Denver Union Station
Historic Resources Survey Report

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August 2008

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1.0 Objectives

This Historic Resources Survey Report (HRSR) has been prepared as part of the Final Environmental Impact Statement (FEIS) for the proposed redevelopment of Denver Union Station (DUS) as a multimodal transportation facility in downtown Denver, Colorado. The study is being sponsored by the Regional Transportation District (RTD), the City and County of Denver (CCD), the Colorado Department of Transportation (CDOT), the Denver Regional Council of Governments (DRCOG), and the Federal Transit Administration (FTA). It has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Section 106 of the National Historic Preservation Act (as amended), and the Advisory Council on Historic Preservation's regulations.

2.0 Project Description

RTD currently owns and operates a limited multimodal transportation center at Denver Union Station (DUS). The current facility, which is located adjacent to the Lower Downtown section of Denver, Colorado, is served by Amtrak, Winter Park Ski Train, special events trains, the Central Platte Valley light rail line (C-Line), regional and express bus routes, and the 16th Street Mall Shuttle. The facility currently offers travelers an opportunity to make connections between transit modes. The purpose for the proposed action is to develop this facility to accommodate a larger number of future transportation modes and services that are planned to serve DUS. Once completed, DUS will become the hub of transit services for the entire Denver metro area, as it will connect almost all of the major transit corridors in the Denver region, including access to downtown Denver.

In conjunction with the CCD, DRCOG, and CDOT, RTD has prepared a Master Plan for the development of a comprehensive regional multimodal transportation center at DUS. The Master Plan presents a guide for the redevelopment of DUS into an integrated multimodal facility, including mixed use redevelopment of the DUS property. The Master Plan establishes an overall vision that addresses such elements as land use, design character, financing options, and ownership and governance for the DUS site as well as the transportation improvements.

As part of the Master Plan development process and in accordance with the provisions of the National Environmental Policy Act (NEPA), a Draft Environmental Impact Statement (DEIS) has been prepared to identify and evaluate the potential impacts of the multimodal transportation center that is a part of the Master Plan. The FEIS is being prepared on the transit elements of the Build Alternative, for which this HRSR addresses. This FEIS does not cover the private development elements of the Master Plan, as these do not involve a federal action.

Built in 1881, DUS is historically important to the Denver region for its significance as a transportation hub for cross-country and regional rail travel and for connecting the Denver area to other parts of the United States long before the development of a highway network. Development of the railroads in the 1880s spurred the expansion of Denver as a major city. DUS was once occupied by 13 railroad companies that provided service on 10 passenger tracks and another 14 spurs and freight tracks for a total of 24 tracks that crossed the Central Platte Valley (CPV) west to the South Platte River. Over recent decades, the transportation functions

of the site have changed significantly and underused trackage has been removed. Today, DUS is served by two daily Amtrak trains, seasonal use by the Winter Park Ski Train, special events trains such as the Cheyenne Frontier Days train and occasional circus trains, the light rail C-line, regional and express buses, and the 16th Street Mall Shuttle.

In 1974, the station was listed on the National Register of Historic Places (NRHP) because of its importance to the history of transportation in Denver and the state of Colorado. The station is registered under the name of *Union Station* and is one of the most historically prominent buildings in Denver. DUS is located adjacent to downtown Denver's largest concentration of historic and industrial buildings, an area commonly known as Lower Downtown, or LoDo.

For the past two decades, the Denver metropolitan region has grown substantially in both population and employment. By 2030, regional population and employment are projected to grow to 3.88 million and 2.36 million, respectively—an approximate 47-50 percent increase since 2005. In response to this population growth and the associated growth in travel, RTD is planning an expanded transit system that includes additional bus, light rail, and commuter rail services serving the Denver region. Many of the proposed transit routes would pass through, terminate, or provide connections at DUS.

The *Central Platte Valley Comprehensive Plan Amendment (*June 1991*)* was one of the first plans to recognize the benefits of a centralized multimodal transportation center to manage the expanding demand placed on the region's transportation system. Subsequent plans and studies, including the region's *Metro Vision 2020 Plan* (Metro Vision), the fiscally constrained *Metro Vision 2025 Interim Regional Transportation Plan* (2025 Interim RTP) and the *Metro Vision 2030 Regional Transportation Plan* have reinforced the vision for a multimodal transportation center to effectively serve as a hub for a variety of transportation modes and services that are planned to converge in downtown Denver. The obvious choice for such a facility is DUS. To this end, on July 24, 2001, the RTD, CCD, DRCOG, and CDOT created an agency partnership by signing an Intergovernmental Agreement (IGA) to purchase the DUS property and to prepare a Master Plan to create a mixed-use multimodal transportation center.

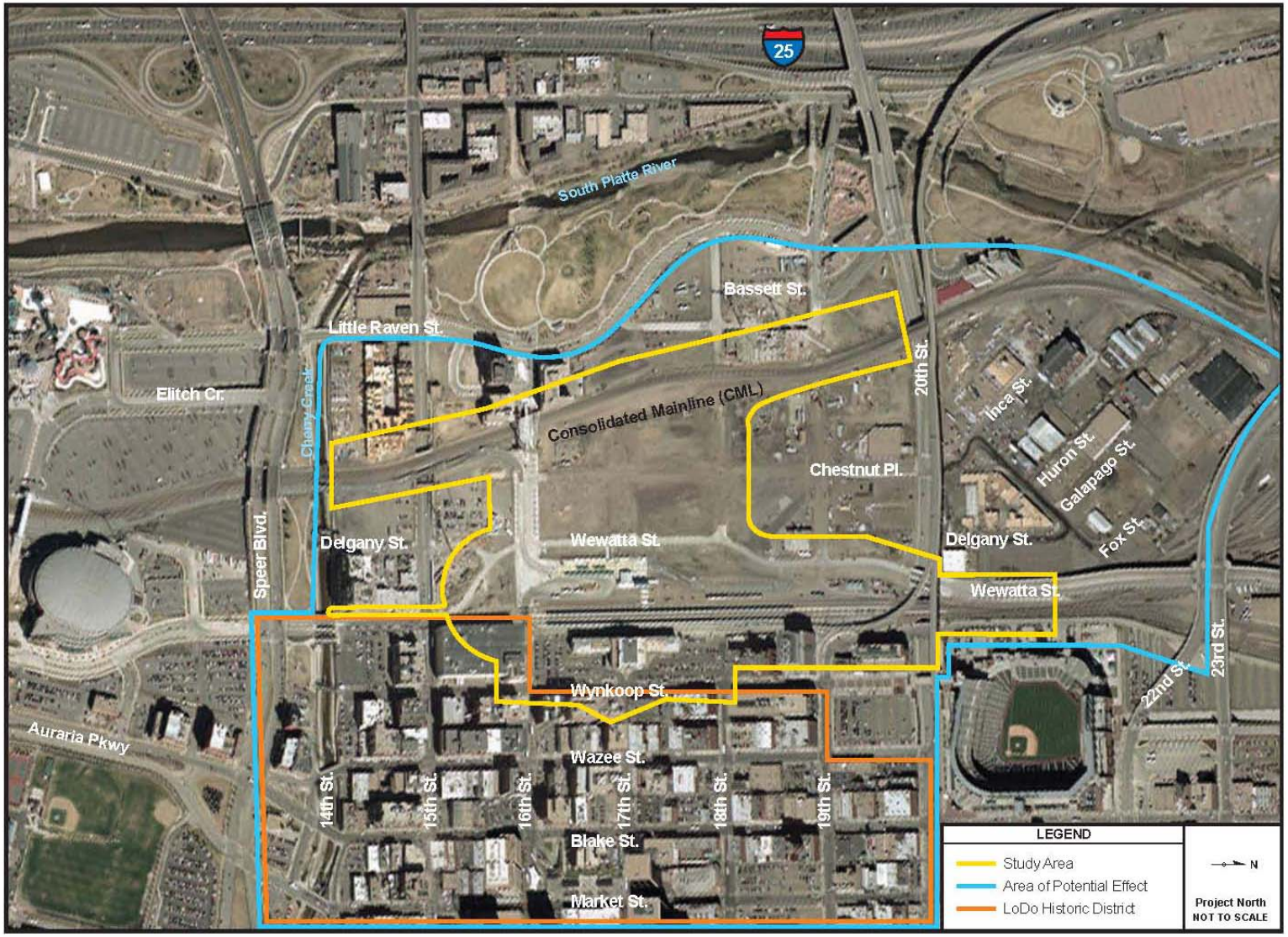
DUS will improve connections among all transportation modes, respecting the character and historical significance of this handsome station and its adjacent neighborhoods, and will provide a stimulating environment for public activity and economic vitality.

Development of the site around DUS will help restore Union Station to prominence. It will serve once again as a force shaping the state and region's economy, character, and transportation system. DUS will be much more than a nostalgic reminder of the past glory of rail transportation. It will be a revitalized city monument that will play a major role in shaping Colorado's future.

3.0 Project Area

The project study area and Area of Potential Effect (APE) for the DUS Build Alternative are shown on Figure 1. This study area encompasses the 19.8 acre RTD parcel of land at Union Station and corridors along 16th Street, 18th Street, the Consolidated Mainline, and the railroad

Figure 1
Study Area and Area of Potential Effect



tracks behind the station extending north to 23rd Street. The APE for this project was defined at a meeting of the State Historic Preservation Office (SHPO) and the consulting parties on June 10, 2005, and agreed to by the SHPO in a letter dated July 21, 2005. The consulting parties include the City and County of Denver, Colorado Preservation, Inc., Historic Denver, the Colorado Historical Foundation, the Lower Downtown District Inc., the National Trust for Historic Preservation, the Advisory Council on Historic Preservation, Open Space Initiative Group, Sierra Club - Rocky Mountain Chapter – Colorado, Friends of Union Station, and Union Station Advocates.

The APE extends to the east boundary of the Lower Downtown Historic District on the east, to Cherry Creek on the south, and along Little Raven Street on the west extending to 23rd Street. The north boundary is along 23rd Street from the South Platte River to a point between Wewatta Street and Coors Field where it jogs to the south and connects with 20th Street.

The APE is located in Sections 27, 28, 33, and 34, Township 3S, Range 68W on the Commerce City and Arvada, Colorado USGS quadrangle maps.

Figure 2 shows the APE on the USGS quad maps.

This area is an urban area characterized by historic buildings on Wynkoop Street within the LoDo Historic District, the historic DUS, and railroad tracks and vacant land west of DUS.

4.0 Literature Review

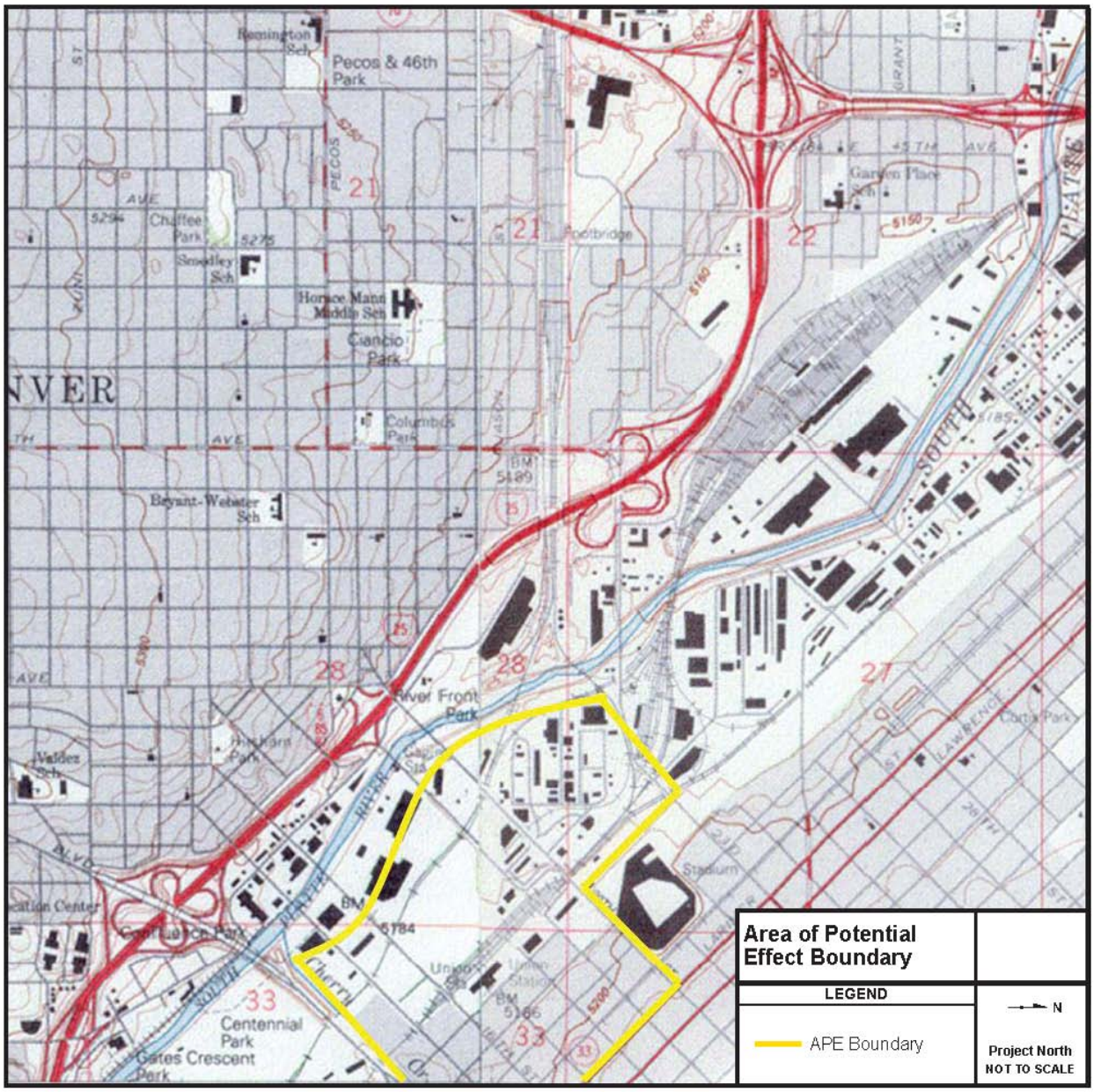
A file search for the project area was conducted at the Colorado Historical Society Office of Archaeology and Historic Preservation on July 10, 2002. Several local history books and previously published reports proved valuable in providing information about the history of Union Station and the project area. These are listed in the Bibliography at the end of this report.

