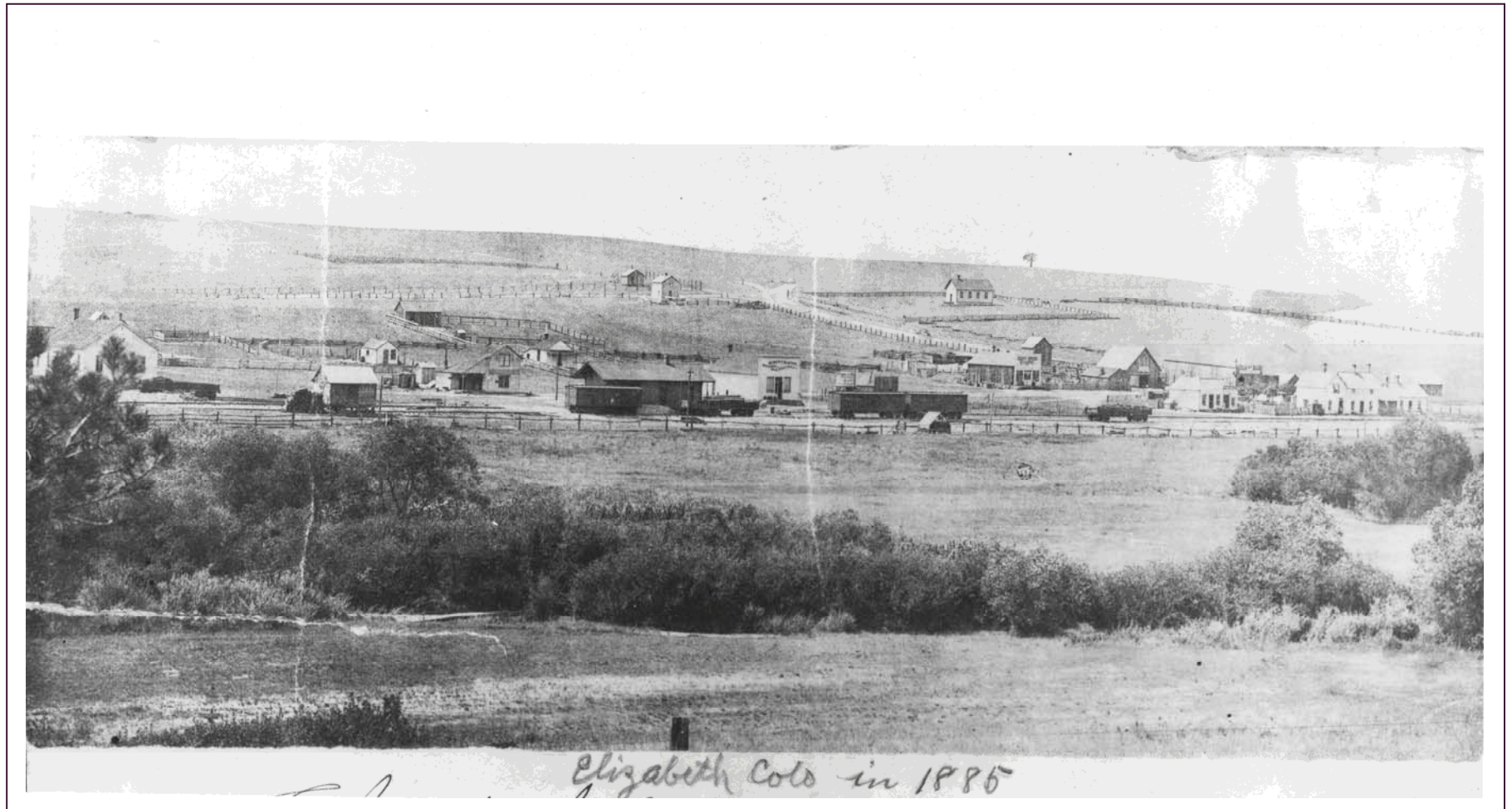


ELIZABETH, COLORADO: ENDURING HERITAGE OF A SMALL TOWN ON THE DIVIDE 1881-1965



Town of Elizabeth, Colorado



SQUARE MOON CONSULTANTS LLC

Cover photo: 1885 Panoramic Photo, uncropped and unaltered (as required by the Elbert County Historical Society), and with date handwritten by an earlier generation who knew the scene. The view looks west across Running Creek toward the 3-year-old community of Elizabeth, showing several buildings still serving the town today. See Full Caption on page 2. Photographer Unknown. Elbert County Historical Society.

ELIZABETH, COLORADO: ENDURING HERITAGE OF A SMALL TOWN ON THE DIVIDE 1881-1965

Written and published for the Town of Elizabeth, Colorado



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1. INTRODUCTION

Small towns in America step through time softly.

The days come and go quietly, passing without fanfare, without the noise, speed, big money, and the hard, tense atmosphere of a city.

John Paul Hoffhines Jr., former Elizabeth resident¹

Elizabeth, Colorado, is an enduring community whose pioneers benefitted from the Colorado Gold Rush and witnessed the earliest days of Colorado Territory. Elizabeth is where it is because of good water, plentiful trees, reasonable soil, and an early wagon trail that brought energetic people from the overpopulated East to the promising West. They named its High Plains location “the Divide” (short for Palmer Divide and other terms) and its bountiful forests “the Pineries.” A few stopped nearby to rest, some paused to harvest the trees for the gold rush’s boomtown of Denver, and finally others settled down to homestead and farm. When the railroad came through, a handful of those hearty settlers founded the Town of Elizabeth, which quickly became a community of farming and ranching services, rivaled by few other towns on the Divide and surpassing Kiowa, the county seat.

American historian Frederick Jackson Turner, remembered for his 1893 pronouncement of the closing of the Western frontier, observed that “the United States was always beginning over on its outer edges as it advanced into the wilderness.” Turner explained that the westward overflow of the United States population installed continuous lines of new towns, each with freshly minted democratic institutions, as opportunities and new agricultural lands always beacons from the direction of the setting sun.

So it was with Elizabeth, Colorado, in 1882: its proud citizens eagerly elected their first leaders, raised a Community Building to house their local government and weekend dances, and collected taxes to build one-room schoolhouses in the surrounding rural school district. Their committed teachers, in turn, taught succeeding generations about self-government and community.²

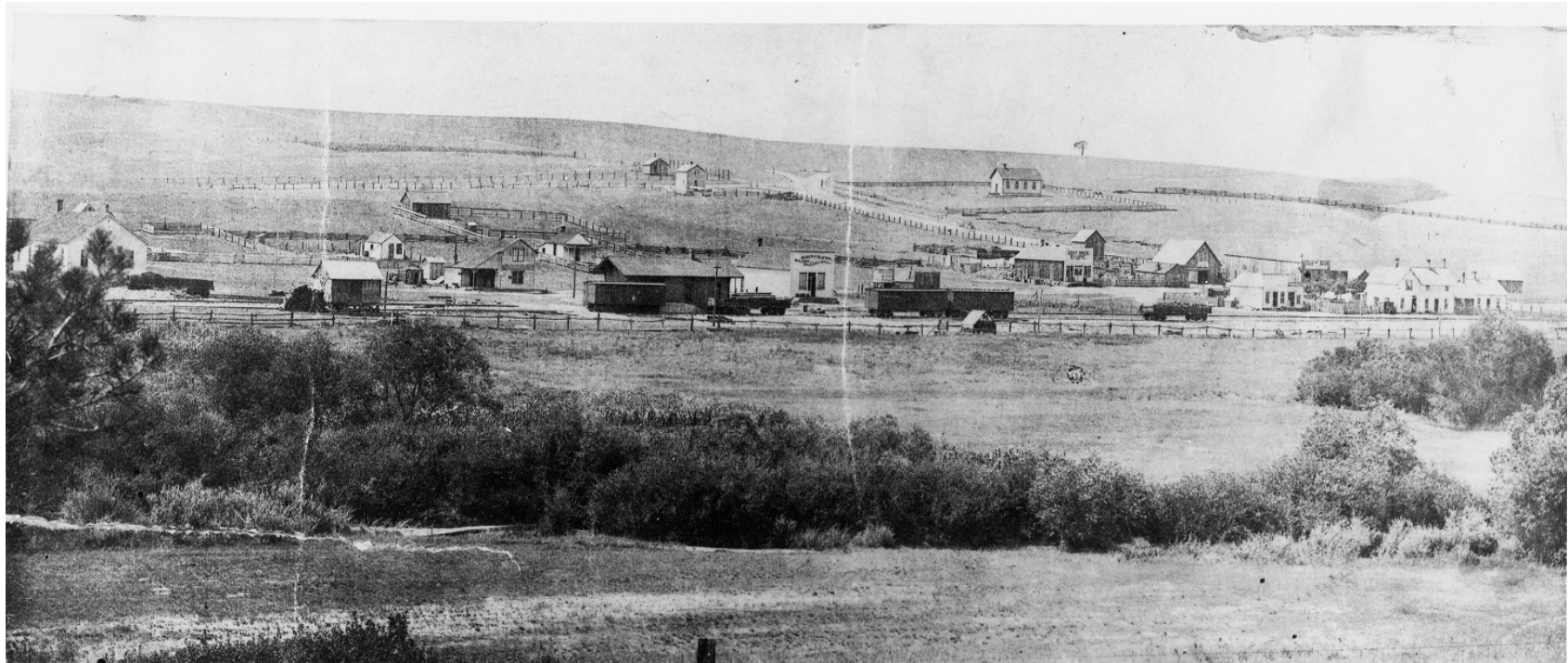
Old Town Elizabeth in 2017 is readily recognizable to its Western pioneer origins on the Divide’s rolling landscape. Its 1882 Community Building still stands (392 Main Street), although the interior has exchanged the functions of democracy for shelves of antiques. The town’s businesses still service a few farmers and ranchers, but most of Elizabeth’s citizens now are commuters who steer automobiles considerable distances, day-in and day-out, along the Gold Rush pioneers’ trail to and from jobs in metropolitan Denver. The one-room schoolhouses are long gone, and today Elizabeth’s school district manages the biggest buildings in town and is the town’s largest employer. Elizabeth’s civics and history teachers continue to inspire young citizens with a sense of democratic community, generation after generation.

Many adults who grew up in Elizabeth, attended its single school campus (before 1978), and stayed to raise their families, took to heart their teachers’ history lessons about the frontier and the pioneers. They appreciated the positive circumstance that their town center would still be recognized by those pioneers living through the 1890s and early 1900s. Faced with unrelenting population growth in the late 20th-century, Elizabeth’s citizens agreed on a series of measures to retain the historic heart of the community. Probably their first preservation decision was a voter-approved plan in 1978 to renovate the 1920 Old Red Schoolhouse,

rather than abandon the landmark for a new campus under construction outside the Old Town.³

Meanwhile, free enterprise sustained Main Street, Grant Street, and Kiowa Avenue's historic commercial buildings, fortunately following Elizabeth's traditional frugality with existing real estate. "Businesses were locally owned and though they changed hands

or were succeeded by new ones," wrote local scholar John Hoffhines in 1990, "each occupied a structure that had housed a good number of enterprises before it. Thus it was the case that there was little construction of new buildings in town. Even today," Hoffhines observed in 1990, still true in 2017, "most businesses in downtown Elizabeth are run out of those same buildings."⁴



1885 Panoramic Photo. This view looking west across Running Creek toward the 3-year-old community of Elizabeth shows several buildings still serving the town today. At far left is the 1882 Community Building; to its north (right) along Main Street is the 1882 saltbox-roof railroad Section House; behind (west of) the dark-painted D&NO depot is probably Frank Huber's 1882 residence, the first on the townsite; on Main Street below the lone tree and one-room school on the far hillside is the 1884 Cort Brothers Store (now part of the Elizabeth Mercantile moved to 207 Main Street); the 1882 Elizabeth Hotel is the large white building on the far right. Elbert County Historical Society.

In 1995 Elbert County secured State Register of Historic Properties status for the 1890 Huber-Carlson Building (239 Main Street, 5EL.295), which the county owned briefly. In 1998, Elizabeth citizens and their leaders moved to encourage the preservation of their heritage of enduring buildings in downtown and on adjacent historic residential blocks. The town passed a preservation ordinance and created its Historic Advisory Board that year, conducted a historic-properties survey in 1999, and soon designating several Main Street historic buildings as local landmarks.⁵ In



1882 Community Building (Ahl and Weiss Blacksmith Shop and Garage). *Elizabeth's original Community Building, serving as Town Hall, entertainment center, and gathering place for any other needs of a young democracy, served various private functions after 1903 and still stands at 392 Main Street. Its original railroad-oriented face (gable-end at right/east) features fancy wood siding scored to resemble stone, still in place. Square Moon photograph.*



1890 Huber-Carlson Building. *Painter and sculptor George Carlson bought the venerable Huber/Woodmen of the World/DeWitt Building at 239 Main Street in 1971 and established his living quarters upstairs and studio downstairs with a few alterations to the east storefront and side elevations. This is the only building in Elizabeth currently listed on the State Register of Historic Properties. Square Moon photograph.*

2002, the 120-year-old Section House (338 South Main Street, 5EL.322), built by the Denver & New Orleans Railroad (5EL.299) soon after it connected Elizabeth with Denver by rail, received a State Historical Fund grant from the State Historical Society (now History Colorado). The Prairie Development Corporation, a non-profit economic development organization based in Stratton, Colorado, had acquired the Section House and facilitated its restoration, resulting in a deed covenant managed by another nonprofit organization, Colorado Historical Foundation. Now fully restored

and occupied by a Main Street business, the Section House project demonstrated that public-private partnerships held promise for historic preservation in downtown Elizabeth.⁶



1882 Section House. In Elizabeth the term “one of the oldest buildings in town” fortunately applies to several survivors from the town’s establishment. The Denver & New Orleans Railroad’s maintenance-crew foreman’s house at 338 Main Street, originally facing east to the tracks, was restored with a State Historical Fund matching grant in 2002. Square Moon photograph.

With Elizabeth’s population growth still accelerating well past the year 2000, the town commissioned a Comprehensive Plan in 2008 and commenced public input on the plan’s recommendations in 2009. The Plan recommended, under the section **“Principle CC-1 [CC = Community Character]: Maintain the small town look and feel of Elizabeth”**:

- *“Reinforce Elizabeth historic development pattern by ensuring that new development and redevelopment projects respect historic character.”*
- *“Maintain historic lot pattern within town to ensure that the size and scale of development is in keeping with the small town character.”*

The Plan also recommended, under the section **“Preserve Historic and Cultural Resources, Principle CC-8: Identify and continue to preserve Elizabeth’s historic and cultural resources”**:

- *“Work with local volunteers and the [History Colorado] Office of Archeology and Historic Preservation to inventory local resources that explain and teach us about Elizabeth’s history.”*
- *“Investigate the creation of a national, state, or local historic district that will serve to preserve and enhance special areas of Town and further the Town’s ability to secure grant funds from [History Colorado and others] as well as tax incentives for preservation.”*
- *“Foster the community’s interest and support for historic preservation.”*
- *“Establish historic architectural standards to insure that future growth fits within historic preservation planning guidelines.”*
- *“Preserve suitable abandoned transportation routes as trails or other community assets.”*

Also in 2009 a “Community Revitalization Partnership” team assembled by the Colorado Department of Local Affairs (DOLA) with assistance from Downtown Colorado Inc. visited the community as part of a state and national “Main Street” program initiative.

This national program, now called “Main Street America” and administered for approved Colorado communities by DOLA, promotes a “Main Street Four Point Approach” of organization, promotion, design, and economic restructuring. For the 2008–2009 Comprehensive Plan’s historic preservation component, these community preservation efforts led in 2012 to a series of interpretive plaques along Elizabeth’s own Main Street, Banner Street, and Kiowa Avenue, plus a plaque for Main Street itself at 325 Main Street.⁸

Otherwise, after a lapse of volunteer historic preservation activities, the town “reenacted” the Historic Advisory Board with a new ordinance in 2015. Board members then helped develop the Downtown Strategic Plan issued in 2015 as a “Community Partnership Revitalization Report” based on the earlier Main Street/ Downtown Colorado team visit and Four Point Approach. The 2015 plan primarily emphasized the need to encourage historic preservation of Elizabeth’s historic Main Street and Kiowa Avenue commercial buildings and adjacent historic residences through design guidelines and economic incentives.

In addition, Elizabeth received designations in 2015 as an official Main Street city from DOLA and as a Certified Local Government from History Colorado and the National Park Service (NPS), the latter designation based on its 2015 historic preservation ordinance.⁹

With a Certified Local Government grant from History Colorado in 2016, the Town of Elizabeth moved to fulfill several recommendations of the 2008 Comprehensive Plan, with alignment to planning processes recognized by History Colorado and NPS. The current project for developing a Historic Context, along with an Architectural Style Guide and Educational Video, is funded and



Main Street Interpretative Sign. Elizabeth’s town planning staff and Historic Advisory Board in 2012 installed informative plaques around town, describing several buildings and places along Main Street. The commercial artery itself received a sign at the corner of Elm and Main Streets. Square Moon photograph.

guided by this grant and its tasks defined by the Town of Elizabeth.

In this report, **Section 2** describes the **Methodology** used by Square Moon Consultants, LLC, to develop the Historic Context and Architectural Style Guide, and produce the Educational Video.

The **Historic Context** narrative with photographs and maps comprises **Section 3** of this report. The Context conveys an up-to-date narrative about human interaction with the landscape and

the built environment from 1881 through 1965, including a prelude and afterword.

The **Architectural Style Guide** is in **Section 4** of this report. Elizabeth preserves many of its original 19th-century buildings, joined by many 20th-century buildings that represent popular American styles for small-town services and residences. A walk through Elizabeth is a walk through time, from the 1880s to the mid-20th-century, and practically all of the buildings from this period are occupied and productive in 2017.

Recommendations based on the findings of research and public interactions are found in **Section 5** of this report. Picking up on recent community efforts and documents of 1998, 2008, 2009, 2012, and 2015, as well as historic significance chronicled in the Historic Context, this report concludes with observations and recommendations for the future of the past in Elizabeth.



Main Street Looking South from Kiowa Avenue. This 2017 view of Elizabeth's Main Street looking south from Kiowa Avenue/State Highway 86 shows the many surviving 19th-century commercial buildings that attract motoring visitors into downtown. A significant challenge for the town is the redevelopment of the half-block at right (west), cleared of its late-20th-century buildings in 2013. Square Moon photograph.

ENDNOTES, INTRODUCTION (see Bibliography on pages 95–97 for full references)

- 1 Arterburn, Elizabeth, Colorado : “A Glimpse Back in Time,” page History-10 (John Hoffhines Jr.).
- 2 Turner, History, Frontier, and Section, page 94.
- 3 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools). page 48.
- 4 Arterburn, Elizabeth, Colorado : “A Glimpse Back in Time,” page History-11 (John Hoffhines Jr.).
- 5 History Colorado, “Huber Building (Carlson Building)”; Elizabeth Town Clerk, “Ordinance 98-28, Historic Preservation.”
- 6 State Historical Fund, “Historic Section House.” Available at: http://www.historicalmarkerproject.com/markers/HMUS7_historic-section-house_Elizabeth-CO.html. Accessed November 4, 2016.
- 7 Community Matters, Inc., “Town of Elizabeth Community Master Plan 2008,” pages 118–119, 121–122.
- 8 Hodgson, “Elizabeth, Colorado : 2015 Downtown Strategic Plan.”
- 9 National Park Service, “Certified Local Governments”; Hodgson, “Elizabeth, Colorado : 2015 Downtown Strategic Plan”; Town of Elizabeth Board of Trustees, “Historic Advisory Board, Ordinance 15-04.” NPS administers the parts of the National Historic Preservation Act (1966) that assist state and local governments with their own preservation programs. These duties collected under the Secretary of the Interior’s Standards for Preservation Planning include Identification: historic property surveys and database inventories; Evaluation: judging whether properties are “historic” following a national standard; and Designation: standards for officially listing properties on local and state registers, and in the National Register of Historic Places (see Appendix B).

2. METHODOLOGY

In October 2016, the Town of Elizabeth awarded Square Moon Consultants, LLC (Square Moon), the contract to develop a Historic Context, Architectural Style Guide, and an Educational Video to further the town's ongoing historic preservation initiatives.

This project was funded via a Certified Local Government (CLG) grant from History Colorado. Square Moon approached these assignments based on 1) previous initiatives of the town, and information/studies previously conducted by and/or for individual citizens and property owners in Elizabeth, 2) the structure of grant administration and report production required for CLG grants, and 3) the Secretary of the Interior's (SOI) Standards and Guidelines for Archeology and Historic Preservation, including the Standards for Preservation Planning, Identification, Evaluation, and Registration.

At the project outset, Square Moon crafted a team capable of taking on the diverse aspects of this project. The firm's two lead historians, Barbara Stocklin-Steely and James W. Steely, meet (and exceed) the SOI Standards for Professional Qualifications related to historic preservation. The team also included a sub-consulting research historian, videographer, and cartographer. See Appendix A for more information. The team broke the project into three phases of work:

Phase 1: Initial Research and Mobilization. During this phase, the project team held a project kick-off meeting on 14 October 2016 with History Colorado and Town of Elizabeth staff. From this meeting, the town provided a list of local informants, knowledgeable citizens, and town officials. The consultants also obtained names and contact information for the Historic Advisory



***Project Public Meetings.** Elizabeth citizens attended public meetings conducted by the Town of Elizabeth and the project consultants to explain the undertaking and gather information from participants in Elizabeth's rich history. A large satellite photograph of Old Town Elizabeth allowed Town Hall visitors to pinpoint important buildings, events, and memories associated with the town's historic development. Square Moon photograph.*

Board. During this phase, the team initiated its public outreach initiatives, including a community kick-off meeting on 21 November 2016, and posted project information on the town's history webpage. During this phase, Square Moon obtained property records from the Elbert County Assessor, conducted historical research, and identified the themes for the Historic Context.

Phase 2: Historic Context Development. Archival historical research and oral histories were a focus for this phase of work. An open house on the project was held in the Town of Elizabeth on 10 December 2016, where additional information and oral histories were gathered. During this phase, the team conducted field work to identify historic buildings and architectural styles and prepared a draft report. This report was disseminated to the Town of Elizabeth, citizens of Elizabeth, and History Colorado for public comment.

Phase 3. Project Completion. This phase involved incorporating all comments received to prepare this final report, crafting the Educational Video, and presenting results to the town at a final public meeting. The public meeting took place on 27 June 2017.

Additional information on some of the key aspects of the project's strategy and methodology are delineated below in more detail.

PUBLIC OUTREACH AND INPUT

At the 21 November 2016, Monday evening public kick-off meeting at Town Hall, citizens helped the consultants mark a large aerial photo of the town with notes on important buildings, events, and anecdotes. Attendees were briefed on this project and its goals through a PowerPoint presentation and handout. A few potential oral-history candidates identified themselves for formal recording at the next public session. The follow-up public meeting on 10 December 2016, a Saturday mid-day at Town Hall, resulted in citizens bringing historic photos and records for copying and scanning, particularly those of the Elizabeth Cemetery Association. Much pertinent information on particular businesses, homes, and other buildings came from this session.

At both the 21 November and 10 December public meetings, attendees were given the opportunity to complete confidential questionnaires. The results helped the project team flag historic buildings with high community value, and identify potential historic preservation strategies.



Providing Public Input. During the project's public meetings, Elizabeth citizens filled in questionnaires asking about their favorite historic events and buildings, and their priorities for ongoing historic preservation efforts in Old Town. Square Moon photograph.

PERSONAL INTERVIEWS

At the 10 December public meeting, two citizens sat down for oral-history recordings. Longtime Elizabeth resident Jim Martell described his long association with the Elizabeth school, town characters, and landmark businesses, as well as his own business ven-



Elizabeth Hotel in its Prime. Perhaps Elizabeth's first building, if stories of its origins as Thomas Phillips' ranch house are accurate, the Elizabeth Hotel originally faced east to the railroad, but by the time of this c. 1890 photograph, it also faced west with a lawn and paved sidewalk to Main Street. Elbert County Historical Society.

tures as an adult in Elizabeth and Elbert County. Elbert County native Frank Railsback described his childhood on a dairy farm outside of Elizabeth. Railsback served on the town's volunteer fire department for many years, and described memorable events with that group.

Additional local interviews were held on 10 January and 3 April 2017 and recorded on video to contribute parts of the project's Educational Video. A follow-up interview with Jim Martell included information on Elizabeth's businesses, the nearby 1960s Titan I missile complex construction and operation, and various infra-



Elizabeth Hotel in its Current Condition. The former Elizabeth Hotel survives in 2017, but is crowded by numerous additions and wings on its north, east, and west (shown in this angle) sides. The parcel in the foreground is the former Gesin property, now owned and cleared by the town. Square Moon photograph.

structure histories from phone service to paved streets. Two more video-recorded interviews added a downtown walk-around with Shawn Strain, chair of the Historic Advisory Board, and Tom and Tad Knowles explaining their business at Wildflower Saddle & Tack, 122 Main Street, Elizabeth. Public Art Committee member Suzy Sadak provided information on video about Elizabeth's popularity with artists in the 1970s through 1980s.

LOCAL RESEARCH

The Town of Elizabeth is fortunate that many of its present and

former citizens have published and recorded its history over the years, some in association with greater Elbert County and several by local historians with a focus on the town of Elizabeth. Square Moon conducted extensive archival research, but also relied heavily on these local histories that served as the building blocks for this study. Invaluable resources included (but are not limited to) Ethel Rae Corbett's 1974 *Western Pioneer Days: Biographies and Genealogies of Early Settlers with History of Elbert County*, Margee Gabehart's section on Elizabeth in the 1989 *History of Elbert County*, the Elbert County Historical Society's 1992 *Elbert County: Window to the Past*, Lucy Hoffines' excellent 2009 *Doing Business in Elizabeth: A History of the Town of Elizabeth as Told through Its Business Buildings*, and Norma Anderson Proud's 2011 *Elizabeth High School, 100 Years*.

Public meetings, a visit to the Elizabeth library, and numerous publication citations pointed to lucrative holdings with the Elbert County Historical Society at its museum in Kiowa. With a high-quality scanner, several original photographic prints from the museum collection—with emphasis on buildings extant in Elizabeth—were copied for the project, and one-time publishing rights purchased. The consultants also toured the museum and took notes from its substantial exhibits on county and Elizabeth history. From the museum shop, the consultants purchased three in-print Elizabeth history volumes (see above, and Reference citations following the **Historic Context, Section 3**).

The consultants also visited the Douglas County Library in Castle Rock after inquiries revealed the potential of materials there on Elizabeth history. The consultants' field historian visited the Castle Rock library and copied several hard-to-find items, especially very early Elizabeth telephone-book sections and a series of aeri-

al photographs including Elizabeth from the 1930s through the 1960s.

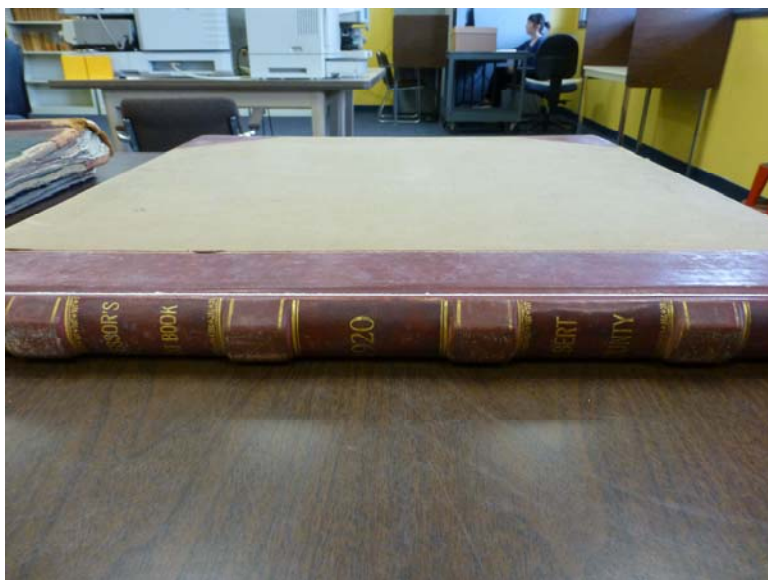
ARCHIVAL RESEARCH

The Denver Public Library's Western History/Genealogy Collection holds published county and community histories, out-of-print documents and reports, photographs, maps, and other material revealing Elbert County history. Books, maps, and photographs were copied from the Western History Collection in October 2016.

