

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Denver & Intermountain Railroad Interurban No. 25

other names/site number 5JF.817.9

2. Location

street & number Denver Federal Center – West 6th Avenue & Kipling Street

N/A	not for publication
N/A	vicinity

city or town Lakewood

state CO code _____ county Jefferson code 059 zip code 80225

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

[Signature] Deputy State Historic Preservation Officer

7/30/11
Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

[Signature: Jon Edson H. Beall]
Signature of the Keeper

1.12.12
Date of Action

Denver & Intermountain Railroad Interurban No. 25
 Name of Property

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 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only one box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0		buildings
0		sites
1		structures
0		objects
1	0	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

TRANSPORTATION / rail-related

TRANSPORTATION / rail-related

7. Description

Architectural Classification
 (Enter categories from instructions.)

Materials
 (Enter categories from instructions.)

Other: standard gauge, electric-powered
 interurban railroad passenger car

foundation: _____

walls: _____

roof: _____

other: steel, iron, wood

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Woeber Car Company of Denver built the Denver & Intermountain Railroad Interurban No. 25 with the railroad placing into service on February 17, 1911. Car No. 25 and sister car No. 24 both provided passenger service between Denver and Golden, Colorado, via Lakewood, Colorado. Car No. 25 operated on the line between 1911 until 1950. For most of the next thirty years, it became a part of the Colorado Railroad Museum's outdoor exhibit, where it suffered deterioration due to inclement weather conditions. In 1988, the owner moved the 48' 6" x 8' 8", 14' 2" high, and 58,000 pound Car No. 25 to Building 78, a heated building constructed over the original track of the 1939 Remington Arms Plant Spur (which was one of the original spur lines that the No. 25 traveled between 1939 and 1950) located at the Denver Federal Center in Lakewood, Colorado. In this building, the Federal Center allowed the owner to restore the car. Since its restoration, the owner has offered to the public periodic special event trolley rides over the Remington Arms Plant Spur.

Narrative Description

Setting

The immediate setting around the track is similar to what it may have been in 1950 with undeveloped land and a few mature trees as the track approaches the 6th Avenue Freeway. The Remington Arms Plant Spur exists toward slightly to the west of the center of what is now the Denver Federal Center. During the operation of the line the site was that of the Denver Remington Arms Plant. The beginning of the track, slightly south of Building 78, continues slightly northwesterly and then curves to the north. The view surrounding the spur track has changed in that the Federal government has added buildings to the Federal Center to the east and south of the track. West of the Federal Center boundary the view continues to reveal the foothills of the Rocky Mountains, however, many businesses and homes constructed since the 1970s exist between the west Federal Center boundary and the foothills. Highway US 6 (also known as the 6th Avenue Freeway) continues to exist to the north. The line originally continued north beyond US 6 to an east-west rail line near 13th Avenue.

Denver & Intermountain Railroad Interurban No. 25, 1911

Exterior - The car is wood with a steel underframe complemented by two steel truss rods for additional frame strength. The car has a clerestory type roof with bull-nose style ends—a raised clerestory coming down and joining the main roof at the end of the roof. The small windows in the clerestory feature 'hammered' pattern glass. The hammered glass has a random series of humps throughout the surface. There are thirteen small windows in the clerestory on each side that open for ceiling ventilation. Each window consists of an upper, or 'standee' window, and a lower main window. Each main window drops into the wall of the car for ventilation. The car has a vestibule at each end with wooden, manually operated folding doors and floor 'trap' above the steps on each corner of the car. Wooden pilots under the bumper protect the car's trucks (powered wheel sets) and undercarriage from foreign objects. The car is sheathed in vertical tongue-and-groove poplar wood siding. The wooden roof is protected by No. 8 painted Canvas Duck as is typical with most trolley cars. A wooden roof walk provides the base for a steel pole at each end of the roof for collecting power from an overhead wire. At each end of the car, lighted roof route signs displaying "No. 84" are mounted on the roof's right hand corners.

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Color - The car body is burnt umber, the roof is French ochre, the doors and windows are varnished wood, the trucks and steel hardware are black and the steps, pilots, and clerestory windows are maroon. The step structure and pilots are black. The car trim and lettering are gold and yellow, which is the original 1911 paint scheme. Around 1925, the car body was painted yellow and remained that way until the end of its service in 1950.

Interior - Car No. 25 seats fifty-two passengers with room for seventy-two standing. Twelve reversible seats and four bench seats in the main compartment seat thirty-six passengers while two reversible seats and four bench seats in the smoking compartment seat sixteen passengers. The reversible seats have backs, which move to either side of the seat, so passengers can face the direction the car travels or two seats can face each other. The seats are steel frame with rattan upholstery. The ceiling is white birch with a decorative pattern around the edge and the remainder of the interior is oak. A brass parcel rack runs along each side near the lower ceiling. Sliding wood doors with windows at the end of the car separate the passengers from the vestibules. Car No. 25 is a "double-ended car" which means it has electric controls in both vestibules to allow the operator or motorman to operate the car in either direction without turning the car around at the end of a run. Hand-operated brake wheels and air brake stands are also located on each platform, as are circuit breakers, various electrical switches, an air horn, bell cords and a conductor's bell. Twenty-four light fixtures are mounted under the clerestory windows.

The majority of the interior is intact and original. While the original rattan was deteriorated and needed restoration and replacement, the steel frame seats are original as is the oak interior, birch ceiling, brass parcel rack, wood doors, brake wheels, air brake stands and other mechanical systems. Reproductions of advertisements typically found in an interurban car appear above the brass parcel rack, as the advertisements from the last date of service were completely deteriorated or missing at the time of restoration. The interior restoration followed the Secretary of Interior Standards.

Mechanical - Four Westinghouse 600 volt DC traction motors, with approximately 50 horsepower, each mounted on McGuire-Cummings trucks, powers Car No. 25. Journal box covers on the ends of the axles have the name "McGuire-Cummings Co." in raised letters. Westinghouse K-35G controllers, one in each vestibule, are used by the operator to control power to these trucks in conjunction with resistor grids mounted under the car body. A Westinghouse 600 volt DC air compressor provides air to operate the brakes and the air horn. The lighting system is of typical interurban car design. Resistors modify electricity for the vestibules, headlight bulbs and conductor's bell. Passenger compartment lights are five bulbs in series to allow use of 600 volts. Electric heaters are mounted under each seat and also operate on 600 volts. Power is collected from an overhead trolley wire through two roof mounted trolley poles.

Mechanical and Construction History 1911-1950

Few alterations were made to Car No. 25 during its active service from 1911 to 1950.

Heating - The car was initially heated with oil stoves in each end of the car. At an unknown date, but before August of 1920, electric heat replaced the oil stoves. Twenty-four electric heaters were installed under the seats and one heater installed to heat the vestibules.

Sand Boxes - The car was built with a sandbox over opposite corners, to provide sand to the wheels when rails were slippery. Two more were added at a later, circa 1920-1940 to the other two corners. All four sand boxes are intact.

Route Signs - The car initially had a destination sign frame on each end on the right front. When the Denver & Intermountain covered the wooden ends with sheet metal and painted it yellow, these signs were covered as well. While the date of this change is unknown, historic photographs reveal that it occurred between 1922

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and 1948. Likely, at that time, the company mounted route signs on the roof designating Route 84, which remained there until termination of service in 1950 and are intact today.

Car Ends - As mentioned above, the wooden ends of the car were covered in sheet metal at an unknown time. When the metal was removed for restoration purposes in 1988, the old siding, destination sign opening and old paint scheme was discovered. The current owner restored this to its original appearance.

Trucks - Between 1920 and 1924 two McGuire-Cummings M.C.B. 10A Interurban trucks replaced the Brill M.C.B. Interurban #27 trucks; the McGuire-Cummings M.C.B. trucks remain under the car.