5.0 Research Design

The objective of this HRSR is to identify significant historic properties over 50 years of age and any historic districts that may be eligible for listing in the NRHP. Gail Keeley of Hermsen Consultants conducted the survey and research. Nancy Lyons of Preservation Partnership, Inc., prepared the architectural description of the evolution of DUS. Historic building inventory forms also have been prepared for all unsurveyed sites and buildings over 45 years old within the APE.

Historic resources within the APE have been surveyed at the intensive level and photographed. Historic research has been done at the Office of Archaeology and Historic Preservation at the Colorado Historical Society to determine if there are any properties in the project area with official landmark designation, which are eligible for listing in the NRHP or have been recorded in the state inventory. Historic research has been conducted at the Denver Assessor's Office, the Stephen Hart Library at the Colorado Historical Society, and at the Western History Collection of the Denver Public Library. Individuals associated with significant properties in the survey area were interviewed.

Figure 2
Area of Potential Effect Boundary



Source: Arvada, CO USGS Quadrangle Map, Commerce City, CO USGS Quadrangle Map

6.0 Methodology

Almost all the historic structures within the APE have been previously surveyed. Many are part of the LoDo Historic District. In order to produce a comprehensive inventory of all the historic resources in the project area, file search, detailed literature search, and field assessment were undertaken.

The SHPO was contacted periodically during the course of the evaluation for this project. The field survey and historic research were conducted between June 2002 and October 2005 by Gail Keeley and Nancy Lyons as described in the Research Design.

Research was undertaken to collect pertinent information on the survey area and on the individual buildings identified as requiring surveys. The primary sources of this information included the Denver Community Planning and Development Agency, the Office of Archaeology and Historic Preservation at the Colorado Historical Society, the Western History Collection at the Denver Public Library, files on the railroads, newspaper articles, historic books and maps and other published reports. As part of the historic compliance work for this project, photographs and historic building inventory forms have been prepared for two new properties and for five properties that had been surveyed about 20 years ago. The remaining historic features in the APE had previously been surveyed, all of which are within the LoDo Historic District, or listed on the NRHP or State Register of Historic Places (SRHP).

Table 1 includes a list of properties surveyed for this project. The table includes the state ID number (number using the Smithsonian Trinomial System [5DV####]), the street address, name or description, the year it was built, and the status of the property. Two of the seven properties surveyed for this project were field determined to be potentially eligible for inclusion on the NRHP: (1) the railroad tracks behind Denver Union Station (5DV.9189), and (2) the Union Pacific Freight House (5DV.877). The completed inventories are included in Appendix A.

7.0 Historical Context

The area under study for this project is extremely important to Denver's past. The opening of the railroads was most likely the major factor that helped move Denver from a struggling frontier settlement to a bustling center of commerce and the gateway to the Rockies. Denver became the major rail center between the Missouri River and California. It was one of the best examples of a major city and point for trading, commerce and distribution that was far removed from water-based commerce. Much has been written about the history of Denver and the early railroads. Some of these resources are listed in the Bibliography at the end of this report.

The Central Platte Valley was the site of the earliest development in Denver. The early inhabitants were the Arapaho Indians who lived part of the year in a teepee village along the banks of the South Platte River. After prospectors discovered gold nearby, a rough and tumble supply town grew up along the banks of Cherry Creek and the Platte River. Railroads came and immigrant laborers laid the tracks on the flat bottomland then called "the Bottoms" and now called "the Commons".

Table 1
Properties Inventoried For Historic Significance in the APE

Site #	Address	Name / Description	Year Built	Status
5DV.9189	Directly north of DUS	Railroad tracks behind DUS	1881	FE
5DV.877	1711-1735 19th Street	Union Pacific Freight House	1923	FE
5DV.1945	1900 19th Street 1875 Delgany Street	Xcel Energy / Denver Steam Plant	1879, 1972	FNE
5DV.1946	1905 Division Street	Blacksmith shop, saloon, residence	1895	FNE
5DV.1915	2010 Delgany Street	Light Bulb Supply Co.	1945	FNE
5DV.1948	1917 Chestnut Place	Home Run Self Storage	1955	FNE
5DV.4725.3	Under alignment of Wewatta Street between 15th and 20th streets	Delgany Street Sewer	1892	FE
Status Categories FNE = Field Not Eligible FE = Field Eligible				

Source: Hermsen Consultants, 2005.

Since 1881, DUS has been a vital factor in the evolution of the Denver region. This station truly helped open the door to the west. Located on an intercontinental rail link, this historic station helped shape transportation and development throughout Denver and the west.

It was the Denver Pacific Railway that first built a spur from Denver to the Union Pacific rail line at Cheyenne, Wyoming. This rail connection, which was completed in 1870, linked Denver to the transcontinental rail line. The railroad dramatically affected growth in Denver. Population jumped from about 5,000 people in 1870 to 35,000 in 1880, and then soared to 106,000 in 1890 after all the rail expansion in the 1880s. Union Station was in use by May 1881 and became the travel center of the intermountain west with trains arriving day and night.

The railroads have had and still have an important impact on the use patterns of the entire area. The gradual growth of the railroad industry and the railroads in the Platte Valley, including their accompanying yards and industrial facilities, shaped the growth and the physical character of the area.

7.1 Early Railroads in Denver

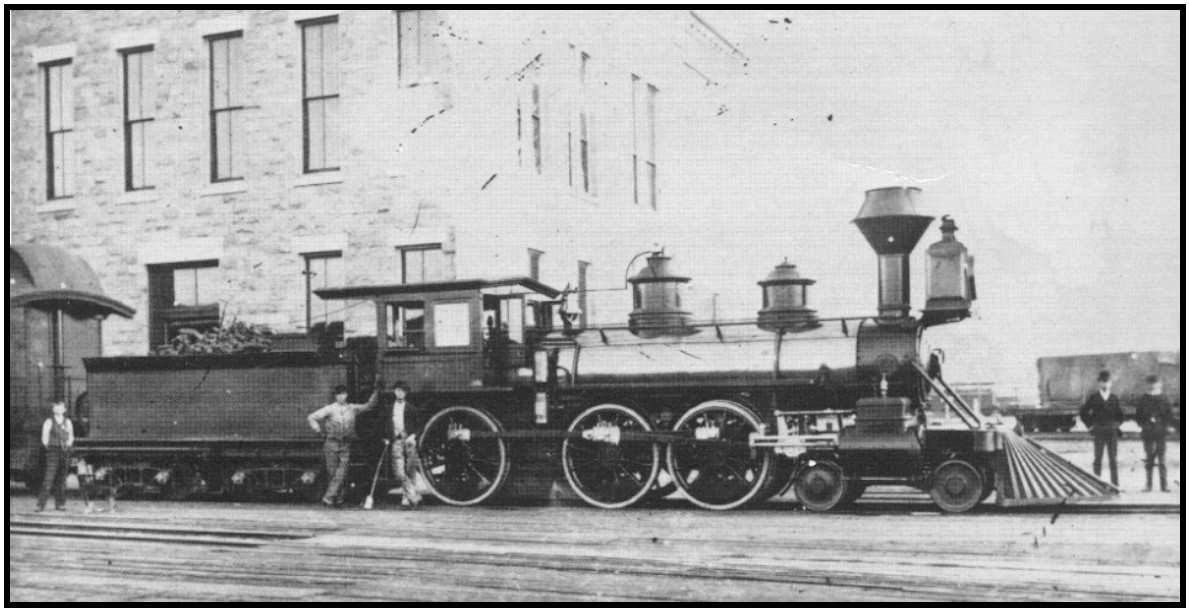
In the 1860s, the Union Pacific (UP) railroad was working toward building the first transcontinental railroad. They were building west from Omaha to meet the Central Pacific, which had started in California and was heading east. The UP reached Julesburg, Colorado in June 1867 and then proceeded to head west through South Pass in Wyoming because the passes through the mountains would be less steep in Wyoming. This meant the railroad planned to bypass Denver. This did not set well with the citizens of Denver. Local business leaders soon created their own railroad, the Denver Pacific Railway and Telegraph Company. In 1868, ground was broken for the laying of track from approximately 40th and Wazee streets

in Denver north to Cheyenne, Wyoming. Grading started from Denver northbound, but not many rails were laid there before the construction effort moved to the Wyoming end of the line from whence it proceeded south to Denver. Milepost 0 for Denver's rail link to the transcontinental railroad was placed at 19th and Wazee streets and the opening station for this railroad was located at 21st and Wazee streets. The rails were connected and the route linking Denver to Cheyenne and the Union Pacific line was completed on June 22, 1870.

A few months later, in August of 1870, the Kansas Pacific Railway connected to Denver with a line extending from the Missouri River, across the Great Plains into Denver. This was followed by a Denver connection for the Colorado Central Railroad, which had started construction of a Golden to Denver line in early 1870.

The Denver and Rio Grande Railroad (D&RG), shown in Photo 1, was closely associated with Colorado history. This railroad was conceived by General William Jackson Palmer to connect Denver with Mexico City via Albuquerque and El Paso. Construction started with its first spike ceremony held at 20th and Wynkoop streets on July 28, 1871. Despite ambitious plans, it took until 1876 for the D & RG to make it as far south as El Moro at the foot of Raton Pass. The Atchison, Topeka & Santa Fe (ATSF) was a more powerful railroad at the time, which built through Raton Pass first. Therefore, the D&RG turned its route to the west at Pueblo and went through the Royal Gorge and into the active mines at Leadville. The ATSF reached Denver in May 1882. Denver could finally say it was directly on a transcontinental railroad route in May 1883 when a through railroad line to Ogden, Utah was opened via a connection with the D&RG Western Railway in Utah. This was a narrow gauge route.

Photo 1
Denver and Rio Grande Standard Gauge Passenger Train with Engine 501 at Denver Union Station - 1881



Source: Colorado Railroad Museum

The Denver South Park & Pacific (DSP&P) Railroad was organized in 1872 and started service in 1874 from its depot at 6th and Larimer Street. By July 1880, that line had made it to the rich mining districts around Leadville. The DSP & P was acquired by Jay Gould in late 1880 and sold a few months later to the Union Pacific. The DSP&P eventually became the Colorado & Southern Railroad.

The Denver Utah & Pacific built a narrow gauge line north from Denver to Lyons via a connection with the Denver Longmont & Northwestern with the first train using this line in November 1881. A few months later, in January 1882, these trains were sold to the Chicago Burlington & Quincy**,** which later became the Colorado & Southern.

The Denver and New Orleans Railroad built a depot at 11th and Wewatta streets in 1882 and started its service to Pueblo. Its planned route was to extend to Galveston, Texas, and the Gulf of Mexico. Before the route was completed, it was reorganized as the Denver Texas & Gulf and under the control of UP. On April 1, 1890, the Denver Texas & Gulf, the Colorado Central, and the Denver Marshall & Boulder, among a few other UP-controlled lines were consolidated into a system named the Union Pacific Denver & Gulf Railway, which had its headquarters in Denver.

The Burlington Railroad arrived in May 1882. The tracks were built by the Burlington and Missouri River Railroad and crossed the Denver Pacific line to head to its roundhouse at 24th and Fox streets.

The Denver and Scranton was an unusual railroad that started operation in November 1886. It was a narrow gauge line that went 16-1/2 miles northeast of Denver to a coal mine. This railroad was reorganized as the Colorado Eastern in 1888 and was abandoned in 1915.

By 1887, the Colorado Midland Railroad extended into Denver from Colorado Springs followed by the Chicago Rock Island & Pacific. In 1888, the Missouri Pacific opened a line to Pueblo that connected to Denver via the Denver & Rio Grande.

