

The Fort Lupton
Historic Preservation Board

2009
CALENDAR





711 Denver Avenue

The Birthing House

In 1903, W.J. Winbourn built the house on Denver Avenue for landowner John Corcoran as a boarding house. John, who served as the town's well digger, also was Fort Lupton's lamplighter. Since Mr. Corcoran also had plumbing expertise, the house on Denver Avenue probably was the first—or one of the first—houses in Fort Lupton to have modern plumbing.

Home births were the norm as hospitals were few and far between. During the 1930s and 40s, many townspeople as well as people from surrounding towns in the valley (Wiggins, Roggen, Keenesburg, Hudson and Platteville) were born at one of the two birthing houses in Fort Lupton. The birthing house on Denver Avenue was run by a nurse, Mrs. Schallenberger. Mrs. Schallenberger's maiden name was Bessie May Corcoran. Under other marriages she was known as Mrs. Winbourn and Mrs. Schallenberger-Funk. The other birthing house in town was operated by nurse Roberta Fellers.

The house reverted back to a boarding house in the 50s and 60s. In the 70s, the house was a family home and a sewing shop. The house which still stands today is once again being used as a boarding house.

JANUARY 2009



711 Denver Avenue

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 <i>New Year's Day</i>	2	3
4 First Quarter Moon 	5	6	7	8	9	10 Full Moon 
11	12	13	14	15	16	17 Last Quarter Moon 
18	19 <i>Martin Luther King, Jr. Birthday</i>	20 <i>Inauguration Day</i>	21	22	23	24
25	26 <i>Lunar New Year</i> New Moon 	27	28	29	30	31



***Pump House & Water Tank
at what is now City Hall***



***Flower Beds in
Fort Lupton City Park, now Koshio Park
(across the street from City Hall)***

City Hall and the First Town Board Meeting

Fort Lupton's first City Hall was located in Lambrecht Hall at 301 Denver Avenue (on 4th Street between Denver and Park avenues). Once voters approved incorporation, the town's first formal meeting of the Board of Trustees was convened on February 4, 1890.

At that time, Thomas C. Winbourn, age 39, served as Mayor of Fort Lupton and was in his second term of office. Winbourn operated a large general store and lived at 110 Pacific Avenue. S.J. Hubbell, the town physician and druggist, served as acting City Clerk. Other trustees present were: William M. Ewing, Benjamin F. Twombly and L.G. ("Lo") Monson. As this was the first meeting where the Board had the power to make laws and to tax, these men wasted no time in the task of codifying the laws they wanted for the town.

The first order of business was law enforcement. An ordinance was drafted establishing the office of Town Marshall and listing the duties and powers of that office, followed by a motion to establish a source of revenue by charging each business from 25 to 50 cents each for an operating license. The exception was saloons where a motion was passed charging them \$500 per year for licenses as well as their being required to post a \$2,500 surety bond.

The next order of business was to pass an ordinance to expressly prohibit the establishment of a gambling house or a house of ill repute within the city limits.

As the hour was getting late, the trustees covered a few more items of concern before Mayor Winbourn called for a special meeting of the board three days hence to attend to the more urgent matters not covered that night.

The old frame building known as Lambrecht Hall served as City Hall until it was torn down in 1956. The current City Hall building, which is located across the street from Koshio Park, was dedicated in September 1981.

FEBRUARY 2009



City Hall - 130 South McKinley Avenue

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 First Quarter Moon 	3	4	5	6	7
8	9 Full Moon 	10	11	12 <i>Lincoln's Birthday</i>	13	14 <i>Valentine's Day</i>
15	16 <i>Presidents' Day</i> Last Quarter Moon 	17	18	19	20	21
22 <i>Washington's Birthday</i>	23	24 New Moon 	25 <i>Ash Wednesday</i>	26	27	28



***Union Pacific 2312 on Southward Extra
at Fort Lupton, Colorado on November 8, 1953***

Railroad Service Offered in Fort Lupton

The first train that ran into Denver, the Union Pacific from Cheyenne, was Fort Lupton's first rail service in 1870. The station at Fort Lupton had a short sidetrack which held only seven cars. It was located on Ninth Street near the current Union Pacific railroad tracks.

D.W. Ewing was the first railroad agent. As postmaster he carried the mail from the two trains, one each way daily, to his store and post office. In 1881, W. G. Winbourn, prominent citizen and politician of Weld County, persuaded the railroad company to move the side track and the stopping place one-half mile south and built a depot on the south side of Fourth Street.

Finding that the company planned to move a frame shanty from Hughes Station, now Brighton, to Fort Lupton as a depot, Mr. Winbourn circulated a petition. As a result, the railroad company agreed to finish a brick depot. W.W. Ozment, a brick-maker and a brick layer, and his sons burned a kiln of brick on Mr. Winbourn's land and laid the bricks of the new depot as their contribution toward the project. The money to pay for the depot was donated by the residents of the community. W.G. Winbourn contributed a large portion of it himself. When completed in 1882, the building was the finest stop between Denver and Cheyenne.