Color - Remnants of paint found during the restoration project and a historic L.C. McClure photo of sister car No. 24 provide a reasonably good idea of how the car was originally painted. The roof was French ochre. The body was burnt umber. The clerestory windows, trucks, pilots and the steps maroon, and the main windows, standee windows and doors varnished. The bumper and steel hardware were black. The current owner respectfully restored the car to its original colors and finishes in accordance with the Secretary of Interior's Standards.

Motorman Buzzer - Trolley cars typically have a buzzer or bell system for passengers to alert the motorman when they wish to disembark. Electric push buttons exist at each window post on Car No. 25, which appear to be factory installed. Pull cords along the bottom of the clerestory windows later replaced the buttons, which in turn were replaced with a pull cord above the main windows, mounted on a board that was added and partially obscured the standee windows.

Alterations and Restoration since 1950

Steps - At an unknown time the (No. 1 end) front left steps and (No. 2 end) rear right steps were removed and the doors taken out of service. New steps have been added during the car's restoration matching the original design and materials.

Interior Door - An interior swinging door between the smoking compartment and the main passenger compartment was removed at an unknown time and has not been replaced.

Car No. 25 is in good condition. Since the car had been stored/displayed outside from March 1953 to December 1988 some deterioration had taken place in the exterior wood, primarily in windows sashes and sills, doors, siding, letter boards and hampers. In accordance with the Secretary of Interior Standards, these were restored if possible or replaced in-kind. The clerestory window frames and window glass were damaged beyond repair and were replaced. As well, the canvas roof was deteriorated beyond restoration and the owner replaced the canvas. The remainder of the car is original including the bumpers, pilots, all interior wood and brass hardware, white birch ceiling, floor, trap doors, air compressor and brake system, electric controllers, resistor grids, trucks (powered wheel sets) and trolley poles with the owner and many volunteers carefully restoring or repairing these features. With the exception of a few pieces of hardware, the car is intact.

Car No. 25 retains almost all of its design and character that it had at the end of its regular Denver Tramway Company service in 1950. The intent of the current owner's restoration effort was to return the car to its 1911-1950 appearance while retaining several modifications made during the period of significance and mentioned previously. Car No. 25 has a high degree of integrity as it relates to setting, location, feeling, association, design, and workmanship; and it has a good degree of integrity with regard to materials since a few of the original elements were replaced due to deterioration.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1911-1950

Significant Dates

1911

1950

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Woeber Car Company

Period of Significance (justification)

The Denver & Intermountain Railroad Interurban Car No. 25 was in operation from February 17, 1911 to June 4, 1950.

Criteria Considerations (explanation, if necessary) N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The 1911 Denver & Intermountain Interurban No. 25 is locally significant under **Criterion A** for *Transportation* for its association with the Interurban rail network, which provided service in the first half of the twentieth century between Golden and Denver, Colorado. The car operated over Route 84 of the system from 1911 until the end of service in 1950. Car No. 25 is also important as the only known surviving example of a completely intact, standard gauge, electric interurban railway car of its type designed and built by the Woeber Car and Carriage Company of Denver. The Woeber Car Company constructed railroad passenger cars and streetcars, including most of those that operated on Denver's streets. Additionally, it is locally significant under **Criterion C** for *Engineering* as a good example of an interurban electric trolley car. Operating on 600 volts DC, the No. 25 offered passenger and freight service at a higher speed than the trolleys of the late nineteenth century with maximum speeds reaching 60 mph. Heavy-duty, high-speed electric catenary supplied the power and rails were connected with heavy duty, double wire connectors for the grounding circuit. Steel, concrete or heavy-duty wooden trestles spanned waterways and a highway.

Although Car No. 25 and its sister car No. 24 were technically unusual in that they were the only examples of their particular design type constructed by the Woeber Car Company at its shops in Denver, they were typical of hundreds of interurban trolley cars that operated throughout the nation. Due to the wholesale demolition of trolley cars after the end of electrical rail passenger service in 1950, No. 25 is now rare in that it is the only known surviving, intact, standard gauge, electric interurban railway car of this type built by the Woeber Car Company in the country. Car No. 25 also has the distinction of being the only interurban car from Route 84 to survive and is the only completely intact Denver Tramway Company car known to exist. The Cherrelyn Horse Car in Englewood, Colorado is the only other known, intact Woeber car existing, although there are numerous car bodies surviving as summer cabins, sheds and derelicts.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A - Transportation

In 1891, the Denver, Lakewood & Golden Railroad completed laying track between Denver and Golden. The line was constructed as a standard gauge, steam powered interurban railroad. The line left Denver starting at the west side of the South Platte River near 14th Avenue. Passengers reached the railroad by traveling from downtown Denver on the Larimer Street cable cars, which ran west along Colfax Avenue. The line continued west through Dry Gulch into Lakewood along 13th Avenue, past Camp George West and the State Industrial School, and into downtown Golden down Jackson Street. In January of 1893, the company completed an electric line from the end of the steam line to a new depot at 15th and Arapahoe Streets of downtown Denver by crossing the South Platte River just north of the Public Service Company's Zuni power plant at West 13th Avenue and Zuni Street.

In 1904 the Denver & Inter-Mountain Railway acquired the 18-mile steam powered railroad, which had been in receivership since 1896. Plans to convert the entire line to electric operation failed and it was sold to a group of investors who formed the Denver Intermountain Railway later in 1904. In 1907, the railroad was known as the Intermountain and in 1910 it became the Denver & Intermountain Railroad (D&IM). In 1909, the railroad extended electric service to Golden and passengers no longer had to transfer between steam and electric trains at the South Platte River. In 1910, the Denver City Tramway Company acquired all of the company's stocks and bonds but the railroad was still considered a D&IM operation.

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Three electric interurban cars were built by the McGuire-Cummings Co. as part of the 1909 electrification project, Nos. 21, 22 and 23. Two additional cars, No. 24 and No. 25, were ordered from the Woeber Car Company of Denver and placed into service on February 17, 1911. In 1923 cars No. 818 and No. 819 were converted from narrow gauge city cars in the Denver Tramway shops and placed into service.¹ The running time over the 13.1-mile line between Denver and Golden was as little as forty minutes including fifteen intermediate stops. The interurban line to Golden was, like most trolley lines, more than just a mode of travel; it was a social institution. Passengers from every walk of life rode the D&IM. Commuters made their way to and from work. Even Governor John C. Vivian boarded the D&IM cars at the Wide Acres station during his term and rode into Denver, and then transferred to a city car to reach the state capitol. Commuters were not the only patrons. Many Denver couples conducted their courtship aboard the trolleys. Students rode to Golden to attend Colorado School of Mines (5JF.417). At mid-morning special cars operated for the sole purpose of carrying schoolchildren to Lakewood Consolidated Schools, the Daniels School or to the Golden grade and high schools. The D&IM was always popular for weekend excursions. A favorite outing for the locals and visiting tourists, often toting picnic baskets, was to ride the line to Golden. At Golden they transferred to the funicular railway that climbed Lookout Mountain to Buffalo Bills Grave or to the funicular that ascended South Table Mountain to Castle Rock. During active duty season at Camp George West (5JF.145), Route 84 interurban cars were filled with soldiers reporting for duty. The interurbans carried the U.S. Mail along with miscellaneous parcels and daily newspapers that were dropped off along the line for distribution to neighborhoods. Homemakers rode down to the interurban loop to shop downtown and do their grocery shopping at the Loop Market.

The Interurban Loop (present site of the Executive Tower Inn (5DV.1765) in Denver) was a 'central station' for all interurbans and was located between Arapahoe and Curtis streets and 14th and 15th streets just across the street from the Central Loop.² The Interurban Loop was fully functional by 1910 and was used by all interurbans in the city including the Tramway, the Denver & Intermountain and the Denver & Interurban, which ran to Boulder. These loops allowed passengers from all lines to conveniently transfer to other lines of all systems. With this system, it was possible at that time for a person to ride from Golden or Lakewood to Boulder by electric trolley (a distance of approximately thirty miles from Lakewood).

