

## **5. ARCGIS GEODATABASE**

The purpose of this GIS mapping guide section is to provide background on the research process for the statewide historic streetcar GIS dataset. The guide outlines how to use the data and the necessary steps for data administrators to update the dataset as needed.

### **A. Database Framework and Research Process**

An ESRI ArcGIS geodatabase was developed with data to geographically represent the historic streetcar lines that operated in Colorado (geodatabase is projected in the NAD\_1983\_UTM\_Zone\_13N coordinate system). ESRI is the software provider of the GIS software that was used to build, manage, and display the geodatabase. The intent of this statewide dataset is to display the geographic locations of Colorado's streetcar lines and track relevant details discovered during the research process. This geodatabase consists of a line layer to catalogue the locations of streetcar lines throughout Colorado and a point layer to catalogue other property types.

Locations of streetcar lines in Colorado were identified from historic research and were not field verified. The following method was used to approximate the locations of historic streetcar resources:

- Data was generated from digitized hard copy maps, tabular data, or historical descriptions.
- For lines that ran along city streets, existing street centerlines were used as representation unless the lines were recently field verified (and documented in past studies), in which case the field verified locations were used.
- For interurban or other lines that did not run along city streets, an approximate representation was digitized using the best available information gathered as part of the research.

Each streetcar line was recorded as a line feature with breakpoints at significant changes in the route over time, breakpoints where the technology changed over time, breakpoints as the line expanded or retreated, and breakpoints where lines spanned municipal boundaries. In some instances line segments overlap, but each streetcar line segment has an individual attribution field that is populated to the extent feasible. In cases where the historical research could not verify the location of a streetcar line, the streetcar line was not mapped.

Other property types associated with historic streetcar systems, such as buildings (car barns, power houses, etc.) and structures (wyes, turntable, etc.) were catalogued in a separate point layer using the same attribution structure as the line layer. This layer is not comprehensive but was used to represent locational data found during the research process. The data in this feature class are readily available points accessed from History Colorado’s COMPASS database or other local government GIS databases and various research sources.

Attribute tables for both feature classes are populated with the following fields; some of the fields may not apply to point data. The table below lists the GIS Field Name, an alias that is used in the web based application, a short description, and a listing of potential values.

**Table 19. GIS attribute table fields**

<u>Field Name</u>	<u>Alias</u>	<u>Description</u>	<u>Values</u>
SEG_ID	None	Unique identifier for segments in the database.	Sequential number
LINE_ID	None (Title of Box)	Unique identifier for streetcar line. Multiple segments may share the same line ID.	Sequential number
LINE_NM	Line Name	Text field containing the name of the line which is not a unique identifier. Notate multiple names if name changed over time. If line is broken into multiple segments this field will be the same for each.	Text

Historic Streetcar Systems of Colorado

<b><u>Field Name</u></b>	<b><u>Alias</u></b>	<b><u>Description</u></b>	<b><u>Values</u></b>
COUNTY	County	County where line is located. If located in multiple counties the line will be split into multiple segments.	Text
CITY	City	City where line is located. If located in multiple cities, the line will be split into multiple segments.	Text
TECH_DESCRIPTION	Technology	Description of Rail Technology (if known).	Text description of technology which could include one or more of the following: Standard Gauge, Narrow Gauge, Horse, Cable Electric, Other, Unknown
TECH_GAUGE	Track gauge	Keeps track of the gauge of track.	Narrow, Standard, Other, Unknown
TECH_HORSE	Horsecar line	Binary listing if horse technology was used. Used for mapping purposes.	Yes/No/Unknown
TECH_CBL	Cable line	Binary listing of if cable technology was used. Used for mapping purposes.	Yes/No/Unknown
TECH_ELEC	Electric line	Binary listing if electric technology was used.	Yes/No/Unknown
CNSTRCTN_CO	Company at construction	Name of company or companies that constructed the line.	Text (or turned in a discrete list depending on number of companies)
CNSTRCTN_DT	Construction date	Earliest date the construction could have been completed for the project.	Date (year)
OPERATING_CO	Operating companies	Name of companies that operated the line. If multiple companies, listed in order from first to last.	Text (or turned in a discrete list depending on number of companies)
OPS_START	Service start date	Date that revenue service started.	Date (year)

Historic Streetcar Systems of Colorado

<b><u>Field Name</u></b>	<b><u>Alias</u></b>	<b><u>Description</u></b>	<b><u>Values</u></b>
OPS_END	Service end date	Date that revenue service ended.	Date (year)
PROP_TYPE	Property type	Property type of resource.	Text
HIST_SIG	Historical significance	Short description of historical significance, including eligibility or listing on the National Register of Historic Places or State Register of Historic Properties.	Dropdown items including officially eligible, not eligible, field eligible, field not eligible, unknown
EXIS_COND	Existing condition	Current condition of the tracks (if known). Contains notes for instances where track was encountered as part of another project.	Text
TRACK_STATUS	Tracks remain / removed	Used to denote if streetcar track has been removed or if it still remains. Default value is unknown.	Removed, Remains, Unknown
ACCURACY	Data accuracy	Category of data accuracy based on if line was field verified, estimated from historic maps, etc.	Field Verified, Estimated from Historic Map, Estimated to Roadway Centerline, Other
OTHER_NOTE	Notes	Any other relevant note not captured in other fields.	Text
SOURCE	Source of data	Source of previously collected data or name of historian that did the data collection.	Text
VERI_HIST	None	Name of historian verifying location and project data.	Text
COMPASS_NO	Compass Site number	Smithsonian number if recorded in Compass, History Colorado's database of previously recorded historic sites.	Number
VERI_DATE	Date last updated	Date the historian performed verification.	Date

<u>Field Name</u>	<u>Alias</u>	<u>Description</u>	<u>Values</u>
DATA_STATUS	Data status	Field used by project team to indicate if any data fields have not been completely collected as part of the initial project. This does not indicate that the data is not available.	Text

The order of the field names in this table does not imply importance of data but is organized logically to be referenced in the GIS database. Some attributes may not apply to point data.

**B. Data Usage Guide and Online GIS Viewer**

This database is intended to be the single statewide historic streetcar dataset and will be updated by CDOT upon future streetcar system discoveries and removals to extent feasible. The hosting of the layer will facilitate efforts to locate, research, and evaluate historic streetcar systems and extant property types. A mapping viewer was developed based on the desired attribute tables and locations of associated streetcar lines and associated property types. The data may be hosted in a different location and made available to the public in a different format in the future, as determined by CDOT staff. This usage guide demonstrates how users may currently access the data. Symbology of streetcar lines and points and addition of historical basemaps are subject to change based on future application updates.

GIS data, including streetcar lines and associated features can be accessed in two ways: the data can be viewed online through the GIS viewer and the data can be downloaded as shapefiles (.shp) by request. The GIS viewer is hosted by CDOT, and can be accessed from C-PLAN, an interactive online mapping platform where you can find CDOT maps, data, and visualizations, via <https://cdot.maps.arcgis.com/home/index.html>. The location of the GIS viewer on CDOT’s website may change over time. To request GIS data in the form of shapefiles, please email: [dot\\_generalmailbox\\_dtd@state.co.us](mailto:dot_generalmailbox_dtd@state.co.us).

The data contains attributes that allow users to view the data in a variety of different ways including year of construction, years of operation, streetcar technology, track gauge, and other

details. The GIS Viewer allows users to navigate to communities of interest using tabs at the top of the page, or to explore the state manually. Features of the map are interactive; clicking on a streetcar line or point feature displays the attributes described in Table 19.

The GIS viewer includes a variety of ways to display data. As described above, and shown in Figures 181 through 183, streetcar lines may be viewed by technology, status (whether the lines have been removed or remain), date of active use, or by construction/operating company name. The GIS viewer also allows users to select a time range to show only streetcar lines that operated during a specified time range (see Figure 183). An automatic time period advancement can create an animation that displays where streetcar lines operated, the technologies employed, and when operations were discontinued.

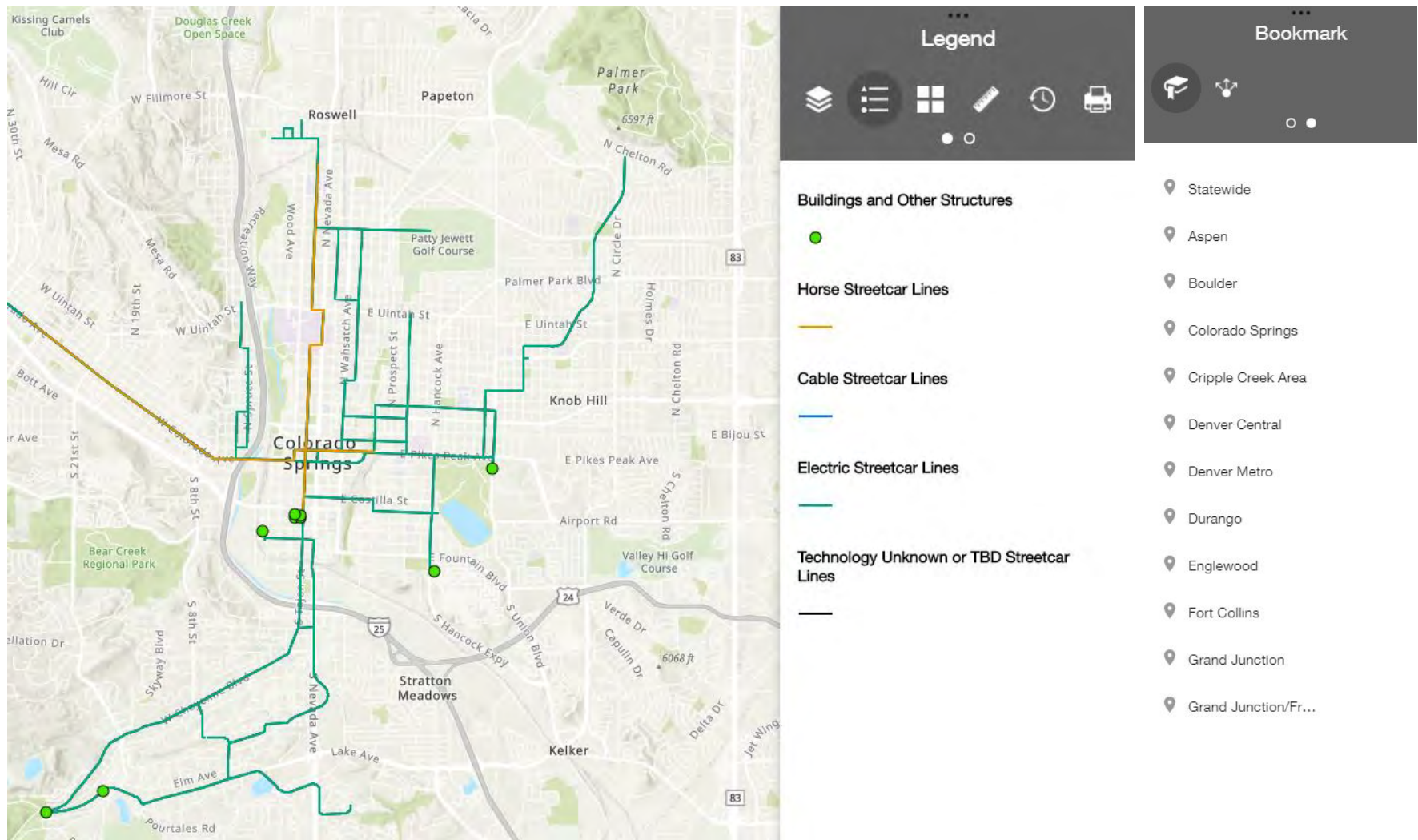


Figure 181. Mapping by streetcar technology: horse, cable, electric, or unknown.

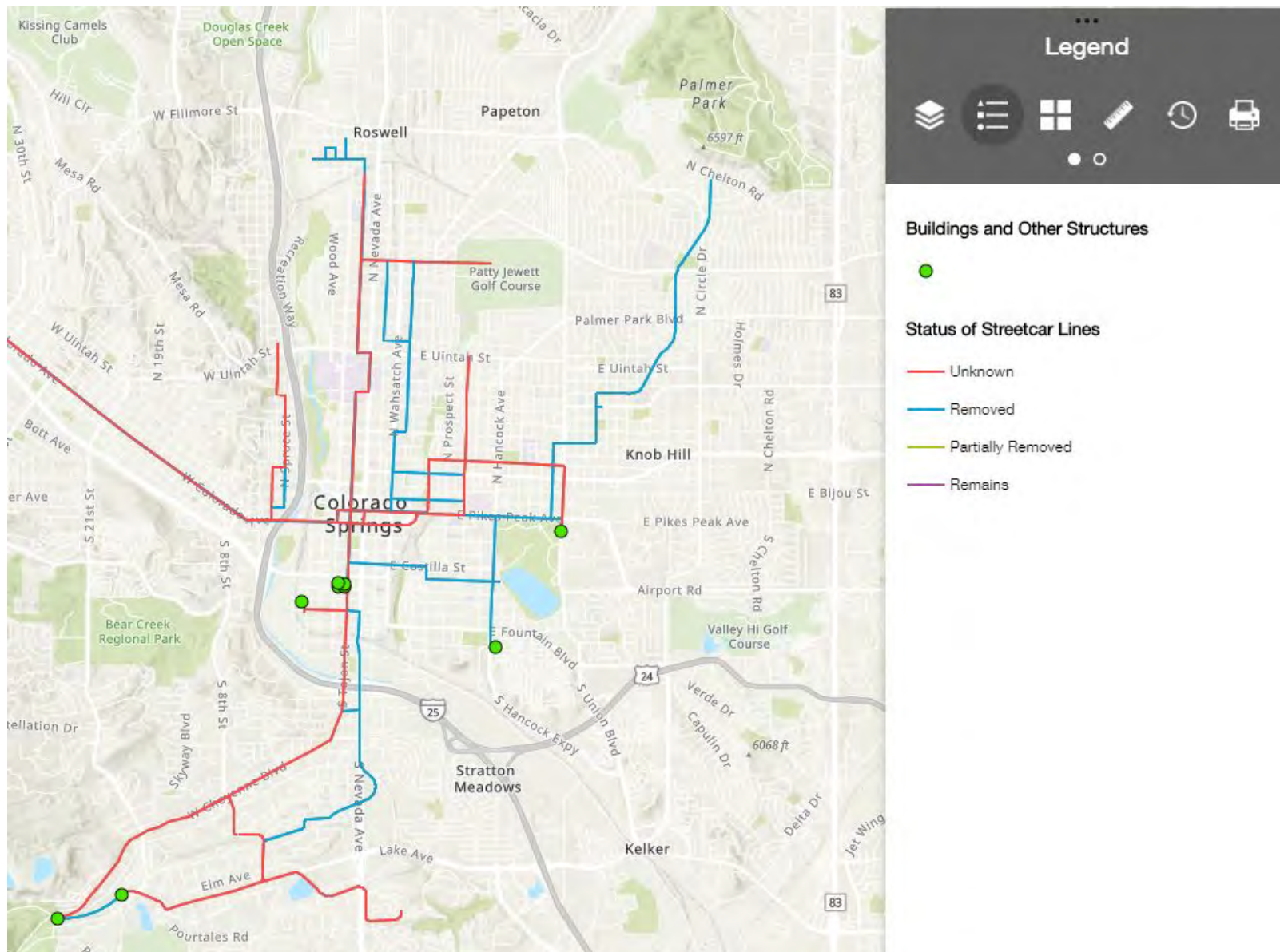


Figure 182. Mapping by status: partially removed, removed, remains, or unknown.