Today, Colorado Railcar, located on Fort Lupton's north side, designs and produces special railroad cars for trains all over the world. Founded by Tom Rader, and originally known as Rader Railcar, the company changed its name to Colorado Railcar in November 1997. Many of the cars were "built" with only the frames from old single-passenger gallery cars. The bodies of the cars were constructed from scratch or built new from the ground up. New vs. rebuilt "trucks" or engine cars were also an option.

The company's diesel multiple unit (DMU) is a self-propelled commuter rail passenger car capable of pulling additional coaches. The railcar is designed for normal commute speeds of 60 to 70 mph, but in recent tests at the Transportation Technology Center in Pueblo, Colorado, the DMU easily exceeded 100 mph. The DMU has seating for 92 and a maximum passenger capacity of over 200 including standees. Its unique car body structural design uses Corten steel tubes in a truss configuration providing a virtual "safety roll cage" for passengers.

Other successful ventures include: rebuilding the original Milwaukee Road full length domes for Tour Alaska "Midnight Sun Express" service, the "Ultra Domes" for Princess Tours, and the "Goldleaf Service" domes on Rocky Mountain Railtours. They have also sold cars to British Columbia Railway like the Florida Fun Train, Royal Celebrity Tours, and Golden Eagle Rail Journeys, and a new style with slanted end windows like traditional domes to Holland America Westours. Colorado Railcar was also featured in the PBS documentary "Dome Car Magic" in 2006.



***1885 - Fort Lupton Union Pacific Depot
on the south side of Fourth Street***

MARCH 2009



Colorado Railcar – 1011 Fourteenth Street

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 First Quarter Moon 	5	6	7
8 Daylight Savings Time Begins	9	10 Full Moon 	11	12	13	14
15	16	17 <i>St. Patrick's Day</i>	18 Last Quarter Moon 	19	20 Spring Begins	21
22	23	24	25	26 New Moon 	27	28
29	30	31				



Fort Lupton Valley Fire Department – Fourth Street and Park Avenue

The Fort Lupton Fire Department

In the early days of the town of Fort Lupton, fires were fought by various residents of the community utilizing bucket brigades. Fire buckets and ladders were situated around the town near community pumps.

As the town developed a water system, two-wheeled hose carts were purchased to replace the fire buckets. The first report of a fire in Fort Lupton was reported in the Rocky Mountain News on November 8th, 1867 when a fire destroyed 75 tons of hay, 240 bushels of grain, 9 pigs and 30 chickens.

In 1898, the town saw a need for fire protection and a small group started the fire department. A meeting was held on December 1, 1898, with a large community attendance. H. Burton was elected the first Fire Chief, V. A. Simons was named Captain, and E. K. Smith was appointed Secretary. A committee was appointed to consider the means of raising necessary funds to purchase an apparatus. In 1908, the department was formally named the Fort Lupton Fire Department. Following a large fire at the St. Johns building (4th and Denver) a bell was installed to summon the firemen. From 1908 until the 1920s the phone operator would notify the Town Marshal of an emergency call by turning on a light bulb that hung over the street at Fourth and Denver Avenue. He would then notify the fire department by ringing the bell on top of the fire station. The Fire Chief at the time was John McKissick. In 1912, the Department Constitution and By-Laws were adopted.

In 1910, the department acquired a horse drawn fire engine with a single gasoline powered pump. The first truck was a Ford Model "T" purchased in 1916. This unit served the community until it was replaced with a Model "A" in 1930. In 1936, a front mount pump was installed on the Model "A." This truck is still in the department and was refurbished in 2001. The number of trucks and equipment for the department has continued to grow since 1943. In the 1940s the siren was used to notify the department of calls. The firemen would call the phone operator when they heard the siren and tell her the color of the month and they would get the information about the call.

In April 1950, the fire department purchased a lot at the corner of Fourth Street and Park Avenue for the construction of a new firehouse. Funds to build the station were generated through the Fireman's Ball as well as borrowing money from the pension fund. The Fort Lupton Fire Protection District that included the town's surrounding areas was formed under a Special District on June 7, 1951. George Fiertag, Everett Hogelin, Fred Whitney, Sr., Will Scott, and Orvin Bennet served on the District Board of Directors.

In 1955, radio communications were installed in all of the fire units. Vetter Mortuary maintained a 24 hour answering service and was also in charge of setting off the fire siren. Eloise Ware, who was hired by the Fort Lupton Answering Service, took emergency calls and dispatched firemen until the late 1980s. On March 1, 1988, the fire siren was no longer used to signify an emergency call due to the new technology of voice pagers.

In 1977, the Fire Protection District purchased the Whitney Building located at 1121 Denver Avenue. This became the new home for the fire department. It was remodeled to house the expanding department and currently houses the department's administrative offices. In the fall of 2004, a new complex was completed at the east end of the city at the corner of Weld County Road 31 and Ninth Street. The new complex includes a training center with classrooms and state-of-the art fire station, a live burn tower and a helicopter landing site.