History Colorado's Stephen H. Hart Library and Research Center holds documents and publications pertinent to Elbert County and Elizabeth history. A visit to this archives in October 2016 revealed some publications not available at the Denver Public Library, particularly chronicles of pioneering life on the Divide.

The Colorado State Archives hold Elbert County records transferred to Denver perhaps 40 years ago, including Plat Books and the earliest Town of Elizabeth Board of Trustees meeting minutes and ordinances passed. This archive, visited in March 2017, yielded the several original 1880s and 1890s Elizabeth town plats and the original 1918 plat of Elizabeth Cemetery.

The Colorado Railroad Museum is the principal repository of original documents from the Colorado & Southern (C&S) Railway, successor to Elizabeth's founding Denver & New Orleans (D&NO) Railroad (SEL.299), and vintage photographs from numerous collections. A visit to CRRM in March 2017 found the C&S c.1915 Elizabeth track diagram (page 33), original prints of D&NO and C&S trains through Elizabeth, and images of the final salvage train that pulled up the C&S Falcon Branch through Elizabeth in 1936. Offi-



***Elbert County Plat Book at State Archives.** Transferred for preservation and better researchers' access to the State Archives in Denver decades ago, Elbert County Assessor's Plat Books hold invaluable information on Elizabeth's origins, including original townsite and additions plats. Square Moon photograph.*

cial C&S records included a list of all station improvements at Elizabeth in 1936, from the Depot to its associated coal bins and outhouses.

Discrepancies in the previously recorded histories of the town's history created some challenges for the archival research, while also creating opportunities to "dig deeper" and uncover facts on Elizabeth's history as could be best determined within the constraints and time limits of this project. Fortunately, basic historic events of settlement and urbanization in Elizabeth are shared in many sources; however, disagreements arise and lead to some confusion on Elizabeth's specific origins. For example, one local

historian questioned the ability of Territorial Governor John Evans to have named Elizabeth in 1882, because he was relieved as governor in 1865 and left the territory. Yet, like many politicians-turned-businessmen, Evans soon returned to Colorado and invested in several railroads, including the line that established a station at Elizabeth, named for his sister-in-law...or for his niece, also named Elizabeth. Thus, a challenge for this Historic Context has been to find consistency, and preferably primary documentation, in the story of why Elizabeth is where it is, and how Elizabeth's built environment marks this place so distinctly, after its founding 135 years ago.

ONLINE RESEARCH

History Colorado's Compass database provided documentation on the only two buildings thus far evaluated in Elizabeth. These are the Huber Building/Carlson Building (SEL.295) listed in the State Register of Historic Properties, and the Potter Residence, 167 E. Grant Street (SEL.291). Broad surveys and other projects have partially documented eight other properties in Elizabeth (see Appendix C and Table on page 91).

The Colorado State Library offers the online Colorado Historic Newspapers Collection, which includes the *Elbert County Banner* of the early 20th-century and much pertinent information on extant Elizabeth buildings. For example, the story of how and when Elizabeth's Advent Church stone building (SEL.323) was built in 1900 and soon sold in 1902 to the Presbyterian congregation was uncovered with this invaluable resource. Unfortunately, the collection does not yet offer other Elbert County newspapers from other times, and the mid- to late-20th-century is not readily searchable.

Ancestry.com and its affiliated Newspapers.com and Find A Grave.com are remarkable resources not available to researchers until about 10 years ago. Here the consultants found definitive information on the long-assumed namesake of Elizabeth—D&NO Railroad founder John Evans' sister-in-law—as well as the existence of Evans' niece, also named Elizabeth. A more detailed story of Evans' son-in-law Samuel Elbert, namesake of Elbert County and investor in Evans' D&NO Railroad, came to light on Find A Grave.com, thanks to family genealogists who have submitted their research to this growing archive on cemeteries, burials, and the people behind them. The hand-written postmaster appointment records of the U.S. Post Office Department are also available on Ancestry.com, confirming through an online scan of the original document the exact day in 1882 that Elizabeth's first postmaster, Thomas L. Phillips, assumed office.

Many other online books and documents answered questions and settled disputes over details of the Smoky Hill Trail through present Elbert County, and the birthplace and family origins of Elizabeth town-founder Thomas Phillips. Even recent economic and Main Street studies commissioned by the Town of Elizabeth are readily available online. Among many thankful results of online research are the stories behind recent but obscure organizations that have left lasting imprints on historic preservation work in Elizabeth: the National Development Council, which produced the 1995 state-designation nomination for the 1890 Huber Building, and the Prairie Development Corporation, which arranged in 2002 for restoration of the 1882 Section House, are both non-profit financial pools that took advantage of Elizabeth's investor-tax-credit Enterprise Zone status for re-investment opportunities. Descriptive information on "the Divide" is surprisingly difficult to

pin down, especially since the distinct landscape sandwiched between Colorado's Front Range and High Plains is barely mentioned in the otherwise indispensable *Roadside Geology of Colorado*. Fortunately, a handful of online studies, particularly one from the 1990s on the Black Forest, offered solid descriptions and confirmed the other semi-regional names of the Divide—Palmer Divide, Monument Divide, Platte-Arkansas Divide, and Arkansas Divide. While Palmer Divide is one of the most common alternate names for the geography, Elbert County historians for a century or more have avoided calling their home after John Evans' fierce railroad competitor William Palmer.

FIELDWORK

The Fieldwork for this project was not as extensive as would have been appropriate for a reconnaissance survey or intensive survey (see **Recommendations, Section 5**) of Elizabeth's historic resources. Still, the consultants observed all pre-1966 buildings in "Old Town" Elizabeth to facilitate this project, particularly the **Architectural Style Guide, Section 4**. The resulting information, presented to the town as part of this project, will move an eventual intensive survey substantially toward completion.

During fieldwork, all streets were canvassed within the limits of historic subdivision plats that accommodated Elizabeth's development from the 1880s through the mid-1960s. The project map on page 16 shows the area of focus for the fieldwork. Parts of four consecutive days were spent in Elizabeth during sunny winter days, when the deciduous leaves were down and good frontal light was possible on most building facades. Generally and consistently, buildings were photographed from public right-of-way with one straight-on shot joined by two oblique shots from each

side of the building when vegetation and any other intrusions permitted. A 12-megapixel camera was used with internal GPS (Global Positioning System) capability, recording the latitude and longitude for each exposure. This photographic and metadata information was presented to the Town with the final report.

DATABASE AND GIS-BASED MAP PRODUCTION

During Phase I, the project accessed property records for the Town of Elizabeth from the Elbert County Assessor. This information on properties within the legal limits of the Town of Elizabeth was downloaded into an Excel spreadsheet where it could be re-organized, queried, and sorted. The acquired property data was further culled to focus on the town's core historic area covered by early subdivision plats. The focus area for the survey and mapping efforts is delineated on the map on page 16. The most useful Assessor data fields were addresses ("Street No" and "Street Name"), subdivisions ("Subname," "Block" and "Lot"), years built ("Actual Year Built" and "Effective Year Built"), and square footage ("Sqft"). The project team used the photos and address information produced from the fieldwork to create additional fields in the Excel spreadsheet, including "Architectural Style," "Sub-Type," "Contributing" (to a potential historic district), "Individual" (eligible for individual designation even if not in a historic district); "Photos" (photo numbers); "Estimated Year Built," and "Other" (notes field).

In many cases, photographs revealed an older construction date than that provided in the database, or the official construction date field was blank. The consultants' updated the "Estimated Year Built" field in cases where professional observations or historical research warranted a correction. The updated year-built

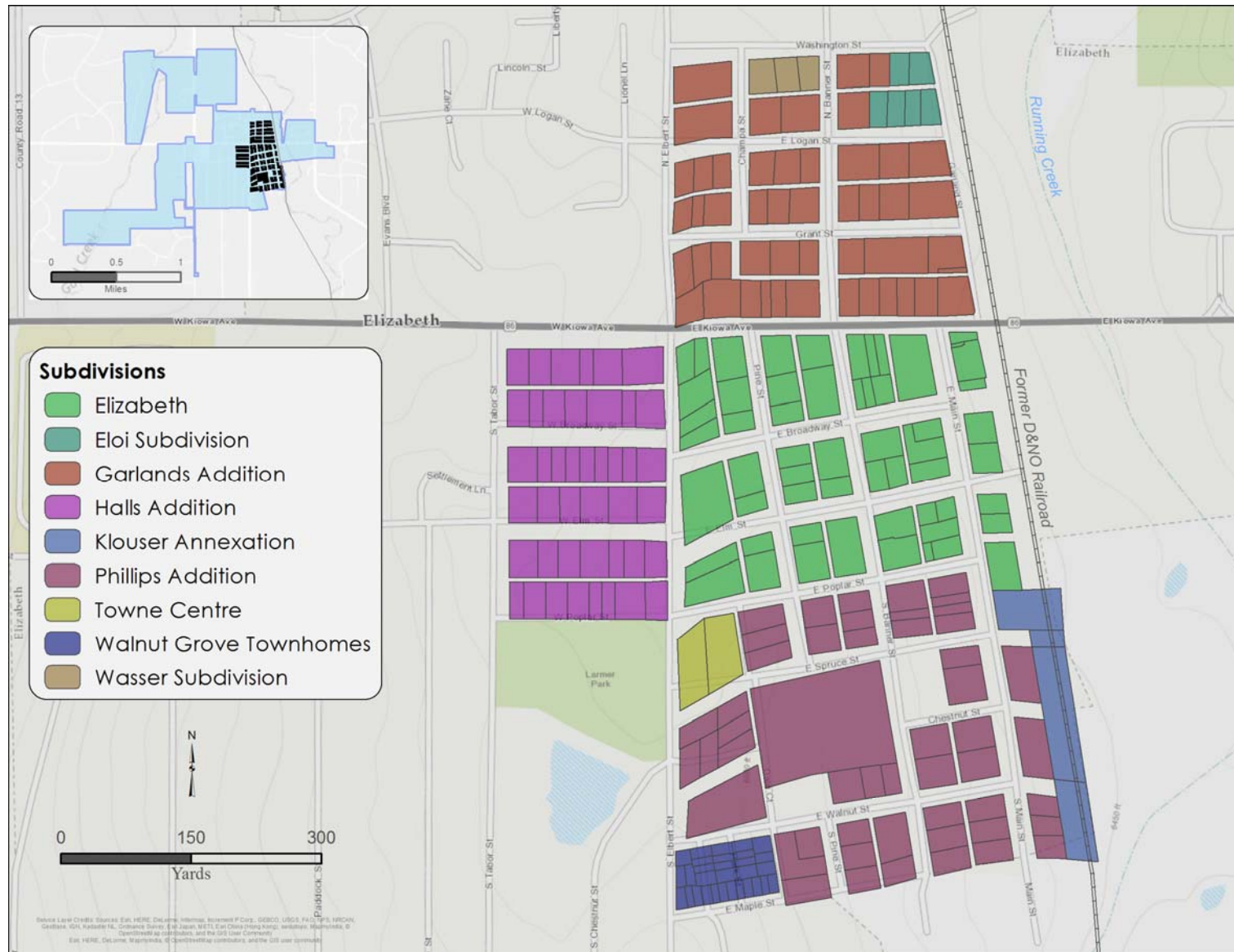
information was used to produce the map found in the **Historic Context, Section 3**, of the report. The project team used the fieldwork photographs, as well as photographs on the Elbert County website and Google Earth Street View, to complete the "Architectural Style" field in an Excel spreadsheet. This information was the basis for the map found in the **Architectural Style Guide, Section 4**. The "Contributing" and "Individual" information was filled in by the consultants, and provided the basis for the historic district map found in **Recommendations, Section 5**.

VIDEOGRAPHY

The Educational Video component of the project is a 5-minute narrated promotional video to highlight Elizabeth's history through historic properties and residents of the town. The video includes clips from the oral-history interviews described above, along with historic and current images of "Old Town" Elizabeth, some juxtaposed with each other to show how built-heritage from the 19th and early-20th centuries is still serving Elizabeth in the 21st century.

The subconsulting videographer, Phil Wegener, met on 10 January 2017 with Historic Advisory Board chair Shawn Strain at his shop, Barnwood Vintage, on Main Street. Resident Jim Martell sat for a second oral-history interview on camera with a Square Moon historian, so that his memories of Elizabeth places could be used to describe scenes in the Educational Video. Mr. Strain was also interviewed in the shop, and along a walking tour of several buildings on Main Street. The videographer also filmed Tom and Tad Knowles inside their Wildflower Saddle & Tack shop in the Odd Fellows (IOOF) Building (5EL.324).

Map of Elizabeth Subdivisions. This map produced for the report shows lots in Old Town Elizabeth developed through the present, combining original townsite and subdivision plats of blocks and lots with later re-subdivided lots. Square Moon graphic.



The videographer returned to Elizabeth on 3 April 2017, to capture street scenes while leaves were still off the many deciduous trees, and to video another oral history with Suzy Sadak, Elizabeth resident and art teacher at Elbert District #200. Standing inside the former old Elizabeth Mercantile building on Main Street, rescued in the 1970s by sculptor George Carlson and now the Mountain Man Nut & Fruit Co. store, Ms. Sadak described the 1960s through 1990s artists community in Elizabeth. Her story is rare because little has been written about this critical episode in the town's history and its early historic preservation efforts.

The video will be used by the Town of Elizabeth and History Colorado on affiliated websites and as part of other educational productions that further historic preservation efforts in Elizabeth.



Video on Main Street Elizabeth. The project component of an Educational Video captured oral histories, commentary from town officials, and scenes of historic buildings juxtaposed with historic photos from the same angles. The videographer posed 2017 Main Street merchants in the same positions as citizens in a c. 1910 photograph at First National Bank (SEL.321) Square Moon photo.

3. HISTORIC CONTEXT

Enduring Heritage of a Small Town on The Divide, 1881-1965

This chapter presents the history of Elizabeth, focusing on the following themes: Agriculture, Transportation, Education, Community Planning and Development, and Architecture. Significant places associated with these topics are identified at key vantage points throughout this section. (For more information on Historic Contexts, refer to Appendix B.

BACKGROUND: A TRAIL CROSSING RUNNING CREEK, 1855-1880

Geography

The historic center of the present Town of Elizabeth, Elbert County, Colorado, nestles along Running Creek between two rolling hills that separate other creeks, all flowing north toward the South Platte River about 70 miles distant. At 6,476 feet of elevation, Elizabeth is more than 1,000 feet higher than “mile high” (5,280 feet) Denver, about 40 miles northwest. While Elizabeth and Denver are far east of the Rocky Mountains and share the Piedmont sub-region of Colorado’s Great Plains, Elizabeth owes its higher elevation above the plains to a “topographic prominence” variously called the Monument Divide, or Palmer Divide, or Platte-Arkansas Divide, or Arkansas Divide. Elizabeth’s geographic home is known locally as simply the Divide and as Elbert County’s “hill country.” The Divide’s landform is not a geologic uplift from the plains, but is a survivor of the earth’s Ter-

tiary Period—built up 66 million to 2.5 million years ago—that subsequently eroded to the north and south into two vast basins.¹

The Divide is thus named for its function of separating the Platte River Basin to the north (itself part of the greater Missouri River Basin) from the Arkansas River Basin to the south (part of the greater Mississippi River Basin). In further classifications, the South Platte River flows from the Rocky Mountains’ Front Range into the Denver Basin, today’s geologic name for the landscape supporting metropolitan Denver and immediate neighboring cities. The Divide landform’s defining ridge extends from the Rockies starting at Palmer Lake about 25 miles southwest of Elizabeth to Limon about 50 miles east of Elizabeth. Because of the Divide’s elevation—peaking at 7,700 feet—much higher than the outlying plains that are typically below 5,500 feet, it supports vegetation and weather patterns unlike the plains and more akin to the nearby Rocky Mountains. Large stands of ponderosa pines and other evergreens throughout the Divide earned the additional regional name of “the Pineries” from mid-19th-century travelers and settlers, including designation around 1900 of the Black Forest area south of Elizabeth and northeast of Colorado Springs.²

Running Creek rises about 17 miles south of Elizabeth near the Divide’s ridge and on the Black Forest’s north reach. Gold Creek, just to the west of Elizabeth, similarly rises in the same area as do Little Dry and Dry Creeks across two hills to the east, and larger

Kiowa Creek 8 miles east. Gold Creek runs into Running Creek about 1.5 miles north of Elizabeth and on some maps the resulting northerly watercourse is named Box Elder Creek.³ All these streams are today intermittent, but flow through much of the year and, combined with the higher elevation and surrounding forests, contribute to abundant wildlife habitat. Because of the Divide's unusual weather patterns and multiple micro-climates, severe snowstorms are not uncommon in the Elizabeth area, and late spring rains can swell these creeks into deadly torrents.⁴

Early Peoples

The first human inhabitants of North America for thousands of years likely roamed through the Divide, wearing a north-south trace (later named Cherokee Trail) through the forests along its creeks, and an east-west trail connecting the Rocky Mountains with the Great Plains. The first Euro-Americans in the region in the 1700s noted Apaches following buffalo migrations, and by 1800 the Arapaho and Cheyenne dominated these movements east of the Rocky Mountains. United States government expeditions in 1806–1807 under Zebulon Pike, 1820, 1835, 1842, one in 1843 under John Charles Frémont, and a well-recorded one in 1858 under Randolph Marcy passed through the region, some noting the Divide's plentiful natural resources and tricky weather. Marcy's group moved through the Pinerias at the end of April 1858 when the party was abruptly trapped by a storm that lasted 60 hours, smothering the Divide under as much as 4 feet of snow and freezing two of Marcy's wranglers.⁵

A few California gold seekers traveled west through the general area in the 1850s, and as early as 1857 discovered gold in then-western Kansas Territory as well, specifically along the South

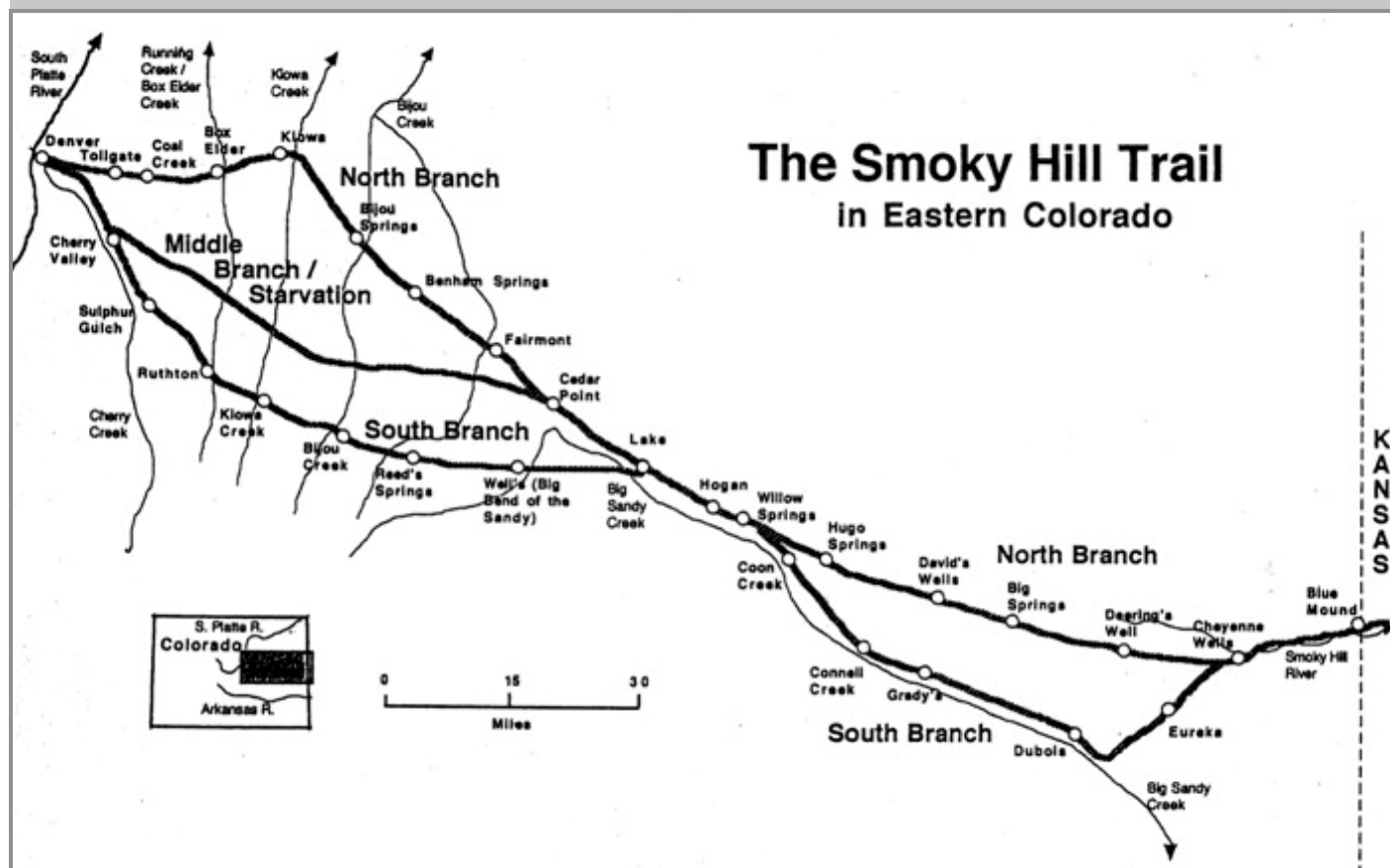
Platte River and its tributaries in the Denver Basin northwest of the Divide. By 1858 word spread of the discoveries, and that spring the Rocky Mountain Gold Rush—popularly promoted with the famous if misleading “Pike's Peak or Bust” slogan—was in full swing. American “argonauts,” as Denver historian Tom Noel calls them, moved west in large numbers annually during summer months through 1861, across the Great Plains toward the Rocky Mountains. Most traveled along well-mapped Platte River trails to the north, and the Arkansas River route to the south, starting from the Missouri River in Nebraska, and from near Leavenworth and Kansas City, Kansas.⁶

Some early gold seekers moved north and south below (east of) the Rocky Mountains, from mining camps in the Denver area south to other passes into the mountains. A Denver land agent's “Pikes Peak Gold Regions” map from about 1859 showed one generally north-south trail, probably Cherokee Trail, running south-east from Denver along Cherry Creek 35 miles to “Russellville” (close to present Parker). The line continued south across the Divide—accurately depicted through various creek origins running north and south—to “Jims Camp” (Jimmy Camp in Marcy's report, today in Colorado Springs) east of Colorado City below Pikes Peak. Curiously, this map did not depict the east-west Smoky Hill Trail into the Denver Basin.⁷

Smoky Hill Trail

Other would-be argonauts in the spring of 1859 sought a faster overland route west to Denver than offered by the meandering Platte Rivers or the Arkansas River, and followed the Smoky Hill fork of the Kansas River west about 550 miles from Topeka. Where the Smoky Hill River ended near Cheyenne Wells (present

Smoky Hill Trail. Lee Whiteley's recent and accurate map shows the route's 3 branches in Colorado Territory as westward travelers approached the Divide near Lake (near present Limon). Ruth-ton Station on the South Branch, 3 stops southeast of Denver on this map, was on Running Creek 2 miles north of present Elizabeth. The 1870 Kansas Pacific Railway followed the North Branch. Smoky Hill Trail Association.



eastern Colorado), their trail cut west to Big Sandy Creek, a tributary of the Arkansas River, and followed it northwest onto the Divide. From that dramatic shift off the plains (near present Limon) the popular South Branch of the Smoky Hill Trail cut west across the Divide, rolling up and down through the Pinerias between north-flowing streams until reaching Cherry Creek. Their final leg into Denver City, at the confluence of Cherry Creek and the South Platte River where two of the largest gold camps appeared in 1858–1859, provided relatively level terrain and plenty of water and game. For a few weeks in early 1859, stagecoaches of the Leavenworth City & Pike’s Peak Express Company ran along the Smoky Hill Trail to Denver, but soon switched to the more populated Platte Rivers routing. The United States Express Company thereafter ran stages along the Smoky Hill Trail from 1861 through 1870.⁸

Several Kansas communities hosting the flood of gold seekers actively promoted the Smoky Hill Trail as the best route for “Pikes Peak or Bust” expeditions and supply wagons, and commissioned Henry Green to map and improve the trail. Green and his crew departed Leavenworth in June 1860 and reached Denver City 54 days later, presumably via the South Branch that crossed Running Creek (near present Elizabeth). That summer and fall of 1860 witnessed the last large group of gold rushers toward the Rocky Mountains before the Denver Basin’s known gold supply dwindled and the Civil War ended the frenzy. The Rocky Mountains’ Front Range and Foothills, and the Divide, had gained enough population, however, to be designated by Congress as Colorado Territory separate from the new state of Kansas in 1861.⁹

Lumber for Denver Mining Camps

Several Elbert County chronicles written in the 20th-century

claim that the Elizabeth settlement dates from 1855 when the “Weber” brothers or a man named “Bassett” built a sawmill on Running Creek in this location.¹⁰ However, as demonstrated in the chronology above, few if any settlers occupied the Divide in the mid-1850s; Randolph Marcy led the most detailed expedition through a desolate Divide in May 1858; and not until the initial spring-summer-fall 1858 gold rush to what became Denver could any market for sawmill lumber exist in or near the Denver Basin. Ethel Rae Corbett’s *Western Pioneer Days* of 1974 mentions that M[ilton] M. Delano set up a sawmill in 1857 on “East Kiowa Creek” (perhaps Comanche Creek 12 miles east of present Elizabeth) to supply lumber to Fort Wallace, Kansas, 150 miles farther east on the Smoky Hill Trail.¹¹ Delano’s 1857 lumber operation to supply the U.S. Army in eastern Kansas Territory would likely be the first on this north drainage of the Divide.

Carl Mathews in his 1969 *Early Days Around The Divide* mentions that two sawmills set up in 1859 on Plum Creek (probably near Castle Rock, about 15 miles west-northwest of present Elizabeth) supplied their “first load of lumber...in Denver in April, 1859.”¹² This 1859 operation would likely be the first supply of lumber to the South Platte-Cherry Creek mining camps of Auraria and Denver City.