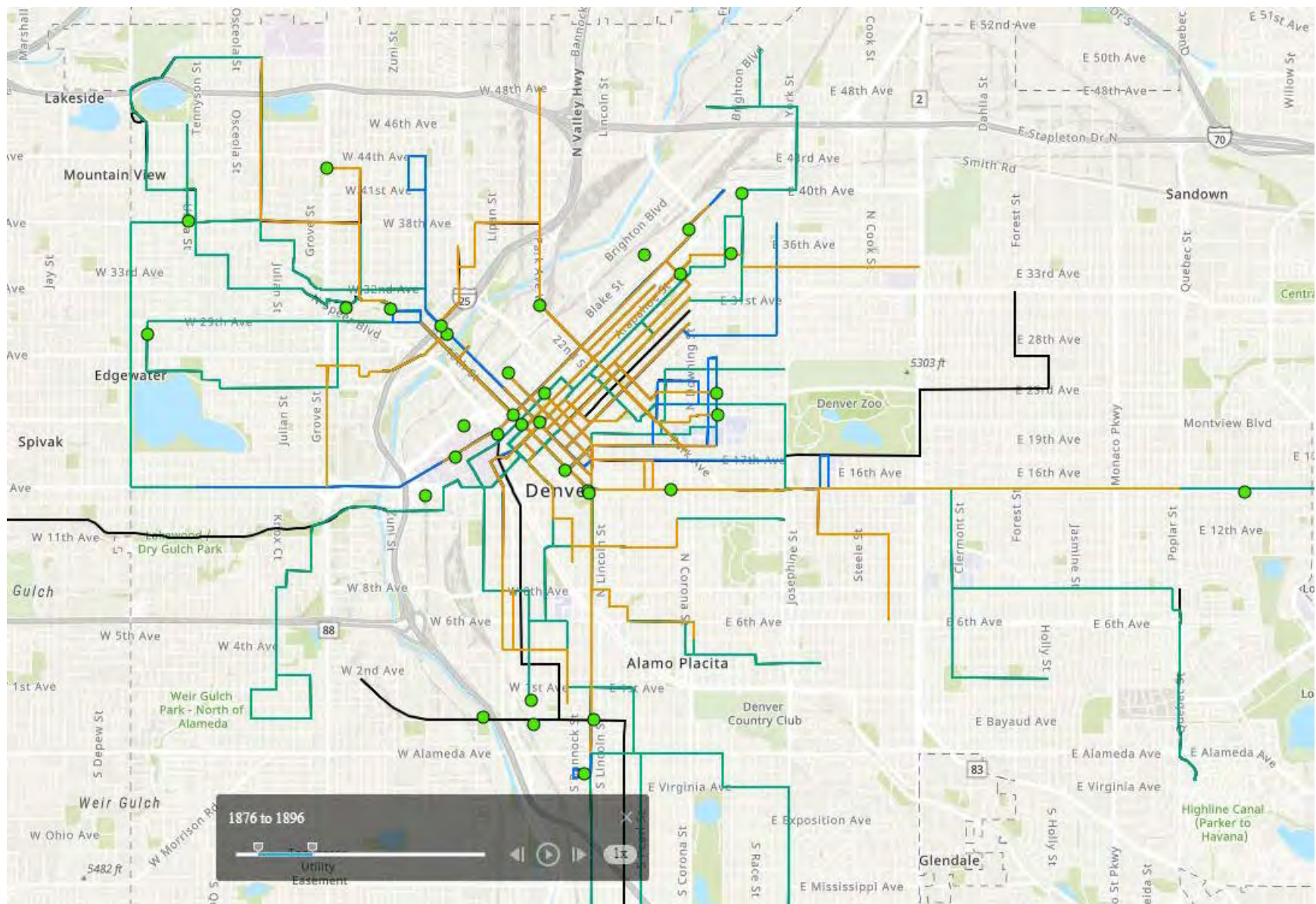
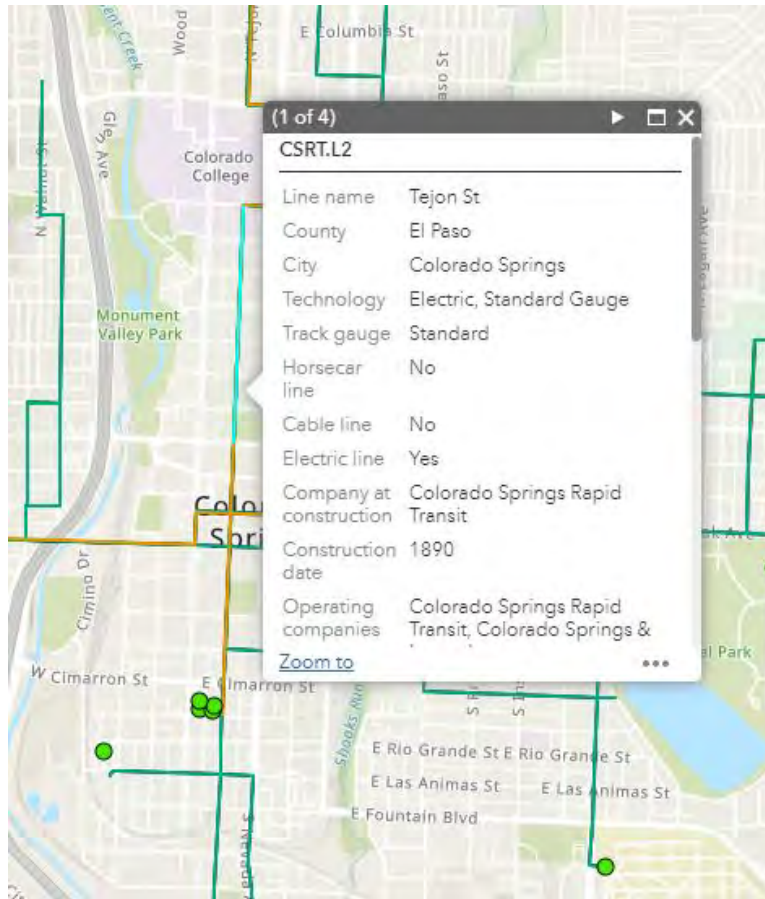


Figure 183. Mapping by year of operation.

To see all attribute details for a particular streetcar line, users can click on a feature to show a popup that displays detailed attribute information (see Figure 184).



**Figure 184. Example of detailed attribute information.**

The symbology used to display features in the GIS viewer may change (e.g. green dots showing structures). Furthermore, as technology evolves, this GIS viewer, which currently uses the ArcGIS StoryMap framework, may come to be housed in a different platform or evolve in other ways.

### **C. Administrator Guide**

The assembly of the GIS database was an iterative and collaborative process between project consultants involving a back-and-forth process of research and assembling the geodatabase. The final GIS database was assembled by AECOM and provided to CDOT as a geodatabase that is

now hosted by CDOT. As noted above, at the time of this report's completion, the GIS viewer is publicly available through ArcGIS Online and hosted by C-PLAN, CDOT's interactive online mapping platform as noted in Section B above. Up to date information about accessing the GIS application and data can be obtained by contacting CDOT GIS department through the email provided in Section B.

For future updates, CDOT historians will coordinate the update process. During the development of the dataset, consultants coordinated attributes in an Excel spreadsheet that was joined to the line layer to update attribute information, which allowed researchers to update this information without GIS software. This process could be used for future updates.

When updating records, the following fields should also be filled out to track who completed the update and when it was done.

- VERI\_DATE – update to date of latest update
- VERI\_HIST – update to include the name of the person providing the updated data

For access to the data, to provide additional data, comments or corrections to existing data, or for questions, contact a CDOT Historian or CDOT GIS at [dot\\_generalmailbox\\_dtd@state.co.us](mailto:dtd@state.co.us).

The following levels of data access are recommended to control access to the data.

**Table 20. Levels of data access**

<b><u>Access Level</u></b>	<b><u>Description</u></b>
CDOT Admin	Read/write access to identified CDOT employees. This group will update attributes and add new features as identified in future research or field exploration.
CDOT General	Read-only map service provided to all CDOT employees with access to all features. Also will have access to download data as shapefiles.
Public Access	Read-only map service with more limited access. Also will have access to download data as shapefiles.

## 6. KNOWN ASSOCIATED RESOURCES

Multiple streetcar resources were previously documented across the state. The results of a Colorado Office of Archaeology and Historic Preservation (OAHP) COMPASS database search completed with the assistance of OAHP staff is included below. In an effort to capture as many streetcar-related resources across the state as possible, the search included the following terms:

- Streetcar
- Street car
- Trolley
- Horsecar
- Horse car
- Tram
- Tramway
- Grip car
- Cable car
- Interurban
- Transit
- Car barn
- Carbarn
- Municipal railway

State Historic Preservation Office (SHPO) staff and the consultant team reviewed the results to remove any resources not related to streetcar systems. Many of the resources included Geographic Information System (GIS) mapping information. However, the documentation of several other resources lacked sufficient information for mapping purposes. As a result, these resources were not included in the GIS mapping component of the study. Additionally, those resources included in the GIS mapping component were extant at the time of their recordation; however, their current condition is unknown and was not verified as a part of this project. Table 21 and Table 22 represent the COMPASS search results, which were received on April 10 and April 11, 2019, and include the site number, name, address, National Register of Historic Places (NRHP)/State Register of Historic Places (SRHP) assessment and date, and property type. Table 21 and Table 22 include a column reflecting the NRHP/ SRHP Assessment/ Local Landmark Status of different resources. “Officially Eligible”/ “Officially Not Eligible” resources represent those resources with an official eligibility determination from the Colorado SHPO. Assessments of “Field Eligible” or “Field Not Eligible” represent resources that were previously surveyed, but lack an official determination from the Colorado SHPO. Resources noted as “No Determination” or “Needs Data” were recorded but lacked sufficient information to warrant an eligibility

determination. Resources noted as “Supports the Eligibility of the Entire Linear Resource” were surveyed as a segment of a larger linear resource and were found to retain enough integrity to support the previously determined eligibility of the entire linear resource, whereas those noted as “Does Not Support Eligibility of Entire Linear Resource” do not. These notations reflect that the resources were documented as linear resources per the approach currently utilized by the Colorado SHPO. The COMPASS data also often tracks whether resources have been designated as local landmarks, which is reflected in the table.

**Table 21. COMPASS Search Results**

(\*) indicates the resource has not been mapped

<b>Site No.</b>	<b>Resource Name</b>	<b>Address</b>	<b>NRHP/SRHP Assessment/ Local Landmark Status</b>	<b>Date of Last Assessment</b>	<b>Property Type</b>
5AM.1322	Denver Tramway Company Streetcar #.04; Denver & Interurban Railroad Car No. 11	5881 Tennyson St., Arvada, CO	Listed in SRHP	6/14/2000	Rolling Stock
5BL.361.12*	Streetcar Shelter – Bus Shelter	Baseline Rd., Boulder, CO	Within NRHP District/Field Eligible	11/1995	Waiting Station
5BL.8937*	Boulder Streetcar Tracks	N/A	Officially Eligible	No Date	Streetcar Line

Historic Streetcar Systems of Colorado

<b>Site No.</b>	<b>Resource Name</b>	<b>Address</b>	<b>NRHP/SRHP Assessment/ Local Landmark Status</b>	<b>Date of Last Assessment</b>	<b>Property Type</b>
5BL.8937.1*	Boulder Streetcar Tracks (Segment)	Broadway Between University Ave. And Pine St., Boulder, CO	Officially Eligible	11/27/2001	Streetcar Line
5BL.8937.2	Boulder Streetcar Tracks (Segment)	N/A	Officially Eligible	5/14/2008	Streetcar Line
5DV.117	Denver City Cable Rail Way Building – Tramway Cable Building – Spaghetti Factory	1801 Lawrence St., Denver, CO	Listed in NRHP/Local Landmark	7/2/1979	Power Plant/Carbarn
5DV.140	Tramway Building – University Of Colorado At Denver – Teatro Hotel	1100 14 <sup>th</sup> St., Denver, CO	Listed in NRHP	12/16/2004	Administrative Building

Historic Streetcar Systems of Colorado

<b>Site No.</b>	<b>Resource Name</b>	<b>Address</b>	<b>NRHP/SRHP Assessment/ Local Landmark Status</b>	<b>Date of Last Assessment</b>	<b>Property Type</b>
5DV.541	Denver Tramway Powerhouse – Forney Historic Transportation Museum – Recreational Equipment Inc./REI Flagship Store	1416 Platte St., Denver, CO	Listed in NRHP/Local Landmark	9/8/2001	Power Plant
5DV.1298	Delaware Street Tramway Station – Denver Mint Tramway Press Room	320 W. Colfax Ave., Denver, CO	Officially Eligible	1/13/1983	Substation
5DV.5337	Motor Coach Division Building, Denver Tramway Company – East Side Car barn – Gilpin Street Car barn	3500 Gilpin St., Denver, CO	Listed in NRHP/Local Landmark	3/22/2004	Car barn
5DV.9217*	Street Car/Tramway	N/A	No Determination	No Date	Streetcar Line
5DV.9217.1	Denver Street Car Tramway (Segment)	N/A	Supports Eligibility of Entire Linear Resource	3/7/2014	Streetcar Line

Historic Streetcar Systems of Colorado

Site No.	Resource Name	Address	NRHP/SRHP Assessment/ Local Landmark Status	Date of Last Assessment	Property Type
5DV.9217.2	Denver Street Car Tramway (Segment)	N/A	Field Eligible	5/25/2005	Streetcar Line
5DV.9217.3	Denver Tramway Trolley Line (Segment)	N/A	Officially Eligible	10/4/2007	Streetcar Line
5DV.9217.4	Denver Street Car Tramway (Segment) – Denver Tramway Trolley Line	S. Broadway, Denver, CO	Officially Eligible	6/5/2007	Streetcar Line
5DV.9217.5*	Denver Street Car Tramway (Segment)	N/A	No Determination	No Date	Streetcar Line
5DV.9217.6	Denver Tramway Trolley Line Route 72 – Segment	Tremont & Glenarm, Denver, CO	Officially Eligible	8/27/2008	Streetcar Line
5DV.9217.7	Denver Tramway Trolley Line	N/A	Supports Eligibility of Entire Linear Resource	10/23/2009	Streetcar Line
5DV.9217.8	Denver Tramway – Segment	N/A	Supports Eligibility of Entire Linear Resource	3/22/2010	Streetcar Line



Historic Streetcar Systems of Colorado

Site No.	Resource Name	Address	NRHP/SRHP Assessment/ Local Landmark Status	Date of Last Assessment	Property Type
5DV.9217.10	Denver Tramway Company Streetcar Lines – Segment	N/A	Supports Eligibility of Entire Linear Resource	3/7/2014	Streetcar Line
5DV.9217.11*	Denver Tramway Trolley – Segment	N/A	Supports Eligibility of Entire Linear Resource	5/28/2014	Streetcar Line
5DV.9217.12*	Street Car/Tramway – Segment	N/A	No Determination	5/28/2014	Streetcar Line
5DV.11241*	Trolley Track	N/A	Officially Not Eligible	11/4/2011	Streetcar Line
5DV.11241.1	Trolley Track-Segment	N/A	Officially Not Eligible	11/4/2011	Streetcar Line
5EP.739	Colorado Springs Rapid Transit Rwy. Car barn – Co Spgs Interurban – Winfield Scott Block	508-528 S. Tejon St., Colorado Springs, CO	Officially Not Eligible	3/2004	Carbarn
5EP.2179*	Chicago, Rock Island & Pacific Railroad Roundhouse	2333 Steel Dr., Colorado Springs, CO	Field Not Eligible	3/1/2002	Streetcar Line

Historic Streetcar Systems of Colorado

<b>Site No.</b>	<b>Resource Name</b>	<b>Address</b>	<b>NRHP/SRHP Assessment/ Local Landmark Status</b>	<b>Date of Last Assessment</b>	<b>Property Type</b>
5EP.2179.1	Colorado Springs & Interurban Railway Car #59 – Interurban Trolley Car #59-Colorado Springs	2333 Steel Dr., Colorado Springs, CO	Listed in SRHP	11/9/1994	Rolling Stock
5EP.6739	Los Angeles Railway Streetcar #3101 – Los Angeles Railway Streetcar No. 3101	2333 Steele Dr., Colorado Springs, CO	Listed in SRHP	2/24/2011	Rolling Stock
5EP.6740	Colorado Springs & Interurban Railway Streetcar No. 48	2333 Steel Dr., Colorado Springs, CO	Listed in SRHP	2/24/2011	Rolling Stock
5EP.6933	Denver Tramway Company Box Motor Car No. 724	2333 Steel Dr., Colorado Springs, CO	Not Eligible	10/2011	Rolling Stock
5EP.6934	Denver Tramway Company Box Motor Car No. 770	2333 Steel Dr., Colorado Springs, CO	Officially Not Eligible for SRHP	10/2011	Rolling Stock

Historic Streetcar Systems of Colorado

Site No.	Resource Name	Address	NRHP/SRHP Assessment/ Local Landmark Status	Date of Last Assessment	Property Type
5GL.2104*	Spur - Gilpin County Tramway	N/A	No Determination	No Date	Streetcar Line
5GL.2104.1*	Spur - Gilpin County Tramway - Segment (Not Within The Historic District)	N/A	No Determination	No Date	Streetcar Line
5GL.2104.2	Spur - Gilpin County Tramway - Segment (Not Within The Historic District)	N/A	Does Not Support Eligibility of Entire Linear Resource	11/17/2016	Streetcar Line
5GL.2104.3*	Gilpin County Tramway (Martin Mill Extension) - Segment	N/A	No Determination	No Date	Streetcar Line
5GL.7.508*	Gilpin County Tramway	Central City - Black Hawk Vicinity, CO	Contributes to NRHP District	10/15/66	Streetcar Line

Historic Streetcar Systems of Colorado

Site No.	Resource Name	Address	NRHP/SRHP Assessment/ Local Landmark Status	Date of Last Assessment	Property Type
5JF.3930*	Leyden Gulch Railroad Grade – Denver & Northwestern Coal Railroad and Electric Interurban Street Car Line	N/A	No Determination	No Date	Embankment/ Grade
5JF.3930.1	Interurban Grade	N/A	Officially Not Eligible	No Date	Embankment/ Grade
5JF.4452*	Denver Tramway	N/A	No Determination	No Date	Streetcar Line
5JF.4452.1	Denver and Northwestern, Denver City Tramway Grade-Segment	N/A	Officially Eligible	No Date	Streetcar Line
5LR.495	Fort Collins Municipal Railway Birney Safety Streetcar #21	1801 W. Mountain Ave., Fort Collins, CO	Listed in NRHP	1/5/1984	Rolling Stock
5LR.739*	Ft Collins Railway	Fort Collins, CO	Field Needs Data	8/1/82	Streetcar Line

Historic Streetcar Systems of Colorado

Site No.	Resource Name	Address	NRHP/SRHP Assessment/ Local Landmark Status	Date of Last Assessment	Property Type
5LR.4443	Fort Collins Municipal Railway Streetcar Barn – Old Trolley Barn	330 N. Howes St., Fort Collins, CO	Officially Eligible	6/3/2003	Carbarn
5LR.11515.1	Fort Collins Trolley Line - Mountain Avenue Line (Segment)	N/A	Officially Eligible	3/16/2007	Streetcar Line
5PE.4430*	Pueblo Trolley	N/A	No Determination	No Date	Streetcar Line
5PE.4430.1	Pueblo Trolley - Segment – Pueblo Trolley System-Segment	At N. Union Ave. And Victoria Ave., Pueblo, CO	Officially Eligible	2/24/2004	Streetcar Line
5PE.4430.2*	Pueblo Trolley - Segment	N/A	Supports Eligibility of Entire Linear Resource	4/3/17	Streetcar Line
5PE.4430.3*	Pueblo Trolley - Segment	N/A	Supports Eligibility of Entire Linear Resource	2/21/18	Streetcar Line
5PE.8370*	Trolley Track	N/A	No Determination	No Date	Streetcar Line
5PE.8370.1*	Trolley Track - Segment	N/A	No Determination	No Date	Streetcar Line

**Table 22. COMPASS Level II Search Results**

<b>Level II Report Name</b>	<b>Reference No.</b>
Denver Tramway Route No. 72 (Cherokee Line) Segment City and County of Denver, Colorado Level II Documentation	DV.CH.R61
Documentation of Boulder Streetcars, Boulder County, Colorado	BL.CH.R43

The locations of additional built environment streetcar-related resources, including but not limited to carbarns, power plants, offices, and depots, were uncovered while completing research for this project. The approximate locations of these resources, based on historic maps and descriptions, were included in the GIS mapping component of this project when possible. The current location and condition of these resources was not verified as a part of this project. Some of these resources were previously recorded and included in the OAHP COMPASS database but were not included in the COMPASS search results as requested for unknown reasons. If a site number was identified for one of these resources during the research process, it is included in Table 23. In addition, all of the property types represented in Table 21 and Table 23 are described in Chapter 7: Associated Property Types of this report.