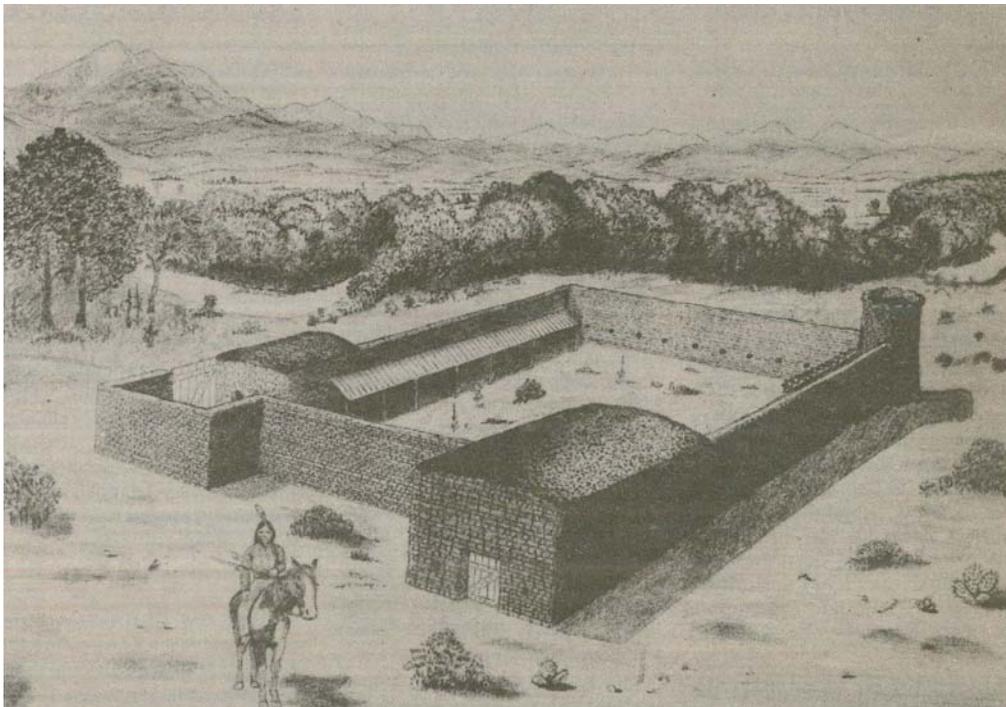
Today, the District covers approximately 90 square miles from Weld County Road (WCR) 6 to WCR 22 and from WCR 17 to WCR 37. The Fire Department consists of a Chief, Marshal, and Captain as well as 7 full-time and 20 reserve firefighters, volunteers and office/maintenance staff.

APRIL 2009



Fort Lupton Fire Station No. 2 - 2999 Ninth Street

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			<i>April Fool's Day</i>	First Quarter Moon 		
5	6	7	8	9	10	11
			<i>Passover begins at sundown</i>	Full Moon 	<i>Good Friday</i>	
12	13	14	15	16	17	18
<i>Easter</i>					Last Quarter Moon 	
19	20	21	22	23	24	25
			<i>Earth Day</i>		New Moon 	
26	27	28	29	30		



Depiction of Fort Lupton (Northwest of Weld County Road 14 ½ and Highway 85) by Otto Ota

“I established a trading post
on the south fork of the Platt(e) river
about 15 miles below Denver City, Colorado.”

– Lancaster Platt Lupton 9/21/1807 – 10/1/1885

The site Lupton chose for his new fort, which he called Fort Lancaster (now known as Fort Lupton), was approximately seven miles south of Fort Vasquez and approximately 27 miles north of a place that would within 21 years be the site of a great gold rush – Denver. And while it is true that in 1831, as a Dragoon, Lupton had been responsible for building the garrison at Fort Townson in Arkansas Territory, this structure was made of wood and stone, and was not a walled adobe fort.

Standing on the same ground framed by the Rocky Mountains he had marched to as a successful Lieutenant commanding Company A of the United States Dragoons in July of 1835, Lupton was about to learn a great deal about the materials he would use here in the west. Where there had been many men available to take care of animals, prepare food and set up camp for the night, now he had to depend on a much smaller group of workers. He also had to hire people who were much more experienced than he was.

Because adobe bricks cannot be made in freezing weather or in a damp season, the earliest Mexican laborers could have begun building Fort Lupton would have been in April 1837. Lancaster and his crew first had to cut, hew and haul timber for a substantial log cabin for their shelter, and for shelter for the Mexican laborers. They also had to construct a temporary wooden corral for the horses, mules and oxen. As there were serious space and maintenance problems when the stock was kept in a corral inside the walls of the fort, it is commonly believed that Fort Lupton had a corral outside of the fort proper, utilizing a common wall with additional surrounding segments of shorter adobe walls.

In the early stages of building the post, a canal would have been dug not only to irrigate the garden but also to transport water to the location where the adobes would be made. A few days were needed to make hoe handles, “hand barrows,” wooden molds and other tools needed for construction.

In 1989, the South Platte Valley Historical Society acquired the original site of the fur trading post Fort Lupton and surrounding area. With the help of records and reports from area pioneers, pictures of the site, students from local colleges, and professional consultants, a site plan was developed for the Fort Lupton Historic Park. Reconstruction of the fort’s foundation and walls began in the fall of 2004. Currently, volunteers work on Wednesdays and on Saturdays of every week from 8AM to 5PM. At this point the fort is half completed with expectations of finalizing the project within the next two years, depending on volunteer help.