By the spring of 1882, the network of railroads from the East with connecting lines into the mountains and then on to the West Coast had basically been completed. By 1888, passengers could travel to the Missouri River and points east via six railroads out of Denver – the Missouri Pacific, Rock Island, Union Pacific (Julesburg line), Burlington, Santa Fe and the Union Pacific (Kansas Pacific line). Travelers could travel to the West coast with their choice of four railroads – the Colorado Midland, the Union Pacific, the Santa Fe and the Rio Grande.

Railroad development in Denver was mostly complete by 1900, although there were a few additional lines built in the twentieth century. The Denver Northwestern & Pacific, built by entrepreneur, David Moffat, was constructed in 1902. Moffat built his own railroad station, which still remains today, at 15th and Bassett streets. The last line built in Denver was the Denver Laramie & Northwestern built in 1909 and extending from the Moffat Station to Greeley.

7.2 Early Rapid Transit

The Denver Circle Railroad was a narrow gauge line that served as one of Denver's earliest rapid transit lines. The line ran from near 13th and Larimer Streets to South Logan and

Exposition Streets, to Evans Avenue, and to 1st and Bryant Streets. These lines were abandoned by 1898 when the electric trolleys of the Denver Tramway replaced them. The electric interurban cars of the Denver & Interurban Railroad used track 11 at DUS as they traveled from Denver to Boulder during the period between 1922 and 1926.

7.3 Previous and Other Passenger Train Stations

There were many train depots in Denver's early railroad history. When railroads first started serving Denver, individual railroad companies built their own stations to serve their passengers. It wasn't until 1881 when the railroad companies decided to come together in a cooperative venture to build DUS, in an effort to better serve the ever growing number of passengers traveling by train. DUS was built to provide more effective train depot service with several railroad companies using the same depot.

The first depot in Denver was the Denver Pacific Depot, built in 1870. It was located at 21st and Wazee Streets. Built by the Denver Pacific Railway and also served by the Kansas Pacific, this train station had a short life. It was torn down in 1872 after a new depot was constructed in 1871 within a half block on Wazee Street between 21st and 22nd Streets. The new Denver Pacific – Kansas Pacific Depot was a simple wooden structure utilized by the railways until the Denver Pacific moved in 1876 to its own station at 16th and Wynkoop Streets. The Kansas Pacific continued using the Denver Pacific-Kansas Pacific Depot until 1881 when DUS was built. After the railroads moved, they continued to use the depot for storage until it was sold to Hallack & Howard Lumber Company. In 1910, the old depot burned down. A long stone freighthouse was built next to the Kansas Pacific depot. It was basically parallel to Wynkoop Street between 20th to 21st Streets. The freighthouse survived until the 1960s. Another freighthouse was built at 19th and Wynkoop Streets. It was built by UP and opened on June 23, 1923. This freighthouse is still standing today, currently the home of the Denver Chop House Restaurant.

The D&RG had a depot at 19th and Wynkoop Streets. The D&RG Station was wooden and served the D&RG from 1871 until the flood of 1879, when the railroad bridge over Cherry Creek was washed out. The D&RG then moved to the Denver South Park & Pacific Station located at 6th and Larimer Streets. This stone depot was used by the DSP&P from 1874 until 1878, and by the D&RG in a lease arrangement from 1879 to 1881. In 1878, the DSP&P moved to the Colorado Central Depot. This station started operation in 1875 at 16th and Delgany Streets. It was a wooden structure and was quite cramped since it was used by the Colorado Central and the DSP&P. It was torn down in 1881 when DUS was built.

Several smaller railroads had small depots that were used for relatively short periods of time. The Denver Union and Pacific began operations in 1881 using a small depot at 19th and Chestnut Streets. Thus, the Denver Union and Pacific Depot never operated out of DUS. The depot was later purchased by the Chicago Burlington & Quincy, but was not used thereafter. The Denver & New Orleans Depot served its namesake railroad at its location at 11th and Wynkoop Streets. The station was a short-term small wooden structure used from 1881 until 1882 when it was able to use DUS. The Denver Circle Station was a depot located at 13th and Larimer Streets. It operated from 1882 until 1898.

The Moffat Depot at 15th and Bassett Streets was built in 1905 (Photo 2). It was built by Northwestern Terminal which was owned by the Denver Northwestern & Pacific, later the Denver & Salt Lake. The Denver Laramie & Northwestern also used the depot from 1909 to 1917. It basically operated on a regular basis until 1947, at which time it was only used for special railroad trips. This structure, although not used as a station, still stands today.

Photo 2
Moffat Station - 2004

Source: Hermsen Consultants.

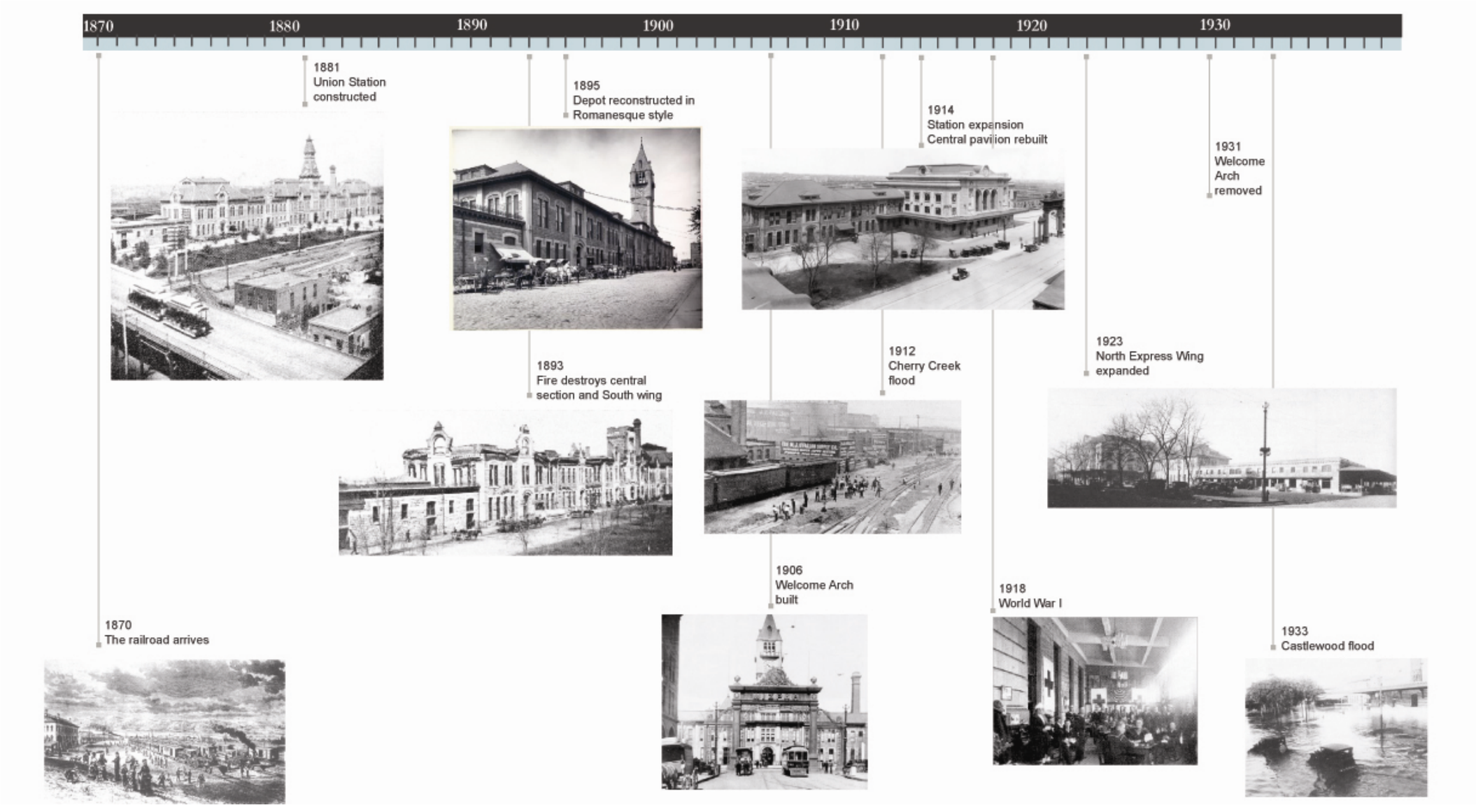
7.4 Denver Union Station

Denver has always been the key location and center of the rail network of Colorado. Denver's prominence in the state was largely due to its function as a center for finance, and for the supply and distribution of products made possible largely by the railroads. DUS is the structure most directly associated with railroad development in Denver. The station's distinct architecture provides a focal point for the LoDo Historic District and a visual landmark for the Central Platte Valley.

DUS was originally built in 1881 in an effort to provide more efficient train depot service. It was a cooperative venture that consolidated several small stations into one large facility to better serve the traveling public. DUS is historically important for its significance relating to Denver's development as a transportation hub. It is also significant for its association with many individuals important to the nation's, state's, and city's history. It has remained in constant use as a train station for more than 120 years. A timeline on Figure 3 graphically shows the history of the railroads and DUS from 1870 through the 1930s.

In an effort to consolidate competing railway facilities in a single location in Denver, the Union Depot and Railroad Company was formed by a handful of prominent Denver businessmen who had connections with the railroads. The company was incorporated on November 21, 1879, and backed by the resources of Jay Gould, a railroad financier and the controller of many of Colorado's railroads. Land at 17th and Wynkoop Streets was purchased as the site for a new station that would serve many railroad companies. The original DUS was owned by three

Figure 3 Union Station Historic Timeline



railroads - UP and its subsidiaries, D&RG, and DSP&P. Ownership was based on shares of stock with the Union Pacific holding 60 percent, the D&RG holding 20 percent and the DSP&P holding the remaining 20 percent. These railroads were the original tenants of the station. By 1882, the Chicago Burlington & Quincy and the Denver & New Orleans railroads were tenants. The Chicago Rock Island & Pacific and the Missouri Pacific started using the station in 1887. All of the passenger trains for these railroads used DUS for their arriving and departing trains.

DUS was completed and in use by May 1881. At the time of its construction, DUS was the largest building in the Rocky Mountain West. 20,000 people attended the festivities at its official opening ceremony held several months later in July 1881. There were six passenger train tracks on joint right-of-way behind the station. Tragedy hit 13 years after the station opened when on March 18, 1894, the station went up in flames. The fire was fought by firefighters from throughout the city. The fire completely destroyed the center section of the station including the prominent tower. In addition, the upper floor of the west wing was badly damaged. The architectural firm of Van Brunt (or Van Brundt) and Howe of Kansas City, Missouri, was hired to prepare plans for rebuilding the depot. Repair work started almost immediately and within months, the station was rebuilt in the Richardsonian Romanesque style.

By the turn of the century, it was felt that the station was too small to efficiently accommodate all the passengers and freight moving through it. In 1909, an additional four acres of land were purchased and six more sets of railroad tracks were laid. However, some of the railroads wanted a new station. The city of Denver had its ideas for the station, and some railroads were even thinking of building their own stations. To deal with all these interests, the Denver Union Terminal Railway Company was formed in 1912. It acquired the Union Depot and Railroad Company, whose president was Walter Cheesman, an important early Denver real estate and railroad entrepreneur, and proceeded to rebuild the station to accommodate the increased needs for rail service in Denver. This new Denver Union Terminal Railway Company was made up of six railroads: UP, D&RG, Chicago Burlington & Quincy, Colorado & Southern, Chicago Rock Island & Pacific, and ATSF.

After years of discussion and planning, the DUS reconstruction project began on September 3, 1914. It was completed two and a half years later in February 1917. An addition to the east wing for express services was a part of this reconstruction. In 1917, there were nine passenger tracks and the platforms had concrete “umbrella” sheds for protection from the weather.

DUS is historically important for its significance relating to Denver’s development as a transportation hub. Most of the trains originated or terminated in Denver instead of simply passing through. The peak of the hustle and bustle at Union Station was during World War II. At that time, there were about 80 daily trains bringing business travelers, tourists, troops, immigrants, and others in and out of Denver. Its passenger load was about 24,000 per day during that time. Inspection records show that in 1945, a peak of 231,586 railroad cars were inspected as they came through Denver. This was an average of 634 railroad cars per day, many of which were trains for the troops during World War II.

The railroads had a very positive impact on employment in Denver. In its heyday, UP had more than 1,000 employees in Denver. Staff was needed to serve the passengers and handle the

large amounts of freight shipped on the train. Employees ranged from the superintendent to freight handlers, ticket agents, car inspectors, cooks in the dining car, carpenters, machinists, mechanics, billing clerks, messengers, porters, shipping clerks, cleaners, and many more.

The DUS building at 17th and Wynkoop Streets was listed on the NRHP in 1974, was designated as a Denver Landmark on October 4, 2004, and is locally recognized as a significant historic resource encompassing more than 120 years of Denver history. It has evolved as a railway station from the earliest days of the railroad in Denver, through the heyday of rail usage in the early to mid twentieth century, to today's diminished use for rail and bus transit. It has evolved architecturally through two major reconstructions, each with its own stylistic bent.