Brothers Isaac and Lucian Webber were indeed early settlers along Running Creek, perhaps as early as 1859 or 1860. The Webber brothers later patented 320 acres along Running Creek at the future Elizabeth townsite (NE ¼ Section 18, Township 8 South, Range 64 West, later owned by Thomas L. Phillips, an early employee of the Webbers) in 1871. At that time, Isaac and Lucian each claimed 160 acres. Their U.S. General Land Office transactions were through Cash Entry Patents, however, not Homestead

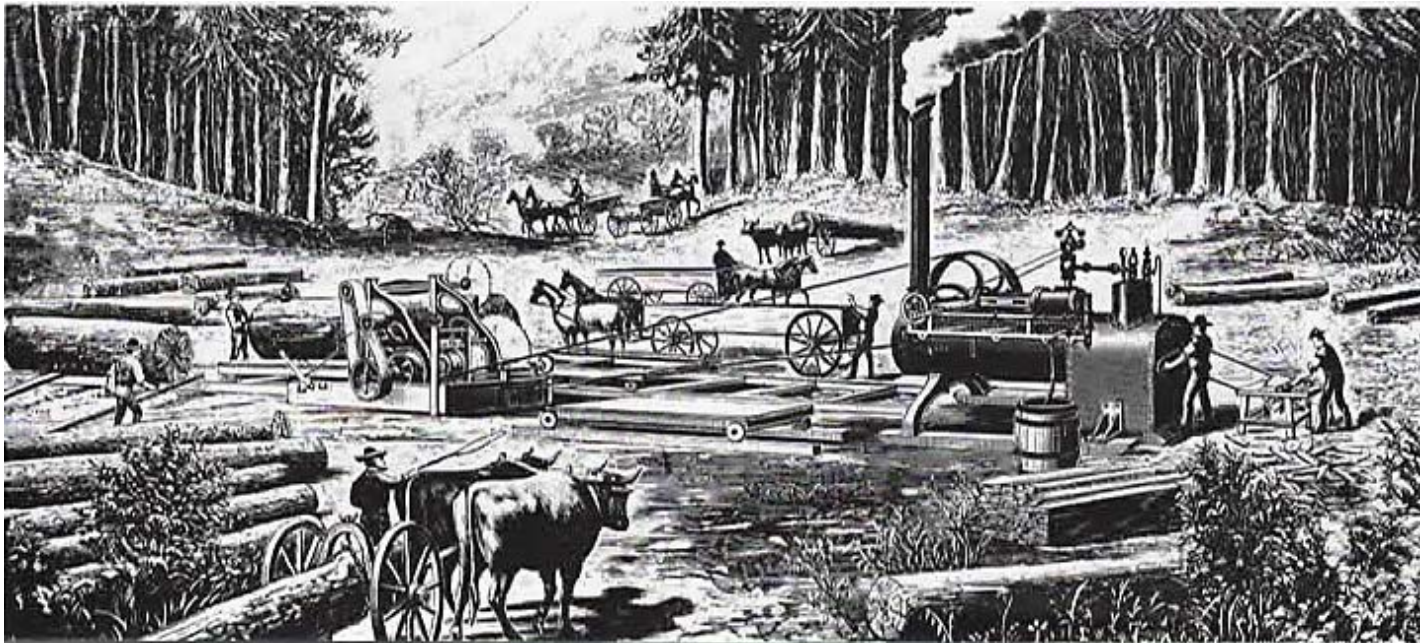
Patents through the 1862 Homestead Act, indicating that they occupied the land long before 1871 and perhaps prior to 1862.¹³

Philip P. Gomer and wife drove an ox-team in 1860 to the Denver Basin gold rush, according to Mathews, presumably along the Smoky Hill Trail's South Branch, carrying a portable sawmill. Mathews elsewhere described another such setup as "a 12-horsepower engine and mill," indicating these typical Pinerias sawmills were powered by steam boilers, fueled by wood and steamed with plentiful creek water, either on wheels or capable of breaking down onto a wagon. Gomer fired up his sawmill at or

near the existing Webber lumber operation on Running Creek (at present Elizabeth) in 1860, firmly establishing this source of wood for the mining camps of Denver, and the use of nearby Smoky Hill Trail to reach those camps by the wagonload.¹⁴

Stage Routes and Railroads

During the 1861–1865 conflict, Denver City trader David A. Butterfield devised a post-war plan for a U.S. Mail-subsidized stage route along the Smoky Hill Trail for his incorporated Butterfield Smoky Hill Wagon Road Company. In June 1865 the U.S. Army



Sawmill in the Wilderness. This 19th-century engraving depicting a J.I. Case portable steam engine belted to portable sawmill machinery, with logs moved in by oxen, and boards moved out in wagons, might resemble such an operation in the late 1850s of the Webber Brothers, Philip Gomer, or others in the Pinerias of the Divide near Running Creek and present Elizabeth. WellsSouth.com.

Signal Corps mounted a survey crew from Leavenworth led by Julian Fitch. Fitch arrived in Denver 55 days and 592 miles later, and certified both the North and South Branches as alternates over or around the Divide. Next, Butterfield began construction of some 50 supply stations along his route, and initiated his “Butterfield Overland Dispatch,” or “BOD” (not to be confused with John Butterfield’s stage line through Texas to California, or the Overland Trail through Wyoming to the West Coast) in September 1865. The BOD trip cost each passenger \$175 and took 12 days one-way from Atchison to Denver. A supply-wagon train followed the same route that summer, promising success for David Butterfield.¹⁵

BOD stations served trail traffic an average of 12 miles apart along Smoky Hill Trail, including (in future Elbert County) one on Kiowa Creek, and one at “Ruth-ton” on the crossing of Running (called Boxelder in Butterfield’s incorporation document) Creek just north of its confluence with Gold Creek (and about 2 miles north of present Elizabeth). From Ruth-ton, the trail probably followed Bayou Gulch northwest to Cherry Creek and its Sulphur Gulch station (at present Parker), thence into Denver past the Cherry Valley station and finally past the 1859 homestead known as Four Mile House for its association with Smoky Hill Trail, 4 miles from its terminus in Denver.¹⁶

Not realizing enough profit during that first winter to pay his investors, Butterfield sold his BOD franchise to Ben Holladay, a seasoned operator of other transcontinental stage lines, in March 1866. Holladay sold the Smoky Hill line to Wells Fargo that November, and the BOD settled down to an essential routine of connecting Denver with its shortest access from the Missouri River.¹⁷

Meanwhile Denver’s own successful businessmen talked of bring-

ing a railroad to their community and the closest mine camps in the Front Range. The Union Pacific, building the First Transcontinental Railroad across Nebraska and Wyoming by 1868—including the northeast corner of Colorado—initially held the most promise for Denver since the Colorado territorial capital could connect with the UP line at Cheyenne about 100 miles straight north. Other railroad promoters mapped a completely new line from the Missouri River that would grab the existing east-to-west overland trade to Denver more directly. The Kansas Pacific Railway, conceived in 1866, started construction west from Kansas City toward Denver in 1869, following the Smoky Hill Trail closely...and eliminating its BOD stage business one station at a time as it overtook stage stop after stage stop.¹⁸

When the Kansas Pacific passed west over the Kansas-Colorado line in early 1870 and approached Big Sandy Creek and Dubola (or Duboise) station on the BOD, the railroad advertised for wood ties to secure its iron rails. According to Mathews, Philip Gomer’s sawmills (at present Elizabeth and probably south into more Divide pine forests) produced 125,000 ties for the line at up to \$1 each. Ultimately with other suppliers, Gomer cut and hauled 500,000 ties to complete the Kansas Pacific, also building east from Denver, as it diligently followed the North Branch of Smoky Hill Trail with easy grades around the Divide’s east and north flanks.¹⁹

Gomer’s, Webber brothers’, and other sawmills across the Divide continued to supply Denver with lumber, hauled by their wagons along the Smoky Hill Trail. Otherwise, the route’s busy Kansas-originating stage lines and overland freight traffic ended immediately with completion of the Kansas Pacific Railway. Denver in 1870 also completed its Cheyenne rail connection, and all trans-

portation became much cheaper and faster for the growing Denver Basin. Next came a line south out of Denver, the Denver & Rio Grande (D&RG) Railroad, commencing in early 1871 under direction of William Jackson Palmer. The D&RG followed easy grades and curvature south along the South Platte River and Plum Creek, crossed the Divide at Palmer Lake, and reached Pueblo in 1872. Palmer had helped manage the standard-gauge (4 foot, 8-1/2 inch) Kansas Pacific as well as Denver's Cheyenne connection during their construction. But he decided to build the D&RG to 3-foot narrow-gauge because he had no federal land grants to supplement costs, and he planned on the flexibility of narrow gauge upon entering Rocky Mountain canyons and their remote mining districts.²⁰

Elbert County 1874

The Colorado Territorial government in 1874 carved Elbert County, named for Territorial Governor (1873–1874) Samuel Hitt Elbert, from Douglas and later Greenwood Counties, initially spanning from about 5 miles east of Cherry Creek all the way east to Kansas (see map on page 20). The settlement of Middle Kiowa (later just Kiowa), center of north Divide/Pineries lumber-loading onto the Smoky Hill Trail, became the county seat, accessible to the Denver capital via the well-worn trail. Since the new Denver & Rio Grande Railroad ran closer to Kiowa, 25 miles west at Castle Rock, than the length of Smoky Hill Trail northwest into Denver, about 48 miles, local stage service moved mail, people, and freight from the railroad's Castle Rock station east via Post Road 33 through Ruthton to Kiowa.²¹

Samuel Elbert had arrived in the Denver Basin in 1862 as an attorney and experienced politician, to fill President Abraham Lin-

coln's appointment as Secretary of Colorado Territory. Elbert served with and matured under Territorial Governor (1862–1865) John Evans, also a Lincoln appointee and confidant, and married Evans' daughter Josephine in 1865 (she and their baby died in childbirth in 1868). Elbert and Evans moved in and out of controversy as the territory weathered the Civil War and boomed afterward, and became business partners by the time of Colorado statehood in 1876. In 1880, Evans was flush with cash after selling his founding interest in the Denver, South Park & Pacific Railway, a narrow-gauge line into the Rocky Mountains southwest from Denver, to continental railroad baron Jay Gould.²²

A RAILROAD AND A TOWN ALONG RUNNING CREEK, 1881-1899

The Denver & New Orleans Railroad

In January 1881, John Evans and son-in-law Samuel Elbert, along with other Denver businessmen wealthy through mining and land interests, incorporated the Denver & New Orleans (D&NO) Railroad. They planned to compete directly with William Palmer's D&RG from Denver south to Pueblo, but with a standard-gauge line that would also serve the heart of the Divide and eventually connect through Texas with the Gulf of Mexico at New Orleans. "The Peak and Crescent Line," referring to D&NO's namesake cities, began right-of-way surveys in March 1881 and awarded grading contracts to Walter S. Cheesman's associated Denver City & New Orleans Railway Construction Corporation and others in late June. As summarized by the D&NO Railroad's 1997 biographer James Jones in *Denver & New Orleans: In the Shadow of the Rockies*, construction began simultaneously in Denver itself and separately out on the line, probably because a legal battle de-

layed moving out of Denver. D&NO needed Palmer's permission to cross the D&RG's existing narrow-gauge mainline south of downtown Denver.²³ Jones continued:

In early July [1881], 38 [draft-animal and scraper] teams left Denver for the Running Creek area to begin work near Bassett's Mill (later Elizabeth) [sic]. Parties contracted to do the grading were pleased with the quantity of good grazing grass along the route and estimated this saved \$50,000 that would have otherwise been spent on hay.²⁴

Neither Jones nor earlier D&NO historian Richard Overton, in his 1953 *Gulf to the Rockies*, detailed the right-of-way acquisition program for Evans' railroad. But the short time between railroad incorporation, survey, and start of construction in 7 months of 1881 indicated adequate cash to secure, or willingness of private and government landowners to donate, the railroad's 100-foot-wide mainline alignment. Along Running Creek, 39 miles southeast of Denver and 2 miles south of the old Smoky Hill Trail stage station of Rushton, the former Webber brothers' sawmill holdings along Running Creek—owned in 1881 by early Elbert County lumberman and rancher Thomas L. Phillips—provided right of way for the D&NO mainline (5EL.299). Land immediately north of Philips' Section 18 parcels—owned by rancher Charles Garland in Section 7—provided another part of the right-of-way strip along Running Creek.²⁵

D&NO construction pressed south (through future Elizabeth) during the winter of 1881–1882, and in February 1882 track crews reached McConnellsville (soon renamed Eastonville), 64 miles from Denver, just south of the apex of the Divide and just northeast of the Black Forest. Evans' advance survey crews continued



*Denver & New Orleans Railroad. As mapped in Jim Jones' 1997 *In the Shadow of the Rockies* history of the D&NO Railroad, the less-than-ambitious line in 1882 meandered southeast out of Denver to several Divide communities including Elizabeth. In its last two decades of operation through 1936, it branched only from Denver to Falcon, short of Colorado Springs. James R. Jones.; Ray Shaffer*

marching far to the south and reached the Canadian River at the same time. On 2 February 1882 Evans arranged the line's first passenger train, filled with investors, supporters, and their families, from Denver to end-of-track on the Divide. "Along Cherry and Willow creeks and over Sulphur Gulch rolled the excursionists..." wrote Jones, excluding the passage along Running Creek. He continued:

...then down the valley of the Kiowa, where, according to the [Rocky Mountain] News, they found the countryside dotted with sheep and cattle ranches and liberally supplied with timber.... Pausing [at McConnellsville before returning to Denver] for lunch they had ample opportunity to observe the "great quantities" of lumber that had been concentrated there for shipment to Denver; possibly by coincidence, but more probably by design, the first trainload [of lumber] was scheduled to move to the metropolis [Denver] the very next day.²⁶

An overland stage route continued to connect Castle Rock across the Divide with the new community and post office at Elizabeth, and farther east to the county seat and post office at Kiowa. George L. Banks operated these stagecoaches or hacks in 1884, traveling across the Divide's northerly creeks along Post Road 51 to Elizabeth and Post Road 133 to Kiowa.²⁶

Evans' railroad, herein called the D&NO until its passage into the Colorado & Southern Railway in 1899, first slipped from his control in 1885. It emerged from receivership in 1887 under control of the Union Pacific (UP), and its name changed briefly to the Denver, Texas & Gulf (DT&G), with Evans on its board of directors and eventually its president. UP in 1890 combined Evans' line with a holding company, Union Pacific, Denver & Gulf Railroad. Following UP's bankruptcy in 1893 the holding company's 12 regional



D&NO Railroad's Elizabeth Depot. John Evans' railroad invested in simple but handsome buildings in its Divide towns, including the 1882 standard combination passenger-freight depot in Elizabeth. Although pictured in the early 20th-century, little had changed here since 1882. Most importantly, the track was in good alignment and the day's train had plenty of cars to switch around Elizabeth's small railyard. Denver Public Library.

lines operated under a receiver until D&NO/DT&G was acquired by the Colorado & Southern Railway (C&S) in 1899. The C&S entered the Burlington Route system in 1908, but generally operated independently into the late 20th-century.²⁸

Elizabeth properties in 2017 associated with Transportation 1881–1899:

- D&NO Railroad Section House, 338 South Main Street
- Elizabeth Hotel (later Arlington Hotel) built by or for the

railroad, 166 Main Street

- D&NO Railroad right-of-way (SEL.299) , still visible in some places along Running Creek

Elizabeth Named and Platted

By some accounts, aboard for the first D&NO passenger train that February day in 1882, or in similar excursions on 13 and 14 February, were members of Evans' family including his 45-year-old sister-in-law *Elizabeth* Lawrence Gray (1837–1910), sister of Evans' wife Margaret Gray Evans. During an interview printed in the *Rocky Mountain News* on 13 February 1882 announcing the upcoming pair of excursions, Evans revealed that "the following list" of station names "will probably be generally adopted: 12 miles from the Union Depot in Denver to Melvin, 22 miles to Springdale [sic, the location of Parker's, later Parker], 30 miles to Bellevue [Hill Top], 40 miles to Elizabeth..."²⁹

The February 1882 newspaper article might have been Evans' first public announcement that the station on Running Creek in Elbert County, near where the old Smoky Hill Trail diverged east from the new railroad to the Kiowa county seat, would be named for Evans' sister-in-law (and/or niece; see footnote 29). On 24 April 1882 the U.S. Post Office Department named Thomas L. Phillips as the first postmaster for the just-approved Post Office named *Elizabeth*, Colorado.³⁰

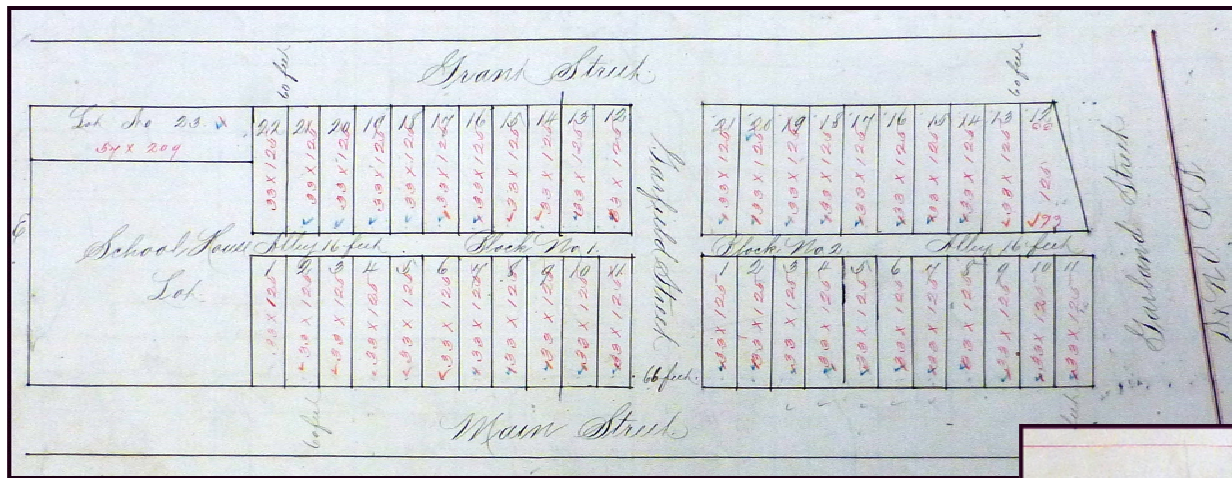
Evans' list also showed that the D&NO planned its new online communities roughly 10 miles apart, a common railroad practice encouraging agricultural development of the West. The next planned town south of Elizabeth would be Comanche, about 13 miles down the track, soon named instead, along with the county, for Evans' son-in-law and now D&NO business partner, Samuel

Elbert.³¹

Thomas Phillips, source of the D&NO right-of-way along Running Creek at and near the former Webber brothers' sawmill, also by the spring of 1882 platted part of his land holdings for the new 6-block Town of Elizabeth, in the northeast quarter of Section 18. The east-west section-line county road bounding the north side of his plat later became Main (named Lincoln by 1889, later Kiowa) Street or Avenue, the new way—re-routing this part of the old Smoky Hill Trail—to connect the railroad with the county seat at Kiowa via Halls Crossing of Running Creek. Phillips "dedicated and granted" this road and the streets and alleys of his "Town

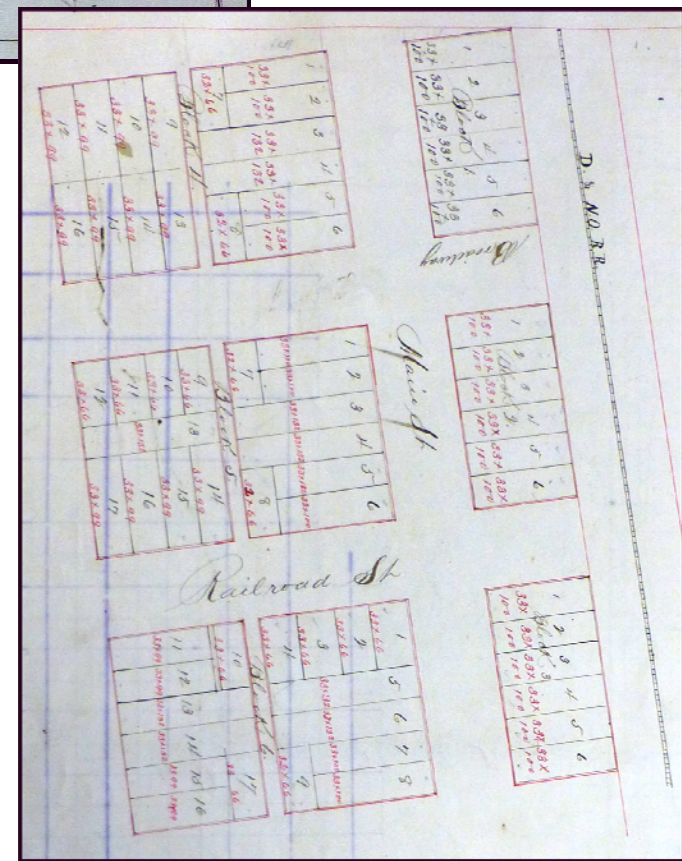


1882 Huber House. Remembered as surviving somewhere inside the present building group at the corner of Elm (former Railroad) Street and Main Street, the wood-frame house of townsite surveyor Frank Huber on Block 5 Lots 5–6 was the one of the first buildings in Elizabeth. Square Moon photograph.



1882 Townsite of Elizabeth. (On Right) As platted in 1882 by Elbert County surveyor Frank Huber for landowner Thomas Phillips, the original 6 blocks of Elizabeth ran parallel to the new D&NO Railroad, and did not include today's east-west Kiowa Avenue. Railroad Street, later changed to Elm Street, ran northeast into the new railroad depot. Huber immediately acquired, or accepted, two lots not far from the depot. Colorado State Archives.

1886 Garland Addition. (Above) As platted in 1886 also by Elbert County surveyor Frank Huber for landowner Charles Garland, the next 3 blocks of Elizabeth followed the cardinal directions, and labeled today's east-west Kiowa Avenue "Main Street." Garland Street was laid out in a generally north-south direction on the east side of the subdivision, creating a slight jog to meet Phillip's previously platted Main Street. Garland donated the far west block as Elizabeth's first school grounds (see one-room school there in the 1885 panoramic photograph on page 2). Colorado State Archives.



Elizabeth” plat “to the public right of way.”³²

Another local rancher, Swiss immigrant Francis Joseph (Frank) Huber, who had settled some 8 miles southeast of Elizabeth on Kiowa Creek about 1860, had been elected the first county surveyor in 1875 and stepped forward in the spring of 1882 to produce the Elizabeth town plat. Phillips filed the plat in Kiowa on 19 June 1882. Huber immediately bought (or perhaps received as payment from Phillips) the first 2 town lots (probably Block 5, Lots 5 and 6), and Huber quickly built a house on one lot near the corner of Main and Railroad (now Elm) Streets, likely Elizabeth’s first new building (reportedly part of the current larger house at 271 Main Street). Other commercial and residential developments near the railroad depot and along Main Street, and immediately adjacent to it, appeared steadily during the next few years.³³

In 1883 the death of local sheepherder Hubert M. Hutchens required a grave, and the first recorded burial at what became the Elizabeth Cemetery (now 11 acres) resulted, accessed by the westward extension of Main Street (Lincoln/Kiowa Avenue) to the top of the hill between Running and Gold Creeks.

In 1886 Charles Garland platted his own 3-block addition north of Phillips’ initial townsite and Kiowa Street adjacent to Garland’s own right-of-way contribution to the D&NO Railroad. Garland included a block for the town’s first school (see 1885 panoramic photograph on page 2). The second burst of town growth occurred in the late 1880s and 1890s along Kiowa Street within these early Phillips and Garland subdivisions. Businesses clustered close to Kiowa Street’s intersection with Main Street. Additional residential subdivision plats filed in the late 1880s and early 1890s by the Garland family north of Lincoln/Kiowa Avenue, by

the Phillips family south of Lincoln/Kiowa Avenue, and others such as Halls Addition of 1891 implied steady growth of the community. Elizabeth recorded a population of 300 by 1890 and incorporated that year on 10 October. The town’s population figures over the years might have been based on optimism and broad boundaries.³⁴ Some historians suggest the larger figures, such as 300 in 1890, derived from the larger school district or a loosely defined community plus rural service area.

Elizabeth properties in 2017 associated with Community Planning and Development 1881–1899:

- Huber’s house (now integral to the “Pomegranate” building group), 271 South Main Street
- Huber’s town plats, the defining initial street system of Elizabeth
- Elizabeth Cemetery, established 1883
- City Drug Store, a very early commercial building and former post office, 344 Kiowa Avenue
- Many frame residences on the earliest platted town lots (see **Architectural Style Guide, Section 4**)

Elizabeth’s First Buildings

Frank Huber’s first building (now part of 271 South Main Street) in Elizabeth started as a small and simple rectangular-plan, gable-front building of wood frame and siding, setting the pattern for much of the town’s initial residential stock for the next 50 years. Huber built on his other lot the town’s first commercial establishment (not extant) directly across Main Street from the depot (see next). By 1885 Huber’s wood-frame and siding, gable-front (embellished by a sign-carrying false front) commercial building



***Elizabeth Cemetery Gate.** The first burial at Elizabeth's cemetery west of town on the ridge between Running and Gold Creeks came in 1883. The original east-west highway through Elizabeth topped that same ridge, but when lowered in 1952, the gate—a family memorial to George L. Hames, reading backward from inside the cemetery—became only a decoration. Square Moon photograph.*

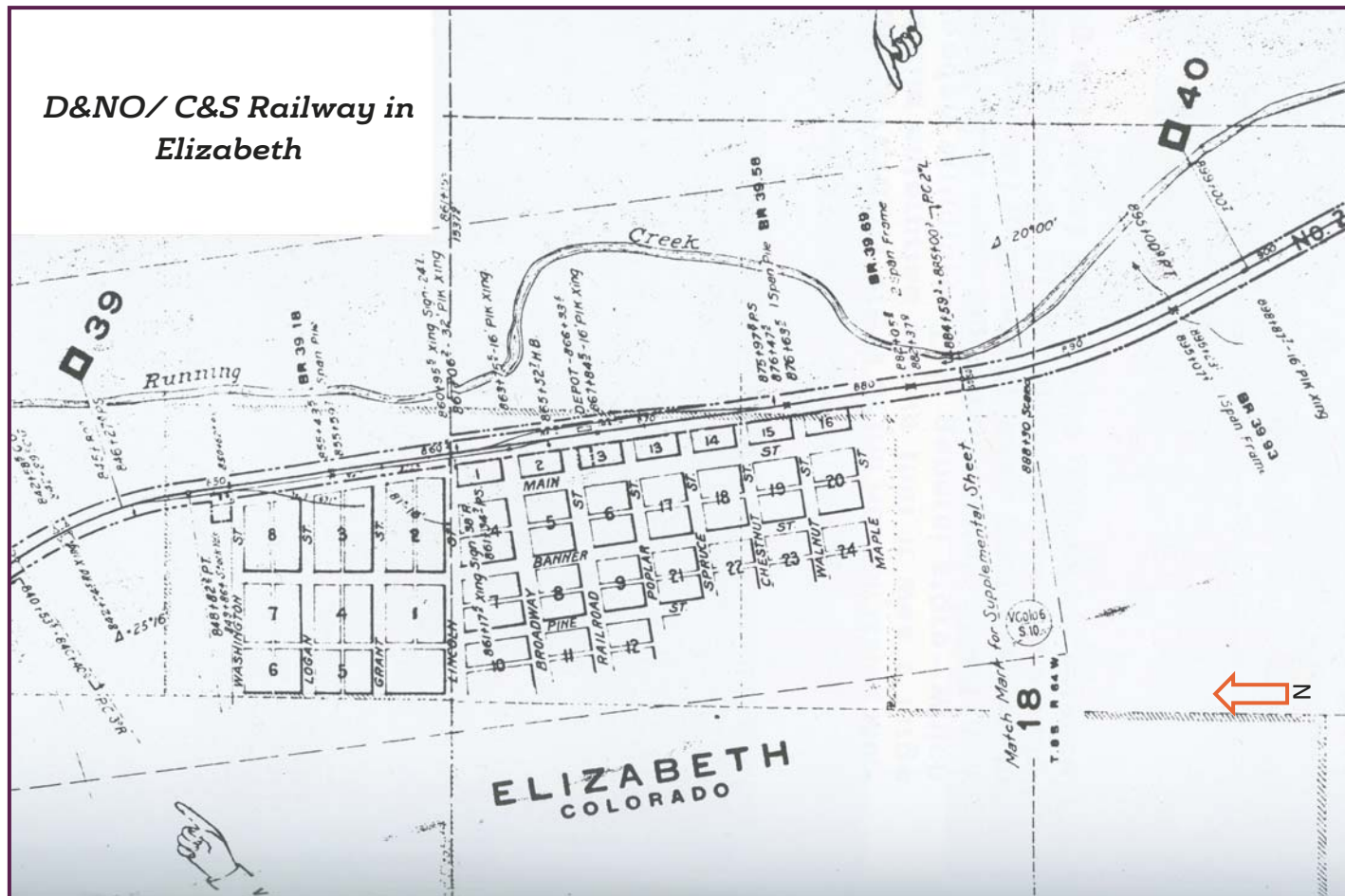
carried the flowing banner "Huber & Olster / Saloon & Billiard Hall." In 1890 Huber built his 3rd building, a 2-story wood-frame and -siding commercial establishment still standing at 239 Main (5EL.295), where he might have based his surveying business along with another saloon.³⁶

