

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received APR 10 1984
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Denver City Railway Company Building (Hendrie and Bolthoff Mfg. & Supply Co. Building)
and/or common Sheridan Heritage Building

2. Location

street & number 1635 17th Street, 1734-1736 Wynkoop Street n/a not for publication
city, town Denver n/a vicinity of
state Colorado code 08 county Denver code 031

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>n/a</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<u>n/a</u> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Lower Downtown Associates, L.P.
street & number 5340 S. Quebec, Suite 300
city, town Englewood n/a vicinity of state Colorado

5. Location of Legal Description

courthouse, registry of deeds, etc. Denver Assessment Division
street & number 1445 Cleveland Place, Room 101
city, town Denver state Colorado

6. Representation in Existing Surveys

title Colorado Inventory of Historic Sites As part of Lower Downtown District has this property been determined eligible? yes no
date Ongoing federal state county local
depository for survey records Office of Archaeology & Historic Preservation, 1300 Broadway
city, town Denver state Colorado 80203

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Denver City Railway Company Building is situated on the northeast corner of 17th and Wynkoop streets in the commercial section of Denver known as Lower Downtown. The building is of brick construction, standing four stories high. It is of rectangular configuration measuring 125' by 225'6". The original 1883 structure measured 125' by 150' and in 1909 an addition was built onto the northeast side of the building measuring 72' x 110'.¹ It is the largest building on the block and is situated directly across from Union Station. The interior is primarily of heavy wood timber construction with a vertical atrium through four bays measuring 34' by 46".

When the building was in use by the Denver City Railway Company as a car barn and horse stable, the cars were stored on the first floor where there was also a waiting room, office and storeroom. The stables were on the second and third floors and the attic beneath a broad gable roof was used for storage of hay and grain for the horses.²

The most prominent facade of the building is the 17th Street (southwest) elevation. Originally there were six large barn door openings to allow egress of the horse-drawn carriages of the Railway Company (c.1883). The current facade was built in 1892 by a Mr. Sheridan who bought the building after the demise of the Railway Company. The renovation conducted by Sheridan resulted in a parapet wall on the 17th Street side. The facade has typical corbelling along the cornice line, with a stone capping. Four piers, which extend above the roofline, separate the bays--six windows divided by a pilaster to the side of a center section composed of eight bays. The second and third floor bays are segmentally arched with voussoirs, and united in each section by a stone coursing. The fourth floor windows are arcaded, also with stone coursing at still level.

The streetfront has experienced alteration; however seven stone-faced piers and cast iron pilasters separating the bays on the 17th Street side survive from the original 1882 facade.

On the Wynkoop Street (west) and alley (east) elevations, there is the use of round arched windows at the second and third stories. The west wall is eight bays in width with corbelling at the cornice line. The round arched windows have stone sills and stone caps at the terminus of each arch.

The fourth facade shares a common wall with an adjacent structure and is not, therefore, visible.

The interior of the building has been modified to accommodate office use. A terrace was created toward the front of the building at the fourth floor level at the outside bays.

¹Building Permit Application, July 1909.

²Map of Denver, Colorado, Sandborn Map and Publishing Company, 1887.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1883;1892(alteration) **Builder/Architect** (1883)Unknown (1892) architect-Baerresen

Statement of Significance (in one paragraph)

Brothers

Built in 1883, the Denver City Railway Company Building has historic significance as the main terminus for Denver's first public mass transit system from 1883 to c. 1892. The convenient location of the structure enabled travelers disembarking from Union Station (located directly across the street) to travel by horsedrawn cars to destinations throughout the city. The building is also important as the headquarters for the Hendrie and Bolthoff Manufacturing and Supply Company from 1902 and 1972. The company was one of Colorado's largest manufacturers and distributors of mining equipment and machinery from the late 19th century well into the 20th century and is still in operation today. The size and prominent citing lends importance to the property as one of the most impressive commercial structures in Lower Downtown. The exterior architectural design of the building--a facade renovation c. 1892 by the Baerresen brothers, noted Denver architects--adds to the architectural merit of the structure.