Freight service on the D&IM provided important amenity to numerous customers along the line including the Lakewood Brick Company (5JF.3604), within a block from the line, and the Remington Arms Plant (now the Denver Federal Center – 5JF.1048) in Lakewood. Clay pits were located on both the Morrison Branch to the south and the Ruby Branch along Clear Creek near the Colorado School of Mines. This industry was an important part of D&IM revenues over the years. In 1915 and 1949, over 62,500 tons of clay was shipped via interurban each year.

As was the case with most electric and interurban trolley lines around the country, aging rail equipment coupled with the advent of the automobile and publicly funded improvements to highways, spelled the end for all Denver Tramway Company electric operations. Passenger service ended at the D&IM on June 4, 1950 when, at 1:30 am, regular passengers and members of the Rocky Mountain Railroad Club boarded D&IM car No. 818 at the Interurban Loop and departed for Golden for the last time, returning exactly on schedule at 2:13 am.

¹ Since the Denver & Intermountain Railroad was standard gauge (4' 8 1/2" between the rails) the electric cars on that line could not operate on the rest of the Denver Tramway Company's system, which was narrow gauge (3' 6" between the rails).

² The Central Loop was where city cars stopped and opened for service beginning in 1900.

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Criterion C - Engineering - The interurban design

The beginning of the "Golden Age" of electric trolley and interurban cars began in the late 1880s when an American inventor by the name of Frank Julian Sprague devised a mechanism to provide a reliable source of electricity to a street railway car by means of a wire suspended over the tracks and bringing power to the car by the use of a pole and wheel mounted on the car roof. Also of note was the creation of a reliable method of mounting electric motors on the wheel axles to propel the car and a "controller" mechanism to manage the speed of the car. The power source selected was 600 volts direct current (DC) rather than alternating current (AC). When this methodology was successfully demonstrated in Richmond, VA in 1889 the "trolley era" blossomed almost overnight. Horse cars and cable cars in cities from coast to coast were quickly replaced by this vastly superior technology.

These new "street cars" were just that, designed to operate in dirt and paved streets of cities and towns of all sizes. The street or "trolley cars" were manufactured by numerous car builders. Speeds were typically around 25 mph or less. Shallow wheel flanges permitted placing the tracks in streets with as small a "flangeway groove" as possible so as to minimize hazards to the walking public, carriages and vehicles. This worked well with slower speed trolley operations. It was soon realized that there was potential for a faster, electric trolley service between large city centers and distant suburban towns or even between smaller cities separated by "country miles". Trolley cars for this service needed to be larger, have higher speed and have their own "railroad type" track on private right-of-way. These larger cars could provide better riding comfort, have capacity for small freight shipments and be more all-weather reliable. They could provide more frequent service with more stops even a few miles apart than the steam railroads could reasonably manage. Speeds of 40 to 50 miles per hour were common and some even reached up to 80 mph or more. Thus was born the "interurban" type electric railway car.

Many states in the Union eventually had interurban systems. California, Oregon, Iowa, Illinois, and eastern states had numerous lines. Ohio had one of the most extensive systems. Some interurban service ran 80 to 130 miles or more. A few long distance interurban lines even offered on-board food service and one experimented with sleeping car accommodations. On some lines, multiple cars could be coupled together to create a "train" with one motorman. One very important feature of the interurbans was that they could move along at high speed on their own tracks but could also operate on city streetcar systems from the edge of towns to reach downtown destinations. Comparatively tight turns at street corners could be negotiated. Most, but not all, interurbans operated with the same voltage that city trolley car systems used, 600 volts DC. (The Denver & Intermountain Railroad, like the city system, was 600 volts DC but interestingly the Denver & Intermountain from Denver to Boulder used 11,000 AC.) Electric interurban lines also provided freight service, interchanging freight cars with steam railroads. The Age of the Automobile began taking its toll on the privately owned interurbans by the early 1920s. Automobile ownership began to rise dramatically and, just as notable, dirt roads were being improved and paved with public funding. A number of interurban lines survived during World War II, but by the early 1960s very few remained.

No. 25 and the Denver & Intermountain Railroad was an excellent microcosm of this once large industry. The D&IM was a thirteen-mile line that began as a steam-powered railroad. Electrification in 1909 allowed it to eventually penetrate downtown Denver where its interurban cars, including No. 25 by 1911, carefully negotiated the city streets. At the western edge of the city the cars entered their own private right-of-way just west of Federal Blvd. at Barnum Junction. From there the cars sped up until reaching the last few blocks from the station in downtown Golden. The line was laid with eighty-pound rail featuring special, unusual rail joiners to help maintain a smooth ride and minimize track maintenance. Heavy-duty, high-speed electric catenary supplied the power and rails were connected with heavy duty, double wire connectors for the grounding circuit. Steel, concrete or heavy duty wooden trestles spanned waterways and a highway. Even though there were frequent stops at up to seventeen stations, the cars still managed to maintain a forty to forty-five minute

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schedule from Denver to Golden. Although No. 25 and the other interurbans were quite at home on a private right-of-way with long sweeping curves, the large Woeber Carriage Co. cars and probably the slightly smaller McGuire-Cummings Co. built interurbans were apparently not favorite cars on the line because of the frequent stops and because of their high floors and daunting steps. In the early 1920s the Denver Tramway Company built two narrow gauge lower floor cars, No. 818 and 819, with standard gauge trucks and wooden pilots to take over the hourly service on the interurban line. No. 25 and the other cars were relegated to rush hour and school service duties until abandonment of service. In addition, electric freight service was an important revenue source for the line and was provided with electric freight "steeple cab" type locomotives.

No. 25 is a fine example of the interurban style electric car. It has a high floor and once had a standard railroad coupler on both ends. (The rear coupler was eventually changed to a Thomlenson type coupler to permit the towing of old Denver city trailer cars out to Golden to transport construction workers to the Red Rocks Amphitheater.) The cars roof is a railroad "monitor" type design. Night lighting featured a large Golden Glow interurban style headlight. A loud interurban brass "trumpet" type air horn was mounted on the roof replacing an original air whistle. Railroad marker lamps were carried on its rear corners. When the city system changed to a route numbering system the destination names on the car ends were covered over and lighted route signs were mounted on the roof ends. A large capacity air compressor supplied air for the railroad style braking system. The car rides on high-speed railroad style trucks. Large K-35 type electric controllers are mounted on both platforms. A watt-hour meter was later added to the car to record the amount of power operators used. Although No. 25 was built it was the "beginning of the end" for wooden railway cars, it is a wooden car with a steel under-frame. The industry was transitioning to all-steel cars for reasons of strength, safety and maintenance.

Developmental history/additional historic context information (if appropriate)

The Woeber Car and Carriage Company

The Woeber Car and Carriage Company, founded in Denver, Colorado, played an important role in the city's transit scene in the late 1800s and early 1900s. In the 1850s, Adam Woeber worked at his two brothers' wagon works in Davenport, Iowa. Compelled by a fascination with the west and backed by his brothers, he moved to Denver and opened the G. Woeber and Brothers Carriage Factory at the edge of town at 1346 11th Street. The firm did very well making all types of horse drawn vehicles. In 1872 Adam bought his brothers' shares and changed the name to the Woeber Brothers Carriage Company, although it was later commonly known as the Woeber Car Company. Woeber-built carriages were well respected and the company made very ornate and beautiful vehicles for cattle barons, mining kings, churchmen and political leaders. However, the company's primary business was the manufacturing of well built, durable commercial vehicles such as department store delivery wagons, firefighting equipment, hearses, ore wagons and even circus wagons for Sells-Floto Circus. In the late 1870s the firm entered the mass transit field, building horse-drawn omnibuses for hotels and resorts, then horse drawn street cars including the well known Cherrelyn horse car that ran on South Broadway. The horse pulled the car up the hill from Hampden Avenue then rode the platform back to the starting point. This car type was taken out of service around 1910 and sat neglected until 1951 when the Woeber Company restored it for the City of Englewood, Colorado. In the late 1880s, Woeber built a large number of cable cars for the Denver Tramway Company and the Denver City Railway Company. After 1890, street railway lines were converted to electricity and Woeber built cars for this service at a new factory on Colorado Avenue near Overland Park in Denver. Between 1900 and 1912, Adam Woeber and his son Rudolph supervised the building of 317 streetcars for the Tramway and its interurban subsidiaries - 197 motorized cars and 120 non-powered trailer cars.