**Table 23. Associated Streetcar Resources Identified During Research**

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
Boulder- Wye	Boulder	N/A	Unknown	Streetcar Line
Boulder- Powerhouse/Office/ Carbarn	Boulder	5BL.875	Listed in NHRP	Power Plant/Carbarn/ Administrative Building
Chautauqua Shelter	Boulder	N/A	Unknown	Waiting Station
Broadmoor Loop	Colorado Springs	N/A	Unknown	Streetcar Line
CS&I Maintenance Shops	Colorado Springs	N/A	Unknown	Maintenance Shop

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
CS&I Power Plant	Colorado Springs	5EP.740	Officially Not Eligible	Power Plant
CSRT Power Plant	Colorado Springs	N/A	Unknown	Power Plant
Evergreen Cemetery Loop	Colorado Springs	N/A	Unknown	Streetcar Line
Stratton Park Loop	Colorado Springs	N/A	Unknown	Streetcar Line
Union Printer's Home Loop	Colorado Springs	N/A	Unknown	Streetcar Line
16 <sup>th</sup> St. Viaduct	Denver	N/A	Unknown	Viaduct
23 <sup>rd</sup> St. Viaduct	Denver	N/A	Unknown	Viaduct
5126 Washington St.- D&I Rented Station	Denver	N/A	Unknown	Waiting Station
Argo Substation	Denver	N/A	Unknown	Substation
Arvada D&NW station	Denver	N/A	Unknown	Waiting Station
Berkeley Wye	Denver	N/A	Unknown	Streetcar Line
Boulder Junction/ARA	Denver	N/A	Unknown	Streetcar Line
C&S Station	Denver	N/A	Unknown	Depot
Carbarn	Denver	N/A	Unknown	Carbarn
Clear Creek Junction Substation D&NW	Denver	N/A	Unknown	Substation
Colfax Larimer Viaduct	Denver	N/A	Unknown	Viaduct
Colorado Blvd Substation	Denver	N/A	Unknown	Substation
D&BPRT Coal Shed	Denver	N/A	Unknown	Coal Shed
D&I second shop	Denver	N/A	Unknown	Maintenance Shop
D&I Station Boulder	Denver	N/A	Unknown	Depot
D&I Westminster Depot	Denver	N/A	Unknown	Depot

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
D&NW Freight house	Denver	N/A	Unknown	Carbarn
D&NW Golden Station	Denver	N/A	Unknown	Depot
D&SF Circle RR Depot	Denver	N/A	Unknown	Depot
DCRC Car Bar- 17 <sup>th</sup> St.	Denver	N/A	Unknown	Carbarn
DCRC Carbarn 33 <sup>rd</sup> St.	Denver	N/A	Unknown	Carbarn
DCRC Carbarn- Walnut	Denver	N/A	Unknown	Carbarn
DCRC Carbarn/Stable	Denver	N/A	Unknown	Carbarn
DCRC Iron Turntable	Denver	N/A	Unknown	Streetcar Line
DCRC Stable Carbarn	Denver	N/A	Unknown	Carbarn
DCRR Depot	Denver	N/A	Unknown	Depot
DCRR Depot Jewell Ave	Denver	N/A	Unknown	Depot
DCRR Depot S. Broadway	Denver	N/A	Unknown	Depot
DCRR Shops	Denver	N/A	Unknown	Maintenance Shop
DCRR Turntable	Denver	N/A	Unknown	Streetcar Line
DCRR Valverde Station	Denver	N/A	Unknown	Depot
DE&CR Power House and Carbarn	Denver	N/A	Unknown	Power Plant/Carbarn
Denver and Crown Hill Railway Wye	Denver	N/A	Unknown	Streetcar Line
Denver Tramway Co Storage Yard	Denver	N/A	Unknown	Maintenance Shop/Yard
Depot- Irving & 46 <sup>th</sup>	Denver	N/A	Unknown	Depot
DL&G Arapahoe St. Terminal	Denver	N/A	Unknown	Depot
DL&G Station	Denver	N/A	Unknown	Depot
DL&G's yard, shop, terminal at West Myrtle	Denver	N/A	Unknown	Maintenance Shop/Yard



Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
DTC Blake St. Powerhouse	Denver	N/A	Unknown	Power Plant
DTC Cable Car Power House	Denver	N/A	Unknown	Power Plant
DTC Cable Turntable	Denver	N/A	Unknown	Streetcar Line
DTC Central Loop	Denver	N/A	Unknown	Streetcar Line
DTC Depot Williams & 40th	Denver	N/A	Unknown	Depot
DTC Material Storage yard	Denver	N/A	Unknown	Maintenance Shop/Yard
DTC North Division Car House	Denver	N/A	Unknown	Carbarn
DTC South Division	Denver	N/A	Unknown	Carbarn
DTC Substation- 4 <sup>th</sup> & Corona	Denver	N/A	Unknown	Substation
DTC Substation E. 35 <sup>th</sup> Ave.	Denver	N/A	Unknown	Substation
Gibson St. Station	Denver	N/A	Unknown	Depot
Grand Avenue Power Station	Denver	N/A	Unknown	Power Plant
HSRR Turntable	Denver	N/A	Unknown	Streetcar Line
Interurban Loop	Denver	N/A	Unknown	Streetcar Line
Larimer Viaduct	Denver	N/A	Unknown	Viaduct
Leyden Junction	Denver	N/A	Unknown	Streetcar Line
Leyden Loop	Denver	N/A	Unknown	Streetcar Line
Loop- Birch St. & Colfax	Denver	N/A	Unknown	Streetcar Line
Majestic Building	Denver	N/A	Unknown	Administrative Building
Mendota Block	Denver	N/A	Unknown	Administrative Building

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
Montclair Carhouse	Denver	N/A	Unknown	Carbarn
Original D&I Shop	Denver	N/A	Unknown	Maintenance Shop
S. 11 <sup>th</sup> St. Car House	Denver	N/A	Unknown	Carbarn
Sheridan Station	Denver	N/A	Unknown	Waiting Station
South Denver Cable Railway Company Power Plant	Denver	N/A	Unknown	Power Plant
Stella St. Car House/Yates St. Carhouse	Denver	N/A	Unknown	Carbarn
Streetcar Waiting Station	Denver	N/A	Unknown	Waiting Station
Turntable	Denver	N/A	Unknown	Streetcar Line
Union Station Loop	Denver	N/A	Unknown	Streetcar Line
W. 41 <sup>st</sup> Ave. Carhouse	Denver	N/A	Unknown	Carbarn
West Alameda Subway	Denver	N/A	Unknown	Subway
West Division	Denver	N/A	Unknown	Carbarn
West End Car House	Denver	N/A	Unknown	Carbarn
Woeber Carriage Company	Denver	N/A	Unknown	Administrative Buildings
Woeber Carriage Company Workshops	Denver	N/A	Unknown	Maintenance Shop
Wye- 23 <sup>rd</sup> & Perry	Denver	N/A	Unknown	Streetcar Line
WYE 40 <sup>th</sup> & Williams	Denver	N/A	Unknown	Streetcar Line
Wye- 48 <sup>th</sup> & Lipan	Denver	N/A	Unknown	Streetcar Line
Wye- 8 <sup>th</sup> & Madison	Denver	N/A	Unknown	Streetcar Line
Wye- Bellaire & 2 <sup>nd</sup>	Denver	N/A	Unknown	Streetcar Line
Wye- Byron Pl & Sheridan	Denver	N/A	Unknown	Streetcar Line
WYE- Cherokee & W 6th	Denver	N/A	Unknown	Streetcar Line

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
Wye- Colfax & Josephine	Denver	N/A	Unknown	Streetcar Line
Wye- Detroit & 3 <sup>rd</sup>	Denver	N/A	Unknown	Streetcar Line
Wye- E. 17th Ave. and York St.	Denver	N/A	Unknown	Streetcar Line
Wye- E. Alameda Ave & S Lipan	Denver	N/A	Unknown	Streetcar Line
Wye- E. Virginia & S. Franklin St.	Denver	N/A	Unknown	Streetcar Line
Wye- Evans & S. Milwaukee	Denver	N/A	Unknown	Streetcar Line
Wye- Geneva St. & Colfax	Denver	N/A	Unknown	Streetcar Line
Wye- Harrison & 2 <sup>nd</sup>	Denver	N/A	Unknown	Streetcar Line
Wye- Hudson & 24 <sup>th</sup>	Denver	N/A	Unknown	Streetcar Line
Wye- Madison & E. 12 <sup>th</sup> Ave.	Denver	N/A	Unknown	Streetcar Line
Wye- Madison St & 6 <sup>th</sup> Ave.	Denver	N/A	Unknown	Streetcar Line
Wye- S. Downing & E. Alameda	Denver	N/A	Unknown	Streetcar Line
Wye- S Galapago & W. 1 <sup>st</sup>	Denver	N/A	Unknown	Streetcar Line
Wye- S. Gaylord St & E. Louisiana	Denver	N/A	Unknown	Streetcar Line
Wye- Sheridan & W. 38 <sup>th</sup> Ave.	Denver	N/A	Unknown	Streetcar Line
Wye- Steele St. & E. 12 <sup>th</sup> Ave.	Denver	N/A	Unknown	Streetcar Line

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
Wye- W. Alameda & S. Bannock	Denver	N/A	Unknown	Streetcar Line
Cemetery Loop	Fort Collins	N/A	Unknown	Streetcar Line
College/Mountain Wye	Fort Collins	N/A	Unknown	Streetcar Line
Lindenmeier Lake Loop	Fort Collins	N/A	Unknown	Streetcar Line
GJ&GRV Rwy Co- 2nd Car barn	Grand Junction	N/A	Unknown	Car barn
GJ&GRV Rwy Co- Fruita Depot	Grand Junction	N/A	Unknown	Depot
GJ&GRV Rwy Co- Office and Interurban Depot	Grand Junction	N/A	Unknown	Depot
GJ&GRV Rwy Co- Original Car barn	Grand Junction	N/A	Unknown	Car barn
GJSCCo Car barn	Grand Junction	N/A	Unknown	Car barn
GJSCCo- Turntable	Grand Junction	N/A	Unknown	Streetcar Line
Car barn and Power House	Greeley	N/A	Unknown	Power Plant/Car barn
Island Grove Park Loop	Greeley	N/A	Unknown	Streetcar Line
LSR Stable	Leadville	N/A	Unknown	Horse Stable
D&SP Car barn	Littleton	N/A	Unknown	Car barn
Manitou Loop	Manitou Springs	N/A	Unknown	Streetcar Line
Indiana Gate Loop	Pueblo	N/A	Unknown	Streetcar Line
Lake Minnequa Loop	Pueblo	N/A	Unknown	Streetcar Line

Historic Streetcar Systems of Colorado

<b>Resource Name</b>	<b>City</b>	<b>Site No.</b>	<b>Determination or NRHP/ SRHP Assessment</b>	<b>Property Type</b>
PCR Car barn	Pueblo	5PE.583	Unknown	Car barn
PCR Power Plant	Pueblo	5PE.583	Unknown	Power Plant
PSR Horse Stable, Car barn	Pueblo	N/A	Unknown	Horse Stable/Car barn
W. 17 <sup>th</sup> /Hooper Loop	Pueblo	N/A	Unknown	Streetcar Line
W. 24 <sup>th</sup> /Grand Wye	Pueblo	N/A	Unknown	Streetcar Line
W. 29 <sup>th</sup> /Cheyenne Loop	Pueblo	N/A	Unknown	Streetcar Line
W. 8 <sup>th</sup> /Portland Wye	Pueblo	N/A	Unknown	Streetcar Line
W. Abriendo/Arthur Loop	Pueblo	N/A	Unknown	Streetcar Line
W. Abriendo/Cleveland Loop	Pueblo	N/A	Unknown	Streetcar Line
TER Car barn	Trinidad	N/A	Unknown	Car barn
TER Power Plant	Trinidad	N/A	Unknown	Power Plant

## 7. ASSOCIATED PROPERTY TYPES

Streetcar systems developed as complex urban transportation networks represented by a variety of interrelated property types. Streetcar networks are primarily represented by linear corridors defined by the location of former streetcar lines that connect various other associated property types. This section provides guidance for identifying associated property types of streetcar systems based on the National Register of Historic Places (NRHP) Criteria for Evaluation. Refer to NRHP Bulletin 15: *How to Apply the National Register Criteria for Evaluation* as the guiding document for this chapter and Chapter 8, Registration Requirements.

The section is divided into subsections, organized by property types, providing a brief discussion of each property type's association with streetcar development and the character-defining features necessary to convey that association. Character-defining features are prominent or distinctive aspects, qualities, or characteristics of a historic property that contribute significantly to its physical character. Features may include materials, architecture, engineering, design, and structural and decorative details. Because buildings and structures vary throughout Colorado, character-defining features provided in this document are considered a starting point. A specific property identified in the future may lack some of the character-defining features listed but still be significant. This study provides guidance for future researchers and surveyors to apply to the identification and evaluation of streetcar systems.

Examples have been provided for each property type from across the state, along with illustrative photos of historic properties, to assist in the identification process. Examples are noted as extant, nonextant, or current condition unknown based on current research; however, because field survey was not conducted as part of this study, the exact location, physical presence, or current condition of these example properties have not been confirmed. Researchers should refer to Chapter 6, Known Associated Resources, to determine if properties they are researching have already been recorded. Researchers should also check the COMPASS database or request file searches from the Office of Archaeology and Historic Preservation (OAHP) to get updated records for surveyed streetcar system properties. While the overall NRHP property types will not change (i.e., buildings, structures, objects, sites, districts), the list of associated property types identified for this specific

context on streetcar systems (stable, waiting station, track, embankment, bridge, electrical pole/power line) may not be exhaustive. Chapter 8 discusses registration requirements including application of NRHP criteria, areas of significance, levels of significance, and guidance for assessing the seven aspects of integrity and determining NRHP eligibility.

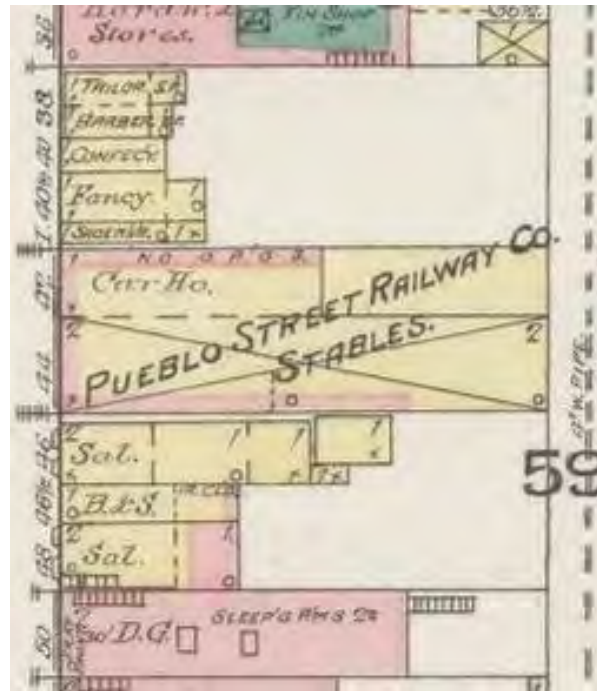
The NRHP classifies properties into categories of buildings, structures, objects, sites, and districts. Buildings are defined by the NRHP as sheltering any form of human activity. Structures are functional constructions usually designed for purposes other than human shelter. Structures include buried streetcar tracks, which are the most common property type associated with streetcar systems. Objects represent properties that are primarily artistic in nature and tend to be smaller in scale. Individual streetcars, also known as rolling stock, trollies, horsecars, cable cars, grip cars, or trams, are considered objects for the purposes of NRHP nomination; however, they were not the focus of this study and are not discussed in this section. Sites include locations of historic significance where important events may have occurred, and potential archaeological sites of abandoned or demolished properties. Districts represent cohesive collections of multiple property types representing a strong association with streetcar development. Each of these categories is elaborated on below with specific property types related to streetcar development in Colorado. Although an effort has been made to present a complete list of potential property types, the list provided is not exhaustive and researchers may encounter additional property types in the field. This section also briefly addresses properties that do not have a direct association with streetcar systems but were important features or destinations connected by the streetcars.

