SELECTED HISTORIC PROPERTIES IN FORT LUPTON

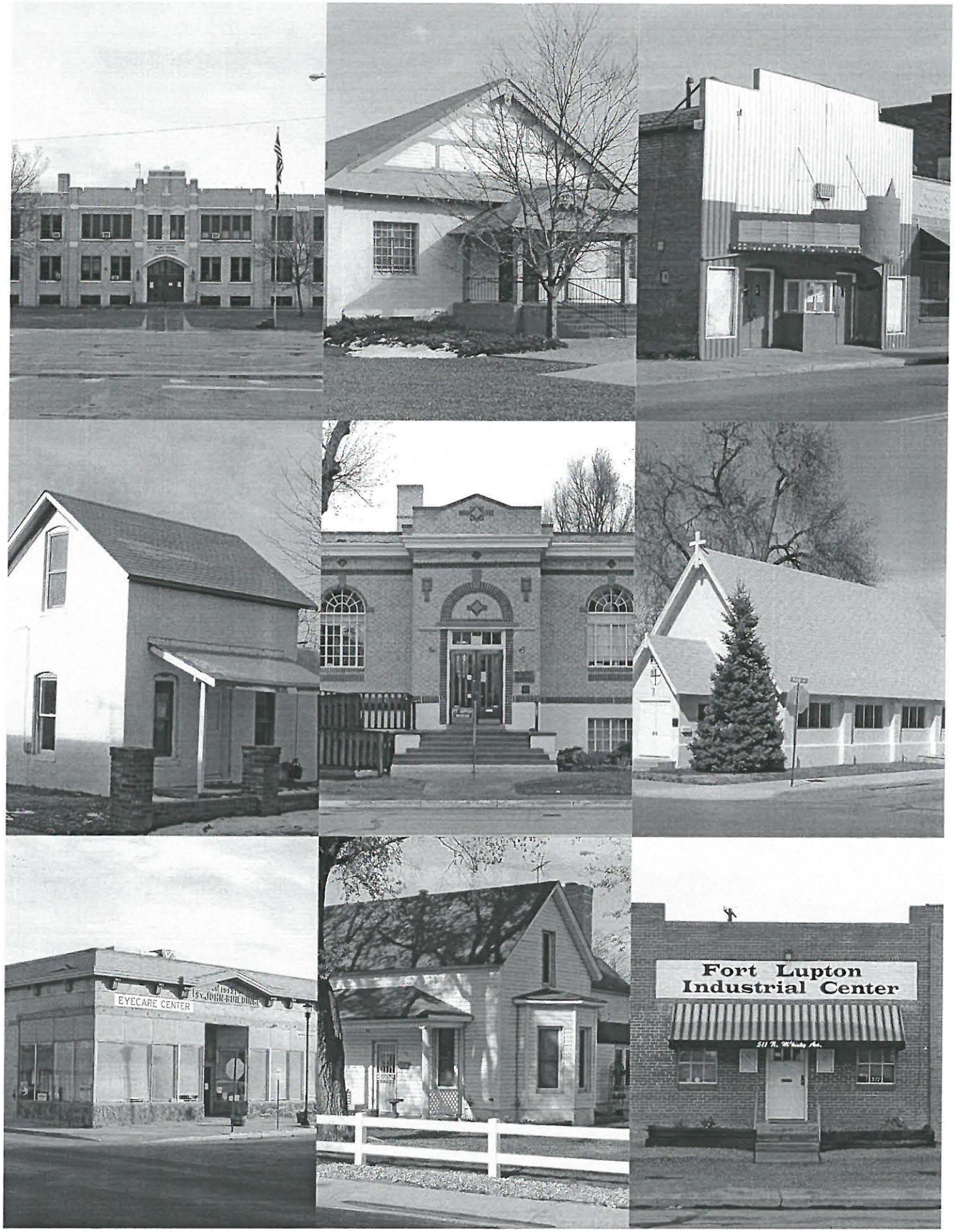
SURVEY REPORT

Submitted to:
Historic Preservation Board
City of Fort Lupton, Weld County, Colorado

Prepared by:
Adam Thomas
SWCA Environmental Consultants

SWCA Cultural Resource Report

July 2003



DRAFT

SELECTED HISTORIC PROPERTIES IN FORT LUPTON

DRAFT

SURVEY REPORT

Submitted to:
Historic Preservation Board
City of Fort Lupton, Weld County, Colorado

Prepared by:
Adam Thomas
SWCA Environmental Consultants
8461 Turnpike Drive
Suite 100
Westminster, Colorado 80031

July 2003

State Historical Fund Grant 01-02-065

TABLE OF CONTENTS

Section I: Introduction *1*
Section II: Project Area *3*
Section III: Historical Context *6*
- Lancaster Lupton and Early Settlers *6*
- A City Develops *12*
- History of Transportation in Fort Lupton *21*
- Agriculture, Food-Processing, and the Oil and Gas Industries *28*
- Ethnic Heritage of Fort Lupton *37*
- Natural and Topographic Features (Physical Context) *46*

Section IV: Research Design *47*
- Objectives *47*
- Scope *47*
- Planned Methodology *47*
- Previous Research *48*

Section V: Methodology *49*
- Determination of Significance *50*
- Determination of Period of Significance *51*
- Contributing/Non-contributing Resources within a Potential District *52*

Section VI: Results *53*
- Summary of Results *53*
- Recommendations *56*

Notes *62*
Bibliography *69*

On the Cover:
A sample of structures surveyed in Fort Lupton. *(Photos by the author)*

MAPS AND TABLES

Map 1. Project Location Map (USGS Topographic Map) *4*
Map 2. Project Area Overview Map *5*
Map 6. Properties Surveyed, with Eligibility *55*

Table 1. Previous Survey File Search Results *48*
Table 2. Architectural Survey Log by Site Number *54*
Table 3. Architectural Survey Log by Address *54*

SECTION I

Introduction

Nestled along the South Platte River 26 miles northeast of Denver, the area containing the City of Fort Lupton has been almost continuously occupied since Lancaster Lupton established his namesake trading post here in 1836. As modes of transportation evolved along the South Platte, so, too, did Fort Lupton. Trails, toll roads, railroads, and modern highways have altered the culture, politics, and economy of this community. As the town matured its built environment became more vibrant and complex.

This report details the findings of an intensive-level survey of 12 properties in Fort Lupton. SWCA Environmental Consultants and the Fort Lupton Historic Preservation Board selected the properties because of their direct relationship to historical and architectural themes developed through the associated historical context *Crossroads in Eden: Development of Fort Lupton, 1836-2000.*

The project began in October 2002, when the City of Fort Lupton contracted SWCA Environmental Consultants to write a historical context and to conduct an intensive-level cultural resource survey of selected properties. Bill Martin and Scott Phillips, Project Managers, supervised the project. Historian Adam Thomas wrote the context and conducted the survey.

Mr. Thomas concluded that five of the 12 properties surveyed are eligible for individual listing in the National Register of Historic Places: 214 Denver Avenue (5WL4749); 453 First Street (5WL4753); 701 Fourth Street (5WL4754); 720 Main Avenue (5WL4755); and 511 McKinley Avenue (5WL4757). In addition to these properties, SWCA personnel also recommend that the following six properties be considered individually eligible for the Colorado Register of Historic Properties: 312 Denver Avenue (5WL4750); 711 Denver Avenue (5WL4752); 200 South McKinley Avenue (5WL4756); 110 Pacific Avenue (5WL4758); 204 Park Avenue (5WL4759); and 806 Third Street (5WL4760). All properties surveyed are either previously listed or should be considered eligible as Fort Lupton Landmarks.

Based on the findings of this survey, SWCA recommends that the Historic Preservation Board take the following actions:

1. Formally nominate properties, particularly those eligible for the National Register;
2. Conduct an intensive-level survey of the downtown area in preparation for the creation of a national, state, or local landmark district; and
3. Conduct an intensive-level survey of the neighborhood flanking Park and McKinley avenues in preparation for the creation of a national, state, or local landmark district.

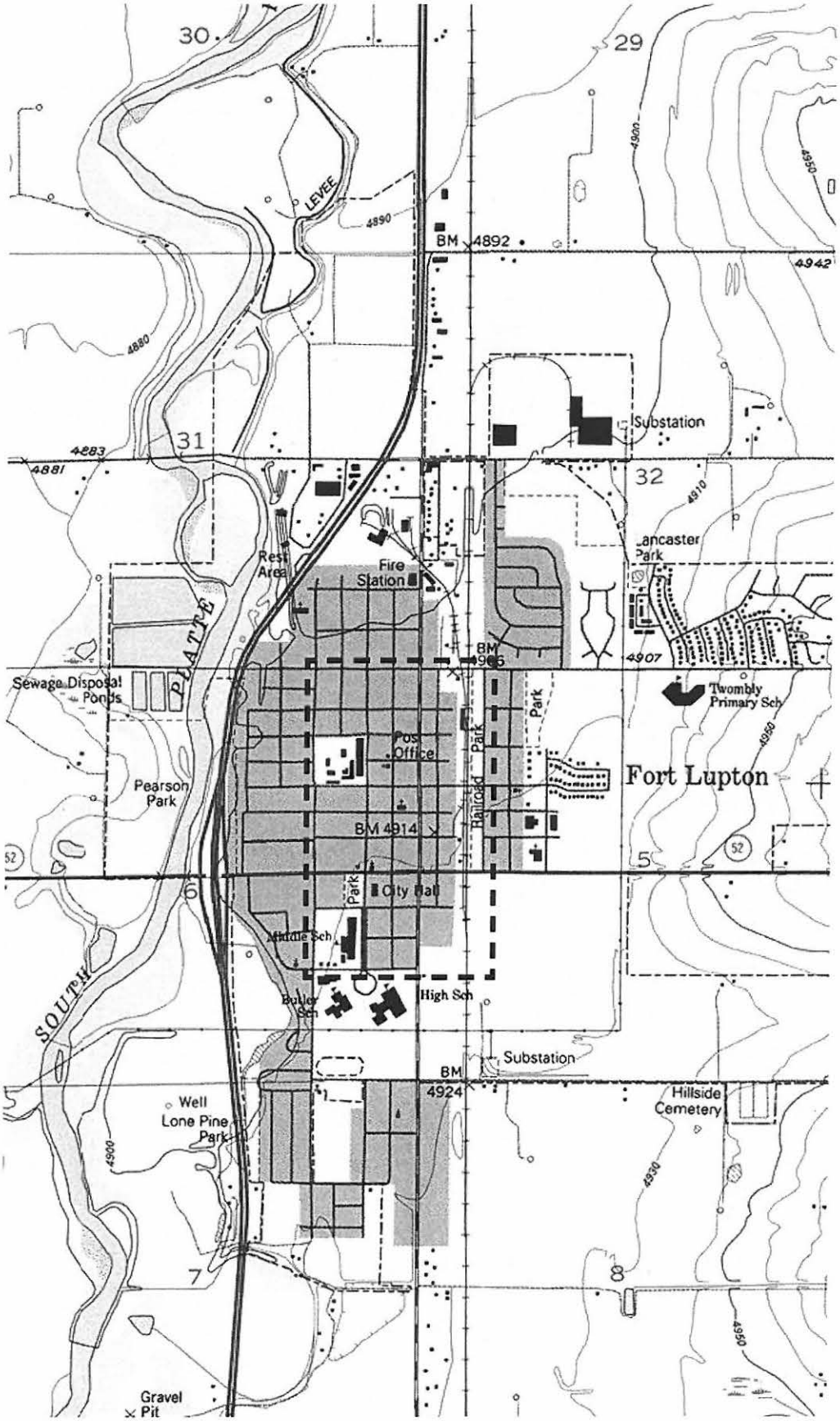
This project was paid for in part by a State Historic Fund grant from the Colorado Historical Society.

SECTION II

Project Area

The City of Fort Lupton is located approximately midway between Denver and Greeley, in the southwestern corner of Weld County. The community occupies the east bank of the South Platte River and is located at the intersection of U.S. Highway 85 and State Highway 52. In general, the city spreads across much of the southeast quarter of section 31 and southwest quarter of section 32, range 66 west, township 2 north; and the east half section 6 and west half section 5, range 66 west, township 1 north. This encompasses approximately 960 acres. The project area is depicted in the United States Geographic Survey 7.5-scale topographic map for the Fort Lupton quadrangle (1988).

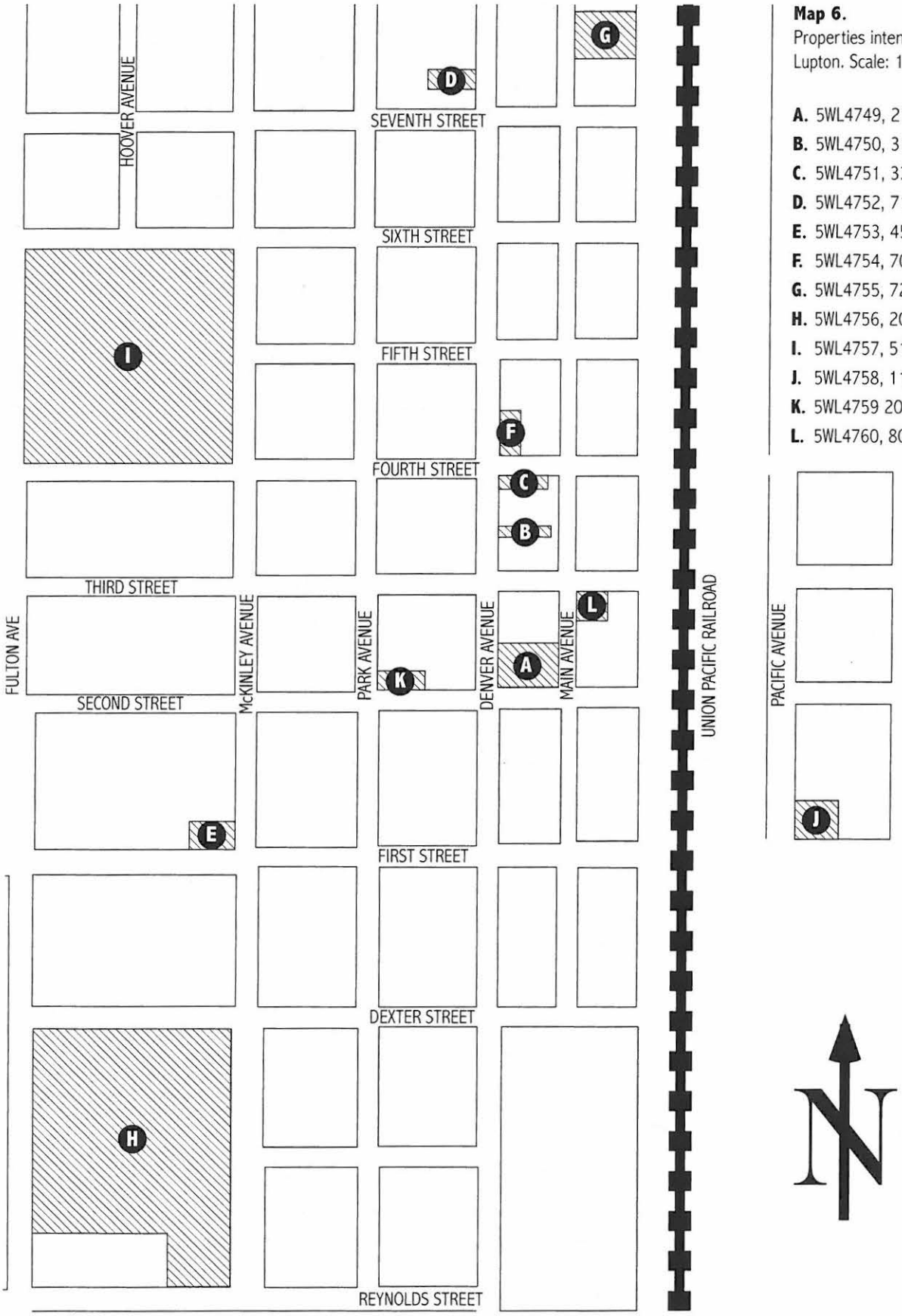
The following maps visually represent the location and boundaries of the survey area and the resources contained within it.



Map 1.
Location map, general survey area, Fort Lupton. (Based on the USGS topographic map for the Fort Lupton quadrangle.)
Scale: 1 inch = 2,000 feet

Locations
southeast quarter of section 31 and southwest quarter of section 32, range 66 west, township 2 north; east half section 6 and west half section 5, range 66 west, township 1 north

extent of properties surveyed



Map 6.
Properties intensively surveyed in Fort Lupton. Scale: 1 inch ≈ 400 feet.

A. 5WL4749, 214 Denver Avenue
B. 5WL4750, 312 Denver Avenue
C. 5WL4751, 336 Denver Avenue
D. 5WL4752, 711 Denver Avenue
E. 5WL4753, 453 First Avenue
F. 5WL4754, 701 Fourth Street
G. 5WL4755, 720 Main Avenue
H. 5WL4756, 200 S. McKinley Avenue
I. 5WL4757, 511 McKinley Avenue
J. 5WL4758, 110 Pacific Avenue
K. 5WL4759 204 Park Avenue
L. 5WL4760, 806 Third Street

SECTION III

Historical Context

The following context is an abridged version of the historical context written in association with this survey. Please consult this document, entitled Crossroads in Eden: The Development of Modern Fort Lupton, 1835-2000, *for more information, full citations, references and, especially, photographs, maps, and tables.*

Lancaster Lupton and Early Settlers

The first man of European descent to consider settling at this site along the South Platte River came here with the Dodge Expedition of 1835. The beauty and strategic location of this left an indelible impression upon a young army lieutenant from Brooklyn.[1] Lancaster Platt Lupton was born on September 20, 1807, into what would become a modest family of two boys and two girls. He entered the United States Military Academy at West Point on July 1, 1825, at the age of 17. He graduated in the prestigious class of 1829, which included future Civil War commanders Joseph E. Johnson and Robert E. Lee. Lupton entered the army as a brevet second lieutenant assigned to the third infantry at the Jefferson Barracks, St. Louis. In the fall, he and his company went to Natchitoches, Louisiana, to guard the U.S.-Mexican border along the Sabine River and to protect the Americans who had settled on Mexican soil. Ultimately, this matter erupted into the Texas Revolution (1836) and the Mexican-American War (1847-48).[2]

Eventually Lupton was appointed a lieutenant in the elite First Regiment of the United States Dragoons. As a Dragoon, Lupton served at Fort Gibson, along the Santa Fe Trail in what is now Oklahoma. This assignment provided the young officer his first glimpse of western trade patterns and barter systems. In 1835, he was ordered to Fort Leavenworth, Kansas, for an unusual western expedition under Colonel Henry Dodge. The expedition originally began a year earlier under General Henry Leavenworth. But disease followed the men and Leavenworth died on the trail, leaving his second in command, Dodge, in charge. The colonel took up Leavenworth's mission the following spring.[3] A reprint of the diaries of Lemuel Ford, who participated in the expedition, includes this glowing description of its purpose:

> The expedition of the Dragoons across the plains in 1835...was the most extraordinary mission ever carried out by any military force, in that it consisted of a march through an unsettled country occupied by many Indian tribes who resented their hunting grounds being invaded by white men. It was remarkable in that no hostile shot was fired throughout the journey of sixteen hundred miles through what was known as Indian Country...."[4]

As with the expeditions that preceded them, Dodge and his men retraced an ancient trade

route, following the Missouri River west and the Platte and South Platte southwest. The Dodge expedition entered the northeastern corner of Colorado on July 9 and passed the mouth of the Caché la Poudre River, near present-day Greeley, on July 19. For the next three days the expedition followed the South Platte as its course turned almost due south – marching over and perhaps camping at the future site of Fort Lupton, before reaching what is now known as Cherry Creek in Denver. The expedition continued along the South Platte until it reached the mouth of Platte Canyon. From there, it turned southward until reaching the Arkansas River, returning east by that route.[5]

By most accounts, the Dodge Expedition was successful in its mission. Dodge and his men held council with the Omaha, Pawnee, Cheyenne, Arapahoe, Blackfeet, and Arickara. He settled disputes among the tribes and assured Native Americans of the government's good faith, however fleeting, toward them. Dodge, however, gave much of the credit for the expedition's success to Lieutenant Lupton, awarding him a brace of pistols for his service.[6] Lupton quickly built a strong rapport with the Arapahoe and Cheyenne, treating them with respect at same time carefully noting their customs. Moreover, Lupton began to understand the nature of trade with Native Americans. The expedition was his classroom and his commander a teacher. Henry Dodge operated a lead mine in Indian territory before the Blackhawk wars, and the very nature of the expedition was to protect trade along the Missouri and Platte river trails, as well as the Santa Fe Trail. Therefore, Dodge often included a component in speeches before Native American councils pointing out the "economic benefits to be gained by friendly intercourse."[7]

During the expedition another experience nudged Lupton toward opening a trading post on the South Platte. As Dodge and his men traveled east on the Arkansas, they stopped at Bent's Fort. Constructed in 1832 by the Bent and St. Vrain Company, the fort was located at the confluence of the Arkansas and Purgatory rivers. It was the first permanent trading post on the southern Great Plains. Here Lupton witnessed firsthand various trading activities at this legendary western outpost. Moreover, after weeks of camping on the prairie, Bent's Fort must have seemed exceedingly lavish – an indication of the wealth to be gained through a western trading post. "To bedazzle the officers," writes Cleon Roberts, "[the Bent brothers] held a banquet worthy of St. Louis or New Orleans."[8] Even more compelling than the fort itself was a man Lupton met while delivering an invitation to council to tribes scattered around the settlement. John Gantt had spent years as a fur trapper and trader in the Rocky Mountains. During that time he had gained invaluable experience with the region's tribes, joining the Dodge expedition as a scout and interpreter. As Company A gathered the tribes, Lupton and Gantt rode with each other, the experienced trapper spinning his tales while the young lieutenant considered the possibilities.[9]

One final nudge compelled Lupton to begin his own trading post. As the lieutenant earned the praise of superiors and the friendship of enlisted men, his fellow officers became increasingly jealous. Like his father, Lancaster Lupton had strong party affiliations and enjoyed heated political discourse. But this also proved his weakness. His fellow officers baited him into denouncing the commander-in-chief.[10] President Andrew Jackson was the object of much criticism during his administration, but among members of the military, especially jealous officers, such a statement was insubordination. Lupton was charged with "abuse of a superior officer," and held at Fort Leavenworth for a court-martial trial. He prepared his defense through

the winter of 1835-36, but, in March, he discovered that the court would be composed of his opponents. He immediately resigned his commission.[11]

Fate completed her work, and Lupton accepted his new life with gusto. While traders in the Rocky Mountain region generally served an apprenticeship before going out on their own, Lancaster had no such plan. And even though Bent and St. Vrain, the Rocky Mountain Fur Company, and the American Fur Company claimed trading rights over the entire region, Lupton associated with none of them. When Rufus B. Sage met Lancaster in 1841, he described him as "arrogant" and "self-sufficient," both necessary qualities for such a daring endeavor.[12] Thus, on September 15, 1836, Lancaster Lupton and his caravan left West Port, Missouri, intending to establish a trading post on the stretch of the South Platte River that had captivated him a year earlier. The party traveled west via the Missouri and Platte rivers to Fort Laramie, and then southward to the north-south stretch of the South Platte River. Here Lupton began the construction of his trading post.[13]

The exact nature of Lupton's trading post and the chronology of its immediate competitors are difficult to determine. An historiography based upon oral histories and popular myths only complicates the issue. By at least 1838, four trading posts occupied a twelve-mile stretch of the South Platte; beginning in the south and continuing northward, they were Fort Lupton (originally called Fort Lancaster), Fort Jackson, Fort Vasquez, and Fort St. Vrain (originally Fort Lookout). Percy Stanley Fritz's 1941 *Colorado: The Centennial State* refers to Fort Lupton as "the first" of the South Platte River trading posts. However, the majority of histories date Fort Vasquez to 1835, a year before Lupton established his post. Regardless of the exact dates, historical and archaeological evidence confirms that all four forts were established within three years of each other, a testament to the sheer volume of trade passing along the South Platte and the intense competition to control the wealth of this route between the western hinterland and eastern markets. The exact dimensions and form of Fort Lupton are unclear. A 1998 document outlining a planned reconstruction of the fort presents a wide array of sizes and descriptions.[14]

What is for certain is that the structure was fairly large, included both domestic and support structures within the palisade, and featured a tower. Mexican laborers constructed the fort of adobe bricks they formed themselves. One wall of the decaying fort was incorporated into a barn. Remnants of the trading post were later dismantled, but a brick remaining in the Fort Lupton Museum provides some idea of the heftiness of the fort's construction. The brick has the density of concrete, suggesting the use of lime. Similar bricks have been identified at other western forts, particularly Fort Laramie, and both the Long and Dodge expeditions noted huge deposits of fossilized seashells the South Platte River had exposed.

Lupton's trading post immediately became a hub on a transportation corridor linking the West to markets in the eastern United States and in Europe, a geographic and economic position that would define much of the history of the City of Fort Lupton. Native Americans (particularly Cheyenne and Arapaho) and Mexican, French and American trappers and traders converged on the fort, usually during the winter. In return for beaver pelts or buffalo robes, Lupton often traded eastern agricultural and manufactured goods. Other trade items Lupton raised and prepared himself, including cattle, mules, garden vegetables, and meat. Once Lupton and his associates completed their transactions for furs, they were packed into bales and transported

via caravan down the banks of the Platte to the Missouri. At West Port, Missouri, Lupton's agents traded with the Boone and Hamilton Company. Boone and Hamilton paid for beaver pelts and buffalo robes with notes drawn from St. Louis banks. Lupton's agents then used these notes to purchase more trade goods and supplies for the return trip up the Platte and South Platte rivers. Trade shipments rarely traveled by water because of the unpredictability of stream flow, which could range from a trickling stream to ranging torrent.

As it connected economies, so too did Fort Lupton connect cultures. The wives of trappers, who were often Native American, resided at the fort with their children. Into this mix also came French and Mexican trappers and laborers. The Great Plains had been a cultural crossroads from the beginning of primitive human settlement. Fort Lupton merely magnified this trend.[15]

While the South Platte transportation corridor connected Lupton's trading post to national and international economies, it also made it subject to volatile and unpredictable shifts in the market. Around 1840, men in European courts began to prefer silk hats over beaver. The burgeoning European and American upper and middle classes emulated the courtiers and adopted the silk-hat fashion as well. Thus, the whims of European nobility significantly altered the economic focus of Fort Lupton, an indication of just how well connected the outpost was to the larger world. As a result, Lupton and his fellow South Platte traders endeavored to increased trade in buffalo robes.[16]

But the principal suppliers of buffalo robes appeared at Fort Lupton less and less often. Native American economy and society were profoundly changing at this time. First, may tribes became less dependent upon white traders; they formed their own intertribal trading system, bypassing middlemen such as Lancaster Lupton. Moreover, increasing conflict with whites and lack of immunity to their diseases was beginning to take its toll on Plains Indians. Trade and the population of the fort decreased through the rest of 1843 and 1844. By the beginning of 1845, Lupton began to look elsewhere for his future and fortune. In November, after unsuccessfully petitioning the army to regain his commission, Lancaster joined one of Bent and St. Vrain's caravans as its passed southward around his fort. He followed the party up the Arkansas, where he made an agreement with William Bent to never reopen Fort Lupton.[17]

Lancaster Lupton continued to travel west, first opening a store in Hardscrabble, then joining the California Gold Rush in 1852. He mined until 1862, when he turned his interests toward farming. Lupton began an orchard at Greenpoint in 1874. He died in 1885 and was buried in California. Strangely, the legacy of a man whose life began on the shores of the Atlantic and ended on the Pacific, remains at the center of the continent – a place he resided for only a decade.[18]

From the time of Lancaster Lupton's departure in 1845 until the Colorado Gold Rush in 1859, old Fort Lupton hosted a variety of residents and uses. Most stays were brief – passers-by on the now well-trodden trail on the banks of the South Platte. David M. Gerry settled just east of the fort and claimed to have occupied the outpost following Lupton. Another notable resident was Marianna Modina (also spelled Madina), one of the earliest permanent Hispanic settlers in northern Colorado and the first person of European descent to settle in the Big Thompson River Valley. As a boy, Modina ran away from his home in Taos, New Mexico, and eventually joined a group of French trappers. He assisted some of the West's most renowned

mountain men, including Kit Carson and Jim Baker. A year before finally settling on the Big Thompson in 1858, Modina maintained to have occupied Fort Lupton with his Native American wife and five children. But Modina's claims are difficult to substantiate; he was a gifted storyteller. In later years, he told newcomers to the area that a Spaniard named Madeiro Gonzales Lupton constructed Fort Lupton. Modina's myth was so enduring that in 1926 the Territorial Daughters erected a monument to this alleged founder.[19]

But an even more pervasive and persuasive myth would bring thousands more by the site of Fort Lupton and spark permanent settlement there – the promise of gold. In the summer of 1858, a party headed by William Green Russell, a Georgia and California miner, traveled to Colorado to substantiate the claims of Cherokee prospectors who reported finding gold on their way to California gold fields. The Russell party failed to find gold on Cherry Creek or any of the streams in the area. Discouraged, most of the group headed home, leaving Russell, two of his brothers, and a few friends to fend for themselves. But in early July, Russell and his remaining companions discovered a small amount of gold at the mouth of Dry Creek. Visitors to Russell's Dry Creek camp returned east with ever more wild tales of gold discoveries. And as the news traveled eastward through the papers, headlines grew larger and more exaggerated. The Colorado gold rush was born.[20]

When news of the Dry Creek discovery reached Council Bluffs, Iowa, it caught the attention of Andrew Jackson Williams, a New-York-state native and one-time printer's apprentice. Williams had traveled west once before when a family friend, Colonel A.W. Babbitt, was appointed secretary of the newly organized Utah Territory. Williams arrived in Salt Lake City in 1853, but returned to Council Bluffs three years later when Babbitt was killed in a Native American uprising. Then the Colorado gold rush tugged Williams west once again. In the late summer of 1858, Williams, with his business partners Charles, J.B., and George E. Blake, loaded four wagons with mining equipment and supplies. On October 6, they joined an even larger party near Fort Kearney, Nebraska Territory. Traveling with this party was Colorado's renowned Chief Niwot (also known as Chief Left Hand). The party traveled west along the banks of the Platte River and southwesterly up the South Platte.[21]

Although more than two decades separated the initial arrivals of Lancaster Lupton and Andrew Williams on the South Platte River south of the Caché la Poudre, both men had the same epiphany that struck so many before and after them: the site occupied a strategic location on a much traversed corridor linking western resources to eastern markets. For Lupton it was fur; for Williams it was gold. Williams realized that many thousands more were in his wake, seeking fortune in the Colorado Rocky Mountains. Many would follow the South Platte River Trail. But unlike Lupton, Williams had an advantage: an already constructed, though deteriorated, outpost. Thus, Williams promptly claimed Fort Lupton for his own, left a team of oxen at the outpost, and hired a caretaker. Williams and the Blakes continued to Cherry Creek, where they constructed the first store in the entire region and only the fourth permanent structure in the fledgling town of Auraria, which would later become part of modern Denver.[22]

When Williams returned to Fort Lupton in the spring of 1859, at the furious height of the gold rush, he was pleased to find that the oxen had grown fat. He and Charles Blake immediately organized a freighting company based at the fort. At the same time, they purchased worn-out cattle from passing wagon trains and reconditioned them on the lush grasses of the South

Platte bottomlands. Williams and the Blakes then hired Henry Springer to manage the Fort Lupton trading post. He became the first postmaster and station agent. In the spring of 1860, Williams hired a group of laborers to repair and remodel the fort. As the price of beef and dairy skyrocketed in the mining camps, the Williams and Blake company grew rich supplying and transporting those products. Thus, Williams and Blake became the first of many successful transportation and agricultural companies based in Fort Lupton.[23]

And with the new prosperity of the old fort came more settlers. The 1860 census revealed that, in addition to Williams, the Blakes, and Springer, Fort Lupton itself was home to twelve laborers and a clerk. There were also farmers and ranchers settling around the fort site. Many were former gold seekers who realized that profiting from the highly inflated price of produce in the mining camps was a more reasonable occupation than hard-rock mining. Indeed, settlers were attracted to the Fort Lupton area for its wealth of grasses; the damp and richly fertile soils of the Platte River floodplain supported lush fodder for cattle and horses. Many of the town's founding families established fortunes fattening cattle on these grasses and selling meat and dairy products to the insatiable mining camps and boom towns.[24]

By the time federal census takers arrived at Fort Lupton, settlers in the area had already taken steps to organize a more formal settlement. According to the 1851 Treaty of Fort Laramie, the Cheyenne and Arapahoe retained control of the area north of the Santa Fe Trail, east of the mountains, and south of the Oregon Trail – much of Colorado's plains. These tribes allowed whites to travel through this region on established trails and to build forts for the safety and comfort of those travelers; they did not allow permanent settlement. Technically, all the settlers in the Fort Lupton area were squatters on tribal lands. But to protect their claims, these pioneers formed a claim club. Thus, on June 13, 1860, settlers met at Fort Lupton to establish the Platte River Claim Club. Members of the club could be relatively certain that their fellow members would recognize and protect their land claims. In addition, the clubs policed the territory, removing claim jumpers and arresting cattle and horse thieves.[25]

But new treaties and changes in the government of the territory and in federal land laws soon made claim clubs unnecessary. Increasingly facing the reality of unstoppable white settlement in their territory, Arapahoe and Cheyenne tribal leaders met with William Bent at Bent's Fort in September 1860. The chiefs and Bent, acting as a federal Indian agent, signed a treaty surrendering massive swaths of tribal land and creating the Sand Creek Reservation. A huge area surrounding Fort Lupton became St. Vrain County, Nebraska Territory. While younger Cheyenne warriors refused to recognize the treaty, all of the Southern Cheyenne chiefs had signed by February 18, 1861. Ten days later, President James Buchanan signed a bill creating the Colorado Territory. The county was later renamed Weld, in honor of the first territorial secretary, Lewis Ledyard Weld.[26]

As Weld County matured, so too did Fort Lupton. The federal government established a post office here on January 14, 1861, with Henry Springer as the first federal postmaster. The postmark read "Ft. Lupton, C.T." But even earlier, by at least 1859, Fort Lupton received regular mail service on the route from Fort Laramie to Denver. By the time the post office opened, residents in the settlement could send mail and parcels by stage lines and pony express. Also in 1861, Marcus P. Wills joined the Williams's operation at the fort. He helped fund the operation and opened a mercantile. He sold hardware, raised livestock, brokered freight shipments,

and even acted as a banker. He also obtained the settlement's first hotel and liquor licenses. By the end of the 1860s, Fort Lupton was a well-established settlement and stage stop, perched on the brink of significant settlement.[27]

A City Develops

Connecting Denver to the Union Pacific mainline at Cheyenne, completion of the Denver Pacific Railroad through Fort Lupton in 1870 brought a flurry of land speculation to the settlement. Among its leaders were General James S. Brisben and Colonel John P. Hawkins. Beginning in 1874, Brisben worked through Willer and Todd, land agents in Denver, to promote a new townsite on the South Platte, near Fort Lupton. He offered free lots to anyone who would build a house in the proposed town and promised an acre to anyone willing to build and operate a blacksmith shop, hotel, or saloon. But his timing could not have been worse. The financial panic of 1873 propelled Colorado into a deep depression, which hit rock bottom in 1875. The development of Fort Lupton would have to await better economic times and a more dynamic promoter and leader.[28]

That leader was William Grant Winbourn, the father of modern Fort Lupton. (For a period around the turn of the twentieth century, some family members spelled their name "Winbourne.") W.G. was born on October 28, 1825, in Greensboro, North Carolina. He and his wife, Mary Elizabeth Wisdom, moved to Allen County, Kansas, in 1855, and Anderson County in 1859. The Winbourns arrives in Weld County in 1862. They first settled on land west of what would become the town site, on an island formed by the South Platte River and the Lupton Bottoms Ditch. The following spring, the family moved to a new farm west of the South Platte and south of what is now Highway 52. But the fear of Native American raids and uprisings – which in 1864 drove the family to the safety Denver – continued through much of the 1860s. W.G. returned to the farm to harvest his crops. He carried his gun while in the field and slept at the old fort at night. When fears subsided, the Winbourns built a new home in Lupton Bottoms. They also constructed a milk house of grout, a cement-like mixture of lime and gravel, similar to the bricks of the original Fort Lupton. That structure was one of the oldest in the area.[29]

A faithful Democrat, Winbourn quickly became involved in local politics. He was elected as a Weld County Commissioner in 1869 and county treasurer in 1873. In 1874 he ran an unsuccessful campaign for a seat in the Colorado State Senate. He lost to Ben Eaton by 40 votes. (W.G.'s grandson, Robert E. Winbourn severed in the state senate from 1915 to 1918, and was also appointed attorney general.) W.G. and Mary had four children, all of whom were important figures in the history of Fort Lupton: Robert L., Thomas C., Mrs. E.E. Carl and Mrs. W.G. Burge. Mary died in February 1893. W.G. then married Carrie R. Marsh, who died in March 1897 during a pneumonia epidemic. According to local legend, W.G.'s third wife, identified as Mrs. Halliday, poisoned the pioneer, bringing about his death on October 8, 1899.[30]

Yet decades before these events, in the earl 1870s, W.G. Winbourn became increasingly interested in a quarter section east of the fort site. Some histories of Fort Lupton suggest that R. E. Jackson originally homesteaded the property in 1864, but against his objections, both the main wagon road and Denver Pacific were built across his land in the 1870s. However, the legal history, as recorded at the office of the Weld County Clerk and Recorder, suggests a dif-

ferent story. The sections in which Fort Lupton now exists appear to have been part of a railroad land grant for the Denver Pacific Railroad. Beginning in 1850, the federal government and later, state governments, offered railroads generous grants of land to entice them to building through uninhabited areas. The railroads, in turn, tried to sell the land as quickly as possible to finance construction. While he could have purchased any one of hundreds of railroad quarter sections for sale between Denver and Cheyenne, Winbourn seemed to understand this particular location's place within a national transportation system. To him, the road and railroad made the parcel infinitely more valuable. Even before he owned the land, Winbourn acted upon his vision of a new town. Thus, in the fall of 1881, Winbourn hired L.P. Drake to survey a town site. The men agreed that the center of the town should be located at the point where travelers would turn off the wagon road to reach the depot. This represented a profound shift in Western town planning. Prior to this time, settlement was based on proximity to natural routes of travel and sources of water. Thus Lancaster Lupton located his trading post on the trail flanking the South Platte River. Winbourn and Drake, however, re-centered settlement around man-made routes of transportation, at a point considerably more removed from the river as compared to the old fort site. While rivers ran through the center of many Eastern towns and older Western settlements, the South Platte River skirted around the western edge of Fort Lupton. Even today, Fort Lupton barely extends to the eastern bank. Instead, the wagon road and railroad constituted the heart of the town of Fort Lupton. And like the old fort, this location manifested the community's role as a funnel through which agricultural goods were processed and shipped to a national market.