On January 10, 1876, the Denver Horse Railroad Company was chartered in Denver for thirty-five years under the corporate eye of several Denver businessmen. There were stipulations requiring construction of the railroad to begin within five years. During this time, Denver's growth was slow, affecting the incentive to build and the company did only a minimal amount of work simply to comply with the provisions of the charter.¹

During the summer of 1871, L. C. Ellsworth of Chicago visited Denver and was impressed with the growth of the city since the arrival of the railroads in the summer of 1870. Ellsworth saw the opportunity for a good investment here, and along with associates from Chicago, he bought the Denver Horse Railroad Company.² In the relatively short time before the terms of the original charter were to expire in January 1872, the company was able to lay two miles of iron track. The route began at Lawrence and Seventh streets in West Denver, where the stable and car barns housed four closed cars, two open or summer cars and twenty horses. The line traveled through downtown and ended in the vicinity of Shaffenburg's (Billy Wise's National Park) at 27th and Champa streets.³ The first car, which was ten feet long and pulled by one horse, ran over the new line in mid-December 1871. The car was built by Woeber Carriage Shop at 11th and Larimer streets.

The formal opening of the new horsecar line was held on January 2, 1872, and that same month, the Colorado legislature authorized the name change to the Denver City Railway Company.⁴

Under Ellsworth's management, the company prospered and grew. By the end of 1883, there were 15½ miles of track, 45 cars, and 200 horses with 100 employees. Also in 1883, the company was sold to a syndicated interest, represented by general manager George E. Randolph, who constructed a new building at the corner of 17th and Wynkoop streets, the

9. Major Bibliographical References

Brettel, Richard. Historic Denver. Historic Denver, Inc., 1973, p.143.
 Forrest, Kenton. Denver's Railroads. Colorado Railroad Museum, 1981. pp.90, 122, 123, and 134.
 Jones, Wm. C., and Gene McKeever, F. Hol Wagner, Jr., Kenton Forrest. Mile High Trolleys
 National Railway Historic Society, p.10.

10. Geographical Data

Acreeage of nominated property .64

Quadrangle name Commerce City

Quadrangle scale 1:24000

UTM References

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Verbal boundary description and justification

Lots 8 to 16 inclusive, Block A, East Denver

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title George Raffensperger, Project Manager/Barbara Norgren

organization HDC Development Corporation date November 21, 1983

5340 S. Quebec, Suite 300

street & number 7453 E. Jefferson Drive telephone (303) 850-9179

Englewood

city or town Denver state Colorado 80111 / 80237

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Barbara Sudler

title State Historic Preservation Officer date 4/10/84

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the
National Register

date 6/4/84

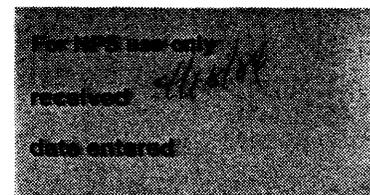
Delores Byers
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Denver City Railway
Company Building

Item number 8

Page 2

present-day Sheridan Heritage Building.⁵ With the expansion of the City Railway Company came expansion of Denver. Wherever tracks were laid, housing and business soon followed.

However, by 1892, the Denver City Railway Company and its horse-drawn carriages had been replaced by the emergence of the cable and electric car companies. The building was subsequently sold to a Mr. Sheridan who, in 1892, renovated the 17th Street facade of the horse and car barn into one more compatible to mixed retail and commercial uses. The structure housed many shops and businesses.

In 1902, the building was purchased by the Hendrie and Bolthoff Manufacturing and Supply Company, one of the largest suppliers in Colorado of heavy mining equipment which was sold throughout the United States. The company began in the 1860s in Central City as a small foundry and machine shop and moved to Denver in 1878.⁶ Hendrie and Bolthoff occupied part of the Grand Central Hotel, which was across the alley from the City Railway Company Building on the corner of 17th and Wazee streets before moving into this building in 1902. The company remained at the location for seventy years from 1902 to 1972, using the large floor areas as showrooms, offices, storage and manufacturing. (See attached copies of historic photographs.)