## **A. Buildings**

### (1) *Stable*

Stables were an integral aspect of streetcar operations during the era of horse traction. These buildings housed the horses and mules that pulled streetcars on rails. Multiple horses or mules were necessary to pull a single car, and companies required large facilities to feed and care for the animal stock. Stables varied greatly in size throughout the state depending on the size of the operation. For example, the Denver City Railway Company in Denver was by far the largest horse-powered system in Colorado and housed as many as 240 horses and mules at one time. In contrast, the Aspen City Railway had one of the smallest operations in the state and owned only

five horses for its two cars. The construction and design of stables also varied from city to city. Stables were generally open-plan, one-story buildings with large windows and skylights to provide natural light and ventilation. Early stables were generally frame structures. As horsecar systems grew larger, companies such as the Colorado Springs & Manitou Street Railway Company and Denver City Railway Company constructed large brick buildings for their animals. During the horse-powered era, stables and carbarns were often combined in a single building (see Figure 185). In Colorado, stables were usually located at a central point or hub within a streetcar system in the community’s central business district. The horsecar stables in Colorado Springs, Denver, Leadville, and Pueblo were examples of this trend.



**Figure 185. Location of the Pueblo Street Railway Company Stables at 212 S. Union Street on the 1886 Sanborn Fire Insurance Company map (current condition unknown). The map indicates that the carbarn, labeled “Car Ho.,” was a smaller section of the stable building.**

**The pink outline indicates a brick facade around a frame structure, representing the building materials associated with streetcar stables.<sup>760</sup>**

<sup>760</sup> Sanborn Map Company, “Pueblo, Colorado, 1886,” 1:600 (New York: Sanborn Map & Publishing Company, October 1886), Sheet 9, Library of Congress, <https://www.loc.gov/resource/g4314pm.g010651886/?sp=1>.



Due to their early construction dates and comparatively brief era of horse-powered streetcars in Colorado, few stables remain intact. While some were repurposed as carbarns during the era of electric traction, many were demolished after the company converted to electric power or went out of business. One of the few remaining streetcar stables in the state, the Denver City Railway Building at 1660 17<sup>th</sup> Street (extant), was an unusually large stable with three-and-one-half stories (see Figure 186). The first floor operated as the carbarn, and the second and third floors housed the horse stalls. This building also features brick construction and a distinctive Romanesque architectural style.

The character-defining features of stables include:

- Rectangular plan oriented towards the street
- Decorative features at roofline and windows such as arches or detailed brickwork
- Tall and wide doors or door openings at street level where horses entered/exited
- Multiple large windows, skylights, and open bays
- Frame or brick construction



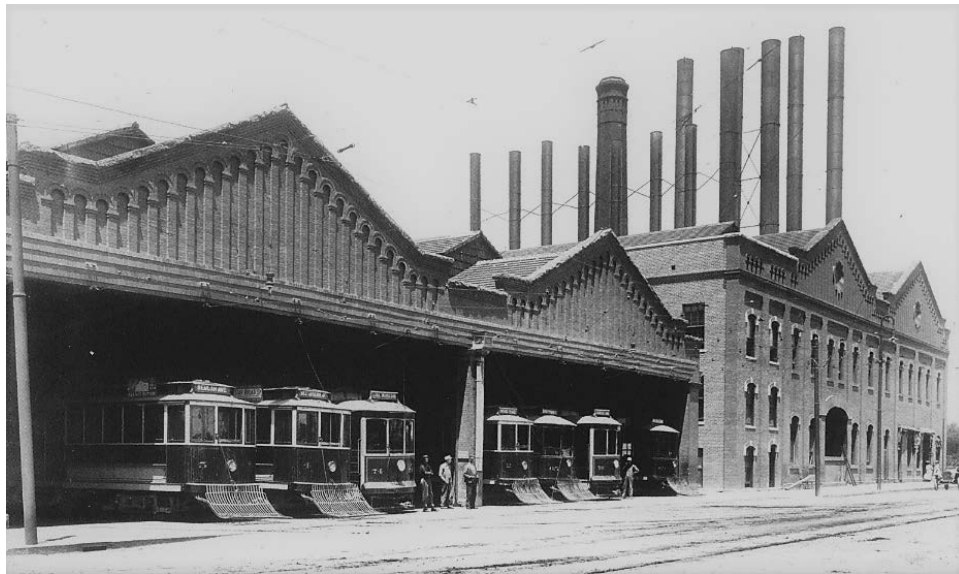
**Figure 186. The extant Denver City Railway stable and carbarn, at right, across from the original Union Station, at 17<sup>th</sup> Street and Wynkoop Street, 1884.<sup>761</sup>**

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<sup>761</sup> “Union Depot and Street Car Stables,” 1884, Digital Collections, X-22225, Denver Public Library.

(2) *Carbarn*

Carbarns were essential and common features of streetcar systems throughout the streetcar era. Regardless of the size of the operation, every streetcar company required a carbarn to store its rolling stock. Carbarns were generally larger one- or two-story buildings with open floorplans and wide facades comprised of multiple bays, horizontally oriented to the street. The most important feature of carbarns is the series of bays across the facade. Carbarns were often centrally located within the system along the main route, or on a dedicated line, with multiple tracks leading into each of the bays. Similar to stables, carbarns featured rectangular plans but could vary in size and design. The companies in Pueblo, Colorado Springs, and Denver built large, architecturally ornate, brick buildings to house their large fleets of cars (see Figure 187). In contrast, the Trinidad Electric Railway & Gas Company constructed a small utilitarian frame shed adjacent to the powerhouse that is no longer extant.



**Figure 187. The nonextant Pueblo City Railway carbarn (at left) and power plant (at right) on Victoria Avenue, 1913. The grand design and ornate architecture of these buildings was characteristic for Colorado’s larger streetcar companies.<sup>762</sup>**

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<sup>762</sup> Cafky and Haney, *Pueblo’s Steel Town Trolleys*, 27.

Due to their large, open floorplan, carbarns lend themselves well to rehabilitation and adaptive reuse. While important to their preservation, recent rehabilitations may at times make these buildings difficult to identify. One example is the former Colorado Springs & Interurban carbarn at 508 S. Tejon Street in Colorado Springs, which has been remodeled into commercial space. Although the individual bays are no longer perceptible, the wide facade that once featured multiple bay doors is a clue to its association with the former streetcar system. One of the best preserved carbarns in Colorado is the extant Fort Collins Municipal Railway Building at 350 N. Howes Street in Fort Collins. This brick building has a large footprint, taking up multiple lots on the block. The form is a simple rectangular brick building, but the Renaissance-inspired pediment offers architectural flair. Although the tracks have been removed, the restored wooden doors clearly define the individual bays.

The character-defining features of carbarns include:

- Rectangular plan oriented towards the street
- Decorative features at roofline and windows such as arches or detailed brickwork.
- Open bays, typically without doors, repetitive, and extra wide to accommodate entry/exit of multiple streetcars
- Extra-height first story to accommodate streetcars
- Clerestory
- Limited windows
- Brick or stone construction

### (3) *Maintenance Shop/Yard*

Carbarns sometimes included sections dedicated to the repair and upkeep of the company's cars, known as maintenance shops. Maintenance shops usually occupied either an additional section of the carbarn or a separate building close to the carbarn but were occasionally isolated from the company's carbarn. The design of maintenance shops was similar to carbarns in that they were utilitarian, had rectangular floorplans, featured one or more bays, and had multiple sections of track for cars to enter and exit the shops. Maintenance shops sometimes included outdoor areas and may also be referred to as maintenance yards where surplus equipment and materials, such as track and ties, were stored.

The character-defining features of maintenance shops/yards include:

- Rectangular plan oriented towards the street
- Utilitarian with little to no ornamentation
- Open bays, typically without doors
- Connected to outdoor yard to store surplus equipment and materials
- Brick construction

(4) *Power Plant*

Power plants became an essential part of streetcar systems during the era of electric traction. The vast majority of power plants in Colorado were coal-powered, steam-generating facilities. These plants were large, multi-story buildings constructed to house multiple electrical generators and other equipment. They were generally constructed of brick and sometimes displayed notable stylistic features. Power plants are recognizable by their monumental size, smokestacks, and multi-story windows. Power plants may also have had dedicated coal sheds, which could be attached to the main structure or in a separate building. Some streetcar companies in Colorado constructed their own power plants. These include the extant Tramway Power Plant at 1416 Platte Street in Denver (see Figure 188) and the extant Colorado Springs & Interurban power plant at 706 S. Sierra Madre Street in Colorado Springs. Other companies, such as those in Fort Collins and Greeley, did not build their own plants and purchased electricity from regional or municipal power companies.



**Figure 188. The extant Denver Tramway Power Company power plant, 1911.<sup>763</sup>**

The character-defining features of power plants include:

- Rectangular plan at monumental scale
- Two stories or more in height
- Elongated/over-height floor to ceiling height to accommodate equipment
- Decorative features at roofline and windows such as arches or detailed brickwork
- Large expanses of windows
- Multi-story windows and smokestacks (smaller plants may not have multi-story windows); often segmental arch windows
- Large door opening to accommodate large equipment
- Brick construction

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<sup>763</sup> History Colorado. Office of Archaeology and Historic Preservation, “Denver Tramway Company Powerhouse,” 1911, Digital Collections, 5DV541OAHP, Denver Public Library.

(5) *Substation*

Substations were necessary to convert the direct current (DC) power generated by power plants to alternating current (AC) power for use by the streetcars.<sup>764</sup> On some smaller systems, such as in Fort Collins, the substation was attached to or very near the carbarn. Other systems required multiple substations spaced throughout the system. Substations were designed to be just large enough to contain the electrical transformers located within them and had much smaller footprints than power plants. Common design features include one or two stories, brick construction, and minimal fenestration or architectural features. The extant former substation at 1590 Broadway in Boulder is a good example of a standard substation, with a rectangular plan, brick walls, and a flat roof.

The character-defining features of substations include:

- Rectangular plan
- Limited windows and doors
- Two stories or more in height
- Elongated/over-height floor to ceiling height to accommodate equipment
- Large door opening to accommodate large equipment
- Brick construction

(6) *Cable Building*

Cable cars only operated for a few years in Denver during the transition from the horse-powered era to the electric era. Similar to electric systems, cable car systems required large power plants. However, they did not house electric generators, but a large steam-powered apparatus that pulled the cables throughout the system. These buildings were similar in appearance to electric power plants, with a massive scale, open floorplan, and attached smokestack. The extant Denver City Cable Railway building at 1801 Lawrence Street in Denver is an example of a cable building in Colorado (see Figure 189).

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<sup>764</sup> See Chapter 2.C. for a discussion of power conversion as related to streetcar technologies.

The character-defining features of cable buildings include:

- Rectangular plan at monumental scale
- Decorative features at roofline and windows such as arches or detailed brickwork
- Two stories or more in height
- Elongated/over-height floor to ceiling height to accommodate equipment
- Large expanses of windows
- Multi-story windows and smokestacks (smaller plants may not have multi-story windows); often segmental arch windows
- Large door opening to accommodate large equipment
- Brick construction



**Figure 189. The extant Denver City Cable Railway Company power plant, 1906.<sup>765</sup>**

(7) *Hydroelectric Facility*

Hydroelectric power was generated in Colorado during the streetcar era, although it was generally more common in mountain communities, where it was more feasible due to rapid water

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<sup>765</sup> “Denver City Cable Railway Power House.”

flow and reservoirs. The Lake Moraine power plant, located west of Colorado Springs on Pikes Peak, was constructed specifically to power the Cripple Creek District Railway. Although this is the only example found during this study to be directly associated with a streetcar operation, other companies may have had an association with hydroelectric facilities during their operation. The current condition of the Lake Moraine Power Plant is unknown.

The character-defining features of hydroelectric facilities include:

- Located adjacent to rivers or reservoirs and dams
- Two stories or more in height
- Elongated/over-height floor to ceiling height to accommodate equipment
- Large expanses of windows
- Multi-story windows and smokestacks (smaller plants may not have multi-story windows); often segmental arch windows
- Large door opening to accommodate large equipment
- Brick or concrete construction

(8) *Depot*

Depots were relatively large buildings designed as a central hub location for one or more streetcar lines. The design of depots featured an enclosed waiting area as well as an open-air canopy where passengers boarded the streetcars. The enclosed area could be the central building surrounded by a covered area, or there could be multiple buildings connected by a large covered platform (see Figure 190). Depots represented the primary building that most passengers associated with a streetcar company and often featured architectural details including ornate brick and woodwork and hipped or gabled roofs. Depots were intended to be substantial and permanent buildings. The enclosed buildings were often constructed from brick, and the attached canopies featured wood platforms, supports, and peaked roofs; some platforms are uncovered or partially uncovered. Depots were also located adjacent to the streetcar tracks so cars could pull up directly to the waiting areas. While once common in Colorado, particularly in the Denver area, very few streetcar depots remain in the state.





**Figure 190. Denver City Tramway depot in Golden, 1906 (current condition unknown).<sup>766</sup>**

The character-defining features of depots include:

- Rectangular plan oriented towards streetcar tracks (long side parallel to tracks) often with enclosed area, open-air canopy, and an additional attached, uncovered platform
- Decorative architectural features including hipped or gabled roof (most often hipped)
- Broad, overhanging eaves (typically flared)
- Often contain ornamental features, such as towers, demarcating it as a station
- Windows on enclosed areas
- Brick and frame construction

(9) *Administrative Building*

Most streetcar operations had their main company offices in existing office buildings. As such, it is difficult to ascribe defining physical features that directly indicate association with the streetcar companies. Identification of these buildings will rely on research from city directories and company records. Office buildings were sometimes located in close proximity to other buildings such as carbarns or power plants. Some companies combined their carbarns or depots and office space into a single building, such as the extant Denver Tramway Building at 1100 14<sup>th</sup> Street in Denver (see Figure 191), and the Grand Junction and Grand River Valley Railway building at 101 S. 3<sup>rd</sup> Street in Grand Junction.

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<sup>766</sup> “Denver City Tramway Co., Golden Depot, Golden, Colorado,” 1906, Digital Collections, X-10073, Denver Public Library.



**Figure 191. The extant Denver Tramway Building, c.1920. Carbarns are located behind the multi-story office building.<sup>767</sup>**

The character-defining features of administrative buildings include:

- Rectangular plan with multiple stories
- Typically designed to an architecture style, with details related to that style
- Recessed or flush windows and entrances
- Brick construction, often with ornamental details, sometimes executed in terra cotta or cast stone
- Entry at human scale compared to other building types (e.g., stables, carbarns, etc.)
- If carbarn located on first floor, refer to Section 7.A.(2) for additional character-defining features for the first floor

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<sup>767</sup> Louis Charles McClure, “Denver Tramway Company Building,” n.d., Call Number MCC-3963, Denver Public Library Western History Collection.

## B. Structures

### (1) *Waiting Station*

Waiting stations were small, semi-covered structures located throughout a streetcar system and designed to provide shelter to passengers waiting for the streetcars. Waiting stations differ from depots in that they were generally not fully enclosed, were much smaller, and were located at stops along the route as opposed to a central hub location. Some waiting stations had entirely frame construction, while others included a mix of stone, brick, and frame materials.

Distinguishing features include compact design, an overhead covering, and an open side or large entryway oriented to the tracks. Although most waiting stations have been demolished, a few remain throughout the state. Extant stations that have been moved include one located at the intersection of S. Downing Street and S. Marion Parkway in Denver, and one at the Lakewood Heritage Center in Lakewood.

Waiting stations were also designed as open structures, particularly near public facilities, such as parks, where larger crowds could be expected. One example is the extant Sopris Gate to City Park in Denver, located near Fillmore Street and E. 17<sup>th</sup> Avenue (see Figure 192). This semi-circular sandstone station is larger than most and does not have a roof, but the long benches on either side of the park entrance, along with its proximity to the street, indicate its association with streetcar service. These stations were generally located adjacent to the street at designated streetcar stops, and route maps or schedules could be used to identify the locations of waiting stations.



**Figure 192. The extant Sopor Gate to City Park in Denver, 1918.<sup>768</sup>**

The character-defining features of waiting stations include:

- Open plan oriented towards streetcar tracks
- Decorative architectural features
- Sheltered platforms with seating
- No windows or doors

(2) *Track*

Buried streetcar tracks are the primary property type associated with streetcar systems in Colorado. The physical tracks of a historic streetcar line define the extent of the linear transportation corridors known as streetcar systems by connecting all other associated properties. Tracks are also the most difficult resource to identify because they are often buried beneath pavement or have been removed. The GIS component of this report maps the location of nearly all historic streetcar lines in Colorado, along with a collection of known research sources, to aid in locating the potential presence of buried tracks. Further research into specific lines may be required to determine if tracks are extant or buried, and to identify specific materials and engineering specifications. This information may be available from documentary resources (see Chapter 9 for a guide to researching streetcar tracks). In other cases, limited testing, excavation, or other subsurface investigations may be required for proper identification.