Drake surveyed a narrow, north-south-oriented strip of land between the railroad and wagon road. East-west streets were centered on Fourth Street, which connected the Wagon Road to the station. The town extended south to First Street and north to Eighth Street, spanning from the railroad and Main Avenue to the east and Denver Avenue (the original wagon road) to the west. With his plan in ink, W.G. Winbourn purchased on May 23, 1882, what would become the town of Fort Lupton from the Union Pacific Railroad, which had taken over the Denver Pacific. Drake filed the plat with Weld County on June 5, when W.G. Winbourn dedicated the graded thoroughfares to the public.[31]

Winbourn immediately began a campaign to entice the Denver Pacific Railroad to take more active role in the settlement he envisioned. He convinced the railroad to move and extend the Fort Lupton siding to the center of his property. Then he circulated a petition calling on the railroad to build a formal depot at the center of his newly purchased parcel. As discussed later in this context, the railroad originally located its only station in the area at Hughes, now Brighton. At first the railroad planned to move a frame shanty from Hughes to serve as the Fort Lupton depot. But at Winbourn's insistence, the railroad agreed to furnish the interior of a station if the townsfolk would construct the building. Everyone contributed his fair share. W.W. Ozment and his family, for instance, built a kiln on the northeast corner of the Winbourn parcel to fire the bricks for the depot. His bricks would literally become the building blocks of the town of Fort Lupton (see below).[32]

Commercial and Civic Development. Suddenly the most valuable real estate in this portion of the South Platte Valley shifted from the old fort site to Fourth Street between Denver

and Main avenues. George W. Twombly and his brother, John purchased a lot on the northeast corner of Denver Avenue and Fourth Street. He predicted that this location would give him the most visibility: traffic would travel north up Denver Avenue to Fourth Street, where it would turn east to the depot. Indeed, the location would remain the nexus of Fort Lupton's commercial district to the present day. In 1882, the Twomblys completed the first building on the first commercial block in Fort Lupton. To dedicate the building, they delayed moving stock onto the sales floor until after they hosted a public dinner and dance. Soon afterward, W.G. Winbourn opened a hotel and store on the east end of the same block. This building became the Hotel Lupton, the premier place of lodging in the town; the *Rocky Mountain News* described it as "a spacious building with good accommodations."[33]

The Hotel Lupton, the original railroad depot, and many of the original commercial and domestic structures were built with Ozment bricks. Walter W. Ozment was a friend of W.G. Winbourn's from their native North Carolina. It was upon Winbourn's advice that Ozment and his family traveled across the plains in 1879, first settling in Denver. Ozment established his first formal brick works southwest of Fort Lupton, but was forced to move the operation because the clay in the area was too alkaline. This condition has created an unusual development in Fort Lupton's early built environment and presents a potentially difficult historic preservation problem. Alkaline bricks are soft and deteriorate quickly in Colorado's intense sunlight and temperature extremes. Unfortunately, it is this very brick that comprises a large portion of the city's historic structures. Over the years, owners were left with little option but to apply generous coatings of stucco to the exteriors of their buildings, often hiding coping and other decorative brickwork.[34]

In 1895, Henry Bowen Allsebrook arrived in Fort Lupton with his family. Before his family established the Philip and Allsebrook Company hardware store, Henry remembered two general stores, two blacksmith shops, one hotel that also served meals, one barbershop, and his uncle's lumberyard. Soon other storefronts joined Twombly's and Winbourn's. The years 1889 -90 were a pivotal time in the development of modern Fort Lupton. A number of hotels, shops, and a saloon sprang up in town. William Grant Winbourn completed a two-story commercial structure on the southeast corner of Denver and Fourth. It featured retail space on the bottom floor and a social hall on the second. Sometimes referred to as Winbourn Hall, it was more often known by the name of its longtime upstairs tenant, the Knights of Pythias or K.P. Hall. On the southwest corner, E.K. Smith constructed a similar building to the K.P. Hall in 1890. The Philip and Allsebrook Company purchased the building for their hardware store in 1902.[35]

With a formal business district and an increasing number of houses residents of Fort Lupton presented a petition for incorporation to a Weld County judge on October 29, 1889. The petition was filed on November 27 and ratified by male voters within the town limits on December 30. At 7 p.m., on February 4, 1890, at Lambrecht Hall (301 Denver Avenue), Thomas C. Winbourn, son of W.G. Winbourn, was sworn in as Fort Lupton's first mayor. Taking the oath of office with him were the town's first trustees Dr. Stephen J. Hubbell, W.S. Decker, L.G. Monson, Ben F. Twombly, and A.M. Ewing.[36]

As Fort Lupton matured as a town, it also matured financially with the opening of the Fort Lupton State Bank in 1900. Seymour J. Rhode and his wife established the bank on the lower floor of the Hotel Lupton. Mrs. Rhode served as the bank president and Seymour was the

cashier. The bank had total assets of $25,000 and the first day's deposits were $3,528.50. A decade after the bank opened, it completed a new building, located on the northwest corner of Fourth Street and Denver Avenue, completing the center of Fort Lupton's commercial district. In 1912, a second financial institution, Platte Valley Bank, opened.[37]

The first Sanborn Fire Insurance Map of Fort Lupton appeared in 1908, when the population was around 700. Dominating the commercial district was the St. John Building, the old Twombly general store, by far the largest retail structure downtown. From the corner of Denver and Fourth, the town spread south between Park Avenue and the Union Pacific right-of-way. The map depicts approximately 35 retail and industrial structures and nearly the same number of domestic structures. A 1912 map, however, reveals that only one major new structure was built downtown, a garage – a symbol of things yet to come.[38]

A 1917 Sanborn maps actually reflects a flurry of construction since the last map in 1912. Much of that construction was associated with the automobile (see Chapter 5). Fort Lupton rebounded following the armistice concluding World War I. Through the 1920s, the canneries, condenser, and the sugar beet factory prospered – and the automobile began eroding the dominance of the railroad. By 1930, Fort Lupton's original commercial and residential districts reached the pinnacle of new construction and had largely evolved into the streetscape familiar to residents today.[39]

Residential Development. Like most towns in Colorado, Fort Lupton doubtless hosted numerous unrecorded and unremembered wood-frame shanties. Determining the oldest domestic structure in what is now Fort Lupton is difficult because of gaps in property records and the renumbering and renaming of streets. However, anecdotal evidence suggests that the oldest house was located on the east side of Denver Avenue, north of Ninth Street. Unfortunately, attempts to move the structure appear to have demolished the original house, although a structure stands on the lot today. In his history of Fort Lupton, Cleon Roberts suggests that the first house in town was erected around 1884 on two lots belonging to Mary Delano. (Property records, however, indicate that W.G. Winbourn maintained ownership of these lots until 1890.) This house is originally associated with Dr. Stephen J. Hubbell, the town's first physician, druggist, one of Fort Lupton's original town trustees, and a mayor. While this house is among the oldest houses in the city, it is unlikely that it was the first. Indeed, an 1885 photograph of the town shows no less than five houses, all of which, while vernacular in style, are fairly substantial structures. What is clear, however, is that the town's earliest domestic development was concentrated in a narrow strip between Denver Avenue and the Union Pacific Railroad, bounded by Fourth Street to the north and Second Street to the south. The Dr. Hubbell house still stands. Also standing are the William H. Hepner house, on the north side of Second Street, east of Main; and the original Edgar S. St. John house, on the north side of Third Street, by the railroad tracks. St. John constructed the house when he returned to Fort Lupton to become the station agent. (He later constructed a more elaborate house at 149 Park Avenue.) Certainly, this 1886 photograph does not depict all houses in Fort Lupton. Indeed, by that year, 50 people lived in the town. By 1889 the town boasted a population of 150, which more than doubled a year later.[40]

And that population soon settled on lands beyond the town as originally platted.

Additional subdivisions to the original town carry the names of Fort Lupton pioneers. George Twombly added two subdivisions; one was merely a block surrounded by the original town, bordered by Second Street on the north, Denver Avenue on the east, First Street on the South, and Park Avenue on the west. Another Twombly addition was located between McKinley and Fulton Avenues, stretching between Second and Fourth. In 1898, T.C. Winbourn built a house east of the Union Pacific Railroad on land acquired from his father. The parcel stretched from the railroad to Short Line Ditch and from First Street to Ninth Street. While continuing to operate a large cattle and horse operation on the late, T.C. Winbourn subdivided some of property, which became known as the Winbourn Addition, and promoted the expansion of Fort Lupton east of the U.P. The original Winbourn house still stands at 110 Pacific Avenue, on the extreme southwest corner of the addition. It was also home to another prominent Fort Lupton mayor, Dr. W.W. Aichelman. Perhaps the most important addition to the city, at least as civic affairs are concerned, were the Reynolds subdivisions south of First Street. R.C. Reynolds, who owned the land, set aside significant portions of the subdivision as parks. In the past, this open space contained the town's water tower and waterworks. Today, this open space hosts the Fort Lupton Middle School, town hall, and police station.[41]

Fort Lupton never developed neighborhoods of huge, Victorian-era houses that appeared in Denver, Boulder, and even Greeley. Nonetheless, around the turn of the twentieth century, the town boasted a number of architecturally sophisticated houses. Among the most impressive was the dwelling at 149 Denver Avenue, on the southwest corner of Denver and Second Street. While the structure provided only a story and half of living space, it was brilliantly designed and sited to provide an illusion of great mass. The steeply pitched, central hipped roof, combined with the rounded tower, provide a sense of height while the unusually deep setback and corner orientation communicate depth. Styled in the free-classic Queen Anne, the structure applies classical architectural elements, such as Tuscan Doric columns and pediments, to the complicated footprint and flamboyant roof line of a more traditional Queen Anne. Moreover, this structure represents a significant shift in Fort Lupton's domestic architectural styles – from late Victorian-era to the neoclassical.

In Fort Lupton, as in the rest of Colorado, the neoclassical is best expressed in the stylistic elements of the classic cottage. These structures were widely built in Fort Lupton and almost always featured a rectangular-shaped plan, hipped roof with flared eaves, front-gabled central dormer, and classical columns, cornices, and pediments. A particularly high-style example of the classic cottage was located at 130 Park Avenue. Of note were the carved, Roman ionic columns, which supported the roof of the curved, wrap-around porch.

The classic cottage, however, was a high-style form associated with the middle class. Working-class families could not afford the decorative elements and size. Thus, a vernacular form, devoid of large porches and frills, developed alongside the classic cottage – the hipped-roof box. These structures are perhaps the most ubiquitous form in Colorado and one closely associated with agricultural and industrial workers, particularly immigrants. Often these houses were grouped beside each other, such as at 221 and 229 McKinley Avenue.

Moreover, the geographic arrangement of domestic architectural styles and forms parallels the economic and social development of Fort Lupton. Those structures closest to the intersection of Fourth Street and Denver Avenue are typically the oldest, becoming newer in direct

relationship with distance from downtown. The houses closest to town are small, wood-frame or brick vernacular structures. As a professional class increased in Fort Lupton from 1890 to 1920, so too did the occurrence of late Victorian-era houses. Classic cottages and hipped-roof boxes are emblematic of the town's agricultural-industrial economy, with the middle-class managers and merchants and working-class field and factory laborers. The circle of domestic development continues outward to the period from 1920 to 1940, when Craftsman-style bungalows and Tudor-revival cottages dominate the neighborhoods. The structures represent a growing affluence for all residents and provide the first hints that Fort Lupton was becoming a bedroom community for Denver. Indeed, sprinkled between the bungalows and even earlier classic cottages are ranch houses, the icons of 1950s and early '60s suburban development.

Social Life and Entertainment. After the 1891 openings of the E.R. Bringe Billiards and Saloon and the Henry G. Lambrecht Billiards and Saloon public drunkeness in Fort Lupton rose. G.G. Philip and Edgar St. John, along with other influential citizens, opposed the saloons but were unable to close them. In 1894, however, the temperance movement had gained support and, more importantly, women had won the right to vote in Colorado. With the organization of the Fort Lupton chapter of the Women's Christian Temperance Union, the town went "dry" until the end of Prohibition in 1929.[42]

Many business owners complained that prohibition had also eradicated any social diversions from the community. Travelers simply passed through the town and went directly to Denver rather than remain in dry Fort Lupton. But from the earliest days of the town, an array of social activities delighted residents. The Knights of Pythias Hall hosted the majority of these social functions. Built 1889, it remains on the southeast corner of Denver Avenue and Fourth Street. While the bottom floor was rented out as retail space, the top floor was open for a variety of civic affairs. Here the community held dinners and dances. In 1905, the school children presented a play entitled "Tom Thumb's Wedding."[43]

In 1911, George Beeten, an auctioneer, opened Fort Lupton's first movie theater, located south of the Sells Building. The structure was nothing more than a frame, barn-like structure that doubled as a basketball court. The audience was accommodated on wooden planks suspended across chairs. This system could seat about 200 people. A hand-cranked projector was located on a platform above the main door to the Beeten Theatre, also known as the Gem Theatre. Adults paid ten cents and children five cents for a glimpse at the day's silent-picture offerings. Beeten later opened a theater in another structure before W.A. Seaman remodeled the former Putnam Garage, at 447 Denver Avenue, into the Star Theater in 1917-18. This new theater could seat 450. It opened on June 1 with William Farnum's *The Orphan.*[44]

Owners of the Star reinvented the theater many times during its years of entertaining Luptonites. The first incarnation of the structure was little improvement over the original garage. Other than expanding the rear of the garage to accommodate more seating and the screen, owners merely applied a stuccoed, Spanish-mission-style façade over the garage opening. It featured the obligatory stepped parapet. In 1946, however, owners applied an art moderne exterior, replete with stainless steel and generous amounts of neon. Crowning the marquee was a neon sign, which rewrote "STAR" in red, white, and blue. As ticket sales began to decline in the early 1950s, manager E.K. Menagh renovated the theater and renamed it the

"Big Top." Inside, murals of the circus scenes graced the walls. But the Hollywood glitz and glamour of the Star must have been more alluring than the sawdust and manure of the circus; Menagh returned to the name "Star" around 1959, installing a less inspired version of the 1946 façade.[45]

In addition to dinners, dances, plays, and movies, Fort Lupton residents could also participate in social and fraternal organizations. By 1896, the town had two fraternal lodges. The T.X.L. Lodge No. 70 of the Knights of Pythias met on Wednesday evenings at their hall on the corner of Fourth and Denver. Birch Camp No. 44, Woodmen of the World, met Thursday evenings at the K.P. Hall. And the men were not alone; there was also a Ladies' Aid Society.[46] But one of the oldest women's clubs in Fort Lupton was formed in 1902. Originally called the Thursday Musical Club, members changed the name to the Thursday Afternoon Club when it became a literary organization as well. By 1921, these literary pursuits ultimately enticed members to establish a library in Fort Lupton, first housed in the basement of the Methodist Church. It later moved to the office of Dr. W.A. Lee and to the town hall. In the late 1920s, the library's supporters began a campaign to build a new library building. Citizens purchased subscriptions while various social clubs held fundraisers. Designed by architect John J. Huddardt and built in the Romanesque style of many small-town Carnegie libraries (but without Carnegie funding), the new Fort Lupton Library was completed in October 1929 at a cost of $13,000. Before the competition of Fort Lupton's new high school in 1931, the library rented its upper floor and a portion of the lower to the school district. This situation provided the library, which initially housed 2,850 volumes, an opportunity to completely pay off construction costs. This structure is now the Fort Lupton Museum.[47]

Public Services and Utilities. In 1901, Fort Lupton town trustees acquired the community's first water rights, transferred via irrigation ditches. But it was not until 1908 that even a temporary system brought water to residents. A note on Sanborn map from that year revealed a dire situation:

> **Water Facilities:**–Not Good–Private Wells & Cisterns only.–
> **Fire Department:**–None–No Apparatus of any kind. No Streets Paved. Grades Generally Level.–No Public Lights.[48]

The heart of the town's primitive system was a tank installed on the roof of the St. John building. But citizens and members of the town board alike were concerned that the water system would prove inadequate for controlling a large fire in the community. Thus, on March 16, 1910, contractors handed over to the city a new municipal water works. Connecting properties to the water mains, however, was another matter. While the town installed pipes each of the Union Pacific, the railroad refused to allow the utility lay pipes beneath its right-of-way. Nonetheless, by the end of 1911, most businesses and residences in the city were connected to the water mains.[49] The next Sanborn Map, drawn and printed in 1912, reflected a vastly different situation in Fort Lupton:

> **Water Facilities:** Water works owned and operated by the city. Water supply from two 18" bored wells 52' deep. 100,000 gallon steel water tank located 1/4 mile S.W. of P.O. [post office]. Water tank supported by steel trestle. ... Tank has an elevation of 110' feet above grade of business section. Gravity presure [sic] domestic & fire 47 lbs. Per sq. in. 1 Fairbanks Morse gaso-

line pumping engine 50 hp & having a capacity of 500 gals per minute. About 8 1/4 miles of 4", 6", 8" & 10" cast iron water pipes. Pipes laid in 1911. 87 double hyd [fire hydrants].

Fire Dept: Volunteer. 70 members. Hand hook & ladder truck. 2 hand hose carts. 1000' 8 1/8" hose in good condition – 6[,] 3-gal chem'l fire extinguishers. Alarm by bell at hotel & by whistle at condensed milk plant. No paved streets. Grades level. Public lights electric.[50]

Despite the notation on the 1908 Sanborn, Fort Lupton did indeed have a fire department. It was organized on December 1, 1898, with H. Burton as chief, W.A. Simmons as captain, E.K. Smith as secretary. Around 1910, the fire department acquired horse-drawn fire engine with a single gasoline-powered pump. Yet the biggest boon to fire suppression in Fort Lupton was the completion of the water works. Indeed, the day after the took control of the plant, on the early morning of March 17, 1912, a fire started in the St. John Mercantile Company building, on the northeast corner of Fourth and Denver. The fire department quickly controlled the fire, but not before it had destroyed the building. Edgar St. John almost immediately set about rebuilding, constructing the handsom edifice that crowns the corner to this day.

While a modern fire department and water system worked to prevent fires, the dawn of municipal electric power ignited more of them - both literally and figuratively. Electrical power issues consumed Fort Lupton's town trustees. In 1906, the town granted a franchise to one of its trustees, Joseph J. Henry, an engineer-entrepreneur, to furnish electrical power to the community. He pledged to provide service in 18 months. He would limit the price to 12.5 cents per kilowatt hour, provide free electricity to the town council room and fire house, and operate street lights at no more than $8 a month. But, as was typical, Henry floundered, and a year later the town extended the electric-power franchise to the Northern Colorado Power Company. This effort also appears to have failed. In 1908, the town granted yet another franchise to Consolidated Engineering. But electricity did not arrive in Fort Lupton until March 1910, when F.B. Tiffany acquired the exclusive right to operate the town's utilities. Every street corner was lighted by June 1911. In 1912, Tiffany organized the Fort Lupton Light and Power Company, appointing W.C. Sterne as the general manager. It had 142 paying customers within one year.[51]

The town approved the first telephone franchise on October 7, 1895. The exchange was located at 322 Main Avenue.[52]

Churches. Originally, religious observances in the Fort Lupton area were scattered, informal affairs conducted within the home. On April 19, 1863, Rev. L.B. Statler (or Stateler), of the Methodist Episcopal Church South, preached the first sermon in Lupton Bottoms. From that time forward, the Methodist Episcopal church remained the dominant religious institution in the town. By 1864, the area had a regular, circuit-riding preacher, originally Rev. William Autes. In 1877 Rev. John Collins purchased a parcel of land from the Union Pacific Railroad as the site of church building. During construction, Revs. A.W. Fields and H.L. Beardsley served the congregation. The church building, completed in 1879, was the first of its kind in Fort Lupton; the congregation was also only the second in Colorado. Henry Allsebrook, who arrived in Fort Lupton in 1895, remembered the church as the social and religious center of the community.[53] Members of the Allsebrook and Philip families were primary leaders in the early church, perhaps wielding too much influence for some. "I can recall a yarn about a certain lady

who withdrew from the church," Henry Allsebrook writes, "saying that members 'worshiped the Philips and Allsebrooks instead of the Lord.'"[54] The congregation began construction of a new church building in 1912-14, completing the structure in 1916. It stands on the northeast corner of Third Street and Park Avenue. (The original church is now the Bostick Funeral Home.) Benefactors of the new building were some of the most prominent members of Fort Lupton: G.G. Saywell, C.C. Philip, Wylie W. Burge, H.B. Allsebrook, E.S. St. John, Sanford Davis, G.S. Allsebrook, G.G. Philip, W.S. Decker, W.D. Reynolds, and Mrs. Lena M. Twombly. The congregation adopted the name First Methodist Church in 1939.[55]

A number of Fort Lupton's pioneer families, particularly the Winbourns, were of English descent and devout members of the Anglican church. Thus, informal meetings of Episcopalians were not uncommon. But it was not until 1886, when traveling Episcopal priest baptized a young man in the Fort Lupton area that a congregation began to form. The young man's parents were intent upon maintaining the faith, holding meetings in their home every two months. About that same time, a group of Episcopal women in the Fort Lupton area organized the St. Mary's Guild to continue and enhance to work of that first family. Services were eventually conducted monthly on the top floor of the Knights of Pythias Hall (Winbourn Hall) and Smith Hall (the Philip and Allsebrook hardware store). By 1902, an Episcopalian parish was firmly established in Fort Lupton. In 1907, the fledgling congregation purchased lots on the northeast corner of Park Avenue and Second Street. In the early summer of 1908, members of the congregation, led by Robert Ozment, son of W.W. Ozment, began construction of a new church building. It was completed in October 1908 and consecrated on November 29 of that year. Although small and without a permanent vicar, the congregation of St. Andrews continues to worship in their original church building.[56]

And Baptist services were also first held in homes beginning around 1900. In 1921, the fledgling congregation completed a stunning Craftsman-style edifice on the northeast corner of First Street and McKinley Avenue.[57]

The early town of Fort Lupton had few Catholic families, except for the Ockers, Stiebers, Reffertys and a few others. But construction of the railroad brought with it scores of Irish, Italian, Polish, and other predominately Roman Catholic ethnic groups. Thus, the Church established a circuit in 1887, with Father William J. Howlett as the first rider. Howlett was based in Brighton, but held services in Fort Lupton, Platteville, and in a host of communities throughout northeastern Colorado. In Fort Lupton, Howlett celebrated Mass at the K.P. Hall, the home of Frank Gorman, and at the St. John Building. In 1909, an Episcopalian Thomas C. Winbourn donated the land for the first Catholic Church, located at corner of Third and Harrison. The cornerstone was laid the same year. The largest contributors of the church suggested that parish be named for their two patron saints, St. William and St. Julianna. St. William was in honor of William C. Winbourn. The church was completed in 1910. A decade later, the Catholic church in Fort Lupton became a mission church of a new parish established in Platteville. By 1955, however, Fort Lupton had five times as many Catholic families as Platteville. Thus, the Fort Lupton church became the center of parish. Under Father Thomas Doran, pastor, the parish name changed to St. William Abbot and, because of severe overcrowding, Masses were celebrated at the Star Theater. The parish constructed a new church, at Tenth and Fulton, in 1956-57.[58]

In 1909, Elder Richardson held the first Seventh-Day Adventist services in a tent. The first church was built in 1910. Brother Nichabarger preached the first sermon there."[59]

Schools. Like its early churches, Fort Lupton's first schools were often informal sessions within the home. The earliest school buildings in the area were simple log or frame one-room school houses. One of the most notable of these schools was located west of the South Platte. The structure, constructed of the same lime-and-gravel mixture as the Winbourn milk house, was actually called the "Groutt School." In May 1873, all the schools in the Fort Lupton area were consolidated into Weld County School District 8. A year later, the first school in what is now Fort Lupton was constructed on the northeast corner of Denver Avenue and First Street. The original structure burned down upon completion and was immediately rebuilt. It was one room with two rows of double seats separated by a center aisle. As the population increased, two more buildings were constructed in 1885 and 1893, respectively, on the southeast corner of Ninth Street and Main Avenue, the current location of the Buddhist Temple. Quickly even these buildings proved inadequate, and the Philip and Allsebrook hardware store and the Alice Peck home both served as classrooms. The first eighth grade to graduate from a Fort Lupton school was on April 6, 1896. The graduates were Nellie Monson, Mrs. Shaw, Mrs. Daisy Counter, Ella Smith, Talbott Monson, Clarence Frink, and Ralph Haynes.[60]

In 1913 the district issued $22,300 in bonds for the construction of the town's first large-scale school building. It was located on First Street just west of the former library, now the Fort Lupton Museum, and contained eight classrooms, an office, library, laboratory, and a manual training and domestic science room. Additions expanded the structure to the east and west. In 1930, the district approved a $100,000 bond issue for a new high school, now the middle school, constructed in 1931-32. The building was designed by Ireland & Parr and constructed by M. McEahern. The structure received six major additions, beginning in 1948 and continuing until the 1990s. Other small additions and renovations spanned until 2003. The original core, however, remains intact and is a perfect example of the Collegiate Gothic architecture popular for academic buildings throughout the 1920s. The style was even more widely built after the creation of the Works Progress Administration (WPA), a Depression-era, federal make-work program. WPA workers built or renovated 5,900 schools across the country. In Fort Lupton, WPA artist Hayes Lyon created three murals for the high school library in 1941. Each depicted, in bold colors and heroic postures, scenes of frontier life in and around the original Fort Lupton. The murals were eventually removed from the library when the district converted the high school into the middle school. After years in storage, they were rehung in the new Fort Lupton Public and School Library. The city designated the murals historic objects on March 22, 1995.[61]

The Freighter's Campground: History of Transportation in Fort Lupton

The development of modern Fort Lupton depended upon its location on an ancient and well-trodden transportation corridor linking East and West. As mentioned before in this context, the Missouri River and its tributaries, especially the Platte, provided an easy route for the commodities of the western hinterland to reach eastern markets and the manufactured goods of the east to travel west. This was the route of numerous explorers and was reinvented numer-

ous times by foot, wagon, train, and automobile, all the while connecting Fort Lupton to larger national and international economies.

The earliest transportation routes were nothing more than dirt paths known to Native Americans and early European trappers. By the 1820s, pack trains regularly traversed the Santa Fe Trail from Missouri to New Mexico. Because of land disputes and Native American aggression, Anglo settlement and established trails remained largely south of the Arkansas River. But in the 1840s, the South Platte became part of an informal branch of the Oregon Trail, running from Fort Laramie to Denver. At that time, the trail through Fort Lupton was generally referred to as the Trappers Trail – an indication of the economic force of the fur trade in Colorado. With the establishment of the Overland Trail to Denver, the Fort Lupton Route became part of the larger Platte River Trail.[62]

Stage Lines and Toll Roads. The first federally funded transportation endeavors to follow the South Platte River Train were the Overland stagecoaches and the Pony Express. In the 1860s, Williams and the Blake brothers, and later Wills, evolved the former fur trading post into the nineteenth century equivalent of a modern truck stop – a freighter's campground. Here travelers and their teams could rest, purchase supplies, and retire worn out livestock and purchase fresh animals. "They would make the extra effort to get to [Fort Lupton] for they knew that there would be not only water for the oxen plus good grass," writes Cleon Roberts, "but that at the foot of the river bank there was a fine spring, scooped out and walled in by the soldiers at the post. The drivers could always get a drink of pure, clear, cold water, which was a rare treat on the sixty-day drive from the Missouri River to the Rocky Mountain mining camps."[63]

The Colorado gold rush, with its ceaseless flow of people and goods, also enticed other transportation entrepreneurs – the toll road builders. In 1862, Edwin Toole, Thomas L. MacKoy, and A.G. Clark hoped to reinvent the South Platte River transportation corridor once again with the Platte Valley Wagon Road Company. They secured a right-of-way from Julesburg to Fort Lupton and incorporated the company on January 6, 1862. The schedule of rates was as follows:

> In case of one toll gate: $1.50 per pair of oxen or horses;
> In case of two toll gates: 75¢ for each pair;
> For each spare load wagon or other wheeled carriage: 15¢;
> Loose mules, horse, and cattle: 3¢;
> Hogs or sheep: 1½¢ each.[64]

But like most Colorado toll roads, the Platte Valley Wagon Road proved too costly for most travelers and freighters. Indeed, Ben Holliday immediately rerouted his stage line out of Julesburg through Fort Morgan to Denver, eliminating the Fort Lupton segment. The company was soon forced to sell its assets for $500 to a group of investors who reorganized it as the Fort Lupton Wagon Road Company. But in time, that enterprise too went bankrupt. Like many wagon roads in Colorado, however, the right-of-way became a territorial highway and the major artery through Fort Lupton.[65]

Railroads. But an even more technologically advanced reinvention of the South Platte

River transportation corridor awaited Fort Lupton in the 1860s. Plans for a railroad linking the East to the Pacific Ocean had evolved as early as 1836, only eight years after America's first common-carrier railroad, the Baltimore & Ohio, began connecting the Chesapeake Bay to the Ohio River. Pacific railroad fury only grew with reports from each expedition to the West, particularly those of Fremont. In 1856, Congress passed resolutions supporting the construction of a Pacific railroad. While the nation was beginning to pull itself apart north and south, others, including presidents Buchanan and Lincoln, were afraid that it would also divide east and west. A transcontinental railroad became a matter of national political interest. Congress funded survey parties to determine the most favorable routes to the West, ultimately deciding upon a line that had been advanced since at least the 1840s – a route that nearly paralleled the Missouri-Platte river route. The Civil War delayed construction, but following the South's surrender in 1865, survey crews fanned out over the Rocky Mountains to find a practical route to the Pacific. Once that route was selected, one railroad would build west (the Union Pacific) and one east (the Central Pacific).[66]

Denver's residents considered it a foregone conclusion that any transcontinental railroad would come to it from the east and pass into the mountains to its west. After all, it was the largest population center between the Missouri River and the Pacific Ocean. Many of the canyons and river valleys west of Denver were surveyed and each route had its proponents. Some recommended that rails climb the Caché la Poudre, over Cameron Pass, to North Park. Others advocated following the North Fork of the South Platte over Kenosha Pass to South Park. But the loudest voice among them was Colorado Territorial Governor John Evans. Wealthy and politically connected, Evans arrived at the Chicago organizing convention for the Union Pacific touting "Denver and the Rockies' Berthoud Pass as the only sensible route across the Continental Divide."[67] No matter where the line crossed the Divide, any route would most likely approach Denver from the northeast along the South Platte, placing Fort Lupton on the mainline of the transcontinental railroad. But finding a practical route through the Colorado Rockies proved difficult. At the same time, directors of the Union Pacific appointed General Grenville M. Dodge as the railroad's chief engineer. His experience in the Indian campaigns of 1865-66, particularly the Powder River battles, gave him an intimate familiarity with the Wyoming territory, a place that most Americans, let alone the Union Pacific's boosters, knew little about. Also wealthy and politically connected, Dodge had his own ideas for the Union Pacific's route over the Divide:

> It was the great desire of the company to build the line through Denver, Colo., if possible, up the South Platte Valley and crossing the mountains west of Denver and reaching Salt Lake by the Yampa, White, and Uinta valleys, and I covered the country from the Laramie Canyon on the north to the Arkansas on the south, examining all the mountain passes and approaches and examined all these lines personally. These surveys demonstrated that there was no question as to where the line should cross these mountains. The general examination of the plains along the east foot of the mountains shows that the plains rose from the Arkansas north until they reached their apex at the valley of Crow Creek, near where Cheyenne now stands. Then they fell to the north toward the mountains, and when we came to examine the summits of these mountains, we found their lowest altitude was in the vicinity of the Cheyenne Pass, so that there was no question as to where our line should run.[68]

Denver would be bypassed, and Fort Lupton would not become a station on the first transcontinental railroad. Denver's boosters knew that railroads had the power to make new

towns and break existing ones. Thus, as the Central Pacific and Union Pacific joined their rails on May 10, 1869, at Promontory, Utah, Denver business owners and residents scurried to the railroad boomtown at Cheyenne. Meanwhile, Denver's boosters had had some hope of gaining a railroad even as the Union Pacific was under construction. The Kansas Pacific was building westward through its namesake state to Denver and would provide a direct connection to the east. But construction stalled in western Kansas in November 1867. Without the Kansas Pacific, Denver's political and business leaders desperately required a connection to Union Pacific at Cheyenne. Governor John Evans, *Rocky Mountain News* Editor William Byers, and other Denver leaders realized that the city itself would have to fund any connection to the Union Pacific. With the slogan "Pay or Perish," Denver Pacific Railroad officials canvassed the city selling subscriptions of stock in the company. The sales tactic was tried and true among western railroad prospectors, but the message worked nonetheless. In one day, the railroad obtained subscriptions amounting to $225,000. Grading began in May 1868, and the first section of track was laid in 1869. On December 16 of that year, the railroad opened for traffic between Cheyenne and Evans, named in honor of the territorial governor and president of the railroad. To those 58 route miles were added 15 more when the railroad reached Johnson Station on May 30, 1870. By early June, the railroad reached Hughes (Brighton), and on June 23, the line was opened all the way to Denver.[69]

The route of the Denver Pacific retraced the ancient South Platte River transportation corridor, bringing it right through Fort Lupton. But the settlement and the railroad initially did not live peacefully with each other. It was precisely Fort Lupton's prominence as one of the most densely settled communities along the route that worked against it. Cleon Roberts explains the problem in his history of Fort Lupton:

> The [directors of the] D.P.R.R.&T. Company [were] given a grant from the federal government entitling them to every odd numbered section for ten miles on either side of their right-of-way. In reviewing the most profitable ways to dispose of the land, they abandoned any previous selection plans in favor of location where they owned the most property. The federal land grant exempted any which had already been homesteaded or pre-emptied. Fort Lupton and Henderson, both early established settlements, therefore, were ignored in favor of Hughes Station located between the two. That depot eventually gave rise to the new community of Brighton.[70]

Resentment toward the railroad only grew more bitter as travel guides described the Denver Pacific's route as desolate, mentioning only upstart agricultural colonies and towns the railroad itself created. An 1871 *Travelers' Guide* offered this description:

> When the Denver Pacific Railway was first constructed, there was no village between Denver and Cheyenne, nor within 15 miles of the line, but great efforts have been made to settle up the wild land contiguous to the road; and the town of Greeley, now possessing a population of more than two thousand inhabitants, together with other thriving settlements at Lumry's. Evans and Green City, furnish ample proof of the systematic encouragement which has been given to immigration, and of the attraction which Colorado offers to *bonâ fide* settlers.[71]

But railroad officials did not overlook Fort Lupton's status as an agricultural hub. They quickly installed a seven-car siding south of the old fort for area farmers. By 1874, Fort Lupton was second only to Greeley in the amount of goods it shipped on the Denver Pacific. Passengers, however, were required to stand on a pile of sand and flag down approaching

trains.[72]

The construction of other railroads in Fort Lupton area, however, forced the Denver Pacific, later assumed into the Union Pacific system, to play a more active role in the city. In 1882, the Chicago, Burlington & Quincy Railroad completed a line across southern Nebraska to Denver. Again, as with almost all other transportation routes in the area, the Burlington largely followed the South Platte; at Fort Morgan the railroad's course altered from westerly to southwesterly toward Denver. The closest station to Fort Lupton was at Hudson, approximately 9 miles east. While the Burlington flanked Fort Lupton and the Union Pacific to the east, another railroad would appear to the west. In 1908 David H. Moffat, Jr., a Denver railroad mogul, joined with a group of Laramie- and Denver-based financiers to compete with the Union Pacific, which has become one of Moffat's rivals. The group envisioned a railroad from Denver through Laramie to Idaho. The Denver, Laramie & Northwestern Railroad began at Moffat's own station in Denver. From there the line paralleled the undeveloped west bank of the South Platte River; by this time the east bank was already too densely developed to obtain an adequate right-of-way. The railroad opened to Greeley in 1910 and never built any farther. Serving Fort Lupton was a station at Tracyville, located 1.5 miles due west of town.[73]

The competing railroads, particularly the Burlington, forced the Union Pacific to provide better service to the community. As Cleon Roberts notes, "The competition from the Burlington line, no doubt, had a direct influence in the decision of the Union Pacific officials to put a depot at Fort Lupton."[74] Around 1910, the Union Pacific offered nine passenger trains daily on its line through Fort Lupton. The Burlington and DL&N each had six a day. But such fierce competition eventually ruined the weakest of the three, the Denver, Laramie & Northwestern. The railroad was under-funded, and its location on the unpopulated west bank of the South Platte proved disastrous. The settlements at Moore, Vollmar, Tracyville, and Wattenburg never achieved the status of Platteville, Fort Lupton, and Brighton across the river. David Moffat died in 1911 and many of his smaller railroads died with him. By 1913, the DL&N was bankrupt and entered into receivership. The Great Western Railroad, a subsidiary of the Great Western Sugar Company, purchased the railroad in 1917. Great Western used the line to ship sugar beets from beet dumps to the refineries. The company abandoned the route when improved trucks with beet boxes rendered it obsolete. Many of the small towns on the DL&N remain. Others, like Tracyville, have all but vanished.[75]

In 1912 a new, modern hotel was constructed on the southwest corner of Third Street and Denver Avenue. Like the St. John building, the Hotel McEvers became an instant architectural icon downtown. Union Pacific soon contracted the hotel to lodge its crews during layovers in the town. Thus, the hotel represented yet another incarnation of Fort Lupton's role as a freighter's campground. But the location of Hotel McEvers also signaled a profound shift in American transportation. The older Lupton Hotel was situated within easy walking distance of the Union Pacific railroad station. Without turning onto Fourth Street, travelers on Denver Avenue could not have seen the establishment. The owners of McEvers, however, appear to have recognized that the focus of transportation in Fort Lupton was shifting westward – from the railroad to the highway.[76]

The Automobile Age. The perfection of the internal combustion engine and the resulting

proliferation of the automobile once again reinvented the South Platte River transportation corridor and Fort Lupton. Now cars, on federally funded highways, traveled the route between Denver and the east and required, as did the teams and trains of the past, an array of services, including gas stations, roadside cafes, and motels.

Automobiles had been manufactured in the United States since the 1890s, but they remained a luxury and a novelty – a toy for the very rich. By 1900, inventor-entrepreneurs across the country began experimenting with more low-cost contraptions. Among them was an obscure Irish immigrant farmer – Henry Ford. In 1908, Ford introduced his Model T, a low-cost automobile for the masses. By 1914, the Ford Motor Company was producing 250,000 of the vehicles a year. And each year, the price dropped and mechanization and assembly-line production reduced costs. "No single invention in previous American history had caught on so quickly or had such revolutionary impact on the lifestyles of ordinary people," writes historian Stephan Thernstrom. "None better symbolized the broader transformation of the American economy in the first 3 decades of the twentieth century–the shift to a high consumption consumer goods economy."[77] Moreover, the federal government showed an increased interest in funding the construction and improvement of highways. In 1916 the Federal Aid Roads Act provided states a 50-percent federal subsidy for building roads. The same year, the Colorado State Highway Commission designated 683 miles of primary road, including Denver Avenue through Fort Lupton – the Denver-Greeley Highway. For many years, this was the only paved road in Fort Lupton. By 1929, over 600,000 miles of surfaced highways crossed the United States.[78]

As early as 1911, however, residents could purchase Model 32 Buick cars from the Philip and Allsebrook hardware store in Fort Lupton. That same year's Tomato Day festivities showcased an 18-mile motorbike race. Ed Camp managed the Fort Lupton Motor Company in 1916. A year earlier, enough automobiles plied the streets of Fort Lupton that the town board had to begin passing regulations, including Fort Lupton's first speed limit. The automobile came quickly and prospered in the town.[79]

With the first automobiles on Fort Lupton's streets in 1911, came also the first filling station. Mr. Coffee of Platteville purchased a lot at 447 Denver Avenue, today the location of the Star Theater. He installed a gasoline storage tank under the floor of his station and pumped it by hand into containers. The gasoline was then poured from the containers into waiting automobiles. In 1914, Ora N. Putnam left his job in the coal mines near Erie to purchased the Coffee filling station. By 1916, he had installed some of the most modern pumps in Colorado. Later, Putnam expanded his operation from a filling station to a service station by constructing a large garage directly across the street, at 323 Denver Avenue, in 1917. (This structure is today the United Power office.) Putnam employed at least six mechanics by the outbreak of World War I. In addition, he sold Maxwell automobiles in the new garage. And construction did not end there. In 1919, Putnam razed the 1874 school building on the northeast corner of Denver Avenue and First Street, replacing it with a new service station. He had become such a prominent member of the community that Putnam served three terms as mayor, from 1924 to 1926 and from 1934 to 1938. By 1930, filling and service stations crammed Denver Avenue from the northern to the southern town limits. Remarkably, the corner of Denver Avenue and First Street hosted a filling station on each corner, including the Putnam garage. Even today,

three gas stations remain.[80]

Putnam also pioneered a new building form to appear in Fort Lupton – the automobile showroom. Tellingly, the Maxwell dealership was the first commercial structure in downtown Fort Lupton to exceed the size of the St. John Building.

Nearly identical in its architectural style to the Putnam Garage was Brewster Motors, a Ford dealership located at 214 Denver Avenue. (This structure is now George's True Value Hardware.) In 1917 brothers Ollie, Joe, and John Raymund, better known as J.R., Brewster founded their namesake dealership. Joe died young, leaving the Ford franchise in the hands of his brothers. The Brewsters hired Denver architect John J. Huddardt, who also designed the Fort Lupton Public Library (now the museum) to construct a modern showroom, garage, and filling station for them. The new building was completed in 1928. It originally consisted of a glass-lined showroom at front (west), a service area at the rear (east), and pumps and small building for the filling station, where the parking lot for this building is now located. The Brewsters continued to operate their Ford dealership until 1968, when Ollie and J.R. sold it to Purdy Brothers while maintaining ownership of the building. Interestingly, both the Putnam and Brewster dealerships were constructed on the sites of liveries, providing a direct example of the automobile replacing the horse and carriage. Even today, Denver Avenue continues to host a large dealership, Purifoy Chevrolet.[81]

Other automobile-inspired changes in Fort Lupton had nothing to do with the maintenance of the vehicle, but with its drivers and passengers. Hotel and restaurant owners in Fort Lupton were quick to realize that the automobile required them to alter their businesses. One owner of an old hotel, Van Ness Peckham, brother-in-law to O.E. Frink, remodeled the structure and expanded the dining room to serve passing motorists. But the most impressive automobile-related service enterprise was located on the west side of Denver Avenue at Ninth Street. On the southwest corner, J.S. and Edith Penfold established a service station, now the House of Smoke, in the 1930s. On the northwest corner, they established a café and small grocery store, root-beer barrel drive-in and a motel, the first of its kind in Fort Lupton. The café and grocery were forerunners of today's fast-food restaurants and convenience stores. The motel is a particularly important development in American commercial design. Unlike the Hotel Lupton and Hotel McEvers downtown, the Penfold motel and tourist cabins allowed motorists to park immediately in front of their rooms, greatly expediting the unloading of luggage and children.[82]

After only two decades of the automobile in Fort Lupton, the invention had revolutionized the community's built environment, and more development was on its way. Expansion of the federal highway system and consumption only excelled exponentially following World War II. The number of automobiles in the United States increased 133 percent between 1945 and 1960. This growth was largely the result of a new reality in many suburban areas, including Fort Lupton; in the 1950s, the breadwinner of household drove one car to work in the city while another remained at home for the use of his wife and children. And another huge leap in federal roads funding made all of this possible. Post-war euphoria combined with Cold-War defense spending sparked a huge investment in high-speed, multi-lane, divided highways, the seeds of the modern interstate highway system. In 1955, the Valley Highway was constructed through Denver and around the west side of Fort Lupton to Greeley. Again, the South Platte transportation corridor had been reinvented. However, for the first time since the founding of

the town of Fort Lupton, the major transportation artery would not travel through the center of town. Instead, it skirted the community. Some filling stations and other businesses relocated to the new highway, but Fort Lupton appeared to have been spared the demise of its business district. After all, downtown continues to thrive and Denver and First retained all but one of its filling stations.[83]

Highways even more profoundly altered the post-World War II economy. As the Denver metro area expanded outward from its downtown, Fort Lupton took on a new role as a bedroom community – a desirable and comfortable suburban home.