Almost all of these late 19th-century homes and businesses were contained in small 1-story wood-frame buildings, composed of simple boxy and rectangular shapes. These early edifices were designed with practicality and economy in mind, using local lumber to build practical and sturdy shelter in the American folk tra-

dition. The earliest buildings in Elizabeth exhibit few of the ornate Victorian details applied to large homes and commercial buildings seen in the nearby Denver capital. Residential buildings in particular evolved from traditional wilderness American sod, log, and heavy timber cabins and simple houses, and their gable-front, gable-front-and wing, and side-gabled (hall-and-parlor) shapes. In Elizabeth, these traditional shapes are common during this period, but executed in light braced- or balloon-frame structures, and sheathed in milled wood siding. For more information on architectural styles of these early buildings, refer to **Architectural Style Guide, Section 4.**

The D&NO Railroad built its Elizabeth depot (removed about 1937) probably by the close of 1882, at the foot of Railroad (now Elm) Street just off Main Street, of wood frame and siding. The depot was for more than a decade the largest building in downtown, built to a standard freight-passenger combination depot design with end gables and broad eaves, commissioned by Evans to symbolize his transportation corridor. The line's 10-mile frequency of stations also created a manageable track-maintenance "section" for frequent inspection and light repairs, so Evans also provided a standard design for D&NO section-crew (or for the section-crew foreman and family) quarters spaced along the line. Elizabeth's 1882 D&NO Section House (5EL.322) proved a durable building, reportedly moved a short distance east in 1909 across Main Street to its current 338 Main location.³⁷

The railroad further invested in its Elizabeth station services with a large wooden water tank and a large 3-chute coal bin (neither extant) for its steam locomotives, and a railroad hotel. The 2-story Elizabeth (later Arlington) Hotel (part of the building at 166 South Main Street), initially built or subsidized by the railroad



D&NO / C&S Railway in Elizabeth. The Colorado & Southern Railway's Divide-line track diagrams from about 1915 showed its 100-foot right-of-way through Elizabeth between Mileposts 39 and 40, along with the depot, mainline, sidings, and loading spur to the Feed Mill not yet extended south across Grant Street to the Russell Gates livestock barn. Delineated blocks reveal the extent of Elizabeth at the time. James R. Jones; Colorado Railroad Museum.

probably in association with Thomas Phillips, offered businessmen, salesmen (“drummers”), overnight county residents, and Denver weekend excursionists decent accommodations right where the railway crossed the road (Main/Lincoln/Kiowa Avenue) to the county seat. The hotel likely provided the first Elizabeth Post Office space from the appointment of Phillips as first postmaster in April 1882. Its associated restaurant service continued through the years as one of the most consistent businesses in Elizabeth history. Another public service perhaps provided initially by a generous or deal-making John Evans and his D&NO Railroad was the Community Hall (392 South Main Street), essential for the democratic and social gatherings of a new American town. The building after 1903 became a blacksmith shop and early vehicle dealership, serving farming and personal transportation needs throughout most of its long life.³⁸

A sweeping panoramic photograph from 1885 marvelously recorded Elizabeth’s growth and success in only three years of development (on page 2 in the **Introduction**). The scene revealed a denuded hill west of town, stripped of its native Pineries forest. Yet the photograph proved that plenty of lumber for local buildings still came from higher on the Divide, from subsequent Webber and Gomer and other thriving lumber operations. Plenty of white paint for the new town came by rail via Denver as well.³⁹

Despite the local settlement and economy originating with Pineries lumber, and perhaps because of the surrounding forests’ eventual depletion, Elizabeth’s first stone building appeared in the town’s first decade. Not in the 1885 photograph, out of view to the south if constructed by that date, was the new Elizabeth Public School (demolished about 1920), the largest and most permanent building in an older and far-flung school district otherwise reliant on one-room wood buildings in at least 12 locations

across the rural countryside. The 2-story stone building with a third story wood belfry high above its arched-entry bay was constructed of random-cut rhyolite stones, probably from near Castle Rock and hauled from there by wagon or through longer rail connections via Denver.⁴⁰

A venerable survivor from the 19th-century completion of downtown Elizabeth is the City Drug Store at 344 Kiowa Avenue, built “before 1900” (thus herein: c. 1895) according to Hoffhines’ *Doing Business in Elizabeth*. The wood-frame, 1 1/2-story gable-front building faces Kiowa Avenue with a modified false front, not used



c. 1885 City Drug Store and 1897 Odd Fellows Building. The City Drug Store at 344 Kiowa Street is shown on the right, with the 1897 Odd Fellows (IOOF) Building (SEL.324) on left. Both survive in 2017, although they have had alterations over the years, and the lost middle Post Office building was on the now-vacant Gesin property tract. The Odd Fellows Building is believed to be the town’s first brick building. Elbert County Historical Society.

for advertising but supporting a double set of 1/1 windows lighting the attic story behind. Early shopkeepers Charles Reed and Charles L. Dickerson opened the drug store and Post Office inside as essential services not only to Elizabeth but to the larger community, signified by their frontage on the Kiowa Avenue as the east-west regional highway, not north-south Main Street.⁴¹ The Odd Fellows Hall (International Order of Odd Fellows/IOOF) at 122 Main Street (SEL.324) was built of brick in 1897 by the fraternal organization's local chapter; it is still owned by the group and is arguably the most prominent building in town. The 2-story building offered a large retail space facing Main Street on its prominent corner with Lincoln (Kiowa) Avenue, and a large private meeting hall upstairs for the membership.⁴² Of the IOOF and its similarities to other early fraternal groups, local historian Jim Martell remarked, "The Odd Fellows followed the railroads; they were the working man's social group. The Freemasons ran the railroads; the Odd Fellows built the railroads."⁴³

Elizabeth properties in 2017 associated with Architecture 1881–1899:

- Huber House (now integral to the "Pomegranate" building group, which today represents a later *Architecture* period), 271 South Main
- D&NO Railroad Section House, 338 South Main (SEL.322)
- Elizabeth (later Arlington) Hotel, 166 South Main
- Community Hall (later Ahl and Weiss Blacksmith Shop and Garage, and Shriner's Garage), 392 South Main
- Elizabeth Mercantile, moved 1970s to 207 Main Street
- Huber-Carlson Building, 239 Main Street (SEL.295)

- Russell Gates Mercantile, 349 Kiowa Avenue (SEL.325)
- Reed & Dickerson (City) Drug Store, 344 Kiowa Avenue
- Odd Fellows (IOOF) Hall, 122 Main Street (SEL.324)
- Blumer Block, 211 Main Street
- Residence, "1897 House," 266 Main Street
- Many frame residences on the earliest platted town lots (See **Architectural Style Guide, Section 4**)

Cattle, Milk, and the Merc

High average rainfall across the Divide, exceeding the surrounding Piedmont of Colorado's plains, proved favorable to certain crops around Elizabeth, including prairie grasses to replace its lumbered-out stands of ponderosa pines in the late 19th-century. Farmers found success with subsistence (home garden with regular irrigation) crops of corn, squash, watermelon, and cantaloupe, and cash-crop production (from dryland farming practices) of hay, oats, beans, corn, and potatoes. Cattle and sheep ranching on the natural grasses in summer and with stored grains in winter led to early success with dairy cows in Elbert County. The D&NO Railroad brought swift daily transport for local milk—brought by farm wagons in cans to the Elizabeth depot—to creameries in Denver and Colorado Springs, and by the 1890s to a local creamery (at the corner of Poplar and Main Streets, not extant) near the depot for fresher local products of milk, cream, butter, and cheese.⁴⁵

Taking advantage of all these local agricultural products and rail transportation, and in turn the needs of local residents and farmers for consumer goods, Denver businessman Russell Gates built



1894 Russell Gates Mercantile (5EL.325). The Russell Gates Company built a dozen general stores in Colorado communities, many on the Divide including Elizabeth. His imposing business facing Kiowa Avenue, in this c. 1905 photograph, bought and processed dairy and farm products, and sold a myriad of consumer goods to surrounding farms and ranches. Elbert County Historical Society.

a large 2-story mercantile store (5EL.325) in 1894 in Elizabeth on Lincoln (Kiowa) Street overlooking north-south Main Street. Gates cultivated his business skills through sheepherding in the 1870s on the Divide and foodstuff manufacturing in Denver during the 1880s, and started his own chain of rural general stores in the early 1890s. In addition to Elizabeth, Gates operated stores and creameries—and persistently advertised that his bulk purchases led to lower consumer prices—in several small Divide and plains towns, many along the D&NO Railroad between Elizabeth and Colorado Springs, including Elizabeth. In Colorado Springs,

Gates operated his largest “Creamery depot” to serve that metropolitan market and to produce finished dairy products to sell back up the D&NO line. In Elizabeth, the Russell Gates store was known as simply “the Merc” (as was the competing Elizabeth Mercantile on Main Street).⁴⁶

Elizabeth properties in 2017 associated with Architecture 1881–1899:

- Russell Gates Mercantile, 349 Kiowa Avenue (5EL.325)
- Russell Gates elevator complex (now Elizabeth Feed Store, part probably built 1956 on the elevator’s foundation), 385 Grant Street

A SERVICE CENTER FOR FARMS ALONG THE DIVIDE, 1900-1936

Elizabeth Prospers in the New Century

In late 1900 the optimistic Second Day Advent congregation built their rhyolite-stone sanctuary with a belfry similar to the 1885 Public School, at 223 Poplar Street (5EL.323) as Elizabeth’s residential blocks expanded west up the hill into new additions on Phillips property. The Adventists sold their sanctuary in 1902 to the First Presbyterian congregation, and the building served that group until 1924 when they built their own larger frame sanctuary on the opposite (northeast) corner of the block at Banner and Elm Streets. The Advent Church building (5EL.323) served as the town library from 1924 through about 1959.⁴⁷

The first few years of the new century proved economically prosperous for Elizabeth, demonstrated by two new banks and their small but handsome brick buildings downtown. The Farmers State Bank of 1902, still standing at 377 Kiowa Avenue (5EL.326),

built its 1-story building as a familiar shop-front—except of brick, unusual in Elizabeth for a small commercial establishment—facing busy Kiowa Avenue near its intersection with Main Street. Farmers Bank backed its granger (supporting agriculture) name and diverse services, including insurance and real estate, with an advertisement pleading “If You Want to RENT or SELL Your RANCH, List it With Us.” In 1907 competitor First National Bank built a similar size but slightly more imposing 1-story brick office at 188 Main Street (SEL.321), next to the Elizabeth/Arlington Hotel, opening with the slogan “conservative yet progressive... stands to outreach any other similar institution on the Divide.” Indeed, First National absorbed Farmers in 1909 and consolidated their business in the 188 Main Street building. Elizabeth’s only bank failed in the Great Depression of the 1930s, and this stylish building has held private offices since.⁴⁸

The town government built a new office and assembly room with stage in 1905 at 228 South Banner Street. This interesting wood-frame and -siding, flat-roof building probably replaced the town’s

1902 Farmers State Bank. (Above right) Success of local farms and ranches, and changes with consumer financing, brought this compact but imposing institution (SEL.326) to Elizabeth shortly after the turn of the century. Merger in 1908 into First National Bank resulted in a real estate office occupying the building for many subsequent years. *Elbert County Historical Society.*

1907 First National Bank. (Right) This bank’s founders likely hired an architect or bought a bank-building “kit” from a catalog for their signature brick building (SEL.321) along Main Street. Facing the street rather than the nearby railroad depot behind it signaled the growing importance of vehicular transportation in Elizabeth. *Elbert County Historical Society.*



original Community Building at 392 Main Street, which had become Fred Ahl's blacksmith shop in 1903.⁴⁹

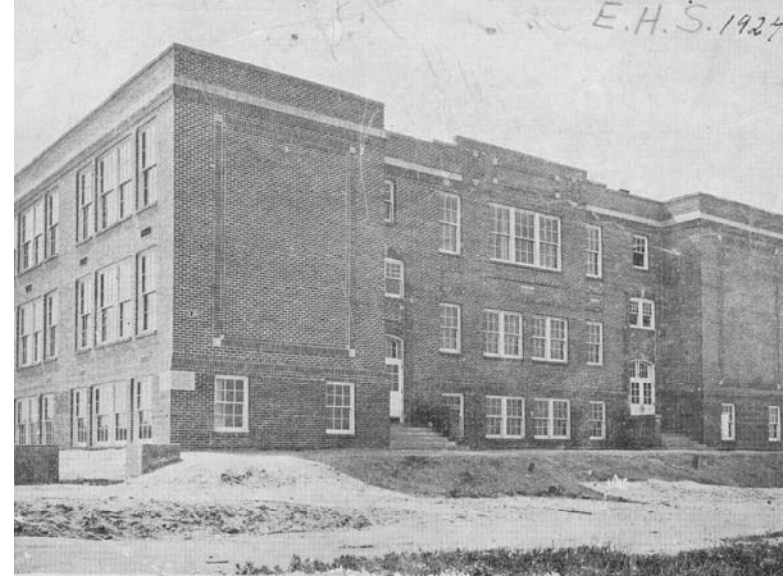
The town's growth during this period also produced as many as 25 new homes, virtually all built prior to the onset of the Great Depression about 1930. These homes helped to fill in the original subdivisions platted by the town's early founder in the late 19th-century. Most of these homes were simple boxy buildings, similar to prior periods. However, several of the new houses were built in the trends of popular architectural styles elsewhere in the country, such as the Arts and Crafts (Craftsman) style, exhibiting more architectural detail and diversity than earlier residential models. For more information on architectural styles, please refer to **Architectural Style Guide, Section 4**.

Elizabeth properties in 2017 associated with Architecture 1900-1936:

- Advent Church (Presbyterian Church, later Library), 223 Poplar Street (SEL.323)
- Town Hall (American Legion Hall), 228 Banner Street
- Farmers State Bank, 377 Kiowa Avenue (SEL.326)
- First National Bank, 188 Main Street (SEL.321)
- Elizabeth Consolidated School, 589 S. Banner Street (SEL.757)
- Many frame residences on the next western and south tiers of platted town lots (see **Architectural Style Guide, Section 4**).

Elizabeth Consolidated School

Elizabeth's 1885 stone schoolhouse, while considerably more im-



1920 Elizabeth Consolidated School. *Elizabeth became the center of a large rural school district in 1911 and built this brick building in 1920 to include a high school program for the town and the many one-room schools in the countryside. Its Beaux-Arts design features—segmental arches over entry doors, simplified cornice, abstract Classical details—probably came from the drawing table of a progressive architect. Elbert County Historical Society.*

posing than the wood-frame one-room schools throughout the otherwise rural district, did not attract enough students to utilize its 2nd floor rooms until 1908. That year the district offered its first two-year (9th and 10th grades) high school program and likely utilized the building's upper floor for the first time. In 1911 the county school superintendent announced organization of Elizabeth Union High School, offering 4-year upper courses (9th through 12th grades) in the stone building for students from seven surrounding districts. The growing number of students and

broadening curriculum, plus consolidation of the one-room rural schools, led the Elizabeth district to build a large new school building finished in 1920 just north of the stone schoolhouse. The “Red Brick Schoolhouse” (SEL.757) housed grades 1 through 12, and included the superintendent’s office and an integral auditorium.⁵⁰ Architecturally, this 1920 simplified Beaux-Arts style design might have been Elizabeth’s first custom product of an architect’s office, since the town’s 1882 depot and Section House were standard railroad designs, and its 1885 stone school and 1900 stone Advent Church (SEL.323) were likely the products of a (perhaps the same) master builder, not an urban architect. The two sophisticated downtown banks of 1902 and 1907 were likely ordered as mail-order kits.

Elizabeth properties in 2017 associated with Education 1900-1936:

- Elizabeth Consolidated/Union/Frontier High School, Spruce and Banner Streets (SEL.757)

Early Local Utilities and Services

Elizabeth citizens entered the 20th-century with the familiar American creature comforts of the 19th-century: well water, out-houses, and oil lamps. But beginning in 1901 and sponsored by the Russell Gates Mercantile Company, Elizabeth boasted of local telephone service—before electricity, running water, sewer, and natural gas—only from one Gates store to the next down the rail line. Colorado Telephone received a town franchise in 1904, and the D&NO connected its depot agents by telephone in 1906.⁵¹

Longtime citizens of Elizabeth have recalled that its Main Street once glowed at night with gas lamps, long before electricity and natural gas were available in the town. Emil Bostrom—

associated with agricultural and machinery services in Elizabeth at least since the 1920s—related to Jim Martell in the 1970s, upon discovery of abandoned pipes under Main Street during installation of new sewer pipes, that Elizabeth once enjoyed acetylene gas lighting. Bostrom added that Elizabeth might have been the “second town in Colorado to have gas for lights pumped to the homes and city street lights,” as conveyed in Lucy Hoffhines’ 2004 *Doing Business in Elizabeth*.⁵² The *Elbert County Banner* reported in 1902 that “a company of 8 people acquired an acetylene gas plant large enough to light the town.”⁵³ Indeed, acetylene was a popular compound between the 1890s and 1920s, but mainly for the mining industry through carbide lamps and for industrial welding using the gas from pressurized cans. For larger remote lighting applications, calcium carbide—produced elsewhere in an industrial process needing substantial electricity or extreme heat—when exposed to water resulted in acetylene gas. From the Golden, Colorado, newspaper *Colorado Transcript* of 28 September 1905:

The machine into which the Calcium Carbide is fed and from which the Acetylene is distributed through the building to be lighted, is but little larger than a thirty-gallon milk can, and of the same general form. It is easily and cheaply installed, either in the cellar or in an out-building.⁵⁴

The Mountain Utilities Corporation of Colorado Springs brought conventional electric power to Elizabeth in 1931, constructing a diesel-powered generating plant (not extant, but the concrete slab survives) on the extreme north edge of town on Washington Street at Banner Street. Individual businesses and homeowners commissioned an electrician to wire their buildings as of 31 October 1931. The plant was likely built with federal assistance intend-

ed to help companies like Mountain Utilities weather the Great Depression in the early 1930s. In 1943 the Intermountain Rural Electric Association, itself subsidized by the federal Rural Electrification Administration (REA), purchased the local distribution system and incorporated it into the regional electrical grid.⁵⁵

As noted in the time period 1881–1899, the first burial in Elizabeth’s cemetery occurred in 1883. In 1916 a group of citizens founded the Elizabeth Cemetery Association and acquired the majority of its present 11-acre property for \$275 from Peter Blumer and Charles Reed. Blumer’s “upper cemetery” became



Main Street About 1910. This undated view north up Main Street showed Elizabeth in its railroad-era prime. At the far right is one of the acetylene streetlamps and a telephone pole; in the distance is the large Russell Gates agricultural elevator. At the left is the 1890 Huber Building (extant), and at the right is the “1897 House” (extant), with many other surviving Main Street/Kiowa Avenue commercial buildings. Elbert County Historical Society.

the Mountain View section, and Reed’s “lower cemetery” became the Fair View section. The 1918 cemetery plat included Blumer’s signature as Notary Public. The cemetery soon had its own water well and windmill (removed in the 1950s for city water), and by 1922 its present entry gate and accompanying fence clearly marked and honored the property. Ralph and Leslie Godley later donated additional land for burials on the south and west sides of Elizabeth Cemetery.⁵⁶

Elizabeth properties in 2017 associated with Community Planning and Development 1900-1936:

- Elizabeth Consolidated/Union/Frontier High School, Spruce and Banner Streets (SEL.757)
- Main Street commercial and residential buildings
- Russell Gates Mercantile / Hundley Building, 349 Kiowa Avenue (SEL.325)
- Mountain Utilities power plant (concrete slab), Washington at Banner Streets
- Elizabeth Cemetery (Entry on Elm Street and Kiowa Ave.)

Regional Highway Improvements

Another public utility little changed at the turn of the 20th-century carried people and goods every day, multiple times per day: Elbert County’s local roads. While much romantic description has been spun about the Smoky Hill Trail, it was little more than worn ruts on bare ground, stretching to the horizons, hopefully without stumps since the lane was rarely in the same place from year to year. The traveler expected to cross creeks and rivers with some ease, or a fording method otherwise proven effective.

tive, if not just backbreaking and time consuming. The “Elizabeth C-1 School District” map in Norma Anderson Proud’s 2011 *Elizabeth High School 100 Years* demonstrated the minor maze of country lanes that radiated and undulated north and south from Elizabeth, most along property lines and creek banks. These dirt tracks reached not only the district’s one-room schoolhouses, but the farms and ranches of the schoolchildren’s parents; these were their only thoroughfares from farm to market. Many Elizabeth residents and their Elbert County neighbors bought their new cars, as well as used cars and needed repairs, at the Fred and son Gilbert Ahl’s Motor Company in the former Ahl and Weiss Blacksmith Shop and Garage (originally the Community Hall), 392 Main Street.⁵⁷

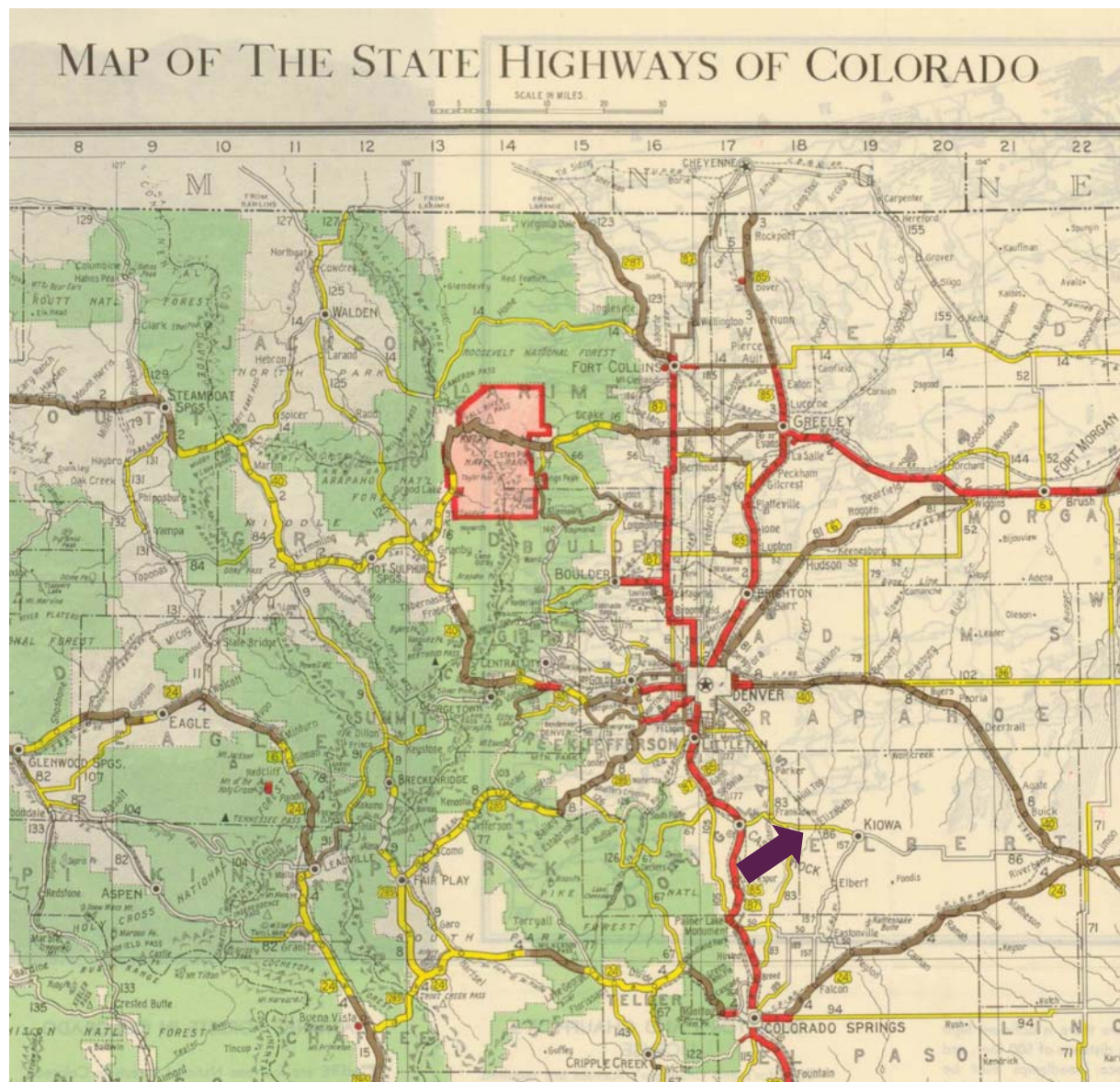
When Elizabeth’s initial town plats of 1882 and 1886 resulted in streets and lots for the cheerful urbanization of the Divide, the right-of-way section-line road first called Main, then Lincoln and finally Kiowa Avenue, quickly became the town’s only east-west arterial. East of the railroad, the avenue crossed Running Creek at “Halls Crossing” and eventually met with the old Smoky Hill Trail to the county seat at Kiowa. West of the railroad, the avenue rose straight up the hill to the entry of Elizabeth Cemetery started in 1883.⁵⁸

The State of Colorado established its State Highway Commission in 1909, and a private map company printed its optimistic projection of a state highway system in 1912. An unnumbered road ran southeast out of Denver to Parker, following the Smoky Hill Trail/C&S Railway corridor, but branched south from Parker to Franktown and continued south: the ancient Cherokee Trail route to Colorado Springs. At Franktown, an east-west road from Castle Rock crossed this Cherokee Trail update and continued to Elizabeth; there the Smoky Hill route resumed east to Kiowa, Limon, on

to Cheyenne Wells, and into Kansas. By 1919 the Commission issued its own state map, showing the north-south line through Franktown as State Highway 18 (changed to SH 15 in 1921) and the east-west line through Elizabeth—improved, probably only machine-graded, only as far east as Kiowa—as State Highway 8. In 1926 with the national U.S. Highway system numbering standardized, Colorado’s State Highway Department issued a new map showing a general State Highway system renumbering as well. The north-south highway from Denver through Franktown became SH 83, crossing east-west SH 86 there. SH 86 connected Elizabeth and Kiowa with Limon, but from there east the old Smoky Hill Trail melded into newly designated transcontinental U.S. Highway 40.⁵⁹

End of the Railroad Era

Accurate mapping—as opposed to simplified projection—of the Colorado & Southern Railway’s old D&NO line through Elizabeth revealed that John Evans and company in 1881 had not assembled enough capital for a modern mainline railroad, even for the time. Tight S-curves and steep grades north and south of Elizabeth on the Divide, where the line wound from one creek up over a hill and down to the next, resulted from a lack of dynamite for deep cuts, heavy machinery for high fills, or adequate materials for sturdier trestles and bridges. The D&NO as-built took its time to travel anywhere—earning it the early nicknames Cowpath Road and “polliwog” or just Polly—doomed to branchline low speeds and frequency from the beginning.⁶⁰ The Divide’s tricky weather didn’t help. This railroad’s situation was fine, typical, and essential for small farming communities between the 1880s and 1910s, but thereafter the growing popularity of the automobile and strengthening populist push for Good Roads foretold an end for



1937 State Highway Map.

The maturing State Highway Department showed off its progress through New Deal programs of the Great Depression: Red indicated paved highways; gray indicated "oil surfaced" routes; and yellow signified "surfaced," likely a gravel topping that extended to Elizabeth but not past Kiowa on SH 86. Note that the C&S Railway's Falcon Branch through Elizabeth is on the map, although it was abandoned in 1936. Colorado Department of Transportation

this mode of local rail transportation.