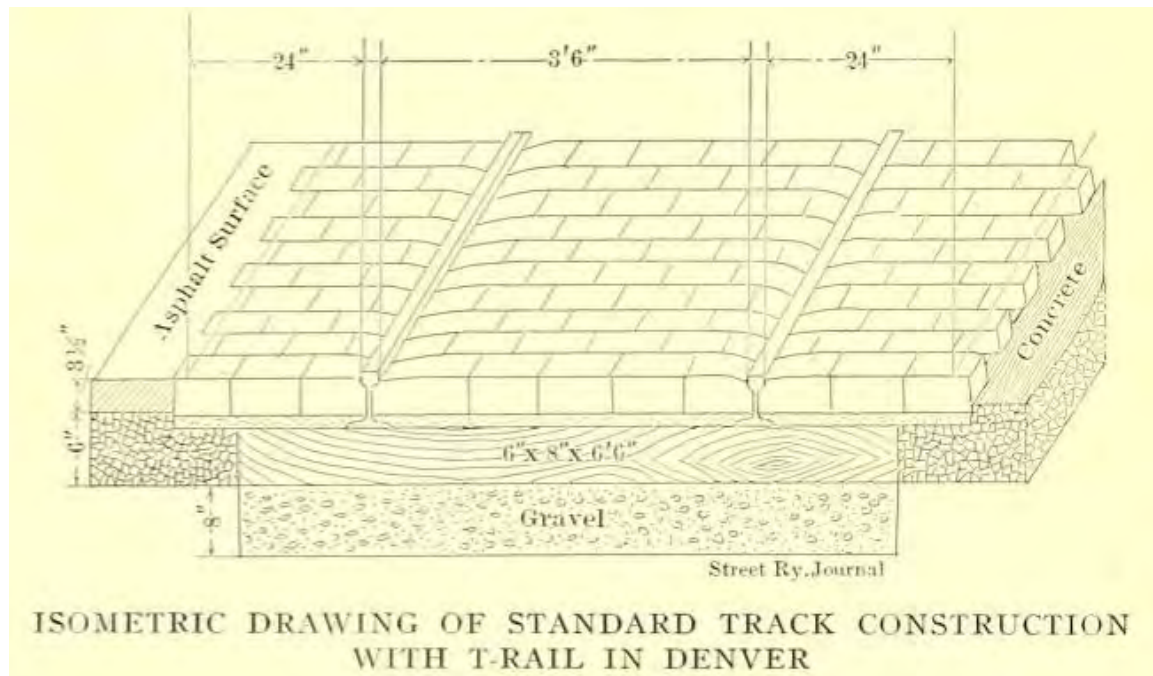
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<sup>768</sup> “Give While You Live,” *Municipal Facts* 1, no. 8 (October 8, 1918): 6.

As a distinct property type, streetcar tracks represent a property type composed of multiple subtypes or parts, including bedding materials, ties, rails, and historic pavement or substrate (see Figure 193). Of these component parts, rails represent the most important defining physical feature of a section of tracks. Rails defined the path of a streetcar route and are also the most significant indicator of the period of construction. Rail technology changed consistently throughout the streetcar era as stronger materials and manufacturing processes were developed to improve the longevity of the rails and support larger and heavier rolling stock. The following discussion describes three common rail types that researchers may encounter in Colorado: stringer rails, T-rails, and girder rails. This discussion and the included illustrations represent a general guide to identification and do not represent a comprehensive list of the rail types or configurations used in Colorado. Following the discussion of the rail types is a description of the remaining components and construction practices associated with historic streetcar track design.

The character-defining features of tracks include:

- Rails
- Rail ties
- Substrates (materials may consist of cobbles, bricks, burnt clay, gravel, earth, oil, sand, etc.)
- Paving materials
- Ballasts (where applicable)
- Embankment and cut and fill (in cases where tracks remain and are in an embankment)
- Alignment
- Wyes and turntables

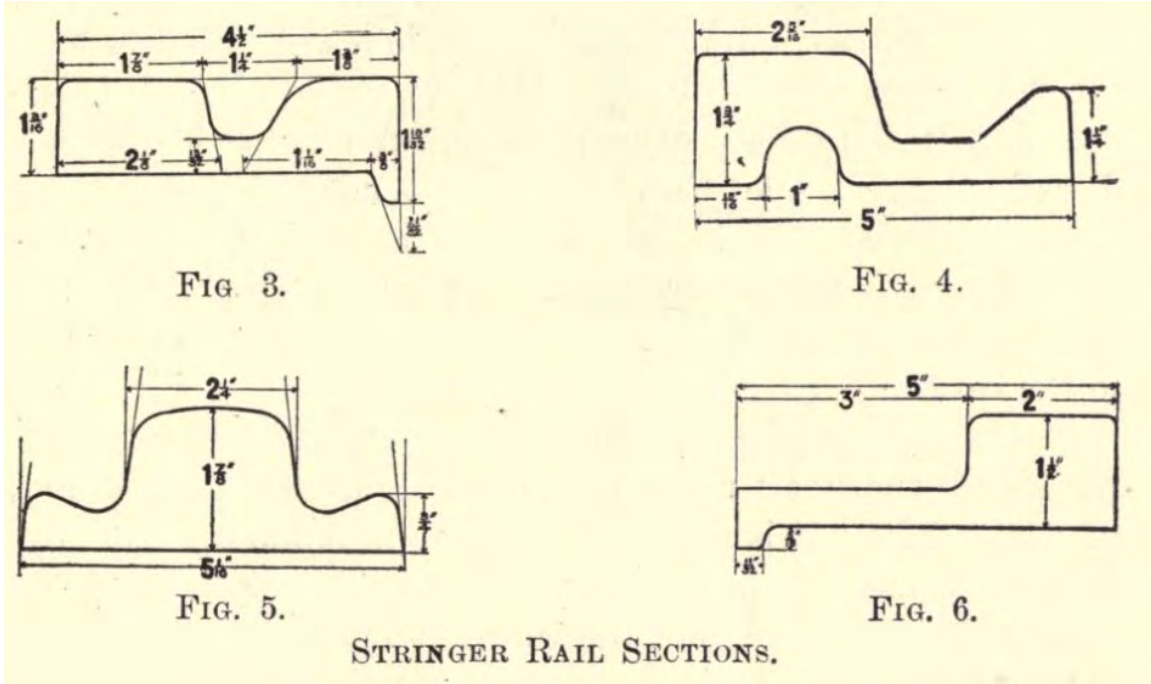


**Figure 193. Diagram of a paved section of a Denver streetcar line showing gravel substrate, wooden rail tie stabilized with concrete, and T-rails flanked by brick pavers.<sup>769</sup>**

### *Rail*

The rails or tracks associated with streetcar lines generally followed similar technological trends as rails associated with steam railroads, although they were usually lighter weight, especially in the era of animal traction. The earliest rail type used for streetcars in the United States was stringer rail, also known as strap rail, and are the most likely to be associated with the era of horse-traction in Colorado. Stringer rails were lightweight, cast-iron rails nailed to wooden stringers that were laid perpendicular above the rail ties (see Figure 194). Stringer rails were cheap to produce, but generally wore down quickly. Stringer rails were largely discontinued prior to the Civil War in northeastern cities but were still used in western cities into the late nineteenth century. Stringer rails were designed with side bearing, center bearing, and grooved configurations. Although unlikely, some stringer rails may remain buried under pavement from the earliest systems.

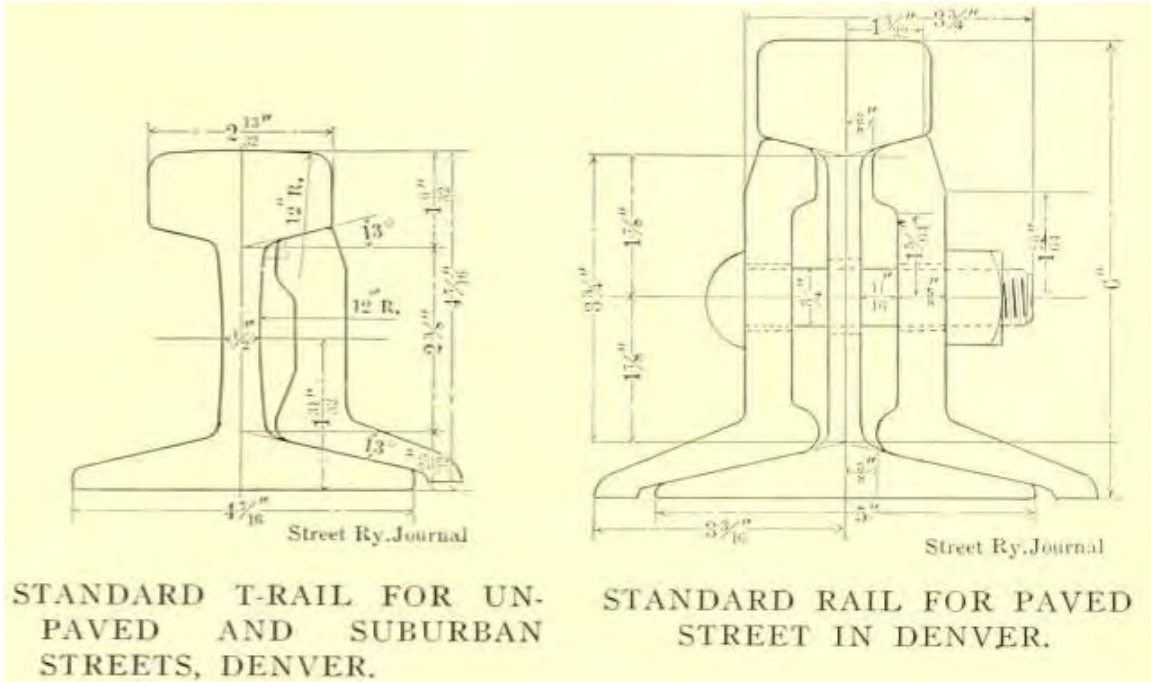
<sup>769</sup> "Standard Practice in City Track Construction," *Street Railway Journal* XXII, no. 9 (August 29, 1903): 333.



**Figure 194. Examples of four configurations of stringer rails. “Fig 3” and “Fig 4” represent two versions of a grooved configuration, “Fig 5” is a center bearing configuration, and “Fig 6” is a side bearing configuration.<sup>770</sup>**

T-rails, or flange rails, were developed in the early nineteenth century and proved to be both an economical and durable option to stringer rails. T-rails are associated with both the horse-traction and electric-traction eras in Colorado. T-rails have a characteristic T-shaped, center bearing design and were also fastened to wooden stringers (see Figure 195). The earliest T-rails were constructed with cast and wrought iron but were more often made from rolled steel after the Civil War. T-rails were popular throughout Colorado from the nineteenth century into the twentieth century and are known to have been utilized by companies in Denver, Durango, Fort Collins, and the Cripple Creek District.

<sup>770</sup> Mason D. Pratt and C.A. Alden, *Street-Railway Roadbed* (New York: Street Railway Publishing Company, 1898), 3, <https://babel.hathitrust.org/cgi/pt?id=uc2.ark:/13960/t0rr1qb2q&view=1up&seq=22>.

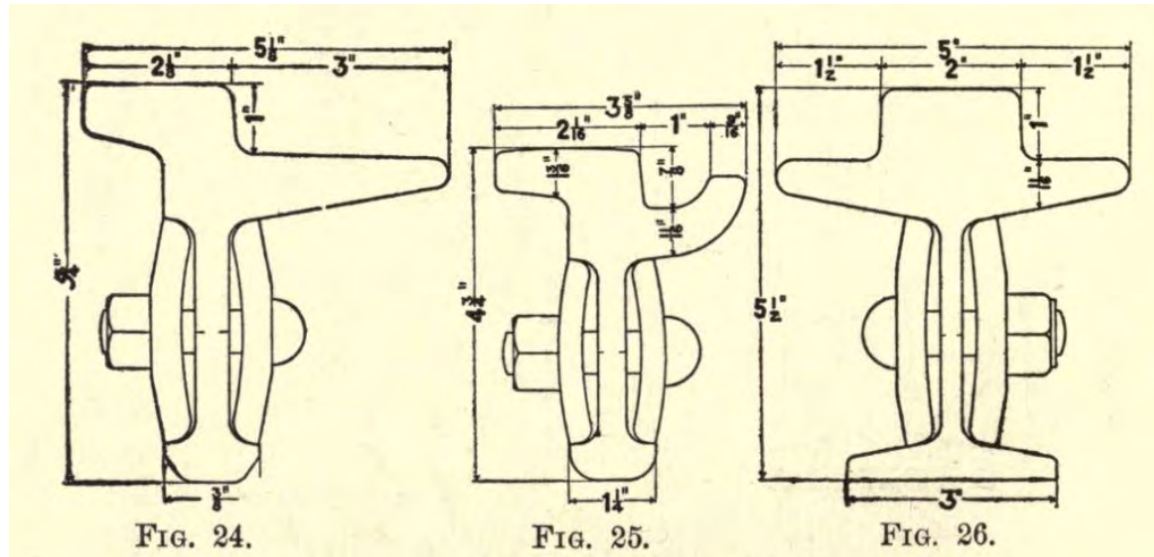


**Figure 195. Examples of two variations of T-rails used in Denver.<sup>771</sup>**

The third rail type utilized for streetcar lines are girder rails, which became popular in the twentieth century. First developed in the 1860s, girder rails were used in European cities prior to their introduction in the United States. Girder rails were preferred over T-rails due to their superior strength and longevity. Girder rails also removed the need for wooden stringers and sat flush with street pavement. Similar to stringer rails, girder rails had side bearing, center bearing, and grooved configurations (see Figure 196). Girder rails are most likely to be associated with the electric traction era during the twentieth century. They are likely to be found in Colorado’s larger cities that continued streetcar operations between the 1920s and early 1950s.

<sup>771</sup> “Standard Practice in City Track Construction,” 333.





**Figure 196. Examples of three configurations of girder rails. From left to right: side bearing, grooved, and center bearing.<sup>772</sup>**

#### *Construction Methods, Gauges, and Paving Materials*

Early track construction in Colorado consisted of a simple process of digging a shallow trench, laying ties and rails, and filling the trench with earth to match the grade of the street. Early rails may not have been exactly flush with the street surface. This simple method of construction often resulted in an uneven rail surface, as seen in Leadville and Aspen. Substrates such as earth, oil sand, or gravel, along with cobble stabilizers, were later used to support the rails. Historic photographs indicate that the majority of Colorado's streets remained unpaved until 1950.

The gauge of a rail line is defined as the distance between the rails on a section of track. Streetcar companies in Colorado utilized a variety of gauges on their local lines, from 3-foot narrow-gauge lines to 4-foot, 8.5-inch standard-gauge lines. Narrow gauge and standard gauge lines were common throughout Colorado. However, some communities utilized a unique gauge, such as the 4-foot gauge in Pueblo.

In the early twentieth century brick paved streets became more common. Some streetcar companies installed brick paved sections between and adjacent to the rails to stabilize the lines,

<sup>772</sup> Pratt and Alden, *Street-Railway Roadbed*, 10.

while the remainder of the street remained unpaved or were paved with a different material. Stringer rails and T-rails required a stringer layer between the rail ties and the rails. In T-rail construction, brick pavers included a curved indentation to accommodate the flange of the streetcar, allowing for the rails to be flush with the top of the pavers. In some instances, the wooden stringers were replaced with a layer of concrete when these sections of track were repaired or updated. With girder rails, pavers fit directly into the vertical section of the rail.

Two other notable subtypes associated with streetcar tracks include wyes and turntables. Wyes are points where three sections of track came together, resulting in a triangular arrangement of tracks. Wyes are located at the junction of two or more lines or at the end of a line where they were used to turn the car around. Turntables were small sections of track built on a rotating platform that were utilized at the intersection of two or more lines to transfer cars from one line to the other.

### (3) *Embankment/Grade*

An embankment, also known as a grade, is another feature related to track construction represented by a raised earthen structure that includes cuts and fills designed to support a transportation corridor. Embankments may remain on the current landscape even when all evidence of the tracks has been removed. In terms of streetcar properties, embankments are most often associated with interurban lines. The private rights-of-way necessary for interurban service did not rely on public streets and therefore required the construction of a complete railbed. Historic maps are a key resource for identifying the location of an embankment along a former streetcar line. Although they are most common among interurban lines, some urban lines constructed relatively short private rights-of-way over streams or between developed areas, which may have an associated embankment. Embankments may also feature cut-and-fill sections constructed through uneven topography to provide an even grade and stabilize the resulting berms (see Figure 197). Again, these sections are most commonly associated with interurban lines in Colorado but may also be associated with urban lines.



**Figure 197. Cut-and-fill embankment on the Denver & Interurban Railroad between Denver and Boulder, c.1920 (current condition unknown).<sup>773</sup>**

The character-defining features of embankments include:

- Built-up railbed
- Cut-and-fill sections

(4) *Bridge, Viaduct, Subway, and Culvert*

CDOT typically evaluates vehicular bridges, viaducts, subways, and culverts as stand-alone resources as part of transportation projects or in statewide bridge inventories with evaluations of individual significance and integrity. This section provides more information on crossing structures that may be associated with a streetcar system, but these structures can also be evaluated individually.

Streetcars generally ran on public streets with pedestrian, horse-drawn, and vehicular traffic, and shared the same crossings over water or other features as the general traffic. Historic crossings

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<sup>773</sup> Louis Charles McClure, "Denver & Interban [Sic] Ry.," 1926-1908, Digital Collections, MCC-967, Denver Public Library.

that carried streetcar lines retain association with the historic streetcar systems. In addition, companies sometimes built their own private crossings over streams, railroad tracks, and other obstacles when the line diverged from public streets. Private crossings were particularly common along interurban lines, which ran primarily on private rights-of-way. In the decades following the abandonment and removal of streetcar lines throughout the state, many of these private crossings were demolished and very few remain in Colorado. Both public and private crossings are represented by historic bridges, viaducts, subways, and culverts. The following section provides a brief description of each of these property types, which researchers may encounter in relation to a streetcar system. These historic crossings will likely have multiple historic associations, including association with streetcars.

