Richard Vaughan family resided in the depot in the 1930-32 period. These views show Richard Vaughan with Brownie the dog (left). Richard's wife, Margaret, holds her son on the depot platform ca. 1920. Station agent Ira Tanner reportedly took the latter photograph. Courtesy of Broomfield Depot Museum, photographic collection.

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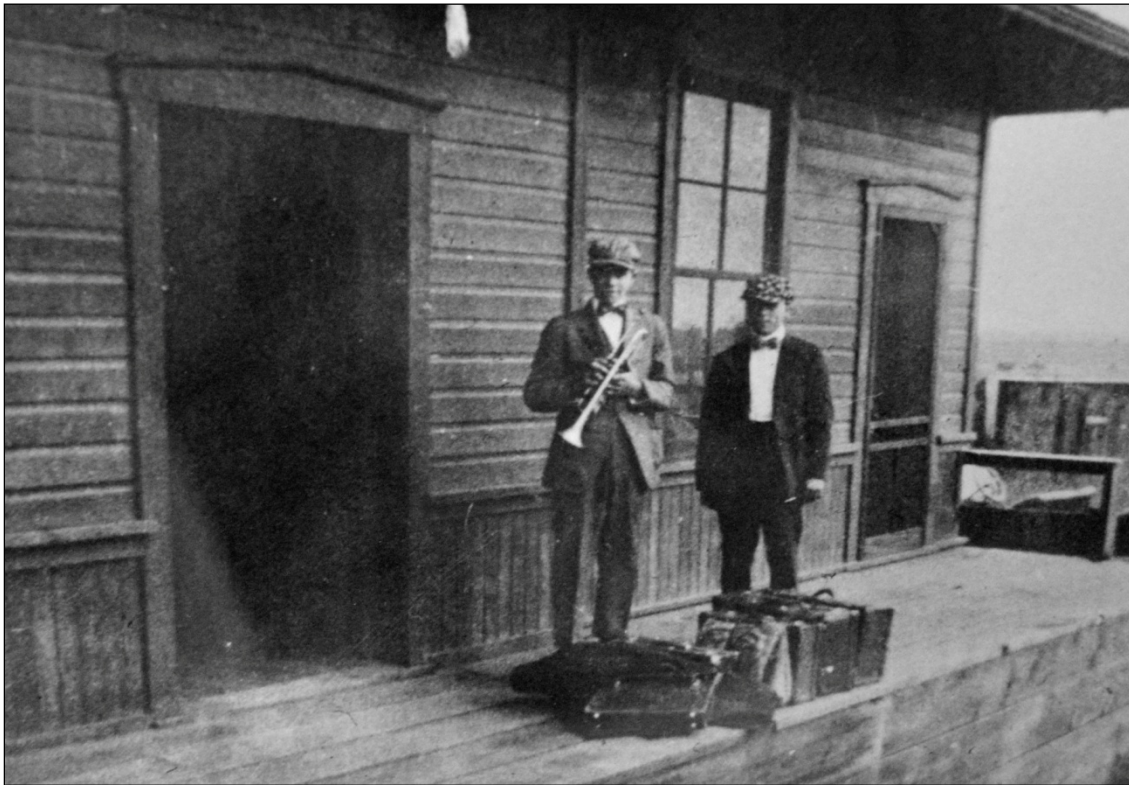


Figure 12. Two travelers stand on the depot's platform built of railroad ties in this 1914 view. The entrance to the baggage room is to the left; this is the east wall of the depot in its current location. Courtesy of Broomfield Depot Museum, photographic collection.



Figure 13. Colorado & Southern locomotive number 807 is stopped in front of the Broomfield Depot in this 1950-60 view. Courtesy of Denver Public Library, Western History and Genealogy, Denver, Colorado, photographic collection, Robert W. Richardson photograph, image number RR-1244.

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Figure 14. West 120th Avenue extends diagonally from the center right of the photograph in this undated ca. 1960s view probably taken from the elevators on the south side of the tracks. Courtesy of Broomfield Depot Museum, photographic collection.

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Figure 15. The Broomfield Depot in 1967 had rolled roofing. The platform constructed of railroad ties (to the right) was still present. Courtesy of Broomfield Depot Museum, Collection 1997.4.2.



Figure 16. The Broomfield Depot is shown at its new location in Zang's Spur Park after completion of the walk-in basement in 1976. Courtesy of *Colorado Prospector*, 1 November 1976, 8.