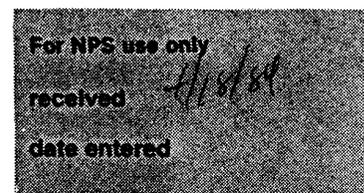
The Hendrie-Bolthoff Building is recognized as one of the best 19th century warehouses in the city. Its significance is seen in the exterior architectural design of the facade renovation ca. 1892 by the Baerresen brothers, noted Denver architects. The 17th Street facade has been described as having "Palladian surface organization" with "sprightly Richardsonian arches."⁷

The architects, H.W. and V.E. Baerresen, were brothers who emigrated to Denver from Denmark and established their architectural firm in 1887. Among their notable buildings in Denver are the El Jebel Shrine Temple at 1770 Sherman and three houses in the Humboldt Street Historic District, listed in the National Register. (Many of the Baerresen's earlier buildings have been demolished.)

Presently, the property is being renovated for commercial office and retail space.

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Continuation sheet Denver City Railway Item number 8 Page 3
 Company Building

1. Jerome C. Smiley, History of Denver, Denver: Times-Sun Publishing Company, 1901, pp. 853-854.

2. Rocky Mountain News, 11/11/1871, p.1, c.4.

3. Rocky Mountain News, 1/3/1872, p.1, c.3.

Smiley, p. 854.

William C. Jones, F. Hol Wagner, Jr., Gene C. McKeever, Kenton Forest, Mile-High Trolleys, Denver: The Intermountain Chapter, National Chapter, National Railway Historical Society, Inc., 1975, p.8.

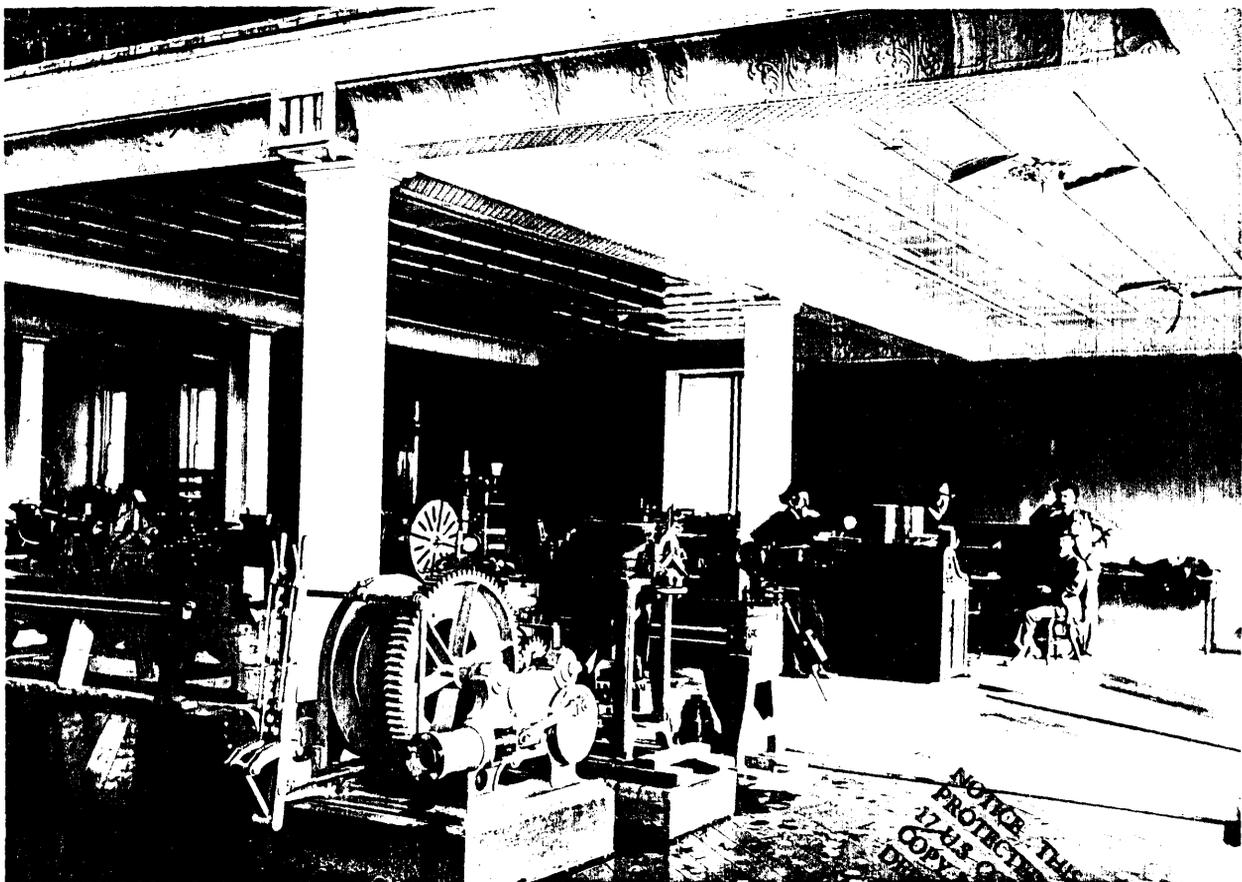
4. Smiley, p. 854.