7.4.1 Evolution of Denver Union Station

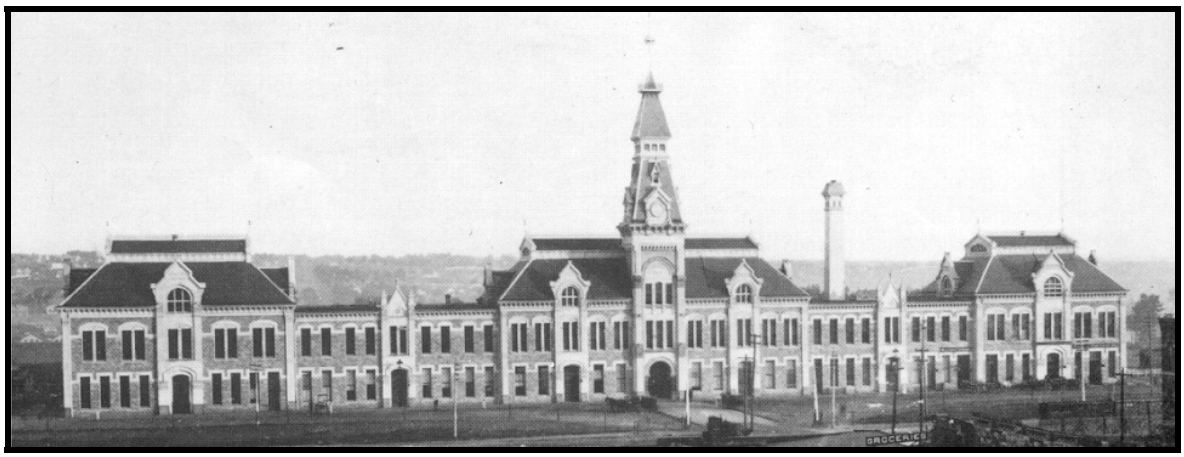
Denver Union Station is the product of 110 years of building, with three distinct periods of construction visible today - 1881, 1895 and 1915. The oldest parts of the existing structure are the Victorian Eclectic style wings on the north and south, which appear much as they were constructed in 1881, with the exception of their hipped roofs, a product of the 1895 renovation that promoted the building's Romanesque characteristics. The existing central pavilion, constructed in 1915, represents yet another stylistic direction – that of the Renaissance Revival style with prominent round-top arched windows in a classically detailed, symmetrical façade.

1881 Depot - The original depot was designed by William E. Taylor of Kansas City and built in 1881 at a cost of $500,000 at that time, shown in Photo 3. It was an impressive 2-1/2-story rhyolite stone building in a High Victorian Eclectic style with steeply-pitched, dormered slate roofs and a prominent clock tower in the center. The tall, slender tower had a bracketed wood cornice matching that of the primary roofs, and was topped with a widow's walk and finial. The east and west face of the tower was continuous with the east and west building façades, emphasizing its vertical proportion. The building massing was comprised of three primary pitched roof sections – center, north, and south – connected by smaller flat-roofed sections. The verticality of the pitched roof sections was emphasized with a raised clerestory at the ridge line and with elaborate gable dormers with round-top windows at the eaves that carried the stone façade of the first and second floors through the cornice and accentuated the entry doors on the ground floor. The clerestory roof was articulated with metal cresting on the ridge and finials at each end.

The walls were built of rusticated pink and grey rhyolite in an ashlar pattern with a red sandstone base. The rhyolite walls were trimmed with white sandstone with bush-hammered and carved finishes foliate designs. The exterior mortar was finished with a fine beaded joint. The windows were primarily wood double-hung sash with two over two lites divided vertically. Wood windows and doors were strongly vertical in proportion with sandstone surrounds. Major door openings were accentuated with segmented arch transoms. The linear footprint – 500 feet long and 67 feet wide – was essentially a "permeable membrane" between the railroad tracks and the city side, one room deep, with numerous points of entry for boarding, baggage, and services.

In 1892, the depot was expanded with the construction of two wings, each 192 feet in length and one story in height with flat roofs and skylights. The construction materials and detailing matched the existing depot. The first story of the original north and south façades of the depot was covered

Photo 3
Denver Union Station 1881



Source: Colorado Railroad Museum from Denver Public Library Western History Collection.

up by the new additions, and the stone was chiseled to create a flat surface for interior plaster. The north façade survives in that chiseled condition today, but the entire wall was removed on the south façade to accommodate postal service equipment. These 1892 wings were demolished in 1987 and the stone and roof cresting was salvaged and stored.

For nearly 12 years, the depot stood without any type of shed along the tracks. In 1893, the appearance of the west façade of the depot changed significantly when an iron truss and sheet metal canopy was built along the entire length of the building, including the new wing additions. These track-side shed structures and canopies were removed 100 years later during 1993 renovation work by RTD.

1895 Depot - A fire severely damaged the depot on March 18, 1894, apparently caused by an interior electrical problem. The fire destroyed the roof, main tower and second floor of the central section and the south wing. The north wing survived intact and accommodated many offices and functions of the depot during the period of reconstruction. The 1892 wing additions and the new 1893 iron truss shed survived the fire without damage.

A month after the fire, the architectural firm of Van Brunt (or Van Brundt) and Howe of Kansas City, Missouri was hired to prepare plans for rebuilding the depot. The architects noted that the existing stone walls were Romanesque in character with Italianate detailing and they planned to emphasize those styles in the reconstruction, shown in Photo 4. The center section roof structures were rebuilt in a Romanesque character as the architects viewed most appropriate. The rebuilt depot featured a Richardsonian Romanesque tower and low, hipped roofs and dormers finished with tile and pressed metal. The new design significantly changed the building massing by minimizing the alternating roof forms and, consequently, the three-pavilion form. The tower was taller, but less elaborate than the previous Victorian style one, with simple turrets on all four corners that surrounded the clock and a bell tower with three round-top vertical openings on each side. The tower was flanked by two small

dormers with steep-pitched double-hipped roofs, emphasizing the main entry below. Other dormers located over entries had shallow-pitched hipped roofs and two square windows.

Little remains today of the 1895 construction (except the hipped roofs of the north and south wings) and the construction documents for this work have been lost. However, the layout of the floor plan on all levels can be discerned from the construction drawings of the subsequent 1914 renovation, where walls to be demolished and elements to be relocated are clearly indicated.

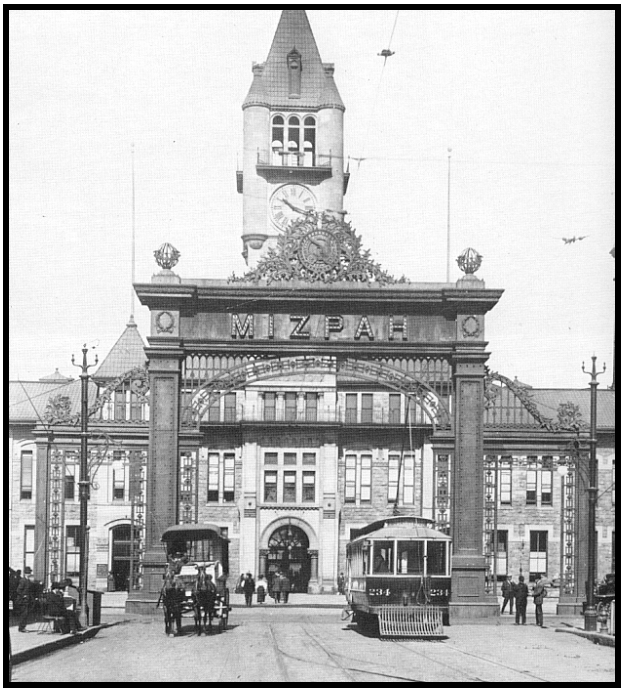
1906 - Welcome Arch - A distinctive feature of the station was the Welcome Arch, shown in Photo 5. Built of cast iron in 1906, the arch spanned 17th Street in front of Union Station to welcome passengers. The arch was 65 feet high and 86 feet wide and was brightly lit by over 2,000 light bulbs with the word "Welcome" inscribed on the top of both sides of the arch. After some years, the "Welcome" was changed to "Mizpah" on the Wynkoop Street side of the arch. Mizpah is a Hebrew word that means "The Lord watch between me and thee, when we are absent one from another." By 1931, the arch was badly corroded and was dismantled in December of that year.

1915 - Expanded Depot - By the mid-1890s, tourism in Colorado was increasing and the existing depot and waiting room were becoming crowded and inadequate in size. However, it took almost 20 years before the

Photo 4
Station as it Appeared After Reconstruction Due to the 1894 Fire

Source: Preservation Partnership, Inc.

Photo 5
Welcome Arch approximately 1907



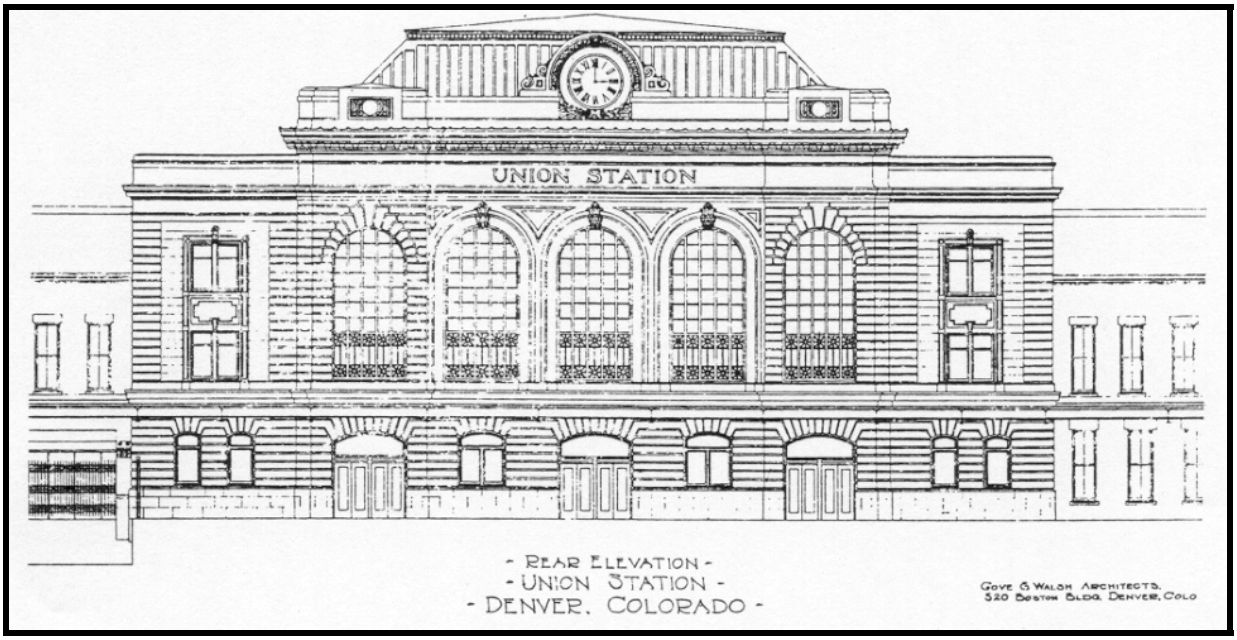
Source: Colorado Railroad Museum

conflicting railroad interests could be resolved and a planned expansion could begin. Initially, the city hoped to build a new station on a new site, but plans proved too costly.

After years of planning and engineering by the UP in Omaha, the new Denver Union Terminal Railway Company hired architects Gove and Walsh of Denver, in November 1913, to design the expansion. The project to replace the center section of the old depot began in September 1914, with demolition and dismantling of the clock tower. Concurrent with the demolition of the central section was the construction of another addition, 97 feet in length, on the north end of the station, using salvaged material. Salvaged stone and masonry rubble from the demolition was used as fill in the rail yard and for the new terminal foundation.

The 1914 construction represented a significant expansion of the central portion of the building which was rebuilt in its entirety in a Beaux Arts traditional design with many details of the Renaissance Revival style, as shown in Photo 6. The majority of this period of construction survives today. The concourse and tunnel were built in conjunction with the expansion in 1915 and 1916. Portions of the tunnel, with its glazed brick walls and lower level boarding entries, remain today.

Photo 6
Architectural Drawing for 1914 Expansion



Source: Preservation Partnership, Inc.

The central pavilion is a three-story steel and concrete structure with a steel truss mansard roof and masonry exterior walls and parapet. The exterior has a granite base with glazed terra cotta block with accentuated horizontal reveals that give the façade a horizontal banded pattern. The front façade has a high pink granite base. The rear façade has a red sandstone base. The

structure has a Classical symmetry in massing, fenestration, and hierarchy of detail. The central atrium (Train Room) is most prominent, rising above and in front of the auxiliary spaces on the north and south. It has a large stone cornice with modillions, a round clock in the parapet of each of the four façades, three round arch windows and two niches on the front (east) façade, and five round arch windows on the rear (west) façade that rise two stories up from the mezzanine level. The window triad is bracketed with equally tall niches, decorated with cartouches and engraved with the construction dates "1881" and "1914". The interior of the atrium has a faux suspended dome and large pendant light fixtures (now replaced). The volumes flanking the central atrium have a lower cornice on the façade with square-top windows symmetrically arranged and vertically grouped with sandstone surrounds and spandrels. Second and third floor windows are further ornamented at the top with carved sandstone in a garland design. The main waiting room, or train room, has a terrazzo floor and base detailed with perimeter bands of contrasting colors in the main waiting area and the two entry vestibules.