MAY 2009



2001 Historic Parkway

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		Historic Preservation Month			1	2
					First Quarter Moon 	
3	4	5	6	7	8	9
						Full Moon 
10	11	12	13	14	15	16
<i>Mother's Day</i>						<i>Armed Forces Day</i>
17	18	29	20	21	22	23
Last Quarter Moon 						
24	25	26	27	28	29	30
New Moon 						
31	<i>Memorial Day</i>					First Quarter Moon 



Stan's Service Station - 804 Denver Avenue

Automobiles

At the beginning of the 20th century, the noise from automobiles, just coming on the scene, scared the horses in the town. Not infrequently, they broke loose from hitching posts on Denver Avenue and ran down the street forcing pedestrians to climb for safety.

As early as 1911, Phillip and Allensbrook Company was the agency for Model 32 Buick automobiles and Excelsior motorcycles. Ed Camp managed the Fort Lupton Motor Company in 1916. He sold Ford cars at prices ranging from \$364.85 to \$544.85.

Many early cars were ordered directly from the factory until dealerships could be established. The purchase of a new car was town news for a while. Prospective buyers queried owners of various models to determine which to buy. Another way to learn about cars was to rent one at the local livery stable. W.W. Burge bought a 30 Chambers two-seated roadster. Dr. Elias Kenyon purchased a belt driven Cadillac to commute to St. Luke's Hospital in Denver.

Mr. Coffee of Platteville purchased the lot just north of the Cash Store in 1911 to build a garage. He previously had a livery stable in Platteville. He put a gasoline tank under the floor and gas had to be pumped out with a pitcher pump. It was then transferred to the cars by container. Ora N. Putnam later bought the garage from Mr. Coffee and installed a fancy new pump in 1916.

The transition from horse and buggy to the automobile was a difficult adjustment for some of the old teamsters. A gentleman by the name of Ferguson, of Brighton, went to sleep at the wheel on his way to Platteville and ran his machine into the ditch. The occupant was thrown through the windshield. Some expressed the opinion that a horse would have had sense enough to keep following the road.

The little Skelly gas service station with the sign, "Stan's Service – Service with a Smile – You Get Both," was built by Stanley Keetle in 1930. Keetle, who had lived in Fort Lupton since the age of 8, was well known for his many acts of kindness to members of the community. The station was sold to Robert Ceretto who rebuilt it and changed the name to Conoco. It was later sold to Truman and Lloyd Gray. In 1994, Tom and Jim Gray built the current station, TJ's Express.

JUNE 2009



TJ's Express - 804 Denver Avenue

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
Full Moon 						
14	15	16	17	18	19	20
Flag Day	Last Quarter Moon 					
21	22	23	24	25	26	27
Father's Day Summer Begins	New Moon 					
28	29	30				
	First Quarter Moon 					



***McKinley Avenue and Sixth Street - 1895
The Fort Lupton Canning Company, founded by O.E. Frink
(Formerly known as Silver State Creamery & Produce)***

Farmers on the Platte

The early farmers grazed their cattle on the rich grasses that grew along the South Platte River, making butter and cheese from milk and cream. The first cash crop of the new settlement was the wild hay provided by nature in the Lupton Bottoms. Farmers harvested the crop and sold it in Denver and in the mining camps. Butter proved to be the farmers' "gold." It was one of the few products that actually increased in value faster because of inflation concerns during the Civil War.

In 1861, a local farmer made bi-monthly trips into Denver to market his butter and to purchase items not provided at the trading post. As a rule, he carried two hundred pounds of butter on each trip. The price ranged from twenty-five cents a pound to one dollar at the peak of inflation. The "butter money" had to be spent intelligently, for the price of flour, although averaging ten dollars a sack, reached as high as twenty dollars at times. Profits from agricultural crops were down and prices increased even more during the grasshopper plague of 1863 and 1864.

The early settlers also planted small gardens for their vegetables but did not have the equipment at first to cultivate large acreages. In April of 1864, George W.K. Twombly and three of his sons started in Colorado with two teams. They brought a Woods self-rake and reaper and a Woods mowing machine. This was claimed to have been the first reaper brought to Colorado. The mechanized equipment greatly facilitated the harvest that summer. George, one of the sons, reported that he had cut two crops on the bottoms of the Platte, and then continued to work ranches on the St. Vrain and the Platte, finishing up on the Fisher Ranch in Clear Creek.

Today, with the arrival of midsummer comes the much-anticipated opening of Anders Farm Produce Stand. Andy and Robin Anders have been providing the very freshest of garden treats since July 17, 1989. Sweet corn, field grown tomatoes, pickles, green beans, potatoes, peppers, onions, cantaloupe and watermelon are among the garden vegetables and fruits grown for sale at the produce stand on the farm. What began 20 years ago with just Andy and Robin doing the selling has now grown into a family operation. Many longtime friendships have grown over the years; in fact, the stand has become a gathering place. It's not uncommon for customers to come in for a farmer's dozen of corn, find their neighbors at the stand and catch up on what is happening. Andy and Robin have also raised their children on the farm. Many customers have watched as the Anders children have gone from swinging in the swing at the stand to waiting on customers and bringing in fresh picked produce from the field. In addition to being known for quality produce, the Anders are also known for their integrity and community service donating several tons of their home grown produce each year to the Fort Lupton Food Bank.