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With the exception of nineteen cars built by J.G. Brill in 1891, the 800 series trolleys built by the Denver Tramway shops and three standard gauge interurban cars No. 21, 22 and 23 built for the Denver & Intermountain by the McGuire-Cummings Company, the Woeber Car and Carriage Company constructed all of Denver Tramway's streetcars including Car No. 25. The company also constructed more than twenty cars for use on the Pueblo, Colorado street railway system, two trolleys for Trinidad, Colorado, four of the Denver & Intermountain's Fort Collins, Colorado, city system, two for a street railway at Sauna, Kansas, a locomotive for the Toledo & Western in Ohio, and three interurban passenger cars and an electric locomotive for the Grand Junction & Grand Valley Railroad in western Colorado. Denver's distance from other trolley car builders, such as St. Louis Car Company and J.G. Brill enhanced desirability of a local company to build Denver's trolleys. Another reason to construct a Denver trolley in Denver was the climate. A wooden car built in a high humidity environment "dried out" in Denver, cracking and warping. Woeber "seasoned" the wood prior to using it. The last rail cars built by Woeber were twenty-six trailers ordered by the Tramway in 1913 and 1914. After that, the trolley car market in Denver was exhausted and the Woeber plant on Colorado Avenue closed. The Woeber Car Company began building specialized truck bodies at their other Denver plant which lasted into the 1950s.

Car No. 25 is a standard gauge car, that is, the D&IM rails on which it rode were 4' 8 1/2" apart or the gauge of all American railroads today. The Denver Tramway Company was one of the few city systems in the United States that was narrow gauge or 3' 6" between the rails. Consequently, Car No. 25 was larger than the city system cars, but not as large the standard railroad coach sized cars of the Denver & Intermountain which ran between Denver, Louisville, and Boulder, Colorado from 1908 to 1926. The D&IM was built for long distance, heavy duty interurban line specifications with steel cars running on 11,000 volts of AC power. Car No. 25 shared the Interurban Loop with these larger cars which provided an interesting contrast.

The Rocky Mountain Railroad Club purchased the car from the Denver Tramway Company for \$150 on October 12, 1950, for preservation. Since electric freight service was still provided between Denver and Golden, the club continued to operate the car on special excursions between Denver and Golden and the Rubey Branch east of town. Car No. 25's last trip to Golden was on March 15, 1953. The car was then stored at two locations in Golden before being moved to the newly established Colorado Railroad Museum. The club intended to operate the car at the museum, but those hopes never materialized. Despite the best efforts of the club to maintain the car in the outdoor storage environment at the museum, severe deterioration problems became apparent. With no hope of placing the car under shelter at the museum and with the newly formed Platte Valley Trolley in Denver in need of a trolley car, it was decided to make essential repairs to the car and place it in service on the Platte Valley Trolley route.

On December 12, 1988 the interurban car was moved to Building 78 at the Denver Federal Center. Subsequently the Platte Valley Trolley located another trolley to operate on its line and the Rocky Mountain Railroad Club decided to do a more thorough restoration than originally envisioned. On March 2, 1990 the Rocky Mountain Railroad Club incorporated the Rocky Mountain Railroad Historical Foundation and ownership of Car No. 25 subsequently transferred to the nonprofit foundation.

In 2010, the car transferred ownership once again to the West Corridor Historical Rail Cooperative (WCHRC). This cooperative is a partnership between the Denver Rail Heritage Society (dba Platte Valley Trolley) and the City of Lakewood, Colorado. The WCHRC plans to display, operate and care for the fully restored Car No. 25 at a planned restoration center and museum to be located at the 13th and Oak Street light rail station in Lakewood, Colorado when the Denver metro area Regional Transportation District opens its new light rail station in 2013. It will be housed in its own facility. With the opening of the new light rail line, it will travel much of the same route used by the interurban.

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Arndt, Darrell. "Denver & Intermountain Railroad Interurban No. 25," Colorado State Register Nomination, listed December 10, 1997. On file with the Office of Archaeology and Historic Preservation, Denver, Colorado.

Cafky, Morris. "Adam Woeber: He Kept Denver Moving," *Empire Magazine*. *The Denver Post*, 1954.

Forrest, Kenton and Charles Albi. *Denver's Railroads*. Golden, Colo.: Colorado Railroad Museum, 1981.

Griffith, Stanwood C. *Denver Tramways, Electric Railroads*. New York: The Electric Railroaders' Association, 1961.

Jones, William C., F. Hol Wagner and Gene McKeever. *Mile High Trolley's*. Denver: Intermountain Chapter, National Railway Historical Society.

LeMassena, Robert A. *Colorado's Mountain Railroads*. Golden, Colo.: Smoking Stack Press, 1963.

LeMassena, Robert A. *Colorado's Mountain Railroads*. Denver: Sundance Publications, 1984.

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: History Colorado

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property Less than one
(Do not include previously listed resource acreage.)

UTM References (NAD 27)
(Place additional UTM references on a continuation sheet.)

The UTM reference point was derived from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

1 13 489480 4396440
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The property being nominated includes only the physical structure that is the Denver & Intermountain Railroad Interurban No. 25 at its present location in Building 78 at the Denver Federal Center. The nomination does not include the track, ties, roadbed or property that the car is located on or the building within which it is being restored.

Boundary Justification (Explain why the boundaries were selected.)