An ornate cast iron and glass canopy projects over the "city-side" pedestrian walk, covering all public entryways. The canopy is secured with cables on three sides that attach to the building at the third floor level. The attachment devices are ornamented with cast iron lion heads. At grade, the central pavilion has two identical four-panel wood entry door assemblies with tall transoms on the east façade that open on the main waiting room (train room) through vestibules on either side on the ticket counter. The primary exit is a seven-panel wide wood door assembly with a tall transom located at the tunnel concourse to the north of the main pavilion.

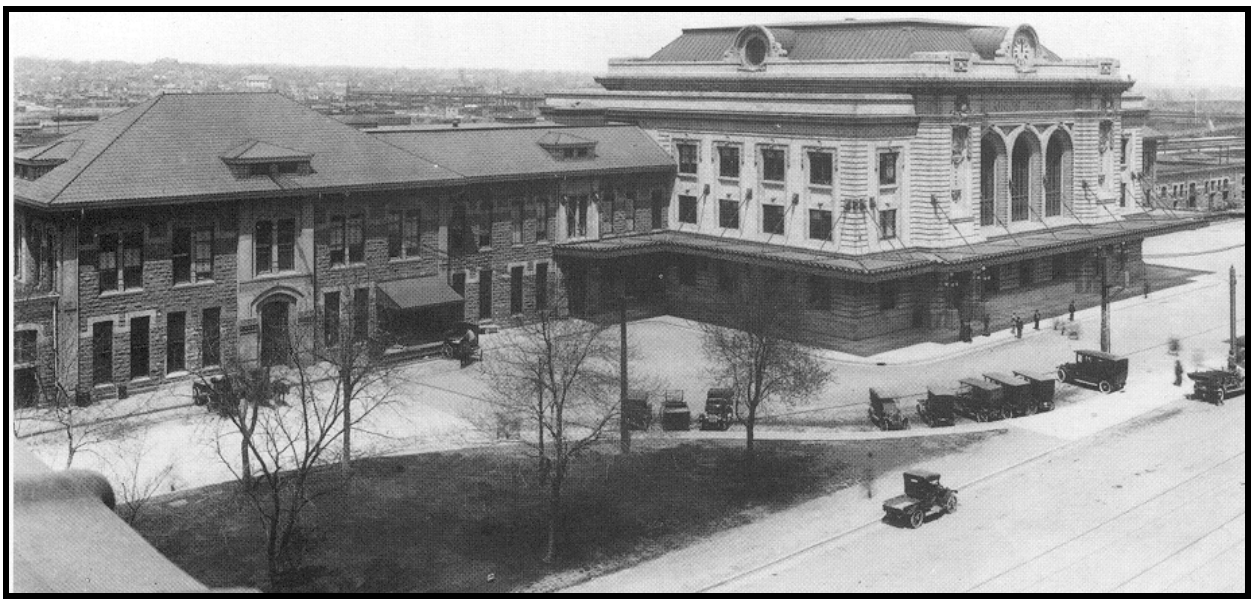
Early Restaurants at Union Station - The Barkalow Brothers, who operated restaurants in most of the stations on the UP line, operated a restaurant in DUS for about 40 years from its opening in 1881 until 1920, Photo 7. The meals "were furnished upon arrival of all trains." In 1916, a delicious dinner meal could be had at the lunch counter at DUS for $0.40 and even in 1932, a full "Dinner De Luxe" could be purchased for $1.00. After 1920, the Denver Union Station built a new dining room. In August 1950, the dining room was remodeled into the Continental Room and the Caboose Lounge. The marble counter was replaced with a 'modern' Formica countertop at that time.

7.4.2 Significant Historic Elements in Union Station Today

While there have been numerous alterations to DUS since its completion in 1915, the structure has survived in remarkably intact condition. As it currently exists, the building is one of Denver's best examples of Renaissance Revival Beaux Arts style. The building retains many architecturally significant features including:

- Two wings constructed of rhyolite stone from original construction in 1881;
- Terra cotta and granite used for the center section;
- Monumental metal windows within the center section;
- Two oversized clocks located on the front and back sides of the center section;
- Original exterior metal canopy located on the center section, east side;
- "Union Station - Travel by Train" neon sign located on both sides of the center section;

Photo 7
Denver Union Station – 1920s View with Small Park Along Wynkoop Street



Source: Colorado Railroad Museum.

- Train room with the original oversized wooden benches;
- Original interior moldings, window casing, and sconces within the center section;
- 1914 passenger tunnel;
- Original rhyolite stone that has been inventoried and transferred off-site for future use. Stone was used in the flat roof wings that were demolished in 1987; and
- Terrazzo flooring within the center section.

The walls of the 1881 wings have survived in nearly original condition. The roof structure of the wings dates from 1895 when it was rebuilt after the fire. Most of the original red sandstone base, rhyolite walls, and white sandstone trim are intact and in good condition. Nothing remains of the first story 1881 south wall construction. The 1914 construction drawings show this south wall removed. This wall was replaced with concrete block when the one story wing additions on the north and south sides were removed in 1987. This façade was restored in 1996 by Historic Denver, Inc., and was funded, in part, with a grant from the State Historical Fund, Colorado Historical Society. Significant original 1881 material on the interior of the south wing includes window and door casings, several window sashes, picture molding, wainscot, and cast iron columns. Decorative columns with Corinthian capitals as well as decorative casings at windows delineate the original public space within the south wing.

Most of the openings on the north wing have been filled, and original doors and window sashes removed. The lower level of the north elevation has been seriously altered from the original as part

of the 1894 construction of the one-story wings. The surface of the original rhyolite block has been chiseled and the carved stone removed. The only significant original elements in the north wing are several door and window casings and a decorative plaster cornice as observed above the suspended ceiling in the original dining room area.

The train room (passenger waiting room), shown in Photo 8, as the primary public space in the station, retains most of its original 1915 character in terms of general configuration, proportion, and materials. The original terrazzo floor, marble wainscot, transoms, and oak millwork are generally intact and in good condition. However, the condition of the terrazzo floor may warrant some restoration. Significant existing original elements include the ticket office fenestration, major door and window casings, the 24-foot long oak benches, and the brass directional lettering on the marble fascia. The original drinking fountains below the large windows on the south have been removed.

Photo 8
Interior View of the Train Room - 1915

Source: Preservation Partnership, Inc.

Alterations have been made over the years to the adjoining support spaces, notably encroachment by the current snack bar and gift shop and modifications to the original light fixtures. The original pendant light fixtures, shown in Photo 9, have been replaced with florescent fixtures which are very

incompatible with the original character. The original opening to the tunnel concourse has been altered with the addition of the fire doors.

The west end of the train room served as a waiting and concessions area for ticketed passengers. A soda fountain built of onyx graced the early days of DUS. The Liquid Carbonic Company built it exclusively for the Union News Company. It cost $10,000 in 1916 and was touted as the "most costly fountain in the world". Nothing remains of this lavishly finished soda fountain constructed around 1916. Portions of the original square-paned fenestration in this area are intact, while other fenestration has been modified. The original skylights above this area are intact above the suspended ceiling. The masonry opening which was originally constructed as a counter top opening between the news stand and the concourse is intact. The original 1915 glazed brick of the walls is in generally excellent condition.

Photo 9
View of the Ticket Counter in the 1940s Showing Original Light Fixtures

Source: Preservation Partnership, Inc.

7.4.3 Tunnels at Denver Union Station

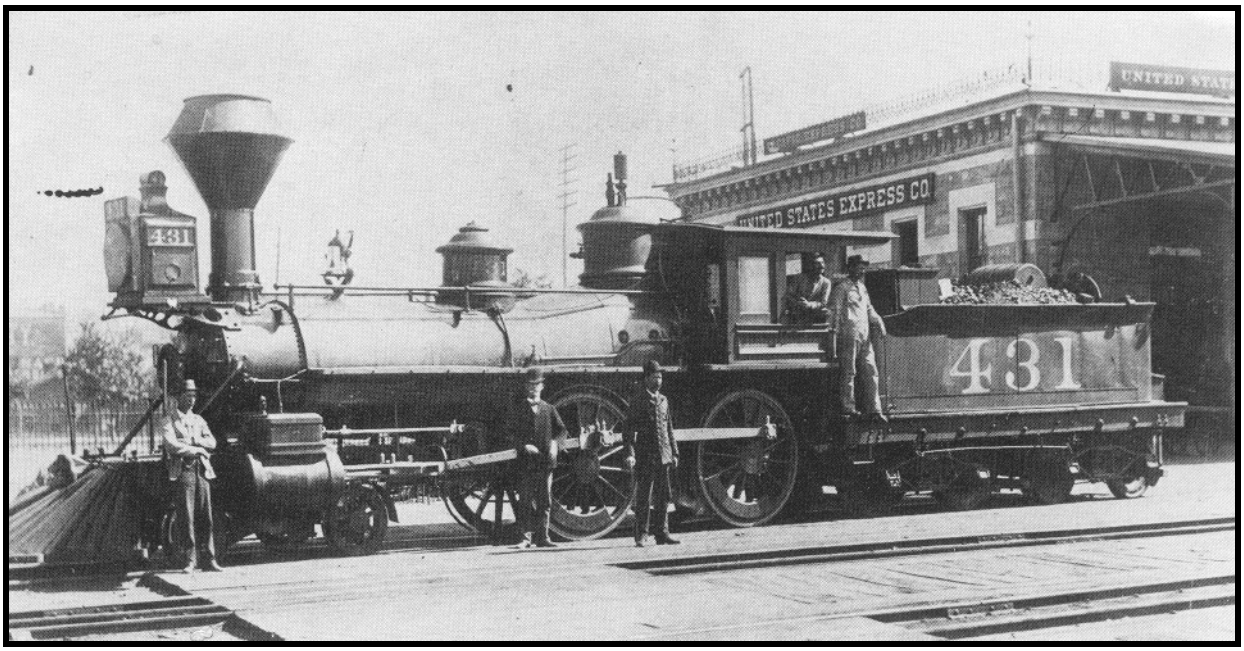
There are three subways, or tunnels, that extend from DUS out to the railroad tracks behind the station. The center tunnel is the passenger tunnel leading to the departing trains and light rail cars and is still in use at this time. This tunnel was built with the 1915 expansion and is located just north of the central part of the station. The passenger tunnel had a canopy where it accessed the tracks. The other two tunnels are no longer in use. The south tunnel served the mail / baggage needs of the station and was on the south wing extension. The north tunnel was built in 1923 when the north wing extension was added to the north end of the station. Both of these tunnels were filled in after the end wings of the buildings were removed in 1987.

The mail / baggage tunnel extended from the end wing on the south end of the station. This tunnel was used to bring in passengers' baggage from the train tracks and to bring in large loads of mail. At one time, this tunnel conveyed belts that went directly from the tracks into the US Postal Service Terminal Annex located just south of Union Station. The baggage tunnel was 221 feet long and 12 feet deep. Its width varied because there were nine elevators along its

length. Its standard width was 17 feet. At the places where there was one elevator shaft on the side of the tunnel, the width was 44 feet. In places where there was an elevator shaft on both sides of the tunnel, the width was 69 feet. There were six elevators along the length of the tunnel below the tracks. There were two elevators located between tracks 1 and 2, two elevators located between tracks 3 and 4, one elevator between tracks 5 and 6, and one elevator between tracks 7 and 8. In addition, there were three elevators located in the area between the station and the tracks that serviced the baggage tunnel. The elevator pits adjacent to the tunnel are about 6 feet deeper than the tunnel.

The express tunnel was used for moving express (packages and parcels shipped by rail) from the tracks up to the end wing on the north end of the station, Photo 10. The tunnel came up to ground level about 25 feet from the Wewatta Street side of the north wing of DUS. This tunnel provided for the movement of the many goods that were shipped by rail. Railway express companies would deliver products to the station that needed to be shipped out. They would also come to the station to pick up shipments they had contracted to deliver. They would load the shipment into their horse-pulled wagons and later into their vehicles and deliver them to the appropriate locations in the city. Some of the local express companies that serviced DUS were Wells Fargo & Company, American Express Company, Globe Express, and Adams Express Company.

Photo 10
Union Pacific Locomotive Next to Express Offices in the North Wing of the Depot – Late 1880s



Source: Colorado Railroad Museum.

The express tunnel extended to track 8. It was 225 feet long, 17 feet wide, and 23 feet deep. This tunnel had many elevators along its length. There were four elevators on the north side of the tunnel along its length below the tracks. They were located between tracks 1 and 2, between tracks 3 and 4, between tracks 5 and 6, and between tracks 7 and 8. In addition, there were two elevators located in the front of the station in what is now the parking lot.