In 1899 the C&S moved its growing mainline traffic between Denver and Pueblo, a result of the reorganization and completion of John Evans' original plans for connecting lines to Texas, to a joint -line agreement with the Atchison, Topeka & Santa Fe Railway. The Santa Fe had built a high-speed, heavy-traffic line in 1887 parallel to the D&RG's original excellent narrow-gauge route, itself fully competitive by upgrading to standard gauge by 1890. In 1900 the C&S arranged a deal with the Chicago, Rock Island & Pacific Railroad to use the Rock Island's well-built 1888 line from their joint crossing at Falcon 15 miles into Colorado Springs. C&S curtailed traffic over its old entry to Colorado Springs, and ceased service on its own D&NO 1882 line south into Pueblo. Thereafter, C&S cut service on its resulting 74-mile Denver-Falcon branchline to two trains each way daily through Elizabeth, one of them typically a two-car passenger run that carried the daily mail onto the Divide and milk back to Denver.⁶¹

The C&S soldiered on, enduring snowstorms, washouts, and declining traffic through the 1930s on what had become truly a branchline through Elizabeth, with some steady revenue from local mail contracts and under requirements of state and federal transportation regulators. The Russell Gates Company folded with the national agricultural downturn of the 1920s, and its Elizabeth store closed in 1922. This loss further reduced local freight by rail along the railroad, and indicated that milk, butter, cheese, potatoes, beans, cattle, sheep, farm implements, and lumber could travel more efficiently to and from Denver or Colorado Springs by truck on the steadily improving State Highways 86 and 83.⁶²

Memorial Day 1935 rainstorms on the Divide broke a sustained Dust Bowl drought and filled Kiowa Creek beyond its banks



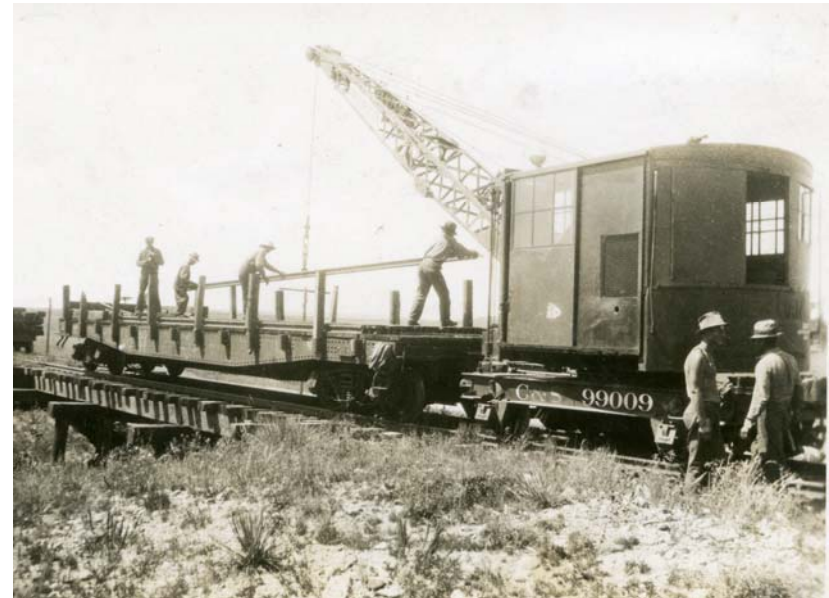
***Railroading on the Divide.** Colorado has always presented difficult operational weather to its railroads, and the Divide's climate proved particularly challenging. About 1930 a C&S Railway steam-powered rotary snowplow from Denver moved south through the Elizabeth yard, blowing snow onto the former Community Building (left, west), by then a motor vehicle dealership and rail customer. Elbert County Historical Society.*

through Elbert, washing out much of the town and several miles of the C&S line through the long valley south of Elizabeth. Running Creek through Elizabeth ran high from the same storms and its velocity washed out the SH 86 bridge at Halls Crossing, but otherwise the town sustained minimum damage. The railroad continued to operate the branchline's 52 remaining miles infrequently as far as the Sterling Lumber Company operation and CCC camp (see below) in Elbert and back to Denver, but surrendered its Divide-communities mail contract that December. In June 1936, the federal Interstate Commerce Commission, over

objections of Elbert County citizens and the state Public Utilities Commission, granted the C&S abandonment petition for 65 miles of track from South Denver to Falcon. A C&S salvage crew removed the former D&NO track north through Elizabeth in September and October 1936—only a half century but another era after its construction—whereupon all local traffic, including the U.S. Mail, moved to State Highway 86. The Elizabeth depot sold for \$50 on 29 September 1936 to R. Jones of Elizabeth, who presumably dismantled it shortly thereafter.⁶³

Elizabeth properties in 2017 associated with Transportation 1900-1936:

- D&NO/C&S Railroad Section House, 338 South Main Street (SEL322)
- Ahl Motor Company (Ahl and Weiss Blacksmith Shop and Garage/Shriner Garage), 392 Main Street
- State Highway Department (CDOT) right of way for SH 86



C&S Railway Train From Denver. (left) In 1926 photographer Otto Perry caught this Falcon Branch train with empty stock cars heading for the Divide and sheep-mustering time in Elbert County. These cars returned full to the Denver Stockyards. Denver Public Library

Scrapping Elizabeth's Railroad. (above) Granted permission in June 1936 to abandon its Falcon Branch from Denver through Elizabeth, the C&S Railway assigned a small crew that summer and fall to dismantle the line and sell its scrap along the way. About October 1936 the salvage crew, just finished with Elizabeth, moved northwest of town, taking out rails, ties, and trestle timbers as the funeral train moved slowly along. Loy C. Wright photograph, Colorado Railroad Museum.

DEPRESSION, WORLD WAR II, AND RECOVERY ON THE COLORADO PLAINS, 1937-1957

Improvement of State Highway 86

Jim Jones noted in his study of the D&NO Railroad that the Colorado State Highway Department for the year 1936 awarded \$100,728 for improvement of north-south State Highway 83 from Denver through Parker to Franktown. From the Franktown intersection with SH 86, the east-west highway received an additional \$50,000 through Elizabeth to Kiowa. Concluding the railroad's obituary, the State Highway Department (or Elbert County) provided another \$30,000 for improving Elbert Road (a series of County Roads, including CR 25 and CR 41) from Kiowa south to Falcon, ensuring a thorough update of the former and final D&NO/C&S railroad corridor. "These improved roads were welcomed by Palmer Divide residents," summarized Jones, "who led the state in the per-capita issuance of motor vehicle registrations, permits and drivers licenses."⁶⁴

These highway improvements allowed the enthusiastic automobile owners of Elbert County to shop occasionally and work regularly in Denver, and to sell their dairy and lumber products there more easily. When World War II further altered the 19th-century establishment of life on the Divide, these highways allowed Elizabeth residents to find steady jobs in Denver's defense industries. For Jim Martell, these good roads allowed his mother, who had come to Denver during the war to work at the Remington Arms Company/Denver Ordnance Plant, to reverse the trend and retreat to a quiet place for raising her children after the war.⁶⁵

For Casey Jones and his Dodge-Chrysler vehicle dealership in the former Metzger Motor Company shop at 381 Kiowa Avenue

(extant), the additional business ensured his rebuilding after a 1947 fire. The blaze stimulated creation of the Elizabeth volunteer fire department, and resulted in Jones' business sporting the most modern International Style architecture in town, right at the intersection of Kiowa Avenue and Main Street.



Casey Jones Chrysler Dealership. When the former Metzger Motor Company building at Kiowa Avenue and Main Street burned in 1947, owner Casey Jones rebuilt the front offices and parts storage in an up-to-date International Style façade, still one of Old Town Elizabeth's most modern buildings. Square Moon photograph.

In 1951 the State Highway Department cycled through its post-war primary road improvements and singled out secondary-road SH 86 for its next series of upgrades. The approach to Elizabeth from Franktown, passing over the steep hill between Gold and

Running Creeks, was excavated more than 20 feet—from about 6,555 feet elevation down to 6,535—to reduce the grade drastically in both directions. As a result, the Elizabeth Cemetery's original entrance, at the old apex of the hill on SH 86, found itself high in the air above the new highway pavement. The cemetery's ornamental steel entry gate remains at that location but the facility is now entered from down the hill closer to downtown Elizabeth, or from the cemetery's south side on Elm Street.⁶⁶

Elizabeth properties in 2017 associated with Transportation 1937-1957:

- State Highway Department (CDOT) 86 right of way, Kiowa Avenue and former Elizabeth Cemetery entry road (1950s improvements)
- Metzger Motor Company/Casey Jones Dodge-Chrysler/Norm's Garage (older garage buildings with 1947 International Style office front), 381 Kiowa Avenue

Dryland Farming in Flood-Prone Valleys

The Civilian Conservation Corps, a 1930s-1940s federal New Deal program combining youth employment with conservation work, assigned a 197-man camp to Elbert County first in October 1935 about 12 miles south of Elizabeth on the Carnahan Ranch. The CCC's Soil Conservation Service camp No. SCS-9, directed by the U.S. Department of Agriculture, came to the Divide as no coincidence following the 1935 Memorial Day flood along Kiowa Creek that devastated the Elbert community and the D&NO Railroad. The CCC performed soil-erosion prevention work and produced contour-plowing plans for Elbert County farmers. Their typical projects around Elizabeth also included check dams along flood-prone creeks, helping to prevent the flash flooding that periodi-

cally caused so much damage on the Divide.⁶⁸

Harold Saffold Hundley moved to Colorado in 1924 and bought the Russell Gates Mercantile Company building in 1929. Hundley joined the International Order of Odd Fellows in Elizabeth and served the community in other ways including helping establish the volunteer fire department. He worked several jobs in Elbert County, including county welfare director, before moving into the Gates building in 1943 with wife Celestine, and re-activating the business in 1944 or 1945. Along with their residence, upstairs apartments, and retail space facing Kiowa Avenue within the large 1894 building, the Hundleys installed a meat processing plant in the first-floor west side of the building. This part of Elbert County, following the flood of 1935, moved more and more to beef cattle production, and regional military posts and industrial areas likely proved good meat customers during World War II. The Hundleys services included cold-storage lockers for processed meat, requiring a large water source to cool the refrigeration compressors, probably installed in the large Gates barn and lumber yard (not extant) north of the retail building and along Grant Street. In the early 1950s as the meat-locker business expanded, Harold Hundley hired local boys to dig a substantial reservoir—approximately 40x85 feet and lined with concrete—for compressor-cooling water. In 1971 Hundley replaced the Gates barn with new cold-storage buildings, still doing business as the Elizabeth Locker Plant.⁶⁹

Another legacy of the Russell Gates Mercantile empire was its large agricultural elevator (not extant)—probably built to mill and distribute grain crops, and perhaps the once-large local bean crop—at 385 Grant Street looming on the hill north of Main Street. The complex had its own rail spur that ran a few feet far-

ther south to serve Gates' livestock barn (not extant), and continued operation under Greenlee and Livingston after Gates' 1922 closing. From later in the 1920s through 1944 the Elbert County Farmers Exchange operated the mill. The large 1956 warehouse there today (2017) was built for the Barton Feed and Supply Company; that building's foundation follows the same odd angle as the former railroad spur and might rise from the 1896 Gates elevator foundation.⁷⁰

Elizabeth properties in 2017 associated with Agriculture 1937-1957:

- Hundley Building (Russell Gates Mercantile), 349 Kiowa Avenue (5EL.325)
- Barton Feed and Supply (older buildings now clad in metal siding, additional research and evaluation required), 385 Grant Street

Preparing Children and Adults for Life Beyond the Divide

The nearby CCC camp included an adult education component that provided on-the-job training for CCC enrollees and off-hours instruction in basic courses of English and mathematics, plus surveying, typewriting, photography, and diesel engines. This approach to unemployment relief through conservation work joined the New Deal philosophy of improving national lands and infrastructure, along with the lives of the workers. While the CCC boys might have been from distant states and their soil-conservation engineers from elsewhere, the camp also hired carpenters, stone masons, and other skilled workers from local communities—probably including Elizabeth, Elbert, and Kiowa—to teach the CCC boys construction skills. "Our neighboring towns," the Colorado CCC's summer 1936 guidebook noted of Camp SCS-



1950 Elizabeth School Gymnasium. *The town's modest post-World War II growth brought support for the first improvements since 1920 at the school campus, moving gymnasium and auditorium activities out of the Old Red Schoolhouse into a new concrete-block building on its west side. Square Moon photograph.*

9, "Elizabeth, Kiowa and Elbert, afford many opportunities, and the townspeople are, generally speaking, very friendly and sociable." The guidebook explained:

The enrollees are well behaved and have always been welcome in churches, stores, picture shows, dances, programs at the school buildings and social activities of the above mentioned towns.⁷¹

Elizabeth likely benefitted, as well, from the nearby CCC camp's monthly purchases of fresh bread, meat, and dairy products for the enrollees' three hearty meals per day.

The original gymnasium inside the 1920 Red Brick Schoolhouse became the first Elizabeth educational facility to need expansion with wartime and post-World War II growth in this part of Elbert County. With a bond issue passed in 1948, the large new \$52,000 gymnasium rose on the west side of the schoolhouse in 1949, finished in time for the spring 1950 high school graduation ceremonies. The building housed the basketball-gym court, bleachers, and a stage on the main floor, and basement locker rooms on each side of the stage. Young men in the 1950 graduating class “sanded the gym floor on their hands and knees when the building was being finished,” described Lucy Hoffhines in her 2011 *Elizabeth High School* history. For another cost-saving effort, Elizabeth citizens sponsored new velour fire-proof curtains for the stage, by selling advertising panels from local businesses stitched to the curtains.⁷²

Elizabeth properties in 2017 associated with Education 1937-1957:

- Elizabeth Union High School, 500 block of South Banner Street
- Elizabeth Union High School Gymnasium, 200 block of Spruce Street

Elizabeth Reflects National Car-Culture Trends

Economic challenges and the departure of the C&S Railway slowed residential growth during this period, even during World War II since the good defense jobs were a long automobile drive away. Nevertheless, a few small residential homes filled Elizabeth’s vacant lots remaining in the town’s 19th-century subdivisions, following the earlier tradition of small boxy houses but in-

troducing Minimal Traditional features and the first Ranch style designs so popular in postwar subdivisions across the nation. For more information on architectural styles during this period, refer to **Architectural Style Guide, Section 4.**

Elizabeth properties in 2017 associated with Architecture, 1937-1957:

- A small number of Minimal Traditional and Ranch style homes built on late 19th-century residential subdivision lots



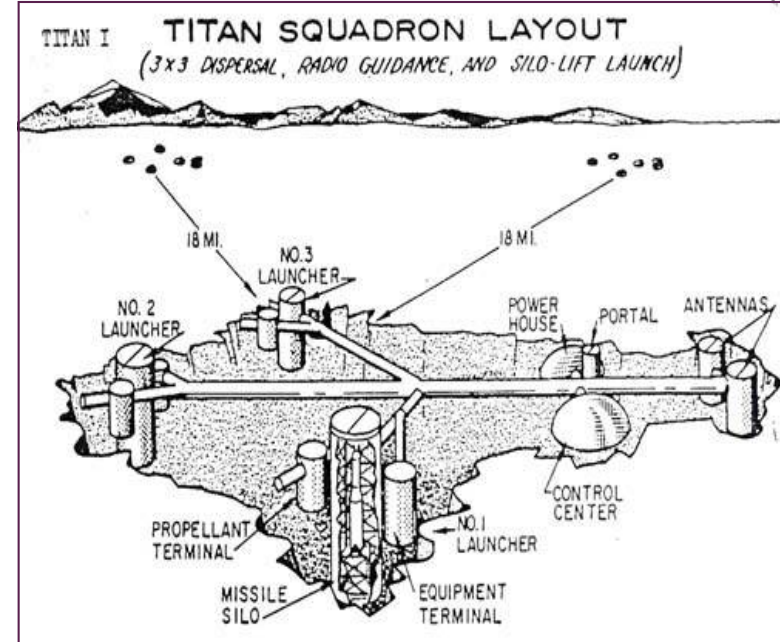
1950 Ranch. This modest Ranch style house was one of a small number of homes built in Elizabeth in the decade following World War II. This building was built on an infill lot in Garland’s Addition, 2nd Filing, platted in 1890. Square Moon photograph.

COLD WAR MISSILES NEAR ELIZABETH, 1958-1965

Community Planning and Development: Elizabeth Enters the Atomic Age

The Cold War between the U.S. and the Soviet Union that flared up in Europe after World War II pulled Elbert County and Elizabeth directly into the conflict in 1958. After more than a decade of postwar development of nuclear warheads, including part of their production at the Rocky Flats Plant west of Denver, and the intercontinental rockets to carry them, many built by the Martin Company in Littleton, Colorado, the U.S. government rolled out the Titan ballistic missile program that year. Lowry Air Force Base in Denver was selected as the nation's first of 12 Titan intercontinental ballistic missile (ICBM) bases, each a command center for three planned remote and underground missile-launch complexes, each loaded with three missiles, in the area including near Elizabeth on the sparsely populated Divide. Lowry and its launch sites offered transportation proximity to the Martin missile production plant, plus a proven regional labor force that had sustained several World War II industries, and the political support of then-U.S. President Dwight D. Eisenhower, who used Lowry as his Western White House on regular visits to Denver, hometown of First Lady Mamie Doud Eisenhower.⁷³

Through a U.S. Army Corps of Engineers contract awarded to the Morrison-Knudsen Company of Idaho in 1958, construction soon began on Elbert County's installation eventually designated "Titan I 725-C," about 4.25 miles south-southeast of Elizabeth off County Road 21 on Stone House Ranch Road. Since Elizabeth offered the nearest community services to construction crews, the



1961 Titan Missiles Underground Installation. *Elizabeth and Elbert County offered ideal conditions for some of the earliest Intercontinental Ballistic Missiles installed during the Cold War...at least until strategies changed by 1965 and Titan IIs elsewhere replaced the three Titan Is about four miles south of town. The property over these extensive underground works then served as the town's solid-waste landfill for several years. Wikimedia Commons.*

town enjoyed a small commercial boom from 1958 through 1961. When Lowry's 725th Strategic Missile Squadron (SMS) fully activated with all its hardware in place on 4 August 1961, encompassing 725-C and two similar three-missile launch complexes elsewhere, Elizabeth settled into a sustained housing demand for a number of operational personnel and families assigned to the

nearby complex. As described by Norma Anderson Proud:

As workers moved in, no more empty houses were available for sale or rent in Elizabeth.... Many other workers made the one-hour commute from the Denver area. Mary Ann Schriener Anderson [EHS Class of] ('66) remembers having difficulty walking to school in the mornings because traffic coming out to the missile site was so heavy that it was hard to cross [south over] Highway 86.⁷⁴

The Titan I had a range of 6,300 miles but its successor Titan II offered a 9,000 mile range. For that advancement and other strategic decisions—including the substantial spread of Denver's metropolitan population under these ICBMs' initial projected flight paths in the meantime—the Air Force phased out the Titan I program in 1965 in favor of Titan II locations mostly in the U.S. Southwest. The Elizabeth launch site shut down by 14 April 1965, date of inactivation of the 725th SMS at Lowry Air Force Base.⁷⁵

Elizabeth properties in 2017 associated with Community Planning and Development 1958-1965:

- Many older frame residences with additions and alterations throughout town (see **Architectural Style Guide, Section 4**)
- A few Minimal Traditional and Ranch style homes built on late 19th-century residential subdivision lots

Elizabeth School District Responds to Growth

Threatened in 1958 with loss of state accreditation if Elizabeth's school program didn't modernize its curriculum by teaching home economics and shop with appropriate equipment, and adding foreign-language classes, district voters agreed to a tax in-

crease that fall. The additional funding for teachers and school facilities came just in time for the population strain brought by the Titan missile construction and operation. "As these [missile site] workers saw the beauty of the area and spread the word," wrote Proud in her *Elizabeth High School* history, "population continued to increase. Elizabeth was on the brink of becoming a 'bedroom community' for the Denver Metro area."⁷⁶ The school district could not respond with new buildings until 1966 (see Afterword below), but the early accreditation warning forecast a new era for Elizabeth's population growth and tremendous school facilities expansion.

Architecture: Remodeling is the Choice of New Residents

In his 1990 introductory essay for *Elizabeth, Colorado "A glimpse back in time,"* former local resident John Paul Hoffhines Jr. observed that Elizabeth's commercial buildings hadn't changed much since their installations from the 1880s through the 1910s. A few substantial landmarks—the railroad depot, the Russell Gates/Elizabeth Feed Store's elevator, multiple small businesses at the southwest corner of Kiowa Avenue and Main Street—had disappeared, but the built-out downtown of about 1910 remained remarkably intact. According to Hoffhines:

Businesses were locally owned and though they changed hands or were succeeded by new ones, each occupied a structure that had housed a good number of enterprises before it. Thus it was the case that there was little construction of new buildings in town. Even today [1990], most businesses in downtown Elizabeth are run out of those same buildings.⁷⁷

This phenomenon of architectural resilience remains true in 2017, and also applies to the town's housing stock and residential

blocks spanning from the same beginnings in the 1880s through the 1940s, a sustained and consistent era of small houses on generous lots.

The most dramatic changes for Elizabeth since the departure of the C&S Railway in 1936 came with the Titan missile base construction starting in 1958. The town's existing building stock offered quick rentals for construction workers and easy purchases for operations personnel at the Titan complex south of town.

While sturdily built, the typical Elizabeth house's very small floor plan, often smaller than 750 square feet, needed expansion for larger families and modern conveniences. A second or third bedroom, larger kitchen, and perhaps the first indoor bathroom found plenty of room for expansion on the town's generous lots surrounding these small houses. Thus, the familiar side addition under an extended half of a gabled roof—reminiscent of the original "saltbox" roof on the 1882 Section House—or rear or front addition extending the original ridgeline, became (and remains) familiar. Artificial siding and window replacements became commonplace in the 1960s, sometimes combined with large or multiple additions that all but encased the original small house, making its origins barely recognizable. A few Ranch style homes were also built during this period, scattered throughout the town's historic core.

Elizabeth properties in 2017 associated with Architecture 1958-1965

- Many older frame residences with 1960s additions and alterations throughout town
- A few Minimal Traditional and Ranch style homes built on late 19th-century residential subdivision lots (see **Architectural Style Guide, Section 4**)

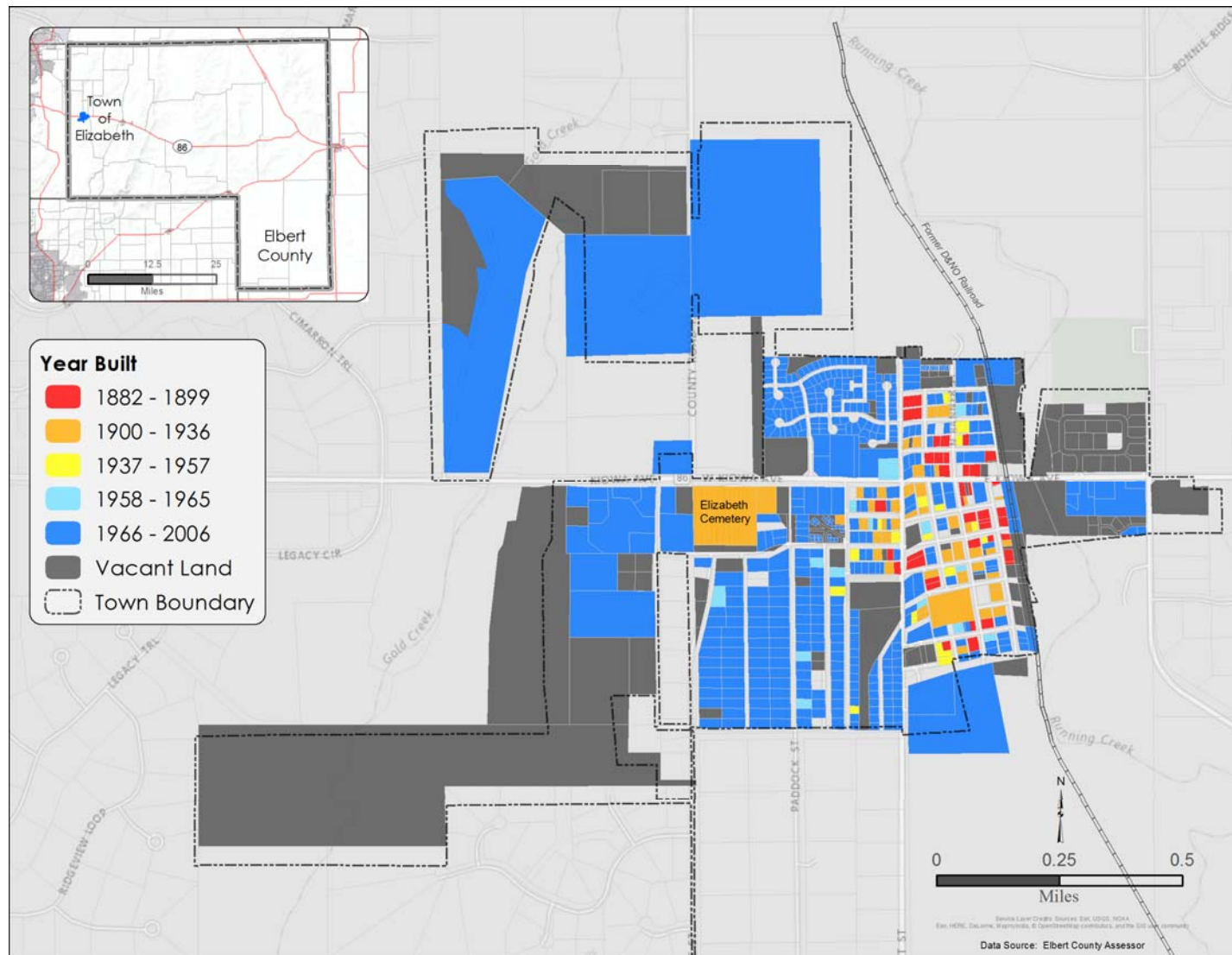
AFTERWORD: ELIZABETH BECOMES A GREATER DENVER EXURB, POST-1965

Elizabeth's official town population stood at 215 in 1900, and did not exceed 300 until 1960 (326 during that census; see end note 34 about larger service-area figures reported from the 1880s through the decades). Thereafter its Denver "bedroom community" growth rose to 493 in 1970 and an infrastructure-crushing 734 in 1980. By 1990 as the town limits expanded and the school district clamored to build a series of new schools and classroom additions, the population slowed somewhat in growth to 818. In 2000 a near-doubling showed substantial growth at 1,434. The 2010 figure dropped slightly to 1,358, reflecting a general national and state economic downturn, but also that perhaps a balance had been struck in Elizabeth's growth and provision of needed public services. Much of this growth has occurred west and northwest of the town's historic core, as illustrated by the map showing historic building periods on page 52.⁷⁸

Retired Elizabeth business owner and resident Jim Martell recalled that the closing of the missile base in 1965 created a definite but mercifully brief pause in the town's rapid growth trajectory. The departure of Air Force personnel and their families opened up residential and business spaces and lowered their occupancy costs long enough to attract additional word of mouth praise for living in Elizabeth.⁷⁹ At the same time Denver was systematically destroying much of its own older downtown and neighborhoods for "urban renewal," thus accelerating the regional popularity of suburbs and "exurbs" such as Elizabeth.

In 1966 the Elizabeth School District added onto the Red Brick Schoolhouse for the first time with a 1-story wing on the south, for

Map of Elizabeth Building Periods. This map shows parcels in Old Town Elizabeth developed during the Historic Context's time periods through the present. The map evidences that the vast majority of the town's building growth through 1965 occurred in the original 19th-century "Old Town" subdivisions of Elizabeth. Square Moon graphic; Elbert County Assessor data.



grades 1 through 6. With recovery of the population climb by 1971, another addition with 17 classrooms rose from the west side of the campus, taking much of the old playground with it. Consequently, the district acquired half the block across the street east of Banner Street, between Spruce and Chestnut Streets, for vehicle parking spaces. In 1978 the district built a new high school far to the northwest of Old Town, north of SH 86 off County Road 13 toward Hill Top, the first facility outside the sustained town limits of almost a century. Also in 1978, a fire damaged the Old Red Schoolhouse, but repairs placed it back in service within a few months, and an already funded renovation soon removed the original wood window sashes for the current window replacements.⁸⁰

The Artists' Interlude

By 1970, perhaps a couple of years earlier, artists from Denver and Colorado Springs and outside the state discovered the small Divide town's available space, serene community, and weekend tourist traffic. David K. and Ann Herzog Wright came in 1970, purchasing the Blumer Block at 211 Main Street (extant). They set up their studios in the house at 619 Main Street (extant), gradually expanding into a large garage and another outbuilding on the generous quarter-block town lot. "We came there," Dave Wright remembered in early 2017 to Elizabeth Public Arts Committee member Suzy Sadak, "because of its flavor, dirt streets, horsemen running horses in the town, the sense that something was happening, lots of musicians coming and going including a couple of known performers, and, of course, it was in range of Denver."⁸¹

Wright added:

It was a community with a closeness [through] pot-lucks [meals], music sessions, and an interest in crafts and art. Rent was cheap as were buildings [to buy]. [At] the time, as you probably know, there was a real interest in getting back to a more simple life style and away from the perceived rat race of the parents. It was tribal, I would say.... There may have been 5-6 artists who were making a living selling their work, lots of other hangers-on.⁸²

Wright noted that his customers ranged from the Denver weekend crowd to "long-time residents and cattle and farm folks.... Most of us were very interested in the [community's] history and how close it still was in Elizabeth."⁸³

When painter and sculptor George Carlson came to town in 1971, Ann Wright took art lessons from Carlson, "who by then was fairly well established on the national level," recalled Dave Wright. Carlson had lived in Denver in the 1960s when he met Indiana industrialist and Western art collector Harrison Eiteljorg, who became Carlson's benefactor and apparently encouraged him to find a semi-remote place where "something was happening" in an artistic vibe. Settling into Elizabeth and rejuvenating the 1890 Huber Building at 239 Main Street, Carlson established living quarters upstairs in its former Woodmen of the World meeting hall. He installed an overhead track downstairs to move his large and heavy sculptures around inside and outside to a new entry on the building's south elevation (all extant). The former Elizabeth Mercantile building north across Broadway came available in the 1970s, and Carlson moved it to its present location (extant),

rejuvenating its wood exterior and pressed-metal ceiling interior, and incorporating it into his happening compound.⁸⁴

By 1979, echoed local historian Norma Anderson Proud, “Elizabeth had become known for its many arts and crafts stores.”