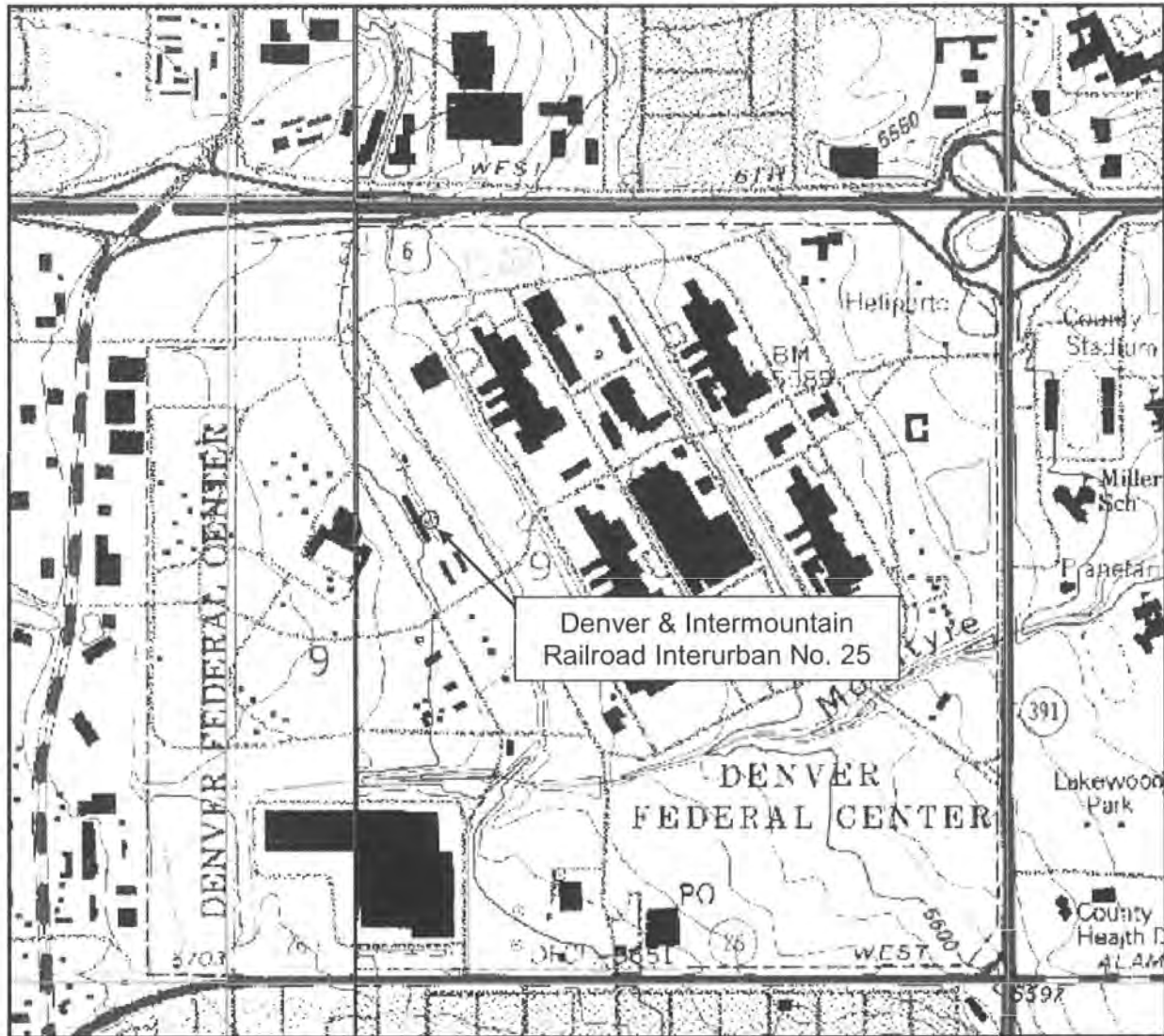
The boundaries were selected to include the historical and engineering significance of the interurban car. The building housing the car is not historic and therefore not included.

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State

USGS Map Section
Fort Logan 7.5 minute Quadrangle

Elevation: 5575 feet



Denver & Intermountain Railroad Interurban No. 25

Jefferson County, Colorado

Name of Property

County and State

11. Form Prepared By

name/title Andrea Miller, Lakewood's Heritage Center Administrator and Darrell Arndt (for property owner)

organization City of Lakewood

Date May 2011

street & number 801 S. Yarrow Street

telephone 303-987-7853

city or town Lakewood

state CO

zip code 80226

e-mail andmil@lakewood.org

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

PHOTOGRAPH LOG

Name of Property: Denver & Intermountain Railroad Interurban No. 25
City or Vicinity: Lakewood
County: Jefferson County
State: Colorado
Name of Photographer: Darrell Arndt
Date of Photographs: August 2007, October 2007, October 2008, November 2008

Location of Original Digital Files: Darrell Arndt, TIFF images on file with the National Register, Washington D. C.

Photo # 1	Front view of Car
Photo # 2	Side angle of Car
Photo # 3	Detail of front - car number, light, sign
Photo # 4	Cable system
Photo # 5	Interior - lights, reproduction advertisements
Photo # 6	Interior - mechanical

Denver & Intermountain Railroad Interurban No. 25

Jefferson County, Colorado

Name of Property

County and State

Photo # 7	Interior - electrical box
Photo # 8	Interior - reproduction advertisements
Photo # 9	Direct side view of car with passengers
Photo # 10	Interior - car operating mechanism
Photo # 11	Interior - reproduction Woeber Car Co. logo
Photo # 12	Interior - seating
Photo # 13	Bell and horn system
Photo # 14	Interior - wood paneling

HISTORIC IMAGE LOG

All historic images on file with the West Corridor Historical Rail Cooperative, Lakewood, Colorado

Figure 1	Car No. 25 with snow plow attached, 1913.
Figure 2	Car No. 25 at Smiths Station in Lakewood, Colorado, 1930s.
Figure 3	Car No. 25 in Golden, Colorado, 1947.
Figure 4	Car No. 25 in downtown Denver near Interurban Central Office, 1949.
Figure 5	Car No. 25 on a Rocky Mountain Rail Club excursion, 1951.
Figure 6	Car No. 25 in Building 78, Denver Federal Center, Lakewood, Colorado, 1997.
Figure 7	Car No. 24 and 25 Drawing, August 18, 1920
Figure 8	Car No. 25 Drawing, February 16, 1924
Figure 9	Denver & Intermountain Railroad System Route map of January 1, 1920, as drawn in 1974