JULY 2009



Anders Farm Produce Stand - 8443 Highway 85

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
						<i>Independence Day</i>
5	6	7	8	9	10	11
		Full Moon 				
12	13	14	15	16	17	18
			Last Quarter Moon 			
19	20	21	22	23	24	25
		New Moon 				
26	27	28	29	30	31	
		First Quarter Moon 				



***The First Fort Lupton School
(Weld County Road 23, half mile north of Highway 52)***

The First Schools

Early settlements in Colorado promoted the school as a symbol of security and permanence to entice additional settlers to migrate to the new territory. By 1861-62, enough families with school-aged children resided nearby to start a school in the Fort Lupton area. By the summer of 1862, the families who claimed land on the west side of the river built a structure to serve as temporary shelter and a meeting hall. It was also the first school (and) called the Grout School, the name being derived from the material used in its construction. The composition of the walls was made of hand-split cottonwood planks, sandwiched by a low-grade cement known as "grout." The absence of a bridge across the South Platte was the main reason a school had to be constructed on the west side, as it saved the children from fording the river twice a day.

In 1867, many of the town's settlers joined in constructing a regular school building. An old deserted log shanty, hauled over from the west side of the river, provided much of the material used. The school had a north window, an east door and a south door, and no window on the west. It had a dirt and brush roof. Henry Smith made the first desk used in the building and it was still in his possession when he died in Denver in 1935. This building which stood about a hundred yards northwest of the Smith place, served the district for the next nine years until it was torn down in 1919.

The first community school in Fort Lupton and vicinity was started in 1870. This school was located on the John Wheeler place better known now as Sauer's land, near Sand Lake northwest of town. The school was a log cabin subscription school where families paid a monthly fee that went toward room and board for the teacher. Records from 1874 indicate the first acting school board consisted of Walter Craig, who resigned before his term expired, R.C. Reynolds, acting president, George Sheroirt, secretary and R.F. Jackson, acting treasurer.

Other schools in Fort Lupton were a one-room school located on Denver Avenue and First Street that burned down, a brick school on the southeast corner of Ninth Street and Main Avenue, and a school on the north side of First Street between McKinley and Fulton.

Today, Weld School District RE-8, also known as Fort Lupton Public Schools, consists of 203 licensed staff members, 141 classified staff members and 2,507 enrolled students. The two elementary schools, Twombly at 1600 Ninth Street and Butler at 411 South McKinley Avenue, have a combined enrollment of over 1200 students. The Fort Lupton Middle School at 201 South McKinley Avenue has over 500 enrolled. Fort Lupton High School at 530 Reynolds Avenue has 55 faculty members and over 700 students.

AUGUST 2009



Fort Lupton High School - 530 Reynolds Avenue

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Full Moon 

Last Quarter Moon 

New Moon 

First Quarter Moon 



Tomato Days – between Third and Fourth streets on Denver Avenue

From Tomato Days to Trapper Days

In 1908, Laura Hause was holding her tiny daughter, Mary, and watching horse races at the first Tomato Days, when there was a commotion at the starting chute.

Startled, she lost her grip on Mary and the little girl slipped to the ground. Although Mary was not injured, the man who had organized the day, Silver State Canning Factory owner, O.E. Frink, “felt terrible” his granddaughter Nancy Penfold, curator of the Fort Lupton Museum said. “And he gave them a case of (I think it was) canned goods from the factory.”

Tomato Days began as a “give-back-to-the-community” celebration by Frink, who started the canning factory four years earlier. Free food – two roasted steers, abundant sweet corn and pies the ladies of the town made with pumpkin from the canning factory – was the drawing card for a day that included tomato fights, free tomatoes at the street corners and contests of all sorts.

Daisy Counter, O.E. Frink’s daughter remembered “all sorts of races—horse races, foot races, sack races, fat men’s races, and fat women’s races.” The Fort Lupton baseball team played the Erie baseball team, and there were fights that didn’t involve tomatoes.

“Whenever the races or entertainment slowed some, someone very obligingly put on a fight, and there were certainly some real ones with the resulting bloody noses and bruised faces. All seemed to enjoy the fights, even the participants. There was very little, if any, drinking. Nobody had time,” Counter wrote.

The evening ended with a dance in the upstairs of the warehouse with music provided by an orchestra from Platteville.

Tomato Days continued until 1912 and started again in 1925. A program for Tomato Days 1936, coinciding with a 100th anniversary observance of the fort, showed a continuity of events: ball games, bands, dancing, horse races, water fights, fire hose fights between Brighton and Fort Lupton fire departments. The parade, which offered cash prizes for best pioneer cowboy, farmer, housewife, and floats, started at the high school, went up Denver Avenue and over to Park Avenue and back down to Second Street. The evening ended with dances. After World War II, the Tomato Days celebration returned until about 1969. It was later resurrected as Trader Days, then Rendezvous Days.