Potters, leather workers, and artists of many kinds had moved into the area and opened shops [in existing buildings]. The Elizabeth Folk Festivals became yearly events and drew visitors and shoppers from a wide area.⁸⁵

Wright House and Studios at 619 Main Street. David and Ann Wright acquired the Late Victorian house at 619 Main Street in 1970 along with some stores on Main Street. They helped lead the artists’ era during the 1970s and 1980s in Old Town Elizabeth, leaving a legacy of well-maintained buildings for another generation of occupants. Square Moon photograph.



A 1-cent sales tax proposed for paving Elizabeth streets failed in 1982, and Elizabeth’s dirt streets waited another decade—Main Street as the first concrete project in 1992—for full coverage with curbs and gutters throughout the Old Town.⁸⁷

The Wrights sold their house, studios, and the Blumer Block, and departed Elizabeth in 1982. Carlson traveled the country throughout the 1980s, selling the Huber-Carlson Building and Elizabeth Mercantile buildings to Elbert County in 1991.⁸⁸

Keeping Elizabeth’s History Close

As noted in the **Introduction**, in the 1990s Elizabeth’s leadership moved toward a historic preservation program to save its downtown while assuring that active businesses continued to occupy its century-old buildings. Starting with State Register of Historic Places designation of the 1890 Huber Building in 1995 (by that time also known for its recent 20-year association with sculptor Carlson), the Town passed its first preservation ordinance in 1998 that strongly tied its historic center with economic development plans. Thereafter, the Town conducted a series of public meetings and workshops, designating several local properties on the “Town Register,” and installing several interpretive plaques on those buildings and other places of interest (see Appendix C).⁹⁰

In 2013 the Town government acquired a large parcel at the southwest corner of Kiowa Avenue and Main Street, at the heart of downtown, encompassing the east half of Block 4 in the 1882 Phillips original town plat. While the block’s northeast corner historically supported a number of prominent local businesses—1908 Garland’s Livery Barn, which became the 1920s Garland’s Gas Station (Jim Martell’s former business, 1973–1981), and the 1884 Elizabeth Mercantile—since the early 1980s the property



had been almost completely rebuilt to support Jack and Zelma Gesin's "Main Market" and "Gesin's Market" store with 1980s faux-Western storefronts. In 1971, the Gesins had sold the 1884 "Merc" building at the block's southeast corner to sculptor Carlson, who moved it south across Broadway to its present position at 207 Main Street. Unfortunately, when the Town of Elizabeth demolished the entire Gesin store in 2013, the loss included a small 1880s house at the store's rear (southwest corner), on Block 4, Lot 8 (a "key lot" facing 90 degrees from its companions facing Main Street), that faced Broadway.⁹¹

Elizabeth in 2017

A prominent component of the 2015 Downtown Strategic Plan includes redevelopment of the former Gesin property. The Strategic Plan along with Elizabeth's 2015 Historic Advisory Board ordinance include design review processes for future projects on the exteriors of historic buildings, as well as for new infill around those buildings and spaces, including the Gesin parcel.

The future of Elizabeth's past hangs on the preservation of its historic core, as well as on historically compatible new construction, which will itself eventually be judged with the inevitable test of time.

1992 Main Street Paving with Curbs and Gutters. While some longtime residents and newly arrived artists considered Elizabeth's unpaved streets charming, the community brought its thoroughfares into the automobile age beginning in 1992. Main Street received concrete pavement and drainage first, and gradually most of Old Town received the durable and dust-dampening treatment (Above). Below, the newly paved Main Street ribbon cutting in 1992, complete with marching band. Elbert County Historical Society.

ENDNOTES, HISTORIC CONTEXT (see Bibliography on pages 95–97 for full references)

- 1 Von Ahlefeldt, "The Landscape Ecology of the Palmer Divide, Central Colorado"; Mathews, *Pioneers, Early Days Around The Divide*, page 9.
- 2 Fisher, "History of Black Forest, Colorado"; Chronic and Williams, *Roadside Geology of Colorado*, pages 85–86.
- 3 USGS Water Resources, "Site Map for Colorado."
- 4 Corbett, *Western Pioneer Days : Biographies and Genealogies of Early Settlers with History of Elbert County*.
- 5 Mathews, *Pioneers, Early Days Around the Divide*, page 11.
- 6 Leonard and Noel, *Denver : Mining Camp to Metropolis*. Pages 6–11, 287.
- 7 Fillmore, "Routes to the Pikes Peak Gold Regions."
- 8 Nicholas, "Remember the Smoky Hill Trail!"; Scott, "Geologic Investigations Series I-2639", page 29.
- 9 Nicholas, "Remember the Smoky Hill Trail!"
- 10 Mathews, *Pioneers, Early Days Around The Divide*; Arterburn, Elizabeth, *Colorado : "A Glimpse Back in Time."*
- 11 Corbett, *Western Pioneer Days : Biographies and Genealogies of Early Settlers with History of Elbert County*, page 178. This story came from a 1912 edition of the *Elbert County Tribune*; if accurate, it indicates that Divide forests initially provided lumber for Kansas prairie settlements far to the east, prior to the much closer lumber market in Denver to the north-west, and supplied that eastern Kansas Territory lumber along Smoky Hill Trail prior to the Denver Basin gold rush.
- 12 Mathews, *Pioneers, Early Days Around The Divide*, page 11. Mathews credits the first issue of the *Rocky Mountain News*, 23 April 1859, as the source of this story.
- 13 U.S. Bureau of Land Management, "General Land Office Records."
- 14 Mathews, *Pioneers, Early Days Around The Divide*, page 11.
- 15 Nicholas, "Remember the Smoky Hill Trail!"; Scott, "Historic Trail Map of the Denver 1° x 2° Quadrangle, Central Colorado," pages 6, 8. Scott affirmed that the Colorado Legislative Assembly incorporated the "Butterfield Smoky Hill Wagon Road Company" in 1865.
- 16 Whiteley, "Maps of the Trail."
- 17 Nicholas, "Remember the Smoky Hill Trail!"
- 18 Fraser and Strand, "Railroads in Colorado 1858-1948," pages E-9, E-11.
- 19 Mathews, *Pioneers, Early Days Around The Divide*, page 11.
- 20 Fraser and Strand, "Railroads in Colorado 1858-1948," pages 15–18.
- 21 Janssen, *Elbert County : Window to the Past*; page 9; Arterburn, Elizabeth, *Colorado : "A Glimpse Back in Time,"* page Glimpse-10 (Clarence Mauldin), *History-6* (John Hoffhines Jr); Scott, "Geologic Investigations Series I-2639," page 10.
- 22 Jones, *Denver & New Orleans : In the Shadow of the Rockies*, pages 13,15; "Find A Grave," Samuel Hitt Elbert, John Evans, Josephine Evans Elbert.
- 23 Jones, *Denver & New Orleans : In the Shadow of the Rockies*, pages 18-19.
- 24 Ibid., pages 18-19. Bassett's (or Basset's) Mill is associated with Elizabeth in few other sources, including Arterburn (Hecox), but appears to be the source of the year 1855 as the first sawmill on Running Creek in the future Elizabeth area; the sawmill operation of Alden Basset appears to have been a location to the west, closer to Plum Creek and Castle Rock. Grazing lands in the Pineries by the 1880s were partly natural and partly a result of de-foresting large areas resulting in much prairie grass substitution.
- 25 Arterburn, Elizabeth, *Colorado : "A Glimpse Back in Time,"* pages History-2-3 (John Hoffhines Jr). Jones (1997) does mention the partial technique of condemnation for right-of-way acquisition, page 259.
- 26 Jones, *Denver & New Orleans : In the Shadow of the Rockies*, page 31; Overton, *Gulf to Rockies : The Heritage of the Fort Worth and Denver--Colorado and Southern Railways, 1861-1898*, page 79.
- 27 Scott, "Geologic Investigations Series I-2639," pages 8, 10; Arterburn, Elizabeth, *Colorado : "A Glimpse Back in Time,"* page Glimpse-10 (Clarence Mauldin).

- 28 Overton, Gulf to Rockies : The Heritage of the Fort Worth and Denver--Colorado and Southern Railways, 1861-1898, page 55; Fraser and Strand, "Railroads in Colorado 1858-1948," pages E-55-56.
- 29 "Find A Grave," Margaret Gray Evans, Elizabeth Greenleaf; Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page History-4 (John Hoffhines Jr.); ancestry.com: Sarah Ann Evans Greenleaf; History Colorado, "Huber Building (Carlson Building)." Elizabeth Lawrence Gray (1837-1910) apparently married twice, resulting in her name often appearing as Elizabeth Gray Kimbark Hubbard. Evans' own sister, Sarah Ann Evans Greenleaf, had a daughter named Elizabeth Greenleaf (1865-1937); since the naming of Elizabeth, Colorado, is elusive in detail, John Evans' niece was also a possible inspiration. Yet another un-cited source, the 1995 SRHP nomination of the Huber Building, speculates that Elizabeth might have been the name of town-founder Thomas L. Phillips' mother (not verified during this study).
- 30 "Ancestry.com," Appointments of U.S. Postmasters, 1832-1971.
- 31 Jones, Denver & New Orleans : In the Shadow of the Rockies, pages 3, 33.
- 32 Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page History-3 (John Hoffhines Jr.). Gabehart, History of Elbert County, Colorado; Elbert County Clerk and Recorder, "Elbert County Plat Books," Book I, page 7. The name "Halls Crossing" appears rarely in Elizabeth histories; "Halls Addition" is an 1891 extension of the townsite to the west of Elbert Street to Tabor Street. While Phillips is often credited with "donating" the townsite, he only granted public right of way on its streets while selling the platted lots.
- 33 Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time"; "Wikitree.com"; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings; Elbert County Clerk and Recorder, "Elbert County Plat Books," Book I, page 7.
- 34 Elizabeth, "History of Elizabeth, Colorado"; Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page History-11 (John Hoffhines Jr.), Glimpse-1, 4 (Marylynn Hecox); Elbert County Clerk and Recorder, "Elbert County Plat Books," Book I, page 30, Book II, pages 31, 37, 45, 46, 54; Proud, Elizabeth High School, pages 22-23. Census figures show Elizabeth's population hovered around 200 from 1900 through 1930 when it topped 250; it did not top 300 until 1960 (see Afterword below).
- 35 Jones, Denver & New Orleans : In the Shadow of the Rockies, pages 156-157; "Elbert County Historical Society."
- 36 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 18-19.
- 37 Jones, Denver & New Orleans : In the Shadow of the Rockies, page 31; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 10, 11.
- 38 Jones, Denver & New Orleans : In the Shadow of the Rockies, page 31; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 12, 13.
- 39 Jones, Denver & New Orleans : In the Shadow of the Rockies; "Elbert County Historical Society"; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, page 9. Hoffhines notes that the Huber family once owned the building at 266 Main Street, but that a George "Hoover" operated his photography studio upstairs; since George H. Huber, probably county surveyor F.J. Huber's grandson, operated a photography business in Elizabeth, this was likely George Huber's photography studio and laboratory.
- 40 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), pages 13, 24.
- 41 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 30-31. Charles' wife Ida Dickerson was Elizabeth postmaster 1898-1907 while the Post Office was in the Reed / Reed & Dickerson (later City) Drug Store (ancestry.com).
- 42 Ibid., pages 1-2.
- 43 Martell, James Martell; Stone, History of Colorado, Illustrated, pages 240, 242, "Thomas L. Phillips." Phillips, town-founder and thus an associate of John Evans and the D&NO Railroad, was a Freemason, according to Stone's 1919 biography.
- 44 Janssen, Elbert County : Window to the Past, page 8.
- 45 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, page 20; Mathews, Early Days Around The Divide, pages 17-18.

- 46 Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page History-9 (John Hoffhines Jr.); Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 16, 24–25; Mathews, Early Days Around The Divide, pages 45–47; Wallace, "The Russell Gates Mercantile Co."
- 47 Elbert County Banner; 10 August 1900, 21 November 1902; Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page Glimpse-6 (Eloise Garland).
- 48 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 6, 22.
- 49 Ibid., page 34. Elizabeth , Town of, "Town Clerk Minutes, 1890-1986."
- 50 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), pages 29–36, 40–41.
- 51 Jones, Denver & New Orleans : In the Shadow of the Rockies, pages 108, 125..
- 52 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 37–38. See pages 34 and 36 for additional information on Emil Bostrom.
- 53 Gabehart, History of Elbert County, Colorado, page 30. Gabehart quoted the Banner article in her "Elizabeth" chapter of the publication.
- 54 "Lighting Lore. Acetylene Excels as an Illuminant."
- 55 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, page 37.
- 56 Elbert County Clerk and Recorder, "Elbert County Plat Books," Book 5, page 73; Elizabeth Cemetery Association, "Elizabeth Cemetery Papers."
- 57 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings., pages 12–13.
- 58 Elbert County Clerk and Recorder, "Elbert County Plat Books," Book I, pages 7, 30.
- 59 Colorado Department of Transportation, "State Highway System," state maps from 1912, 1926.
- 60 Jones, Denver & New Orleans : In the Shadow of the Rockies, page 107–108; Ormes, Tracking Ghost Railroads in Colorado, pages 18, 26–27.
- 61 Jones, Denver & New Orleans : In the Shadow of the Rockies, pages 105, 119, 172, 181, 244,
- 62 Wallace, "The Russell Gates Mercantile Co." The Colorado Railroad Museum's C&S Railroad records hold 1923 correspondence that described how some local C&S officials sought permission from higher officers to employ former Russell Gates' workers at the various depots along the Denver-Elizabeth-Falcon line; the requests were denied, based on the job-seekers' lack of railroad experience.
- 63 Jones, Denver & New Orleans : In the Shadow of the Rockies, pages 228, 317-318, 344, 352-353, 355. Jones related and illustrated the sad story of C&S brakeman Charles Kirby, killed in August 1936 at the Elizabeth railyard during his duties while working one of the last trains on the branch.
- 64 Ibid., page 349.
- 65 Martell, James Martell.
- 66 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, page 21; Martell, James Martell.
- 67 "Plan and Profile of Proposed Federal Aid Secondary Project No. S 0028(3), State Highway No. 86, Douglas & Elbert Counties."
- 68 Gleyre and Alleger, History of Civilian Conservation Corps in Colorado, Littleton District--Grand Junction District pages 73–75.
- 69 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 25–26; Find A Grave, Harold Saf-fold Hundley; Martell, James Martell. Martell, one of Hundley's summer workers, recalled that Hundley also invited the community to use the reservoir as a swimming pool.
- 70 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, page 36.
- 71 Gleyre and Alleger, History of Civilian Conservation Corps in Colorado, Littleton District--Grand Junction District, page 74..
- 72 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), pages 39–40.

- 73 Morin, Dwight D. Eisenhower, An Associated Press Biography.
- 74 "Titan I at Lowry AFB, Colorado"; Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), pages 42–43.
- 75 "Titan I at Lowry AFB, Colorado."
- 76 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), page 43.
- 77 Arterburn, Elizabeth, Colorado : "A Glimpse Back in Time," page History-11 (John Hoffhines Jr.).
- 78 Ibid., page History-11 (John Hoffhines Jr.).
- 79 Martell, James Martell.
- 80 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), pages 44–48, 50.
- 81 Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings; Wright and Wright, "Wright Fine Art LLC."
- 82 Wright, "A Brief Remembrance of The Arts Scene in Elizabeth, Colorado."
- 83 Ibid.
- 84 Nottage, "Drawn from Life: The Art of George Carlson"; Wright and Wright, "Wright Fine Art LLC"; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 8, 16–19.
- 85 Proud, Elizabeth High School, 100 Years (A History of Elizabeth and Its Schools), page 50.
- 86 Ibid., page 51.
- 87 Payne, Personal Communication; "Elbert County Historical Society" historic photographs collection.
- 88 Wright and Wright, "Wright Fine Art LLC"; Nottage, "Drawn from Life: The Art of George Carlson."
- 89 History Colorado, "Huber Building (Carlson Building)"; Simpson, "Huber Building (5EL.295)."
- 90 Hodgson, "Elizabeth, Colorado : 2015 Downtown Strategic Plan"; Community Matters, Inc., "Town of Elizabeth Community Master Plan 2008."
- 91 Hodgson, "Elizabeth, Colorado : 2015 Downtown Strategic Plan," page 18; Hoffhines, Doing Business in Elizabeth : A History of the Town of Elizabeth as Told through Its Business Buildings, pages 14–17.

4. ARCHITECTURAL STYLE GUIDE

Elizabeth's architecture is largely a reflection of the town's 1880s settlement by hardy pioneers in a frontier Western town, and the town's success as an early commerce and railroad center for the surrounding agricultural area. The sizes and modest styling of early buildings were heavily influenced by economy and functionality, combined with the ready availability of lumber on the Divide.

The presence and distribution of architectural types and styles of historic buildings throughout Elizabeth are also directly related to early subdivision and development patterns in Elizabeth. As noted in the **Historic Context, Section 3**, the earliest commercial and residential development occurred in the early to mid 1880s in close proximity to the D&NO railroad depot, first within Thomas Phillip's original 1882 townsite, and then north of the original townsite along Kiowa Avenue, the major east-to-west axis through Elizabeth.

As the town continued to expand, commercial activities became more concentrated on Main Street and Kiowa Avenue, while residential development shifted west and south of the original townsite in Phillips' two subdivisions of the late 1880s. Late 19th and early 20th century residential development also extended north of Kiowa Avenue into Garland's Addition, 2nd filing, and west of Elbert Street into Hall's Addition. New residences also continued to appear in the west half of the original townsite and the adjacent Phillips Amended subdivision on the west side of Banner Street well into the 20th century. These are the areas where the town's earliest buildings are found.

As noted in the **Historic Context, Section 3**, the town's early



Early Buildings of Elizabeth. The 1890 photograph (top) shows late 1880s development along the north side of Kiowa Avenue and west of Main Street. In the forefront of this historic photo are two false-front commercial buildings (no longer extant). To the west is a Late Victorian L-plan house, still present at 325 Kiowa Street (encased in a restaurant and shown on lower left). This house was part of a trio. The two other once-matching houses remain at 273 Kiowa Avenue and 343 Grant Street, shown in bottom row center and right respectively. Elbert County Historical Society above; Square Moon photographs below.

homes and businesses were largely small boxy one-story wood frame affairs. Nonetheless, Elizabeth's late 19th century homes and businesses reflected the work of skilled carpenters, with the vast majority of the town's pre-1915 buildings surviving today. These well-executed survivors, with their boxy shapes, clean lines, and modest application of stylistic details bestow a gracious simplicity and styling all their own. Embellishments are not elaborate on these local adaptations, with stylistic ornamentation typically reserved for the street facing gable-end of a residence or the roof cornice of a commercial building, if present at all. Most of these stylistic flourishes—such as shingles, turned columns and pediments—are executed in wood. While a few early homes and commercial buildings were extended to 1-1/2 stories in height, they were typically simple in design, similar to adjacent one-story examples. Another distinctive feature of late 19th and early 20th century construction in Elizabeth is the small square brick chimney, typically placed in the center of a building through the roof ridge line. These chimneys indicate that the occupants had free-standing stoves to provide efficient heating, instead of multiple wood-burning fireplaces with exterior brick chimneys.

Buildings on the east side of town often have another unusual characteristic, as many examples were designed with two fronts, one facing the defunct D&NO Railroad facing east and the other fronting west onto Main Street. After the railroad left town in 1936, some buildings dressed up their street-facing sides, and/or



Early 20th Century Residences on Poplar Street. This photo shows early 20th-century homes looking east on Poplar Street near the Banner Street intersection. Elbert County Historical Society.

moved buildings up to the street front. See the photo of Community Building/Ahl and Weiss Blacksmith Shop and Garage in the **Introduction, Section 1**, for an example.

While wood was the predominant historic building material in Elizabeth, a few important buildings—such as a church, school, and a few commercial buildings—were constructed of brick and stone in the late 19th and early 20th centuries. This includes the 1897 Odd Fellows (IOOF) Building (5EL.324) at 122 Main Street, the 1900 Advent Church (5EL.323) at 249 Poplar Street, the two banks at 188 Main Street (5EL.321) and 377 Kiowa Avenue (5EL.326), and the 1920 Elizabeth Consolidated School, now Fron-



Masonry Buildings—Few and Far Between. This c. 1905 photo shows the 1897 Odd Fellows (IOOF) Building at 122 Main Street (SEL.324). This is one of a handful of brick or stone buildings constructed in Elizabeth during the study's period of significance, 1881-1965. Masonry buildings in Elizabeth tend to be more ornate than wooden buildings, as demonstrated by the brick corbelling and crenellations (chimney flues) at front roof parapet. The historic photo (left top) shows the historic recessed wooden storefront system with a more minimal awning than today. Photo: Elbert County Historical Society above; Square Moon photograph below.

tier High School (SEL.757) at 589 S. Banner Street. These masonry examples stand out because they vary from the town's predominant tradition of wood-frame and wood-siding construction. These buildings are also more likely to reflect prevailing architectural stylistic trends throughout Colorado and the U.S., probably because they were often designed by trained architects. Because the town's masonry buildings typically housed important town uses, they also typically display more applied and crafted ornamentation than their wood-frame residential and commercial counterparts.

Buildings from the 1910s through 1965 tend to exhibit more stylistic decoration than earlier examples, more closely following stylistic trends seen elsewhere in the country. Elizabeth includes several Arts & Crafts (Craftsman) bungalows, and Minimal Traditional and Ranch homes that would feel right at home on a city street in Denver. However, most of the homes from this era still reflect the regional preference for wood construction, and are smaller and simpler in detailing than comparative buildings

found in more urban settings. This propensity for small buildings, with simple details and wood construction, continued through 1965.

ORGANIZATION

This section identifies the architectural types and styles prevalent in Elizabeth from 1882 to 1965. This section organizes buildings according to the following three-part framework:

1. **Use:** All buildings are classified, and addressed under one of three headings: Residential, Commercial, or Institutional.
2. **Building Types:** The building type is the basic arrangement of a building's floor plan (i.e., an L-plan or a T-plan), and the massing of its structural components to accommodate this plan. Under architectural style, buildings are also typically arranged by building type.
3. **Architectural Style:** Under each use heading, buildings are organized by architectural style. Architectural style refers to a building's exterior aesthetics, and how its primary features, materials, and applied decorations reflect national architectural stylistic trends (e.g., Queen Anne in the late 19th century and Beaux Arts in the early 20th century).

Architectural historians use different methodologies to classify buildings. The Architectural Style and Building Type framework for this study is intended to be consistent with History Colorado's *Lexicon for Historical & Architectural Survey* (Lexicon), but also relied on *Field Guide to American Houses* (McAlester), *American Vernacular Design, 1870-1949* (Gottfried and Jennings), and *Buildings of Main Street: A Guide to American Commercial Architecture* (Longstreth).

This style guide focuses on buildings constructed during the period covered in the **Historic Context, Section 3**, namely 1881-1965. The buildings featured in this report are in the town's historic core, and its six early subdivisions. A map showing the buildings within the core, color-coded by use and architectural style, is shown on the next page. This map evidences the large number of early "National Folk" and "Late Victorian" buildings remaining in Elizabeth. All current photos in this chapter are Square Moon Consultants LLC photos unless otherwise indicated.

Integrity

Following each building typology discussion is a paragraph on how examples of this type can retain their historic integrity. As defined by the National Register of Historic Places, a historic building's integrity consists of seven aspects: location, design, materials, workmanship, feeling, setting, and association. A historic building should contain most, if not all of these seven aspects of integrity from its "period of significance," to retain its integrity and remain eligible for historical designations. A building's "period of significance" typically begins at its date of construction and can extend several decades forward to accommodate early alterations/additions. The integrity discussion on the following pages is not intended to comprehensively address integrity, but instead to highlight a few of the key integrity aspects of design, materials, and workmanship associated with a specific building type and/or style. While many historically significant buildings in Elizabeth reflect their original appearance and setting, large additions and substantial alterations have comprised the historic integrity of some buildings, an issue warranting increased attention by the town's historic preservation program in the future.

Map of Architectural Styles in “Old Town.” This map shows the distribution of architectural styles in the historic core of Elizabeth from 1882—1965. Square Moon Graphic.



RESIDENTIAL

National Folk & Late Victorian (1882-1915):

The National Folk style (see McAlester, pp. 134-155) refers to simple boxy houses, reflecting traditional American sod, log, and timber cabins and houses. These are the earliest houses in Elizabeth, and encompass the “front gabled” house (shotgun, side passage/entry hall or other rectangular plan), the “side gabled” house (hall-parlor, side passage/entry hall, or other rectangular plan), and the “gabled-ell” (or L-plan). In Elizabeth, these traditional house forms are executed in light balloon or braced framing, and sheathed in milled wood siding. These are “no fuss” buildings, without strong stylistic references. For this reason, History Colorado would stylistically categorize the National Folk houses as “Late 19th and Early 20th Century American Movements.” Examples are sheathed in wood lap or drop siding, often with a prominent front wood gable to echo pediments found on ancient Greek temples.

Within the town’s first decade, owners craving embellishments often applied wood trim on prominent gable-ends to create varied wall surfaces on residential folk forms. The fish-scale shingles, lathe-turned porch columns, and bay windows found on some early homes reflect the growing preference for showy decoration made popular through the mass industrialization coinciding with Queen Victoria’s 1837–1901 reign in England. Much of this ornamentation was machine-made, making its way to Elizabeth via the D&NO Railroad. Houses built using boxy forms, but dressed in Victorian-era ornamentation, fall under the “Late Victorian” category. Inspired by the more elaborate Victorian homes found in Denver, the Victorian houses in Elizabeth are distinguished by their simpler shapes and less ornate decoration.