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State

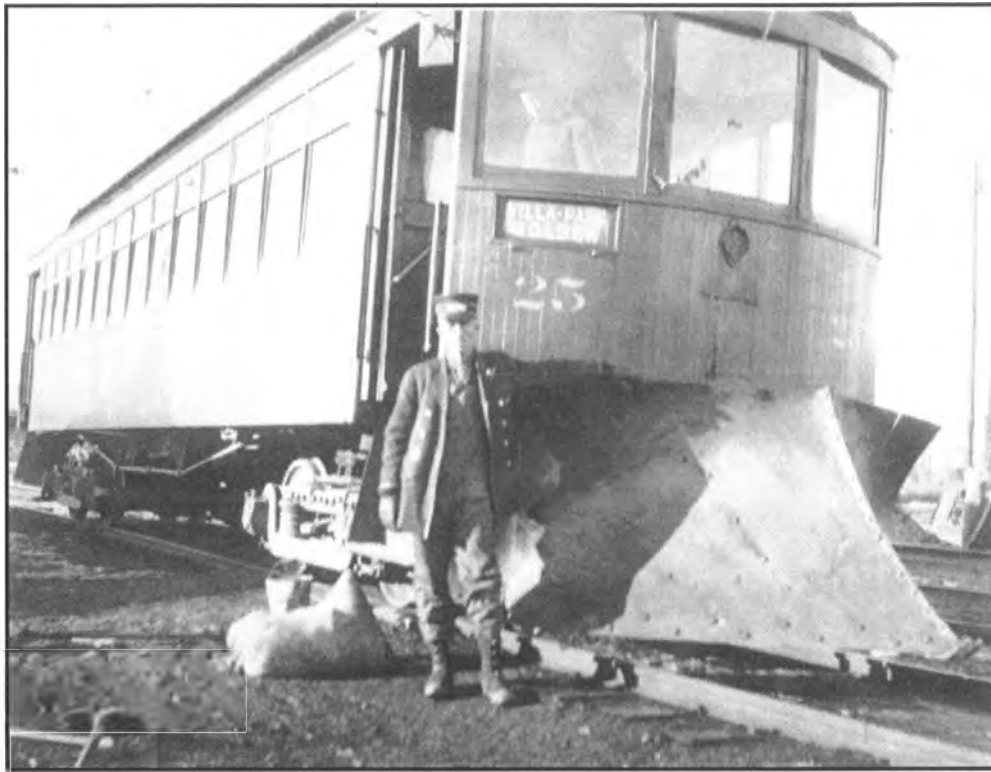


Figure 1



Figure 2

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State



Figure 3



Figure 4

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State



Figure 5



Figure 6

Denver & Intermountain Railroad Interurban No. 25
 Name of Property

Jefferson County, Colorado
 County and State

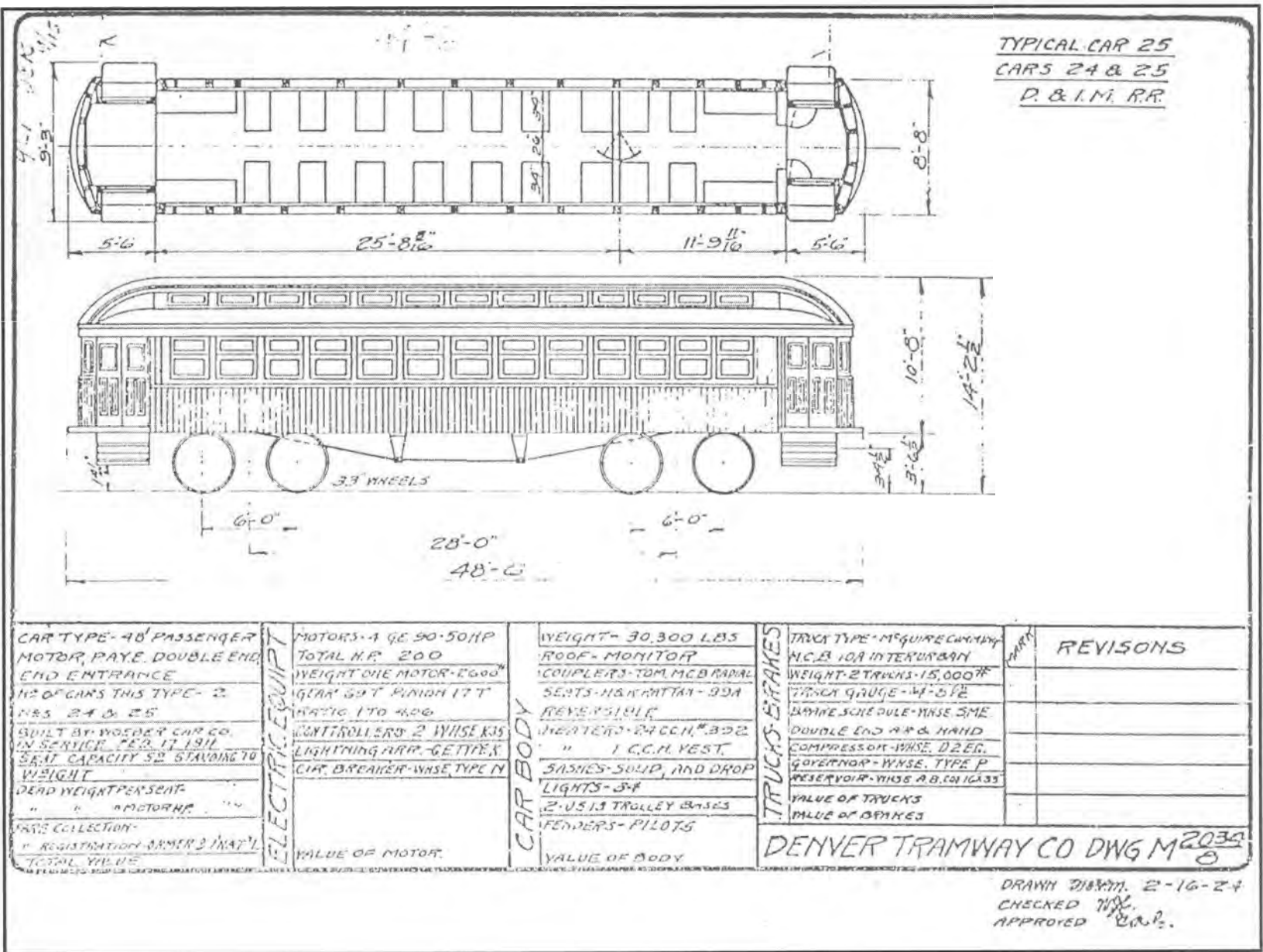


Figure 7

Denver & Intermountain Railroad Interurban No. 25
 Name of Property

Jefferson County, Colorado
 County and State

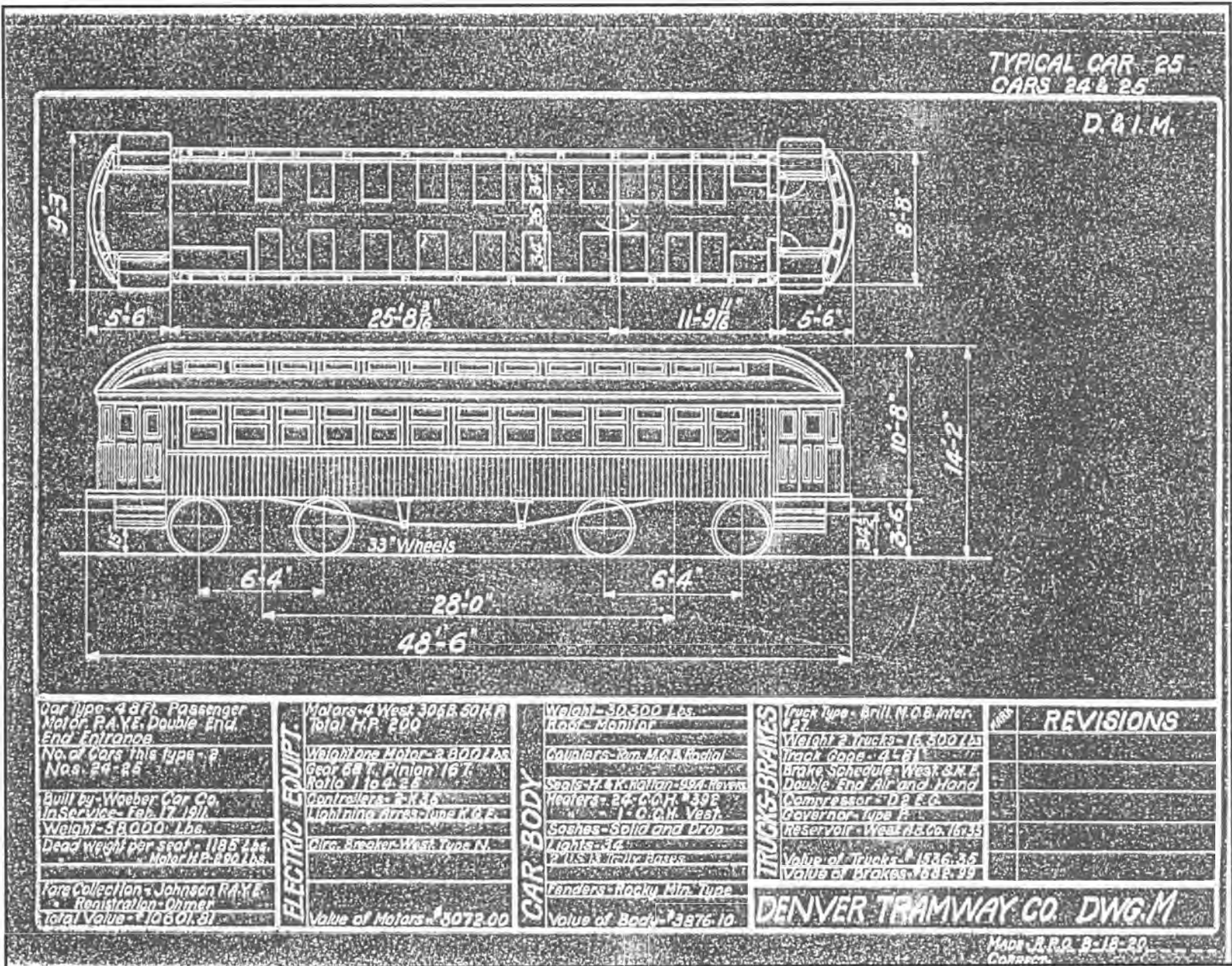


Figure 8

Denver & Intermountain Railroad Interurban No. 25
 Name of Property

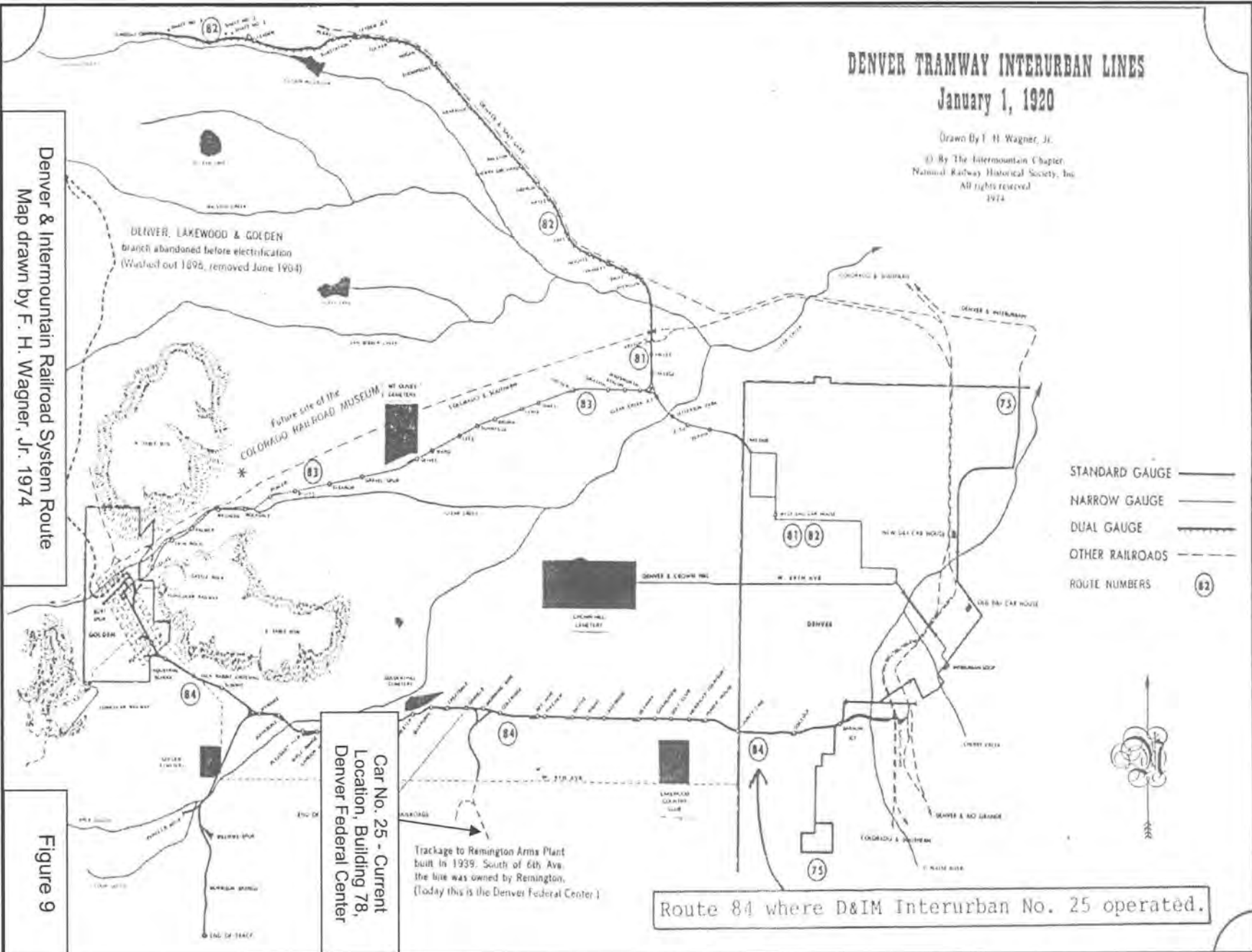
Jefferson County, Colorado
 County and State

DENVER TRAMWAY INTERURBAN LINES

January 1, 1920

Drawn By F. H. Wagner, Jr.
 © By The Intermountain Chapter
 National Railway Historical Society, Inc.
 All rights reserved
 1974

- STANDARD GAUGE
- NARROW GAUGE
- DUAL GAUGE
- OTHER RAILROADS
- ROUTE NUMBERS



Denver & Intermountain Railroad System Route
 Map drawn by F. H. Wagner, Jr. 1974

Figure 9

Denver & Intermountain Railroad Interurban No. 25
Name of Property

Jefferson County, Colorado
County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name West Corridor Historical Rail Cooperative (Therese Thompson, contact)
street & number 480 S Allison Pkwy telephone 303-987-7800
city or town Lakewood state CO zip code 80226

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC,

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Denver and Intermountain Railroad Interurban No. 25

MULTIPLE NAME:

STATE & COUNTY: COLORADO, Jefferson

DATE RECEIVED: 12/02/11 DATE OF PENDING LIST: 12/27/11
DATE OF 16TH DAY: 1/11/12 DATE OF 45TH DAY: 1/17/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11001016

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1-12-12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

84

VILLAPARK
GOLDEN

25

25



Colorado - Jefferson County -

Denver & Intermountain Railroad

Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0001



84

25

25

DENVER & INTERMOUNTAIN R.R. CO.

SPECIAL
CAR

Colorado - Jefferson County -
Denver & Intermountain Railroad
Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0002

VILLAPARK