Bounty of the Earth: Agriculture, Food-Processing, and the Oil and Gas Industries

Fort Lupton occupied a location that gave it a natural advantage over other settlements on the Great Plains. Instead of flowing within a single, established channel, the South Platte River braided through a broad flood plain. The result was an usually verdant pasture, a place to grow hay and other forage before the introduction of irrigation. This flood plain, which became known as the Lupton Bottoms, contributed to the settlement's early development as a freighter's campground and an agricultural center. In addition, the South Platte River transportation corridor, enhanced by rail and concrete or macadam, allowed the area's farmers to sell their produce in Denver, the mountain mining boomtowns, and even eastern markets. After all, Lancaster Lupton grew vegetables and raised livestock for trade at his fort; Blake and Williams continued the trend.

Ranching. And David Crockett Wyatt established his fortune with Fort Lupton hay. A native of Missouri, Wyatt came to Denver during the Colorado gold rush of 1859. As was typical, he returned from the mining camp at Gregory (now Black Hawk) poorer than when he arrived there. With what little money remained, Wyatt purchased land in Lupton Bottoms and began cutting the grasses and selling it in Denver, Gregory, and other mining camps. Before long he was buying hay from other local farmers and established himself as one of the dominant hay producers on Front Range. Soon he began raising sheep and cattle. By 1875, Wyatt was considered one of the wealthiest men in Weld County.[84]

Another Weld County cattleman amassed his fortune originally serving the miners. John Iliff purchased the footsore stock of emigrants and fattened them, selling them again to the mining camps. In time, Iliff ran one of the largest cattle herds in the west, earning him the name "cattle king of the plains."[85]

Before irrigation turned the arid prairies into bands of verdant crops, cattle feeding was the dominant industry around Fort Lupton, controlling the local economy through the 1880s to 1896. With the exception of 1880 itself, unusually wet summers and mild winters in the early 1880s convinced many that fattening cattle on the seemingly limitless grasses of the Great Plains was a risk-free enterprise. At the same time an expanding railroad network carried cattle and meat products to eastern tables increasingly demanding western beef. "…[R]anchers had only to invest in horses and the wages of the cowboy who rode them, a few dugouts, and some primitive corrals," writes Western historian Richard White. "It seemed impossible to lose money." The great cattle bonanza was born.[86]

In Colorado, the cattle bonanza was centered in Weld County, particularly Fort Lupton.

Cattle grazing in the Fort Lupton area began with the need to supply earlier traders and travelers along the South Platte. But the with the Colorado gold rush, demand for meat and dairy products in the mining camps skyrocketed. The construction of the transcontinental railroad through Nebraska and Wyoming in 1867 and the completion of the Denver Pacific in 1870, easily connected Weld County range land and its cattle to the entire country. With its verdant river bottoms and endless expanses of grasses, Weld County led Colorado in the cattle boom. And Fort Lupton's fathers led the cattle barons. On November 30, 1867, cattlemen across the territory met in Denver to form the Colorado Cattle Growers Association. They sought to establish and regulate brands, and control ranges. Taking charge of the meeting was Fort Lupton's own Andrew Williams, who continued to play a major role in the association for years.[87]

Williams was not the only Luptonite involved in ranching. Indeed, most of the town's founding families established fortunes feeding cattle. Among them were the Twomblys, Irelands, and Ewings. David Ewing arrived in the mining camp at Blackhawk in 1859, at the pinnacle of the Colorado Gold Rush. Realizing, like many, that real fortunes lie in suppling camps, Ewing amassed considerable land holdings near the old fort site through the 1860s. Ewing's brand was "FL" for Fort Lupton. David's son William was elected to the town's first Board of Trustees and was a successful businessman. Son Harry was associated with the sugar factory, Kuner-Empson cannery, the milk condensor, and feed mill. He served as vice president of Fort Lupton State Bank and a director of the Lupton Bottom Ditch Company. Harry, who eventually lived at the site of the old fort, donated land for the erection of a commemorative monument.[88]

William G. Winbourn, the founder of the town of Fort Lupton, was himself a prominent rancher. W.G.'s son Thomas C. Winbourn joined his father, running 300 head of cattle on his first homestead south of Greeley. T.C. continued to ranch even after he had settled in Fort Lupton. As the cattle industry waned, T.C. began to raise more horses, selling 400 of them when left the ranching business in 1891.[89]

But like most get-rich-quick schemes in the American West, disaster loomed over the cattle boom. Increasingly overstocked ranges and the introduction of barbed wire led to an unprecedented ecological and economic disaster. By around 1885, 7.5 million head of cattle grazed the Great Plains north of Texas and New Mexico. However, these cattle were eradicating nutritious native grasses and promoting the growth of unpalatable woody plants and forbs. In 1870, a single steer required only five acres of prairie land to support it; by 1880, it needed 50 to survive. In 1885, massive herds struggled to survive on the overgrazed plains just as a bitter winter struck. Some ranchers lost as much as 85 percent of their herds. And conditions did not improve. In 1886, a year of legendary misfortune on the plains, a dry, hot summer led to a winter of early blizzards and temperatures as low as -46 degrees Fahrenheit. While the native bison walked into the fierce winter winds until they found a protective hollow or valley, cattle wandered with the wind. Those that survived the winter were scattered over hundreds of miles. By 1887, many of the cattle barons were bankrupt and the open-range cattle industry collapsed. A smaller-scale, yet lucrative stock feeding industry later reemerged in Colorado and exists to this day.[90]

Farming and Irrigation. Farming faced similar challenges to ranching. Cultivation of lands beyond the bottoms required the interaction of government land policies and small- and large-scale engineering projects to succeed. All had one theme in common: subduing the aridity of the "Great American Desert." Beginning with the Homestead Act of 1862, the federal government created a string of liberal land policies designed to populate the West and place it under cultivation. These laws became more overtly an attempt to bring rain to the Great Plains, particularly the Timber Culture Act of 1873. Richard White explains:

> [The Timber Culture Act] provided a single-quarter section of land to any head of a family who planted and maintained forty acres of trees for ten years. This attempt to forest the prairies recognized a practical problem – the lack of timber on the prairies and plains – but it attempted to solve that problem by accepting the dubious scientific theory that rain follows the plow.... They...believed that trees also encouraged rainfall. By planting trees under the Timber Culture Act, farmers could, in effect, alter the climate and make it more humid.[91]

No less profound than liberal land policies were smaller innovations that made settlement on the plains possible. Among the most important was barbed wire fencing. Another was a prefabricated windmill with a reduced blade surface that made it less likely to blow apart in high winds. But these innovations still rendered the recently broken virgin sod, intact since the last Ice Age, as clumps of dust and despair. Rain did not follow the plow or trees. "Aridity is, after all, the quality that most distinguishes the West from the rest of the country," writes historian Patricia Nelson Limerick.[92] Fort Lupton sat on the cusp of a change that dramatically altered both agriculture and politics in the West – irrigation. By the mid 1860s, the construction of dams, canals, and ditches proved too expensive for individual farmers. Private corporations diverted rivers, dug ditches, and built reservoirs. In exchange, farmers purchased shares of water and agreed to a rental fee for the conduits that brought it to them. With these projects came a new concept in water law that would spark controversies to the present day. Under English common law, rights to water accompanied the land along a riverbank, a doctrine referred to as riparian rights. These landowners could use the water however they wished so long as they did not diminish or contaminate it. In the 1880s, however, Colorado claimed state ownership of water and revoked all riparian right to waters within its boundaries. In its place, the state initiated a Spanish colonial system of prior appropriation; water rights would be granted on a first-come, first-served basis. This concept of prior appropriation became known as the Colorado Doctrine.[93]

The first irrigation endeavor in the Fort Lupton area was also one of the first in the state – Brantner Ditch. Nine area farmers, including Samuel Brantner and Van Buren Kelsey, started building the system in April 1860. It left the South Platte about a mile south of Henderson Island. By 1863, the ditch irrigated hundreds of acres of farmland west of Fort Lupton. That same year, Roger Ireland secured a right-of-way to construct another canal and irrigation system, originally named the Big Bottom Ditch Company but later renamed the Lupton Bottoms Ditch Company. The canal's headgate was located on the west bank of the South Platte, near the mouth of a dry creek. Hiram J. Graham, J. Ross, and Orris Knapp organized the Fulton Irrigation Ditch Company on February 16, 1865. It carried water from the Henderson area to lands east of the South Platte.[94]

Other Fort-Lupton-area pioneer irrigation projects tested the limits of the Colorado Doctrine. On March 23, 1894, David J. McCanne incorporated the McCanne Ditch Company, but his source of water proved innovative and controversial. Earlier in the decade, McCanne, who was trained as a civil engineer, acquired over 120 acres adjacent to his father's farm near Brighton. On that land was a swamp created by a constant stream of water seeping from the ground. To reclaim his land and harness the water, McCanne studied the place for months, finally deciding to cut a ditch along the side of a mesa on the upper end of the swamp. The project worked and McCanne soon discovered he had enough water to irrigate his property and his neighbors' acres. But other irrigation companies quickly claimed that McCanne's project diverted water from them and violated their water rights. In water court, McCanne testified that the stagnant pools did not contribute to previously claimed water flows. The engineer-turned-farmer won the case and set a precedent that landowners with seepage on their property owned the rights to that water.[95]

In 1905, the Denver Reservoir Irrigation Company undertook Colorado's largest irrigation project to that time. The company purchased a number of older ditches – with their water rights – and appropriated all of the upper South Platte's unused waters; it even bore tunnels to obtain water from the west side of the Continental Divide. The largest reservoir in the new system was Standley Lake, which was connected to water sources and to farm fields via a system of 216 miles of ditches. In all, the system could store 255,000 acre feet of water and deliver it at 300 cubic feet per second.[96]

Beyond grains and grasses, staples of Great Plains agricultural production, farmers around Fort Lupton also grew produce for canning and sugar beets. In 1910, the town's canneries were paying for tomatoes, green beans, pickling cucumbers, pumpkins, sweet corn, and cabbage for sauerkraut.[97] Life on the farm in the early twentieth century was a paradox of the old and the new. Horses and wagons converged with tractors and trucks. Engines and motors, especially as water pumps for irrigation, quickly evolved from steam, to internal combustion, to electric. These were the experiences of Henry Allsebrook, as he grew up on the family farm, gracefully named Brooklands, on the south edge of Fort Lupton. One particular passage in his memoir reveals the clash of the pastoral ideal and industrialized agriculture on the farm:

> The farm itself was beautiful, particularly a walk across the meadow and over the river. The slough hid a few fish. On the banks there were many frogs, crayfish, and turtles, while the air above the cattails was filled with dragonflies, caddis flies, and (not so pleasant) a lot of mosquitoes. Nests of red-winged blackbirds were to be found in the cattails around the slough and in the deep grass at other places in the meadows. Bob white quails, which later disappeared from Colorado, were then common, and their nests were usually found rather late in the summer when we mowed the natural grass hay on the lower part of the meadow. Sometimes ducks settled on the slough, and occasionally a great blue heron or an American bittern. Many muskrats lived in the slough, and occasioned us much grief after Father dammed the slough to form a drop for the installation of an hydraulic ram, since they insisted on digging holes through the dam.[98]

Food-Processing Industry. Among the first industries mechanized at the dawn of the Industrial Revolution was food processing. Small flour mills had developed water, wind, and steam-powered, continuous milling processes as early as the eighteenth century. But it was not until the 1880s that inventors and speculators began to experiment with ways to automate all

facets of production. Interconnected to a system of conveyor belts, rollers, and gravity slides, machines greatly simplified complicated tasks, such as brewing beer, canning vegetables, and packing meat. In 1883, the first automatic canning line opened, soldering 50 cans a minute. Not surprisingly, because Fort Lupton represented a point of transition between a rich, agricultural hinterland and a nation-wide transportation network, it became a hot bed of activity for entrepreneurs and investors seeking to develop food-processing operations.[99]

Dairy Processing. The first endeavor of this kind was established in 1890 when A. Leaves opened the Fort Lupton Creamery Company. Orello E. Frink and his wife, Junetta Peckham, later purchased another early dairy processing facility, the Brendell Creamery, and renamed it the Silver State Creamery and Cheese Factory. It was located at the northwest corner of Fifth Street and McKinley Avenue. The two improved the efficiency and profitability of the company, eventually purchasing their own dairy farms and tirelessly experimenting with new ways to process and preserve dairy products.[100]

In the late 1890s, entrepreneurs across the country tried various means of condensing milk for canning. In 1901, J.B. Radcliff (or Rackliff) brought the idea to Fort Lupton, which, by that time, already had an established and productive dairy industry. As usual with these projects, he asked citizens to financially support his endeavor. Colonel Meredith, S.G. Allsebrook, W.H. Davis, and other leading citizens promoted the company. Construction of the factory began on August 5, 1901, but Radcliff's plan for condensing milk, while feasible on paper, failed in practice. Citizen-investors sold the plant in 1903 to the Mohawk Condensed Milk Company of Rochester, New York, which operated it as the Colorado Condensed Milk Company. These citizens managed to recoup their investments and the new owners successfully retooled the factory. With an initial demand of 50,000 pounds of milk per day, many farmers acquired dairy herds. Soon, the economy of Fort Lupton became linked to the monthly cycle of milk checks from the condenser. "Around Fort Lupton," writes Cleon Roberts, "the expression 'when the milk check comes' became synonymous with 'hope.'"[101] Moreover, Fort Lupton-area farmers received income from the condenser, unlike the canneries or sugar factory, all year.[102]

In the early years of the condenser, milk was brought to Fort Lupton each morning in horse-drawn spring wagons. As Henry Allsebrook recalled, farmers often had difficulty getting horses used to the movement of sloshing milk behind them. At the factory, wagons were unloaded into a tank on a scale and weighed. The condenser operated every day of the year, with laborers working 10-hours days.[103]

By 1910, the milk business was the largest farm interest in Fort Lupton; industry promoters cited the area's "luxuriant" alfalfa crop as the reason. This success did not go unnoticed by national-brand condensed milk companies. In 1921, the Carnation Company purchased Mohawk, and subsequently, all Colorado Milk Company factories, which were also located in Johnstown and Loveland. The factory closed in February 1950. Nothing remains of the plant.[104]

Canning. Although he lacked any experience in the industry, Orello E. Frink, always called "O.E.," decided to start a vegetable canning operation in connection with his creamery in 1904. Frink was used to taking risks. In the late 1880s, he operated a wholesale commission house and two meat markets in Denver, and creameries in outlying towns. But in the panic of 1893, Frink lost his businesses. In 1895, he had moved his family to Fort Lupton where he purchased another creamery. He cobbled an addition to his facility and purchased second-hand

and some new canning equipment. Frink's Silver State Canning and Produce Company first processed tomatoes, catsup, and corn. Over the years, Frink expanded his canning operation to snap beans, peas, pickles, pumpkins, and squash. In 1907, Orello fell ill just before he was to attend the first national canners' convention in New York. His daughter, Daisy, went in his place and was the only woman to attend the event.[105]

Frink's operations were so profitable that, in 1908, he sponsored a town-wide festival, Tomato Day. The estimated number of attendees is difficult to determine, but probably was around 3,000, including Governor Henry T. Buchtel. Special trains arrived from Denver. Besides all the free tomatoes, Frink furnished barbecued beef, pickles, corn on the cob, coffee, rolls, and pumpkin pie. The cannery served 1,000 rolls and roasted two steers.[106]

Between 1912 and Frink's death in 1916, canning season expanded from two months to five. As the canning company expanded, so too did its labels: "Overland," "National," "Ruby," "Seal," and "Fort Lupton." The factory largely employed women for the cleaning and packing work, sometimes hiring 200 girls just to snap green beans. Many resided in a two-story dormitory just south of the factory. The cannery was so successful that Frink was able to purchase nine farms on which he experimented with new varieties of produce and machinery.[107]

O.E. Frink died on November 12, 1916. His broker, W.N.W. Blayney, who was familiar with the operation, took over management of the factory. In February of the following year, he organized the Fort Lupton Canning Company. The new firm leased the factory site, buildings, and equipment from Junetta Frink, who maintained ownership after her husband's death. Upon Blayney's own death in 1936, Marguerite Counter, Frink's daughter, became president. Under Counter's leadership, the Fort Lupton Canning Company purchased the factory from Junetta Frink in September 1941. After that date, the company largely rebuilt the factory, installing the most modern processing and canning equipment available. In its heyday, the factory owned a fleet of six semi trucks, which delivered Fort Lupton canned goods to seven states, reaching as far north as Montana and south to Texas.[108]

The company continued to be a dominant force in the local economy and culture for decades, all the time remaining in control of Frink descendants and family friends. But as the town in general shifted from manufacturing-based to a service-based economy, so too did the Fort Lupton Canning Company, which Ben Counter, grandson of O.E. Frink, reluctantly closed in 1979. "It was interest rates that forced us to close," Counter said in a 1983 interview. He also admitted that the factory represented an old way doing things – a way that did not accommodate changes in canning technology and the expense of tin cans. Much of the factory site remains intact.[109]

Across town, on the northwest corner of the Union Pacific right-of-way and Ninth Street, was another canning factory. In the 1890s, merchants and farmers around Fort Lupton clamored for a cannery. They began financing the project through popular subscriptions, as they did for a sugar factory. But the "Dream of Wealth" stalled and, in 1898, they sold it John H. Empson.

Like so many Americans in the late nineteenth century, Empson came to Colorado for his health. He left behind his candy store in Cincinnati but not his daughter, Lida (or Lyda), who was his closest and constant companion. In 1883 he opened another candy store in Denver, but it proved unsuccessful. Friends suggested that, with his business and mechanical sense,

Empson could easily establish a cannery. He and Lida moved to Longmont in 1886, but John's health failed again, and he moved to Estes Park. A year later, a rehabilitated and energized Empson returned to Longmont and immediately established the J.H. Empson & Daughter cannery. At that time, such a prominent business role for a woman was very unusual. But its novelty proved a marketing windfall. The enterprise proved so successful that, even after an 1891 fire destroyed the entire season's pick, Empson was able to build a larger plant and expand into other northern Colorado towns. After purchasing the old Fort Lupton cannery in1898, he appointed H.G. Canis as the first superintendent. Initially, the Fort Lupton cannery processed tomatoes and corn. Contracts to farmers for peas were fulfilled at Empson's main factory in Longmont, which in 1905 was the largest pea cannery in the world. In 1907, Empson established canneries in Loveland and Greeley and pea-vining stations in Berthoud, Johnstown, Ault, and Mead.[110]

A year later, however, Empson sold his Fort Lupton factory to M.C. Barwise, who appointed Wilson Vinson, a nephew, as manager. Empson, meanwhile, sold all of his canneries in 1920 and retired. He died in 1926. A year later, the Kuner Pickle Company purchased the remnants of the Empson empire, renaming itself the Kuner-Empson Company.[111]

John G. Kuner arrived in Denver from Iowa in 1864 and began canning vegetables in the kitchen of his home. By 1872, Kuner gained enough business to purchase a modest factory building and name his enterprise J.C. Kuner and Sons. At John's request, his brother Max, experienced in the pickle business, moved to Denver to assist with the company around 1880. The name changed to the Kuner Pickle Company. The company relocated to Brighton in 1917 and began a period of expansion. Around 1920, the company leased the Barwise cannery in Fort Lupton, purchasing it outright in 1925. As mentioned above, Kuner absorbed the Empson company two years later, briefly returning the Empson name to the cannery in Fort Lupton. Today, nothing remains of this industrial complex.[112]

Grain Milling. According to Sanborn Fire Insurance maps, the Fort Lupton Feed Mill was established before 1908. The facility, located on the northwest corner of Seventh Street and the Union Pacific right-of-way, featured a corn sheller and feed roll, in addition to a hay storage barn. Although it was the only facility of its kind in the area, the Fort Lupton Mill remained a small operation until 1920. In that year, the facility's new owner, Frank Ottesen, greatly expanded and improved the facility, installing two, 50-foot-high grain tanks, of structural clay tile, which could accommodate 10,000 bushels each. The Ottesen Grain Company featured a 66-foot-high grain elevator and two, large feed warehouses. The mill remained in operation until 1975. In 1987, Robert and Mary Vigil purchased the facility for their La Familia Restaurant. It is listed in the National Register of Historic Places.[113]

Sugar Beets. Fort Lupton also became a center for processing one of the most profitable crops in Colorado history. Developments in industrial agriculture allowed sugar producers to increase and process the high saccharin content of sugar beets. In the early twentieth century, the impact of the sugar beet industry was so dramatic that many referred to the crop as Colorado's white gold. After the turn of the twentieth century, three interrelated events led to a dramatic increase in sugar beet production: the increase in irrigated land, the implementation of beet varieties as well as cultivation techniques, and the construction of sugar beet processing factories. An unnamed writer for the Work Progress Administration's Writer's Program (a

New-Deal-era make-work project) called the sugar beet industry "the single largest enterprise based upon irrigation."[114] Historian Leroy R. Hafen, however, suggests the growth of the sugar beet industry promoted the development of advanced irrigation engineering projects in Colorado. Sugar beets required irrigation in late summer when the state's rivers run at a trickle. In response, irrigation companies built reservoirs to store the high water of early spring and released it when farmers needed it for their beets.

Yet, even with the best irrigation methods and soils, traditional varieties of beets produced very little sugar. A new, national interest in the science and technology of agriculture soon changed that. Along with the Homestead Act, Republicans pushed through Congress in 1862 the Morrill Act, which created the land-grant college system. The federal government offered states generous subsidies to establish colleges offering instruction in agriculture, engineering, and military science. Under this plan, Colorado opened its State Agricultural College in Fort Collins. To accommodate its burgeoning research work, the institution established the Colorado Agriculture Experiment Station in 1888, which concentrated much of its early work on improving the purity and percentage of usable sugar in beets. By 1892, the United States Department of Agriculture rated the beets grown in sections of Colorado as the best in world.[115]

Even the best beets, however, were practically worthless without a plant nearby to process them into granulated sugar. While farmers clamored for processing plants, town leaders realized the potential economic boon of the industry. In November 1901, the Great Western Sugar Company completed in Loveland the first sugar factory in northern Colorado. Immediately towns across the region established sugar factory committees and cooked up generally unsuccessful schemes for securing a refinery. In 1900, C.A. Granger, associated with Utah Sugar, approached committees in Greeley and Fort Lupton about building a factory in one of their towns. Unfortunately for Luptonites, a sugar factory in Greeley opened a year later. In Fort Lupton there were initially only sugar beet dumps, the locations at which farmers brought wagonloads of beets to be transferred to waiting railroad hoppers. By 1911, Fort-Lupton-area farmers produced over 25,000 tons of sugar beets, contributing $125,000 to the local economy.[116]

Despite these impressive figures, the lack of a refinery greatly diminished Fort Lupton's economic potential during the sugar beet boom. And sugar factories in nearby Greeley and Brighton reduced the town's chances to ever secure its own refinery. But as they did when the railroad failed to provide them with their own station, Luptonites took matters into their own hands. They guaranteed the Independent Sugar Company, of Fort Morgan, that they would raise $250,000 in the initial stock offering for the factory, which was estimated to cost $4 million. While the size of the planned refinery ultimately had to be reduced, Fort Lupton gained its own sugar factory, called the Industrial Sugar Company in 1919-20. The Great Western Sugar Company, which acquired control of almost all sugar refineries in Colorado, purchased the Fort Lupton factory on August 7, 1925.[117]

In the 1930s, the Great Depression, coupled with Dust Bowl drought, destroyed the Great Plains agricultural economy. The prices of produce grown around Fort Lupton entered a free fall. In 1929, a bushel of potatoes cost $1.40. In 1932, 24 cents would purchase the same bushel. Wheat fell from 96 cents a bushel in 1929 to 24 cents in 1932; hogs went from $12.10 in 1929 to $3.10 in 1933. As a result, some businesses in Fort Lupton, including Platte Valley

Bank, closed.[118]

Compared to other Great Plains towns however, Fort Lupton and many northern Colorado communities weathered the Great Depression remarkably well – probably as a result of the sugar industry. Even though beet growers experienced their smallest harvests on record, ultimately closing the Fort Lupton sugar factory during the 1935 campaign, and even though 84 percent of the people on Weld County farm relief were sugar beet workers, the sugar industry proved financially buoyant during the 1930s. The average value of the sugar beet crop in Colorado during the Great Depression was $25,820,000 a year. While Colorado farmers grew beets on only ten percent of all irrigated land in the sixteen leading beet-growing counties from 1929 to 1939, the average value of the crop totaled 40 percent of the value of all principal crops grown on irrigated land in the state. Moreover, the federal Sugar Act of 1937 reduced tariffs and substituted a more comprehensive, albeit indirect, means of regulating sugar prices, beet prices, grower-processor relationships, and wages of contract. This redistributed beet profits in favor of farmers and field workers at the expense of the processing companies. Ultimately, however, the decision to reduce the size of Fort Lupton's factory during its construction meant that, during the economic pinch of the industry during the 1940s, the Fort Lupton factory could not process enough sugar to remain profitable and it closed. Great Western moved the new equipment it had just purchased for the Fort Lupton factory to Brighton.[119]

Oil and Gas Industry. Over 70 million years ago, the Great Plains were actually the floor of an ancient sea. Layer upon layer of organic matter collected here eventually became sealed in sediment as geological events thrust the Rocky Mountains and the Great Plains from the sea floor. Time, pressure, and heat converted that organic material into coal, oil, and natural gas, the largest sources of energy for modern America. Thus, as farmers reaped their harvests on the surface, industrialists find their crops hundreds of feet below.

The earliest energy extraction endeavors in the Fort Lupton area were coal mines established in the 1860s. Most were located near present-day Firestone and Erie, but a few were closer to town. However the 1870 census listed only three coal miners in the entire county. With the completion of the Denver, Laramie & Northwestern Railroad, on the west bank of the South Platte, in 1910, a coal mine opened at Tracyville, 1.5 miles west of Fort Lupton. The Alpha Mine, as it was known, was opened in 1911.[120]

Oil and gas exploration in the Fort Lupton area remained limited while companies concentrated their efforts in places where oil was easier to extract, such as Texas and Oklahoma. However, beginning in the 1950s, those companies increasingly turned their attention to northern Colorado, particularly Weld County. Soon, drilling rigs and pumps dotted the landscape around Fort Lupton, which is situated above the Spindle and Wattenburg fields. The old Fort site itself was at last dismantled in pursuit of black gold. By 1970, the county produced over 2.5 million barrels of oil per year from 30 named oil fields.[121]

Oil and gas exploration peaked in the 1970s and '80s but reached its technological pinnacle in the 1990s. In 1993, Thermo Carbonics began the construction of a huge cogeneration plant east of Fort Lupton. The facility used natural gas to power an electrical generator. The $200 million project also included the drilling of gas wells throughout eastern Colorado and

western Kansas. Moreover, heated air from the plant was funneled into a sprawling, 20-acre green house, allowing the verdant plant and vegetable fields of Fort Lupton to grow all year long. The company later constructed a second 20-acre greenhouse.[122]

A Town of Diversity: Ethnic Heritage of Fort Lupton

From prehistory to the present, the American Great Plains have been a crossroads of peoples and cultures. With its position on the South Platte River corridor and growth in agriculture-related industries, Fort Lupton has served as a microcosm of the plains. The old fort hosted Native Americans, Mexicans, Spanish, and French. The first settlers in the area, such as the Winbourns, Twomblys, and Ewings, were largely of English and Welsh descent. In later years, Germans from Russia, Hispanics, and Japanese would settle in Fort Lupton to tend and harvest crops and work at processing plants. Their histories and identities contribute to the rich cultural tapestry of modern Fort Lupton.

Germans from Russia. After her rise to the throne 1763, the German-born ruler of Russia, Tsarina Catherine II, better known as Catherine the Great, sought to create in St. Petersburg the splendor of the French court at Versailles, introducing Western European thought and culture to Russia. As an "enlightened despot," Catherine embarked upon an ambitious plan of reform that included settling Western European farmers on Russia's eastern frontier. She also viewed these settlers as a human buffer between her civilized empire and Asiatic invaders.[123] Catherine turned to the poorest of her own people, peasants in the Germanic states, who had endured five generations of military conflict and ruthless nobles and warlords. Heeding Catherine's call, over 27,000 German-speaking Evangelicals from Hesse and the Rhinelands settled in 104 mother colonies on either side of the Volga River in Russia.[124]

As the German settlers arrived on the frontier of Russia, they found a landscape utterly alien to anything they had ever experienced. The treeless, uninhabited steppes of Russia stretched forever into the horizon. Anthropologist and German-Russian Timothy Kloberdanz argues that it was this unusual topography that sculpted the unique worldview of the Germans from Russia who emerged onto the high plains of Colorado. The sheer vastness of the steppe forced the Germans to settle in close-knit, isolated communities. Here they retained the language and customs of the their forefathers while they adapted to the realities of surviving on the brutal landscape.[125] Germans in Russia began to idealize work in their culture. "Work was such an integral part of the Volga German world view that it was sometimes recognized as a personalized presence," Kloberdanz argues. "It was not something to be done; it was someone to be conquered." Repeated often was the Volga German maxim *"Arbeit, komm her, ich fress dich auf!"* (Come, work, I will devour you!) or *"Arbeit macht das Leben süss"* (Work renders life sweet). In time, Germans in Russia developed a callous attitude toward physical burdens; they did not consider women or children exempt from grueling manual labor, and they saw their Russian peasant neighbors as lazy and slow.[126]

Despite German successes on the steppes, Catherine's promises to the colonists were far from eternal. After a series of brutal, anti-tsarist attacks, government officials in St. Petersburg feared that without forced cultural and political assimilation, the realm would crumble. In response, the tsar initiated reforms aimed at "Russification." In January 1874, Alexander pro-

claimed that all residents of the Russian Empire would be subjected to military service in the imperial army. The Germans in Russia were not about to surrender the customs and traditions they had struggled so hard to maintain. But for those who failed to leave by 1897, Russian authorities placed all previously independent German schools under the Ministry of Education and made Russian language instruction mandatory.[127]

While political and environmental crises pushed Germans from the steppes of Russia, economic and political developments in the United States pulled them to the Great Plains. Government land policies, such as the Homestead Act, allowed noncitizens to easily acquire a farm or ranch.[128] Railroads in the American west also desired to establish towns along their otherwise isolated rights-of-way. They sent agents to Europe, and the pledges of land for the landless proved too enticing for Germans in Russia. But perhaps the strongest pull to the United States, especially after the turn of the twentieth century, arose from the development of the sugar beet industry. Germans from Russia had long grown the beet as a garden crop, processing it into a sweet, dark syrup. But Germans from Russia offered the industry more than just know-how; their tenacious work ethic and large families could provide the labor necessary to make sugar beets a worthwhile commodity.[129]

The first Germans from Russia who came to United States arrived in the 1870s from the Black Sea region. From eastern port cities, they settled throughout the Midwest and West, but Kansas, Nebraska, and the Dakotas drew the largest numbers. Those who settled in these areas brought with them hard, Turkey red wheat they had cultivated in Russia, transforming the Great American Desert into the breadbasket of the world. Particularly notable German-Russian populations evolved in Russell and Ellis counties in western Kansas. The earliest to settle in Colorado arrived in 1880-81 as laborers on the Chicago, Burlington & Quincy, which built through nearby Hudson, and the Kansas (later Union) Pacific railroads. In the mid-1880s, a German-Russian settlement evolved in Globeville, northeast of Denver. The first German-Russian laborers arrived to work in sugar beet fields near Brighton in 1886. (Brighton continued to host a far larger German-Russian population than nearby Fort Lupton.) These communities, however, remained small until the boom of Colorado's sugar industry in the first decade of the twentieth century.[130]

The sugar beet industry would have been hard pressed to find the labor it required without Germans from Russia; their large families and insatiable work ethic provided cheap and dependable stoop labor. Conversely, most of the Germans from Russia who toiled in the state's beet fields needed the employment since they arrived too late to take advantage of liberal homesteading policy and land prices were too high for the impoverished immigrants to purchase farms. Emigrating from the Volga River region of Russia, these Germans arrived nearly two decades after those from Black Sea region.[131] Largely Protestant, these immigrants were far more isolated from the outside world and far less willing to assimilate. But the sugar beet industry provided work as well as seclusion to protect German-Russian culture. After exhausting the supply of landless Volga German families in Kansas and Nebraska, the sugar companies began importing German families directly from Russia. In time, Great Western transplanted entire villages to Northern Colorado.

Volga Germans in large numbers first arrived in Weld County shortly after Loveland's sugar factory opened. In the spring of 1902, special trains, sponsored by the sugar companies,

brought hundreds of Volga Russian families from Nebraska and Kansas to northern Colorado. As they tended the fields, the families lived in tents or vacant shacks.[132] The German-Russia laborers proved to be so effective that sugar beet farmers and producers hastened to receive them the next spring. Germans from Russia settled permanently in all sugar-beet towns, including Fort Lupton.

Among the prominent German-Russian families who settled in the Fort Lupton area were the Gabels, Meiers (or Maiers) and Bergers. The Gabels originally came from Goebel, Russia, and first settled in Kansas. Conrad and Katie Gabel then moved to northeastern Kansas. Son Gottlieb, who married a fellow German-Russian, Pauline Meier, eventually purchased a farm, at County Roads 10 and 31, and later one of O.E. Frink's farms, now on South Denver Avenue. Jack Berger, who owned a farm just north of Fort Lupton, was born in Kaler, Russia, in 1905. His wife, Barbara Hochnadel, was a descendant of German-Russians who had originally fled to South American.[133]

Many German-Russian families resided in a basic dwelling known colloquially as a hipped-roof box. This form was ubiquitous to Colorado and strongly connected to the working class. But it was also identified with Germans in Russia and their settlements throughout the western United States. If the lot was large enough, a German-Russian family often constructed a summer kitchen apart from the main house. This was a tradition also carried over from Russia, where each family compound included a courtyard with a *Sommerkuche*. But in general, most German-Russian houses in Colorado were simple and organic – added onto as the family grew or as money allowed.[134]

And many families quickly climbed the ladder from contract laborers, to tenant farmers, to owning their own farms. By keeping living expenses low and working as efficiently as possible, German-Russian farming families amassed considerable savings in a rather short period of time. In just two decades after they arrived, 72.7 percent of sugar beet farm owners in Windsor were Germans from Russia. In 1930, Volga Germans operated 85 percent of all beet farms but accounted for only 15 to 25 percent of contract laborers.[135] "Not all of the German-Russians in Colorado or in the other states have been economically successful, but unquestionably for many immigrants and their descendants, there has been an astonishing and rapid upward mobility," writes Colorado State University history professor Kenneth Rock. "Second- and third-generation German-Russians today include the leading farmers, livestock feeders, merchants, and professional people throughout the irrigated valleys of Colorado and neighboring states."[136]

Hispanics. People of Spanish descent were the first Europeans to enter modern Colorado and walk the banks of the South Platte River near Fort Lupton. Indeed, Mexicans and other peoples of Spanish descent were a fixture at the old trading post. And as Spain ceded most of the rest of Colorado to the United States through a series of nineteenth-century treaties, Mexicans quickly became a significant ethnic group in the United States. (Many, however, regarded themselves as Spanish rather than Mexican because they had settled in the region before Mexican independence in 1821.) While the Treaty of Guadalupe Hidalgo granted these Mexican settlers American citizenship, it did not protect their property rights. Many found themselves displaced and impoverished by the wave of Anglo settlement in the southwest.[137]

This situation only further deteriorated as Mexican nationals left their country in the first half of the twentieth century. Robert Adams describes the problem:

> Mexican migrants were denied a chance to learn and assimilate new customs as they were forced to move from one camp to the next; when they failed to conform they were mocked by Anglo-Americans. In turn, the Spanish Americans who had pioneered southern Colorado found themselves condemned, because of their brown skins, by the new arrivals.[138]

Thus, while Hispanic heritage in Colorado spans centuries, it has been largely supplanted by Anglo culture.

