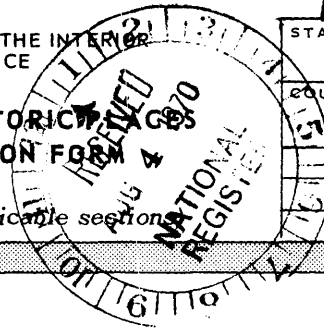


PH0066109

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Colorado	
COUNTY: Arapahoe	
FOR NPS USE ONLY	
ENTRY NUMBER 70.8.05.0009	DATE 8/10/70



1. NAME

COMMON: Commanche Crossing

AND/OR HISTORIC: Commanche Crossing of the Kansas Pacific Railroad

2. LOCATION

STREET AND NUMBER: Strasburg Zip: 80136
None: the site where the last spike was driven is 3.812

CITY OR TOWN:
feet east of the depot in the town of Strasburg and on the track

STATE Colorado	CODE 05	COUNTY: Arapahoe	CODE 005
-------------------	------------	---------------------	-------------

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <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 checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ <input type="checkbox"/> Comments _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: Union Pacific Railroad Company

STREET AND NUMBER:

CITY OR TOWN: <u>Washington, D. C.</u>	STATE: <u>District of Columbia</u>	CODE <u>001</u>
---	---------------------------------------	--------------------

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Arapahoe County Tax Assessor's Office

STREET AND NUMBER:
5606 South Court Place

CITY OR TOWN: <u>Littleton</u>	STATE: <u>Colorado</u>	CODE <u>05</u>
-----------------------------------	---------------------------	-------------------

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Historical Survey: "Completion Dates for the First Trans-Continental Railway" by O. E. Davis

DATE OF SURVEY: 1948 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
State Historical Society of Colorado

STREET AND NUMBER:
200 Fourteenth Avenue

CITY OR TOWN: <u>Denver</u>	STATE: <u>Colorado</u>	CODE <u>05</u>
--------------------------------	---------------------------	-------------------

SEE INSTRUCTIONS

STATE: Colorado
COUNTY: Arapahoe
ENTRY NUMBER: 70.8.05.0009
DATE: 8/10/70
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The last spike driven into the first permanent chain of railroads from coast to coast was located approximately 3/4 of a mile east of the small town of Strasburg. The location is on the prairie about 38 miles east of Denver, Colorado.

The name, Comanche Crossing, is derived from the spanning, by the railroad track, of Comanche Creek nearby. The line was laid for the Kansas Pacific Railroad. Today, the town of Strasburg occupies the north side of the track and is no longer a busy stopping point on the railroad line. Of course, the original track has been replaced; and, there was no silver or golden spike driven to commemorate the occasion, as at Promontory Point, Utah. There is no marker at the site at present; however, a local historical society intends to erect a marker in observing the 100th anniversary of the track completion. A State Historical Society marker calls attention to the historic event at the interstate highway nearby.

The site is still in use and maintained by the Union Pacific Railroad Company. In all, it remains an unpretentious area on the prairie, giving little hint of the railroad history made there. August 15, 1970 will be the centennial of the track's completion. The event will be observed by railroad and governmental officials as well as state citizenry in a series of parades, barbecues, speech making, etc.

Only the site, as given by the coordinates on the enclosed map, is being nominated for its historical significance in the realm of transportation.

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) August 15, 1870

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The account given below accurately and graphically illustrates the importance of Commanche Crossing:

SEE INSTRUCTIONS

"NO. 1 May 10, 1869 AT PROMONTORY, UTAH there was correctly celebrated the junction of the Union Pacific and Central Pacific railroads, completing this great project, as authorized by Congress, in the Pacific Railway Acts dated and signed by the President July 1, 1862 and July 2, 1864. These gave, in Sections 9, the Central Pacific the option of starting its end of the line either from the Pacific Coast at or near San Francisco OR Sacramento, and to the Union Pacific the option of establishing a car ferry OR building an immense bridge, that could not interfere with navigation, across the Missouri River at Omaha. Both companies chose the easier method and fulfilled their joint obligation by completing a continuous line of railroad between Omaha and Sacramento on May 10, 1869 at Promontory, Utah. Claims of what that accomplished have been exaggerated. It did not complete a chain of railroads between the tide waters of the Atlantic and Pacific Oceans, etc, etc.. On that date there remained a gap of 111 miles without rails between Sacramento and Alameda Wharf and another gap 1500 feet long at Omaha."