GOLDEN

25



25

Colorado - Jefferson County
Denver & Intermountain Railroad Interurban
No. 25

CO - Jefferson County - Interurban Car 25 - 0003



SPECIAL
C

Colorado - Jefferson County - Denver & Inter-
mountain Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0004



Soup without
Oysterettes
is like food without salt
The tasty oyster cracker
NATIONAL BISCUIT COMPANY

HEINZ
PRESERVE
with SPICES



BIRN

Colorado - Jefferson County - Denver &
Intermountain Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0005

SIGNAL SYSTEM
SIGNAL SERVICE SUPPLIES CO.
1000 21ST AVE. VOLTE
SIGNAL SERVICE SUPPLIES CO.



AIR SWITCH

NO. 1 END

CO-Jefferson County-Interurban Car 25-6006



25

Colorado - Jefferson County - Denver + Inter-
mountain Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0007

Krispy Crackers
Sunshine
Krispy Crackers
Sunshine
Krispy Crackers
Sunshine

CLEANER AS IT GOES - RESIDES AS IT GOES
3-in-One Oil

**SPITTING ON FLOOR
PROHIBITED BY LAW**

Colorado - Jefferson County - Denver & Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0008



84

25

DENVER & INTERMOUNTAIN R.R. CO.

25

Kodak Paper
Colorado - Jefferson County - Denver + Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25-0009



Colorado - Jefferson County - Denver & Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 6010

The **WOEBER CARRIAGE CO.**
MAKERS 1911 DENVER

Colorado - Jefferson - Denver + Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0011



Colorado - Jefferson County - Denver + Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0012



Kodak Paper

Colorado - Jefferson County - Denver + Intermountain
Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0013

A black and white photograph of a wooden door. The door is made of dark wood with a panel design. On the left side of the door, there is a rectangular sign with the text "SPITTING ON FLOOR PROHIBITED BY LAW" in white, uppercase letters. On the right side of the door, the number "25" is displayed in a large, white, serif font. Above the door, there is a decorative border with a repeating pattern. A white cord or wire runs across the top of the door frame. The door is slightly ajar, revealing a glimpse of the interior space beyond, which appears to be a hallway or a room with windows and a ceiling light fixture.