But in 1909, Mexicans began to return to Fort Lupton, seeking seasonal employment. Between that time and 1930, a series of events combined to push even more Hispanic families out of Mexico and the Southwest and pull them into northern Colorado. A half a century of reform in Mexico increasingly divided the country's classes and military. In 1911, the middle class joined peasants and workers to overthrow dictator Porfirio Díaz in a bloody civil war known as the Mexican Revolution (1911-1920). Revolutionary leaders Emilian Zapata and Francisco (Pancho) Villa, through local agrarian leaders, organized massive armies to fight for *tierra y libertad* (land and liberty). While they were widely supported, the revolutionary armies were poorly armed and failed to capture any of Mexico's major cities. The Mexican Constitution of 1917 did address the concerns of many of the revolutionaries, but by that time the conflict, combined with mounting population pressures and economic ruin, drove many Mexicans to seek a more peaceful existence north of the border. In the first three decades of the twentieth century, ten percent of Mexico's total population emigrated to the American Southwest.[139]

Pulling Hispanics to northern Colorado were farmers and the food-processing industry, particularly the Great Western Sugar Company, which found their traditional sources of labor – Germans from Russia – quickly vanishing. Germans from Russia rose quickly from contract laborers, to tenant farmers, to farm owners, at the same time immigration policies tightened and, in the wake of World War I, all but ceased. Consequently, as Germans from Russia left contract labor positions, Great Western and other companies struggled to find replacements. But the "push" factors in Mexico and the southwest made the overtures of labor recruiters all the more appealing. Rumors spread of quick prosperity to be found in the agricultural fields of Colorado. Moreover, government policies limiting European immigration actually made crossing the Mexican-U.S. border easier. Western farm lobbyists convinced Congress to exempt Mexicans from its immigration policies for two reasons. First, without European immigration growers needed a dependable source of cheap labor. Second, they argued that Mexicans had no desire to reside in the United States and would, at the end of the season, return south of the border. Soon, thousands of Hispanic families migrated to and settled in northern Colorado.[140] "Lots and lots of employment attracted Hispanics to Fort Lupton," remembered Rosalie Martel Martinez. Like so many other Hispanic is the area, the Martinez family originally arrived here to toil in the sugar beet fields and canneries.[141]

Like their German-Russians predecessors, Hispanic families scattered onto homesteads and field-side shanties, bunkhouses, or hotels and houses in town. While some of the earliest Hispanic settlers brought their families with them, most were single men who moved frequently as they followed employment. Many did not intend to remain in Fort Lupton, so they

never sought to purchase a home in town. But the evolution of the sugar industry changed this pattern. Officials at Great Western and other sugar companies sought a reliable, local source of labor for their beet fields and factories. Migrant laborers often required an entire season to become skilled at tending beets or working in the factory. But there was no guarantee that that same worker would return the next season. The investment in training would be lost. "The Mexican's practice of moving away in the fall is disadvantageous to himself, to the grower and to the sugar company," writes C.V. Maddux in the October 1923 edition of *Through the Leaves,* Great Western's corporate magazine. "This year it cost over two hundred thousand dollars to ship in beet labor. That is an expense of making sugar, which the industry as a whole has to bear, even though it is for the time being absorbed by the Company without any charge to the grower."[142] Great Western realized that it had to offer migrant workers an incentive to remain in Fort Lupton all year. Thus, the company launched a campaign to provide cheap housing for laborers, education for their children, and even churches and social clubs. These incentives worked and created an influx of migratory labor into Fort Lupton. In 1922, 70 percent of beet laborers already residents of Colorado were Germans from Russia. Only a tenth were Mexican or of Spanish descent. But at the same time, 90 percent of new migratory laborers Great Western brought into Larimer and Weld counties were from Mexico.[143]

By the 1940s, farmers and processors in Fort Lupton came to depend upon Mexican nationals for their labor. Migrant workers were ideal because the harvest and canning seasons only lasted a few months. But housing the temporary workers became an increasingly pressing problem. Then, in 1942, the U.S. Department of Agriculture constructed the Fort Lupton Farm Labor Camp east of town. It consisted of 172 buildings, 46 of which were two- and three-bedroom bungalows for year-round workers. To house seasonal workers, the center featured 109 small cottages, with central restroom facilities, and platforms for tents. The camp also included an auditorium, library, health clinic, classrooms, nursery school, playground, offices, and warehouses. Labor agents imported Mexican and Kickapoo Indian laborers from Mexico and southwest and Sioux Indians from South Dakota.[144]

While the camp was originally supposed to remain under federal control until 1971, President Dwight D. Eisenhower ordered that all federally owned labor camps should be immediately transferred to a "responsible authority" if a need for the camp still existed. With its canneries and fields still requiring vast amounts of labor, Fort Lupton proved its need for the center. The federal government transferred the labor camp to the Weld County Housing Authority on September 28, 1954. But events within the Hispanic migrant labor community, some dating to the late 1920s, were beginning to take their toll on the labor camp.[145]

Living conditions among Weld County's Hispanic migrant workers had become intolerable even in the late 1920s. In 1931, the beet growers association in northern Colorado slashed field wages 25 percent – from $23 to $18 per acre. In Brush and Fort Morgan, prices dropped to $9 per acre. "No family can exist on the wages paid to beet field labor this year," laments labor activist Thomas F. Mahony. "To expect them to do so is cruel and inhuman."[146] The problem, however, was that beet labor prices decreased more than sugar prices and gross income from beets. Using the Agricultural Adjustment Act (1909-1914) as a base period, W. Lewis Abbott found that wages consumed 33 percent of a sugar beet grower's gross income. In 1933, however, only 23 percent of the gross income went to pay wages. During the base period,

farmers received $5.58 per ton of beets and paid $19.08 per acre in wages. In 1933, they received $5.32 per ton, but paid only $13.87 per acre in wages.[147]

Even after the Great Depression, Hispanic field laborers throughout Weld County continued to be underpaid and poorly housed. A 1951 report the National Child Labor Committee found that half of the migrant worker families surveyed in Colorado (many in the Fort Lupton area) lived in one-room houses. Moreover, 92 percent had no means of refrigeration, and only a third could be sure their drinking water was safe, and most families used "'pit toilets,' of which less than 1 in 4 would have passed elementary health inspection."[148] Some growers still considered their Hispanic migrant workers to be nothing more than beasts of burden. W.B. Gross, a Weld County beet grower, reveals in his 1950 testimony before the President's Survey Committee on Migrant Labor an unwillingness among himself and his fellow farm owners to accept the economic realities their migrant workers faced:

> The ability and willingness of the migrant worker to better his condition economically rests with himself. ... No person regardless of race or color is barred from owning land, owning property or any other avenue which he wishes to pursue in which he wants to improve his economic conditions.
>
> ...The migrant child has the same opportunity, educationally, as any other child of school age. The tragedy of the migrant situation is that for some unknown reason the children of migrants are not encouraged by their parents to take advantage of our educational facilities."[149]

The real tragedy was the growers like Gross failed to understand that migrant workers did not have the financial resources to purchase land and could not afford to lose the productivity of a child working in the grower's own fields. And discrimination was so rampant and vicious during the 1940s, that the superintendent of a Weld County school district was quoted as saying, "the respectable people of Weld County do not want their children to sit alongside of dirty, filthy, diseased, infested Mexicans."[150]

But Hispanic migrant workers would not always remain quiet. At the conclusion of a 1942 conference in Greeley, the Commission on Organized Labor and the Problems of the Spanish Speaking People recommended "that we call upon the Trade Unions – A.F. of L., C.I.O and independent – to vigorously champion the cause of Spanish speaking people; to receive them at all times as equal members of their unions; and to make special efforts to prevent any discrimination against them."[151] Meanwhile, the brutality of fieldwork, discrimination, and unceasing poverty propelled a young migrant laborer, Cesar Chavez into a new leadership role. As a champion of Mexican migrant workers, Chavez studied the tactics of the Civil Rights Movement and, in 1965, led a strike against the Delano vineyards in California. Although agricultural laborers were not covered by federal labor laws, Chavez and his United Farm Workers (UFW) managed to sustain the strike for five years. Instead of casting the action as a management-labor conflict, he transformed it into *"La Causa"* (the Cause); the strike became an emblem of Mexican pride and a demand for the rights of full citizenship. By the late 1960s, UFW had spread to the beet and vegetable fields of Colorado and became a powerful political force across the county.[152] It had opened the way for a formative campaign for Hispanic civil rights. Indeed, Armando B. Rendon's 1971 *Chicano Manifesto* cites the Delano strike as the genesis of the Chicano Movement.[153] Thus, the fight for Hispanic civil rights actually began among the poor migrant workers. In Colorado, the once politically impotent *betabeleros* (beet

workers) and other migrant laborers brought about a new era in Hispanic power and pride.

This political agitation among Hispanic migrant laborers quickly arrived at the Fort Lupton Labor Camp. In 1969, laborers at the camp and outside activists formed M.I.A. – Migrants in Action – and conducted "rent strikes" to protest living and working conditions. Leading the protests was Rodolfo "Corky" Gonzales, founder of Crusade for Justice, which organized and concentrated Chicano political power. The agitation soon enflamed Hispanics and Anglos alike. "I remember attending the high school auditorium, which is now the middle school, and having ti filled to the brim with citizens of Fort Lupton," recalled Rosalie Martinez. "Their anger at these protesters was so great you could just feel the hatred." Martinez admitted that she, too, disliked the tactics of the labor camp protesters because she felt a more peaceful solution was possible. "But I have to admire them for walking down that center aisle and having people boo and hiss and stamp their feet."[154]

According to Ruth Rice, whose husband, Jennings Lee Rice, was superintendent of the camp, the media, particularly the *Denver Post,* only fanned the flames. She complained that while reporters printed every word of the protesters, especially the rhetoric of Corky Gonzales, they never interviewed her husband, who endevored to operate a clean, orderly camp despite impossibly tight budgets and growing dissent. "They reported horrible conditions in the camp," she recalled. "They referred to us as oppressors."[155]

By fall, the Weld County Housing Authority began circulating a petition among farmers asking them whether the camp is needed or should be destroyed. At the same time Colorado Rural Legal Services refused to continue its representation of the increasingly militant M.I.A. Wishing to avoid political confrontation, area farmers overwhelmingly approved demolition of the camp. One set of petitions, submitted to Governor Love, contained 500 signatures in favor of closing and only five against.[156]

In November 1969, District Judge D.A. Carpenter closed the Fort Lupton Labor Camp. But members of M.I.A. defied the order. A newspaper article for this period suggests that the group was connected to a far larger movement of American dissent:

> Two weeks ago there were about 40 migrants and their families left at the cam. In the following days. Other supporters, including some 'hippies' slipped into the camp and it was estimated there were over 90 housed at the camp last week."[157]

Following weeks of protests and legal maneuvers, the remaining residents of the camp left. It was officially closed at the end of 1969 and dismantled. The grounds of the camp have largely been developed as Lancaster subdivision. The original farm house on the site, used as the camp's office, remains.[158]

Hispanic political activism in Fort Lupton did not end with the closing of the labor camp. Indeed, many became leaders of the community, including Joe Martinez, who served on the city council from 1974 to 1976, as mayor from 1976 to 1980, and ran for the state House of Representatives in 1980.[159] "...Colorado's Hispanics and Chicanos appreciate the hardships and obstacles overcome by their parents and grandparents so that they could capture a share of the American Dream," writes José Aguayo in his article on Hispanic workers in Colorado's beet fields. "And many are thankful for the rich legacy of social and moral values carried down to them by their indigenous and Spanish forebears."[160]

Japanese. Large numbers of Japanese immigrants first came to United States in the late nineteenth century through San Francisco, Seattle, and other ports in the Pacific Northwest. While many remained in Washington, Oregon, and northern California, others followed work eastward on railroads and farms. By 1900, Denver boasted a sizeable Japanese community, rivaled only by Fort Lupton. Here, the nexus of farms and the food-processing industry provided opportunities for many Japanese families.[161]

At first, these laborers settled in Fort Lupton only through the harvest, residing in tents. But they soon gained a reputation for their hard work and attention to detail. "The reputation of the Japanese spread far and wide," writes Matajuro Watada, a Japanese native who came to the Fort Lupton area in 1915. "They came to be known as industrious, hard working, diligent, honest, and faithful. The stories of their unexcelled conduct and achievement became a byword, and the Japanese readily found employment of all types."[162] Beginning in 1902, with the encouragement of Frink and the owners of other food-processing plants, many Japanese families settled permanently in Fort Lupton, including the Kurokawa, Hayashida, Enomoto, Koshio, Eguchi, and Miyamoto families.[163]

By 1908, Japanese culture had become so entrenched in Fort Lupton that exhibits of *Jujitsu, Kendo, Naganta,* and *Yari* were focal points of O.E. Frink's annual Tomato Day. Over four hundred Japanese residents and their friends took part. Roberts explains the latter three events:

> *Kendo* presented a breath-taking sight as the contenders wore metal masks with heavily padded tops and an armor of split bamboo on the chests and hips. Points were scored for certain areas reached. Some areas were forbidden with a heavy penalty for infringement. The weapons were lance-like poles, about eight or ten feet long. The resounding whacks as they hit each other's heads made the spectators shudder. The participants were matched as individuals and as teams.
>
> *Nagata* was a fencing contest between teams of women. Their lances were about six feet long with a curved hook at the end. The object was to disarm the opponent by snatching her wand.
>
> *Yari* was sometimes called sword-jitsu. The participants were men, and it was more of a fencing bout with lances forty-two inches long and blunt spear tipped.[164]

Fort Lupton's Japanese residents concluded Tomato Day festivities with a fireworks display.[165]

By 1910, Japanese families operated 51 farms – 3,000 acres – in the Brighton-Fort Lupton-Platteville area. To protect themselves against unfair land rents, these farmers organized the Lupton Japanese Association two years earlier. In 1915, the association acquired the old, two-story, brick school building on the southeast corner of Ninth Street and Main Avenue. It quickly became the social and religious center of Fort Lupton's Japanese community. The building hosted the Ho-Onko Japanese Language School, which used Japanese university students to teach their language to a new generation. The name was later changed to the Northern Colorado Japanese Grammar School.[166]

The Japanese population in Fort Lupton and Denver expanded so dramatically that, in 1915 or '16, Rev. Banryu Yatsubuchi of the Kumamoto Prefecture established the first Buddhist temple in Denver. By 1922, the number of Buddhists in Fort Lupton was large

enough to form the Lupton *Kyudokai* (or congregation). Founders included Mrs. and Mrs. Yasokichi Takaki, Kyusaburo Murakoshi, Toichi Kato, Jutaro Kato, Shunpei Momii, Mr. and Mrs. Gohachi Nakata, Mrs. Rise Yoshida, and Mrs. Kiku Tani. Services were held the first Sunday of each month. In February 1925, the groups opened the Fort Lupton Buddhist Sunday School.[167]

Delegates from the Buddhist communities in Fort Lupton and Brighton gathered at Yamato Hall on January 2, 1928, to discuss separating from the Denver Buddhist Temple to form their own temple. Only Fort Lupton became independent; establishing the temple were Tomotaro Okamoto, Taneji Koshio, Tetsuiche Yasuda, Matasaburo Enomoto, Toichi Kato, and Senichi Nishmoto. In May, Rev. Zesei Kawasaki came to the Fort Lupton temple from Canada. With his wife, Kawasaki also conducted Japanese language classes.[168]

But the most profound example of the Japanese presence in Fort Lupton and, in return, the acceptance of Anglos and other ethnic groups in the community, was the construction of a formal Buddhist temple. Rev. Kawasaki conducted the rites for the laying of structure's cornerstone on the morning of May 12, 1939. Construction on the temple, located at the corner of Ninth Street and Main Avenue, was soon under way, employing the time and talents of not only the Buddhist community, but of many Luptonites not connected with the temple. Work was halted during the summer growing season and fall harvest. It resumed in October and workers continued in all kinds of weather until they completed the structure. The temple was formally dedicated on March 2, 1940.[169]

Relations between Anglos and Japanese across the United States, however, soured after Japan attacked the American Pacific Fleet at Pearl Harbor on December 7, 1941. Suspicions arose among Anglos that Japanese Americans would serve their motherland over their new homeland. In March 1942, the federal government began rounding up all people of Japanese origin, citizens and noncitizens, and transported them to detention camps. "The Japanese race is an enemy race," quipped Gen. John L. DeWitt, chief of the West Coast Defense Command, "It makes no difference whether he is an American citizen or not."[170] By fall, the United States government forced more than 100,000 Japanese-Americans, mostly from the Pacific Northwest, to leave their homes and their jobs for desolate, poorly equipped detention camps, one of which was located near Granada, Colorado.

In Fort Lupton, the Japanese Association and Japanese Language schools quickly closed. Members of the Buddhist temple elected to suspend gathering for services and turned over leadership to those who were American citizens. Families began favoring English over Japanese. But because the Japanese community was so well integrated in Fort Lupton, little resentment or hostility persisted in the community.[171]

Indeed, Colorado became a haven for displaced Japanese Americans. Governor Ralph Carr detested the policy – especially the presence of a detention camp in his own state – and invited Japanese families to reside freely in Colorado throughout the war. Many of these families who accepted the governor's invitation came to Fort Lupton. Attendance at the Buddhist Temple swelled, allowing the congregation to pay off its entire mortgage by 1943.[172] Some Japanese residents of Fort Lupton actually remembered World War II as a positive time for the community. "It was kind of funny because we met so many new people," remembered Daisy Funakoshi Kiyota. "...Usually there was only four or five Japanese in a [public school] class,

and when everyone evacuated, I graduated with 14 Japanese in the class. ...It was very good."[173]

Despite the injustices committed by the government of their new homeland, many first-generation Japanese Americans still desired to become citizens. Thus, in the late 1940s and '50s, the temple became a center for citizenship classes, led by second-generation Japanese Americans. In 1954 and '55, many *issei*, or first-generation Japanese Americans, became full citizens. For Matajiro Watada, the scene at the courthouse in Greeley was one of bliss: "The happy, smiling faces of those elderly *issei* I shall never forget."[174] Japanese-Americans continue to be an integral part of the Fort Lupton community and symbol of the remarkable diversity of this remarkable place.

Physical Context: Natural and Topographical Features

The City of Fort Lupton is located on the east bank of the South Platte River, which meanders through a broad floodplain vegetated with willows, cottonwoods, and choke cherries. While the foothills and peaks of the Rocky Mountain are visible in the distance to the west, the town itself occuppies a nearly flat shelf on the Great Plains, between the river bottom to the west and sand hills to the east. Elevations in the city range from approximately 4,900 to 4,920 feet above mean sea level.

Most streets in the city are macadam paved, with concrete gutters, curbs, and sidewalks. Lining the streets of residential areas are large, shady elm, cottonwood, and other hardwood trees. Most houses feature planted grass yards with mature landscaping. In the downtown area, which flanks either side of Denver Avenue from First Street to Seventh Street, most structures are adjacent to the sidewalk, leaving little room for landscaping.

SECTION IV

Research Design

Objectives

As suburban neighborhoods spread outward from metropolitan Denver, Fort Lupton faces increased pressure from developers. At risk is the community's heritage and, ultimately, its identity. But before making planning decisions to protect these resources, Fort Lupton must first compile its history and inventory its historic structures. Sound data is the cornerstone of sound planning. Thus, this project is an attempt to gather the information necessary to continue and enrich a historic preservation program in Fort Lupton. The survey had the following goals:

1. Identify no less than 10 properties directly associated with historical trends developed in the historical context.
2. During visits to each property, produce a detailed and accurate site and architectural description.
3. Thoroughly research and write histories for each property.
4. Merge architectural and historical information onto site forms.
5. Assess the historical significance of each property, determining individual eligibility for the National Register of Historic Places, the Colorado Register of Historic Properties, or as a Fort Lupton Landmark.
6. Make recommendations based on the information compiled through this survey.

Scope

Initiall, all properties within the Fort Lupton city limits were considered eligible for this survey, with the understanding that no less than 10 would be selected. However, only those properties with an overt link to the associated historical context and with at least a moderate level of physical integrity were ultimately surveyed. This encompassed 12 properties spread throughout the city.

Planned Methodology

With the approval of the Historic Preservation Board, SWCA personnel selected properties based on their relevance to the historical context and overall physical integrity. Thus, some

properties with a high level of physical integrity were not selected because they did not express an overt connection to the context. Conversely, certain properties which expressed historical and architectural themes developed in the context were also not selected because of their low level of physical integrity.

After choosing properties to survey, SWCA personnel developed a methodology as follows. (A full description of each step is provided in the next section.)

1. Preliminary research.
2. Fieldwork.
3. Intensive research.
5. Formal documentation and determination of significance.

Previous Research

Only three archaeological and/or historical sites in the Fort Lupton area have been identified, surveyed, and recorded within the files of the Office of Archaeology and Historic Preservation (OAHP), Colorado Historical Society, Denver. Site 5WL750 includes the location of Fort Lancaster/original Fort Lupton, the trading post Lancaster Lupton established in 1836. Surveyed by OAHP in November 1982, the site was determined not eligible for individual listing in the National Register. A decade later, the fort site was determined *officially* not eligible. In May 1998, Tatanka Historical Associates surveyed site 5WL2708, the Ottesen Grain Company Feed Mill (now La Familia Restaurant). It was listed in the National Register on November 5, 1998. It is the only property within Fort Lupton currently listed in the National or State registers. In June 2001, James M. Brechtel, Consulting Archaeologist, survey site 5WL4038, Appel Farm Estates, located on Colorado Highway 52 in Fort Lupton. The property, which includes a late Victorian-era farmstead and barn, was determined officially eligible in July 2001. It is not listed in the National Register. In May 2001, Ron Sladek, of Tatanka Historical Associates, conducted a reconnaissance survey of all historic buildings in Fort Lupton. That survey served as a stepping stone to this current project. In addition, the Historic Preservation Board has evaluated and listed a handful of properties for Fort Lupton Landmark status. Of those properties, the Fort Lupton Buddhist Temple, St. Andrew's Episcopal Church, and the old Fort Lupton Public Library are included in this survey.

Table 1. Results of File Search of Previous Surveys in the Fort Lupton Area

Address	Site Num.	Historic Name	Date	Recorder	Nat. Reg. Eligibility
1701 Factory Drive	5WL750	Fort Lancaster/Old Fort Lupton	November 1, 1981	OAHP	Field Not Eligible
			September 9, 1982		*Officially Not Eligible*
815 Seventh Street	5WL2708	Ottesen Grain Co. Feed Mill	May 29, 1998	Tatanka Historical Asscts.	Officially Eligible
			November 5, 1998		*Listed*
State Highway 52	5WL4038	Appel Farm Estates	June 1, 2001	James M. Brechtel	Field Eligible
			July 30, 2001		*Officially Eligible*

SECTION V

Methodology

This intensive-level survey was conducted by Adam Thomas on March 26, April 22, and April 24, 2003. The following steps were followed to complete the intensive-level survey.

1. Preliminary research. Before commencing fieldwork, Mr. Thomas acquired basic property information for each parcel selected. The first step was to conduct a file search at the Weld County Tax Assessor's Office. Mr. Thomas then acquired city directory entries and applicable Sanborn Fire Insurance maps. Much of the background information was also gleaned from the collection of David Norcross, who has amassed articles, legal records, and photographs for many of Fort Lupton's historic buildings.

2. Fieldwork. Mr. Thomas first walked each property, checking it against current Weld County tax assessor maps and historical Sanborn maps. Structures no longer extant were removed from the maps while those not depicted were measured and drawn in. Then, he recorded the architectural features of each building on the property and gathered evidence to create a construction history based on field observations and historic records. Mr. Thomas then photographed each structure, with no less than two angles of the principal structure and one each of associated outbuildings and structures. The photographs were captured on black-and-white, 35-millimeter film. Negatives were printed onto 4-inch by 6-inch archival-quality glossy photo paper. SWCA also produced each image digitally, transferring them onto a standard compact disc (read only memory).

3. Secondary research and individual property histories. With preliminary documentation and fieldwork completed, Mr. Thomas then proceeded to investigate the histories of each property. The first step was to produce a chain of title through warranty and quit claim deeds, when available, at the office of the Weld County Clerk and Recorder in Greeley. With a list of owners and residents, he then used the resources of the David Norcross collection, the Fort Lupton Museum, and the Greeley Public Library to create short biographies of each owner or resident when possible. Mr. Thomas also interviewed people associated with the properties when they were available.

4. Formal documentation and determination of significance. The final step of the survey was to merge all architectural and historical data for each property onto the standard Colorado Cultural Resource Survey Architectural Inventory Form (OAHP 1403). This was accomplished through Archiventory software, a Microsoft Access database. The accumulated historical data and assessments of physical integrity allowed Mr. Thomas to determine the significance of each property based on the criteria in the following sections.

Determination of Significance

Properties in Fort Lupton were assessed for their historical and architectural significance on three related levels: local, state, and national. Each parcel was ranked on a four-step scale that considered the combined levels of historical significance and physical integrity, based on the four criteria of significance and seven standards of integrity developed for the National Register. Those rankings are, from low (not significant, low physical integrity) to high (very significant, high physical integrity):

1. Not eligible;
2. Individually eligible, Local Landmark;
3. Individually eligible, Colorado Register; and
4. Individually eligible, National Register.

City of Fort Lupton Landmark Criteria

The Fort Lupton Historic Preservation Board reviews all applications for Fort Lupton Landmarks and districts, forwarding them to the City Council for final approval. Fort Lupton Landmark designation is based upon three major criteria. A property must meet at least one of the criteria, which are each divided into specific categories.

A. Historical Importance:

1. Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;
2. Is the site of an historic event with an effect upon society;
3. Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;
4. Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance:

1. Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;
2. Embodies those distinguishing characteristics of an architectural type or specimen;
3. Is the work of an architect or master builder whose individual work has influenced the development of the city; or
4. Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance:

1. Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.
2. Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

Colorado State Register of Historic Properties

The Colorado State Register of Historic Properties requires that a property nominated for listing must meet one of five criteria. The process is based upon the National Register of Historic Places except that the State Historic Preservation Officer in Denver makes the final determination rather than the Keeper of the National Register in Washington, D.C. A property listed in the National Register is automatically added to the State Register. The criteria for listing are as follows:

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

The National Register of Historic Places

The National Historic Preservation Act of 1966, as amended, created the National Register of Historic Places, which is administered by the National Park Service. Criteria for National Register eligibility are set forth in Title 36, Part 60, of the Code of Federal Regulations and are as follows:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody 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; or
D. That have yielded, or may be likely to yield, information important in prehistory or history.

Determination of Period of Significance

For this survey, the period of significance varies from property to property. In most cases, the beginning date corresponds to the earliest date of construction or, in the case of multiple-building parcels, the date of the oldest structure's construction. Similarly, the end date for the period of significance is 1953, corresponding to the 50-year minimum generally necessary for

a property to be eligible for listing in the National Register. Properties younger than 50 years are not considered individually eligible for the National Register or State Register, unless, as described in *National Register Bulletin: How to Complete the National Register Registration Form,* the property was "of exceptional importance" (Criteria Consideration G).

Contributing/Non-contributing Resources within a Potential District

The National Park Service defines a district as a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by a plan or physical development." Individual properties are determined contributing or non-contributing to the district based on the criteria established for individual property eligibility. Structures less than 50 years old are considered contributing to a potential district if they exhibit the historical or architectural trends developed in an associated historical context.

Because the properties inventoried in this particular survey come from a variety of neighborhoods across Fort Lupton, they were not assessed for their contribution to a potential district. To make such an assessment, all properties in a particular area should be surveyed and assessed for their contribution to the potential district.

SECTION VI

Results

This survey inventoried 12 properties in the City of Fort Lupton. Of them, five were determined individually eligible for the National Register and 11 were recommended for listing on the Colorado Register, including the five National Register properties. All 12 were considered eligible as Fort Lupton Landmarks; three of those properties have been previously nominated. Because these properties were scattered across Fort Lupton, district eligibility was not determined. The results of this survey are summarized below in tables and maps. Tables are sorted by site number and address.

SUMMARY OF RESULTS

Total Survey Area

Properties surveyed:	12
Eligible for listing in the National Register:	5
Eligible for listing in the Colorado Register	11 (includes NR properties)
Eligible for listing as Fort Lupton Landmarks:	12 (includes NR and SR properties; 3 properties previously listed)

Table 2. Architectural Survey Log by Site Number

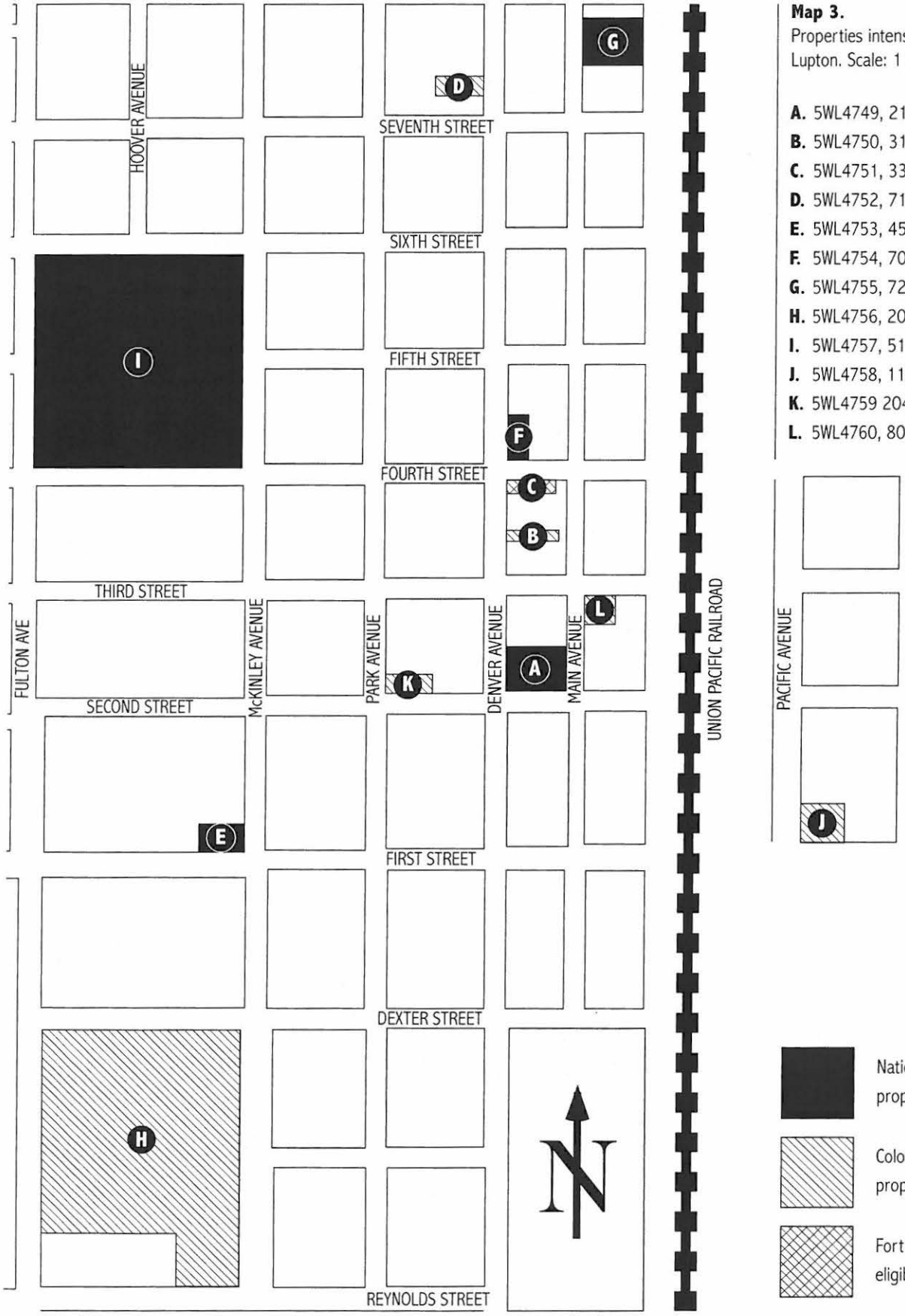
Site Num	Address	Historic Name	Est YOC.	Eligibility		
5WL4749	214 Denver Avenue	Brewster Motor Company	1928	NR	SR	LL
5WL4750	312 Denver Avenue	Putnam Garage/Star Theater	1909-11		SR	LL
5WL4751	336 Denver Avenue	Knights of Pythias Hall/Winbourn(e) Hall	1889-91			LL
5WL4752	711 Denver Avenue	John Corcoran House	1903		SR	LL
5WL4753	453 First Avenue	Fort Lupton Public Library	1929	NR	SR	LL*
5WL4754	701 Fourth Street	St. John Building	1913	NR	SR	LL
5WL4755	720 Main Avenue	Fort Lupton Buddhist Temple	1939-40	NR	SR	LL*
5WL4756	200 South McKinley Avenue	Fort Lupton High School	1931-32		SR	LL
5WL4757	511 McKinley Avenue	Brendell Creamery / Fort Lupton Canning Company	1943	NR	SR	LL
5WL4758	110 Pacific Avenue	Thomas C. Winbourn House	1895		SR	LL
5WL4759	204 Park Avenue	St. Andrew's Episcopal Church	1908		SR	LL*
5WL4760	806 Third Street	Dr. Stephen J. Hubbell House	1884-85		SR	LL

NR = National Register; SR = State Register; LL = Local Landmark
* previously listed as a Fort Lupton Landmark

Table 3. Architectural Survey Log by Address

Address	Site Num	Historic Name	Est YOC.	Eligibility		
214 Denver Avenue	5WL4749	Brewster Motor Company	1928	NR	SR	LL
312 Denver Avenue	5WL4750	Putnam Garage/Star Theater	1909-11		SR	LL
336 Denver Avenue	5WL4751	Knights of Pythias Hall/Winbourn(e) Hall	1889-91			LL
711 Denver Avenue	5WL4752	John Corcoran House	1903		SR	LL
453 First Avenue	5WL4753	Fort Lupton Public Library	1929	NR	SR	LL*
701 Fourth Street	5WL4754	St. John Building	1913	NR	SR	LL
720 Main Avenue	5WL4755	Fort Lupton Buddhist Temple	1939-40	NR	SR	LL*
200 South McKinley Avenue	5WL4756	Fort Lupton High School	1931-32		SR	LL
511 McKinley Avenue	5WL4757	Brendell Creamery / Fort Lupton Canning Company	1943	NR	SR	LL
110 Pacific Avenue	5WL4758	Thomas C. Winbourn House	1895		SR	LL
204 Park Avenue	5WL4759	St. Andrew's Episcopal Church	1908		SR	LL*
806 Third Street	5WL4760	Dr. Stephen J. Hubbell House	1884-85		SR	LL

NR = National Register; SR = State Register; LL = Local Landmark
* previously listed as a Fort Lupton Landmark



Map 3.
Properties intensively surveyed in Fort Lupton. Scale: 1 inch ≈ 400 feet.

A. 5WL4749, 214 Denver Avenue
B. 5WL4750, 312 Denver Avenue
C. 5WL4751, 336 Denver Avenue
D. 5WL4752, 711 Denver Avenue
E. 5WL4753, 453 First Avenue
F. 5WL4754, 701 Fourth Street
G. 5WL4755, 720 Main Avenue
H. 5WL4756, 200 S. McKinley Avenue
I. 5WL4757, 511 McKinley Avenue
J. 5WL4758, 110 Pacific Avenue
K. 5WL4759 204 Park Avenue
L. 5WL4760, 806 Third Street

National Register-eligible property

Colorado Register-eligible property

Fort Lupton Landmark-eligible property

Recommendations

The following recommendations focus on preserving, protecting, and promoting Fort Lupton's cultural resources. The cultural resources of the city are varied and rich, worthy of consideration in planning efforts.

RECOMMENDATION 1:
Formally Nominate Properties Eligible for the National Register, the Colorado Register, or as a Fort Lupton Landmark

All of the properties inventoried through this survey retain enough physical integrity and reflect a high enough level of historical and architectural significance to warrant individual recognition in the National Register of Historic Places, the Colorado Register of Historic Properties or as a Fort Lupton Landmark.

National Register Individually Eligible Properties

The following properties deserve special recognition on a national level for their architectural and historical significance and retain enough physical integrity to communicate that significance.

- **214 Denver Avenue (5WL4749)**
  Brewster Motor Company / George's True Value Hardware

This property is significant under Criterion A for its association with the development of automobile-related commerce in Fort Lupton. Because of its location at the midway point on the main highway between Denver and Greeley, Fort Lupton developed an array of automobile-related services, including dealerships, filling stations, and service stations. All three were combined at the Brewster Motor Company building. Moreover, the structure is significant under Criterion C as an intact example of early twentieth-century commercial design. Its sprawling, one-story plan, lined with plenty of windows, was a departure from the town's generally narrow store fronts. The building was designed to accommodate the automobile while continuing the tradition of commercial district display windows. This property should be considered individually eligible for the National Register of Historic Places, the Colorado State Register of Historic Properties, and as a City of Fort Lupton local landmark.

- **453 First Avenue (5WL4753)**
  Fort Lupton Public Library / Fort Lupton Museum

This property is significant under Criterion A for its association with the maturation of Fort Lupton and the philanthropic efforts of 1920's era women's groups to expand the community's cultural opportunities. The successful financing and construction of a formal library building indicated the towns willing embrace of enduring cultural facilities. As well, the newly

empowered women's groups of the era commonly funded such community improvement projects. Moreover, the building is significant under Criterion C as an intact example of beaux-arts architecture executed on a small scale. It is the only formal, Romanesque building in Fort Lupton. It should be considered individually eligible for the National Register of Historic Places and the Colorado State Register of Historic Properties. It is already listed as a City of Fort Lupton local landmark.

- **701 Fourth Street (5WL4754)**
  St. John Building

This property is significant under Criterion A for its association with the development of Fort Lupton's commercial district. Since the platting of Fort Lupton in 1882, this corner has been the anchor of the downtown commercial district. It hosted the town's first retail outlet. After a fire destroyed that building, Edgar St. John complete this elegant edifice to crown Fort Lupton's business district and represent its maturation from frontier town to commercial center. This property is also significant under Criterion C because it is an intact, early-twentieth-century commercial structure exhibiting overstated Beaux Arts architectural details then popular for major public buildings such as railroad stations and libraries. It is the preeminent commercial structure in downtown Fort Lupton. This property should be considered individually eligible for the National Register, State Register, and as a Fort Lupton Landmark.

- **720 Main Avenue (5WL4755)**
  Fort Lupton Buddhist Temple

This structure is significant under Criterion A for its association with the Japanese community and Buddhism in Fort Lupton and Colorado. Fort Lupton hosted a Japanese population exceeded only by Denver. Moreover, this temple is one of only a handful of Buddhist structures in Colorado and is a symbol of cooperation between Japanese Americans and the larger Fort Lupton community. As well, this temple is significant under Criterion C as an intact example of Craftsmen architecture, representing a harmonious union of Asian elements applied to a popular American form. Moreover, these stylistic applications are made over a structure that, with its structural clay tile and metal-frame, multi-light windows, represents an industrial design. While a property owned by a religious institution or used for religious purposes is generally not considered eligible for listing in the National Register of Historic Places, this property qualifies under Criteria Consideration A because it derives is primary significance from its historical importance – that is as a symbol of cultural and civic development in Fort Lupton. The property should be considered individually eligible for the National Register of Historic Places and the Colorado Register of Historic Properties. It is already recognized as a City of Fort Lupton local landmark.

- **511 McKinley Avenue (5WL4757)**
  Brendell Creamery / Fort Lupton Canning Co. / Fort Lupton Industrial Center

This property is significant under criterion A for its association with the development of the agricultural-industrial economy in Fort Lupton and the South Platte Valley, particularly the vegetable canning industry. It is the only remaining example of a facility of its kind in Fort Lupton and a symbol of a community developed through agriculture and agricultural processing. The property is also significant for its association with the Japanese and Hispanic communities, many of whom settled in Fort Lupton because of employment at the factory or the fields that supplied it. The entire factory site should be considered as a district eligible for the National Register of Historic Places, the Colorado State Register of Historical Properties, and as a City of Fort Lupton local landmark.

Colorado Register of Historic Properties

The following properties deserve special recognition on the state level for their architectural and historical significance and retain enough physical integrity to communicate that significance.

- **312 Denver Avenue (5WL4750)**
  Star Theater

This property is significant under Criterion A for its association with entertainment, particularly cinema, in Fort Lupton. For most if its history, the Star was the only movie theater in Fort Lupton and a social center in the small town. While this structure was the fist filling station in Fort Lupton, its association with entertainment–combined with the necessary structural modifications–limits its ability to communicate its significance as a garage. Therefore, the period of significance begins in 1917, when the structure became a movie theater. However, the combined levels of historical significance and physical integrity are not the extent that this structure would qualify for individual listing in the National Register of Historic Places. It should, nonetheless, be considered eligible for the Colorado State Register of Historic Properties and as a local landmark.

- **711 Denver Avenue (5WL4752)**
  John Corcoran House

This property is significant under Criterion C for its singular architectural style and innovative use of materials. The structure expresses extremely restrained classical elements on a form designed to appear particularly massive. In addition, the tinted-aggregated, ornamental concrete block represents an innovative use of materials rarely seen in Fort Lupton. While the extent of architectural significance is not to the extent that this property would qualify for individual listing in the National Register of Historic Places, it should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

- **200 South McKinley Avenue (5WL4756)**
  Fort Lupton High School / Fort Lupton Middle School

This school is significant under Criterion C because it is an excellent example of collegiate Gothic architecture, a style popular for academic buildings constructed in the 1920s and '30s. It is the only building of its kind in Fort Lupton and is visually important because of its commanding location along South McKinley Avenue. While the structure has been extensively expanded, those additions have been limited largely to the ends (north and south elevations), preserving the original façade. Moreover, these additions use compatible materials and are stylistically sensitive to the design and feel of the original core. While these modifications would make it difficult to list this property in the National Register of Historic Places, the school should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

- **110 Pacific Avenue (5WL4758)**
  Thomas C. Winbourn House

This property is significant under Criterion B for its association with Thomas C. Winbourn. The Winbourns were among the earliest permanent settlers in the Fort Lupton area, and Thomas's father, William Grant Winbourn, was an early leader in Weld County politics. William platted and incorporated the town of Fort Lupton on land belonging to Thomas and himself. Thomas became Fort Lupton's first mayor and played a major role in the development of the community. This property was his home throughout his adult life in Fort Lupton. While the level of historical significance and physical integrity are not to the extent that this property would qualify for individual listing in the National Register of Historic Places, it should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

- **204 Park Avenue (5WL4759)**
  St. Andrew's Episcopal Church

This structure is significant under Criterion A for its association with early civic and religious development of Fort Lupton. One of the earliest churches organized in the Fort Lupton area, this particular property has been in continuous use by the same congregation since its construction in 1908. It was also the only Episcopal Church in a 200-square-mile area until the construction of St. Elizabeth Church in Brighton in 1957. While a property owned by a religious institution or used for religious purposes is generally not considered eligible for listing in National Register of Historic Places, this property qualifies under Criteria Consideration A because it derives is primary significance from its historical importance–that is as a symbol of early cultural and civic development in Fort Lupton. It should also be considered individually eligible for the Colorado State Register of Historical Properties. It is already listed as a Fort Lupton Landmark.

- **806 Third Street (5WL4760)**
  Dr. Stephen J. Hubbell House

This property is significant under Criterion A for its association with the early residential development of Fort Lupton. It is among the very earliest houses built in the town. It is also significant under Criterion C as an example of early domestic vernacular architecture in Fort Lupton. The structure's small size and lack of ornament suggest a practicality and efficiency among the town's earliest residents. While the level of historical significance and physical integrity are not to the level that this property would quality for individual listing in the National Register of Historic Places, it should be considered individually eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

Fort Lupton Landmark

The following property deserve special recognition on a local level for its architectural and historical significance and retains enough physical integrity to communicate that significance.

- **336 Denver Avenue (5WL4751)**
  Knights of Pythias Hall / American Legion Building

This property is significant under Criterion A for its association with the early development of Fort Lupton, particularly of fraternal and religious organizations. Since its construction between 1889 and 1891, this structure has been the social center of early Fort Lupton. However, the level of physical integrity is not the extent that this property would qualify for individual listing in the National Register of Historic Places or in the Colorado State Register of Historical Properties. It may be considered eligible as a City of Fort Lupton Historic Landmark based on its historical rather than architectural merit.

RECOMMENDATION 2:
Intensively Survey Downtown District

Downtown Fort Lupton appears to contain some of the most architecturally sophisticated and historically significant structures in the city. This area may be eligible as a Local Landmark, Colorado Register, or even a National Register District – affording financial benefits and recognition to the city and property owners. However, before determining district eligibility, each property in the area must be intensively surveyed and analyzed for its contribution to the potential district. SWCA recommends conducting an intensive-level survey of all properties bounded by Eighth Street on the north, the Union Pacific railroad to the east, First Street to the south, and properties on the west side of Denver Avenue to the west. This area includes most of the town's historic commercial buildings as well as its oldest residential structures, which are located on the east side of Main Avenue. This survey could also include those

portions of Park Avenue with commercial development.