The tunnels were not spaced equidistantly along the back of the station and its wings. The centerline of the baggage / mail tunnel was located 422 feet to the south of the centerline of the passenger tunnel and the centerline of the express tunnel was located 231 feet to the north of the centerline of the passenger tunnel.

A construction project to raise the tracks behind DUS five feet was undertaken in 1916 because the tunnels were so deep that they were in the water table requiring pumps to run continuously to keep groundwater out of the tunnels. Before the tracks were raised, passengers would walk on a planked walkway. The trains would back into the planked walkway to load and unload passengers. As train traffic increased, it became unsafe for passengers to cross on the planked walkway. The tunnels were filled in in 1987, when the wing extensions on DUS were removed. All the elevators and other equipment were removed before they were filled in.

History has also recorded information about secret tunnels at DUS. These tunnels connected the station to some nearby downtown buildings. They were built shortly after the station opened and extended under the sidewalks along 18th Street to the Windsor Hotel on Larimer Street and to the Windsor Stables on Blake Street. Another tunnel segment connected to the Oxford Hotel. There is some thought that tunnels may have even extended to the cable car powerhouse on Lawrence Street. Select passengers could use the tunnels to walk comfortably from the station to the hotel in bad weather. It also provided a sense of privacy for famous visitors that arrived and departed from DUS. As time went on, some of the adjacent businesses used them for storage, but eventually they were closed and filled in.

7.5 Rail Operations

There have been many sets of railroad tracks located behind DUS. DUS started operation in 1881 with six tracks for passenger trains designed to serve 10,000 passengers per day. By 1909, an additional six passenger train tracks were added bringing the total to 12. In 1916, there were 10 passenger rail tracks between DUS and Delgany Street (in a similar location as Wewatta Street today) and 14 tracks for freight and spurs for a total of 24 tracks. The peak number of different railroads using DUS occurred in 1888 when 13 railroads used the station. These 13 railroads were:

- UP;
- D&RG;
- Colorado Central;
- DSP&P;
- Denver Marshall & Boulder;

- Denver Texas & Gulf;
- Denver Utah & Pacific;
- Burlington & Colorado (Burlington & Missouri River);
- Chicago Rock Island & Pacific;
- Denver & Santa Fe (Atchison Topeka & Santa Fe);
- Denver Circle;
- Denver & Scranton; and
- Union Depot & Railroad.

When DUS first opened, trains were routed to different tracks by simple hand thrown switches. This system became cumbersome with increased train traffic and in 1914, with the opening of the redeveloped station, electric switches were used, controlled by operators in two towers. The operators in these two towers oversaw the operations on 24 tracks. In 1914, nine of the tracks were for passenger trains, one was for freight traffic, one was the baggage track, one was for private rail cars, two tracks were for express seven tracks were crossover tracks, one track went to the Colorado & Southern coach yard, and there were two spurs – one to Coors and the other to the O'Fallon industrial works, which were both on the site of the existing United States Postal Service (USPS) annex.

Most of the trains of major railroads used tracks 1, 2, and 3. Burlington used track 1 and Union Pacific used tracks 2, 3 and 4. In the early years at DUS, tracks 7 through 10 were dual gauge tracks that could be used by narrow gauge trains. The narrow gauge portion of the dual gauge tracks were removed from tracks 7 and 8 in 1930 and the rest of the narrow gauge elements were taken out in 1937.

Freight trains have long been an important rail element in the trackage at DUS. In the 1960s there were six major railroads that served Denver – the Chicago Burlington & Quincy, the Colorado & Southern, the ATSF, the D&RG, Western, the Chicago, Rock Island & Pacific, and the UP. Those railroads accounted for a total of 23 departing passenger trains per day and 40 departing freight trains per day. In 1979, there were 7 railroad companies serving Colorado. Today, due to under utilized trackage, consolidations, buy-outs, and mergers, the Burlington Northern Santa Fe and UP are the two remaining rail carriers in Colorado. Both railroads ship freight on the Consolidated Main Line (CML) located about 1200 feet to the west of DUS. UP freight trains primarily haul coal. Over 50 percent of its carloads carry coal, with grain accounting for the next highest loads. Automobiles and consumer and manufactured goods are also shipped by rail. UP operates Amtrak and the Ski Train out of DUS. The Amtrak and Ski Train passenger platforms are 1,540 feet long to serve the 18-car, three-locomotive trains.

The *Orient Express* luxury train excursion service operated out of DUS from about 1995 until 2000. Luxury tours were provided to national parks traveling north to Rocky Mountain National Park, south into Utah to Bryce Canyon and Zion National parks, and then on to Grand Canyon in Arizona.

The peak of the railroad system in Colorado occurred in 1912 when there were 5,764 miles of railroad track in the state. Between 1915 and 1967, Colorado's railroad system declined by nearly 2000 miles. Rail lines were mainly taken out of service for two reasons – either to improve the efficiency of the rail system, or because there was insufficient travel and revenue generation to keep the lines operational.

As the automobile replaced train travel, the use of DUS decreased. Many rail routes were discontinued in the 1950s. In 1966, the federal government shifted mail transportation from trains to trucks and airplanes. This dealt a further blow to the health of the railroad industry. In 1971, Amtrak took over the operation of most of the remaining passenger train service in the nation and continues to operate out of DUS.

7.6 Other Uses of Denver Union Station

The wings of the buildings have long been the site of commerce and industry. They have housed offices for a variety of businesses and restaurants. Some of the long term tenants in the 1930s, 1940s, 1950s, and 1960s included Quaker Oat Sales, Carnation Milk Sales, Frink Creamery Co., Coca-Cola Sales, Proctor and Gamble Distributors, and Gumm Watch Co. The 1980s and 1990s saw the introduction of the Deangelis Dental Lab, Maxx Production Co., Infinite Energy Co., Issac's Photography, and the Redfish Restaurant. By the new millennium, that list added a graphics company, several restaurants, and offices for several businesses.

The Colorado and Midland Model Railroad, an O-gauge model railroad was set up in the basement of DUS in 1933. The Denver Society of Model Railroaders dug the mud from the basement of the station after the 1933 flood and was given permission to set up the model railroad in the basement they cleaned. The Denver Society of Model Railroaders keeps this extensive model railroad exhibit in operation. It has been at DUS for more than 70 years and is open for viewing by the public once each month.

DUS has long been used for civic and social purposes. Politicians, including former senator, Gary Hart, had campaign gatherings at Union Station. Many public meetings have been held in the station. Parties and special events have also been held at the station. For many years, Denver's East High School held their after-graduation party in the station. For the 100 year celebration of the Salvation Army, guests arrived on train and then marched up 17th Street. The front door of DUS has been the starting point for many parades over the years, most regularly the stock show parades each January.

Several movies and television programs have been filmed in the interior of DUS – Die Hard 2, the Father Dowling Mysteries television show, and Perry Mason. Radio shows were also broadcast live from the station. For a time, John Elway, former quarterback of the Denver Broncos, broadcast a radio show from DUS.

The buildings near DUS also had connections to the railroad activity. At one time, there were three icehouses on Wynkoop Street. Ice was in demand by the railroads to keep their refrigerated cars cold. The icehouses were busy places until the 1960s when mechanical refrigerator cars were put into use. One icehouse, the Beatrice Creamery, still remains today,

although it is now used for housing and commercial uses. It is the building immediately north of DUS and is now occupied by the IceHouse Lofts.

Many of the buildings along Wynkoop Street were also directly tied into the railroads. The mercantile businesses had spurs leading to the station for ease in loading and unloading their wares.

7.7 Recent Changes and Current Operations

There have been numerous recent modifications to the DUS site. The 1990s brought the removal of the 16th Street and 20th Street viaducts, which altered the traffic circulation around DUS. 20th Street was depressed below the main railroad tracks in order to make the connection from Lower Downtown into the Central Platte Valley. Passenger platforms were shortened to allow access for bicycles and pedestrians from 16th Street into the Central Platte Valley. In 1994, RTD's High Occupancy Vehicle (HOV) lane replaced the innermost passenger track at DUS allowing RTD buses a connection from the 16th Street Mall at Market Street to Interstate 25 (I-25). Most of the former freight yards northwest of the station were converted to overflow parking for the Coors Field baseball stadium.

Originally there were 12 sets of railroad tracks directly behind DUS. Only five sets of tracks remain today plus one stub track. Tracks 9, 10, 11, and 12 were removed sometime before 1982 to make way for development on the Auraria campus. Tracks 6, 7, and 8 were taken out in 1986 and through rail service was terminated when the Consolidated Main Line was completed in 1986.

Current rail service at DUS includes two Amtrak trains per day. The California Zephyr travels from Chicago to Emeryville, California each day. The eastbound trains are scheduled to arrive at 8:40 a.m. and depart again at 9:00 a.m. In the evening, the westbound trains are scheduled to arrive at 7:30 p.m. and depart at 7:50 p.m. On weekends in the winter, the Ski Train departs DUS and travels to Winter Park ski area in the morning returning skiers to Denver by 5 p.m. In addition, some special train runs use DUS. Examples of these are the train to Frontier Days each year and trains that make special runs for large groups attending conferences in Denver. The Western Orient Express may return if there is a decision to include Denver in its tours. DUS is also used by passengers on RTD's Line C light rail line and by the 16th Street Mall Shuttle.

RTD continues ongoing maintenance and improvements to its operations at DUS. All exterior modifications are subject to Denver Landmark Preservation Commission review and approval.

8.0 Results

Activities undertaken to identify historic resources in the APE included a file search at the Colorado Historical Society and reviews of the NRHP and SRHP listings, the Denver Landmark listings, and previous historical resource assessments in the general area. All of the properties in the APE had been previously surveyed for historic significance except for the railroad tracks behind DUS and the Delgany Street Sewer.

This survey and inventory resulted in the documentation of two additional properties – the railroad tracks behind DUS (5DV.9189) and the Delgany Street Sewer (5DV.4725.3). The railroads served by the tracks behind DUS played major roles in the settlement and development of the city of Denver, the state of Colorado, and the American West. The general location of the tracks has been preserved and the integrity of design, setting, and feeling is strong. Therefore, these tracks have been assessed as eligible for the NRHP. The Delgany Street Sewer was a major public works project for Denver at the time that it was built in 1892. It extends through the study area following the general alignment of Wewatta Street. It is unique in that it is made of three concentric rows of bricks. Its size in the project area ranges from 58" to 92" in diameter. The majority of this line was taken out of service at the end of 1995 after more than 100 years of service. This sewer line was historically important, and has been assessed as eligible for inclusion on the NRHP.

New survey forms were prepared for five previously surveyed properties within the APE. One new survey form was prepared for the Union Pacific Freight House (5DV.877), which was field assessed as eligible for inclusion on the NRHP, but had never had an official determination of eligibility. As shown in Table 2, four of the previously surveyed properties were field assessed as being not eligible for inclusion on the NRHP or SRHP.

Table 2
Previously Surveyed Properties

Site #	Address	Name / Description	Year Built	Status
5DV.877	1711-1735 19th Street	Union Pacific Freight House	1923	E
5DV.1945	1900 19th Street 1875 Delgany Street	Xcel Energy / Denver Steam Plant	1879, 1972	NE
5DV.1946	1905 Division	Lawton Blacksmith shop, saloon, residence	1895	NE
5DV.1915	2010 Delgany Street	Light Bulb Supply Co.	1945	NE
5DV.1948	1917 Chestnut Pl.	Home Run Self Storage	1955	NE
E= Eligible for NRHP; NE = Not Eligible for NRHP				

Source: Hermsen Consultants, 2005.

New survey forms were prepared for these four properties. All of these four buildings have little architectural or historic significance in the history of development in this area of Denver. None of these properties were eligible for the NRHP.

Historic Resources

One historic district containing about 200 buildings and 8 additional properties of historic significance are located within the APE. Railroad tracks for the UP and Burlington Northern Santa Fe (BNSF) railroads were also identified as potential historic properties. Denver Union Station is the most prominent building in the APE. It is listed on the NRHP and has been designated as a Denver Landmark. The LoDo Historic District was also designated as a Denver Landmark District and is listed in the NRHP. Many of the individually designated structures within the APE are within the boundaries of the LoDo Historic District. Several properties in close proximity to DUS are listed on the NRHP and include the IceHouse, the J.S. Brown

Mercantile (Wynkoop Brewing Company), the Sheridan Heritage Building, the Spratlen-Anderson Mercantile Building, Moffat Station and the Longmont Farmers Mill. Several properties have also been designated as Denver Landmarks: the IceHouse, the Spice Warehouse, the Sheridan Heritage Building, the Moffat Station, the Longmont Farmers Mill and the Hose Company No. 1. Table 3 lists the historic properties and historic status, and are displayed on Figure 4. The Ballpark Neighborhood Historic District is located directly north of the APE for this project.

The following section provides a brief description of the LoDo Historic District and specific historic properties within the APE.