5. Smiley, p. 855.

Rocky Mountain News, 1/1/1884, p.1, c.4.

6. Ellsworth Mitick, "A History of Mining Machinery Manufacture in Colorado", The Colorado Magazine, Vol XXIV, No. 6, November 1974, pp. 226-240.

7. Richard R. Brettell, Historic Denver, The Architects and the Architecture, 1858-1893, Denver: Historic Denver, Inc. 1973, p.143.



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HENDRIE & BOLTHOFF
1902

Source: Boston

Denver City Railway Co. Building
Denver County, CO

From: Denver Public Library Western
Collection, Denver, Colorado

Date: 1902. Photographer Unknown.
Interior view.

Figure 1e

Subject: ~~Denver City Railway Co. Building~~
Machinery Headme and Bolting manufacturing.
Source: ~~cc.~~ - 2

F16729

Source: Boston

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**Denver Public Library Western Collection
Photo by**

Subject: ~~Denver City Railway Co. Building~~
Machinery Headme and Bolting manufacturing
Source: ~~cc.~~ - 1

F16728



DENVER CITY RAILWAY CO.'S CAR HOUSE.

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DENVER CITY RAILWAY COMPANY
(1882-1892)

Denver City Railway Company's Car House

DENVER PUBLIC LIBRARY
HULBERT WESTERN ILLUSTRATION
COLLECTION

Denver City Railway Co. Building
Denver County, Colorado

From the Denver Public Library
Western Collection, Denver, CO
Photographer: Unknown. Date: Unknown.
(pre-1892)

Figure 1

Transportation

Subject: Denver Street railways
Denver City Railway Co. - Stable & Car house

Source: Denver Pictures in descriptive Art Pub. Co. P. 62

F32691

House Cars - 1884
17th Street

original in vault

If reproduced use credit line:

Denver Public Library Western Collection
Photo by...

Denver City Railway Co. Building
Denver County, CO

From the Denver Public Library Western
Collection, Denver, CO

Date: pre-1892. Photographer: Unknown.

Tra
Subject: Denver Sts
Denver
Source: _____

1a

F6697

Company, constructed to Fairmount was purchased by the Tramway in the East Denver system of lines.

While additional lines would be made, numerous changes would be made in the basic city transit system was a result of the relation of the many companies that eventually formed the Tramway system can be seen on the corporate chart on page 96.

As it became evident that the future of public transit lay with the new magic of electricity, the cable cars met

DENVER CITY RAILWAY COMPANY
(1882-1892)

they had dealt the horse cars only a few years. One by one the cable lines made their last days here all replaced in Denver by 1900. The horse cars served well and are now only a memory. In America their sole survivors still climb the Golden Gate of San Francisco as a permanent part of that city's heritage.