RECOMMENDATION 3:
Intensively Survey Park Avenue and McKinley Avenue Neighborhood

Similar to the suggestions above, SWCA recommends an intensive-level survey of all properties flanking Park and McKinley avenues between First and Eighth streets. This neighborhood contains the formal domestic structures associated with the maturation of settlement and community development in Fort Lupton. This neighborhood contains an array of architectural styles ranging from early-twentieth-century Classical Revival structures to 1950s ranch homes. Thus, these structures reflect Fort Lupton's changing history from plains outpost and agricultural hub to bedroom community. Data gleaned through this survey should be used to determine the eligibility of the neighborhood as a National Register, State Register, or Local Landmark district.

NOTES

1. Cleon Roberts, *Fort Lupton, Colorado: The First Hundred and Forty Years* (Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002), 5.

2. Mary L. Geffs, *Under Ten Flags: A History of Weld County,* 109; Hafen, 29; Thernstrom, 345-8; W. Carl Dorr, *History of Adams County, Brighton, and Fort Lupton, Colorado* (Brighton, Colo.: The Brighton Blade), 23.

3. "Life of Founder Proves Eventful," *Blue and White Courier,* 18 February 1936, p. 1; Roberts, 18, 29-30; Mumey, 20.

4. Nolie Mumey, *March of the First Dragoons to the Rocky Mountains in 1835: The Diaries and Maps of Lemuel Ford* (Denver: The Eames Brothers Press, 1957), 37.

5. Wilbur Fisk Stone, ed., *History of Colorado* (Chicago: S.J. Clarke, 1918), 80.

6. Stone, 83.

7. *Ibid.*, 83.

8. Roberts, 34.

9. Dabney Otis Collins, "The fight for furs on the Platte," *The Denver Post,* 23 April 1972; Roberts, 34.

10. Lancaster Lupton; quoted in Roberts, 32.

11. Raph Haynes to the editor of the *Fort Lupton Press,* 8 April 1929, photocopy in the collection of the Fort Lupton Museum; Roberts, 31-2.

12. Ibid., 33.

13. Collins.

14. Jeremy Subia and Christina Dunkle, *The Reconstruction of Fort Lupton at Fort Lupton Historical Park* (Fort Lupton: South Platte Valley Historical Society, 1998), 13.

15. Roberts, 39.

16. Geffs, 110.

17. Roberts, 42-3, 63.

18. "Life of Founder Proves Eventful," *Blue and White Courier,* 18 February 1936, p. 2; Roberts, 72-3.

19. Kavazanjian, 3; "Lots of News About Fort Lupton," *Rocky Mountain News,* 18 May 1890; Roberts 77-9.

20. Duane A. Smith, *Colorado Mining: A Photographic History* (Albuquerque: University of New Mexico Press, 1977), 5-6.

21. Roberts, 82.

22. *Ibid.*, 85.

23. *Ibid.*, 85-6.

24. *Ibid.*, 91.

25. Carl Abbott, Stephen J. Leonard, and David McComb, *Colorado: A History of the Centennial State,* 3rd ed. (Niwot, Colo.: University Press of Colorado, 1994), 61-2, 75.

26. *Ibid., 75;* Roberts, 96-97.

27. Roberts, 99-100.

28. *Ibid.*, 163; Alvin T. Steinel, *History of Agriculture in Colorado* (Fort Collins, Colo.: Colorado State Agricultural College, 1926), 73.

29. Rachel Cross, *Pioneer Families of the South Platte Valley: Then and Now* (Fort Lupton: South Platte Valley Historical Society, 1995), 43-50; Phyllis Burge Davis Ceretto, "A Collection of Stories About Early Days in Fort Lupton, 1988" ms. and clippings., p. 5, 31, Fort Lupton Museum.

30. "Death of Willaim Grant Winbourn," *Fort Lupton Advertiser,* October 1899; Ceretto.

31. Warranty deed, book 36, page 7, 23 May 1882, Weld County Office of Clerk and Recorder. Map of Fort Lupton, Weld County, Colorado, map book 1, page 15, Weld County Office of Clerk and Recorder.

32. E.S. St. John "Railroad Service Offered Lupton In July of 1870," *Fort Lupton Press,* 17 February 1938; Roberts 196; Cross, 47; Warranty deed, book 36, page 7, 23 May 1882, Weld County Office of Clerk and Recorder.

33. E.S. St. John, "Historical Data Complied by Fort Lupton Pioneer," *Fort Lupton Press,* 26 August 1937; T.L. Monson, "Early Days in Fort Lupton," *Fort Lupton Press,* 15 May 1914; Roberts, 197-8; Cross, 51; *Rocky Mountain News,* undated articles reprinted in the *Colorado Prospector,* vol. 15 no. 5, p. 4.

34. "W. Ozment Starts Brick Yard In 1879," *Blue and White Courier,* 18 February 1936, p. 8; David Norcross, interview with Adam Thomas, 12 February 2003.

35. Roberts, 199; Fort Lupton Commercial Club, *Fort Lupton: The Best Town in Colorado* (Fort Lupton: By the author, September 1910), 4.

36. Norcross; "Thomas C. Winbourn Conducts First Council Meeting on Feb. 4, 1890" *Fort Lupton Press,* 4 February 1959; Roberts, 212.

37. *Ibid.*, 251-2.

38. Sanborn Fire Insurance Maps, dated 1908 and 1912; Roberts, 288-89.

39. Sanborn, 1930.

40. "Dr. S.J. Hubbell First Physician In Fort Lupton," *Blue and White Courier,* 18 February 1936; Roberts, 199, 202; "William Galt Hubbell," in Wilbur Fiske Stone, ed., *History of Colorado* (Chicago: S.J. Clarke, 1918-19).

41. Norcross; "Thomas C. Winbourn," in Stone.

42. Roberts, 257, 256, 221, 286-7.

43. *Ibid.*, 253-4.

44. *Ibid.*, 281-2, 289; Norcross.

45. Norcross.

46. Roberts, 234.

47. Burge, Dorothy Lee, "For Lupton Possess Fine Town Library," *Blue and White*

Courier, 18 February 1936, p.5; Roberts, 260; 294-5; Penfold.

48. Sanborn, 1908.

49. E.S. St. John, "Historical Data;" Roberts, 256-7, 279.

50. Sanborn, 1912.

51. Roberts, 256-6; town ordinances 59, 75, 80 and 82.

52. Town ordinance 33.

53. G.F.W. "The Platte Valley Is A Great Place; Its people Excel," *Rocky Mountain News,* 5 December 1978; reprinted in the *Colorado Prospector,* vol. 15, no. 5; Dorothy Lee Burge, "Settlers Carry Guns to Services Conducted West of the Platte River," *Blue and White Courier,* 18 February 1936, p. 5; Norcross; Henry Bowen Allsebrook, "Family Memories of Henry Bowen Allsebrook, ca. 1970,"TMs. (photocopy), p. 62; Bianca Prieto, "First United Methodist Church has second oldest congregation in Colorado," *Fort Lupton Press,* 11 July 2001.

54. Allsebrook, 63.

55. Burge, "Settlers Carry Guns to Services," p. 5; Prieto, "First United Methodist."

56. *Ibid.*, Roberts, 260; Preliminary Application For Designation of Historic Site, Landmark, or District, St. Andrews Episcopal Church, 1994.

57. Burge, "Settlers Carry Guns to Services," p. 5; Roberts , 260.

58. Burge, "Settlers Carry Guns to Services," p. 5; Roberts , 259; "[St. William] Parish History," typscript in the collection of David Norcross.

59. *Ibid.*

60. Phyllis Ceretto, "Fort Lupton Story," *Fort Lupton Press,* 3 April 1975; "R.W. Haynes Relates History of Schools In Area Prior to Old J.A.C.L. Building," *Fort Lupton Press,* vol. 50; "Pupils Study Only Few Months Yearly," *Blue and White Courier,* 18 February 1936, p. 4.; "District 8 Passes Seventy-Fifth Mile-Stone, May 23." *Blue and White Courier,* 3 May 1948, p. 1, 9.

61. Vicki Ceretto, Interview by Adam Thomas, 21 May 2003.

62. Abbott, Leonard, and McComb, 34-7.

63. Roberts, 103.

64. *Ibid.*, 103.

65. *Ibid.*, 103-4.

66. Grenville M. Dodge, "How We Built the Union Pacific Railway," in *How We Built the Union Pacific Railway* (Washington, D.C.: Government Printing Office, 1910), 5.

67. David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Viking, 1999), 185.

68. Dodge, 17-8.

69. Hafen, 183-4.

70. Roberts, 157-8.

71. *Travelers' Official Guide of the Railways,* July 1871, p. xxvi.

72. St. John, "Railroad Service;" Roberts, 158, 162.

73. Monson.

74. Roberts, 189.

75. Hafen, 223; Roberts, 270, 272-3.

76. Sanborn, 1917.

77. Thernstrom, 643; Nelson Lichtenstein, Susan Strasser, and Roy Rosenzweig, *Who Built America? Working People and the Nation's Economy, Politics, Culture, and Society,* vol. 2, since 1877 (New York: Worth Publishers, 2000), 197.

78. Thernstrom, 644-6; Clayton Fraser, "Bridges of Colorado, National Register Multiple Property Documentation Form," 30 March 2000, unpublished document, Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver; Norcross.

79. Roberts, 272, 275.

80. Cross, 146-7; Sanborn, 1930.

81. Norcross; Sanborn, 1908, 1912, 1917, 1930; Ray Camenga, interview by Adam Thomas, 25 April 2003.

82. Roberts, 274, 275, 282, 285, 289; Sanborn 1912, 1917; Norcross; Nancy Penfold, interview with Adam Thomas, 12 February 2003.

83. William H. Chafe, *The Unfinished Journey: America Since World War II,* 3rd ed. (New York: Oxford University Press, 1985), 118-9; Norcross.

84. Roberts, 89-90.

85. Richard White, *"It's Your Misfortune and None of My Own:" A New History of the American West* (Norman, Okla.: University of Oklahoma Press, 1991), 222.

86. *Ibid.,* 222-3.

87. "Lots of News About Fort Lupton, *Rocky Mountain News,* 18 May 1890; Roberts, 152, 154.

88. Cross, 16-21.

89. "Thomas C. Winbourn" in Stone.

90. White, 224; Ian Frazier, *Great Plains* (New York: Penguin Book, 1989), 63.

91. White, 151.

92. Frazier, 72; Patricia Nelson Limerick, *The Legacy of Conquest: The Unbroken Past of the American West* (New York: W.W. Norton & Co., 1987), 135.

93. White, 401-2.

94. William M. Moan, "The Spirit of the Pioneers," *Blue and White Courier,* 18 February 1936, p. 2; Roberts 106.

95. Roberts, 234-5.

96. Commercial Club, 4.

97. *Ibid.*, 6.

98. Allsebrook, 70.

99. Lichtenstein, et al., 169-70.

100. "Creamery-Factory," Ms. (photocopy), Fort Lupton Museum; Roberts, 210, 235, 264.

101. Roberts, 264.

102. Marguerite Frink Counter, Fort Lupton Canning Company, to family, friends, suppliers and customers, Christmas 1950, typescript (photocopy), p. 8, in the collection of David Norcross.

103. Allsebrook,65.

104. Commercial Club; Counter, 8.

105. "Creamery-Factory;" Roberts, 267-8.

106. Counter, 10; Roberts, 268; Marjorie Barrett, "A comfortable, genuine small town," *Rocky Mountain News,* 28 August 1983, p. 18S-19S.

107. "Creamery-Factory" ms.; Penfold.

108. Bianca Prieto, "Fort Lupton's industrial days…Fort Lupton Canning Company," *Fort Lupton Press,* 30 June 2001; Counter, 11.

109. Sanborn, 1912, 1917.

110. Sanborn, 1908, 1912, 1917, 1930; Roberts, 235; Adam Thomas, *A Rich Tapestry: A History of Longmont's East Side Neighborhood* (Fort Collins: Cultural Resource Historians, 2001), 9; Counter, 5-6.

111. Counter, 7.

112. Counter, 4.

113. Sommer Everson and Bianca Prieto, "City funded survey reveals several potential historic sites," *Fort Lupton Press,* 9 June 2001, p. 1; Sanborn, 1908, 1912, 1917, 1930.

114. Colorado State Planning Commission, *Colorado: A Guide to the Highest State* (New York: Hastings House, 1941), 65.

115. Thernstrom, 546; Steinel, 294-7.

116. Roberts, 266: Commercial Club, 2.

117. Counter, 7; Roberts, 289.

118. *Ibid.*, 301, 303.

119. Colorado State Planning Commission, 65; Roberts, 289.

120. *Ibid.*, 154, 271.

121. Fort Lupton Chamber of Commerce, *Fort Lupton…Colorado, on Highway 85* (Fort Lupton: By the author, 1970), 41; Penfold; "Well drilling teeming in Weld," undated article, Fort Lupton Museum.

122. Charles Baliou, "Thermo Carbonics cogenerating plant takes shape," *Rocky Mountain News,* undated article, Fort Lupton Museum.

123. Jerry H. Bentley and Herbert F. Ziegler, *Traditions & Encounters: A Global Perspective on the Past* (Boston: McGraw-Hill Companies: 2000), 706.

124. James Long, introduction to A *Bibliography of Russian Materials with Introductory Essays, Annotations, and Locations of Materials in Major American and Soviet Libraries* (Santa Barbara: Clio Books, 1978), 2.

125. Timothy J. Kloberdanz, "The Volga Germans in Old Russia and in Western North America: Their Changing World View," *Anthropological Quarterly* 48, no. 4 (October 1975): 210-3.

126. *Ibid.*, 212-3.

127. Kenneth Rock, *Germans from Russia in America: The First Hundred Years* (Fort Collins: Monographs, Papers, and Reports, Germans from Russia in Colorado Study Project, Colorado State University, 1976), 2; Long, 5.

128. White, 142-3.

129. Rock, 3.

130. *Ibid.*, 34-5.

131. Dennis Means, "The Germans from Russia in Larimer County: A Case Study,"

1976, paper presented at the Experiment Station Research Conference, p. 1-10, Sidney Heitman Germans from Russia Collection, Colorado State University Archives, Fort Collins, Colo.

132. Rock, 163.

133. Cross, 163-7.

134. Debra Turner Barlow, "Hard beginnings to a successful present: Colorado's Germans from Russia," *Fort Collins Coloradoan,* 21 October 1979, p. D2.; Emma D. Schwabenland, "German-Russians on the Volga and in the United States," (M.A. thesis, University of Colorado, 1929), 85-86; Sarah J. Pearce, *A Guide to Colorado Architecture* (Denver: Colorado Historical Society, 1983), 3-6.

135. Sallet, Russian-German Settlements in the United States, 80; quoted in Rock, 177, n. 62.

136. Rock, 176-7.

137. Thernstrom, 495-6.

138. Robert Adams, *The Architecture and Art of Early Hispanic Colorado* (Niwot, Colo.: University Press of Colorado, 1988), 29-30.

139. Bently and Ziegler, 798-99; Adams 29.

140. José Aguayo, "Los Betabeleros," in *La Gente: Hispano History and Life in Colorado,* ed. Vincent C. de Baca (Denver: Colorado Historical Society, 1998).

141. Rosalie Martel Martinez. Interview by Georgia Wier, 16 December 2000, audio tape, Fort Lupton Museum, Fort Lupton, and Local History Archive, Greeley Public Library, Greeley.

142. C.V. Maddux, "Permanent Beet Labor," *Through the Leaves,* October 1923, p. 381.

143. U.S. Department of Labor, *Child Labor and the Work of Mothers in the Beet Fields of Colorado and Michigan* (Washington, D.C.: Government Printing Office, 1923), 5, 11.

144. Chamber of Commerce, 1950; Ruth Rice, interview by Peggy A. Ford, 23 January 2003, audio tape, Fort Lupton Museum, Fort Lupton, and Local History Archive, Greeley Public Library, Greeley.

145. "Housing Authority Accepts Quit-Claim Deed to Farm Labor Camp," *Fort Lupton Press,* 7 October 1954, p. 1.

146. Thomas F. Mahony, *Industrial Relations in the Beet Fields of Colorado.* (Longmont: Mexican Welfare Committee of the Colorado State Council Knights of Columbus, 1931), 4.

147. W. Lewis Abbot, *Report for the Committee on Labor Conditions in the Growing of Sugar Beets* (Committee on Labor Conditions in the Growing of Sugar Beets, United State Department of Labor, March 1934), i.

148. Howard E. Thomas and Florence Taylor, *Migrant Farm Labor in Colorado: A Study of Migratory Families* (New York: National Child Labor Committee, 1951), 4.

149. W.B. Gress, "Testimony," *Mountain States Beet Grower*, 5.

150. Superintendent quoted in Carl Albert's history of Colorado.

151. José Ignacio Maruffo, ed., *Report of the Northern Colorado Conference on Problems of the Spanish-Speaking People* (Denver: Wokers Service, Works Progress Administration, 1942), 17.

152. Lichtenstein, *et al.,* 379,

153. Armando B. Rendon, *Chicano Manifesto* (New York: The Macmillan Company, 1971), 2.

154. Rosalie Martinez.

155. Ruth Rice.

156. "Petitions Being Circulated To Determine If camp Should Continue Intact," "Petitions Show Big Majority Favoring Camp Abandonment," newspaper article clippings, David Norcross collection.

157. "Migrant Camp Ordered Closed But Many Remain Until Housing Located," David Norcross collection.

158. "Labor Camp Vacated by MIA Group," David Norcross collection; Cross, 155.

159. Cross, 154

160. Aguayo.

161. Cross, 109;

162. Matajiro Watada, trans. Sam Koshio, quoted in Cross, 108.

163. Roberts, 267.

164. *Ibid.*, 269; Counter 10.

165. Roberts 270.

166. Cross,110.

167. Cross, 109; Roberts, 284, 293.

168. Cross, 11; Roberts, 292-3.

169. *Ibid.*, 313.

170. Gen. John L. DeWitt, quoted in Lichtenstein, *et al.*, 512.

171. *Ibid.*, 313; Cross 111-2.

172. Lichtenstein, *et al.*, 512-3; Cross, 112.

173. Daisy Funakoshi Kiyota, interview by Georgia Wier, 16 December 2000, audio tape, Fort Lupton Museum, Fort Lupton, and Local History Archive, Greeley Public Library, Greeley.

174. Watada, quoted in Cross, 112.

BIBLIOGRAPHY

Primary Sources

Government and Legal Documents

U.S. Department of Labor. *Child Labor and the Work of Mothers in the Beet Fields of Colorado and Michigan.* Washington, D.C.: Government Printing Office, 1923.

Warranty deeds, quit claim deeds, deeds of trust, and recorded agreements. Office of Weld County Clerk and Recorder, Greeley.

Residential property information, tax-exempt property information, and other records. Office of Weld County Tax Assessor, Greeley.

Journals, Memoirs, and Scrapbooks

Allsebrook, Henry Bowen. "Family Memories of Henry Bowen Allsebrook, ca. 1970." TMs. (photocopy). Fort Lupton Museum.

Ceretto, Phyllis Burge Davis. "A Collection of Stories About Early Days in Fort Lupton, 1988." Ms. and clippings. Fort Lupton Museum.

"Creamery-Factory." Ms. (photocopy). Fort Lupton Museum

Dodge, Grenville M. "How We Built the Union Pacific Railway." In *How We Built the Union Pacific Railway.* Washington, D.C.: Government Printing Office, 1910.

Dodge, Henry. Journal. 24th Cong., 1st sess., House. Doc. no. 181, 21 March 1836.

Mumey, Nolie. *March of the First Dragoons to the Rocky Mountains in 1835: The Diaries and Maps of Lemuel Ford.* Denver: The Eames Brothers Press, 1957.

Letters

Counter, Marguerite Frink. Fort Lupton Canning Company. To family, friends, suppliers and customers. Christmas 1950. Typescript (photocopy). David Norcross Collection.

Haynes Raph. To the editor of the Fort Lupton Press. 8 April 1929. Photocopy in the collection of the Fort Lupton Museum.

Map

Sanborn Fire Insurance Company. Sanborn Fire Insurance Maps of Fort Lupton, Weld County, Colorado. Dated 1908, 1912, 1917, and 1930.

Oral Histories

Camenga, Ray. Interview by Adam Thomas, 25 April 2003.

Ceretto, Vicki. Interview by Adam Thomas, 21 May 2003.

Kiyota, Daisy Funakoshi. Interview by Georgia Wier, 16 December 2000. Audio tape. Fort Lupton Museum, Fort Lupton; Local History Archive, Greeley Public Library, Greeley.

Martinez, Rosalie Martel. Interview by Georgia Wier, 16 December 2000. Audio tape. Fort Lupton Museum, Fort Lupton; Local History Archive, Greeley Public Library, Greeley.

Norcross, David. Interview by Adam Thomas, 12 February 2003.

Penfold, Nancy. Interview by Adam Thomas, 12 February 2003.

Rice, Ruth. Interview by Peggy A. Ford, 23 January 2003. Audio tape. Fort Lupton Museum, Fort Lupton; Local History Archive; Greeley Public Library.

Periodicals

Blue and White Courier. Centennial Edition, 18 February 1936

Colorado Prospector.

Denver Post.

Fort Collins Coloradoan.

Fort Lupton Advertiser.

Fort Lupton Press.

Mountain States Beet Grower.

Rocky Mountain News.

Through the Leaves. Journal of the Great Western Sugar Company.

Travelers' Official Guide of the Railways.

Promotional Pamphlets

Fort Lupton Chamber of Commerce. *Fort Lupton...Colorado, on Highway 85.* Fort Lupton: By the author, 1970.

Fort Lupton Commercial Club. *Fort Lupton: The Best Town in Colorado.* Fort Lupton: By the author, September 1910.

Secondary Sources

World, National, and Regional Histories and Prehistories

Bain, David Haward. Empire Express: *Building the First Transcontinental Railroad.* New York: Viking, 1999.

Bentley, Jerry H. and Herbert F. Ziegler. *Traditions & Encounters: A Global Perspective on the Past.* Boston: McGraw-Hill Companies: 2000.

Chafe, William H. *The Unfinished Journey: America Since World War II,* 3rd ed. New York: Oxford University Press, 1985.

Frazier, Ian. *Great Plains.* New York: Penguin Book, 1989.

Gilmore, Kevin P., Marcia Tate, Mark L. Chenault, Bonnie Clark, Terri McBride, and Margaret Wood. *Colorado Prehistory: A Context for the Platte River Basin.* Denver: Colorado Council of Professional Archaeologists, 1999.

Lichtenstein, Nelson, Susan Strasser, and Roy Rosenzweig. *Who Built America? Working People and the Nation's Economy, Politics, Culture, and Society,* vol. 2, since 1877. New York: Worth Publishers, 2000.

Limerick, Patricia Nelson. *The Legacy of Conquest: The Unbroken Past of the American West.* New York: W.W. Norton & Co., 1987.

Therstrom, Stephan. *A History of the American People, 2nd ed.* San Diego: Harcourt Brace Jovanovich, 1989.

Vennard, Edwin. *The Electric Power Business,* 2d ed. New York: McGraw-Hill Book Co., 1970.

White, Richard. *"It's Your Misfortune and None of My Own:" A New History of the American West.* Norman, Okla.: University of Oklahoma Press, 1991.

State, County, and Local Histories

Abbott, Carl, Stephen J. Leonard and David McComb. *Colorado: A History of the Centennial State,* 3rd ed. Niwot, Colo.: University Press of Colorado, 1994.

Colorado State Planning Commission. *Colorado: A Guide to the Highest State.* New York: Hastings House, 1941.

Cross, Rachel. *Pioneer Families of the South Platte Valley: Then and Now.* Fort Lupton: South Platte Valley Historical Society, 1995.

Dorr, W. Carl. *History of Adams County, Brighton, and Fort Lupton, Colorado.* Brighton, Colo.: The Brighton Blade.

Fraser, Clayton. "Bridges of Colorado, National Register Multiple Property Documentation Form," 30 March 2000. Unpublished document, Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver.

Geffs, Mary L. *Under Ten Flags: A History of Weld County.*

Hafen, LeRoy R. *Colorado: The Story of Western Commonwealth.* Denver 1933; reprinted New York: AMS Press, 1970.

Roberts, Cleon. *Fort Lupton, Colorado: The First Hundred and Forty Years.* Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002.

Smith, Duane A. *Colorado Mining: A Photographic History.* Albuquerque: University of New Mexico Press, 1977.

Steinel, Alvin T. *History of Agriculture in Colorado.* Fort Collins, Colo.: Colorado State Agricultural College, 1926.

Stone, Wilbur Fiske, ed. *History of Colorado.* Chicago: S.J. Clarke, 1918-19.

Thomas, Adam. *A Rich Tapestry: A History of Longmont's East Side Neighborhood.* Fort Collins: Cultural Resource Historians, 2001.

Ethnic Histories

Adams, Robert. *The Architecture and Art of Early Hispanic Colorado.* Niwot, Colo.: University Press of Colorado, 1988.

Echevarría, Evelio and José Otero, eds. *Hispanic Colorado.* Fort Collins: Centennial Publications, 1976.

de Baca, Vincent C., ed. *La Gente: Hispano History and Life in Colorado.* Denver: Colorado Historical Society, 1998.

de Onís, José, ed. *The Hispanic Contribution to the State of Colorado.* Boulder: Westview Press, 1976.

Kloberdanz, Timothy J. "The Volga Germans in Old Russia and in Western North America: Their Changing World View." *Anthropological Quarterly* 48, no. 4 (October 1975).

Long, James. *Introduction to A Bibliography of Russian Materials with Introductory Essays, Annotations, and Locations of Materials in Major American and Soviet Libraries.* Santa Barbara: Clio Books, 1978.

Means, Denni.s "The Germans from Russia in Larimer County: A Case Study," 1976. Paper presented at the Experiment Station Research Conference. Sidney Heitman Germans from Russia Collection, Colorado State University Archives, Fort Collins, Colo.

Peterson, Albert J. Jr., "German-Russian Catholic Colonization in Western Kansas: A Settlement Geography." Ph.D. diss., Louisiana State University, 1970; reprint Ann Arbor, Mich.: Xerox University Microfilms, 1976.

Rendon, Armando B. *Chicano Manifesto.* New York: The Macmillan Company, 1971.

Rock, Kenneth. *Germans from Russia in America: The First Hundred Years.* Fort Collins: Monographs, Papers, and Reports, Germans from Russia in Colorado Study Project, Colorado State University, 1976.

Schwabenland, Emma D. "German-Russians on the Volga and in the United States." M.A. thesis, University of Colorado, 1929.

Architecture Guides and Property Recordation Guies

Colorado Historical Society, Office of Archaeology and Historic Preservation. *Colorado Cultural Resource Survey Manuel,* vols. 1 and 2. Denver: CHS-OAHP, 1998.

Harris, Cyril M. *American Architecture: An Illustrated Encyclopedia.* New York: W.W. Norton, 1998.

McAlester, Virginia and Lee. *A Field Guide to American Houses.* New York: Knopf, 1997.

Pearce, Sarah J. *A Guide to Colorado Architecture.* Denver: Colorado Historical Society, 1983.

U.S. Department of the Interior, National Park Service. *National Register Bulletin: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1977. Revised 1986, 1991, and 1997.

Reports

Abbot, W. Lewis. *Report for the Committee on Labor Conditions in the Growing of Sugar Beets.* Committee on Labor Conditions in the Growing of Sugar Beets, United States Department of Labor, March 1934.

Mahony, Thomas F. *Industrial Relations in the Beet Fields of Colorado.* Longmont: Mexican Welfare Committee of the Colorado State Council Knights of Columbus, 1931.

Thomas, Howard E. and Florence Taylor. *Migrant Farm Labor in Colorado: A Study of Migratory Families.* New York: National Child Labor Committee, 1951.

Maruffo, José Ignacio, ed, *Report of the Northern Colorado Conference on Problems of the Spanish-Speaking People.* Denver: Wokers Service, Works Progress Administration, 1942.

Contexts

Thomas, Adam. *Crossroads in Eden: The Development of Fort Lupton, 1835-2000.* Westminster: SWCA Environmental Consultants, 2003.

Sources Consulted But Not Referenced

Ball, Wilbur P. *Destination: Old Fort Lupton: Four Hundred Miles on Ol' Paint* (Greeley, Colo.: Shef Enterprises, 1992).

Krankle, Dean F. *South Platte Country: A History of Old Weld County, Colorado, 1739-1900* (Laramie, Wyo.: Powder River Publishers, 1954).

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Brewster Motor Company / Brewster Ford**
6. Current building name: **George's True Value Hardware**
7. Building address: **214 Denver Avenue**
8. Owner name: **George L. Musselman**

Owner organization:

Owner address: **820 South Grand Avenue**
Fort Lupton, Colorado 80621-1217

22. Architectural style: **commercial style**

Other architectural styles:

Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

NW 1/4 of **SW** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516230** Northing: **4436613**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **7-12** Block: **9**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **L-Shaped Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width): **Length: 160 x Width: 125**

16. Number of stories: **1**

17. Primary external wall material(s): **brick** **pressed metal** Other wall materials:

18. Roof configuration: **barrel roof**

Other roof configurations:

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **fence** **chimney** **false front** **decorative terra cotta**

21. General architectural description:

This commercial structure at 412 Denver Avenue is situated on the north side of Second street, spanning the entire east-west-distance between Main and Denver avenues. The structure is set back 10 feet from Denver Avenue, 65 feet from Second Street, and 12 feet from Main Avenue. Concrete sidewalks separate the structure from Denver and Main avenues, while an east-west-oriented alley flanks the north side. A concrete parking area fills the space created by the south elevation of the main building and front (west) elevation of a side-gabled addition. A chain-link fence encloses a storage area in front (west of) the side-gabled addition. Immediately adjacent to the southwest corner is a brown, raked-brick pedestal meant to support a no-longer-extant lamp stand or illuminated sign. Oriented to the west, toward Denver Avenue, the structure rests on a concrete foundation, with basement windows either boarded shut or hosting three-light hopper windows with steel frames. A veneer of light-brown, raked brick clads the exterior walls. Darker brown bricks, appearing almost purple, extend from the foundation to the water table. Others form sills and lintels, or decorative elements, such as herringbone panels and corbelling. Bands of large, plate-glass display windows extended across the entire front elevation and the west end of the north and south elevations. All have now been closed with cream-painted sheets of particle board, pressed into a stucco pattern. Outlining each covered opening is a surround of brown-painted, 1-by-4-inch boards. All but one window opening on this building have been similarly covered. Above the windows are bands of clerestory windows, separated from the former display window by a

shallow metal awning. These clerestory windows feature frosted lights set in aluminum frames. Opening in the center of the symmetrical front (west) façade is a brown-painted metal emergency door. Surrounding the door are white-glazed, terra cotta tiles. Similar tiles appear bordering a panel of herringbone-set brick above the doorway. Below the parapet of the west-facing false front is a cream-painted stuccoed panel containing a pair of signs on large, white-painted sheets of metal. To the north is "True Vale" and to the south is "HARDWARE." On the west end of the south elevation is a former garage door, now enclosed with the same particle board sheets as the show windows. East of this opening is an uncovered, two-light, plate-glass window, with clerestory lights above it. And east of the window is a new entrance into the building. It hosts a pair of plate-glass doors, with generous side- and transom-lights, all set in brown, aluminum frames. On the west end of the south elevation, on either side of an engaged, tan-brick chimney, are signs. The west sign reads "George's / True Value / Hardware" while the east, which is on a backlight plastic panel, proclaims "Just Ask / Rental." Another former garage opening has been covered on the west end of the north elevation. The rear (east) elevation is symmetrical, except for a small, side-gabled addition, which extends southward from the east end of the south elevation. At center opens a one-car, brown-painted, wood, overhead retractable garage door, approached by a concrete ramp from Main Avenue. A small doorway, integrated into a former window just north of the garage door, hosts a brown-painted metal door, with a brown, wood-surround. Just below the parapet, on the rear elevation, is an arc of star-shaped bolt plates, corresponding to the steel-arch trusses supporting the roof. Sheets of gray, rolled-asphalt cover the barrel roof, which is largely hidden behind parapets capped with clay tiles.

A wood-frame, side-gabled structure is attached to the east end of the south elevation. It has a concrete foundation. Cladding its roof and walls are brown-orange-painted sheets of corrugated metal. The entire front (west) elevation is open, revealing the system of wood posts, beams, and roof trusses.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This property is set in a mature, downtown business district of one- and two-story, false-front structures with little or no yards. Most structures are separated from the street only by a concrete sidewalk.

24. Associated buildings, features or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1928**

Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **John J. Huddardt**

Source of information: **Camenga, Ray. Interview with Adam Thomas, 25 April 2003.**

27. Builder: **unknown**

Source of information:

28. Original Owner: **Ollie and J.R. Brewster**

Source of information: **Camenga, Ray. Interview with Adam Thomas, 25 April 2003.**

29. Construction history:

This structure was designed in 1927 by John J. Huddardt, who also planned the Fort Lupton Public Library at 453 First Street. The Brewster Motor Company garage was completed in 1928. Assessor records indicate that the side-gabled, metal-clad addition was constructed the same year. This seems unlikely; a 1950's date of construction is more appropriate. The only notable alteration has been the covering of the plate-glass show windows, which occurred in 1993 when the current owner purchased the property.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **road-related (vehicular)**

32. Intermediate use(s): **road-related (vehicular)**

33. Current use(s): **specialty store**

34. Site type(s): **auto dealership, Ford dealership, hardware store**

35. Historical background:

The history of the Brewster Motor Company began in 1917 when it was founded by its namesake brothers, Ollie, Joe, and John Raymund, better known as J.R. Joe died young, leaving the Ford franchise in the hands of his brothers. The Brewsters hired Denver architect John J. Huddardt to construct a modern showroom, garage, and filling station for them. The new building was completed in 1928. It originally consisted of a glass-lined showroom at front (west), a service area at the rear (east), and pumps and small building for the filling station, where the parking lot for this building is now located. The Brewsters continued to operate their Ford dealership until 1968, when Ollie and J.R. sold it to Purdy Brothers while maintaining ownership of the building. The dealership passed from the Purdys to the Wilson family and finally to Formby. Formby Ford remained here until 1988, when the business constructed a new facility at Interstate 25 and Highway 52, near Dacono.

Ollie Brewster died in 1974 and J.R. in 1987. John Raymund "Ray" Brewster, grandson of J.R., and his aunt, Evelyn Brewster, acquired ownership of the property in 1988. Ray became full owner in 1992. George Musselman, the current owner, purchased the property in 1993 for his namesake True Vale hardware store.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Camenga, Ray. Interview with Adam Thomas, 25 April 2003.

Camenga, Ray. Interview with Adam Thomas, 25 April 2003.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

Quit claim deed 2868039, 23 July 2001.

Joint tenancy deed, book 1384, page 681, 24 May 1993.

Personal representatives deed, book 1211, page 2191, 17 October 1988.

Warranty deed 2304486, 23 September 1992.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☑ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☑ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **road-related (vehicular)**

40. Period of Significance: **1928-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with the development of automobile-related commerce in Fort Lupton. Because of its location at the midway point on the main highway between Denver and Greeley, Fort Lupton developed an array of automobile-related services, including dealerships, filling stations, and service stations. All three were combined at the Brewster Motor Company building. Moreover, the structure is significant under Criterion C as an intact example of early twentieth-century commercial design. It's sprawling, one-story plan, lined with plenty of windows, was a departure from the town's generally narrow store fronts. The building was designed to accommodate the automobile while continuing the tradition of commercial district display windows. This property should be considered individually eligible for the National Register of Historic Places, the Colorado State Register of Historic Properties, and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This structure displays a moderately high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. The only addition, located on the extreme eastern end of south elevation, is not substantial and most likely dates to the period of significance. Other modifications include the enclosing of display windows and garage doors. The building retains sufficient integrity to convey its historical and architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-2: YET TO BE DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/22/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

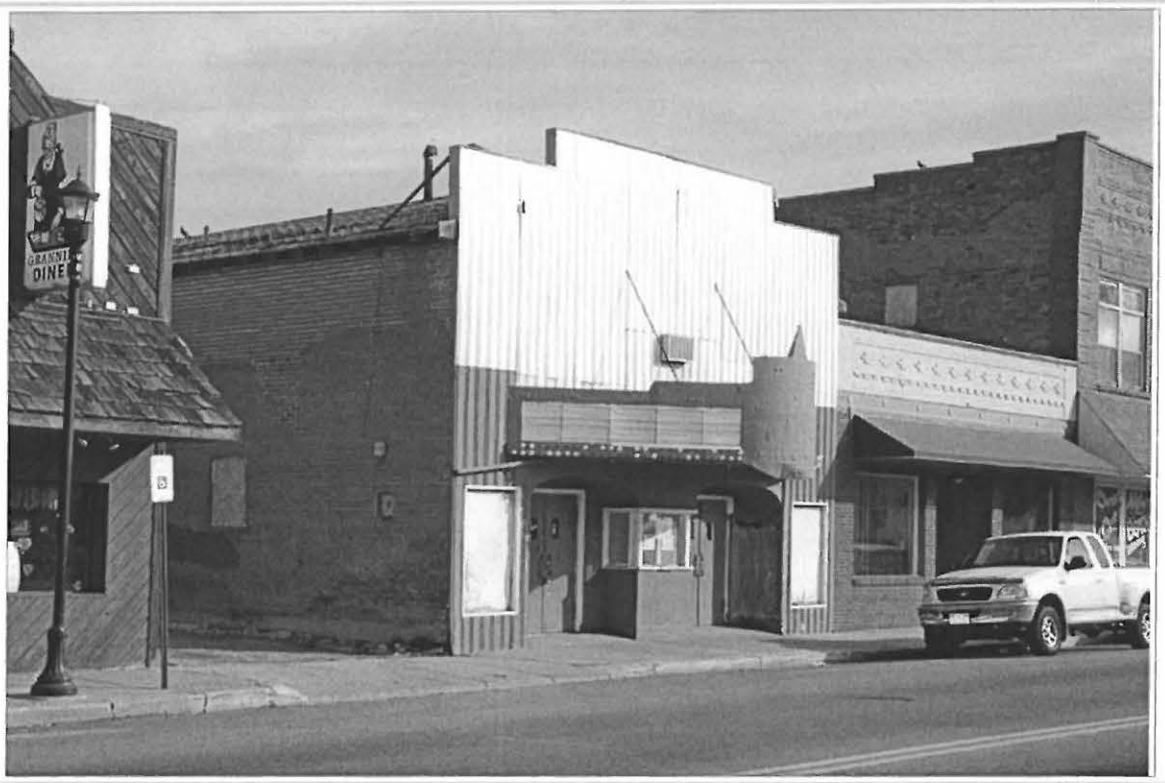
53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98



I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Putnam Garage / Star Theater / Big Top Theater**
6. Current building name: **Star Theater / Showplace Theater**
7. Building address: **312 Denver Avenue**
8. Owner name:

Owner organization: **Showplace**

Owner address: **Post Office Box 8383**
Denver, Colorado 80201

22. Architectural style: **other style**

Other architectural styles: **brick, front-gabled, false-front theater**

Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SW 1/4 of **NW** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516230** Northing: **4436740**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **Part of 7 through 12** Block: **10**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width): **Length: 125 x Width: 31**

16. Number of stories: **1**

17. Primary external wall material(s): **brick** Other wall materials:

pressed metal

18. Roof configuration: **front gabled roof**

Other roof configurations:

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **false front**

21. General architectural description:

This theater at 312 Denver Avenue is situated on the east side of the street, between 308 Denver Avenue to the south and an east-west-oriented alley to the north. The structure is set back 7 feet from the street. A gravel and asphalt parking lot is located behind (east of) the theater and along the east end of the south elevation. A concrete sidewalk separates the front (west) of the theater from Denver Avenue. Oriented to the west, the structure rests on a concrete foundation. The walls consist of structural, red, pressed brick. Vertically oriented strips of sheet aluminum, with raised seams, cover the front (west) façade. This symmetrical façade features two arched doorways flanking a central ticket booth. Glass lines the west, north, and south sides of the booth. Each doorway contains red-painted, vertical plank doors, each with one, small light. On the extreme north and south ends of the front (west) façade are large frames for holding playbills and movie posters. Supported by chains anchored to the façade, a wedge-shaped marquee extends out from the front (west) elevation, over the sidewalk. Its sides feature backlighting and rails for lettering, while two parallel rows of incandescent bulbs trace the bottom edge of the marquee. The curved front to the marquee culminates in a star-shaped shield. While the marquee itself is of metal construction, the bottom of it is covered in red-painted sheets of plywood. The parapet of the false front is stepped. On the north elevation, at least three window openings, under compressed arches, have been bricked shut. Another opening, on the west end of the elevation, has been boarded shut with plywood. A small, square vent is west of the boarded window opening, corresponding to the location of the men's restroom. An emergency exit opens near the east end of north elevation, into the alley. It is a wood door clad in a sheet of galvanized metal and approached by a single, concrete step. East of this door is large opening covered with a wood, louvered screen. Two, concrete-lined basement wells appear on the rear (east) elevation. Sheets of green, rolled-asphalt cover the east-facing gable, which is pierced by a three-light casement window. The window lacks glazing, has been boarded shut from the inside, and lies within a weathered, wood surround. Another emergency exit, identical to one on the

north elevation, opens on the east end of the south elevation. Gray asphalt shingles cover the front-gabled roof, and the rafter ends are exposed.