No. 2 SEPTEMBER 6, 1869, AT SAN LEANDRO, CALIFORNIA, the 111 mile gap was closed and the first train from the east ever to reach Pacific tide water pulled up to the Alameda Wharf on San Francisco Bay and its passengers were ferried five miles across the bay to San Francisco. This rail route from Sacramento, through Stockton, Lathrop, Tracy, Niles Canyon, San Leandro to Alameda and Oakland (reached November 8, 1869) was the only one used for the next nine years or until September 8, 1878 when the Tracy-Richmond cut off was built. Ignoring the 1500 foot water gap at Omaha this, September 6, 1869, would be the completion date of the first tide water to tide water chain of railroads across the United States."

9. MAJOR BIBLIOGRAPHICAL REFERENCES

The First Five Years of the Railroad Era in Colorado, 1948
by O. E. Davis, Sage Books, Inc., Denver, Colorado

The historic markers file at the State Historical Society of Colorado also contains research pertaining to Comanche Crossing as a historic marker was erected nearby.

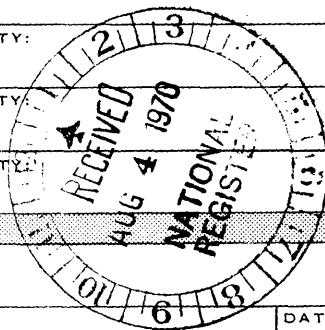
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	39°	44'	14"
NE	°	'	"	°	'	"	104°	18'	30"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **less than ten**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



13/SS9300/1/20078

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Robert Fink, Assistant to the Director

ORGANIZATION: **State Historical Society of Colorado** DATE: **July 27, 1970**

STREET AND NUMBER:
200 Fourteenth Avenue

CITY OR TOWN: **Denver** STATE: **Colorado** CODE: **05**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: *Stephen H. Hart*
Stephen H. Hart

Title: State Liaison Officer

Date: July 28, 1970

NATIONAL REGISTER VERIFICATION

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

Ann Allen Crowley
Chief, Office of Archeology and Historic Preservation

AUG 10 1970

Date _____

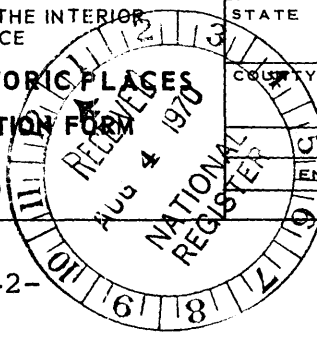
ATTEST:
William P. Murtagh
Keeper of The National Register

Date: **AUG 4 1970**

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE		Colorado
COUNTY		Arapahoe
FOR NPS USE ONLY		
ENTRY NUMBER	DATE	
70-805-0009	8/11/70	