Bridge types associated with the streetcar era in Colorado include wooden trestles, metal truss bridges, arch bridges, and concrete stringer and girder bridges. Trestles and timber stringer bridges are the earliest bridge types constructed in Colorado and were by far the most common type in the state in the nineteenth and early twentieth centuries. These structures were constructed from frame or pile bents and were used to cross short spans over rivers and creeks to long spans over low-lying areas such as floodplains. While once common in Colorado, very few timber bridges remain. Metal truss bridges of various configurations followed timber bridges. Although they were also once very common, very few metal truss bridges remain extant in Colorado. Arch bridges, constructed of either concrete or metal, remain throughout Colorado. Concrete stringer and girder bridges are the most common bridges remaining from the streetcar era in Colorado.

Viaducts are metal or concrete structures designed as long grade separations over city streets and large rail yards, in addition to waterways. In Denver, the extant Colfax Avenue Viaduct and nonextant Larimer Street and 16<sup>th</sup> Street Viaducts all carried streetcar traffic between downtown Denver and the outer neighborhoods north and west of the South Platte River. The only remaining viaduct in Denver is on Colfax Avenue. The extant Union Avenue Viaduct in Pueblo, constructed after the 1921 flood, is an example of an intact viaduct associated with streetcar operations.

Subways are another grade-separation feature that lowers the street level beneath another feature rather than crossing above it. Subways are common within Colorado cities and a handful are directly associated with streetcar operations. The extant Tejon Street subway under the current Southern Pacific Railroad was constructed specifically to provide access for streetcars on the new Broadmoor line in Colorado Springs. Similarly, the extant Alameda Avenue subway in Denver may have been constructed to provide access for the streetcars underneath the Denver & Rio Grande Railroad lines (see Figure 198). Because subways are a common feature of urban design, further research on the location of streetcar lines and the construction date of the subway is necessary to determine a significant association with a particular streetcar line.



**Figure 198. The extant Alameda subway beneath the Denver & Rio Grande Railroad, 1911.<sup>774</sup>**

Culverts are structures that allow water to pass underneath a transportation corridor. Unlike bridges, which span over a water source, culverts are built into the embankment of the roadbed or private rights-of-way associated with the historic streetcar line and direct the flow of water. Culverts are also generally smaller than bridges and can have a timber, concrete or stone headwall and/or wingwall to support the embankment and prevent erosion, and usually feature a round (piped) design. Concrete box culverts, however, are larger and feature a rectangular

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<sup>774</sup> Charles S. Lillybridge, “Completed RR Bridge and Underpass at the 400 Block of West Alameda,” 1910, Digital Collections, CHS-L1792, Denver Public Library.

design. Historic culverts associated with streetcar systems can be constructed from wood, stone, metal, or concrete.

The character-defining features of these crossing types include:

- Timber, concrete, stone, or steel superstructures and substructures
- Concrete, stone, or timber piers and abutments
- Retaining walls for subways/underpasses
- Grade separation (depending on property type)

(5) *Electrical Pole and Power Line*

Electrical poles were a necessary feature of electric streetcar systems. These poles were required to support the electric cables above the street that powered the streetcars. Generally, these power poles were nondescript wooden poles that may have also supported municipal power lines or telephone lines. As such, those that may have survived may be difficult to successfully identify. In larger urban settings, such as Colorado Springs and Denver, these poles were sometimes decorative metal structures that were combined with electric streetlamps (see Figure 199). Although none were identified during this study, such poles may exist along former streetcar lines throughout the state. Although unlikely, researchers may also encounter extant electric lines associated with streetcar operations.



**Figure 199. Nonextant decorative lamp posts with electric streetcar lines on the Larimer Street Viaduct in Denver, c.1930.<sup>775</sup>**

The character-defining features of electrical poles and power lines include:

- Wood or steel poles
- Electrical connections

### **C. Objects**

There are few historic objects related to streetcar operations in Colorado. One known example is an extant plaque commemorating the Denver streetcar lines, erected in 1950 in Civic Center Park in Denver (see Figure 200). This marker is mounted to one of the pillars of the stone balustrade just west of the intersection of Broadway and Colfax Avenue. Other monuments, boundary markers, plaques, or statuary directly associated with or constructed by streetcar companies may exist in other communities but were not identified during this study. As such, character-defining features of objects are not provided.

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<sup>775</sup> “Colfax - Larimer Viaduct,” 1940 1930, Digital Collections, X-20740, Denver Public Library.



**Figure 200. The extant memorial plaque dedicated to Denver's streetcars in 1950, located in Civic Center Park.<sup>776</sup>**

#### **D. Sites**

Historic streetcar lines are structures, but can also be regarded as archaeological sites in cases where the streetcar lines are encountered in a buried archaeological context. This would particularly be the case if a specific streetcar line is known to be in a fragmentary condition due to prior removals of portions of the streetcar line and/or disturbances such as road construction or utility work. These sites may help further understand the history of streetcar systems and address specific research questions by providing information regarding the specific design, engineering, and technology associated with specific streetcar lines or companies that is not available in the written record. Sites can also refer to the location of significant events associated with streetcar systems. The location of the 1920 streetcar operators' strike in Denver is an example of one such

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<sup>776</sup> Pharris, *Riding Denver's Rails: A Mile High Streetcar History*, n.p.



significant historic event. The identification of archaeological streetcar system sites would be unusual and character-defining features for sites are not provided.

## **E. Districts**

Collections of streetcar properties have potential for consideration as historic districts. Historic districts are collections of properties unified by a shared historic association, with the ability to collectively convey that association through their interrelationships. Districts provide a visual sense of the historic period represented by the associated properties. They may include individually significant properties as well as properties that derive their significance as a cohesive entity. Streetcar properties are likely to form linear historic districts, in which the various properties are connected by and derive their significance from a linear corridor defined by a former streetcar line. This may include a cohesive collection of properties such as a carbarns, power stations, bridges, embankments, and other extant properties connected by former tracks. Streetcar districts can also be discontinuous. Discontinuous districts represent properties that are spatially discrete, separated by unrelated elements, or do not require visual continuity for significance. An intact collection of properties such as isolated segments of track and other supporting properties, all with direct association to a specific streetcar line or company and sufficient integrity to convey the association, may potentially be considered as a district.

One example of a potential streetcar district in Colorado is the Mountain Avenue line in Fort Collins, which currently operates during the summer months. This line was reconstructed on W. Mountain Avenue between Howes Street and Frey Avenue in the 1980s using historic materials from Cripple Creek, and one of the Birney cars that historically operated in Fort Collins was restored at the same time. The line follows the original alignment through the median of W. Mountain Avenue. Three blocks east of the reconstructed line, the historic rails are extant and visible on E. Mountain Avenue between College Avenue and Peterson Street. The system's carbarn and substation on Howes Street has also been restored and is located three blocks north of the reconstructed tracks. Taken together, the original tracks, reconstructed tracks, restored carbarn, and restored streetcar represent a cohesive, albeit discontinuous, collection of streetcar properties that convey the historic streetcar operations in Fort Collins.

## **F. Related Properties**

This section focuses on the property types that have potential to be directly associated with streetcar systems in Colorado. Various other historic property types within Colorado's urban communities have potential for indirect association with streetcar networks. These properties generally represent popular destinations on streetcar routes but were not directly associated with the construction of the streetcar lines. These include, but are not limited to, parks, tourist attractions, schools, cemeteries, and hospitals. Each of these represent potential historic districts in which extant streetcar properties may be contributing resources. Similarly, historic streetcar suburbs or commercial nodes represent potential historic districts in which streetcar properties may be contributing resources. However, because these related properties are not directly related to the development of streetcar systems in Colorado, their potential significance is not addressed in this context. Any evaluation of these properties for NRHP eligibility would require assessment within their own context and area of significance in addition to consideration of association with a streetcar system.

## **G. Summary**

As active transportation networks, historic streetcar systems were represented by complex networks of structures and buildings, including tracks, embankments, crossings, power plants, and carbarns, to name only a handful of their elements. As such, researchers investigating historic streetcar properties will potentially encounter a wide variety of property types. Although there are many potential property types, the most common and important are streetcar tracks. These historic tracks defined the streetcar systems and connected all other associated property types. Miles of streetcar track likely remain buried within roadbeds throughout Colorado. For this reason, they are also the most difficult to identify and evaluate, and an understanding of the other associated property types is essential to that process. However, identifying the other property types may also be challenging because they no longer serve their historic functions. Extant properties may be abandoned or rehabilitated for other purposes. Knowledge of the locations of former streetcar lines is invaluable to identifying these resources. Therefore, a complete understanding of an entire streetcar system is essential to identifying and evaluating any of its constituent parts. This section presents a complete list of the property types associated with streetcar networks that were identified through intensive research of Colorado's streetcar systems. However, it is not a comprehensive list of potential property types, and researchers may encounter additional property types as part of field investigations.

## 8. REGISTRATION REQUIREMENTS

Streetcar systems represent complicated and extensive networks of historic properties. The streetcar systems of Colorado have been evaluated within a statewide context because multiple communities in the state had historic streetcar systems. As discussed in the previous section, a wide variety of property types can have associations with streetcar systems in Colorado. This section follows the property types discussion as a guide to recommend potential ways a property may be evaluated within the streetcar systems historic context and be evaluated under the National Register of Historic Places (NRHP) criteria. Researchers should also refer to the relevant sections of this *Historic Streetcar Systems of Colorado* document, including Section 9, Guide to Research, Identification, and Evaluation, to better understand the historic development of the property they are evaluating, as well as guidance for field survey and archival research.

Streetcar properties can be evaluated individually or as historic districts with contributing resources. This section provides guidance on the importance of defining boundaries for individual properties and districts that encompass the historic property and its contributing features. Properties must also possess significance in least one of four established NRHP criteria related to specific areas of significance. Additionally, properties must be evaluated for having significance on the national, state, or local level, and must have a clearly defined period of significance. Properties that possess significance must be assessed to determine if they retain sufficient integrity to convey their significance to qualify for listing in the NRHP. Integrity is measured by seven aspects: location, design, setting, materials, workmanship, feeling, and association. Properties with significance that retain integrity are eligible for listing in the NRHP.

Additionally, the evaluation of linear resources for NRHP eligibility is slightly different than architectural properties. Streetcar tracks are considered linear resources and are usually buried underground, which makes them difficult to evaluate. The Office of Archaeology and Historic Preservation (OAHP) has established guidelines to follow when recording linear resources, which can be evaluated as individual properties or as contributing structures within historic districts. If an entire linear resource (e.g., streetcar tracks) has not been surveyed, surveyors typically assume the resource is eligible to the National Register and evaluate whether the

segment that is being surveyed can either support, or not support, the eligibility of the resource. If an entire resource can be surveyed, surveyors will evaluate it in its entirety.

When addressing streetcar tracks as linear properties, significance can be determined for a line, or city-wide system. As with other properties, the significance is evaluated within a defined area, level, and period of significance. Short segments of streetcar tracks are often encountered or uncovered in a localized area, and it is generally not possible to determine the significance and integrity of the entire property. For this reason, the entire resource may be assumed eligible for listing in the NRHP. In these instances, boundaries are assigned to define the segment, which is evaluated as an individual linear resource. If the segment retains integrity, it is evaluated as supporting the eligibility of the entire property and is considered eligible for the NRHP. If the segment does not retain integrity, it is evaluated as not supporting the eligibility of the entire property and is considered not eligible for the NRHP.

#### **A. Determining Boundaries**

Establishing boundaries is an important step in determining the eligibility of any historic property, including streetcar properties. The boundaries for individual properties and districts should follow the NRHP guidelines and *Defining Boundaries for National Register Properties (revised 1997)*.

For individual properties, the boundary should encompass all contributing features associated with the property. This is often determined by the legal property boundaries. In some instances, a boundary may be extended beyond the legal boundary to include an associated object or structure. For example, the boundary of a building could be defined by its legal boundary but may be extended to the sidewalk and street within the right-of-way to include contributing features such as landscaping or objects dating to the period of significance.

The boundary for the width of a segment of buried track should be limited to the area defined by the track, including any underlayment, embankment, and other physical features associated with that resource. In other words, the boundary of a streetcar track should not be delineated as the right-of-way of the street. A street has separate utility beyond its association with a streetcar

system and usually existed before a streetcar track was added. The right-of-way of a street may have changed over the years to accommodate changes in traffic patterns, which would mean the street right-of-way is wider than the streetcar track... An exception to this would be in a location where multiple tracks run in one street, but the boundary should reflect the street pavement width or total width of the track, and not include the entire right-of-way width of the street or road.

District boundaries should encompass the entire area where contributing properties have been identified. A streetcar system that possesses significance under one or more of the criteria may be evaluated as a potential linear district and may connect associated properties of a streetcar line. The boundary of a linear district should follow the route of streetcar tracks that are known to be extant and may be extended to include legal boundaries of any connected buildings, structures, or objects directly associated with operation and maintenance of a streetcar system within the district. Where tracks are no longer extant, streets, bridges, buildings, embankments, and other landscape elements may be sufficient to establish a linear corridor if they retain very strong integrity to convey their association with a historic streetcar corridor. In most cases, when a property is evaluated for NRHP eligibility the focus is on a specific resource—a building, streetcar track, or other property—and the evaluation of a district may be outside of the scope of work for most evaluations. This would apply to evaluating both historic districts and linear districts.

A linear district may also take the form of a discontinuous district if there is a sufficient collection of extant properties. As many remaining streetcar tracks have been removed and only isolated segments remain, a collection of documented segments that are known to be extant and can be tied to a shared significant association with a specific line may potentially be evaluated as a discontinuous district. Streetcar buildings and structures are most likely to be evaluated as individual properties. However, if a collection of properties represents a cohesive collection of historic buildings, structures, and objects, and has sufficient integrity to clearly convey a shared association under one of the NRHP criteria, there may be potential for a discontinuous district.

## **B. Determining Significance**

The NRHP evaluation criteria requires that properties must possess historic significance in at least one of four criteria, described below. To have significance within one of these criteria, a property must have associative value, design and construction value, or information value and represent an important historic theme, which is described as the area of significance. The areas of significance most commonly related to streetcar properties are described within the discussion of the NRHP criteria. Streetcar properties can and often will have significance in multiple areas of significance and/or criteria. The significance of a historic property will also reflect its association with historic trends on the local, state, or national level within a specific time period, known as the period of significance. This context focuses largely on statewide significance, but a property may also be significant under a local context.

*Criterion A: Association with events that have made a significant contribution to the broad patterns of our history.*

Streetcar properties may have significant association with a single event, patterns of events, and broad historical trends in Colorado's development. Properties associated with the development of Colorado's streetcar systems are most likely to have significance in the areas of Transportation, Industry, Commerce, and Community Planning and Development. These areas of significance reflect the wide range of associations from their essential function of designed public transportation networks to their broader significance in the historic development of local communities. In order to be considered significant under *Criterion A*, a property must demonstrate an important association to the streetcar context and area of significance. A streetcar company or line, or their associated properties, must have been established and active during the period of significance to claim significance. Furthermore, a property must be proven to have made a substantial impact on the development of the local community or neighborhood. This criterion may apply to major routes as well as arterial lines, but it is important that researchers understand the history of a specific line or segment including the years of operation, company associations, and function within the larger streetcar system.

For example, properties associated with Denver's interurban lines have potential significance in the area of Transportation because those lines provided an essential early link between Denver

and its surrounding communities and helped create patterns of transportation within the larger metropolitan area. The Pueblo streetcar lines could have significance under Industry and Commerce, as they provided transportation for working-class employees to and from the steel works, an important industry that defined the historic development of Pueblo. The extension of Grand Junction's interurban system to the farms and ranches of Fruita resulted in a boom of land sales and development, resulting in potential significance under Community Planning and Development.

While some streetcar lines and associated properties will have significance under *Criterion A*, there are some notable exceptions. Later realignments or spur lines added to an established system that did not contribute to community development and have no other historical association would not be considered significant under *Criterion A*. Similarly, lines that were generally non-operational, such as those constructed in downtown Denver only to block other companies' construction efforts, would not be considered significant under *Criterion A*.

*Criterion B: Association with the lives of persons significant in our past.*

Streetcar properties may also be evaluated for association with persons significant to the history of Colorado and individual communities. This criterion refers to persons who have a strong and historically significant association with a historic property as well as a broadly significant impact on history and are individually significant within a historic context. However, mere association with a streetcar property does not satisfy the requirement for significance under *Criterion B*. Many civic and business leaders with potential significance invested in streetcar companies throughout Colorado. Researchers must determine the extent of those persons' involvement in a streetcar company and the relationship of that association to their broader historical significance when evaluating a property under *Criterion B*. In addition, persons whose only association is with the design, engineering, or operation of a specific streetcar company are evaluated under *Criterion C*.

The Colorado Springs & Interurban is an example of a streetcar system with potential significance to an individual under *Criterion B*. This system was funded by the wealthy philanthropist Winfield Scott Stratton, who purchased and rebuilt the existing streetcar network

in Colorado Springs to improve the city's public transportation. In addition to his association with the streetcar system, Stratton also funded the construction of the city hall, county courthouse, and a public park as gifts to the city. As a leading and influential citizen of Colorado Springs, Stratton's significance to that city's history includes, but also extends beyond, his association with the Colorado Springs & Interurban. In contrast, Horace Tabor's association with the Aspen City Railway as a minor investment does not reflect his historic significance related to mining in Leadville.