Table 3
Historic Properties within the Area of Potential Effect (APE)

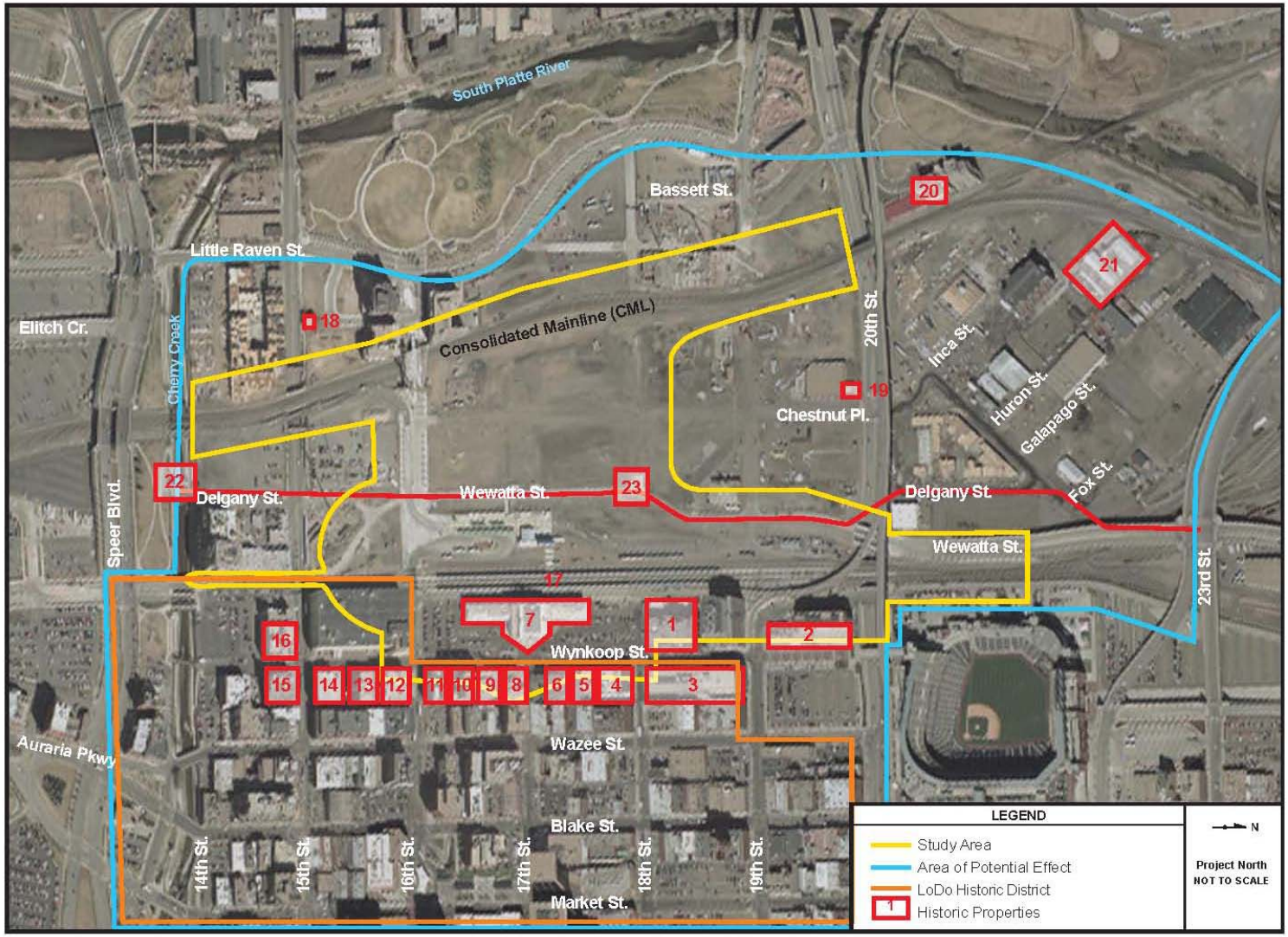
Map #	ID #	Address	Name	Historic Status
		East of Denver Union Station	Lower Downtown Historic District	NRHP LDHD
1	5DV.878	1801 Wynkoop Street	IceHouse Beatrice Creamery Co.	DL NRHP
2	5DV.877	1735 19th Street	Union Pacific Freight House	OED FE
3	5DV.47.185	1621 18th Street	BDT Warehouse 18th Street Atrium	LDHD NRD-C
4	5DV.47.61	1634 18th Street 1792 Wynkoop Street	J.S. Brown Mercantile Wynkoop Brewing Company Wynkoop Mercantile Lofts	NRHP LDHD NRD-C
5	5DV.47.6	1738 Wynkoop Street	Spice Warehouse Edward W. Wynkoop Building	DL LDHD NRD-C
6	5DV.47.882	1635 17th Street 1734-36 Wynkoop Street	Sheridan Heritage Building Denver City Railway Company Bldg. Hendrie and Bolthoff Manufacturing and Supply Company Building	DL NRHP LDHD NRD-C
7	5DV.114	1701 Wynkoop Street	Denver Union Station	NRHP DL
8	5DV.47.10	1660 17th Street 1640 Wynkoop Street	Struby-Estabrook Company	LDHD NRD-C
9	5DV.47.176	1660 Wynkoop Street	Parking Ramp U.S. Government Bookstore	LDHD NRD-NC
10	5DV.47.12	1610 Wynkoop Street	Great Western Stove Union Square	LDHD NRD-C
11	5DV.47.22	1600 Wynkoop Street	Barteldes Seed Warehouse	LDHD NRD-C

Map #	ID #	Address	Name	Historic Status
12	5DV.47.14	1590 Wynkoop Street 1628 16th Street	Morey Mercantile Tattered Cover Bookstore	LDHD NRD-C
13	5DV.47.46	1536 Wynkoop Street	Kennicott-Patterson-Otero Building	LDHD NRD-C
14	5DV.47.59	1631 15th Street	Colorado Saddlery	LDHD NRD-C
15	5DV.47.45	1650 15th Street	Spratlen-Anderson Mercantile	NRHP LDHD NRD-C
16	5DV.47.43	1449 Wynkoop Street 1700 15th Street	Weicker Building	LDHD NRD-C
17	5DV.91.89	Behind Denver Union Station	Union Pacific Railroad, Burlington Northern Santa Fe Railroad	FE
18	5DV.195	2101 15th Street	Moffat Station	DL NRHP
19	5DV.1949	1963 Chestnut Place	Hose Company No. 1	DL
20	5DV.1940	2100 20th Street	Longmont Farmers Mill	DL NRHP
21	5DV.1931	2981 - 3019 Huron Street	Mine & Smelter Supply / Marcy Mills	OE
22	5DV.531	Cherry Creek at Delgany	Delgany Street Railroad Bridge	OE
23	5DV.4725.3	Under alignment of Wewatta St.	Delgany Street Sewer	FE

Status:
DL = Denver Landmark
NRHP = National Register of Historic Places
NRD–C = Contributing to National Register District
OED = Within Officially Eligible District
LDHD = Lower Downtown Historic District
NRD-NC = Noncontributing to National Register District
FE = Field Eligible for NRHP
OE = Officially Eligible for NRHP

Source: Hermsen Consultants.

Figure 4
Historic Properties



Lower Downtown Historic District, 5DV.47, Photo 11 - The LoDo Historic District includes most of the historic properties that give the project area the character it shows today. It is generally bounded by Market Street on the east, Wynkoop Street on the west, 13th Street on the south and 20th Street on the north. It also includes the blocks between Wynkoop and Wewatta Streets and between 14th and 16th Streets. This area was designated a Denver Landmark District in 1988 and certified as a National Register District in 1989. This area is significant for the large number of intact historic buildings within its boundaries. Over 50 percent of the structures in the district date between 1865 and 1893.

Photo 11
Lower Downtown Historic District

Source: Hermsen Consultants.

1. **IceHouse, 5DV.878, 1801 Wynkoop Street,** Photo 12. This building was originally built in 1903 as the home of the Littleton Creamery, a wholesaler of cream, butter, cheese and other dairy products. The Beatrice Co. of Nebraska bought it in 1912. It grew rapidly and soon produced 20,000 to 30,000 pounds of butter per day. An ice-making plant was located on the 19th Street side of the building, which enabled it to provide cold storage for many other items other than dairy products. It eventually became Meadow Gold Dairy Products and the cold storage business continued until 1979. Today, it has been converted to residential lofts. The Colorado Historical Foundation holds a preservation easement on the exterior which has some of the best brick design work in Denver.

Photo 12
IceHouse

Source: Hermsen Consultants.

2. **Union Pacific Freight House, 5DV.877, 1735 19th Street,** Photo 13**.** Built in 1923, this handsome Classic Revival style brick and terracotta building served as the freight depot and offices for the UP Railroad. It was rehabilitated in 1995 and has since been the location of the Denver Chop House Restaurant and other restaurants and bars.

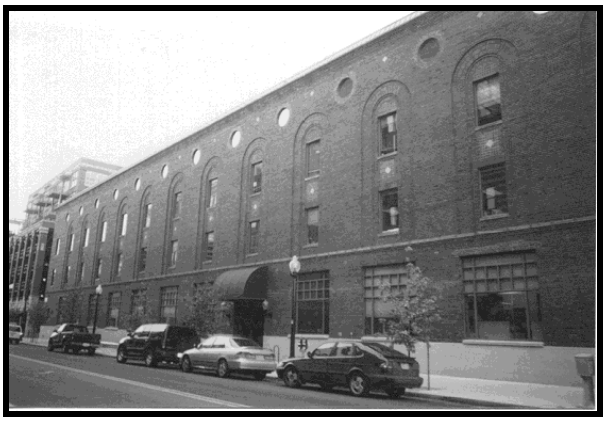
3. **Bourke-Donaldson-Taylor (BDT) Warehouse, 5DV.47.185, 18th Street Atrium, 1621 18th Street,** Photo 14. This building was built in 1919 for a fruit distributing company and is a commercial style brick warehouse building. In the 1940s and 1950s, it was used by the USPS. It is currently used as offices.

4. **J.S. Brown Mercantile, 5DV.47.61, 1792 Wynkoop Street,** Photo 15**.** John Sidney Brown built this building in 1899 to house his mercantile business, which was the largest mercantile business in the West at the time. Brown was instrumental in getting the railroads into Denver and in getting DUS funded and built. The business was sold to Morey Mercantile in 1937. This building and the adjacent Spice Warehouse are both part of the Wynkoop Brewing Company complex that includes the country's first brew pub, restaurants, and lofts.

Photo 13
Union Pacific Freight House

Source: Hermsen Consultants.

Photo 14
BDT Warehouse



Source: Hermsen Consultants.

Photo 15
J. S. Brown Mercantile

Source: Hermsen Consultants.

Photo 16
Spice Warehouse / Edward Wynkoop Building

Source: Hermsen Consultants.

Photo 16. This brick warehouse building was built in 1899 and housed the Spice and Commission Warehouse until 1922. At that time, it was leased by its neighbor, the J.S. Brown Mercantile, to expand business next door. It was part of a row of warehouses along Wynkoop Street that were tied by short rail spurs to DUS.

6. **Sheridan Heritage Building, Denver City Railway Company Building, Hendrie and Bolthoff Manufacturing and Supply Company Building, 5DV.882, 1635 17th Street,** Photo 17. This building was built in 1882 as the main horse car barn for the Denver City Railway Company. They provided horse car transportation along rail lines through the streets of Denver. The waiting rooms, office and horse car storage were on the first floor. The stables were located on the second and third floors and hay and grain for the horses were stored on the fourth floor. Their location was convenient to travelers arriving at DUS who could catch a horse car to take them further into the city. By 1892, the horse drawn cars were replaced with electric and cable cars. In 1902, the building was bought by Hendrie and Bolthoff Manufacturing and Supply Co. For 70 years, it was used for showrooms, offices, and storage. It now contains retail on the ground floor and residential above.

5. Spice Warehouse, Edward Wynkoop Building, 5DV.47.6, 1738 Wynkoop Street,

7. **Denver Union Station, 5DV.114, 1701 Wynkoop Street.** DUS was formerly known as the Denver Union Terminal and was built as a consolidated central station to serve the passengers riding on the many railroads serving Denver. Since this building is the focal point of this study, it has been described in more detail in the Historic Context Section starting on page 7.

Photo 17
Sheridan Heritage Building

Source: Hermsen Consultants.

8. **Struby-Estabrook Mercantile Co. Building, 5DV.47.10, 1660 17th Street,** Photo 18. This brick and sandstone building is built in the 19th century commercial style. This building is four stories tall and was built in 1886. Historically, it was a warehouse and a showroom for a wholesale grocery business. Struby-Estabrook moved out after World War I and it was then used as a warehouse. It is currently used for offices.

Photo 18
Struby-Estabrook Building

Source: Hermsen Consultants.

9. **Parking Ramp, U.S. Government Bookstore, 5DV.47.176, 1660 Wynkoop Street.** This brick building is within the boundaries of the LoDo Historic District. It was built in 1983 in the commercial style. Since it is a fairly new building, it is non-contributing to the district.

10. **Great Western Stove, Union Square, 5DV.47.12, 1610 Wynkoop Street,** Photo 19. This brick building was built in 1910. Its architectural style is 20th century commercial and it is five stories tall. Historically, it housed a stove factory. It is currently used for offices and residential uses.