National Folk— Simple Front gabled, Side gabled and L-plan houses



Late Victorian—Applied ornamentation added to simple boxy forms

National Folk and Late Victorian Residential (1882-1915) ——— Front Gabled Roof

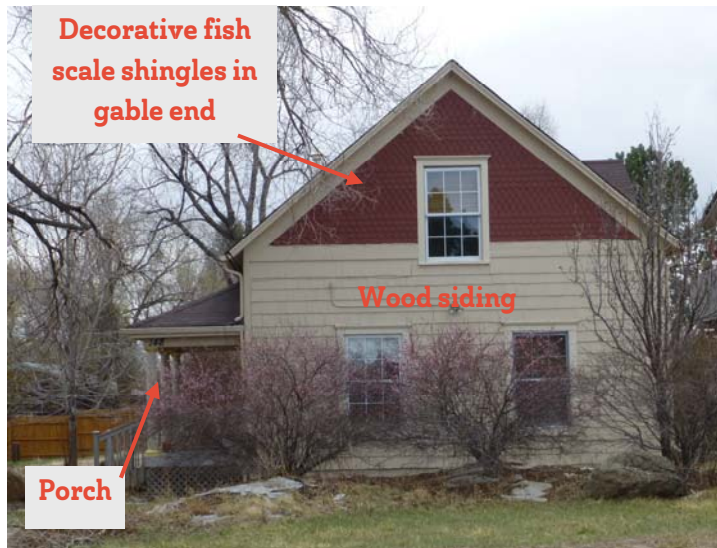
- Most prevalent 19th and early 20th century house style/type.
 - Simple rectangular plan with narrow side of rectangle street-facing. Plans are rectangular, with some of the side passage/entry hall or shot gun variety,
 - Earliest examples are clean simple temple form with no ornamentation of projections from front façade other than simple shed porches (i.e., no Victorian style influences).
 - Original houses are small, typically 500 – 1,000 square feet in size, and 1 to 1 1/2 stories.
 - More complex plans with more square footage are common, but these are typically created by a series of additions.
 - Wood frame; usually entire house is clad in horizontal wood lap or drop siding.
 - Symmetrical placement of doors and windows,
 - Early examples have open front-facing roof gables, with few decorative features. A pedimented front gable is a variant.
 - Some examples include side shed forms. These can be lower than primary gable, or integral to this gable, creating a side saltbox form.
 - Windows are vertically oriented.
 - Side projecting bay windows, raised front porches, and dormers are occasionally seen on Late Victorian examples.
 - Later examples with Victorian decoration feature turned porch columns, and decorative shingles in gable ends/walls.
- Historic Integrity:** Front-facing gable and boxy rectangular form must be predominant, and historic materials intact and evident.



National Folk and Late Victorian Residential (1882-1915) *Side Gabled Roof*

- Simple rectangular plan with long side of rectangle and gable ridge parallel to street (in most cases). Plans often appear to be of the hall-parlor and I-house variety.
- On early examples, front projections are limited to porches, and pedimented dormers or gables (no Victorian influences). Sometimes porches are along the long side of house.
- Original houses are small to medium in size, typically 500 – 1,000 square feet in size, and 1 to 1 1/2 stories.
- Wood frame; typically with entire house clad in horizontal wood lap or drop siding.
- Symmetrical placement of doors, windows and roof pediments are typical, but variations exist.
- Some examples feature a slightly raised front porch.
- Windows are vertically oriented.
- Minimal trim and ornamentation. When porches are present, turned porch columns, and decorative brackets occasionally appear on later examples.
- A few examples feature shingles in gable ends of house.
- Altered front porches and changed wall siding are most common changes. Rear and side additions are common.
- Late Victorian influences on later examples can include turned porch columns, decorative shingles in gable ends or on exterior walls, and/or other decoration.

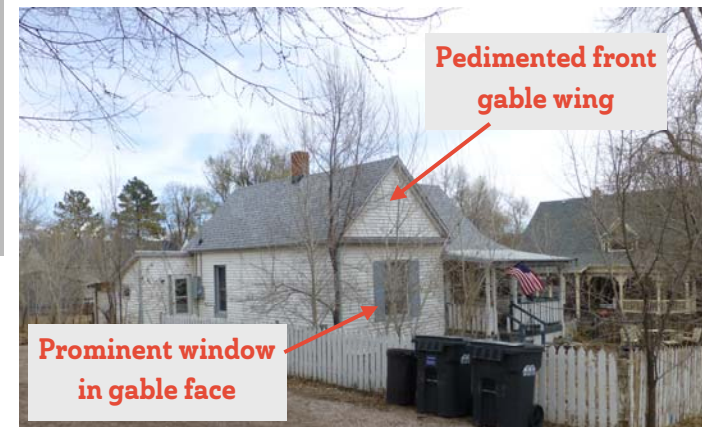
Historic Integrity: Narrow side-facing gable and rectangular form must be predominant, and most historic materials—such as wood siding and trim—present.



National Folk/Late Victorian Residential (1882-1915) ————— Gabled-ell (L-plan)

- Long side of gabled-ell running parallel to street, connected to a projecting front-facing gable wing (also called gable-front and wing).
- Additions are common, typically creating more complex plans. Some examples have back wings creating a T-plan. A few examples have later side wings creating a U-plan.
- Raised shed-roofed front porch nestled into the ell.
- 1-story, typically 750 to 1,000 square feet in size originally.
- Wood frame; typically entire house, except for gable ends, are clad in horizontal wood lap or drop siding. Later examples may have shingles, displaying Victorian influences.
- Front door asymmetrically placed along porch.
- A prominent window, sometimes a bay window, is centered in each front-facing gable end.
- Front-facing gables are typically pedimented and enframed, sometimes decorated with scalloped shingles.
- Primary ornament is on front porch, typically turned porch columns and railing balusters.
- Windows are vertically oriented.
- Almost all examples are altered, with changed wall siding materials, infilled porches, side shed additions, and modernized porches typical.
- Additions often reflect Arts and Crafts stylistic changes from early 20th century.
- Missing front porches, large front/side additions, and reorientation of front entry to another elevation compromise the historic integrity of these homes most significantly.

Historic Integrity: Original L-plan must be predominant, with small additions toward rear, and original siding/materials intact.



RESIDENTIAL

Hipped-Roof Cottage (1895-1910):

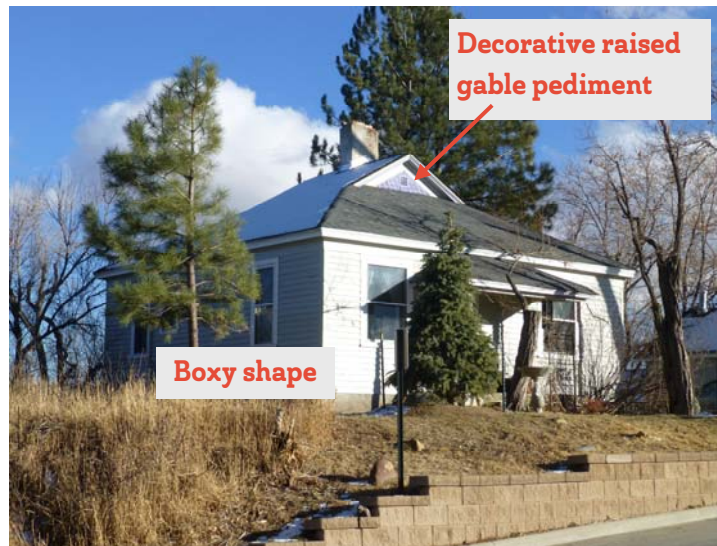
The Hipped-Roof Cottage (or Hipped-Roof Box) is a transitional style that bridges the gap between the Folk Victorian and Minimal Tradition styles. Some examples are not clipped at the ridge line, and are of the pyramidal roof variety. These square-shaped cottages are characterized by a large hipped roof and compact boxy massing. The hipped and pyramidal roofs require more complex roof framing than earlier types, but need few long-spanning rafters, making them less expensive to construct. The versions in Elizabeth are simpler than examples found in urban areas, with fewer details, always built of wood, and typically with partial width instead of full width porches. Some examples are relatively unadorned, while others feature modest Victorian, Arts & Crafts (Craftsman), or Colonial Revival detailing.



Hipped-Roof Cottage Residential (1895-1910):

- Massed plan, typically four rooms.
- Simple box-shaped house with hipped roof, sometimes of the pyramidal variety. Several feature a raised gable pediment.
- Central chimney common.
- Small raised partial width front porches with simple wooden columns are common on early examples. A few inset porches and awnings at entry.
- Later examples can be at grade.
- Original houses are small, typically 500 – 750 square feet in size, and 1-story; some examples have basements.
- Wood frame; typically entire house is clad in horizontal wood lap or drop siding.
- Minimal trim and ornamentation.
- Symmetrical façade, with centered front door, typically with one window on each side.
- Victorian influenced examples can include decorative shingles in raised gable pediment.
- Thick tapered porch columns on bases, and exposed rafter tails in the Arts and Crafts tradition are present on occasion.
- Windows are vertically oriented.
- Rear and side additions are common. Most additions are small and do not detract from their simple character.
- Altered front porches and changed wall siding are the most common changes.

Historic Integrity: Original square form and hipped/pyramidal roof must be intact and prominent.



RESIDENTIAL

Arts and Crafts/Craftsman (1905-1940):

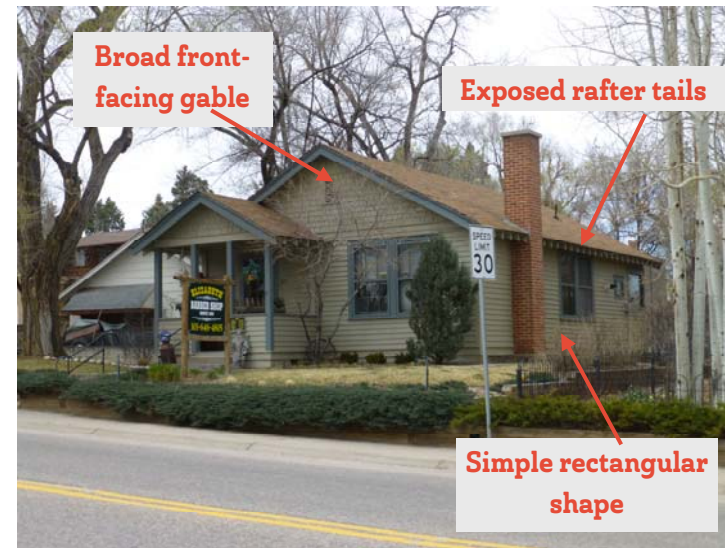
Arts & Crafts (the encompassing style), also called Craftsman (the name of a period magazine that sold specific house plans) homes encouraged informal living by abandoning the front hall and parlor for a more informal open Bungalow plan or type, that reduced the distinction between indoor and outdoor spaces through the addition of a wide open front porch (in most cases). These homes emerged from the Arts and Crafts movement of the early 20th century, were influenced by Oriental designs, and emphasized crafted details and natural—typically local—materials.



Arts and Crafts/Craftsman Residential (1905-1940):

- Simple rectangular-plan house with massed-plan interiors to accommodate informal lifestyles.
- Typical features include gently pitched broad gables facing front or side. Sometimes with nested front gabled porches.
- A few hipped roof examples.
- Typically extended roof eaves with exposed rafters. Occasionally crafted brackets.
- Crafted woodwork and patterning in gables
- Modest size, typically 750 to 1,000 square feet in size originally, and 1 story.
- Wood frame; typically entire house is clad in narrow horizontal wood lap siding, or in some cases shingles on all or some elevations.
- Windows are vertically oriented, in contrast to other horizontal lines, typically with multiple upper window panes and wide window casing. Some windows with leaded glass.
- Porches are often prominent features, sometimes inset or projecting, often with closed rail, and boxy posts on pedestals.
- Rear additions are common. Most are small and do not diminish the form and character of these houses.

Historic Integrity: Original roof shape, and Arts and Crafts details—such as gable ends, porch and exposed rafter tails—should be intact and prominent.



RESIDENTIAL

Minimal Traditional (1930-1965):

The Minimal Traditional home is heavily influenced by the Federal Housing Administration's preference for small "no fuss" homes that would appeal to the working class. These homes emphasize simplicity and economy over style, and were prevalent in the decades immediately after World War II. The styling of the Minimal Traditional home reflects a preference for symmetry, and traditional elements based on the Colonial style. These homes are of the rectangular plan type.



Minimal Traditional Residential (1930-1965):

- Front gabled-roof, side-gabled or side-gabled with front wing are most common forms.
- Typically with low to moderate pitch gabled roof, some with side- and front-facing gables. A few hipped roof examples.
- Shapes and forms are not dissimilar to earlier boxy forms. Some examples may be earlier houses stripped of details and porches during the post WWII era to create a more modern appearance.
- Early examples are raised, later examples are at-grade.
- Simple house with minimal roof eaves and details.
- Limited materials and ornamentation, exhibiting a reduction in material use. Any ornamentation is typically in roof gables.
- Stoop instead of porch or small front porch in most cases.
- Small gabled entry cover, sometimes with brackets.
- Small to modest size, typically 750 to 1,000 square feet in size originally, and 1 story.
- Wood frame; typically entire house is clad in wide wood siding. Some have original asbestos siding or shingles.
- Windows are often vertically oriented, or can be paired with a picture window on front.
- Early examples have wood-frame windows.
- Some examples are found in early subdivisions, representing the last original construction in these developments.
- Rear additions are common. Most are small and do not diminish the form and character of these houses.

Historic Integrity: Remains when original roof shapes and simple house form remains prominent. Examples with extensive added ornamentation, or large side additions are more problematic.



RESIDENTIAL

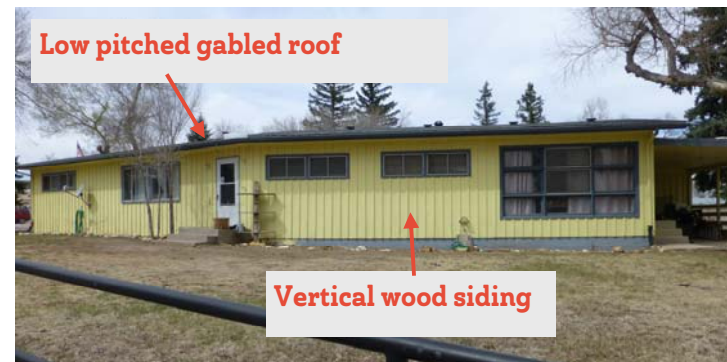
Ranch (1950-1965):

The Ranch house rose in popularity after World War II as Americans become more prosperous and financial controls mandating very small houses lifted. These homes are rambling, longer, and more complex than their Minimal Traditional predecessors, and offer more square footage. Loosely based on Spanish Colonial precedents, these homes are typically low slung affairs that are typically wider than they are deep, with an emphasis on informal interiors and backyard living. These homes are of the rectangular plan type. Ranch style homes are rare in Elizabeth.

- Typically features a low pitched hipped or gabled roof, or some combination.
- Long rambling plan, typically running parallel to street. Some ranch houses have an angled plan, or a series of side wings.
- Most have wide eave overhangs, emphasizing the more horizontal nature of these houses.
- Devoid of added decoration.
- Some ranch houses consist of earlier houses with rambling side additions.
- Entries typical on flat facades, or inset.
- No projecting porches.
- Medium to large size, typically 1,000 to 1,500 square feet in size originally, although some examples are larger.
- Wood frame; typically entire house is clad in horizontal or vertical wood siding, or wide asbestos siding.

- Large front picture windows are common. Windows are a greater variety of shapes, often in wood or metal originally,
- Can have integral carport or garage.
- Doors are often multi-pane.
- Rear additions are common. Most are small and do not diminish the form and character of these houses.

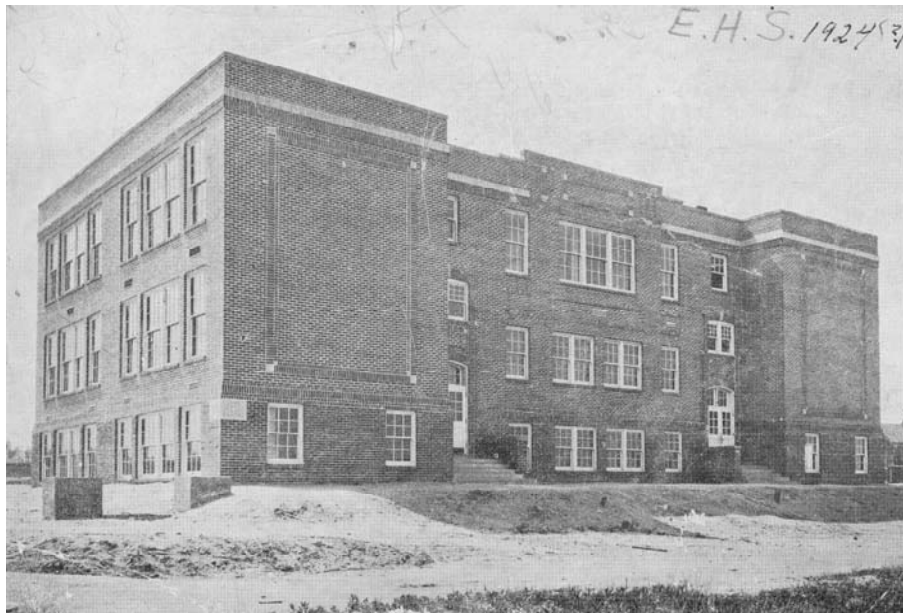
Historic Integrity: Original roof shape and long rambling form must remain intact.



INSTITUTIONAL

Revival Styles (1900-1924):

Institutions typically wished to convey an image of permanence and importance, and as such, they were more likely to follow national architectural trends and use more expensive materials, such as brick and stone. The Gothic Revival style, based loosely on a romantic fervor for Medieval European castles, churches, and cottages, was a particularly popular style for churches in the United States beginning in the mid-19th century. This picturesque style typically features steeply pitched roofs, pointed arches and windows, and towers. In contrast is Beaux Arts Classicism, a loose and exuberant revival of Classical Greek and Roman



shapes and details, popularized by the *École des Beaux Arts* architectural training in France in the 19th century. This style emphasized the study of ancient Classical buildings to inform the composition, symmetry and styling of important new designs. These buildings can be of several types: Rectangular form, L-shaped plan, or H-shaped plan.

Revival Styles. Few examples of "high style" architecture are found in Elizabeth. The Advent "Stone Church," 249 E. Poplar St. (SEL.323), with belfry (later removed), c. 1900, displays Gothic Revival influences (above). The 1920 Elizabeth Consolidated School, 589 S. Banner St. (at left), exhibits simplified Beaux Arts Classical influences, bordering on early Modernism with simple lines and details. Elbert County Historical Society.

COMMERCIAL

National Folk (1882-1890):

The same traditional front- and side-gabled forms found on early houses translated into commercial buildings in Elizabeth. These simple rectangular-plan buildings were symmetrical in composition, clad in clapboard, and unadorned. History Colorado would categorize these buildings as "Late 19th and Early 20th Century American Movements." Two examples survive: the Community Building/Ahl and Weiss Blacksmith Shop and Garage, 392 Main (right), and the Elizabeth Hotel, in less pristine shape, at 166 Main (below).

- Early commercial type, similar to vernacular "front gable" and "side gable" houses, but on a larger scale.
- Simple rectangular form with expansive gabled roof.
- Narrow end of rectangle is street-facing for front-gabled example; long side of rectangle faces street for side gabled survivor.
- Expanded gables accommodate large open interior spaces in case of front gabled model.
- Side gabled form to allow broad front with multiple doors to front onto railroad and/or street. Also accommodates a common grouping of uses on same floor, such as hotel rooms.
- Wood frame with horizontal wood siding and no added decoration (gable trim on Community Building is non-historic).
- Built for utilitarian purposes with little ornamentation.
- Simple vertical openings used sparingly.

Historic Integrity: Original form and materials must remain, and be prominent (not the case with Elizabeth Hotel). Small additions that do not obscure original form are acceptable.



COMMERCIAL

False-Front (1884-1910):

This type consists of simple front-gabled wood-frame buildings with an added flat front façade. These extended flat fronts created the illusion of a larger building with plenty of room for signage above the entry. These symmetrical buildings often introduced variety through shaped parapets, such as the stepped or semicircular versions. These buildings are of the rectangular or linear type.

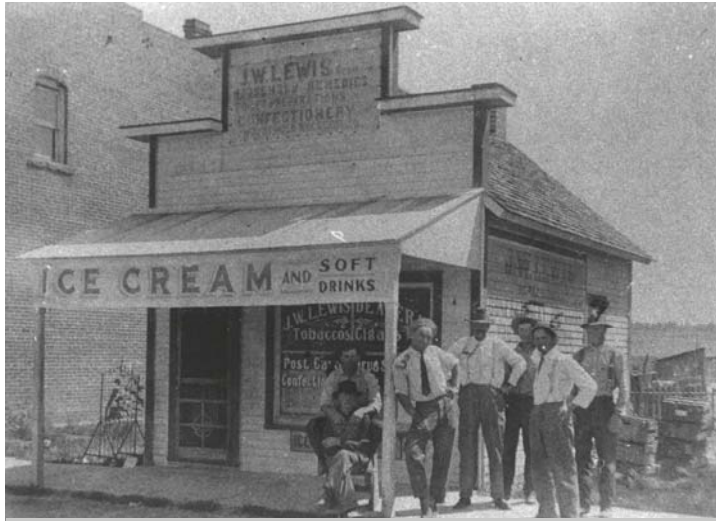


False-Front Commercial. This building (no longer extant) is a classic example of the False-Front Commercial style in Elizabeth. Elbert County Historical Society.

- Rectangular form, typically with narrow end of rectangle facing street.
- 1 story with exaggerated vertically extended façade.
- Extended façade often is a straight pediment, but can have semicircular, stepped, or other forms.
- Gabled form behind façade, similar in size and shape to early front-gabled houses.
- Positioned on the lot line with little or no setback from sidewalk.
- Street-level central recessed entry.
- Flanking large plate glass windows on each side of entry.
- Wood frame with wood siding and ornamentation.
- Typically free stranding building with side and back yards in some cases.
- Wood frame with horizontal wood siding, or brick.
- Shed awnings were historically present on many examples.
- Rare survivor of what was once a more common type in Elizabeth.

Historic Integrity: Original form (including raised parapet), materials, details and entry configuration should be intact. Alterations, such as reduction or pre-partitioning of plate glass openings, recladding, or alterations to wood siding are problematic.

False-Front Commercial (1882-1915):



False-Front Commercial. The false-front commercial building shown above and below is located at 207 Main Street. Photo above: Elbert County Historical Society.



COMMERCIAL

19th Century Commercial (1884-1910):

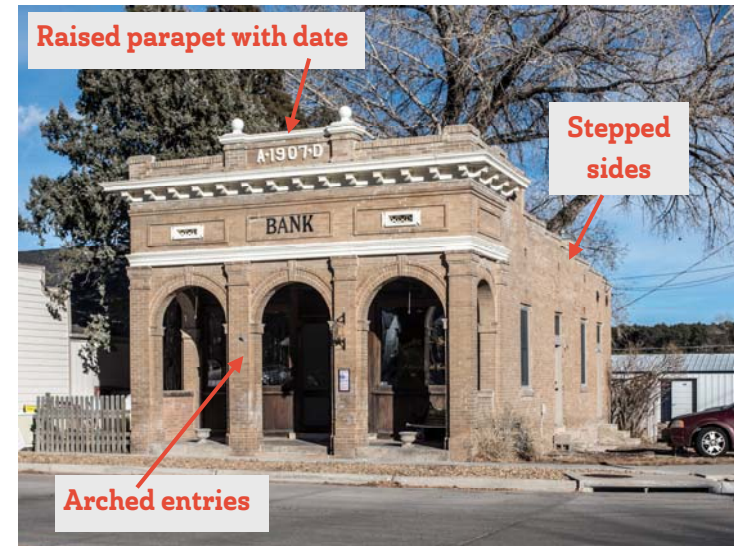
Most 19th and early 20th century commercial buildings in Elizabeth are Italianate in style, and are inspired by the architecture of Italian Renaissance villas. This style often used devices, such as a tall storefront and multiple arches, to emphasize a building's first floor commercial use, and to divide a wider commercial building into slender vertical bays. A flat roof emphasized by a strong decorated cornice are also characteristic of this style. These buildings are of the rectangular-plan type. In Elizabeth, most examples are single storefronts (generally 25 feet wide with one entry), although at least one example is considered a commercial block, with a more extended plan and multiple storefronts. In Elizabeth, a few examples of this type post-date 1900.



19th Century Commercial (1884-1910):

- Rectangular form, typically with narrow part of rectangle facing street.
- 1 or 2 stories.
- Flat or shed roof, with stepped or sloping sides to rear.
- Positioned on the lot line with little/no setback from sidewalk.
- Typically free standing building with additional entries and windows on side elevations. Side/back yards in some cases.
- Wood frame with horizontal wood siding, or brick.
- Street-level central recessed entry.
- Flanking large plate glass windows on each side of entry.
- Strong decorative projecting front cornice at roof line.
- Raised front roof parapet with date or name information in some cases.
- In two-story examples, different use upstairs, often accessed with separate door and stairway.
- For 2-story examples, punched vertically-oriented window openings on second level.
- Brick examples tend to have more ornamentation such as pilasters, arched entries or windows, and brick corbelling.
- Shed awnings historically present on some examples.

Historic Integrity: The original form, materials, details, and entry configuration should be intact. Painting of brick compromises original character. Major alterations, such as reduction or pre-partitioning of plate glass openings, or recladding or removal of original exterior materials are problematic.



OUTBUILDINGS

Historic utilitarian outbuildings are found throughout Elizabeth. These wood-frame buildings are typically small rectangular- or square-plan with gabled or shed roofs, and wood siding. Larger sheds and garages were built to house first horses then autos, and to provide additional storage for small homes. In more recent times, artists have reused historic outbuildings, and/or constructed new outbuildings to accommodate their craft. Several outhouses and even an elevated water tank are also present, reminding us that many early businesses and homes in Elizabeth didn't begin with modern plumbing. The town's historic wooden outbuildings add to the town's rural ambience and history.



5. RECOMMENDATIONS

Through the **Historic Context** and **Architectural Style Guide**, this report has concluded that Elizabeth's historic "Old Town" remains very intact to its period of significance, 1881–1965. The town's rich historic building fabric and historic spatial rhythms—including the broad spacing of buildings, generous lots and open space—give Elizabeth its unique Western small town identity. Much within and about Elizabeth is worthy of preservation.

The distinctive and largely original character in Old Town Elizabeth distinguishes the town from other nearby communities such as Parker, which decades ago chose a more intensive redevelopment path. Enhanced historic preservation efforts will further the town's efforts to protect and sustain its unique sense of place for future generations. Historic preservation could also bring economic development – such as new businesses, jobs and tourism. A 2017 study on the economic impacts of preservation in Colorado reported:

- Increased property value appreciation for protected historic districts in towns and communities across the state (compared with non-designated areas):
- Heritage tourism as an important mainstay of the Colorado economy, with 21% of tourists visiting historic places in 2105,
- A high economic return for community and private sector investment in historic preservation, with every dollar spent—including façade improvements and building rehabilitation—leading to an equal or greater amount of return in local spending, and

- Historic preservation—by reinforcing the unique history and identity of Colorado's unique historic places —is attracting new businesses and jobs to Colorado towns and communities.

Elizabeth has already acted on this sustainable path by passing its original historic preservation ordinance in 1998, then updating it in 2015. The ordinance spells out its purpose statement in Section 2-8-10, "to promote the public interest in historic preserva-



Elizabeth's Classic Western Character. This scene of the Blumer Block on Main Street showcases the small town Western charm of old town Elizabeth. This block is recommended for designation within an Old Town Elizabeth Historic District. Square Moon photograph.

tion through the protection and preservation of the Town's architectural, historic and cultural heritage, as embodied in designated historic structures, sites and districts..." The ordinance sets the framework for future preservation work by establishing the Historic Advisory Board and the Town Register of historic properties (Town Register). Many of the citizens the consultants met through this study also have an innate appreciation for the rural small-town Western character, and have taken efforts to preserve and reuse historic buildings in Elizabeth.

Many more opportunities exist to further historic preservation in Elizabeth. These recommendations are important and timely, as Elizabeth in 2017 continues to experience change, and redevelopment pressures will likely increase. For the top three recommendations, see the sidebar on this page. The recommendations section focuses on measures to enhance the interactions of citizens and visitors with Elizabeth's old town historic resources. These recommendations are meant to convey and sustain a high quality of life in the community through continued use of its existing historic buildings, while also fostering an appreciation of the founders who established the town, and those who have been a part of its history as a small town on the Divide.