*Criterion C: Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*

Streetcar properties may be considered significant for their physical design or construction under *Criterion C* in the areas of Architecture and Engineering. Properties may be evaluated for distinctive design, technological innovation, or as an outstanding example of an architectural style associated with the historic context of a streetcar system. Properties that embody or convey features that represent important types or periods in streetcar history, or that convey the evolution of technology throughout the history of streetcar service are also potentially eligible under this criterion.

Buildings and structures such as depots and waiting stations associated with streetcars may be architecturally significant as notable examples of an architectural style as applied to their function within the streetcar system. For example, many stables, car barns, and power plants represent Romanesque or Renaissance Revival features that accent their character-defining rows of bays, large entrances, and tall windows. Association with a rare technology or era of streetcar development, such as the horse-car era or cable-car technology, that is conveyed in the building's design may also contribute to architectural significance.

Regarding streetcar lines and other structures, Colorado's streetcar systems represent a range of technological engineering phases including the development of horse traction, cable railways, steam dummies, and electric traction. Each of these technologies required a unique engineering



approach that may be embodied in the character-defining features for the various property types associated with streetcar systems, as described in Section 7. Significant engineering may be conveyed within a single property, such as the construction of a line that represents the first time a particular technology such as a rail type or mode of traction was used, or the layout of a power plant or car barn constructed in response to an innovative technology. Multiple resources within a district may also reflect engineering significance through the specific design and materials utilized in the construction of an entire system. In addition, notable persons such as architects, engineers, or businessmen associated with a specific streetcar company may be evaluated under *Criterion C* as those responsible for the design, construction, and founding of the streetcar lines that represent the work of a master.

Most extant streetcar lines in Colorado embody technologies and design principles that were common throughout the state. These standard and common designs are generally not significant under *Criterion C*. To be significant under *Criterion C*, properties must retain the character-defining features that embody a specific and unique or innovative technology, the evolution of a technology, or the historic transition from one technology to another. For example, a unique rail gauge utilized in one community for a specific engineering purpose may have engineering significance, whereas standard gauge rails would not. Similarly, the mere presence of a specific design element does not convey significance. Streetcar lines were regularly updated with a wide variety of materials to meet industry standards and support new rolling stock. The presence of a specific rail design or rail weight, for example, would not necessarily be significant unless it can be demonstrated to be part of a complete and innovative technological design that had a significant impact on the evolution of streetcar technologies.

In addition, the rarity of certain properties is an important consideration that may affect significance under *Criterion C*. Properties associated with technologies that are sufficiently rare are likely to be significant. For example, in the areas of engineering and invention any physical remains of the Short electric system, which was developed in Colorado and only used for a short time period, would be significant. In contrast, features that represent the Sprague electric system, which was widespread within Colorado and the nation, would not likely be eligible under *Criterion C*, unless they represent the first instance of Sprague technology or can convey the

transition to that widespread technology. Similarly, any surviving properties that embody the design and engineering of horse-powered traction, which have been generally removed or altered for electric service, would be potentially eligible due to the lack of extant properties that represent this technology.

*Criterion D: Ability to yield information important in history or prehistory.*

Properties that have potential to add to the body of knowledge related to streetcars in Colorado may be significant under *Criterion D*. Properties that may be significant under this criterion include buried segments of track or the locations of former streetcar buildings or sites. In order to be significant under *Criterion D*, properties must be assessed to determine if specific research questions can be addressed and if the resource has the potential to yield important information. In Trinidad, for example, the technical information such as track gauge and rail weight have not been well documented in the written record. Excavated resources in Trinidad may provide new information in this area and would be potentially significant on the local level. In contrast, buried tracks encountered in cities such as Pueblo, Colorado Springs, or Denver are less likely to be eligible under this criterion as those companies and the physical features associated with the streetcar systems have been previously well researched and documented.

*Level of Significance*

Streetcar-associated properties may be evaluated as having significance at the local, state, and national level. Locally significant properties are specific to a city, county, or region within the state. This is likely the most common level of significance for streetcar properties, as these systems provided a transportation network in a limited area where they often had a significant impact on local historical development. Streetcar systems directly associated with major developments in a community, such as the gold mines in the Cripple Creek District or the fruit farms surrounding Grand Junction, have significance at the local level. Properties significant at the state level must represent aspects of streetcar history that are important to the state of Colorado as a whole. For example, the earliest example of a specific technological advancement in a local community may have significance at the state level as an important innovation if that streetcar technology eventually spread to other communities. Properties with national significance require an important association with national historic trends in streetcar operation.

For example, the African American ownership and management of the streetcar companies in Grand Junction may be nationally significant as a potentially rare example of this trend in the United States.

### *Period of Significance*

The overall period of historical development for streetcar properties in Colorado is 1871 to 1952, which reflects the first horsecar service in Denver and the last electric service in Fort Collins. However, the period of significance for each community and property type will vary within this range depending on the dates of the local streetcar operation and the trends or physical features that contribute to its significance. The individual contexts for each community include the dates of operation for each company and will inform local periods of significance. Some streetcar systems in Colorado present complicated histories, which include multiple companies and technologies that changed over the span of several decades. As such, a streetcar property may have multiple periods of significance based on changes in ownership, technology, or other alterations to the system.

### *Criteria Considerations*

The National Register includes Criteria Considerations, which are special requirements that must be applied to certain properties that are not usually considered for listing. These include religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the last fifty years. If one of these properties meets a Criteria Consideration, in addition to meeting the regular requirements of significance and integrity, it can be considered for eligibility. For streetcar systems, this would include moved or reconstructed properties. The National Register guidance explains: “Criteria Considerations need to be applied only to *individual* properties. Components of eligible districts do not have to meet the special requirements unless they make up the majority of the district or are the focal point of the district.”<sup>777</sup>

For streetcar system properties, the following Criteria Considerations may be applied, as follows:

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<sup>777</sup> National Park Service, *How to Apply the National Register Criteria for Evaluation*, n.d., 25.

- **Criteria Consideration B:** Moved buildings, structures, or objects that are no longer in their original location, but are considered significant primarily for architectural value, or as the surviving example associated with a historic person or event. As noted under the Integrity of Location, streetcar properties often were moved and repurposed in other locations. Examples include realigning, relocating, or repurposing streetcar tracks or moving smaller buildings such as waiting stations or shelters. Relocated properties that remained in use during the established period of significance may retain integrity.
- **Criteria Consideration E:** Reconstructed buildings or structures when built in a suitable environment or location, represent a significant historic association when no other building or structure with the same association has survived. Due to the rarity of streetcar properties, a reconstructed building may be considered significant if the reconstruction was done according to the Secretary of the Interior's guidelines and it is one of a few remaining examples with this association.

### **C. Integrity**

Integrity refers to the ability of individual properties to convey their historical significance. Integrity is measured according to seven aspects: location, setting, design, material, workmanship, feeling, and association. Properties must retain most of these aspects to be considered to retain integrity. However, the weight given to each aspect as part of the evaluation varies depending on the type of property and its significance. The character-defining features (essential physical features) of a property must be present and evident for a property to represent its significance. The features are largely identified in Chapter 7 according to property type, although the lists of character-defining features are not exhaustive and other features may be significant depending on the property being evaluated. This section provides guidance for assessing integrity and identifying the associative qualities that must be evident for a streetcar property to be considered eligible to the NRHP. An evaluation of integrity must be applied to both individual properties and districts.

Specific integrity aspects will be more or less important depending on the property type. Properties associated with streetcar systems that are significant under *Criterion A* will rely less heavily on materials or workmanship to convey their significance. Properties found to be significant under *Criterion C* may rely less on feeling or setting. For example a line that was the first built into a new neighborhood and subsequently updated, possibly several times, during the period of significance may retain significance under *Criterion A* if it retains integrity of location, setting, and association, but would no longer convey significance under *Criterion C* due to loss of integrity of materials, workmanship, and engineering design. The property should be evaluated according to its associative qualities with the single event, patterns of events, or broad historical trends that have been identified. To retain good integrity, the line must be able to demonstrate and convey its association with a substantial period of growth or development in the neighborhood, as well as its original location, overall design, and setting. Generally, if a property can only convey the aspects of feeling and association without any of the other five aspects, it is unlikely to have good integrity.

When assessing integrity of materials, it can be difficult to assess part of a line depending on the amount of track present in the segment that is being surveyed. When a short segment of track is encountered during field survey, surveyors should research or locate through field survey the relationship of the segment to a longer line to be able to fully evaluate its association with the streetcar system. If only a small segment of track is extant and the rest of the track has been removed, that would result in poor integrity given that the majority of the resource has been destroyed.

Property types must retain their most important features for the property to demonstrate its associative qualities. For example, the most important feature of a car barn is the series of bays across the facade that allowed for rolling stock to be moved in and out of the building. If the car barn bays are still present, and the open floor plan and wide facade is still intact, the property can convey its significance and demonstrate excellent integrity of materials, design, and workmanship. A property type that is rare, such as a cable building, should retain its monumental scale, large expanses of windows, including multi-story windows and smokestacks and large door opening to accommodate large machinery. However, given the rarity of cable buildings in

Colorado, changes to the materials, design, and workmanship are less critical if the building still retains integrity of location, setting, feeling, and association.

As functional transportation networks, streetcar systems and their associated properties were consistently updated and improved during their periods of significance. Buildings may have been relocated, lines may have been rerouted, and individual materials may have been relocated, repurposed, or updated as technology advanced. In general, if a relocated or altered property remained in use during the established period of significance, it may retain integrity. In addition, because historic streetcar systems are no longer active, most associated buildings do not serve their original function. This should not be considered to have a negative impact on integrity, given that the building can convey its historic function through its character-defining features. A property should also be evaluated for integrity based on each potential period of significance. For example, a streetcar line originally laid out for horse-powered traction that was later updated for electric traction may fail to convey significance related to the horsecar era due to diminished integrity, but continue to convey significance representing electric traction as an innovative example with excellent integrity of materials, workmanship, and specialized design. Each aspect of integrity is discussed with examples for application below.

### *Location*

Location refers to the place where a historic property was built or an event took place. A property's location is usually essential to understanding why it was built and its association with larger trends. Strong integrity of location for buildings, structures, and objects requires that the property retain its original location. However, the nature of streetcar properties requires that other factors be researched in the evaluation of properties that have been moved. Streetcar tracks were often realigned, relocated, or repurposed from abandoned lines. Such alterations do not necessarily result in a negative impact to integrity. Smaller buildings such as waiting stations may also have been relocated from their original location. Although this study does not focus on individual streetcars and rolling stock, it should be noted that these properties were mobile by design, and location should not be a strong consideration when assessing their integrity.

### *Design*

Design refers to the combination of components that reflect the intended purpose of a specific property, including the form, plan, and aesthetic style. Design reflects the precise decisions that were made during the planning and construction process. For buildings, design reflects the form and plan of the building. Stables, carbarns, and power plants were designed with specific spaces and floorplans to accommodate their intended use. The ability to convey the building's original use is essential to retain strong integrity of design. For example, the separation of bays is an essential feature of a carbarn, while the broad footprint, multi-story design, and smokestack are defining features of a power plant. In addition to the form and function, the architectural style and decorative details indicating its function, as well as the method and period of construction, are important aspects of design. If a building is significant under *Criterion C* for Architecture, its ability to convey a style and reflect the designer's original intent is also important.

Streetcar-related structures are generally utilitarian in nature but may reflect significant aesthetic or stylistic elements. The layout of their component elements is essential to integrity of design. For example, the design of an entire streetcar system or an individual line could be reflected in the route taken through the city or between cities. An isolated segment of streetcar tracks eligible under *Criterion C* would convey integrity of design through the gauge of the rails and the presence of component features, including paving materials, ties, and substrates such as bricks, sand, burnt clay, or crushed stone, which secure the rail ties from shifting in the ground. Embankments, cut and fill, and berms associated with interurban lines may also retain integrity of design if the physical characteristics of the features are still present. The design of bridges associated with streetcar systems may retain integrity through the width, span, rails, and other elements reflecting their original purpose.

### *Setting*

Setting refers to the character of the built and natural environment surrounding a historic property. This aspect of integrity focuses on the relationship between the property and other aspects of its environment, beyond its physical location. Aspects of the built environment that affect the setting include the surrounding buildings, structures, and objects that may or may not date to the same period of significance. Examples of physical features within the urban landscape

include historic residential areas or commercial nodes that convey the period of significance, even if they may not be directly related to the property. Natural environmental factors related to integrity of setting may include local topography, bodies of water, or other features that influenced the design of the historic property. However, streetcar properties are most often located in urban settings. Due to continuing urban development and growth, the setting of streetcar properties has often been drastically altered. In such cases, design elements of the streetscape may be interpreted as historic setting. It is common for streetcar resources to lack integrity of setting, and some allowance should be made for this when determining NRHP eligibility.

### *Materials*

Materials represent the physical elements used in the construction of a historic property. Integrity of materials generally requires the retention of original historic fabric. In the case of streetcar lines and interurban lines, this would include the rails, ties, bedding, and other elements that are associated with the tracks and embankment. Original materials are essential to conveying the evolution and transition of various streetcar technology and engineering practices. However, due to the complexity of streetcar resources as functioning transportation corridors over several decades, a greater allowance should be made for replacement of materials that were part of the general upkeep and adaptation to new technologies. For example, if an electric line was updated with new materials to adapt to the changes in rolling stock, the updated materials retain integrity if they continue to convey the period of significance defined by electric traction on that line.

Buildings associated with streetcars should also retain their original building materials. A stable that was converted into an electric car barn retains strong integrity if it can convey significance of the later use of the building. However, alterations such as changes in cladding, doors, or windows result in diminished integrity of materials.

### *Workmanship*

Workmanship reflects the physical expression of the crafts and technology employed in the construction and design of a historic property. This aspect of integrity can be applied equally to an entire property and its constituent parts. It can reflect highly skilled techniques and less-



skilled methods of construction. Integrity of workmanship must reflect the crafts and practices of the time period in which the property was built. Workmanship can reflect aesthetic choices and technologies associated with local, state, or national trends. Streetcar structures should primarily convey the original technology and engineering employed in their construction or within their period of significance. Streetcar buildings and structures such as bridges may also reflect aesthetic choices of their era.

### *Feeling*

Integrity of feeling reflects the overall ability of a historic property to reflect its period of significance. The combination of physical characteristics and aesthetic design combines into a sense of historic character specific to the property type. Similar to integrity of setting, feeling can be difficult to assess in many situations. Buried streetcar tracks are not visible and, as such, would appear to lack integrity of feeling. Urban development can at first appear to detract from integrity of feeling, but attention to the subtle details and relationships of streetcar properties can reveal a sufficient retention of integrity. The width and layout of city streets, if unaltered, can contribute to integrity of feeling for a streetcar network or segment. The character-defining features of a car barn or power station, such as size or fenestration arrangement, contribute to the historic feeling of streetcar buildings and, potentially, the feeling of a former streetcar line.

### *Association*

Association is the direct link between the property and a historic event, trend, or person. Similar to feeling, strong integrity of association is a culmination of other aspects of integrity. In order to convey its historical association, a property must sufficiently retain most of the aspects of integrity. As discussed above, which aspects carry more weight depends on the criteria of significance. For streetcar properties, historical associations can include the relationship of a property to a specific company, person, urban development, or technological shift. These associations can be reflected in the physical components of a property and the setting and relationship to other properties.

## **D. Summary**

Historic streetcar systems can be represented by a variety of properties that still exist on the current urban landscape. As historic properties, they have potential to be eligible for the NRHP as individual properties or historic districts. The guidelines presented in this section are intended to assist researchers in evaluating these unique resources. While these guidelines largely follow the NRHP nomination process, there are unique aspects of streetcar properties that should be considered. Streetcar tracks are linear resources that can be evaluated as individual segments of a line, or as a system. Streetcar properties often have more complicated histories than other historic properties because they were functioning transportation networks that were commonly altered. Streetcar resources may also not be visible and, if visible, are unlikely to continue to serve their historic functions. As such, a broader latitude should be applied when determining the integrity of these resources. In addition, intensive research will be required for the evaluation of resources that are extant, but no longer visible. Although researchers may encounter circumstances in the field that are not covered within these guidelines, they offer a methodology for the evaluation of most property types associated with streetcar development.

## **9. GUIDE TO RESEARCH, IDENTIFICATION AND EVALUATION**

While a great deal of research relative to Colorado's streetcar systems has already been completed as a part of the historic context and Geographic Information System (GIS) components of this project, additional field work is imperative to fully understand the significance of properties associated with streetcar systems in Colorado. Identifying streetcar related resources in the field through the multiple layers of transportation and community development history can be a confusing task. Nearly all streetcar systems in Colorado were abandoned in the decades following World War II. Since then, streetcar resources have been subject to demolition and alterations for several decades. The following steps, based on those identified in *Historic Streetcar Systems in Georgia* by New South Associates, provide a framework for identifying and researching potential streetcar resources.

### **A. Background Research**

#### 1) Consult Streetcar GIS Tool, the Colorado Historic Streetcar Viewer

Historians preparing site forms for intensive-level field survey, and those interested in streetcar history in general, should first reference the GIS component of this project—the Colorado Historic Streetcar Viewer—to identify whether a streetcar line or noted associated streetcar feature is located in their subject area of interest. The GIS data includes information related to what companies operated lines in that area, the mode of transportation, and the dates the line operated.