By November 1975, there was a recommendation that a permanent Rendezvous Days board of directors be formed to work on a “year-round basis for planning, budgeting, determining the means of financing and carrying out the Rendezvous celebration.” Unfortunately, a neighboring town had also laid claim to the name Rendezvous, so the quest began for another name. April 14, 1976, President Martinez advised the Chamber of Commerce of the voting results regarding the new name for the September fling. The winner was Trapper Days. The name continued until the late 1980s when a mix-up changed the name to Trapper’s Days, a fact that was discovered in 2005.

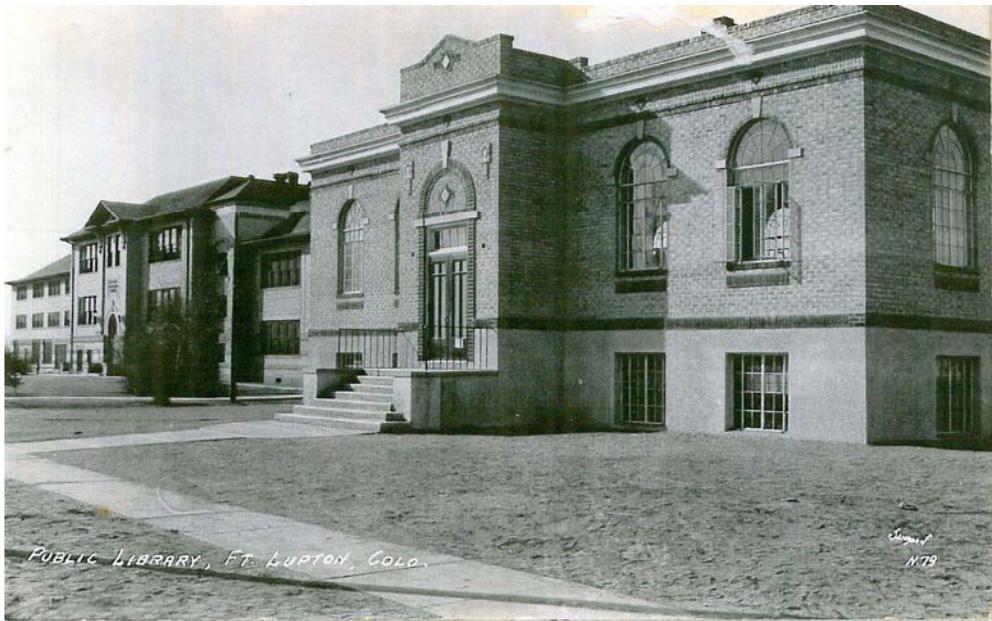
Although Trapper Days attracted many visitors, there was a dearth of volunteers to organize and run it and, in December 2004, the Chamber of Commerce board voted to drop support of all but the parade and the Kelly Martinez Golf Tournament. That decision would have left the Trapper Days without a sponsor. That was not something that Mary Ellen LeBlanc, the granddaughter and namesake of the little Mary at the first Tomato Days, was willing to let happen. Along with a handful of like-minded volunteers, a committee was formed and the event has continued, at least through the 100th year since the first Fort Lupton Tomato Days.

SEPTEMBER 2009



Trapper Days – Denver Avenue

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
					Full Moon 	
6	<i>Labor Day</i> 7	8	9	10	11	12
				<i>Trapper Days Events</i>	<i>Trapper Days Events</i> Last Quarter Moon 	<i>Trapper Days Events & Parade</i>
13	14	15	16	17	18	19
<i>Trapper Days Events</i>					New Moon 	
20	21	22	23	24	25	26
		Autumn Begins				First Quarter Moon 
27	28	29	30			
<i>Yom Kippur begins at sundown</i>						



***453 First Street and currently home of the Fort Lupton Museum
(Formerly known as the Fort Lupton Library Building)***

The Fort Lupton Museum

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. The library was first housed in the basement of the Methodist Church. It later moved to the office of Dr. W.A. Lee and then to 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 I. 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 completion of Fort Lupton's new high school in 1931, the library rented its main floor and a portion of the basement to the school district. This situation provided the library, which initially housed 2,850 volumes, an opportunity to completely pay off construction costs.

The Fort Lupton Museum is located in the old Fort Lupton Library building on First Street. The museum was started in 1950 when Ralph Haynes, the first rural postal carrier, gave the City his arrow-head collection, all cased, labeled and ready to display. When City Hall was built in 1981, the city had a small museum in the room across from the council room. In 1991, the museum was moved to First Street, so the City could have more office space. A one-room museum displaying a potpourri of South Weld County artifacts from 1860 to present time, the Fort Lupton Museum is located in the old Fort Lupton Library Building on First Street and McKinley Avenue on Highway 52.