SPITTING ON FLOOR
PROHIBITED BY LAW

25

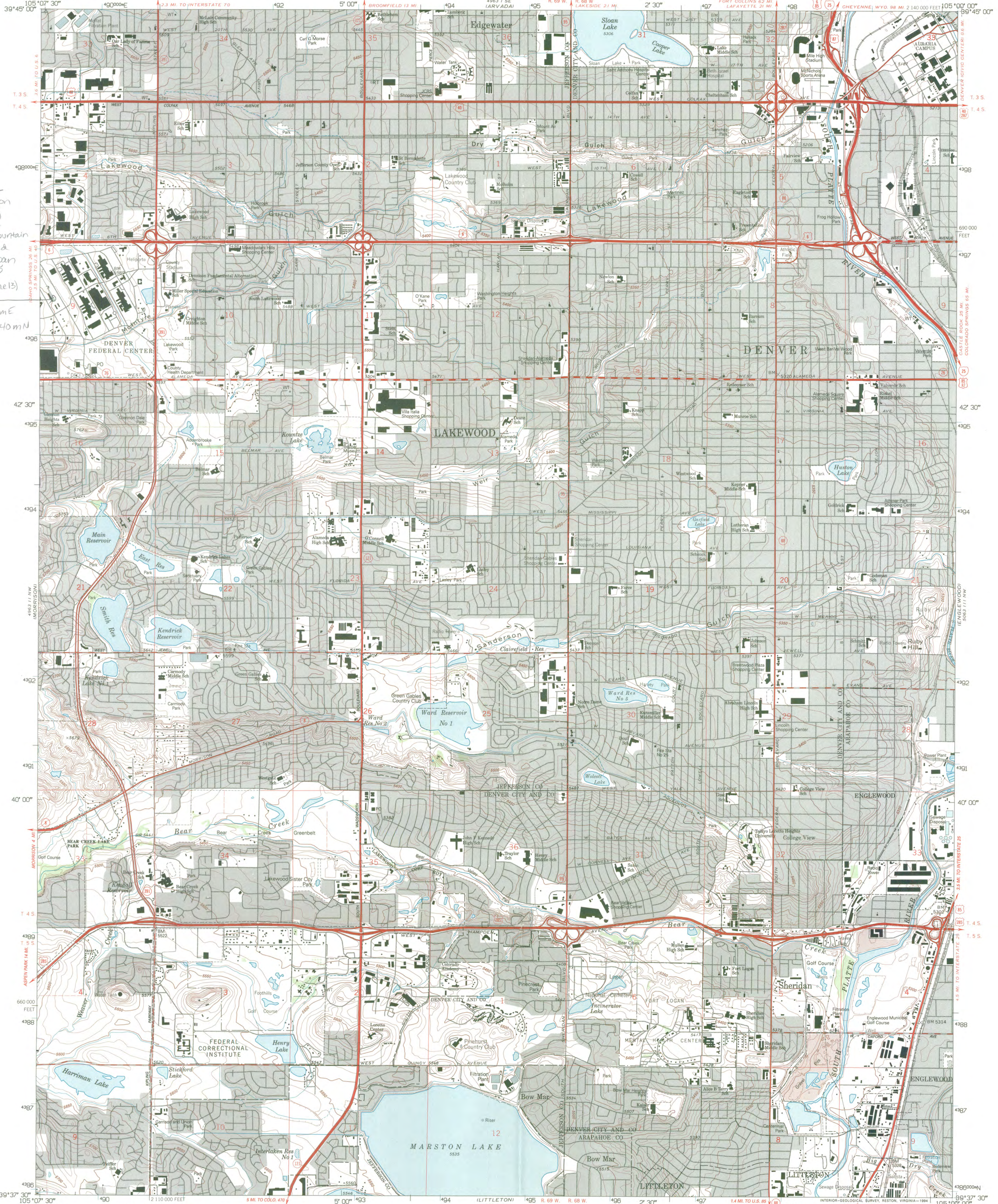
Colorado -
Jefferson
County - Denver + Intermountain
Railroad Interurban No. 25

CO - Jefferson County - Interurban Car 25 - 0014



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

FORT LOGAN QUADRANGLE
COLORADO
7.5 MINUTE SERIES (TOPOGRAPHIC)

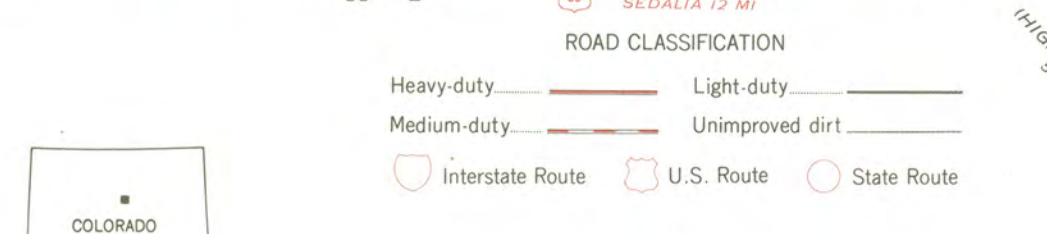
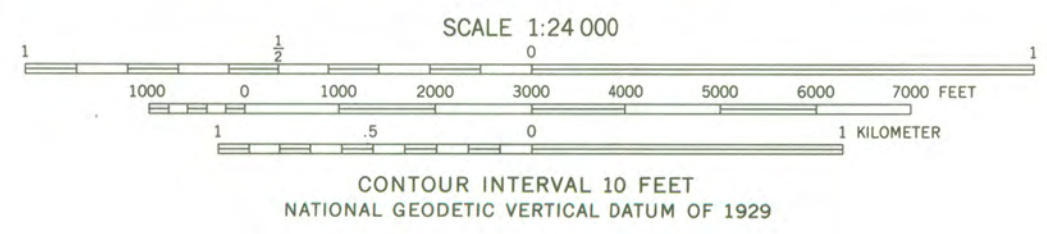
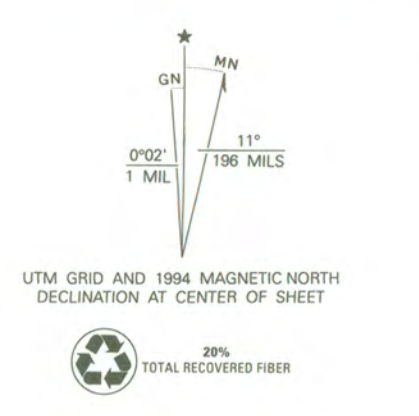


Colorado-Jefferson
County
Denver
Intermountain
Railroad
Interurban
No. 25
UTMs (Zone 13)
489 480 mE
4396 440 mN

106 14 24 W
ICOMMERCE CITY

MAPSCO
800 LINCOLN
DENVER, CO 80203
303-830-2373

Produced by the United States Geological Survey
Control by USGS and NOS/NOAA
Compiled from aerial photographs taken 1964. Field checked 1965
Revised from aerial photographs taken 1988 and 1990 and other sources
Map edited 1994. Contours and land elevations have not been
revised and may conflict with other content
North American Datum of 1927 (NAD 27). Projection and
blue 1000-meter Universal Transverse Mercator ticks, zone 13
10000-foot ticks. Colorado Coordinate System, central zone
North American Datum of 1983 (NAD 83) is shown by dashed
corner ticks. The values of the shift between NAD 27 and NAD 83
for 7.5-minute intersections are obtainable from National Geodetic
Survey NADCON software
Gray tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

FORT LOGAN, CO
39105-F1-TF-024
REVISED 1994
DMA 4963 II NE-SERIES V877





November 18, 2011

Carol Shull
Acting Keeper of the National Register
National Register of Historic Places
1201 Eye "I" Street, N.W. 8th Floor (MS 2280)
Washington, D.C. 20005-5905

Re: National Register Nomination for the Denver & Intermountain Railroad Interurban No. 25, Jefferson County, Colorado (5JF.817.9)


Dear Ms. Shull:

We are pleased to submit for your review the enclosed National Register of Historic Places nomination of the Denver & Intermountain Railroad Interurban No. 25, Jefferson County, Colorado (5JF.817.9)

The State Review Board reviewed the nomination at its meeting on September 30, 2011. The board voted unanimously to recommend to the State Historic Preservation Officer that the amendment met the criteria for listing in the National Register.

We look forward to the listing of this nomination. If you have any questions, feel free to contact me at (303) 866-4684 or at heather.peterson@state.co.us.

Best regards,


Heather Peterson
National & State Register Historian

Enclosures

Nomination
Photographs
USGS map
CD