22. Architectural style: (see front page)

23. Landscape or special setting features:

The building is set in a downtown commercial district of closely-spaced, false-front structures of masonry construction. Surrounding the structure are concrete sidewalks, macadam-paved streets, and parking areas.

24. Associated buildings, features or objects:

1 : Type:

Describe:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1909-11**

Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **n/a**

Source of information:

27. Builder: **unknown**

Source of information:

28. Original Owner: **Mr. Coffee**

Source of information: **Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.**

29. Construction history:

According to Weld County Tax Assessor records, the current structure was built in 1909. However, other historical and anecdotal evidence suggests a 1911 date of construction. The original structure appears to have been a simple, brick garage, with the garage door dominating the front (west) elevation. Upon its conversion to a theater in 1917, the structure was expanded to the west and the façade received a Spanish-mission-inspired treatment over the garage opening. It featured the obligatory stepped parapet. In 1946, however, owners applied an art moderne exterior, replete with stainless steel and generous amounts of neon. In early 1950s, E.K. Menagh renovated the theater and renamed it the "Big Top." Inside, murals of the circus scenes graced the walls. Around 1959, theater owners installed a less inspired version of the 1946 façade as they returned the name to Star. The structure has not been significantly modified since that time.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **gas station**

32. Intermediate use(s): **theater**

33. Current use(s): **theater**

34. Site type(s): **filling station, service station, movie theater**

35. Historical background:

As the first automobiles plied Fort Lupton's streets in 1911, the town also gained its first filling station. A Mr. Coffee of Platteville purchased this lot that year and constructed the current building as a service station. He installed a gasoline storage tank under the floor and pumped it by hand into containers. The gasoline was then poured from the containers into waiting automobiles. In 1914, Ora N. Putnam left his job in the coal mines near Erie to purchased the Coffee filling station. By 1916, he had installed some of the most modern pumps in Colorado. Later, Putnam expanded his operation by constructing a large garage and showroom directly across the street, at 323 Denver Avenue, in 1917. (This structure is today the United Power office.) Putnam employed at least six mechanics by the outbreak of World War I. In addition, he sold Maxwell automobiles in

the new showroom. And construction did not end there. In 1919, Putnam razed an 1874 school building on the northeast corner of Denver Avenue and First Street, replacing it with a new service station. He had become such a prominent member of the community that Putnam served three terms as mayor, from 1924 to 1926 and from 1934 to 1938.

Meanwhile, in 1911, George Beeten, an auctioneer, opened Fort Lupton's first movie theater, located south of the Sells Building. The structure was nothing more than a frame, barn-like structure that doubled as a basketball court. The audience was accommodated on wooden planks suspended across chairs. This system could seat about 200 people. A hand-cranked projector was located on a platform above the main door to the cinema, also known as the Gem Theatre. Adults paid ten cents and children five cents for a glimpse at the day's silent-picture offerings. In 1917, when Putnam completed his new garage at the corner of Denver and First, A. Seaman purchased the original service station and remodeled it into the Star Theater. This new venue could seat 450. It opened on June 1 with William Farnum's The Orphan.

Owners of the Star reinvented the theater many times during its years of entertaining Luptonites. The first incarnation of the structure was little improvement over the original garage. Other than expanding the rear of the structure to accommodate more seating and the screen, owners merely applied a stuccoed, Spanish-mission-style façade over the garage opening. It featured the obligatory stepped parapet. In 1946, however, owners applied an Art Moderne exterior, replete with stainless steel and generous amounts of neon. Crowning the marquee was a neon sign, which rewrote "STAR" in red, white, and blue. As ticket sales began to decline in the early 1950s, manager E.K. Menagh renovated the theater and renamed it the "Big Top." Inside, murals of the circus scenes graced the walls. But the Hollywood glitz and glamour of the Star must have been more alluring than the sawdust and manure of the circus; Menagh returned to the name "Star" around 1959, installing a less inspired version of the 1946 façade.

The current owner of the Star, Showplace, purchased the theater in 1992. As of March 2003, Frankie Clark, Sr., president of Music Bar Showcase Productions, Inc., was remodeling and renovating the structure as a multi-use entertainment venue.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

Norcross, David. Interview with Adam Thomas, 12 February 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☐ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **entertainment/recreation**

40. Period of Significance: **1917-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with entertainment, particularly cinema, in Fort Lupton. For most if its history, the Star was the only movie theater in Fort Lupton and a social center in the small town. While this structure is the oldest filling station in Fort Lupton, its association with entertainment -- combined with the necessary structural modifications -- limits its ability to communicate its significance as a garage. Therefore, the period of significance begins in 1917, when the structure became a movie theater. However, the combined levels of historical significance and physical integrity are not the extent that this structure would qualify for individual listing on the National Register of Historic Places. It should, nonetheless, be considered eligible for the Colorado State Register of Historic Properties and as a local landmark.

43. Assessment of historic physical integrity related to significance:

This theater displays a moderate degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. While the structure itself has been virtually unchanged since 1917, the principal elevation has been reinvented several times, altering and removing character-defining features. The building retains sufficient integrity to convey its historical significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-1: YET TO BE DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Knights of Pythias Hall / Winbourn(e) Hall**
6. Current building name: **American Legion Building**
7. Building address: **336 Denver Avenue**
8. Owner name: **American Legion Post 102 of Fort Lupton**

Owner organization:

Owner address: **Post Office Box 130**
Fort Lupton, Colorado 80621

22. Architectural style: **other style**

Other architectural styles: **Brick, false-front commercial structure**

Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

NW 1/4 of **NW** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516230** Northing: **4436778**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **Northern 36 feet of 2 through 6** Block: **10**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width): **Length: 117 x Width: 29**

16. Number of stories: **2**

17. Primary external wall material(s): **stucco** **brick** Other wall materials:

18. Roof configuration: **other roof**

Other roof configurations: **front-gabled (west), hipped (east)**

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **false front**

21. General architectural description:

This commercial building at 714 Fourth Street is situated on the southeast corner of Denver Avenue and Fourth Street. The structure is set back 11 feet from Fourth Street and 10 feet from Denver Avenue. Concrete sidewalks, separating the building from the street, delimit the north and west sides of the building. A 4.5-foot walkway separates the rear (east) of the building from the structure at 718 Fourth Street and an 8-foot gap runs between 714 Fourth Street and 332 Denver Avenue. The structure is oriented to the west and consists of a two-story, front-gabled core with a two-story, hipped-roof addition attached across the rear (east) elevation. The core rests on a red-brick foundation while the addition has a concrete foundation. White-painted, Portland cement stucco covers the structural, red-brick walls of the core, except for most of the south elevation, where the original walls are exposed. Two large buttresses are located on the east end of the core's south elevation. The walls of the addition consist of concrete blocks faced in a tan-brick veneer. Dominating the first story of the front (west) elevation is a band of plate-glass show windows set between brown-painted, chamfered wood posts. They are protected beneath a flat, metal awning. On the second story of the same elevation are two window openings. The north features a one-light, fixed-frame window, with a black aluminum frame, and the south is a one-beside-one-light, sliding sash, also with a black aluminum frame. Both appear beneath compressed arches, with the area between the bottom of the arch and the top of the window filled with a sheet of black aluminum. The main doorway, located on the northwest corner, opens at a 45-degree angle to either street, creating a small, triangular-shaped recess on the first story only. The doorway contains a brown-painted, glass-in-wood-frame door, with sidelights and transom. A one-step concrete stoop fills the entrance, and a brown-pt, round wood column, with a formal base, supports the corner of the structure. A large window opening on the west end of the north elevation's first story has been boarded shut with a white-painted sheet of plywood. The outlines of other openings appear on the west end of core's north elevation. They have been covered with stucco. Near the center of the same elevation are two, three-light hopper

windows, with brown-painted wood frames. East of them is a set of paired, five-panel, brown-painted wood doors, opening behind a white-painted, steel security grate. Above them is large window opening, filled with white-painted plywood, and hosting a one-beside-one-light, sliding sash window, with an aluminum frame. The second story of the core's north elevation features two alternating pairs of one-light, fixed-frame windows and one-beside-one-light, sliding sash windows, both types with black aluminum frames. Suspended from a pipe attached to the north elevation of the core, near its junction with the rear (east) addition, is an interior-luminated sign reading "NO. 102 FORT LUPTON POST / THE AMERICAN LEGION." The addition features a pair of doors near the center of its north elevation. Both are plate glass, with brown aluminum frames. The west door provides access to the American Legion Hall on the second story while the east is the entrance for the Fort Lupton Barber Shop. Between the doors is a rotating, red-white-and-blue-striped barber's pole. East of the doorways is a tripartite window, featuring a central fixed-frame flanked by one-over-one-light, single-hung sash windows, with a brown aluminum frame. The same window appears directly above it, in the second story. Above the doors, in the second story, is a one-beside-one-light, sliding sash window, with a brown aluminum frame. Another interior-luminated sign, mounted above the window on the first story, reads "FT. LUPTON / BARBER SHOP." A metal flagpole runs between the door and culminates above the roofline. A six-panel, gray-painted, metal door provides access to an emergency exit on the west end of the south elevation's second story. The door opens onto a steel fire escape leading to Denver Avenue. A doorway east of center on the south elevation's first story has been enclosed with concrete blocks. East of the emergency exit, on the second story of core's south elevation, are three window openings. The center is fixed-frame while the east and west are one-beside-one-light, sliding sash, with black aluminum frames. The rear (east) elevation is featureless. Bolts and plates for the roof trusses are visible just below the soffit on the north and south elevations. Gray asphalt shingles cover all roof surfaces. The core features white vinyl fascia and soffit while the addition has brown-painted, wood fascia and soffit. A brick chimney protrudes east of center on the south elevation, and the parapet of the false front is stepped.

22. Architectural style: (see front page)

23. Landscape or special setting features:

The building is set in a downtown commercial district of closely-spaced, false-front structures of masonry construction. Surrounding the structure are concrete sidewalks, macadam-paved streets, and parking areas.

24. Associated buildings, features or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1889-91**

Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **n/a**

Source of information:

27. Builder: **William G. Winbourn**

Source of information: **Norcross, David. Interview with Adam Thomas, 25 March 2003.**

28. Original Owner: **Thomas C. Winbourn**

Source of information: **Norcross, David. Interview with Adam Thomas, 25 March 2003.**

29. Construction history:

This structure was constructed by William G. Winbourn, the founder of the town of Fort Lupton, between 1889 and 1891. The bricks were formed and kilned by W.W. Ozment, who constructed the first brick works in Fort Lupton. Many of the oldest structures in town are constructed of Ozment brick. Unfortunately, the brick proved extremely soft and deteriorated easily in the climate of the high plains. Many Ozment buildings, including this one, had to be stuccoed to preserve their integrity. The replacement of many of the windows and doors and the large, rear addition, appear to date to the late 1970s or 1980s.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **organizational**

32. Intermediate use(s): **business**

33. Current use(s): **organizational**

34. Site type(s):

34. Site type(s): **social hall, store front, American Legion hall**

35. Historical background:

William G. Winbourn (also spelled Winbourne), the founder of modern Fort Lupton, constructed this building between 1889 and 1891. Winbourn designed the structure with retail space on the first floor and a large social hall on the second. Thus, the structure quickly became known as Winbourn Hall. However, it is more often referred to by the name of its longtime upstairs tenant, the Knights of Pythias. Justus H. Rathbone founded this fraternal organization on February 19, 1864, in Washington, D.C. Rathbone envisioned his order as a means to eliminate the evils among men that had created and continued the Civil War. The rituals of the order were based upon the legend of Damon and Pythias, students of the Greek philosopher Pythagoras -- a story of outstanding friendship and loyalty in brotherhood. Abraham Lincoln, inspired by Rathbone's vision, submitted it to Congress. Thus, the Knights of Pythias was the first fraternal order chartered though an act of Congress.

But the Knights of Pythias was not the only fraternal organization to meet here. Indeed, this structure was the social center of early Fort Lupton. It hosted numerous men's and women's organizations, including the Woodmen of the World and the Ladies' Aid Society. The building was also used for church services. Father William J. Howlett, the first rider of a Roman Catholic circuit established in 1887, conducted Masses at the K.P. Hall following its construction. The early Episcopalian community in Fort Lupton, which included the Winbourns and many other notable pioneer families, also used this space for services. In a town that enforced prohibition from 1894 until 1929 and lacked a large performance space, the Knights of Pythias hall was the site of numerous social diversions, including dances, dinners, and performances.

The Knights of Pythias Hall remained in the Winbourn family for much of its early history, passing from William G. to Thomas C., Fort Lupton's first mayor. T.C. Winbourn sold the building around 1915. The American Legion Post 102 of Fort Lupton purchased the K.P. Hall following the end of World War II. The American Legion was founded in Paris on June 9, 1919, by members of the American Expeditionary Force – veterans of World War I. It is today the world's largest veterans organization. American Legion Post 102 continues to operate its hall of the top floor of this building while renting out retail space on the bottom floor, just as it was designed over a century ago.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Norcross, David. Interview with Adam Thomas, 25 March 2003.

Norcross, David. Interview with Adam Thomas, 25 March 2003.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.

"Significant Dates in American Legion History." Available from http://www.legion.org/our-legion/ol_history.htm. Internet. Accessed on April 23, 2003.

"History of the Order of the Knights of Pythias." Available from http://www.geocities.com/pythias_can/History_of_the_Order.html and http://rjl639.tripod.com/kphist.html. Internet. Accessed 21 April 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☐ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **community planning and development**
entertainment/recreation

40. Period of Significance: **ca. 1889-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with the early development of Fort Lupton, particularly of fraternal and religious organizations. Since its construction between 1889 and 1891, this structure has been the social center of early Fort Lupton. However, the level of physical integrity is not the extent that this property would qualify for individual listing on the National Register of Historic Places or on the Colorado State Register of Historical Properties. It may be considered eligible as a City of Fort Lupton Historic Landmark based on its historical rather than structural merit.

43. Assessment of historic physical integrity related to significance:

This structure displays a moderately low degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. Additions have altered the original mass of the structure, while the replacement of windows and doors has removed critical character-defining features. The building retains barely enough integrity to convey its historical significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-1: YET TO BE DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **John Corcoran House / Birthing House**
6. Current building name: **Edwin Lehrburger House**
7. Building address: **711 Denver Avenue**
8. Owner name: **Edwin R. Lehrburger**

   Owner organization:

   Owner address: **1635 Hudson Street**
   Denver, Colorado 80220

22. Architectural style: **edwardian**

    Other architectural styles:

    Building type: **foursquare**

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SE 1/4 of **NE** 1/4 of **NE** 1/4 of **NE** 1/4 of Section **6**

10. UTM reference zone: **13**

Easting:	**516189**	Northing:	**4437131**
USGS quad name:	**Fort Lupton**	Scale:	**7.5**
Year:	**1988**		

11. Lot(s) : **south 3 feet of 14, all of 15 and 16** Block: **15**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Irregular Plan**
14. Other building plan descriptions:
15. Dimensions in feet (length x width): **Length: 50 x Width: 30**
16. Number of stories: **2.5**
17. Primary external wall material(s): **ornamental concrete block** Other wall materials:
    plywood/particle board
18. Roof configuration: **gable-on-hip roof**
    Other roof configurations:
19. Primary external roof material: **composition roof**
    Other roof materials:
20. Special features: **glass block**
    fence
    balcony
    porch
    dormer
21. General architectural description:

This dwelling at 711 Denver Avenue is situated on the west side of the street, between 701 Denver Avenue to the south and 731-737 Denver Avenue, The Shoppette shopping plaza, to the north. The structure is set back 30 feet from the street. A planted grass yard, with mature landscaping, surrounds the structure, and a wood privacy fence encloses the backyard. A packed-earth parking area is located on the northeast corner of the lot, while another parking area, at the northwest corner, is accessed from the alley behind (west of) the house, through a steel gate. Oriented to the east, the structure rests on a concrete-block foundation. The walls consist of pale-pink-painted, decorative concrete blocks, formed to appear as rusticated, rough-faced blocks of sandstone, and the mortar is raised and beaded. Originally, these blocks featured a red-brown aggregate and were set within red-tinted mortar. One course of blocks near the foundation protrudes to form a water table. Pink-painted wood shingles, in a fishscale pattern, fill the gables of the gable-on-hip roof. Windows are generally one-over-one, double-hung sash, with brown-painted wood frames. They open between rusticated concrete sills and lintels. The window at the center of the first story of the front (east) elevation's protruding north section features a narrow transom light with diamond-shaped leading. A window opening in the center of the rear (west) elevation's second story has been enclosed with

glass blocks. Brown-painted, louvered shutters flank the windows on the north elevation. The front porch is situated inside the southeast corner created by the protruding northern portion and recessed southern portion of the asymmetrical principal (west) façade. The porch features a knee wall constructed of the same concrete block as the rest of the structure, capped with a concrete sill. The southeast corner protrudes from the rest of the house in a semicircle. Stretching between the knee wall and ceiling are round, pink-painted wood columns, with brown bases and blue capitals. The soffit, fascia, and ceiling of the porch consist of blue-painted beadboard. Approaching the porch on the north end of its east side is a single, concrete step. The front door is a three-panel, six-light, glass-in-wood-frame door. The porch roof also acts as a balcony, accessed through a brown-painted four-panel, one-light, glass-in-wood-frame door, with a protruding locking rail. It opens above the front door. The balcony lacks a balustrade. A pressure-treated lumber ramp runs along the north elevation, connecting to an uncovered deck at the northwest corner of the house. The ramp also provides access to a doorway on the west end of the north elevation. It is a four-panel, one-light, glass-in-wood-frame door, opening beneath a one-light transom. A shed-roof addition, most likely a former porch, is attached to the south side of the rear (west) elevation's first story. The addition rests on a foundation constructed of the same concrete blocks as the rest of the structure. Pink-painted sheets of plywood clad the exterior walls of the addition. Windows in the addition are one-beside-one-light, sliding sash, with aluminum frames and thin, brown-painted wood surrounds. The addition is accessed from the north via a wood slab door. Protruding near the center of the south elevation's first story is a rectangular bay. Dormers emerge above the roof of the protruding and recessed portions of the front (east) elevation. The north dormer is front-gabled and hosts an eight-light casement window, with muntins set in a star pattern. The south dormer is shed-roofed but hosts the same casement window. Both are faced in pink-painted, fishscale, wood shingles. Green, interlocking asphalt shingles cover the gable-on-hip main roof, and the eaves are boxed with brown-painted fascia and beadboard soffit. The shed-roof addition features green, rolled-asphalt roofing, and the rafter ends are exposed. Brick chimneys emerge near the southwest corner of the structure and near the center of the roof. Pink-painted concrete encases the southwest chimney.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This property is located on the northern edge of a downtown commercial strip, on the main north-south street in Fort Lupton. The neighborhood includes a mixture of mature, residential properties and newer, commercial buildings.

24. Associated buildings, features or objects:

1: Type: **Shed**

Describe: **A shed is located eight feet southwest of the house. Measuring eight feet square, the structure is oriented to the north and lacks a formal foundation. Tan-painted plywood clads the exterior walls, which are framed between narrow, brown-painted cornerboards. Dominating the front (north) elevation are paired plywood doors, opening on metal strap hinges. Brown asphalt shingles cover the front-gambreled roof.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1903**

Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **n/a**

Source of information:

27. Builder: **John Corcoran**

Source of information: **Jensen, Phylis. Phone interview with Adam Thomas, 15 April 2003.**

28. Original Owner: **John Corcoran**

Source of information: **Jensen, Phylis. Phone interview with Adam Thomas, 15 April 2003.**

29. Construction history:

According to Weld County Tax Assessor records, this house was constructed in 1903. An analysis of the form, style, and materials, collaborates this date. John Corcoran, who was carpenter, constructed this house and the Holmes House, next door at 701 Denver Avenue. Subsequent modifications to the Corcoran House have been minor and include the enclosure of the rear porch, the construction of a ramp and deck, removal of the balcony balustrade, and painting of the concrete block walls. Originally, those walls were identical to those exposed at the Holmes House.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **single dwelling**
32. Intermediate use(s): **hospital veteran's medical center, mental hospital, private or**
33. Current use(s): **single dwelling**
34. Site type(s): **residence, birthing house**
35. Historical background:

John Corcoran was born in Pennsylvania on October 1, 1861. He married Katie Sells on October 7, 1883, in Philadelphia, and arrived in Fort Lupton in February 1885. Around 1903, John, who was a carpenter, purchased four lots on the southeast corner of block 15 and constructed the two houses currently located here. The southern house, a Bungalow with Asian ornament, he sold to Charles Holmes, a local businessman, retaining the northern house as the Corcoran family home.

Together, John and Katie Corcoran had five daughters, one of whom died in infancy. After the girls had grown, Katie operated a boarding house within her large home. John continued to work as a carpenter and was also Fort Lupton's lamplighter when the city still used gas streetlights. Katie died on February 19, 1925, and John on March 28, 1933.

After her mother's death, daughter Bessie May continued to board guests at the Corcoran House. A nurse and midwife, Bessie May also operated a maternity home here. Expectant mothers and their doctors would gather at the house for impending births. After delivery, Bessie continued to look after the mother and newborn, cooking and cleaning for them until they were well enough to leave. As Bessie's niece, Phyllis Jensen states, "There was a time when everyone in Fort Lupton was born there." Bessie married William Winbourn, son of Fort Lupton's first mayor, Thomas C. Winbourn, in 1904. She later married Charles Shallenberger (also spelled Schallenbarger). Bessie closed her birthing house in 1943 when she married George Funk. Bessie died in 1963.

According to Jensen, most of the descendants of the Corcoran family lived here at one time or another. They referred to this structure as the "big house" and continued to reunite here for holidays. The family sold the property in 1973, following the death Jensen's mother. Edwin Lehrburger currently owns the house and lot and operates it as a rental unit.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Jensen, Phylis. Phone interview with Adam Thomas, 15 April 2003.

Jensen, Phylis. Phone interview with Adam Thomas, 15 April 2003.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

"Last Rights Held for Mrs. G. Funk." Fort Lupton Press, 7 February 1963.

Norcross, David. Interview with Adam Thomas, 25 March 2003.

"Mother Called to Rest: Mrs. Katie L. Corciran [sic], Mother of Mrs. Chas. Schallenberger, Called to Rest." Undated obituary in the files of David Norcross.

"Mrs. John Corcoran Passed Away Feb. 19." Undate obituary in the files of David Norcross.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☐ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☐ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☐ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☑ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☑ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**

40. Period of Significance: **1903-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion C for it singular architectural style and innovative use of materials. The structure expresses extremely restrained classical elements on a form designed to appear particularly massive. In addition, the tinted-aggregated, ornamental concrete block represents an innovative use of materials rarely seen in Fort Lupton. While the extent of architectural significance is not to the extent that this property would qualify for individual listing on the National Register of Historic Places, it should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This structure displays a high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. Modifications have been minor since the structure's construction in 1903 and are largely isolated to the rear (west) elevation. The building retains sufficient integrity to convey its architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-2: YET TO BE DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/22/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

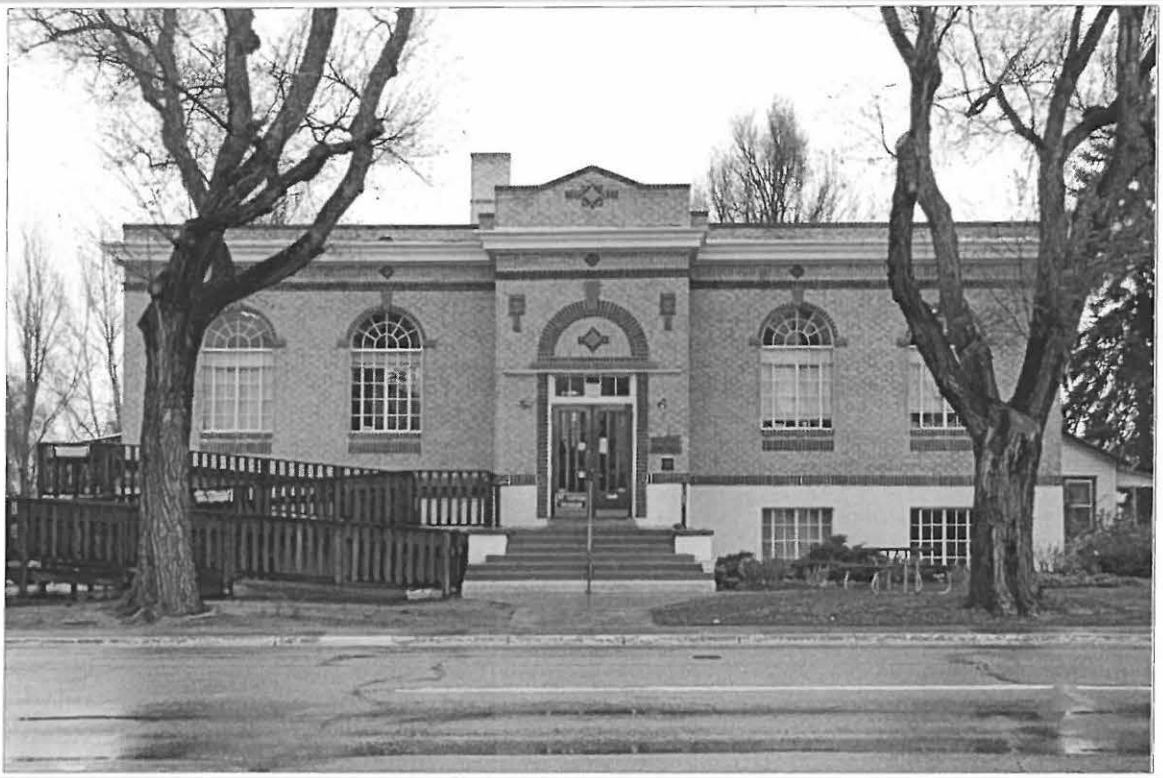
53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98



I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Fort Lupton Public Library**
6. Current building name: **Fort Lupton Museum**
7. Building address: **453 First Street**
8. Owner name: **City of Fort Lupton**

Owner organization:

Owner address: **130 South McKinley Avenue**
Post Office Box 148
Fort Lupton, Colorado 80621

22. Architectural style: **beaux arts**

Other architectural styles:

Building type:

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SE 1/4 of **SW** 1/4 of **SE** 1/4 of **NE** 1/4 of Section **6**

10. UTM reference zone: **13**

Easting: **515976** Northing: **4436486**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **South 1/2 12, all of 13 and 14** Block: **14**

Addition: **Twomblys Addition** Year of addition:

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **T-Shaped Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width):

16. Number of stories: **1**

17. Primary external wall material(s): **brick** Other wall materials:

18. Roof configuration: **other roof**

Other roof configurations: **hipped roof**

19. Primary external roof material: **asphalt roof**

Other roof materials:

20. Special features: **chimney**

decorative terra cotta

decorative cornice

segmental arch

21. General architectural description:

This museum building at 453 First Street is situated on the northwest corner of First Street and McKinley Avenue. A planted-grass yard with mature landscaping surrounds all of the structure except the west, where a packed-earth parking area is located. Oriented to the south, the structure rests on a high concrete foundation covered with cream-painted stucco. The walls consist of tan, raked bricks. Contrasting brown bricks highlight the water table, sills, arches, and cornice. The basement windows are 24-light, with cream-painted steel frames and integral, paired, eight-light casements. A concrete-lined stairwell, with flanking pipe railing, leads to a basement doorway at the center of the east elevation. It hosts a six-panel wood door with integral fanlight, opening behind an almond-colored, vinyl-frame storm door. Another stairwell to the basement is located on the rear (north) elevation and is approached from the east. The stairwell leads to a pair of white-painted, one-panel, four-light, glass-in-wood-frame doors. The lights of the east windows have been covered with a steel mesh while the top two lights of the west door now host metal, louvered vents. The same vent appears in the door's panel. Windows on the main floor are 30-light with integral, paired, 8-light casements. The steel frames are painted cream. Each window features a 14-light fanlight beneath a round arch. On the principal (south) elevation, the arches feature cobalt-glazed terra cotta tiles at the keystones and springers of each window's arch. Seven concrete steps, divided in the middle by a black, wrought-iron railing, approach the front entrance, which protrudes outward (southward) from the center of the symmetrical front (south) façade. The entrance

hosts paired, three-light, glass-in-wood-frame doors, beneath a five-light, wood-frame transom. Above the door, brown brick is set in an arch pattern mimicking the windows. In the center of the arch is a diamond-shaped tile of cobalt terra cotta, and the same terra cotta appears above the arch, on either side of the keystone, as a cartouche with trailing swag. North of the door are two metal plaques. The top reads: "FORT LUPTON / PUBLIC LIBRARY / AD 1929." The plaque below it identifies the structure as the Fort Lupton Museum. An wood ramp fills the west end of the front (south) façade. Near its apex, the ramp wraps around the southwest corner to a doorway cut into the northernmost window on the west elevation. It contains a wood slab door. A heavy, cream-painted wood cornice encircles the structure. Asphalt covers the shallowly hipped roof, which is entirely obscure behind a parapet. The parapet above the front (south doorway) has been shaped to appear as a pediment. A tan-brick, engaged chimney is located west of center on the rear (north) elevation and protrudes above the roof.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This property is situated in a mature neighborhood of modest homes, churches, and spatious parks.

24. Associated buildings, features or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1929**

Source of Information: **Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.**

26. Architect: **John J. Huddardt**

Source of information: **Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.**

27. Builder: **unknown**

Source of information:

28. Original Owner: **Fort Lupton Public Library**

Source of information: **Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.**

29. Construction history:

This structure was completed in October 1929 at a cost of $14,460.16. The architect, who also designed the Brewster Motor Company building at 214 Denver Avenue, designed this structure to resemble a Carnegie library, although no Carnegie money was used in its construction. Modifications have been minor and include a replacement door at the east access to the basement and the accessible ramp and door on the southwest corner. These accessibility projects were completed in 1994.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **library**

32. Intermediate use(s): **library**

33. Current use(s): **museum**

34. Site type(s): **library, museum**

35. Historical background:

The history of the Fort Lupton Public Library building, now the Fort Lupton Museum, began with one of the oldest women's clubs in Fort Lupton. Formed in 1902, the Thursday Musical Club changed its name to the Thursday Afternoon Club when it became a literary organization as well. By 1921, these literary pursuits ultimately enticed members to establish a library in Fort Lupton, first housed in the basement of the Methodist Church. It later moved to the office of Dr. W.A. Lee and to the town hall. In the late 1920s, the library's supporters began a campaign to build a new library building. Citizens purchased subscriptions while various social clubs held fundraisers. Built in the Romanesque style of many small-town Carnegie libraries (but without Carnegie funding), the new Fort Lupton Library was completed in October 1929 at a cost of $14,460.16. Before the competition of Fort Lupton's new high school in 1931-32, the library rented its upper floor and a portion of the lower to the school district. This situation provided the library, which initially housed 2,850 volumes, an opportunity to completely pay off construction costs.

In 1975, the city established the Fort Lupton Museum, appointing Nancy Penfold as City Historian. The enterprise was initially established to take advantage of generous federal grants offered as part of the nation's bicentennial. The museum moved into the Fort Lupton City hall upon that building's completion in 1982. Meanwhile, the public and school libraries were formally merged in 1976. The contents of the public library were moved to the high school in November of that year. The museum moved to the former public library building in 1993.

36. Sources of information:

Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.

Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.

Penfold, Nancy. Interview with Adam Thomas, 29 April 2003.

Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.

Burge, Dorothy Lee. "Fort Lupton Possess Fine Town Library." Blue and White Courier, 18 February 1936, p. 5.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☑ No ☐

Designation authority: **City of Fort Lupton**

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☐ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☐ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☐ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**
literature
community planning and development

40. Period of Significance: **1929-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with the maturation of Fort Lupton and the philanthropic efforts of 1920's era women's groups to expand a community's cultural opportunities. The successful financing and construction of a formal library building indicated the town's willing embrace of enduring cultural facilities. As well, the newly empowered women's groups of the era commonly funded such community improvement projects. Moreover, the building is significant under Criterion C as an intact example of beaux-arts architecture executed on a small scale. It is the only formal, Romanesque building in Fort Lupton. It should be considered individually eligible for the National Register of Historic Places and the Colorado State Register of Historic Properties. It is already listed as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This structure displays a high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. It has undergone few changes since its construction in 1929. Replacements have been limited to a basement door. The most substantial alteration has been the construction of a ramp and access door, both of which are reversible. The building retains sufficient integrity to convey its historical and architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-3: 23-25**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/24/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **St. John Building / St. John Mercantile / Fort Lupton Mercantile / Don Mason Hardware**
6. Current building name: **St. John Building**
7. Building address: **701 Fourth Street**
8. Owner name: **Edwin R. Lehrburger**

   Owner organization: **A to Z Storage, LLC**

   Owner address: **1635 Hudson Street**
   Denver, Colorado 80220

22. Architectural style: **commercial style**

    Other architectural styles:

    Building type:

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

NW 1/4 of **NW** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting:	**516230**	Northing:	**4436782**
USGS quad name:	**Fort Lupton**	Scale:	**7.5**
Year:	**1988**		

11. Lot(s) : **7 & 8** Block: **11**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width):

16. Number of stories: **1**

17. Primary external wall material(s): **brick** **sandstone** Other wall materials:

18. Roof configuration: **shed roof**

Other roof configurations:

19. Primary external roof material: **asphalt roof**

Other roof materials:

20. Special features: **false front** **decorative cornice** **stained glass**

21. General architectural description:

This commercial structure at 705 Fourth Street is situated on the northeast corner of Denver Avenue and Fourth Street. The building is set back 8 feet from Denver Avenue and 14 feet from Fourth Street. Macadam parking lots flank the north and east sides of the building, and concrete sidewalks delimit the south and west sides. Oriented to the south, the structure rests on a red-brick foundation. The walls consist of tan bricks; those on the front (south) and west elevations feature a veneer of tan, pressed brick. Dominating the front (south) elevation is a row of large, plate-glass windows. Each is set in a metal frame featuring a Greek key (or Greek fret). A random-coursed, sandstone veneer stretches between the foundation and the bottom of the windows. The former transom lights above the windows have been enclosed with salmon-painted plywood sheets. A recessed doorway pierces the center of the symmetrical front (south) elevation. It hosts an aluminum-frame, plate-glass door, approached by red tiles. The former transom above the doorway has been enclosed with plywood and features a metal louvered vent. The band of plate glass windows wraps around the southern 17 feet of the asymmetrical west elevation. This elevation also features a doorway identical to the entrance on the front (south) elevation. Engraved in the sidewalk in front of west entrance are the words "DON MASON HARDWARE." Resting on pink sandstone lintels, a steel beam supports the wall and roof above each of the entrances. A blue-green panel covers each beam, attached to it by bolts featuring fleur-de-lis anchors. An unusually heavy, blue-green, protruding cornice emerges beneath the parapet on the front (south) and west elevations. Supporting the cornice are scroll-volute brackets with acanthus leaves across their fronts. Above the doorways, the cornice forms a shallow pediment. Below the pediment on the front (south) elevation are gold letters on a blue-green

background, spelling "1912 / ST. JOHN BUILDING." A one-light, fix-frame, stained-glass window opens high on the north end of the west elevation. It is surrounded on the right, left, and bottom by tan- and green-blue-painted plywood panels. The rear (north) elevation features two doorways. One doorway, located on the east end of the elevation, containes an aluminum-frame, plate-glass door. Just east of it is a one-over-one-light, single-hung sash window, with aluminum frames. Above the doorway is a one-light, fixed-frame transom, set within a blue-green-painted wood surround. Another doorway appears near the center of the elevation. It features a tan-painted particle board, sliding door. It provides direct access to a freight elevator. Between the doorways is a one-light, fixed-frame window, with blue-green-painted wood surrounds. Two window openings, high on the elevation, have been boarded shut with tan-painted plywood. A brick chimney emerges above this elevation, on the west side. The east elevation features one-over-one-light, single-hung sash windows, with brown aluminum-frames, and heavy, blue-green-painted wood surrounds. Opening near the center of the elevations is an aluminum-frame, plate-glass window, with a thick, blue-green-painted surround. Eight placards across the elevation read "ST JOHN / PARKING / ONLY." Poured asphalt covers the shed roof, which is surrounded by a flat parapet on front (south) and west elevations, a stepped parapet on the east elevation, a no parapet on the rear (north).

22. Architectural style: (see front page)

23. Landscape or special setting features:

The building is set in a downtown commercial district of closely-spaced, false-front structures of masonry construction. Surrounding the structure are concrete sidewalks, macadam-paved streets, and parking areas.

24. Associated buildings, features or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1913**

Source of Information: **"Edgar S. St. John." In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.**

26. Architect: **unknown**

Source of information:

27. Builder: **unknown**

Source of information:

28. Original Owner: **Edgar S. St. John**

Source of information: **"Edgar S. St. John." In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.**

29. Construction history:

This structure was constructed in 1913 after a fire destroyed the original commercial building located on this corner. Modifications since that time have been minor and include the replacement of doors and windows on secondary elevations. A stone veneer was added below the windows on the south and west elevations. The owner is currently renovating the structure.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **business**

32. Intermediate use(s): **business**

33. Current use(s): **professional**

34. Site type(s): **business, general store**

35. Historical background:

The St. John Building and its predecessor have been the anchors of Fort Lupton's commercial district since 1882, the same year William G. Winbourn, father of modern Fort Lupton, dedicated his new town. Area pioneers George and John Twombly recognized shortly after the town was platted that one particular corner marked the point at which traffic turned off Denver Avenue, the main north-south thoroughfare, onto Fourth Street, the principal east-west thoroughfare, en route to the Union Pacific Railroad depot. They purchased two lots on the northeast corner of Denver and Fourth and, in 1882, completed a two-

story commercial structure for their mercantile. To dedicate the building, the Twomblys delayed moving stock onto the sales floor until after they had hosted a public dinner and dance. In June 1895, Edgar S. St. John purchased a 50 percent share in the Twombly Mercantile. He owned all of it by 1901.

Edgar S. St. John was born in Augusta, Illinois, on December 31, 1861, to Edgar A. and Julia (Sadd) St. John. The elder St. John, Edgar A., died before his son's birth, and, in 1865, Julia married Rufus C. Reynolds. The family moved to Colorado in 1870, settling on a farm just south of Fort Lupton's original town site, in what is now the Reynolds Subdivisions. St. John worked as a telegrapher for the Union Pacific Railroad at Brighton and, in 1884, became the station agent in Fort Lupton. A year later, St. John married Susie Wright, who died in 1886. He married Harriett J. Reynolds, daughter of Reuben J. and Emily Reynolds, in September 1887. In 1891, St. John resigned as station agent to work for George Twombly at the mercantile. St. John renamed the business the St. John Mercantile Company when he purchased Twombly's share in 1901.

Disaster struck on March 17, 1912, when an early-morning fire destroyed the St. Mercantile and several other businesses. St. John lost over $16,000 in inventory, but only had insurance for $9,000. Yet, less than day later, the business owner had already begun construction of a temporary store until he could rebuild on the corner of Denver and Fourth.

St. John completed the current structure in 1913. Instead of two stories, it was constructed with a lofty first floor and generous, full basement. But even without its second story, the commercial building imposed a commanding presence. The heavy, elaborately decorated cornice, almost out of proportion with the rest of the structure, suggested a connection to the posh Beaux Arts homes, hotel, railroad terminals, and commercial structures popular at the time.

In the same year as the fire, St. John's son, Edgar R., became a partner in the business. The elder St. John left the company before 1921, when he moved to California. He returned to Fort Lupton in 1928 and died on February 7, 1938. During his time in Fort Lupton, Edgar S. St. John served a term as mayor and as a town trustee. He was president of the school board and of the Platte Valley Municipal Irrigation District. He was an active member of the Methodist Episcopal Church in Fort Lupton.

By the 1930s, the building and store belonged to Mr. and Mrs. Montgomery, who operated it as the Fort Lupton Mercantile. In the 1940s, Don Mason purchased the building for his business, the Don Mason Hardware Store, which remained here until the 1960s, at which time the Honstein family purchased the building.

A to Z Storage purchased the St. John Building in 2001 and is currently restoring the structure. As of 2003, the St. John Building hosted the Eyecare Center, Fort Lupton Press, Farmers Insurance, and Edward Jones Investments.

36. Sources of information:

"Edgar S. St. John." In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.

"Edgar S. St. John." In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Prieto, Bianca. "Saint John building burning with history." Fort Lupton Press, 28 July 2001, p. 1.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

"Disasterous Fire Takes $50,000." Fort Lupton Press, 22 March 1912, p. 1.