Photo 19
Great Western Stove Building

Source: Hermsen Consultants.

11. **Barteldes Seed Company, 5DV.47.22, 1600 Wynkoop Street,** Photo 20. Architects Aaron Gove and Thomas Walsh**,** designed this building as well as several others on Wynkoop Street including DUS, the Morey Mercantile Building and the IceHouse. It was built in 1906 for the Barteldes Seed Company who sold seeds, grain, hay, and feed. Today this building is used for office space and residential uses.

12. **Morey Mercantile, 5DV.47.14, 1628 16th Street,** Photo 21. This building was built in 1896 to house Morey Mercantile, which Chester S. Morey founded in 1884. This was a particularly elegant structure for housing a large mercantile business. After becoming involved in the sugar beet industry, Charles S. Morey went on to become the president of Great Western Sugar. His son then ran the Morey Mercantile business, which was sold in 1956. The building now houses the Tattered Cover Bookstore, assorted offices, and residential space.

Photo 20
Barteldes Seed Company

Source: Hermsen Consultants.

Photo 21
Morey Mercantile

Source: Hermsen Consultants.

13. **Kennicott-Patterson-Otero Building, 5DV.47.046, 1536 Wynkoop Street,** Photo 22. This 20th century style warehouse was built in 1908. It is a handsome brick building with a flat roof. It was one of the smaller warehouses on Wynkoop Street with a very simple design. In its early years, it housed the Kennicott-Patterson Transfer Company. By 1924, it was the location of the Merchants Transfer and Storage Company. It is currently used for offices.

14. **Colorado Saddlery, 5DV.47.59, 1631 15th Street,** Photo 23. This building was built between 1906-1908 for the Michael O'Fallon Plumbing Supply Company. The Colorado Saddlery Company moved its business to this building in 1945 and has been there ever since. They continue to make quality hand-made leather saddles, producing about 3000 saddles per year. The Colorado Saddlery is one of the longest continually operating businesses in LoDo Denver.

Photo 22
Kennicott-Patterson-Otero Building

Source: Hermsen Consultants.

Photo 23
Colorado Saddlery Building

Source: Hermsen Consultants.

15. **Spratlen-Anderson Building (Edbrooke Lofts), 5DV.47.45, 1650 15th Street,** Photo 24. This building, designed by noted architect, Frank Edbrooke, was built in 1906 to house the Spratlen-Anderson Mercantile Company. Originally built as a five story building, a sixth story was added in 1911. In 1923, the Spratlen-Anderson Mercantile went out of business and the building became the location of the Davis Brothers Drug Company through 1957. In 1988, the building was purchased by developer Dana Crawford and renovated to residential loft condominiums which remain its current use.

16. **The Weicker Building (Steelbridge Lofts), 5DV.47.43, 1449-1499 Wynkoop Street,** Photo 25. This building was commissioned in 1919 by industrialist Charles Boettcher. It was used as a warehouse for Weicker Moving and Storage. Boettcher invested in the Great Western Sugar Company for use as a transfer station. The building is currently the home of the Steelbridge Lofts.

Photo 24
Spratlen-Anderson Mercantile Building / Edbrooke Lofts

Source: Hermsen Consultants.

Photo 25
Weicker Building / Steelbridge Lofts

Source: Hermsen Consultants.

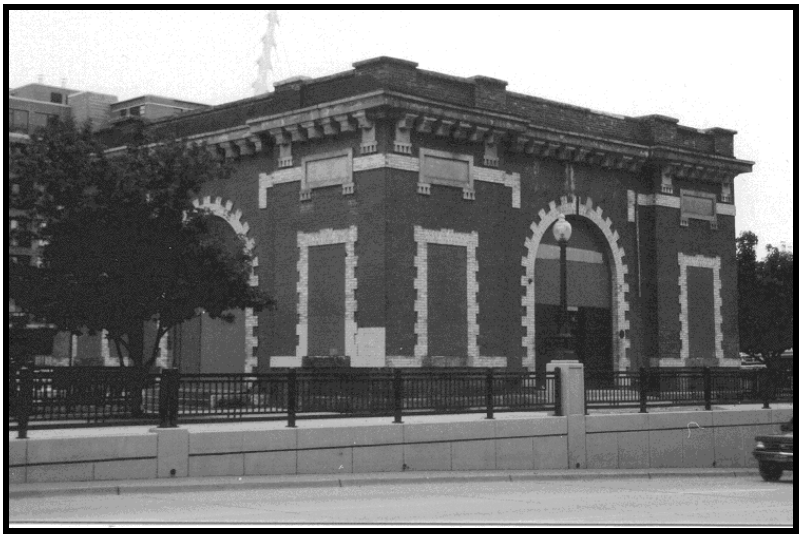
17. **Railroad Tracks Immediately West of DUS - UP Railroad and Burlington Northern Railroad, 5DV.9189,** Photo 26. Denver started its first rail line to connect to the UP Railroad's transcontinental rail line. The UP has made a tremendous impact on rail transportation in Denver. The UP still has several operations in Denver, including shipping freight on the CML. Burlington Northern Railroad (BN) became a tenant of the Denver Union Terminal in 1882 and has operated in Denver ever since. Today, BN is commonly known as the Burlington Northern Santa Fe (BNSF) Railroad. The BNSF also currently ships freight on the CML. These railroad tracks immediately west of DUS played a major role in the settlement and development of the city of Denver, the state of Colorado and the American west. For this reason, these tracks are evaluated as eligible for inclusion on the NRHP.

Photo 26
Railroad Tracks Immediately West of DUS

Source: Hermsen Consultants.

18. **Moffat Station, 5DV.195, 2101 15th Street,** Photo 27. This neoclassical structure was built in 1906 as the railroad depot for banker David Moffat's "Moffat Road", a rail line into the mountains before the age of the automobile. It was used until 1947 when the D&RG Western bought the rail line and closed the station. The building was later used for warehouse purposes. This building was listed on the NRHP in 1976 and designated as a Denver Landmark in 1990.

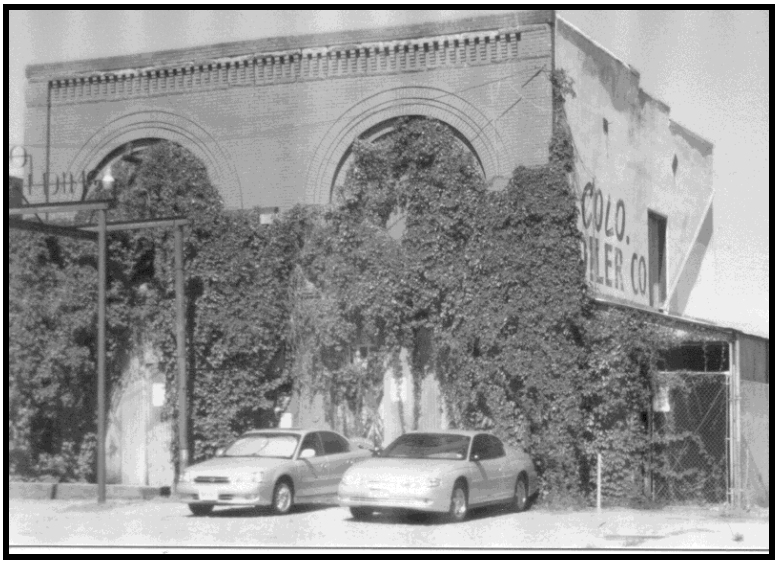
Photo 27
Moffat Station



Source: Hermsen Consultants.

19. **Hose Company No. 1, 5DV.1949, 1963 Chestnut Place,** Photo 28. This building was constructed around 1883 and was one of Denver's earliest fire stations. It was only used for a fire station for about a decade because crossing the busy nearby railroad tracks presented problems in getting to fires in a timely fashion. In the 1950s it became the home of the Colorado Boiler Company, but has been vacant for many years. It was designated a Denver Landmark in 1986.

Photo 28
Hose Company No. 1



Source: Hermsen Consultants.

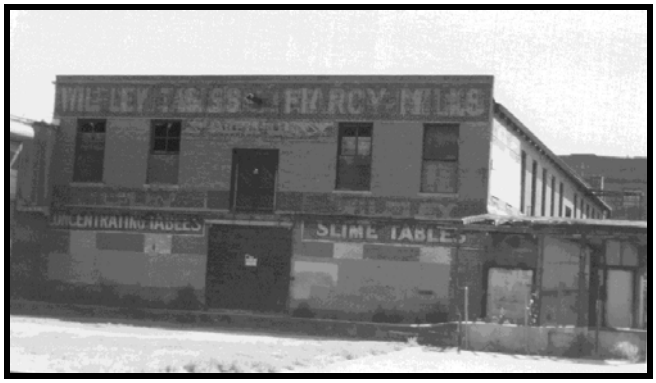
Photo 29
Longmont Farmers Mill / Flour Mill Lofts

Source: Hermsen Consultants.

20. **Longmont Farmers Mill, Pride of the Rockies Flour Mill, 5DV.1940, Flour Mill Lofts, 2100 20th Street,** Photo 29. This former flour mill was owned by John K. Mullen, a former Irish immigrant who rose through the ranks from mill hand to flour baron. Mullen was one of Denver's greatest benefactors providing funding to support the building of three churches, Saint Joseph Hospital and the University of Denver. This flour mill was built in 1917 and was one of eight flour mills in the Platte Valley around 1930. It was designated as a Denver Landmark in 1972 and placed on the NRHP twenty years later in 1992. The structure was renovated into the Flour Mill Lofts by developer Dana Crawford.

21. **Mine and Smelter Supply / Darcy Mills, 5DV.1931, 2981 - 3019 Huron Street,** Photo 30. These industrial buildings were originally associated with the Mine and Smelter Supply Company which played a prominent role in the early mining and milling industries of Colorado. In later years, the buildings were used for storage of newsprint for the Denver Post. These buildings were determined officially eligible for inclusion on the NRHP on June 5, 1990.

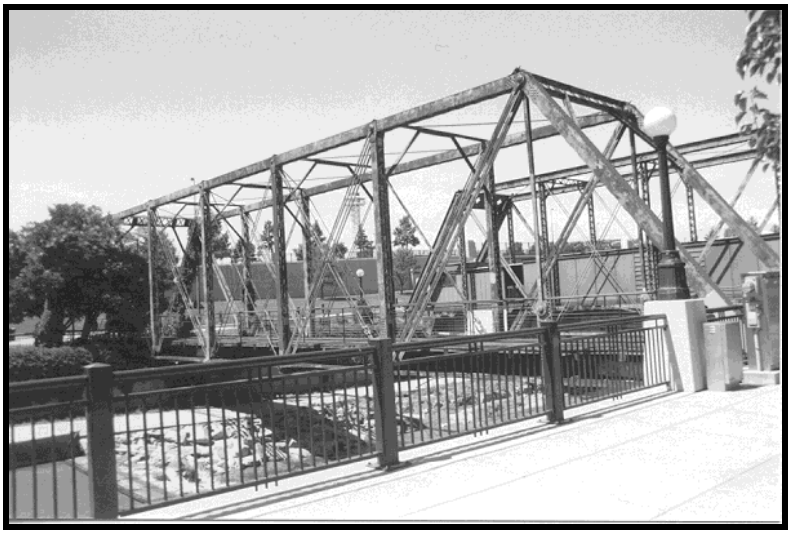
Photo 30
Mine and Smelter Supply / Darcy Mills



Source: Hermsen Consultants.

22. **Delgany Street Railroad Bridge over Cherry Creek, 5DV.531, Cherry Creek at Delgany Street,** Photo 31. This steel railroad siding bridge, Bridge #8-0.27A, was determined officially eligible for inclusion on the NRHP on August 11, 1987. This bridge was built in the 1920s and is one of five remaining bridges from seven original railroad bridges that have crossed Cherry Creek since the late 1880s. The bridge is significant for its role in the railroad history of the Platte Valley and for its engineering and architectural importance.

Photo 31
Delgany Railroad Bridge over Cherry Creek at Delgany



Source: Hermsen Consultants.

23. Delgany Street Sewer, 5DV.4725.3, Under alignment of Wewatta St., Photo 32. The Delgany Street Sewer is historically significant because it was a major public works project for Denver at the time that it was built in 1892. It is unique in that it is made of three concentric rows of bricks. Its size in the project area ranges from 58” to 92” in diameter. The majority of this line was taken out of service at the end of 1995 after more than 100 years of service. This sewer line was determined to be eligible for inclusion on the NRHP in 2006.

Photo 32
Delgany Street View to South

Source: Hermsen Consultants.

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Appendix A Historic Building Inventory Forms

Site Number	Name / Location
5DV.877	Union Pacific Freight House 1711 – 1735 19th Street
5DV.1915	Light Bulb Supply Co. 2010 Delgany Street
5DV.1945	Denver Steam Plant / Xcel Energy 1900 19th Street
5DV.1946	Lawton Blacksmith Shop 1905 Division Street
5DV.1948	Home Run Self Storage 1917 Chestnut Place
5DV.4725.3	Delgany Street Sewer
5DV.9189	Railroad Tracks Behind Denver Union Station