#### 2) Consult OAHP COMPASS Database

The GIS data also include Colorado Office of Archaeology and Historic Preservation (OAHP) COMPASS database results; however, additional resources may have been documented in COMPASS since those results were integrated into the GIS data. As a result, the COMPASS database should additionally be consulted to determine whether any previously documented streetcar resources exist in the subject area.

3) Review Current Aerial Maps

Additionally, recent aerial photography can be referenced to look for clues as to whether a streetcar line once passed through an area. Clues relative to potential historic streetcar resources included in aerial photography are wide roadways with medians, diagonal roadways with or without triangular shaped buildings conforming to former streetcar routes, and uniquely shaped lot lines that may have been drawn to conform to streetcar rights-of-way. Taken individually, these features may not mean much; however, when viewed together as a system, they may be indicative of the presence of a former streetcar system.<sup>778</sup>

4) Review Historic Context from This Report

The context presented in Section 4 of this report, Colorado Communities with Streetcar Lines provides valuable information relative to the streetcar companies operating in the various Colorado communities across the state and should be referenced for general information. From this point, more detailed research can be completed using the general information gathered from the GIS component and the historic context.

## **B. Detailed Historical Research**

5) Consult the Bibliography of This Report

The bibliography of this report is divided by section and includes the repository where each resource is located at the end of the citation so future researchers may identify the location of additional information.

6) Complete Historic Map Research

If the background research completed above indicates the potential for a historic streetcar route, historic maps should be referenced. The following locations contain historic maps indicating the location of streetcar lines: Denver Public Library Western History Department, Carnegie Library for Local History in Boulder, Pioneers Museum in Colorado Springs, Fort Collins Museum of Discovery, Pueblo City-County Library District Main Branch, and History Colorado. Some of

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<sup>778</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 139.

these maps were generated by the streetcar companies themselves, while others are general maps of the respective cities that happen to include streetcar routes. While U.S. Geological Survey (USGS) topographic maps do not typically include streetcar routes within cities, interurban lines often do appear. Similarly, Sanborn Fire Insurance Maps of communities across the state, available digitally through the Denver Public Library and the Library of Congress, do not appear to include streetcar trackage; however, the buildings and some associated features may be identified on the maps. Maps also appear in secondary sources dedicated to specific streetcar lines. In some communities, such as Aspen, Leadville, and Grand Junction, these are the only maps found during research indicating the location of the streetcar lines. Several secondary sources also contain maps of streetcar routes in various communities. These resources were utilized to inform the GIS mapping component for this project; however, historic maps may include valuable information when additional research is necessary.

7) Consult Historic Aerial Photography

Historic aerial photography may also include valuable information relative to the location of and changes to streetcar and interurban systems. The University of Colorado has an extensive digital collection of Historic Aerial Photographs dating from 1938 to 1947.<sup>779</sup> At this time, aerial photographs of Boulder, Colorado Springs, and Pueblo have been digitized while printed versions of the aerial photographs of other communities may be available for viewing in person. The Arthur Lakes Library at the Colorado School of Mines also has a collection of aerial photographs of most of Colorado dating from the mid-1930s to the early 2000s. A 1930s aerial map of Denver is available at

<https://www.arcgis.com/home/item.html?id=a9d5564d22da4bffaadf6b2bb2ec3960>.

8) Visit Local Archives/ Libraries

Repositories across the state may hold valuable detailed information regarding the streetcar systems in the respective community or region. These repositories include local, regional, and state archives and libraries, historical societies, museums, and university libraries. Many

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<sup>779</sup> “Historical Aerial Photographs of Colorado,” *University of Colorado Boulder, University Libraries*, accessed March 3, 2020, <https://www.colorado.edu/libraries/libraries/earth-sciences-map-library/map-library-collection/historical-aerial-photographs-colorado>.

secondary sources have been written relative to the history of streetcars in various communities that provide valuable and oftentimes exhaustive information. Some local archives hold detailed company collections, like the Tramway collection at the Denver Public Library, while the records of other companies no longer exist. Local archives and online resources also contain historic newspaper clippings relative to streetcar happenings that may provide valuable information relative to route changes, dissolutions, and/or company structures. In addition, some oral histories include information on how residents utilized streetcars in their daily lives.

9) Contact Local Government Offices

Local government offices, particularly those of the public works and planning departments, may contain information relative to previous encounters with buried streetcar resources or known associated resources such as waiting shelters and wire support poles.

10) Consult Period Journals

Journals and period manuals include a plethora of information regarding Colorado's streetcar systems, as well as other systems across the country, and provide a good comparison of how Colorado companies fit into national trends and how they were different. The *Street Railway Journal*, and later the *Electric Railway Journal*, are accessible online from the Smithsonian Libraries.<sup>780</sup> These resources include articles with specific details relative to the functioning and technologies employed at various streetcar companies. The *McGraw Electric Railway Manual*, available online from Hathi Trust, often lists details of streetcar companies including financial information and statistics relative to their equipment and system.<sup>781</sup> *Moody's Manual of Railroads and Corporation Securities* provides similar information.<sup>782</sup> Figure 201 provides a research checklist.

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<sup>780</sup> "The Street Railway Journal," *Smithsonian Libraries*, accessed March 3, 2020, <https://library.si.edu/digital-library/book/street-railway-journal>; "Electric Railway Journal," *Smithsonian Libraries*, accessed March 3, 2020, <https://library.si.edu/digital-library/book/electric-railway-journal>.

<sup>781</sup> "McGraw Electric Railway Manual: The Red Book of American Street Railway Investment," *Hathi Trust Digital Library*, accessed March 3, 2020, <https://catalog.hathitrust.org/Record/008955939>.

<sup>782</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 147.

*Have a project that might impact a streetcar line? Want to learn more about streetcar systems in your community? Follow this checklist to guide your research!*

## Streetcar Research Checklist

### Background Information

- 1) Consult Streetcar GIS tool, the Colorado Historic Streetcar Viewer, to identify company, mode of transport, years of operation, extent of line
- 2) Consult OAHP COMPASS database
- 3) Review current aerial maps
- 4) Review historic context from this report, *Historic Streetcar Systems of Colorado*

*Want to know even more? Then complete detailed historical Research!*

### Detailed Historical Research

- 5) Consult the Bibliography of this report
- 6) Complete Historic Map Research
  - Streetcar Company and/or Railroad Maps
  - Local Maps
  - Sanborn Fire Insurance Company Maps
  - USGS Maps
  - Maps in secondary sources
- 7) Consult Historic Aerial Photography
- 8) Visit Local Archives/ Libraries
  - Secondary Sources
  - Streetcar Company Collections
  - Newspaper Clippings
  - Oral Histories
- 9) Contact Local Government Offices (Public Works, Preservation)
- 10) Consult Period Journals (Street Railway Journal, Electric Railway Journal)

**Figure 201. Streetcar research checklist.**

### C. Fieldwork

With the proper background research completed, including the company that built and operated a route, the dates it operated, and the mode of power utilized for the streetcar during its history, fieldwork to identify potentially associated resources can begin. Armed with this information, the property types presented in Section 7: Property Type Descriptions can then be identified and their spatial relationship to one another can be ascertained. The property types to look for in the field include, but are not limited to, the following: carbarns, stables, offices, electrical substations, waiting stations, commercial building clusters, triangular-shaped buildings, exposed tracks and rails, cuts and grades, and unique street layouts. The spatial relationship between these features will help to develop an understanding of the urban landscape as a whole and how the streetcar system influenced its development.<sup>783</sup>

Surveying streetcar systems and their associated resources, however, may require the specialization of multiple disciplines including history, architectural history, archaeology, and GIS. These specialists can complete a landscape analysis, architectural survey, GIS mapping and archaeological survey, excavation, metal detectors and ground penetrating radar (GPR) to confirm the presence of buried tracks if necessary.<sup>784</sup>

GIS work is extremely helpful when surveying historic streetcar routes. Surveyors can evaluate a segment of streetcar trackage within a project area while viewing its relationship to the line or system as a whole, and help to ascertain the role a segment of track played in the streetcar system of a city. While a great deal of GIS work has already been completed as a part of this study, those findings can be added to and refined as additional information is gathered. Currently, the GIS work related to streetcar tracks is based on the roadway centerline. As fieldwork is completed and the location of buried tracks is more accurately known, these attributes can be updated to reflect to the true location of any buried tracks or, conversely, the absence of any

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<sup>783</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 148.

<sup>784</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 148.



previously removed tracks. This ability to update the GIS component with accurate information from the field is valuable in the future streamlining efforts of transportation-related projects.<sup>785</sup>

Survey fieldwork should follow the protocols set forth by the Colorado OAHP.<sup>786</sup> Associated streetcar buildings should be documented on the appropriate Architectural Inventory Forms while streetcar rails themselves should be documented as linear resources using Management Data and Linear Component Forms. Many of these tracks remain buried under the surface of roadways and may have the potential to provide information relative to the operation and design of the streetcar system and its rail, bedding, and paving. As technology and systems evolved, the configuration, size of the rail, and other track components may have changed, including potential double tracking in areas. Various road projects conducted while the lines were in operation, and after they were paved over, are likely to have impacted the condition of buried tracks. Despite the various states of preservation, modified buried tracks may still hold the potential to provide valuable information. Local public works departments may provide valuable information relative to whether the potential for intact buried streetcar tracks remains, or if previous projects in the area resulted in their removal. Cracks in a road's surface as well as undulations may be indicative of buried streetcar rails. GPR can help to verify if tracks are indeed buried beneath the surface of the roadway.<sup>787</sup>

#### **D. Summary**

Identifying and evaluating streetcar resources requires the researcher to look at an entire system of associated resources, not just a singular resource in a vacuum, and utilize various clues remaining in the landscape. Much of the basic information regarding streetcar systems is included in the GIS component of this project, the Colorado Historic Streetcar Viewer. However, the checklist included in this section (see Figure 201) provides a roadmap for future researchers looking to dig deeper into a specific streetcar line or company in the state.

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<sup>785</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 149.

<sup>786</sup> "Survey & Inventory," *History Colorado*, accessed March 3, 2020, <https://www.historycolorado.org/survey-inventory>.

<sup>787</sup> New South Associates, *Historic Streetcar Systems in Georgia*, 149–50.

## 10. CONCLUSION AND RECOMMENDATIONS

Colorado's former streetcar systems are profoundly significant to the history of transportation, settlement, and community development in the Centennial State. For decades the streetcars were a fixture of daily life for Coloradans, providing crucial and reliable public transportation to work, commercial centers, recreational destinations and cemeteries. Denver's interurban system, which connected that city with the nearby communities of Aurora, Littleton, Lakewood, Golden, Arvada, and Boulder, helped guide the development of the massive metropolitan area. The interurban systems beyond Denver were integral to developing the economic potential of communities across the state, including Grand Junction's fruit farms, Cripple Creek's gold mines, and the coal fields of Trinidad. Streetcars not only transported people, but also hauled mining ore and other freight. Colorado's streetcars were also a symbol of civic pride and local identity, and residents were proud of the modernity that streetcars represented within the communities where they operated. The boom towns of Leadville, Aspen, and Cripple Creek built systems to flaunt their sudden prosperity from gold and silver, just as Fort Collins and Greeley did following their own sugar beet-fueled population explosions. As Colorado and its cities competed economically with the rest of the nation, the streetcars were a rolling symbol of the state's success. Ultimately, Colorado's former streetcar systems help to define an era of transition when Colorado's communities grew from frontier outposts to modern cities. Although the remains of these systems have largely been torn down, ripped up, and paved over, their legacy remains imprinted on the urban fabric of Colorado.

This context details the history of streetcar development across the state and recommends methods to evaluate the wide variety of remaining properties that continue to showcase the legacy of streetcars in Colorado. The broad trends of streetcar development within Colorado are discussed in comparison to those seen across the nation. While many Colorado cities may have developed their systems later than East Coast or Midwestern cities, they were at times quicker to implement and adapt to the most recent technological advancements. In addition to the statewide context, the development of streetcar operations is detailed for each of Colorado's major cities. Taken together, these histories narrate the founding and ownership, dates of operation,

technological advances, and physical construction associated with every company that operated a streetcar system in Colorado between 1867 and 1952.

The evaluation sections provide guidance for historians determining whether extant streetcar properties are eligible for listing in the National Register of Historic Places (NRHP). They include detailed descriptions of a wide variety of property types associated with streetcar systems, such as buried streetcar tracks, bridges, carbarns, and other properties, that practitioners are likely to encounter and identify in the field. The context further describes the potential for NRHP eligibility for streetcar properties in general based on each of the four evaluation criteria and seven aspects of integrity. Together these sections present a consistent methodology for the assessment of properties associated with streetcar development within the state of Colorado.

This context is intended to be utilized in conjunction with the Colorado Historic Streetcar Viewer. For each community, the individual streetcar lines were located, mapped, and compiled with essential historical information into a comprehensive database representing all known streetcar properties in Colorado. The database serves as the basis for the GIS component. This GIS component provides a user-friendly tool to locate streetcar properties in the state and easily access a wealth of information specific to that property. Most importantly, it allows researchers to quickly locate potential buried streetcar tracks throughout the state. Buried tracks are the most prevalent of Colorado's remaining streetcar properties, and the most difficult to locate in the field. Once a property is located, researchers may reference this context for a more complete historical narrative.

Taken together, this context and the GIS component provide a valuable resource for both professionals and the general public. Historians and environmental planners can use the GIS component and historic context to anticipate the locations of potential streetcar system properties that may be impacted by transportation projects. Information contained within the context will also be useful for understanding the significance streetcar systems had to a specific community. The compiled information has potential to assist with local histories, landmark designations, interpretive projects, and academic research. The GIS component provides an easy method for researchers to locate and track the development of streetcar lines and other properties within a

specific community. Members of the public interested in Colorado's streetcar history will also find these tools extremely valuable. The context provides an accessible compilation of knowledge from a wide variety of sources. It stands as an authoritative starting point for further research into specific localities, companies, or lines. Those interested in conducting additional research should start with the list of major secondary sources in Section 1 and the bibliography, which is organized by section with notations of specific repositories where additional resources are located, as well as Section 9: Guide to Research, Identification, and Evaluation.

By referencing the research and implementing the guidelines included in this context, future researchers will be able to evaluate these properties by conducting research within the bibliographic references and speed along the evaluation process. This comprehensive research study and GIS mapping tool have greatly enhanced the understanding of streetcar systems across the state.

## 11. FUTURE RESEARCH AND CONTEXTS

This context provides a detailed statewide history of streetcar development in Colorado, as well as for each local community that operated streetcars within Colorado. However, there are remaining questions that present opportunities for future researchers to increase the knowledge of streetcar systems in Colorado.

Research should be done to determine the extent of underrepresented and minority group ownership and participation in the development and operation of streetcars in Colorado. For example, African American individuals helped run early horsecars in Grand Junction, but very little is known about the extent of this involvement and how it relates to the settlement of this minority group in Grand Junction. Research also revealed that minorities worked in streetcar operations in Englewood and Denver. Additional research should be done to determine the significance of the trend and whether it is repeated in other communities and should be compared with minority participation in other states to determine whether these instances in Colorado were unique in the national context of streetcar history.

Potential future contexts relating to streetcars in Colorado that were outside of the scope of work for this project include an examination of streetcar suburbs and streetcar commercial districts as potential historic districts. These neighborhoods represent significant additions to the urban development of cities throughout Colorado and are among the most likely potential districts to include streetcar resources. Similarly, a context evaluating the significance of commercial streetcar districts would assist in determining historic districts that feature significant concentrations of streetcar system properties. Beth Glandon conducted a study of streetcar commercial districts in Denver (including GIS mapping), and *Denver Urbanism* published an extensive series by Ryan Keeney with interactive GIS maps on the history of Denver's historic streetcar routes and the livability of Denver's streetcar suburbs; these same types of studies can be repeated in other communities across the state. Local contexts on commerce, entertainment, and recreation may also shed light on significance and influence of streetcar systems on the broader community development beyond residential and commercial districts.

Even though rolling stock was not considered a property type for this research project, research into the numbers and type of former streetcar rolling stock present in Colorado would be a valuable addition to the body of knowledge regarding streetcars in Colorado. A few individual streetcars have been restored for operation in Denver and Fort Collins, while others have been preserved in museums. Abandoned streetcars have been sold and repurposed as small homes, lunch counters, and other uses. It is possible that former streetcars remain across the state, and may require a unique research and evaluation approach as well as opportunities to preserve and restore this property type.

The Colorado Historic Streetcar Viewer will also require continual updating. As a working document, multiple tasks can be undertaken to maintain its accuracy as properties are encountered or field surveyed. To improve the current data, future researchers can verify the location and condition of associated resources and points that are currently included. These resources were identified from research and COMPASS data but were not field verified as part of this project. Additionally, the attribute data is not complete for all lines, for example, streetcar companies are not included for all Colorado Springs lines. Future researchers could improve the data by including this information. To add to the current data, the locations of buried streetcar tracks may also be updated as a result of remote-sensing technology or as they are encountered. The locations of most tracks were assumed to be located within the street center line for this study. The accuracy of this information can be improved to reflect the specific location in the street where the tracks are located and updated to denote double-tracked segments, or other unusual designs such as multiple tracks leading to a carbarn. The database can also be updated to verify and denote the presence of known tracks, as well as segments that are known to have been removed.

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