"E.S. St. John, Colorado Pioneer, Passes Away, Monday, February 7" [obituary]. In the collection of David Norcross.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☑ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**
commerce
community planning and development

40. Period of Significance: **1913-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with the development of Fort Lupton's commercial district. Since the platting of Fort Lupton in 1882, this corner has been the anchor of the downtown commercial district. It hosted the town's first retail outlet. After a fire destroyed that building, Edgar St. John complete this elegant edifice to crown Fort Lupton's business district and represent its maturation from frontier town to commercial center. This property is also significant under Criterion C because it is an intact, early-twentieth-century commercial structure exhibiting overstated Beaux Arts architectural details then popular for major public buildings such as railroad stations and libraries. It is the preeminent commercial structure in downtown Fort Lupton.

43. Assessment of historic physical integrity related to significance:

This structure displays a high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. It has undergone few changes since its construction in 1917, and those changes that have been made are largely reversible. The building retains sufficient integrity to convey its historical and architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-1:**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Fort Lupton Buddhist Temple**
6. Current building name: **Fort Lupton Buddhist Temple**
7. Building address: **720 Main Avenue**
8. Owner name: **Buddhist Church of Fort Lupton**

Owner organization:

Owner address: **720 Main Avenue**
Fort Lupton, Colorado 80621

22. Architectural style: **craftsman**

Other architectural styles:

Building type:

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

NE 1/4 of **NW** 1/4 of **NW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516306** Northing: **4437162**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **1-6** Block: **1**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape):

14. Other building plan descriptions:

15. Dimensions in feet (length x width):

16. Number of stories: **1**

17. Primary external wall material(s): **stucco**
shingle

Other wall materials:

18. Roof configuration: **hip-on-gable roof**

Other roof configurations:

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **decorative shingles**
fence
chimney
porch

21. General architectural description:

This Buddhist Temple at 720 Main Avenue is situated on the east side of the street, between a gravel parking lot to the north and La Familia Restaurant to the south. Gravel and asphalt parking areas surround the structure and a raked, rock garden is located directly in front (west of) the temple. A chain-link fence delimits the property. Oriented to the west, toward Main Avenue, the structure rests on a darker-blue-painted concrete foundation. Lighter-blue-painted stucco clads the exterior walls, which are constructed of structural clay tiles. Covering the gables are white-painted, square-cut shingles set in panels outlined by an alternating, rectangular pattern of false half-timbering. Appearing on either end of the symmetrical front (west) façade are 48-light windows, with steel frames and integral, paired casements. In the center of the façade is a deep, hip-on-gable-roofed porch. Four square posts and a beam with shaped ends support the porch roof. Across the beam are the words "FORT LUPTON BUDDHIST TEMPLE." Highlighting the porch's gable is an arched front truss with a decorative pendant. The rafter ends of the porch are exposed. Six steps, covered in green, outdoor carpeting, approach the door. The front (west) doorway hosts paired, wood-stained doors, with one, narrow, slanted light each, opening beneath a three-light transom. The west end of the south elevation features a 24-light, steel-frame window, with integral, paired casements. A doorway, also on the west end of the elevation, features a white-painted slab door, approached from the west via a six-step concrete stoop. It has a black, wrought-iron railing. A small, three-light awning window, with a metal frame, pierces the rear (east) elevation

south of center. It has been boarded shut from the inside. Closer to the north end of this elevation is a white-painted, one-light slab door. A seven-step concrete stoop approaches the doorway from the south. It has a black, wrought-iron railing. All window openings on the north elevation have been covered with wood batten shutters. Near the west end of the elevation is a doorway, which is approached by an eight-step concrete stoop, flanked by a black wrought-iron railing. Just east of the doorway is an engaged chimney, clad in lighter-blue stucco. Gray-green asphalt shingles cover the gable-on-hip main and porch roofs. The rafter ends are exposed.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This structure is located adjacent to the Union Pacific right-of-way, amidst gravel- and macadam-paved lots and small, industrial complexes.

24. Associated buildings, features or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1939-40**

Source of Information:

26. Architect: **n/a**

Source of information:

27. Builder: **Members, Fort Lupton Buddhist Temple Congregation**

Source of information: **Cross, Rachel. Pioneer Families of the South Platte Valley: Then and Now. Fort Lupton: South Platte Valley Historical Society, 1995.**

28. Original Owner: **Buddhist Church of Fort Lupton**

Source of information: **Cross, Rachel. Pioneer Families of the South Platte Valley: Then and Now. Fort Lupton: South Platte Valley Historical Society, 1995.**

29. Construction history:

Rev. Kawasaki conducted the rites for the laying of this structure's cornerstone on May 12, 1939. Construction of the temple employed the time and talents of not only the Buddhist community, but of many Luptonites not connected with the temple. Work was halted during the summer growing season and fall harvest. It resumed in October and workers continued in all kinds of weather until they completed the structure. The temple was formally dedicated on March 2, 1940. The walls of structural clay tile were originally exposed, but were later stuccoed. The structure has not been significantly altered since that time.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **temple**

32. Intermediate use(s): **temple**

33. Current use(s): **temple**

34. Site type(s): **Buddhist temple, Buddhist church**

35. Historical background:

Large numbers of Japanese immigrants first came to United States in the late nineteenth century through San Francisco, Seattle, and other ports in the Pacific Northwest. While many remained in Washington, Oregon, and northern California, others followed work eastward on railroads and farms. By 1900, Denver boasted a sizeable Japanese community, rivaled only by Fort Lupton. Here, the nexus of farms and the food-processing industry provided opportunities for many Japanese families. At first, these laborers settled in Fort Lupton only through the harvest, residing in tents. But they soon gained a reputation for their hard work and attention to detail. Beginning in 1902, with the encouragement of the owners of food-processing plants, many Japanese families settled permanently in Fort Lupton, including the Kurokawa, Hayashida, Enomoto, Koshio, Eguchi, and Miyamoto families.

By 1910, Japanese families operated 51 farms – 3,000 acres – in the Brighton-Fort Lupton-Platteville area. To protect themselves against unfair land rents, these farmers organized the Lupton Japanese Association two years earlier. In 1915, the association acquired a two-story, brick, former school building on the southeast corner of Ninth Street and Main Avenue. It quickly became the social and religious center of Fort Lupton's Japanese community. The building hosted the Ho-Onko Japanese Language School, which used Japanese university students to teach their language to a new generation. The name was later changed to the Northern Colorado Japanese Grammar School.

The Japanese population in Fort Lupton and Denver expanded so dramatically that, in 1915 or '16, Rev. Banryu Yatsubuchi of the Kumamoto Prefecture established the first Buddhist temple in Denver. By 1922, the number of Buddhists in Fort Lupton was large enough to form the Lupton Kyudokai (or congregation). Founders included Mrs. and Mrs. Yasokichi Takaki, Kyusaburo Murakoshi, Toichi Kato, Jutaro Kato, Shunpei Momii, Mr. and Mrs. Gohachi Nakata, Mrs. Rise Yoshida, and Mrs. Kiku Tani. Services were held the first Sunday of each month. In February 1925, the groups opened the Fort Lupton Buddhist Sunday School.

Delegates from the Buddhist communities in Fort Lupton and Brighton gathered at Yamato Hall on January 2, 1928, to discuss separating from the Denver Buddhist Temple to form their own temple. Only Fort Lupton became independent; establishing the temple were Tomotaro Okamoto, Taneji Koshio, Tetsuiche Yasuda, Matasaburo Enomoto, Toichi Kato, and Senichi Nishmoto. In May, Rev. Zesei Kawasaki came to the Fort Lupton temple from Canada. With his wife, Kawasaki also conducted Japanese language classes.

But the most profound example of the Japanese presence in Fort Lupton and, in return, the acceptance of Anglos and other ethnic groups in the community, was the construction of a formal Buddhist temple. Rev. Kawasaki conducted the rites for the laying of structure's cornerstone on the morning of May 12, 1939. Construction on the temple, located at the corner of Ninth Street and Main Avenue, was soon under way, employing the time and talents of not only the Buddhist community, but of many Luptonites not connected with the temple. Work was halted during the summer growing season and fall harvest. It resumed in October and workers continued in all kinds of weather until they completed the structure. The temple was formally dedicated on March 2, 1940.

Relations between Anglos and Japanese across the United States, however, soured after Japan attacked the American Pacific Fleet at Pearl Harbor on December 7, 1941. Suspicions arose among Anglos that Japanese Americans would serve their motherland over their new homeland. In March 1942, the federal government began rounding up all people of Japanese origin, citizens and noncitizens, and transported them to detention camps. By fall, the United States government forced more than 100,000 Japanese-Americans, mostly from the Pacific Northwest, to leave their homes and their jobs for desolate, poorly equipped detention camps, one of which was located near Granada, Colorado.

In Fort Lupton, the Japanese Association and Japanese Language schools quickly closed. Members of the Buddhist temple elected to suspend gathering for services and turned over leadership to those who were American citizens. Families began favoring English over Japanese. But because the Japanese community was so well integrated in Fort Lupton, little resentment or hostility persisted in the community.

Indeed, Colorado became a haven for displaced Japanese Americans. Governor Ralph Carr detested the policy – especially the presence of a detention camp in his own state – and invited Japanese families to reside freely in Colorado throughout the war. Many of these families who accepted the governor's invitation came to Fort Lupton. Indeed, attendance at the Buddhist Temple swelled, allowing the congregation to pay off its entire mortgage by 1943.

Despite the injustices committed by the government of their new homeland, many first-generation Japanese Americans still desired to become citizens. Thus, in the late 1940s and '50s, the temple became a center for citizenship classes, led by second-generation Japanese Americans. In 1954 and '55, many issei, or first-generation Japanese Americans, became full citizens.

36. Sources of information:

Cross, Rachel. Pioneer Families of the South Platte Valley: Then and Now. Fort Lupton: South Platte Valley Historical Society, 1995.

Cross, Rachel. Pioneer Families of the South Platte Valley: Then and Now. Fort Lupton: South Platte Valley Historical Society, 1995.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

Lichtenstein, Nelson, Susan Strasser, and Roy Rosenzweig. Who Built America? Working People and the Nation's Economy, Politics, Culture, and Society, vol. 2, since 1877. New York: Worth Publishers, 2000.

Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☑ No ☐

Designation authority: **City of Fort Lupton**

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☑ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☐ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☐ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☐ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**
asian
religion

40. Period of Significance: **1939-1953**

41. Level of significance: National: ☐ State ☑ Local ☐

42. Statement of significance:

This structure is significant under Criterion A for its association with the Japanese community and Buddhism in Fort Lupton and Colorado. Fort Lupton hosted a Japanese population exceeded only by Denver. Moreover, this temple is one of only a handful of Buddhist structures in Colorado and is a symbol of cooperation between Japanese Americans and the larger Fort Lupton community. As well, this temple is significant under Criterion C as an intact example Craftsmen architecture, representing a harmonious union of Asian elements applied to a popular American form. Moreover, these stylistic applications are made over a structure that, with its structural clay tile and metal-frame, multi-light windows, represents an industrial design. While a property owned by a religious institution or used for religious purposes are generally not considered eligible for listing on National Register of Historic Places, this property qualifies under Criteria Consideration A because it derives is primary significance from its historical importance -- that is as a symbol of cultural and civic development in Fort Lupton. The property should be considered individually eligible for the National Register of Historic Places and the Colorado Register of Historic Properties. It is already recognized as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This temple displays a high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. It has not been significantly altered since its construction in 1939-40. It retains sufficient integrity to convey its historical and architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL1: 1-3**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

~~000 S~~ McKinley Avenue
201

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Fort Lupton High School**
6. Current building name: **Fort Lupton Middle School**
7. Building address: 201 ~~000~~ **S McKinley Avenue**
8. Owner name: **Fort Lupton School District / Weld County School District Re-8**

Owner organization:

Owner address: **301 Reynolds Street**
Fort Lupton, Colorado 80621
Fort Lupton, Colorado 80621

22. Architectural style: **collegiate gothic**

Other architectural styles:

Building type:

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

E 1/2 of **SW** 1/4 of **NE** 1/4 of **SE** 1/4 of Section **6**

10. UTM reference zone: **13**

Easting: **515950** Northing: **4436181**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : Block:

Addition: **Reynolds First Subdivision** Year of addition: **1907**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Irregular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width):

16. Number of stories: **2**

17. Primary external wall material(s): **brick** Other wall materials:

18. Roof configuration: **flat roof**

Other roof configurations:

19. Primary external roof material: **asphalt roof**

Other roof materials:

20. Special features: **fence**

chimney

decorative terra cotta

21. General architectural description:

This school building is situated on the west side of South McKinley Avenue, stretching between Dexter Street to the north and Reynolds Street to the south. The center of the structure is located across from the intersection of Crane Street and South McKinley Avenue. A planted-grass yard, with mature landscaping, lies in front (east of the structure) while grass athletic fields stretch from the rear (west) elevation to Fulton Avenue. A macadam parking lot is north of the structure and a similarly paved recreation area and lot is south of the school. Oriented to the east, the structure rests on a combination of concrete and concrete block foundations. It consists of a central, inverted T-shaped core, with numerous additions to its north and south elevations. In general, all portions of the structure feature tan brick, either structural or as a veneer over concrete block, with brown-brick accents. Also, the core and nearly all additions feature fenestration confined to bays between buttresses. The rest of the structure is described by major additions below. Those additions may include subsequent smaller modifications.

Core (1931-32)

This symmetrical portion of the building is located at the center and represents the original plan of the school. It consists of a long, north-south oriented structure with a central wing projecting westward. Windows are generally one-over-one-light, double-hung sash, with brown-painted wood frames and terra cotta sills. These windows always appear in pairs or bands.

Between the windows on the first floor and those on the second, the brickwork features a diamond-shaped pattern. A thin, cream-glazed terra cotta cornice protrudes above the second-story windows. The shallowly projecting entrance is dominated by a central entryway beneath a pointed, Gothic arch. Cream-glazed terra cotta surrounds the doorways and central arch of the entrance. Four steps approach the doorway from the north, east, and south. The doorway itself hosts two sets of paired, brown-painted, one-panel, one-light, glass-in-wood-frame doors. A leaded transom fills the area above the doors and the bottom of the arch. Copper lamps are anchored to the wall on either side of the doorway. Above the arch is an inset panel hosting metal letters reading "FORT LUPTON / MIDDLE SCHOOL" On either side of the lettering are decorative terra cotta panels with a book-and-lamp motif set in a Moorish, or horseshoe, arch. Above these details are two sets of paired, narrow, one-over-one-light, double-hung sash windows, set beneath small, pointed arches. The rear (west) elevation is similar to front (east), except for the protruding, west wing at the center of the elevation. This wing originally contained a dual-use gymnasium-auditorium. However, it became solely an auditorium after the construction of new gymnasium in 1948. The west wing is a single story. Its north and south elevations feature sets of three, six-over-six, double-hung sash windows, each opening beneath a three light transom. The window sets open in bays divided by buttresses, and the eastern most set contains only a pair. Concrete stairs flanking the north and south sides of the wing provide access to three levels of doorways. All contain brown-painted metal doors. A small addition protrudes from the rear (west) elevation of this wing. Its west elevation contains a pair of brown-painted metal slab doors at the center. Above them opens another pair of tall, narrow, metal slab doors, apparently used to move scenery and large props onto and off of the stage. Windows in the basement level of the core's rear (west) elevation now host large, metal, louvered vents. A large window, opening beneath a Gothic arch, appears in the center of the core's south elevation, which is mostly obscured by subsequent additions. A high parapet conceals the flat roof. Engaged to the north end of the rear (west) elevation, near its junction with the west wing, is a tall, brick chimney.

1962 Addition

Attached to the north elevation of the core is another addition, constructed in 1962. It is roughly L-shaped, with the inside corner facing southwest. On the front (east) elevation, at the junction of the core and this addition, is an entryway. It features a protruding, false front with a Gothic arch. The doorway hosts two sets of paired, brown-painted, one-light, metal slab doors. The entire façade above the entryway is faced in glass with aluminum-frames. The north elevation of this addition features a doorway near its center. It contains a pair of brown-painted, one-light, metal slab doors. The doorway itself is set in a vertical bay entirely faced in glass, providing light to an interior stairwell. West of this entrance are bands of aluminum-frame windows. Each consists of two lights (horizontal) above a hopper light. A one story-wing protrudes from the west of this addition, forming the east-west-oriented section of the L. It contains similar windows. A full-height brick wall protrudes from the addition's rear (west) elevation. It shields an exterior, concrete stairwell. Approached from the north, the stairs lead upward to a doorway corresponding to the main floor. Approach from the south, the stairs lead downward to a doorway into the basement. This addition has a flat roof with a very low parapet. An engaged chimney emerges near the inside corner of this L-shaped addition.

1989 Addition

Attached across the north 190 feet of the 1962 addition's front (east) elevation is another addition. The arrangement of its buttresses and fenestration are nearly identical to the front (east) façade of the core. Windows are one-over-one-light, double-hung sash, with brown aluminum frames and corresponding transom lights. This addition also has a flat roof, obscured behind a high parapet.

1948 Addition

This one-story portion of the building is attached to the south elevation of the core and consists of an L-shape plan, with the inside corner facing southwest. It has been largely obscured by subsequent additions, but the gymnasium, which protrudes westward from the rest of the structure, is still visible. The north and south elevations of the gymnasium feature bays divided by buttresses. Each bay contains a pair of five-light (horizontal), metal frame windows. The second and third lights from the bottom open as a hopper window. The easternmost bay hosts only a single window of this description. Opening low on the west end of the gymnasium's north and south elevations are paired, brown-painted, metal slab doors. While much of this addition has a flat roof, the gymnasium has a barrel roof, all behind a low parapet.

1972 Addition

This expansion involved building a rectangular, one-story structure within the inside, southwest-facing corner of the 1948 addition. Most of its window and door openings have been bricked shut. However, it still hosts two, brown-painted, metal slab doors. This portion of the building has a flat roof with a low parapet.

1990s Addition

Another one-story addition has been constructed across the south and front (east) elevations of the 1948 portion. The front (east) elevation of this addition features paired windows between buttresses. Each window is three-light (horizontal), fixed-frame, with brown metal frames. Opening near the north end of this addition's front (east) elevation is a protruding entrance. The doorway opens beneath a round arch and contains a pair of two-light, glass-in-metal-frame doors. Surrounding the doors are plate-glass sidelights and transom. Another doorway opens at the junction of the 1990s and 1948 additions to the original core. It contains brown-painted, paired, one-light metal slab doors, approached by a concrete ramp. Another concrete ramp,

approached from the west, provides access to a doorway near the center of this addition's south elevation. The doors are paired, brown-painted, one-light, metal slab doors. The roof is flat and the buttresses extended above the low parapet.

An array of electrical, heating, ventilation, and air-conditioning, apparatus emerge from the roof of the structure.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This school building is set within a mature neighborhood of modest homes, wide, paved-streets, and mature trees. The school itself is part of larger complex of buildings relating to the Fort Lupton School District and expansive lawns and athletic fields.

24. Associated buildings, features or objects:

1 : Type: **NOTE**

Describe: **While other structures are located on this parcel, they are related generally to the entire school complex rather than the middle school specifically.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1931-32**

Source of Information: **Building plans on file at the main office, Fort Lupton School District, 301 Reynolds Street, Fort Lupton.**

26. Architect:

Source of information:

27. Builder:

Source of information:

Still in research

28. Original Owner: **Fort Lupton School District**

Source of information:

29. Construction history:

The original core of this school -- a T-shaped plan still at the center of the school -- was constructed in 1931-32. To it have been attached six major additions and numerous smaller additions and modifications.

1948: P.W. Ireland, Jr., architect
This one-story addition, with high, full-basement, is attached to the south elevation of the original core. It contains a gymnasium in a west-protruding wing, giving the addition and overall L-shaped plan, with the inside corner facing southwest.

1962: Alfred Watts Grant and Associates, architects
This two-story addition, with full basement, is attached to the north elevation of the original core. It includes a one-story portion to the west, producing an L-shaped plan, with inside corner facing southwest.

1972: Muchow Associates, architects
This one-story addition filled the southwest-facing, inside corner of the 1948 addition.

1989: W.C. Muchow & Partners, architects
This project added a two-story structure with full basement across the front (east) elevation of the 1962 addition.

1990s: W.C. Muchow & Partners, architects
The one-story portion of the southern addition was further expanded with this project, which wrapped around the east and south elevations of the 1948 addition.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **school**

32. Intermediate use(s): **school**

Architectural Inventory Form

33. Current use(s): **school**

34. Site type(s): **high school, middle school**

35. Historical background:

Fort Lupton's first schools were often informal sessions within the home. The earliest school buildings in the area were simple log or frame one-room schoolhouses. However, on May 31, 1873, Weld County formally organized the Fort Lupton School District. A year later, the first school in what is now Fort Lupton was constructed on the northeast corner of Denver Avenue and First Street.

As the population in Fort Lupton increased, two more buildings were constructed in the parking area near the Buddhist Temple, on the southeast corner of Ninth Street and Main Avenue. The town's first large-scale school building was completed in 1913 on First Street just west of the former library, now the Fort Lupton Museum. Additions expanded the structure to the east and west. However, even this building was not large enough to handle growing enrollment

In 1931, construction began on new high school for the Fort Lupton School district. When it was completed in the 1932, the new school was a textbook example of Collegiate Gothic architecture, popular for academic buildings throughout the 1920s. The style was even more widely built after the creation of the Works Progress Administration (WPA), a Depression-era, federal make-work program. Although this particular high school was completed before the inception of the program, WPA artist Hayes Lyon created three murals for the high school library in 1941. Each depicted, in bold colors and heroic postures, scenes of frontier life in and around the original Fort Lupton. The murals were eventually removed from the library when the district converted the high school into the middle school. After years in storage, they were rehung in the new Fort Lupton Public Library. The city designated the murals historic objects on March 22, 1995.

As in the past, student enrollment only continued to grow, forcing the school district to expand the original high school building. The first of those additions occurred in 1948, expanding the structure southwest. It included a new gymnasium. This allowed the school district to convert the former dual-use auditorium/gymnasium into a full-time auditorium. In 1962, another addition pushed the building northward. It was further expanded with major additions in 1972, 1989, and in 1990s. Smaller additions and renovations occurred throughout this period and were ongoing during this survey.

36. Sources of information:

Building plans on file at the main office, Fort Lupton School District, 301 Reynolds Street, Fort Lupton.

Roberts, Cleon. Fort Lupton Colorado: The First Hundred and Forty Years. Fort Lupton: The Centennial-Bicentennial Committee, 1987; reprinted 1993, 1996, 1999, and 2002, pp. 281-2; 289.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☐ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☑ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☑ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**

40. Period of Significance: **1931-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This school is significant under Criterion C because it is an excellent example of collegiate Gothic architecture, a style popular for academic buildings constructed in the 1920s and '30s. It is the only building of its kind in Fort Lupton and is visually important because of its commanding location along South McKinley Avenue. While the structure has been extensively expanded, those additions have been limited largely to the ends (north and south elevations), preserving the original façade. Moreover, these additions use compatible materials and are stylistically sensative to the design and feel of the original core. While these modifications would make it difficult to list this property on the National Register of Historic Places, the school should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This school building displays a moderate degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. Additions have substantially increased the mass of the structure, but have been generally consistent in design, materials, workmanship, and feeling. The building retains sufficient integrity to convey its architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-3: NOT YET DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/24/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Brendell Creamery / Silver State Canning & Produce Co. / Fort Lupton Canning Co.**
6. Current building name: **A to Z Storage / Fort Lupton Industrial Center**
7. Building address: **511 McKinley Avenue**
8. Owner name: **Edwin R. Lehrburger**

Owner organization: **Fort Lupton Storage**

Owner address: **c/o A to Z Storage, LLC**
Post Office Box 781
Fort Lupton, Colorado 80621

22. Architectural style: **other style**

Other architectural styles: **mixed-roof, masonry and steel-frame warehouse**

Building type:

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SW 1/4 of **NE** 1/4 of **NE** 1/4 of 1/4 of Section **6**

10. UTM reference zone: **13**

Easting: **515981** Northing: **4436902**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **All** Block: **36**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width):

16. Number of stories: **1**

17. Primary external wall material(s): **brick** Other wall materials:

pressed metal

18. Roof configuration: **shed roof**

Other roof configurations:

19. Primary external roof material: **asphalt roof**

Other roof materials:

20. Special features: **fence**

glass block

21. General architectural description:

This large warehouse building (Building A) is part of an industrial complex filling all of block 36 in Fort Lupton, bounded by Sixth Street on the north, McKinley Avenue to the east, Fourth Street to the south, and Fulton Avenue to the west. A chain-link fence surrounds all of the property west of this building. A macadam parking and loading area is located to the east. This warehouse spans almost the entire west side of McKinley Avenue between Fourth and Sixth streets. The structure rests on a concrete foundation and is oriented to the east. It consists of six individual components visually separated by differences in roof treatments and setbacks. Each is described below.

SECTION 1: The southernmost portion of this building consists of red, pressed-brick walls. Rectangular, clerestory openings, with glass blocks, appear at regular intervals high on the front (east) and south elevations. Opening near the center of the front (east) elevation is a large, interior-mounted, sliding door. Silver-painted, tightly corrugated sheet metal clads the door itself, which hosts a human-scale door-in-door on its south end. The same doors appear on either end of the south elevation. Either side of the bottom of the doorway features extended concrete footers, which act as bumpers. Opening near the center of the rear (west) elevation is a sliding door, clad in corrugated metal. It hangs from a rail mounted on the exterior. South of it are two openings filled with glass blocks. This portion of the building has a shed roof surrounded by a flat parapet. Poured asphalt covers the roof.

SECTION 2: This portion of the structure protrudes eastward from the rest of the building. It is also constructed of red, pressed brick. Windows on the front (east) elevation are the same glass-block clerestory windows as on the front (east)

elevation of section 1. Large openings dominate the south and north elevations created by the protrusion of this section. Both doorways host overhead, retractable garage doors. Another large doorway opens near the center of this section's front (east) elevation. It has an interior-mounted sliding door. Silver-painted, tightly corrugated sheet metal clads the door itself, which hosts a human-scale door-in-door on its south end. On the rear (west) elevation are five-light awning or hopper windows, with metal frames. A six-light window opens high near the center of this elevation. A small, corrugated-metal-clad, sliding door appears on the north end. It is hung from a rail mounted on the exterior of the structure. The south end hosts a larger sliding door but of the same description. It provides access to a concrete loading dock with moveable, steel pier. This portion of the building has a side-gabled roof hidden behind a flat parapet. Poured asphalt covers the roof.

SECTION 3: Red, pressed brick forms the walls of this section of the building. The same clerestory windows that appear on the front (east) elevation of sections 1 and 2 also appear on the front (east) elevation of section 3. However, instead of glass blocks, these openings have 10-light, steel-frame windows. Appearing on either end of this section's front (east) elevation are two, large doorways. Both host interior-mounted, sliding doors, clad in silver-painted, corrugated sheet metal. The rear (west) elevation contains clerestory windows similar to the front (east) elevation, but with narrow, five-light awning or hopper windows, with steel frames and frosted lights. Flat parapets conceal the shed roof, which is covered in poured asphalt.

OFFICE CORE: A narrow space for offices is wedged between sections 3 and 4. Its walls consist of red, pressed brick. The symmetrical front (east) façade features windows on either side of a central doorway. The windows are nine-light, steel frame, with an integrated hopper window across the bottom row. Approaching the doorway is a three-step concrete stoop flanked by a pair of silver-painted, pipe railings. Railroad-tie planters appear on either side of the stoop. In the doorway itself is a white-painted, one-panel, three-light, glass-in-wood-frame door, with protruding locking rail. A blue-and-white-striped canvas awning extends across the doorway and both windows. Above the awning, in a thin brick frame, is a painted sign. It reads: "Fort Lupton / Industrial Center." Another doorway into the office pierces the rear (east) elevation. To the south of it are one-over-one, single-hung sash windows with steel frames. The office has a shed roof hidden behind a parapet, which is raised on its north and south ends to set off the office from the rest of the structure.

SECTION 4: While this portion of the building has the same pressed-brick walls as the sections south of it, the color is slightly lighter. Clerestory windows on the front (east) elevation are identical to those to the south and are filled with glass blocks. A large doorway dominates the center of this elevation. Across the rear (west) elevation are similar windows, but with four-light, steel-frame hopper or awning windows. The south end of this elevation hosts a narrow, interior mounted sliding door. It is clad in silver painted, tightly corrugated metal, and contains a human-scale, door-in-door. A shed roof covers this section, hidden behind a flat parapet with clay-tile caps.

SECTION 5: Vertically oriented, corrugated sheets of galvanized metal clad the exterior walls of the northernmost section, which protrudes eastward from the rest of the structure. A gray-painted, metal slab door opens on the south elevation of the protrusion. The north end of the front (east) elevation hosts a set of three large doorways. The north and south are doors constructed of wood while the center is aluminum. All are painted white and are overhead retractable. They are approached by a concrete ramp. A narrow slab door, clad in corrugated metal, opens just south of the three large garage doors. Another white-painted, aluminum, overhead retractable garage door opens on the south end of this section's rear (west) elevation. On the north end of the same elevation are two, six-light, steel-frame windows, behind a heavy steel mesh. Corrugated metal covers the side-gabled roof.

22. Architectural style: (see front page)

23. Landscape or special setting features:

The buildings in this complex are set in a landscape largely devoid of trees and grass. Generally the areas among buildings are packed-earth, gravel, or concrete. The site itself is essentially an island surrounded by a mature neighborhood of modest, mostly one-story homes.

24. Associated buildings, features or objects:

1: Type: **Building B**
Describe: **See addendum.**

2: Type: **Building C**
Describe: **See addendum.**

3: Type: **Building D**
Describe: **See addendum.**

4: Type: **Building E**
Describe: **See addendum.**

5: Type: **Building F**
Describe: **See addendum.**

6: Type: **Building G**
Describe: **See addendum.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1943**
Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **unknown**
Source of information:

27. Builder: **unknown**
Source of information:

28. Original Owner: **Fort Lupton Canning Company**
Source of information: **Mocine, David O. "The Pioneer Spirit Still Holds Sway." The Canner, 2 November 1953.**

29. Construction history:

While the history of this property dates to the turn of the twentieth century, it was largely rebuilt from 1941 through 1958. Building A was expanded from south to north. Photographs in the collection of David Norcross reveal that section A1 was completed in 1943. Sections A2, A3 and the office core were completed by 1950. Section A4 appears to have been completed around 1955. Metal-clad section A5 dates to the 1960s or '70s.

Although M.F. Counter, owner and manager of the plant during this period stated that all structures had been replaced, Buildings B and C appear to be considerably older than 1941. They appear in close to their current form on a 1908 Sanborn map. Most likely these buildings were considerably renovated at during the 1940s, but were not razed entirely.

Dates of construction for the rest of the complex are as follows: Building D, 1952; Building E, 1958; Building F, 1958; Building G, 1958.

None of the buildings have been substantially altered since their construction.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **processing site**
32. Intermediate use(s): **processing site**
33. Current use(s): **industrial storage**

33. Current use(s): **industrial storage**

34. Site type(s): **cannery, agricultural processing facility**

35. Historical background:

The historical narrative of this site began with the Brendell Creamery, which was established here sometime in the early 1890s, one of many dairy-processing facilities in the Fort Lupton area. But the history of that enterprise is difficult to reconstruct; it is overshadowed by its 1897 owner Orello E. "O.E." Frink and his canning company. O.E. was born in De Ruyter, New York, on May 16, 1855. He married Junetta "Etta" Peckham, another New-York-native, in 1877. O.E. and his family moved to Denver around 1890, where he became a meat wholesaler. He purchased the Queen City Packing Company in Denver and operated it as the Iowa & Nebraska Produce Company. By 1892 O.E. owned and operated his wholesale business, two retail meat markets, and several creameries. But his meteoric rise as a successful capitalist crashed with the financial panic of 1893. By 1895 stagnant economic conditions wiped out the Frink fortune, and the family retreated to Fort Lupton. However, O.E. and Etta soon realized that this fledgling town on the South Platte River occupied a strategic geographic and economic position. The produce of its verdant fields could easily reach the markets of Denver and, by rail, a hungry nation. O.E. and Etta rented a building and started the Fort Lupton Creamery, which Etta managed. In 1897, the Frinks purchased the Brendell Creamery and started a cheese factory. The two improved the efficiency and profitability of the company, eventually purchasing their own dairy farms and tirelessly experimenting with new ways to process and preserve dairy products.

Although he lacked any experience in the industry, O.E. decided to start a vegetable canning operation in connection with his creamery in 1904. He cobbled an addition to his facility and purchased second-hand and some new canning equipment, hiring O.A. Carlson as superintendent. Frink's Silver State Canning and Produce Company first processed tomatoes, catsup, and corn. Over the years, Frink expanded his canning operations to snap beans, peas, pickles, pumpkins, and squash. The company's business proved so profitable that, in 1908, he sponsored a town-wide festival, Tomato Day. The estimated number of attendees is difficult to determine, but probably was around 3,000, including the governor. Special trains arrived from Denver. Besides all the free tomatoes, Frink furnished barbecued beef, pickles, corn on the cob, coffee, rolls, and pumpkin pie. The cannery served 1,000 rolls and roasted two steers.

Between 1912 and Frink's death in 1916, canning season expanded from two months to five. As the canning company expanded, so too did its labels: "Overland," "National," "Ruby," "Seal," and "Fort Lupton." The factory largely employed women for the cleaning and packing work, sometimes hiring 200 girls just to snap green beans. Many resided in a two-story dormitory, no longer extant, just south of the factory. The cannery was so successful that Frink was able to purchased nine farms on which he experimented with new varieties of produce and machinery.

O.E. Frink died on November 12, 1916. His broker, W.N.W. Blayney, who was familiar with the operation, took over management of the factory. In February of the following year, he organized the Fort Lupton Canning Company. The new firm leased the factory site, buildings, and equipment from Etta Frink, who maintained ownership after her husband's death.

And the company only expanded. By the 1920s, it was among the dominant seasonal employers in Fort Lupton. Much of its produce, particularly beans, required meticulous stoop labor. Agents for the Fort Lupton Canning Company hired Hispanics from Mexico and the Southwest and Japanese via the Pacific Northwest, contributing to Fort Lupton's rich cultural heritage.

Upon Blayney's own death in 1936, Marguerite F. "M.F." Counter, Frink's daughter, became president. Under Counter's leadership, the Fort Lupton Canning Company purchased the factory from Junetta Frink in September 1941. Counter launched a construction campaign that razed many of the older buildings and replaced them with more modern facilities. Construction remained almost constant from 1941 through 1958. Following World War II, Mrs. Counter was joined at the factory by her son, Ben F. Counter, and Kelsey Carlson, son of O.A. Carlson. In the early 1950s, the factory owned a fleet of six semi trucks, which delivered Fort Lupton canned goods to seven states, reaching as far north as Montana and south to Texas. By 1953, the Fort Lupton Canning Company was the largest employer in the city, retaining 250 people during its peak season. At that time it produced 500 cases of beans, 350 cases of tomatoes, and 450 cases of peas every hour.

The company continued to be a dominant force in the local economy and culture for decades, all the time remaining in control of Frink descendants and family friends. But as the town in general shifted from a manufacturing-based to a service-based economy, so too did the Fort Lupton Canning Company, which Ben Counter, grandson of O.E. Frink, reluctantly closed in 1979. "It was interest rates that forced us to close," Counter said in a 1983 interview. He also admitted that the factory represented an old way doing things -- a way that did not accommodate changes in canning technology and the expense of tin cans. More than 250 people lost their jobs, and 50 farmers, accounting for 1,500 acres in Weld, Boulder, Adams, and Larimer counties, lost their major buyer.

Initially the facility stayed open as a distribution center and began renting out its machine shop. Edwin R. Lehrburger, through his Fort Lupton Storage / A to Z Storage, purchased the complex, then known as the Fort Lupton Industrial Center, in 1993. In addition to providing storage in the facility's warehouses, many of the other structures host small manufacturing and

automobile repair firms.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

Mocine, David O. "The Pioneer Spirit Still Holds Sway." The Canner, 2 November 1953.

Barrett, Marjorie. "A comfortable, geniune small town." Rocky Mountain News, 28 August 1983, p. 18S-19S.

Counter, Marguerite Frink, Fort Lupton Canning Factory. To family, friends, suppliers and customers, Christma 1950. Typescript (photocopy), p. 8. In the collection of David Norcross.

Counter, Daisy. "Fort Lupton Canning Co.: A long history of local industry." Fort Lupton Press, 13 February 1975, p. 10.

Gillies, Fred. "Idling of Cannery a 'Terrific Blow.'" Denver Post, 24 March 1980.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☐ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☑ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **community planning and development**
asian
hispanic
industry

40. Period of Significance: **ca. 1900-1953**

41. Level of significance: National: ☐ State ☑ Local ☐

42. Statement of significance:

This property is significant under criterion A for its association with the development of the agricultural-industrial economy in Fort Lupton and the South Platte Valley, particularly the vegetable canning industry. It is the only remaining example of a facility of its kind in Fort Lupton and a symbol of a community developed through agriculture and agricultural processing. The property is also significant for its association with the Japanese and Hispanic communities, many of whom settled in Fort Lupton because of their employment at the factory or the fields that supplied it. The entire factory site should be considered eligible for the National Register of Historic Places, the Colorado State Register of Historical Properties, and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

The structures on this property display a moderately high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. The structures have not been significantly altered since their remodeling or construction between 1941 and 1958. The property retains sufficient integrity to convey is historical significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☑ No ☐

Discuss: **This industrial complex covers a vast square of land in Fort Lupton and is surrounded by associated, working-class houses. Certainly the factory site itself, with all of its buildings, structures, and features, should be considered a district. However, the associated residences in blocks surrounding the factory site could also be included.**

If there is National Register district potential, is this building contributing: Yes ☑ No ☐ N/A ☐

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-2: NOT YET DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/24/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**

Building B

This large industrial building is located west of the south end of Building A and surrounds Building C on the south and east. Oriented to the south, the structure rests on a concrete foundation and consists of a two-story, side-gabled core, with a two-story, end-gabled addition to the north and aone-story, side-gabled addition to the west. A bridge from the second floor of the rear, end-gabled addition connects this structure to a one-story, end-gabled addition to the west. Overall, the structure assumes an L-shaped plan. The majority of exterior walls are clad in either blue-painted, horizontal, wooden composition siding, with white-painted wood cornerboards and centerboards, or cream, asbestos shingle siding. Windows are generally paired, six-over-six, double-hung sash, with white-painted wood frames and surrounds. A pair of doorways opens near the center of the one-story, side-gabled, west addition. The east door is a two-panel, nine-light, tan-painted metal door. To the west is a tan-painted metal slab door. Both doors are accessed via a concrete stoop with two steps on its east and west sides. West of the paired doors is a white aluminum, overhead retractable garage door. The west elevation of the west addition contains three large garage doors. The center is higher than those on the ends. All are white aluminum, overhead retractable. The end doors have narrow lights while the center is featureless. An integral, concrete loading dock opens in the center of the core's east elevation. The first floor of this elevation features six-light hopper or casement windows, with white-painted wood frames and surrounds. The second floor has six-beside-six, white-painted, wood-frame, sliding sash windows. However, all but two of these window openings have been boarded shut. A door opens on the north end of this elevation. It is a tan-painted, metal slab door. An end-gabled bridge extends off the end-gable addition, connecting it to a one-story, end-gabled structure. Sheets of corrugated metal clad the exterior walls of the bridge. Metal steps descend northward from a door on the east end of the bridge's north elevation. Beneath the bridge, on the north elevation of the two-story structure, opens an exterior-mounted, corrugated-metal clad, sliding door. Dominating the north elevation of the one-story, end-gabled addition are four, larger doorways. Each contains an aluminum, overhead retractable garag door, with four lights each. The west elevation of the two-story, end gable addition features two doorways. The north doorway has an interior-mounted, sliding door, clad in corrugated metal. The south doorway, near the inside corner of the L, has been enclosed with sheets of particle board. It now hosts two smaller doors: a nine-light, three-panel door to the south and a slab door to the north. Both are tan-painted metal. Connecting the second story of this structure's west elevation to the east elevation of Building C is a steel catwalk. It provides access to a corrugated-metal clad door, opening behind paired, wood-frame screen doors. Sheets of corrugated, galvanized steel cover the cross-gable roof, and the eaves are boxed with white-painted wood fascia and soffit.