OCTOBER 2009



The Fort Lupton Museum - 453 First Street

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
Full Moon 						
11	12	13	14	15	16	17
Last Quarter Moon 	<i>Columbus Day</i>					
18	19	20	21	22	23	24
New Moon 						
25	26	27	28	29	30	31
First Quarter Moon 						<i>Halloween</i>



***South Platte River Bridge entering
Fort Lupton on Highway 52***



***Tepees at Fort Lupton's
Historic Park Camp Site***

A Historical Crossroads: 26 Miles to Denver and 26 Miles to Greeley

In the 1820s, pack trains or lines of horses or mules loaded with an expedition's supplies regularly traversed the Santa Fe Trail which ran 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.

In 1843, the Oregon Trail was the only feasible way for the early settlers to get across the mountains to what is now known as the entire western United States. It was the longest overland trail in North America, running from Independence, Missouri through to Oregon City, Oregon. At that time, the South Platte River Trail became part of an informal branch of the Oregon Trail, running from Fort Laramie to Denver. 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. The Trappers Trail followed the Front Range to avoid the mountains and tied into the Santa Fe Trail in Southern Colorado via Raton Pass and into Taos, New Mexico.

The first federally-funded transportation endeavors to follow the South Platte River Trail (Trappers Trail) were the Overland stagecoaches and the Pony Express. Because of the strength of the animal and because the Indians could not ride them off, oxen became the main draft animals for the freight wagons. The oxen responded to verbal commands and to the crack of the whip and the drivers soon became known as "Bull Whackers."

Owned by the "Stagecoach King," Ben Holladay, the Overland Trail, or the Overland Stage Line, was a mail and passenger route that provided a way for the early settlers to avoid the mountains as well as the Indian uprisings that were occurring on the Oregon Trail. From 1862 to 1868, this route served as the main gateway to the west running westward from Atchison, Kansas following the Oregon Trail with some diversions.

While the Overland Stage built trail stations every ten or fifteen miles along the route, enterprising settlers interspersed these facilities with additional stops called "road ranches." Located near the main stage stations, these stops catered mostly to the dry throats of the travelers as well as affording private individuals the ability to travel the whole route without carrying beds or provisions.

It was also during the 1860s that Andrew Jackson Williams, the Charles Blake brothers, Henry Springer and later Marcus P. Wills, evolved the former fur trading post (Fort Lupton) into a nineteenth century equivalent of a modern truck stop—a freighter's campground. Here travelers could rest, purchase supplies, 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."

Today's roadways are the evolution of the horse and carriage trail systems of the 1800s. Fort Lupton stands at the crossroads where diverse people stop and come together for their mutual benefit. Denver International Airport, the Denver Metropolitan Area and tourism influence current journeys to Colorado.

NOVEMBER 2009



Highway 52 Bridge over the South Platte River

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
Daylight Savings Time Ends	Full Moon 	<i>Election Day</i>				
8	9	10	11	12	13	14
	Last Quarter Moon 		<i>Veterans Day</i>			
15	16	17	18	19	20	21
	New Moon 					
22	23	24	25	26	27	28
		First Quarter Moon 		<i>Thanksgiving Day</i>		
29	30					



*Hillside Cemetery - 13750 Weld County Road 12
(also known as "Cemetery Road")*

Fort Lupton's Hillside Cemetery

John Henderson died in 1874 while hunting ducks near Wattenberg. As the sometimes conflicted story goes, Mr. Henderson passed away of either natural causes, or from a severe case of lead poisoning (in the form of an errant bullet), creating a pressing need for burial. After no one came forward to claim the body, a local landowner (allegedly John Haynes) offered to donate a parcel of land to be used as a cemetery if others would fence it, thereby making John Henderson the first person to be buried in Hillside Cemetery.

After Hillside Cemetery was dedicated in 1875, many of the graves from earlier homesteads were moved to plots there. Walter Craig was one of the first to be buried in a metal casket in Hillside Cemetery. A large, bright red spring wagon, pulled by a white horse named Billy, was a familiar site around the town in 1875. Besides being a novelty and serving as transportation for its owner, C.M. Whiteside, the rig also served as the town's hearse. The red wagon however was showing signs of age by the time of Craig's demise in 1878. Mr. Whiteside, fearing disaster because a metal casket might prove too heavy for the wagon as it crossed the railroad tracks on the way to the cemetery, had men get out and lift the wagon over the railroad tracks.

In 2005, a treasure hunter with a metal detector discovered an anomaly just below the cemetery surface, near the northwest corner. He notified then-Fort Lupton Press editor Rosalie Everson and touched off an expedition between Everson and then-Mayor David Norcross, who located a gravesite under a layer of sod.