As Denver faced the promise of a new century, the Tramway stood ready to meet the need for speedy, efficient transit service with one of that day's most modern, all electric, all rail systems.



Horse car barn at 17th and Wynkoop Streets, across from Union Station, is the center of activity in these views taken during the 1880's. Cars in photo at left are bound for Broadway, Argo and City Park.—Worcester Kramm Collection

Below, looking along 17th St. toward the station. The car barns shared the block with Hendrie & Bolthoff Manufacturing Company. Occupying the second and third floors of the manufacturing company's building was the Grand Central Hotel.—Oxford Hotel Collection, courtesy Blanch McCoy



Denver City Railway Co. Building
Denver County, CO

From: Mile High Trolleys by Wm.
Jones, et. al.
p. 10.

Figure 1b



The above photograph was taken about 1888 from the tower of the Union Depot, looking southeast up 17th Street. The horse cars and barn of the Denver City Railway and the Struby-Estabrook Building are in the foreground, with one of the city's first "skyscrapers", the Railroad Building on Larimer Street, at the top right corner. Below, a few years later, the horse cars had been replaced by cable cars and 17th was well established as a commercial street. The space in the center of this view would soon be occupied by the famous Welcome Arch.
 —both, CHS



SHERIDAN BUILDING
 (1892-1902)

Denver City Railway Co. Building
Denver County, CO

From Mile High Trolleys by Wm. Jones, et. al.

Figure 1c

These two views illustrate the stub terminal of the Denver Tramway at the foot of 17th Street as it appeared shortly after the turn of the century. Car No. 230, carrying an ad for the Broadway Theatre, awaits its departure while on this page, the motorman of No. 326 is reversing the trolley pole after completing his run. The Hendrie & Bolthoff Building (toward which the horse-drawn wagon is pointed) was originally the barn of Denver's horse car system. Today, this area is enjoying a revival and many of the buildings in this picture are being restored for new businesses. —Kenton Forrest Collection



not like those. There were plans for the track to go under the Welcome Arch and back to the street.

On December 17, 1915, C.C. Post, construction engineer for DUT, wrote Mr. Keating of the Terminal and outlined many of the problems with all of these plans. He came up with loop No. 3. It was very favorably received by the Chamber of Commerce and the railroads, but not by the Tramway, which would need to purchase the old horse car barn and tear it down to build the loop. This would have involved only a small sum of money compared to the cost of the new station. Mr. Hild of the Tramway admitted that the depot spent \$4,000,000 for its passengers, and the depot presumed that the Tramway was willing to do its share, but it was not.

Most of these plans ran into the problem of the traffic flow of people and automobiles. The loop was even brought up to the Colorado Public Utilities Commission which finally helped in the decision in August 1917 to build the loop near the 16th Street viaduct on station land. It had been proposed to build it on the 18th Street side but the express company complained the traffic and its own trucks would be in the way.

Loop construction began in October 1917 and it was opened on May 26, 1918 with General Manager Hild of the Tramway operating car .01 through the loop. Then came the removal of those tracks that had blocked people from the station. The Rio Grande now uses the street tracks from 17th to Cherry Creek, while the Union Pacific works the street tracks from 17th toward its own freight yards.

The loop was in a pretty location among the trees and grass of the station lawn. It also had stairs which led up to the 16th Street viaduct. The Tramway had a station on the viaduct ever since cable car days which included a fancy set of stairs leading to the station. The original wooden steps were replaced with concrete ones in 1927-28.

The loop continued in use until the end of street car service in 1948. It was then used for electric trolley coaches until it was closed in 1955. The last bus route to serve the station on city streets was Route 40-Park Hill/Union Station. Today RTD does not use the streets near the station. The nearest bus stop is one block away at 17th & Wazee. The stairs to the viaduct were torn down in the late 1960's. Thus ended many years of public transit to the station.

Denver City Railway Co Building
Denver County, CO

From: Denver's Railroads by Kenton Forrest.
p. 91.

Figure 1d