Building C

This large industrial building is located on the south end of Building A's west elevation and is surrounded by Building B on its south and east sides. Oriented to the north, the structure rests on a concrete foundation. The structure features a cross-gabled, L-shaped plan, with the inside corner facing northwest. Cream-colored, asbestos shingle siding clads the exterior walls. Most windows are paired, six-over-six, double-hung sash, with white-painted wood frames and surrounds. The symmetrical, north-facing gable end hosts windows, as described above, flanking a central, sliding door. It is clad in sheets of corrugated metal. Above the doorway, providing access to a second-story loft, are paired, sliding doors. Each is painted white and consists of four-panels and two-lights. The west-facing gable end is identical to the north except that the main sliding door contains a human-scale door-in-door and there is no doorway above it, just a pair of six-over-six windows. A small, shed-roof-covered alcove is located within the inside corner. This area hosts a one-over-one-light, double-hung sash window, with an almond-color vinyl frame. A door, clad in a sheet of galvanized metal, opens into the alcove. Rows of the paired, six-over-six windows line the rest of the elevations. A sliding door, covered in corrugated metal, opens beneath a second-story steel catwalk connecting the west elevation of Building B to the east elevation of this structure. The catwalk approaches a corrugated-metal-clad door, opening behind paired, wood-frame screen doors. Sheets of corrugated metal cover the cross-gable roof, and the eaves are boxed with white-painted wooden fascia and soffit.

Building D

This metal-clad, post-and-beam structure is located west of Building A and northwest of Buildings B and C. Oriented to the east, the structure rests on a concrete foundation. Sheets of corrugated, galvanized metal clad the exterior walls. The symmetrical front (east) façade hosts three, evenly spaced openings. The northern two host interior-mounted sliding doors. Each is clad in sheets of corrugated metal. The southern doorway has been enclosed with plywood and now contains a smaller, tan-painted aluminum, overhead retractable garage door. Just north of this doorway opens a two-panel, nine-light metal door, painted blue. Two, large window openings pierce the south-facing gable end. The east window is tripartite, with one-light

casement windows flanking a fixed frame. To the west is a one-light fixed-frame with a single casement to its west. These windows have gray vinyl frames with gray wood surrounds. A large, rectangular opening across the north-facing gable is enclosed with sheets of green-tinted, translucent, corrugated fiberglass. The rear (west) elevation is featureless. Corrugated metal covers the asymmetrical, side-gabled roof, the ridge of which is offset east of center. The eaves are boxed with white-painted wood fascia and soffit.

Building E

This metal-clad, post-and-beam structure is located southwest of Buildings A, B, and C, and south of Building G. Oriented to the east, the structure rests on a concrete foundation. Sheets of corrugated, galvanized steel clad the exterior walls. Dominating the center of the front (east) façade are paired, interior-mounted sliding doors. Both are clad in sheets of corrugated metal. The south door hosts an integral, human-scale door-in-door. South of the doorway is a metal sign reading "B&S / AUTOMOTIVE / & DIESEL / REPAIR." The north elevation contains the following features (east to west): a six-panel, white-painted metal door; a tan-painted aluminum, overhead retractable garage door; and an interior-mounted sliding door, clad in corrugated metal and hosting a door-in-door. A large, rectangular opening across the west-facing gable is enclosed with sheets of green-tinted, translucent, corrugated fiberglass. The south elevation is featureless. Sheets of corrugated, galvanized steel cover the front-gabled roof, and the eaves are boxed with white-painted wooden fascia and soffit.

Building F

This metal-clad, post-and-beam structure is located north of Building G and southwest of Building D. Oriented to the east, the structure rests on a concrete foundation. Sheets of corrugated, galvanized steel clad the exterior walls. Dominating the front (east) façade are six garage openings, concentrated to the north. All doors are tan-painted aluminum, overhead retractable. Above the southernmost door is a metal sign reading "GENE'S / AUTO SALES." Dominating the south elevation are paired, interior-mounted sliding doors, each clad in corrugated metal. The west end of the north elevation hosts a white-painted, six-panel metal door, approached by a simple, wood stoop. Large, rectangular openings across the south- and north-facing gables are enclosed with sheets of green-tinted, translucent, corrugated fiberglass. The rear (west) elevation is featureless. Sheets of corrugated, galvanized steel cover the side-gabled roof, and the eaves are boxed with white-painted wooden fascia and soffit.

Building G

This metal-clad, post-and-beam structure is located west of Buildings A, B, and C, and north of Building E. Oriented to the east, the structure rests on a concrete foundation. Sheets of corrugated, galvanized steel clad the exterior walls. Dominating the center of the front (east) façade are paired, interior-mounted sliding doors. Both are clad in sheets of corrugated metal. The south door hosts an integral, human-scale, door-in-door, while both feature small, four-light, wood-frame, fixed-frame windows. The south elevation contains a number of small openings, covered with sheets of green-tinted, translucent, corrugated fiberglass. West of center opens an interior-mounted sliding door, clad in corrugated metal. A small, shed-roof storage cabinet is located west of door. It has corrugated metal walls and an asphalt roof. The north elevation resembled the south, except that is lacks a doorway of any kind. A large, rectangular opening across the west-facing gable is enclosed with sheets of green-tinted, translucent, corrugated fiberglass. Sheets of corrugated, galvanized steel cover the front-gabled roof, and the eaves are boxed with white-painted wooden fascia and soffit.

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98

Photo yet to be developed.

I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Thomas C. Winbourn House**
6. Current building name: **Kimberly F. Parker House**
7. Building address: **110 Pacific Avenue**
8. Owner name: **Kimberly F. Parker**

Owner organization:

Owner address: **12877 County Road 18**
Fort Lupton, Colorado 80601

22. Architectural style: **other style**

Other architectural styles: **cross-gabled, wood-frame house**

Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SW 1/4 of **SE** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516479** Northing: **4436472**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **15-18** Block: **2**

Addition: **Aichelmans Subdivision** Year of addition: **1952**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **T-Shaped Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width): **Length: 40 x Width: 32**

16. Number of stories: **1 1/2**

17. Primary external wall material(s): **vinyl** Other wall materials:

18. Roof configuration: **cross gabled roof**

Other roof configurations:

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **porch**

fence

21. General architectural description:

This dwelling at 110 Pacific Avenue is situated on the northeast corner of Pacific Avenue and First Street. The structure is set back 42 feet from Pacific Avenue and 75 feet from First Street. A planted-grass yard surrounds the house. A white vinyl rail fence encloses the front yard while a wood privacy fence delimits the backyard. The house is oriented to the west, toward Pacific Avenue, and rests on a foundation encased in white-painted stucco. The structure consists of a T-shaped core, with a shed roof addition filling the southeast facing, inside corner. Horizontal, white vinyl siding, formed to appear as weatherboard, clads the exterior walls. They are framed between white vinyl cornerboards. Windows are one-over-one-light, double-hung sash, with white vinyl frames, aluminum-frame storm windows, and no formal surrounds. The front (west), hipped-roof porch is offset south of center across the front (west) elevation. White-painted, round wood columns, with formal bases a capitals, support the porch roof. A knee wall of white-painted latticework fills the spaces between the posts, except at the center of the porch, where it is approached by a one-step, concrete stoop. The front doorway hosts a white-painted, four-panel, one-light, glass-in-wood-frame door, opening behind a white, metal security door. Another door opens on the south end of the rear (east) elevation. It is a white-painted, two-panel, six-light, glass-in-wood-frame door, appearing behind the same security door as on the front. A one-story, three-sided bay extends from the west side of the north elevation. On the west end of the side-gabled wing's north elevation appears a front-gable wall dormer. Brown asphalt shingles cover the main, cross-gabled roof and all other roof surfaces. The eaves are boxed, with white vinyl fascia and soffit, and a blonde-brick chimney emerges at the inside, southeast-facing corner created by the side-gabled and end-gabled portions of the house.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This property is situated in a mature neighborhood of modest homes and small apartment buildings. Landscaping is mature. A city park is located across the street (west of) this structure.

24. Associated buildings, features or objects:

1: Type: **Garage**

Describe: **A garage is located northeast of the house. It is accessed via a north-south-oriented alley behind (east of) the dwelling. Measuring 24.5 feet north-south by 24 feet east-west, the garage is oriented to the east and rests on a concrete foundation. Horizontal, white vinyl siding, formed to appear as weatherboard, clads the exterior walls. They are framed between white vinyl cornerboards. Dominating the front (east) elevation is two-car, white-vinyl, overhead retractable garage door. A white-painted slab door opens on the south side of the west elevation. North of it is a one-beside-one-light, sliding sash window, with an aluminum frame. A hexagonal, louvered attic vent pierces both gables. Brown asphalt shingles cover the front-gabled roof, and the eaves are boxed with white vinyl fascia and soffit.**

2: Type: **Shed**

Describe: **A shed is located southeast of the house and south of the garage. Measuring approximately 14 feet north-south by 10 feet east-west, the structure is oriented to the west. White-painted sheets of particleboard, with one-by-four-inch cornerboards, clad the exterior walls. A one-beside-one-light, sliding sash window, with an aluminum-frame, appears on the south elevation. Opening on the south end of the west elevation is a white-painted plywood door, with exterior bracing. Brown asphalt shingles cover the side-gabled roof, and the structure lacks overhanging eaves.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1895**

Source of Information: **Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.**

26. Architect: **n/a**

Source of information:

27. Builder: **Thomas C. Winbourn**

Source of information: **"Thomas C. Winbourn" In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.**

28. Original Owner: **Thomas C. Winbourn**

Source of information: **"Thomas C. Winbourn" In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.**

29. Construction history:

According to Weld County Tax Assessor records and other sources, this house was constructed in 1895. An analysis of the form, style, and materials collaborates this date. While the form has remained consistent, many of the character-defining features were removed with replaced of all windows and the application of new siding. These modifications appear to date to the late 1980s or 1990s, the same period in which the garage and shed were built.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **single dwelling**

32. Intermediate use(s): **single dwelling**

33. Current use(s): **single dwelling**

34. Site type(s): **residence**

35. Historical background:

Thomas C. Winbourn was born on September 13, 1851, in Gurleyville, Alabama. T.C. arrived in Denver with his parents, William Grant and Mary Winbourn, on June 6, 1862; the elder Winbourns took up a homestead south of Fort Lupton on June 12, 1863. W.G. Winbourn went on to become one of Weld County's most prominent citizens, serving as a county commissioner, treasurer, an even attempted an unsuccessful bid for the state senate. T.C. received a formal education in Denver and at the Jarvis Hall School in Golden. He married Emma Jackson, of Petersburg, Virginia, in October 1874. She came to Colorado earlier that year as a member of an agricultural colony that settled 27 miles south of Greeley, at what is now Green City

T.C. originally settled on a homestead south of Greeley, were he entered the cattle business with his father, running over 300 head of cattle. In 1876, T.C. preempted 80 acres near Peckham. He moved to Fort Lupton in 1884, establishing a ranch that would include much of the original town site and lands east of it. His father laid-out and developed the town west of the Union Pacific Railroad while T.C. slowly developed his land east of town site, remaining the largest taxpayer in Fort Lupton at the time of his death.

In 1885, T.C. was appointed postmaster for the Fort Lupton area. On February 4, 1890, Thomas C. Winbourn was sworn in as the town's first mayor, at the Lambrecht Hall, formerly at 301 Denver Avenue. He served three terms in this office: 1890-94, 1896-1898, and 1901-1902. T.C. opened a large and successful general store and owned residences and commercial buildings in the town, as well as two farms. T.C. was a member of the Knights of Pythias, Masons, Odd Fellows, and Elks. The affairs of his business and town apparently consumed T.C.'s ranching interests; he sold his last 400 head of horses in 1891.

T.C. and Emma Winbourn had four children: Robert E. Winbourn, T. Hugh Winbourn, William J. Winbourn, and Mary Winbourn MacDonald. Like their father and grandfather, T.C.'s children were also active in politics and civil service. Hugh was deputy state water commissioner, and Robert served as a Colorado state senator and as attorney general under Governor William H. Adams.

Emma Winbourn died on March 15, 1916. T.C. died on January 18, 1921. Around 1950, Dr. W.W. Aichelman purchased the house and its property. He subdivided it into lots, creating the Aichelman Subdivision in 1952. Aichelman was a veterinarian, operating his practice from a structure just southeast of this house. As well, he was a prominent town leader, serving three consecutive terms as mayor, from 1948 to 1954.

36. Sources of information:

Weld County Assessor Property Profile. Weld County Office of Tax Assessor, Greeley.

"Thomas C. Winbourn" In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.

"Thomas C. Winbourn" In Wilbur Fiske Stone, History of Colorado. Chicago: S.J. Clarke, 1918-19.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

"Mother of State Senator and Pioneer of Weld Dies." Undated obituary (ca. January 1921) collected in Phyllis Burge Davis Ceretto "History of my Family in Fort Lupton." Available at the Fort Lupton Museum.

"T.C. Winbourn Passes Away on Tuesday," and T.C. Winbourn Passes Away While Asleep." Undated obituaries (ca. January 1921) collected in Phyllis Burge Davis Ceretto "History of my Family in Fort Lupton." Available at the Fort Lupton Museum.

"Thomas C. Winbourn Conducts First Council Meetin on Feb. 4, 1890." The Fort Lupton Press, February 1959.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☐ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☑ Associated with the lives of persons significant in our past.
- ☐ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☑ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☐ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☑ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **community planning and development**

40. Period of Significance: **1895-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion B for its association with Thomas C. Winbourn. The Winbourns were among the earliest permanent settlers in the Fort Lupton area, and Thomas's father, William Grant Winbourn, was an early leader in Weld County politics. William platted and incorporated the town of Fort Lupton on land belonging to Thomas and himself. Thomas became Fort Lupton's first mayor and played a major role in the development of the community. This property was his home throughout his adult life in Fort Lupton. While the level of historical significance and physical integrity are not to the extent that this property would qualify for individual listing on the National Register of Historic Places, it should be considered eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

The principal structure on this property displays a moderate degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. While the structure is in the same location and retains the same setting and form, the replacement of windows and wall cladding have removed character-defining features. Nonetheless, the house retains sufficient integrity to convey is historical significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FLT-1: NOT YET DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

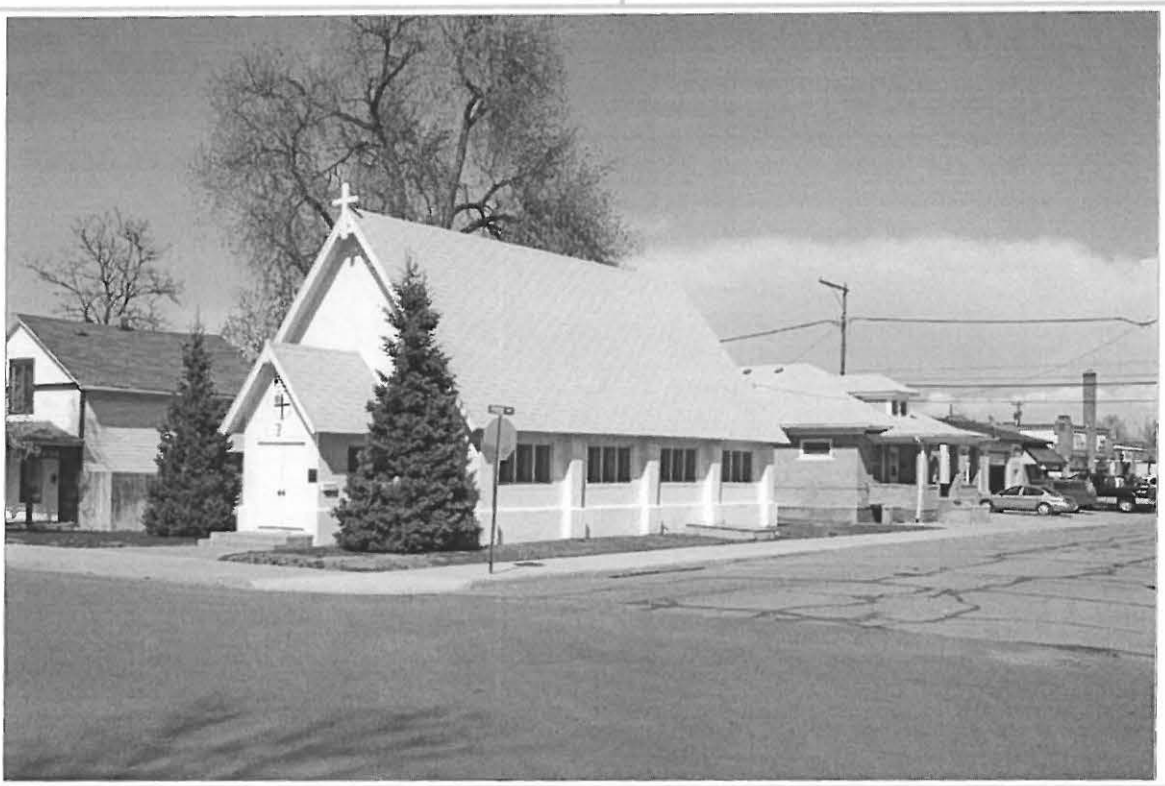
53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98



I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **St. Andrew's Episcopal Church / Mission of the Episcopal Diocese of Colorado**
6. Current building name: **St. Andrew's Episcopal Church**
7. Building address: **204 Park Avenue**
8. Owner name: **Cathedral of St. John the Evangelist**

Owner organization: **Episcopal Diocese of Colorado**

Owner address: **1300 Washington Street**
Denver, Colorado 80202

22. Architectural style: **other style**

Other architectural styles: **front-gable, masonry church**

Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

NE 1/4 of **NE** 1/4 of **SE** 1/4 of **NE** 1/4 of Section **6**

10. UTM reference zone: **13**

Easting: **516133** Northing: **4436613**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **11 and 12** Block: **20**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**

14. Other building plan descriptions:

15. Dimensions in feet (length x width): **Length: 48 x Width: 27**

16. Number of stories: **1**

17. Primary external wall material(s): **stucco** Other wall materials:
shingle

18. Roof configuration: **front gabled roof**

Other roof configurations:

19. Primary external roof material: **composition roof**

Other roof materials:

20. Special features: **chimney**
stained glass

21. General architectural description:

This church at 204 Park Avenue is situated on the northeast corner of Park Avenue and Second Street. The structure is set back 30 feet from Park Avenue and 18 feet from Second Street. Concrete sidewalks and a planted-grass yard, with mature landscaping, separate the structure from both streets. That planted-grass yard surrounds this structure and the vicarage, east of the church. Oriented to the west, toward Park Avenue, the structure rests on a concrete foundation, which protrudes from the main wall. It is covered in pink-painted stucco. A concrete-lined basement-access bulkhead, with a galvanized-metal hatch, emerges on the east end of the south elevation. The same, pink-painted stucco covers the exterior walls, which are structurally brick. The symmetrical front (west) façade hosts a protruding front-gable entryway. Dominating the front of the entryway are paired, white-painted, six-panel, metal doors, opening beneath a compressed arch. A two-step concrete stoop approaches the doorway. To the right (south of) the doors is a bronze plaque designating the church and its vicarage as a Fort Lupton Historical Landmark. A small, white-painted, wood pendant hangs in the gable end of the entryway. Below it, mounted to the gable, is a metal sign featuring the shield of the Episcopalian Church and the words "SAINT ANDREWS / EPSICOPAL CHURCH / EST. 1902 / 8 AM SUNDAYS / WELCOME." Above the front entryway, suspended in the gable of the main roof, is a white-painted, wood cross. Opening in the center of the entryway's south elevation is a one-light casement window, with amber-tinted, Byzantine glass, a white-painted wood frame, and white-painted concrete sill. Buttresses divide both the north and south elevations into four bays. Each bay contains a tripartite window opening. The center window features one-light while those flanking it have diamond-shaped leading and glazing. All have amber-tinted, Byzantine glass, white-painted wood frames and concrete sills, and heavy-gauge, metal screens. The top half of the rear- (east-) facing gabled is covered with white-painted, square-cut wood shingles. Gray, interlocking, asphalt shingles cover the front-gabled main and entryway roofs, and

the rafter ends are exposed. A chimney, encased in pink-painted stucco, emerges on the east end of the north elevation.

22. Architectural style: (see front page)

23. Landscape or special setting features:

This church is set in a mature neighborhood of modest homes and large, shady cottonwood and elm trees.

24. Associated buildings, features or objects:

1: Type: **Vicarage**

Describe: **A vicarage is located 30 feet west of the church, on northwest corner of Second Street and a north-south-oriented alley. Its address is 617 Second Street. Oriented to the south, the structure rests on a concrete foundation, which is veneered in red bricks for 24 inches beneath the protruding, three-course water table. A tan-brick veneer clads the exterior walls above and including the water table. A protruding, two-brick course corresponds to the level of the windows sills. A concrete cornerstone, on the southwest corner, reads "1914." Windows are generally one-over-one, double-hung sash, with white-painted wood frames and concrete sills. The east end of the rear (north) elevation hosts a one-beside-one-light, sliding sash window, with white-painted wood frames. The south end of the west elevation features a long, one-light awning or hopper window, also with white-painted wood frames. The front (south) façade is nearly symmetrical, except that the doorway and access point through the porch are offset west of center. The hipped-roof front porch dominates almost all of the façade. A set of five, concrete steps approach the porch, flanked by concrete kneewalls capped with slabs of sandstone. The porch itself features three, square, brick supports, and a brick kneewall, capped with slabs of sandstone. Opening behind a white, vinyl-frame storm door is a white-painted, paneled, one-light, glass-in-wood-frame door. A concrete-line basement stairwell, accessed from the west, disappears beneath the porch, connecting to a basement door. A shallow, square bay protrudes from the center of the east elevation. It hosts a band of three, one-over-one-light, double-hung sash windows. On the north end of the same elevation is a small, shed-roof room. White-painted, horizontal wood siding clads the room, which is entered on the north through a white-painted slab door. A five-step wood stoop, painted white, accesses the door from the west. Emerging from the front (south) slope of the hipped roof is a hipped-roof dormer, featuring a pair of hopper or awning windows with tapered surrounds. Interlocking, gray asphalt shingles cover all roof surfaces, and the eaves are boxed with white-painted fascia and beadboard soffit. A tan-brick chimney protrudes from the north end of the east elevation and features a concrete cap.**

2: Type: **Storage Shed**

Describe: **A shed is located adjacent to the northwest corner of the vicarage. Measuring eight-feet square, the structure is oriented to the south and lacks a formal foundation. The walls consist of tan sheets of vinyl with gray, vinyl cornerboards. Opening in the center of the front (south) elevation are paired, vinyl doors. The front-gabled roof consists of the same vinyl material as the walls.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1908**

Source of Information: **Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton Historic Preservation Board, City of Fort Lupton.**

26. Architect: **n/a**

Source of information:

27. Builder: **Robert Ozment and other members of the parish**

Source of information: **Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton Historic Preservation Board, City of Fort Lupton.**

28. Original Owner: **Episcopal Diocese of Colorado**

Source of information: **Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton**

Historic Preservation Board, City of Fort Lupton.

29. Construction history:

This church was completed in October 1908 by Robert Ozment and members of the parish. Ozment's father founded the first brick works in Fort Lupton, and many of the earliest structures in the city are constructed on his bricks. Photographs submitted with this property's City of Fort Lupton local landmark form reveal the changes to this structure have been minimal. The doors have been replaced, the stoop modified, and the original wood-shake roof replaced with asphalt shingles. Because Ozment bricks were soft and deteriorated easily, many of the early buildings in Fort Lupton, including St. Andrews, have been stuccoed.

The vicarage was constructed in 1914 and also has not been significantly altered, except for a small addition to the north end of the east elevation.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **church**
32. Intermediate use(s): **church**
33. Current use(s): **church**
34. Site type(s): **church**
35. Historical background:

The history of St. Andrews Church begins like so many pioneer congregations in Colorado: as meetings among members of the faith in homes and other informal structures. A traveling Episcopal priest baptized a young man in the Fort Lupton area around 1886. His parents were intent upon maintaining the faith, holding meetings in their home every two months. About that same time, a group of Episcopal women in the Fort Lupton area organized the St. Mary's Guild to continue and enhance to work of that first family. Services were eventually conducted monthly on the top floor of the Knights of Pythias Hall (Winbourn Hall), currently located at 336 Denver Avenue, or at Smith Hall. By 1902, an Episcopalian parish was firmly established in Fort Lupton. Among the members of the church were some of early Fort Lupton's most notable families, including the Winbourns (also spelled Winbournes), Hubbells, Ozments, Pelles, Slates, Kelseys, and Whitesides.

In 1907, the fledgling congregation purchased lots on the northeast corner of Park Avenue and Second Street. By that time the parish consisted on 10 families, or 480 individual members, 19 of whom were confirmed. In the early summer of 1908, members of the congregation, led by Robert Ozment, began construction of a new church building. Ozment's father established the earliest brick works in Fort Lupton, and many of the oldest structures in the city are constructed of his bricks. The church was completed in October 1908 and consecrated on November 29 of that year.

By 1909 the church hosted services every other Sunday, led by Rev. Benjamin Bonnel, rector of Trinity Church in Greeley. Soon, Edwin J. Skinner, a student at St. John's College, in Greeley, held services and Sunday school every Sunday morning. Rev. Skinner was ordained on September 1, 1911, and took full charge of St. Andrews. Mr. and Mrs. Herbet Hudson became the first couple married in the church. Tragically, Mrs. Hudson died 13 months later, becoming the first to be buried from the church.

From 1913 to 1919, Rev. Charles H. Brady, of Greeley, oversaw the Fort Lupton congregation. During this time, in 1914, the parish completed the vicarage just east of the church building. In 1919 Rev. Heber Benjamin became vicar, remaining here until 1921. For about a year and a half, Rev. Edwin Johnson, brother of Bishop Johnson, became vicar. In September 1922, the Episcopal Diocese of Colorado placed St Andrews Church under the care and direction of the faculty of St. Johns College, with services held on the last Sunday of each month.

In 1929, Harold Whitehead, a former student at St. Johns College, became the resident vicar of St. Andrews. He left for an appointment in Minnesota in 1930. Between that time and 1934, Sydney H. Croft and W. Malcolm Hotchkiss led the congregation. Hotchkiss became vicar-in-charge on June 4, 1934. That same year, the parish installed electric lights in the building. Hotchkiss was ordained at St. Andrews in November 1936.

Lay readers J. Hawthorne, George Peek, and George Barnes, oversaw the church from 1937 to 1941, when Leslie Emerson became the minister. Since that time, regular priests serving the parish have been Father Eric A. C. Smith (1957-64); Father George W. Graydon (1964-66); Father John. W. Steinfeld (1967-69); Father J.E. Gilchrist (1969-1971); Father Dallas Mustoe (1972); Hugh W. Wallis (1973-78); Father John W. Raish (1980-85); Father Allen K. Hall (1985-90); and Father Donald Seils (1991-

93).

From the late 1970s through 1993, St. Andrews shared its priests with St. Elizabeth in Brighton, where they resided. The parish suspended this arrangement in 1994 due to declining membership. The church continues weekly services conducted by "supply priests" rather than a resident minister

36. Sources of information:

Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton Historic Preservation Board, City of Fort Lupton.

Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton Historic Preservation Board, City of Fort Lupton.

Preliminary Application For Designation of Historic Site, Landmark, or District. Fort Lupton Historic Preservation Board, City of Fort Lupton.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☑ No ☐

Designation authority: **City of Fort Lupton**

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☐ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☑ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☐ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☐ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☐ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☐ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **community planning and development**
religion

40. Period of Significance: **1908-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This structure is significant under Criterion A for its association with early civic and religious development of Fort Lupton. One of the earliest churches organized in the Fort Lupton area, this particular property has been in continuous use by the same congregation since its construction in 1908. It was also the only Episcopal Church in a 200-square-mile area until the construction of St. Elizabeth Church in Brighton in 1957. While a property owned by a religious institution or used for religious purposes is generally not considered eligible for listing on National Register of Historic Places, this property qualifies under Criteria Consideration A because it derives is primary significance from its historical importance -- that is as a symbol of early cultural and civic development in Fort Lupton. It should also be considered individually eligible for the Colorado State Register of Historical Properties.

43. Assessment of historic physical integrity related to significance:

This church displays a high degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. It has not been significantly altered since its construction in 1908. It retains sufficient integrity to convey is historical significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-2: NOT YET DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **04/22/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

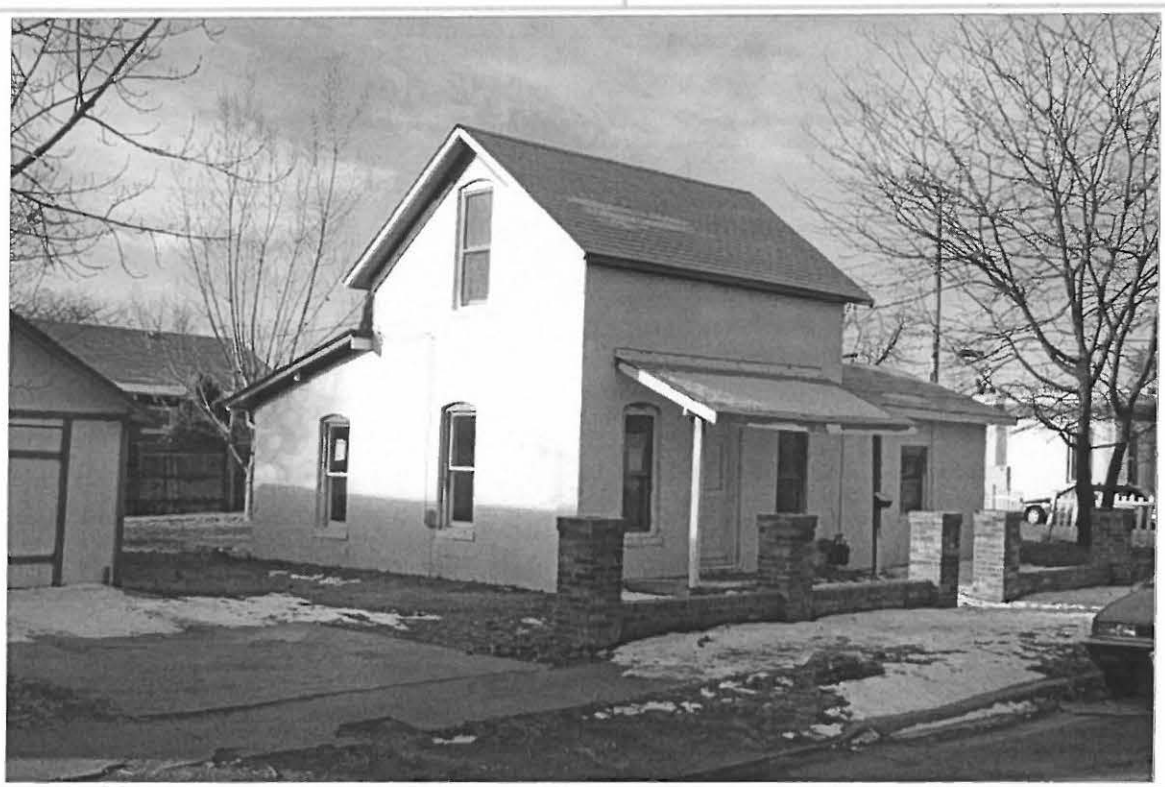
53. Phone number(s): **(303) 487-1183**

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official Eligibility Determination
(OAHP use only)
Date _____ Initials _____
____Determined Eligible-National Register
____Determined Not Eligible - National Register
____Determined Eligible - State Register
____Determined Not Eligible - State Register
____Need Data
____Contributing to eligible National Register District
____Noncontributing to eligible National Register District

OAHP1403
Rev. 9/98



I. IDENTIFICATION

1. Resource number: Parcel number(s):
2. Temporary resource number:
3. County: **Weld**
4. City: **Fort Lupton**
5. Historic building name: **Dr. Stephen J. Hubbell House**
6. Current building name: **Veterans Affairs House**
7. Building address: **806 Third Street**
8. Owner name: **Secretary of Veterans Affairs**

   Owner organization:

   Owner address: **c/o VA Regional Office**
   155 Van Gordon Street
   Post Office Box 25126
   Denver, Colorado 80225

22. Architectural style: **other style**

    Other architectural styles: **side-gabled, brick house**

    Building type:

Architectural Inventory Form

II. GEOGRAPHIC INFORMATION

9. P.M.: **6th** Township: **1** Range: **66**

SW 1/4 of **NE** 1/4 of **SW** 1/4 of **NW** 1/4 of Section **5**

10. UTM reference zone: **13**

Easting: **516296** Northing: **4436680**

USGS quad name: **Fort Lupton** Scale: **7.5**

Year: **1988**

11. Lot(s) : **4-6** Block: **6**

Addition: **Fort Lupton Original Town** Year of addition: **1889**

12. Boundary description and justification:

This legally defined parcel encompasses but does not exceed the land historically associated with this property.

Metes and bounds exist: ☐

III. ARCHITECTURAL DESCRIPTION

13. Building plan (footprint, shape): **Rectangular Plan**
14. Other building plan descriptions:
15. Dimensions in feet (length x width): **Length: 33 x Width: 25**
16. Number of stories: **1**
17. Primary external wall material(s): **stucco** Other wall materials:
18. Roof configuration: **side gabled roof**

    Other roof configurations:
19. Primary external roof material: **composition roof**

    Other roof materials:
20. Special features: **fence**
21. General architectural description:

This dwelling at 806 Third Street is situated on the southeast corner of Main Avenue and Third Street. The structure is set back 22 feet from Third Street and 35 feet from Main Avenue. A planted-grass yard surrounds the house. A brick wall flanks the north side of the property, while a wood fence delimits the rest of the lot. A concrete driveway runs along the east side the property, connecting Third Street to a garage adjacent to the house's southeast corner. The house is oriented to the north, toward Third Street. It rests on a concrete foundation and consists of a side-gabled core to the northeast. To this has been attached a side-gabled addition to its west elevation, and shed-roof addition across the rear (south) of the entire structure. White-painted stucco clads the exterior walls of the structural-brick core and concrete-block additions. White-painted, horizontal wood weatherboard covers the gables. Windows are one-over-one-light, double-hung sash, with white-painted wood frames, gray-painted, wood-frame screens, and gray-painted surrounds. Those appearing on the original core open between gray-painted sills and compressed arches. A shed-roof porch extends across the front (north) elevation of the core only. It is supported on either corner by gray-painted, square wood posts. The doorway, which opens in the center of the core's front (north) elevation, is a four-panel, one-light, glass-in-wood-frame door, with its opening boarded shut. An identical door opens on the rear (south) elevation of the core, except that its light is glazed. Dark gray asphalt shingles cover all roof surfaces, and a concrete-encased, brick chimney protrudes from the center of the roof's south slope.

22. Architectural style: (see front page)
23. Landscape or special setting features:

This property is located in a mature residential neighborhood, the oldest in Fort Lupton. It is just east of downtown and west of the Union Pacific (former Devner Pacific) right-of-way.

24. Associated buildings, features or objects:

1: Type: **Garage**

Describe: **A garage is located approximately 14 feet southeast of the house. Measuring 24 feet north-south by 12 feet east-west, the structure is oriented to the north and appears to lack a formal foundation. White-painted sheets of particle board, pressed into a vertical plank pattern, clad the exterior walls. They are framed between gray-painted, one-by-four-inch cornerboards. Dominating the front (north) elevation are paried wood doors, opening on metal strap hinges. The south end of the west elevation has a one-light, fixed-frame window, with an aluminum frame and a gray-painted wood surround. Gray asphalt shingles cover the front-gabled roof.**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: **1884-85**

Source of Information: **1885 photograph of Fort Lupton. Copies are in the collection of the Fort Lupton Museum.**

26. Architect: **n/a**

Source of information:

27. Builder: **unknown**

Source of information:

28. Original Owner: **Dr. Stephen J. Hubbell**

Source of information: **Warranty deed, book 87, page 310, 12 March 1890.**

29. Construction history:

According to Weld County Tax Assessor records, this house was constructed in 1893. However, it is clearly visible in an 1885 photograph of Fort Lupton, in the collection of the Fort Lupton Museum, and anecdotal evidence suggests a date of construction of 1884. While it is difficult to determine the dates of additions, all were constructed within the period of significance.

30. Location: **original** Date of move(s)

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **single dwelling**

32. Intermediate use(s): **single dwelling**

33. Current use(s): **single dwelling**

34. Site type(s): **residence**

35. Historical background:

The exact date of construction for this house is unclear. However, it appears in an 1885 photograph of Fort Lupton, one of a handful of structures then comprising the town. The house itself was most likely constructed for Dr. Stephen J. Hubbell, who arrived in the Fort Lupton area on September 29, 1879. Hubbell purchased this property from William G. Winbourn, the founder of the town of Fort Lupton, in March 1890. It is the first transaction recorded with the Weld County Clerk to mention blocks and lots in Fort Lupton.

Dr. Stephen J. Hubbell was married to Agatha Clarissa Allen. Together, they had five children. Dr. Hubbell was Fort Lupton's first physician and druggist. He was a member of Fort Lupton's first Board of Trustees and served as secretary and treasurer of the town. From 1895 to 1896, Dr. Hubbell was the town's third mayor and first person outside of the Winbourn family to hold the position. In addition, Hubbell was a local historian, contributing a description and drawing of the fort site to the historical record. He and his family moved to Denver on March 27, 1917.

Gaps in the legal history of this property hamper efforts to recreate the chain of title. Nonetheless, by the early 1970s, this

property is associated with Spanish-surnamed families, indicating a shift in the ethnicity of this neighborhood. The United States Veterans Administration, the current owner, acquired the property in 2002.

36. Sources of information:

1885 photograph of Fort Lupton. Copies are in the collection of the Fort Lupton Museum.

Warranty deed, book 87, page 310, 12 March 1890.

Bruce, Rubye. "Dr. S. J. Hubbell First Physician In Fort Lupton." Blue and White Courier, 18 February 1936, p. 1.

Thomas, Adam. Crossroads in Eden: The Development of Fort Lupton [historic context]. Westminster, Colo.: SWCA Environmental Consultants, 2003.

"Thomas C. Winbourn Conducts First Council Meeting on Feb. 4, 1890." The Fort Lupton Press, February 1959.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ☐ No ☑

Designation authority:

Date of designation:

38. Applicable National Register criteria:

- ☑ Associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ Associated with the lives of persons significant in our past.
- ☑ Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction.
- ☐ Has yielded, or may be likely to yield, information important in history or prehistory.
- ☐ Qualifies under Criteria Considerations A through (see manual).
- ☐ Does not meet any of the above National Register criteria.

Fort Lupton Standards for Designation:

A. Historical Importance (1)

☑ Has character, interest, or value, as part of the development, heritage, or cultural characteristics of the city, state, or nation;

A. Historical Importance (2)

☐ Is the site of an historic event with an effect upon society;

A. Historical Importance (3)

☐ Is identified with a person or group of persons who had some influence on society;

A. Historical Importance (4)

☑ Exemplifies the cultural, political, economic, social or historic heritage of the community.

B. Architectural Importance (1)

☐ Portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;

B. Architectural Importance (2)

☑ Embodies those distinguishing characteristics of an architectural type or specimen;

B. Architectural Importance (3)

☐ Is the work of an architect or master builder whose individual work has influenced the development of the city; or

B. Architectural Importance (4)

☐ Contains the elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Geographic Importance (1)

☐ Because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on an historic, cultural, or architectural motif.

C. Geographic Importance (2)

☐ Due to its unique location or singular physical characteristics, represents an established and familiar visual feature of a neighborhood, community, or the city.

39. Area(s) of Significance: **architecture**
community planning and development

40. Period of Significance: **ca. 1885-1953**

41. Level of significance: National: ☐ State ☐ Local ☑

42. Statement of significance:

This property is significant under Criterion A for its association with the early residential development of Fort Lupton. It is among the very earliest houses built in the town. It is also significant under Criterion C as an example of early domestic vernacular architecture in Fort Lupton. The structure's small size and lack of ornament suggest a practicality and efficiency among the town's earliest residents. While the level of historical significance and physical integrity are not to the level that this property would quality for individual listing on the National Register of Historic Places, it should be considered individually eligible for the Colorado State Register of Historic Properties and as a City of Fort Lupton local landmark.

43. Assessment of historic physical integrity related to significance:

This house displays a moderate degree of physical integrity, relative to the seven aspects of integrity defined by the National Park Service and the Colorado Historical Society: location, setting, design, materials, workmanship, feeling, and association. While the structure has been expanded, those additions constructed during the period of significance and those outside of the time frame are easy to discern: later additions are constructed of concrete block. Moreover, while some windows and doors have been replaced, they continue to reflect the simplicity and utility of the original components.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment: **Not Eligible**

Fort Lupton Local Landmark eligibility field assessment: **Individually eligible for local landmark designation**

45. Is there National Register district potential? Yes ☐ No ☑

Discuss: **This property was surveyed as part of a project involving parcels scattered throughout the city. Not enough data has been compiled in this particular neighborhood to determine district potential.**

If there is National Register district potential, is this building contributing: Yes ☐ No ☐ N/A ☑

46. If the building is in existing National Register district, is it contributing: Yes ☐ No ☐ N/A ☑

VIII. RECORDING INFORMATION

47. Photograph numbers): **FTL-1: NOT YET DEVELOPED**

Negatives filed at: **Fort Lupton Historic Preservation Board**
130 South McKinley Avenue
Fort Lutpon, Colorado 80621

48. Report title: **Fort Lupton**

49. Date(s): **03/26/03**

50. Recorder(s): **Adam Thomas**

51. Organization: **SWCA Environmental Consultants**

52. Address: **8461 Turnpike Drive**
Suite 100
Westminster, Colorado 80031

53. Phone number(s): **(303) 487-1183**