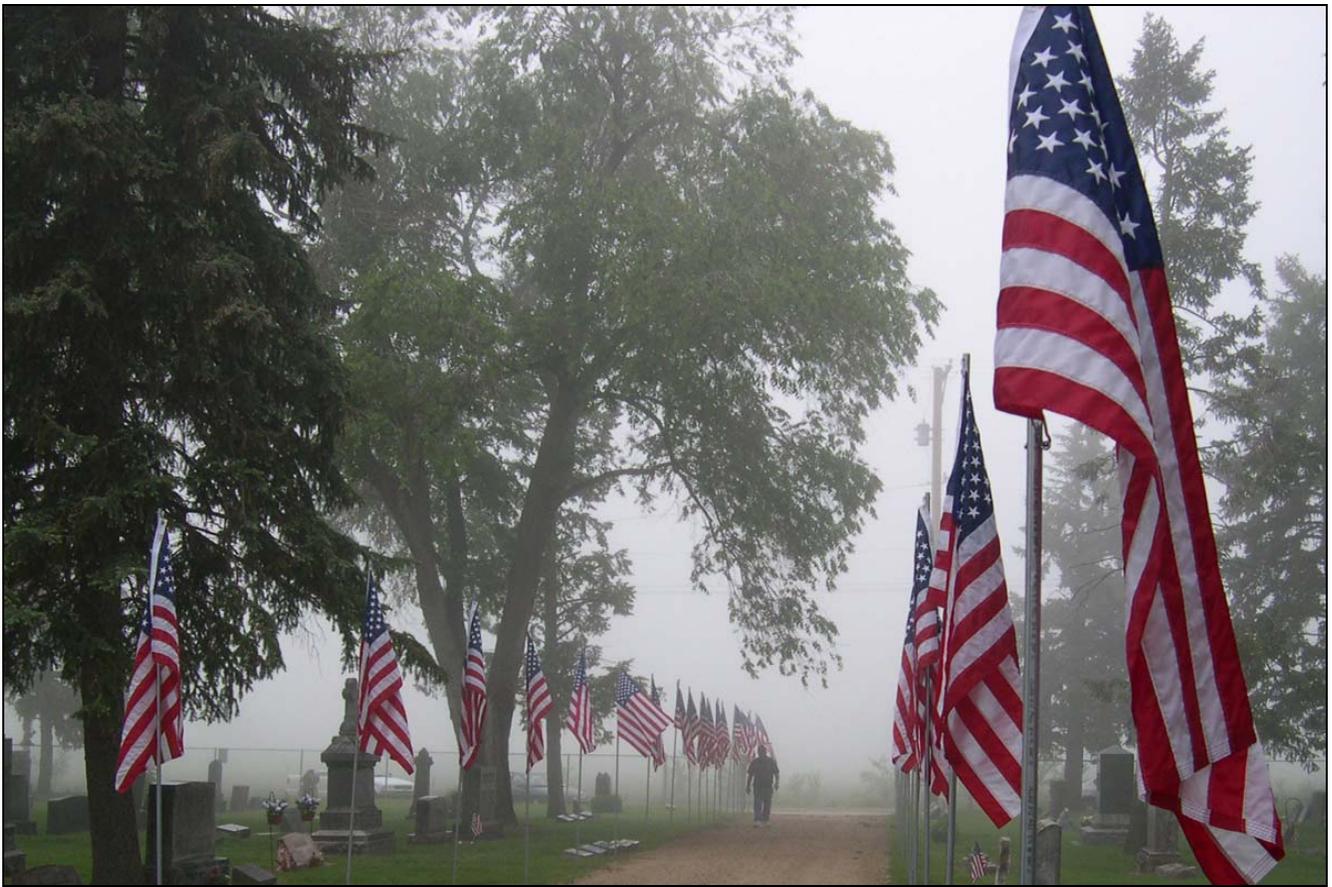
Poring over cemetery records, Norcross determined that the grave was Henderson's and brought the information before the Hillside Cemetery Committee. Taking up Henderson's cause, the committee round-tabled the idea of purchasing a suitable monument for Henderson, an idea taken a step further by committee member and Fort Lupton City Clerk Barb Rodgers. Rodgers contacted local monument company Norman's Memorials, inquiring as to the cost of a modest headstone for Henderson.

"When I explained things to Warren Cobb of Norman's Memorials, he wouldn't even let me finish. He said, We'll provide one. No one should go without a monument."



Marked with Pride: John Henderson, first burial in Hillside Cemetery.

DECEMBER 2009



13750 Weld County Road 12

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
			Full Moon 			
6	7	8	9	10	11	12
	<i>Pearl Harbor Remembrance Day</i>	Last Quarter Moon 			<i>Hanukkah begins at sundown</i>	
13	14	15	16	17	18	19
			New Moon 			
20	21	22	23	24	25	26
	Winter Begins			<i>Christmas Eve</i> First Quarter Moon 	<i>Christmas</i>	
27	28	29	30	31		
				<i>New Year's Eve</i> Full Moon 		

Credits and References

Fort Lupton Historic Preservation Board:

Richard McCulloch
Nancy Cummings
Carmie Jayne Gabel
John Enright
Al Mower
Nancy Penfold
Marlene Shider
Rosalie Everson, Chamber of Commerce Liaison
S. David Norcross, Ex-Officio
Tom Parke, City Liaison

History:

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Photographs and Drawings:

Birthing House – – Pril Jensen and David Norcross collections.

Colorado Railcar DMU – by Anne Drew (with permission).

Depiction of Fort Lupton – by Otto Cla.

Fort Lupton Fire Department – Phil Tiliang, Fort Lupton Fire Protection District.

U.P. 2312 on A Southward Extra at Lupton, Colorado, November 8, 1953 – by George A. Trout from the James L. Ehemberger Collection.

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