As noted in the Introduction, the town's unique physical characteristics were recognized in the 2008 Community Master Plan, Principle CC-1: to "maintain the small town look and feel of Elizabeth." The current recommendations are intended to advance the Elizabeth Community Master Plan, and are listed by numbers. Underneath each recommendation, the appropriate references in the 2008 master plan are called out. All of the recommendations below further Principle CC-1 and Principle CC-8: "[to] identify and

KEY RECOMMENDATIONS



1. **Complete a survey of historic properties in "Old Town."**
2. **Locally designate significant historic properties. This includes consideration of an "Old Town" Historic District to protect community character, attract reinvestment, & promote tourism.**
3. **Strengthen the town's historic preservation program.**

continue to preserve Elizabeth's historic and cultural resources." The policies delineated below relate to Principle CC-8 unless otherwise called out. Under each recommendation are key action steps, supplemented by bullet points to provide more information, and a "How" section to convey how to move the recommendation forward.

RECOMMENDATION: SURVEY HISTORIC PROPERTIES

Policy: “Work with volunteers and [History Colorado] to inventory local resources...”

1. Conduct a survey of historic properties in “Old Town” Elizabeth:

- Focus the survey effort on areas within the town’s oldest subdivisions, such as the area recommended for a possible Old Town Historic District per the map on p. 88.
- Conduct a combination reconnaissance/intensive survey effort to evaluate quickly the potential eligibility of a historic district. Reconnaissance survey forms could create a basic record and evaluate up to 90% of historic buildings within the survey boundaries.
- Conduct intensive surveys of select buildings, focusing on the approximate 10% of buildings with individual architectural and/or historic significance, including those recommended for individual listing (see map on p. 88) and those with prior designations/plaques that are delineated in Appendix C.
- For properties subject to intensive survey, perform primary-source research on individual properties (including deed and tax records research). Conduct more investigation of early house plans, such as hall-parlor, side passage/entry hall, etc.
- Record the basic history of each surveyed building and call out its character-defining features (the physical quali-

ties of the building—such as a decorative front porch or brick exteriors—that make it unique). This will help to inform historical designations, and assist property owners and the Historic Advisory Board in planning and reviewing alterations to historically designated properties.

- Disseminate survey information to the community to engender a sense of pride in the community’s built heritage.

How? Apply for grants through History Colorado’s Certified Local Government and State Historical Fund programs to complete this work, and to obtain professional guidance and support. Solicit volunteers to help with this effort.

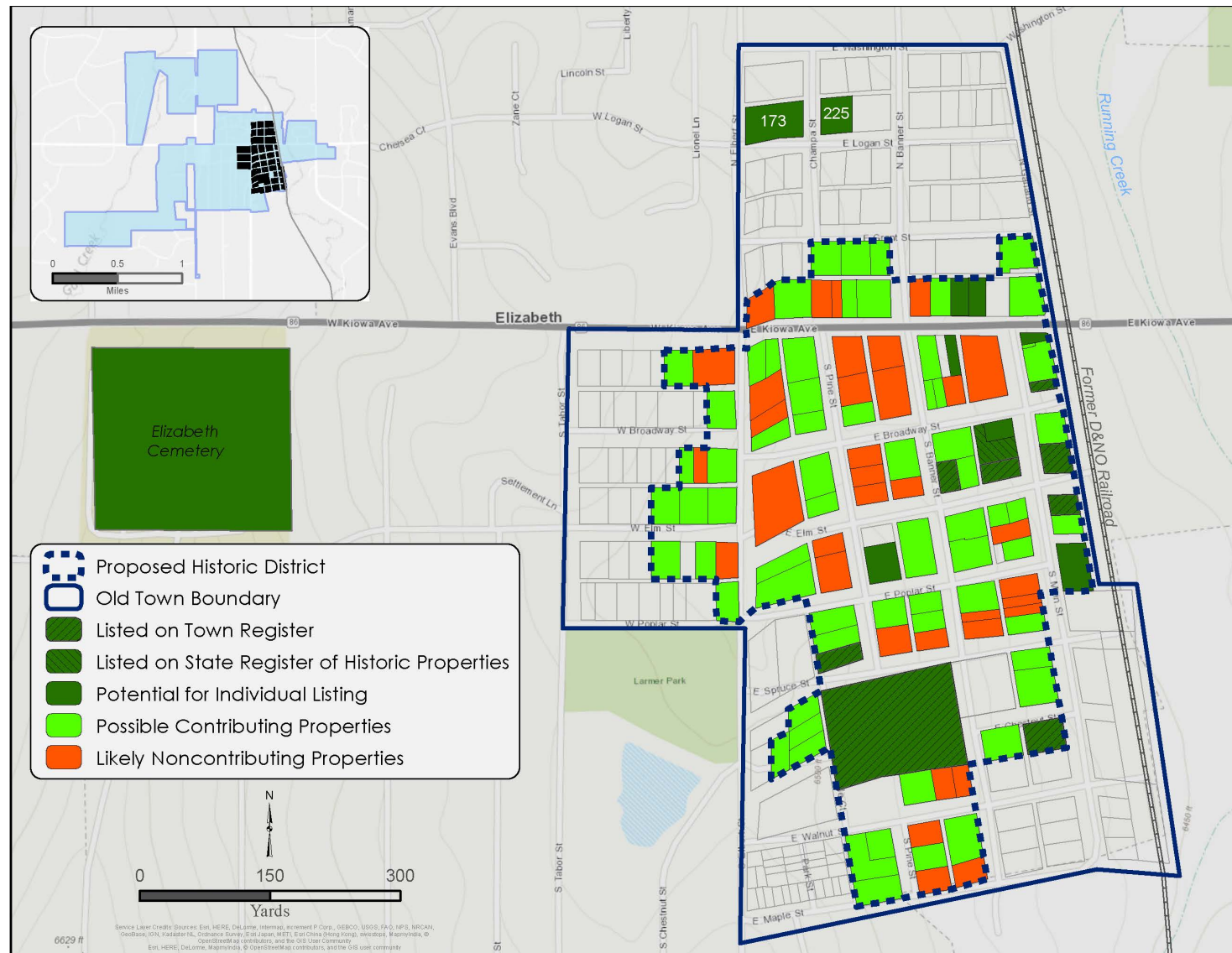
RECOMMENDATION: DESIGNATE SIGNIFICANT HISTORIC PROPERTIES

Policy: “Work with volunteers and [History Colorado] to inventory local resources...”

2. Consider an “Old Town” Elizabeth historic district:

- Following the survey effort in Recommendation 1, reconfirm eligibility and boundaries of an “Old Town” historic district. Possible boundaries of an “Old Town” historic district are shown on the map on the next page.
- Solicit and gauge public input on a potential “Old Town” historic district. Implement a local historic district designation, with associated protections, provided it is supported by the community.
- A district would celebrate and preserve Elizabeth’s oldest

Map of Proposed “Old Town Historic District.” The district defined here encompasses the most significant collection of historic properties within Elizabeth’s early subdivisions. Properties within the “Old Town Boundary” are recommended for additional survey. Properties in dark green might qualify for designation individually at the national, state, or local levels, and are recommended for intensive survey. Additional survey and research is necessary to validate this recommendation. Square Moon graphic.



and most significant collection of historic resources from the 19th and early to mid 20th centuries, and help to retain the community's unique identity. The suggested district includes commercial, residential and institutional properties. Nearby and integrated residential lots, streets, and blocks are very important to Elizabeth's "Old Town" character. Many of the town's late-19th century and early-20th century houses are intact, a fortunate and unique circumstance for a small town on the Divide.

- A locally designated historic district would give Elizabeth oversight of its old town resources, and would empower the volunteer Elizabeth Historic Advisory Board to oversee their protection. Under a district scenario, the Board will review proposed major alterations to historic "contributing" buildings as well as new construction. A single district should be more manageable for town staff/volunteers than multiple districts and designations.
- A National Register Historic District is also recommended as a second layer of designation. This designation affords no regulatory protections, but does open up federal historic preservation tax credit opportunities for individual owners of historic properties.
- The proposed district boundary includes some properties that are non-historic in age, or "noncontributing" to the district; these properties would still be within the district boundaries to afford redevelopment opportunities within the district, while ensuring that major changes (including new construction) reinforce Old Town Elizabeth, and are consistent with the size, scale, density, and character of

adjacent historic buildings. This would include the Gesin property at Kiowa Avenue and Main Street.

Why a Historic District for Elizabeth? See sidebar below and discussion above.

How? Apply for grant funding through Certified Local Government and/or State Historical Fund programs to accomplish a historic district at the local and/or National Register levels.

WHY A HISTORIC DISTRICT?



1. **Protects Elizabeth's unique identity and character, while protecting and enhancing property values.**
2. **Markets an Elizabeth "Old Town" Historic District to further attract investment and tourism.**
3. **Expands property owner access to state/federal tax credits.**
4. **An "Old Town" Historic District would give citizens a strong voice in the community's future.**

3. Diligently pursue local designation for all historic properties that qualify for local listing:

- Several of the town's most significant historic buildings—such as Odd Fellows Building (122 Main), Russell Gates Mercantile, 349 Kiowa (5EL.325), and the Community Building/Ahl and Weiss Blacksmith Shop, 392 Main—currently have no designation or protection. Other priorities buildings would be those properties recommended for individual listing per the map on p. 88 as well as those with historical plaques but no designation as delineated in Appendix C.
- While these individually significant properties would be included within a proposed “Old Town” historic district (see recommendation 2. above, individual designation for these properties is also strongly recommended because of their specific and significant contributions to the town's history and architecture.
- Listings on the National Register of Historic Places is also recommended as a second layer of designation for these buildings. This designation affords no regulatory protections, but does open up federal historic preservation tax credit opportunities for individual owners of historic properties.

Why Local Designations for Elizabeth? See sidebar to right and discussion above.

How? Apply for grant funding through Certified Local Government and/or State Historical Fund programs to complete research and applications.

WHY INDIVIDUAL DESIGNATIONS?



1. Recognizes and retains Elizabeth's most important historic buildings.
2. Discourages relocation, substantial alterations or demolition of the town's landmark buildings.
3. Ensures that alterations are carefully reviewed according to historic preservation design guidelines.
4. Expands property owner access to state/federal tax credits for rehabilitation projects.

RECOMMENDATION: ENHANCE RECOGNITION OF ELIZABETH'S HISTORIC PLACES

Policies: "Work...to install historic site markers throughout the community." "Foster the community's interest and support for historic preservation."

4. Verify the list of locally designated properties in Elizabeth:

- According to town staff and consultant research only 8 properties carry Town Register designation, although as many as 21 properties have appeared on various lists, including the annual Certified Local Government report to History Colorado. See Appendix C.
- The ordinance-based Town Register is intended to focus on preserving specific extant historic buildings. Historical subject markers, in comparison, can be anywhere in Town to convey a story or part of community history that may or may not be evident.

5. Develop and Install Distinctive Plaques on properties listed on the Town Register:

- This would recognize and distinguish properties officially placed on the Town Register by the Town Board of Trustees (See Appendix C).
- In many communities, these are simple cast bronze plaques, often with the date of designation.

6. Expand and enhance the town's historical interpretative marker program:

- The town currently boasts at least 9 historical subject markers. These convey historical information on places and town events. At least 5 of these markers are placed on buildings also listed on the Town Register.
- Increased and more diverse interpretation will appeal to a broader audience, and promote tourism.
- Maintain existing subject markers (and files on their creation and construction, so they can be replaced and upgraded when necessary).
- Possible topics for new markers could include the D&NO Railroad Depot, State Highway 86, the Elizabeth Cemetery, the Elizabeth Locker Plant, and the former Power Plant location.



Recognition of Designated Properties. The photo above depicts special historic district street signage. The photo at the right shows a building plaque recognizing a property listed on a local historical register. The plaque includes the town council's resolution number for the designation.



How? Coordinate with the Elbert County Historical Society, History Colorado and the Colorado Main Street Program to implement these recommendations.



Elizabeth's Signature Historic Buildings.. The c. 1900 photo above (looking east on Kiowa Ave.) shows the late 19th century City Drug Store on far right. Note its wood lap siding, projecting decorative roof cornice, and traditional street-facing entry with awning. This report recommends uncovering and reinstating these historic features. See current photo of building below. Historic photo: Elbert County Historical Society.



RECOMMENDATION: STRENGTHEN THE TOWN'S HISTORIC PRESERVATION PROGRAM

Policies: *"Foster the community's interest and support for historic preservation." "Establish historic architectural standards to insure that future growth fits within historic preservation planning guidelines."*

7 **Develop a criteria-based application form for** **local historic property designations:**

- Review the town's nomination form and compare it to forms in other Colorado towns to ensure that the form is sufficient and is closely tied to town designation criteria.
- Revise the local nomination form as needed to ensure that future applications concisely convey a property's history, verify a property's eligibility for designation based on criteria, and inform Historic Advisory Board decisions on alterations to properties, once designated.

8 **Formalize and strengthen the designation process:**

- Formalize the Board of Trustee process of adopting resolutions when designating properties. Refer to Ordinance 15-04 and Town Register designation status in resolutions passed by the Board of Trustees.
- Aim for properties meeting multiple designation criteria, and avoid designations based on the Geographic/Environmental criterion alone.
- Change the ordinance to implement these recommendations, as needed.

9. Perform diligent review of alterations for designated properties (and districts):

- Section 2-8-150 of the town's ordinance requires property owners to "submit an application to the Historic Advisory Board" when alterations are proposed. The Board is then charged with reviewing these alterations to determine compatibility of a proposed change with a series of criteria, consistent with the *Secretary of the Interior's Standards for Rehabilitation* (see Appendix B). The Board needs to provide consistent design review.
- Property owners may be unsure how design criteria might apply to their properties, and consistent design review can be a challenge for preservation boards. Consider developing simple illustrated design guidelines to assist reviews of proposed alterations.
- Training for board members is important to give them the background needed to enforce the town's preservation ordinance and perform consistent design review.



Celebrating Historic Downtown. Photo, Town of Louisville, CO. City of Louisville Historic Preservation Master Plan.

10. Encourage a reversal of unsympathetic changes to the town's signature historic buildings:

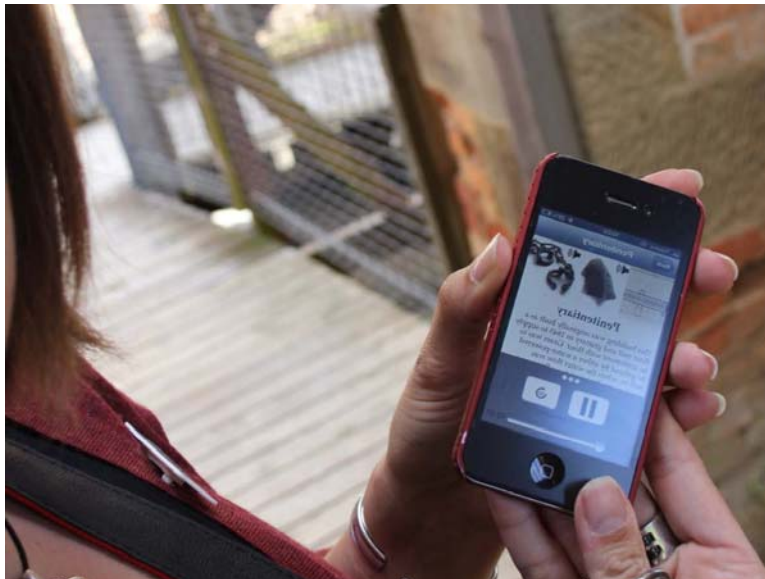
- 1) *Elizabeth Hotel (hidden by large additions and wings), 166 Main Street*
- 2) *Huber House (now the sprawling "Pomegranate" complex), 271 Main Street*
- 3) *Russell Gates Mercantile (covered with asbestos siding and with many Kiowa-façade alterations), 349 Kiowa Avenue (SEL.325)*
- 4) *City Drug Store (intact but without its porch, cornice, narrow wood siding, and vertically oriented windows), 344 Kiowa Avenue, and*
- 5) *Community Building/Ahl Blacksmith Shop (the birth-place of Elizabeth and its democracy, as this was its first Town Hall, now covered on the street façade with heavy stucco and large wings), 392 Main Street*

- A number of highly significant buildings have undergone extensive and somewhat unsympathetic alterations in recent years. Restoration of these important historic buildings will accomplish the major goal of retaining and recognizing the town's historic character, and preserving historic buildings for future generations.
- Fortunately, all of these buildings are being used, and are generally well maintained; however, alterations over the years have removed some of their important architectural details and character.
- These buildings are present in the earliest photographs of Elizabeth; thus their existence and historic architectural details are easy to confirm, reveal and/or restore.

11. Recognize, Interpret and Activate the Historic D&NO Railroad Alignment:

- Consider developing the former D&NO alignment as a recreational trail
- Develop and install interpretation about the railroad throughout Elizabeth

How? Coordinate with History Colorado, the Colorado Main Street Program, the Rails-to-Trails Conservancy, and the Colorado Department of Transportation to implement recommendations 6—10.



Walking Tours of Downtown Elizabeth. This report recommends that the town develop a walking tour of its historic buildings, available in both hard copy format and on hand-held devices.

RECOMMENDATION: CELEBRATE ELIZABETH'S UNIQUE HISTORY AND BUILT HERITAGE

Policies: "Foster the community's interest and support for historic preservation."

12. Develop a walking tour brochure highlighting the town's historic buildings:

- Make the brochure available to residents and tourists alike in local businesses
- Develop a version to use on hand-held devices

13. Promote Elizabeth's history through festivals and special events in Old Town:

- Enhance and increase events in Old Town, and use these opportunities to raise awareness of the town's unique Western history and its rich built heritage

How? Work with the Elbert County Historical Society, History Colorado, and the Colorado Main Street Program to implement these recommendations.

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APPENDICES

APPENDIX A: PROJECT TEAM QUALIFICATIONS

APPENDIX B. THE SECRETARY OF THE INTERIOR'S STANDARDS—PRESERVATION PLANNING AND REHABILITATION

APPENDIX C: LIST OF TOWN REGISTER PROPERTIES AND INTERPRETATIVE SIGNS IN ELIZABETH

APPENDIX A — PROJECT TEAM PROFESSIONAL QUALIFICATIONS

Square Moon Consultants, LLC, is a historic preservation and planning services firm established in 2016 and based in Denver. The firm specializes in historic preservation, identification, research and designations; historic preservation design review and tax credits; and public sector historic preservation planning. The firm's two principals are Barbara Stocklin-Steely and James W. Steely.

Barbara Stocklin-Steely, project manager, meets the SOI Standards in Architectural History, worked in local preservation planning for over 17 years, and holds a degree in Community and Regional Planning with an emphasis in historic preservation; Barbara's focus for this project was public outreach, survey management, GIS map direction, the architectural style guide, and recommendations development. James Steely, project historian, developed the historic context for the project, conducted archival research, and secured the accompanying historic photographs; James meets the SOI Standards in the professions of History and Architectural History, and extends that experience into engineering and transportation history.

The project included three highly skilled subconsultants. These included Jennifer Moon, research historian, who provided research and survey services for the project. Jennifer has completed her graduate coursework in Historic Archeology and brings more than 3 years of experience in identification and evaluation of historic architectural properties. Philip Wegener Architectural Photography joined the team to produce the historic preservation video. Phillip is a highly skilled videographer who has been producing architectural photography and videos in Colorado for more than 20 years. Eric Ross, owner of Five Points Geoplanning, LLC, specializes in geospatial planning and is a lecturer at the University of Colorado, Denver. Eric provided geospatial and mapping services for the project, focusing on assessor data available from Elbert County.

PRESERVATION PLANNING:

Preservation planning is a process that organizes preservation activities (identification, evaluation, registration and treatment of historic properties) in a logical sequence. The Standards for Planning discuss the relationship among these activities while the remaining activity standards consider how each activity should be carried out. The Professional Qualifications Standards discuss the education and experience required to carry out various activities.

The Standards for Planning outline a process that determines when an area should be examined for historic properties, whether an identified property is significant, and how a significant property should be treated.

Preservation planning is based on the following principles:

- Important historic properties cannot be replaced if they are destroyed. Preservation planning provides for conservative use of these properties, preserving them in place and avoiding harm when possible and altering or destroying properties only when necessary.
- If planning for the preservation of historic properties is to have positive effects, it must begin before the identification of all significant properties has been completed. To make responsible decisions about historic properties, existing information must be used to the maximum extent and new information must be acquired as needed.
- Preservation planning includes public participation. The planning process should provide a forum for open discussion of preservation issues. Public involvement is most meaningful when it is used to assist in defining values of properties and preservation planning issues, rather than when it is limited to review of decisions already made. Early and continuing public participation is essential to the broad acceptance of preservation planning decisions.

Preservation planning can occur at several levels or scales: in a project area; in a community; in a State as a whole; or in the scattered or contiguous landholdings of a Federal agency. Depending on the scale, the planning process will involve different segments of the public and professional communities and the resulting plans will vary in detail. For example, a State preservation plan will likely have more general recommendations than a plan for a project area or a community. The planning process described in these Standards is flexible enough to be used at all levels while providing a common structure which promotes coordination and minimizes duplication of effort. The Guidelines for Preservation Planning contain additional information about how to integrate various levels of planning.

Standard I. Preservation Planning Establishes Historic Contexts

Decisions about the identification, evaluation, registration and treatment of historic properties are most reliably made when the relationship of individual properties to other similar properties is understood. Information about historic properties representing aspects of history, architecture, archeology, engineering and culture must be collected and organized to define these relationships. This organizational framework is called a "historic context." The historic context organizes information based on a cultural theme and its geographical and chronological limits. Contexts describe the significant broad patterns of development in an area that may be represented by historic properties. The development of historic contexts is the foundation for decisions about identification, evaluation, registration and treatment of historic properties.

Standard II. Preservation Planning Uses Historic Contexts To Develop Goals and Priorities for the Identification, Evaluation, Registration and Treatment of Historic Properties

A series of preservation goals is systematically developed for each historic context to ensure that the range of properties representing the important aspects of each historic context is identified, evaluated and treated. Then priorities are set for all goals identified for each historic context. The goals with assigned priorities established for each historic context are integrated to produce a comprehensive and consistent set of goals and priorities for all historic contexts in the geographical area of a planning effort.

The goals for each historic context may change as new information becomes available. The overall set of goals and priorities are then altered in response to the changes in the goals and priorities for the individual historic contexts.

Activities undertaken to meet the goals must be designed to deliver a usable product within a reasonable period of time. The scope of the activity must be defined so the work can be completed with available budgeted program resources.

Standard III. The Results of Preservation Planning Are Made Available for Integration Into Broader Planning Processes

Preservation of historic properties is one element of larger planning processes. Planning results, including goals and priorities, information about historic properties, and any planning documents, must be transmitted in a usable form to those responsible for other planning activities. Federally mandated historic preservation planning is most successfully integrated into project management planning at an early stage. Elsewhere, this integration is achieved by making the results of preservation planning available to other governmental planning bodies and to private interests whose activities affect historic properties.

TREATMENT OF HISTORIC PROPERTIES: REHABILITATION

Rehabilitation projects must meet the following Standards, as interpreted by the National Park Service, to qualify as “certified rehabilitations” eligible for the 20% rehabilitation tax credit. The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.

The Standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building’s site and environment as well as attached, adjacent, or related new construction.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

APPENDIX C — LIST OF TOWN REGISTER PROPERTIES AND INTERPRETATIVE SIGNS

The following table was assembled by the project consultants during searches in 2016–2017 for a conclusive accounting of local historic-property designation actions under the Town of Elizabeth’s 1998 and 2015 historic preservation ordinances. The resulting information fields are a compilation from:

1. Town trustees’ resolutions between 1999 and 2006 designating 8 individual properties along with 2 apparent applications for designation but no corresponding resolutions,
2. A town list probably from 2012 headed “Historic Plaque : Property Owner Information” that apparently approved installation of interpretive plaques at 21 locations; 8 of those were confirmed in 2017, not the same list of 8 as in (1.) above.
3. A town list from August 2016 accompanying its official annual report to the Certified Local Government (CLG) program of History Colorado and the National Park Service, listing 20 properties purportedly designated on the Town Register; only 8 of these were confirmed (see 1.) and 3 others are an empty lot and recently constructed infill buildings.
4. Colorado State Register of Historic Properties 1995 listing for the “Huber Building (Carlson Building)” at 239 Main Street (5EL.295), along with its 1994 Historic Building Inventory Record survey form.
5. Colorado Historical Society (History Colorado) 2013 Architectural Inventory [survey] Form for “Frontier School,” historically Elizabeth Consolidated School, 5EL. 757.
6. Colorado Department of Transportation 2016 Colorado Historic Highway Inventory form for State Highway (SH) 86.

In addition to fields for addresses and historic/recent popular names for Elizabeth buildings, and confirmed dates of Town Register listings and interpretive plaque installations, another field references the CLG annual report (3. above).

The Recommendation field summarizes findings of this 2017 Historic Context study:

- **Significant** means the property deserves local, state, and national designations and protection through the 2015 ordinance.
- **X** means this property is not historic under local, state, or national criteria. In one case, the open lot known as the Gesin property, an interpretive plaque is needed for this historic location (which no longer holds historic buildings).
- **Research** means the property might be significant, but additional information should be gathered and recorded—ideally

through an intensive survey—in official town records on its construction and alterations dates, appearances, and occupants prior to consideration for future designation. In the cases of current designations, the same intensive-level information is needed to confirm the property meets the Town’s established criteria and should be gathered and recorded in official town records; this might be a property appropriate for intensive survey and for targeted incentives to restore its historic appearance.

- ***Demote to Plaque*** means this property does not convey its significance and does not meet the criteria for designation and protection under the Town ordinance, in its current highly altered condition. Its story should be conveyed through an interpretive plaque, as opposed to local, state, or national designation in its current condition. This might be a property appropriate for targeted incentives to restore its historic appearance.
- ***Plaque Only*** means this location—which is not a property that currently meets designation criteria—is important to Elizabeth’s history and its story should be told through an interpretive plaque.

Town Register Listings and Interpretive Plaques						
Property address (inventory No.)	Historic / Recent Names of Property	Town Register Listing Date	Interpretive Plaque Date	State Register	Other	Recommendation
122 Main St. (SEL.324)	Odd Fellows (IOOF) Building, Lodge 108				CLG Report	Significant
144 Main St.	Lewis Store and Confectionary / Serendipity Crafts				CLG Report	Significant
165 Main St.	Garland's; Elizabeth Merc / Gesin property				"Plaque" Report	X - Plaque Only
166 Main St.	Elizabeth (Arlington) Hotel / Shops, Offices		2012		CLG Report	Research
188 Main St. (SEL.321)	First National Bank / Law Office	2003	2012		CLG Report	Significant
207 Main St.	Elizabeth Mercantile / Mountain Man Store	applied?	2012		CLG Report	Significant
239 Main St. (SEL.295)	Huber Building / Carlson Building		2012	1995	CLG Report	Significant
271 Main St.	Huber House / "The Pomegranate "	2006	?		CLG Report	Demote to Plaque
232 (211) Main St	Blumer Block (CLG Report lists as 232 Main St; building is 211)				CLG Report	Significant
286 Main St.	Residence / "1897 House"	2001	2012		CLG Report	Significant
338 Main St. (SEL.322)	Section House / Jeff Struthers Photography	2003	2012		CLG Report	Significant
360 Main St.	Residence / Sisters & Company Store		?		CLG Report	Research
392 Main St.	Community Building / Garages / The Carriage Shops, LLC		?		CLG Report	Significant
325 Main St.	Residence		2012 "Main Street" Sign		CLG Report	Research
341 Main St.	Main Street Professional Building				CLG Report	X - New Building
375 Main St.	Residence / various businesses	applied?	?		CLG Report	Research
425 Main St.	Elizabeth Police Department				CLG Report	X - New Building
619 Main St.	Dave and Ann Wright House / Residence	2003				Significant
377 E. Kiowa Ave. (SEL.326)	Farmers State Bank / Viaero Wireless Phones				CLG Report	Significant
349 E. Kiowa Ave.	Elizabeth Locker Plant				CLG Report	Research
228 S. Banner St.	Town Hall / American Legion Hall	1999	2012		CLG Report	Significant
589 S. Banner St. (SEL.757)	Elizabeth Consolidated School / Frontier High School	2000	2012	Survey Form	CLG Report	Significant
473 S Pine St.	Residence	2004				Research
SH 86 / Kiowa Ave.	Section Line Road; Post Road 33/133; Main/Lincoln/Kiowa / SH86			Survey Form		Plaque Only