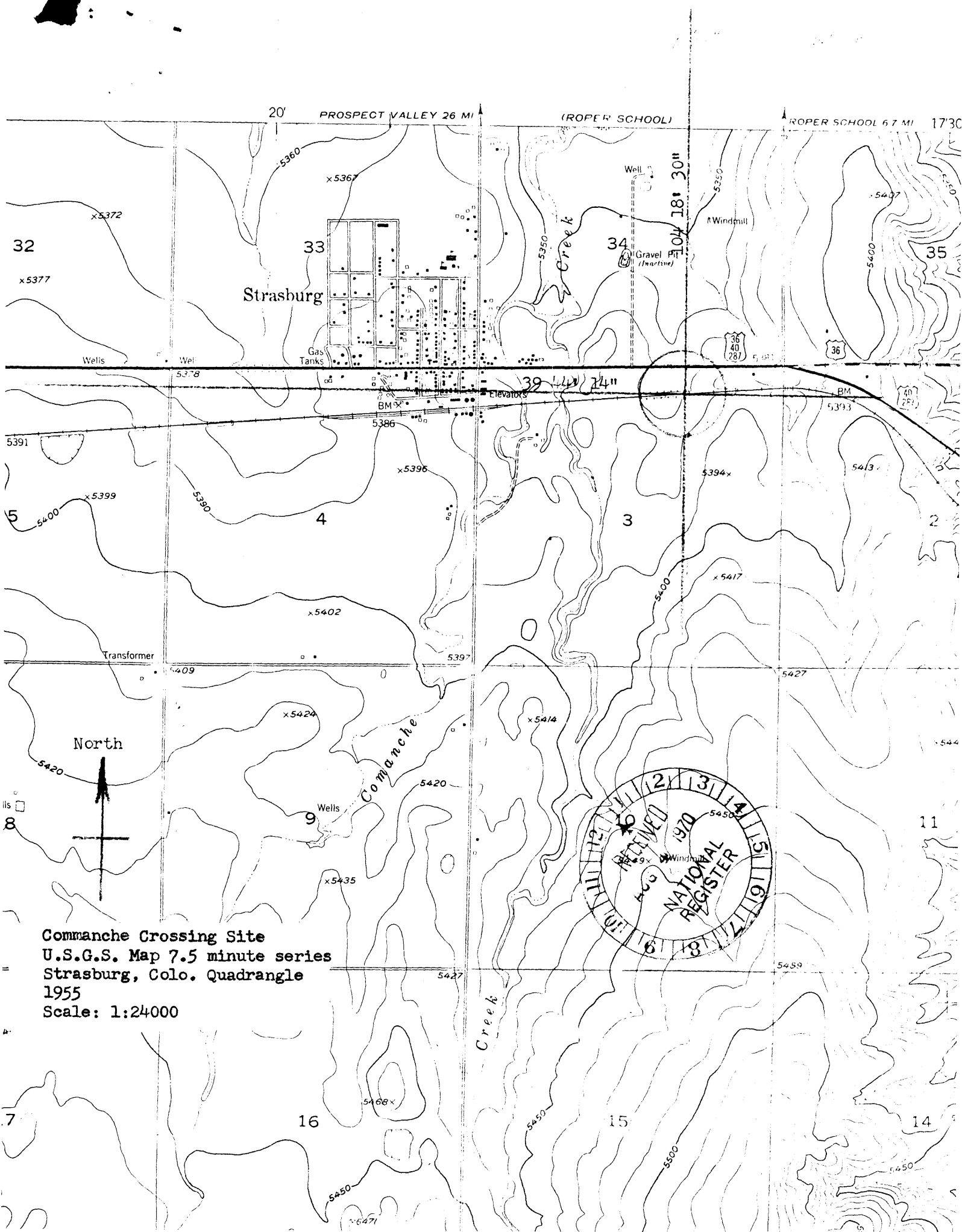
(Number all entries) statement of significance

-2-

- No. 3 JANUARY 7, 1870 AT OMAHA, NEBRASKA the last gap of 1500 feet was temporarily closed for 66 days (while nature's ice stopped navigation) by laying a track across the ice to connect the Union Pacific track on the west bank of the Missouri River with the North western's track on the east shore. On that date for the first time in history the two oceans were joined by continuous parallel ribbons of iron. When the ice broke up on March 14, 1870, car-ferrying was again resumed for another ten months. Accepting this temporary weak link the chain ocean to ocean existed for 66 days only."
- No. 4 AUGUST 15, 1870 NEAR STRASBURG, COLORADO the first permanent chain of railroads from coast to coast was completely forged and this route through Denver using the Missouri River bridge (completed June 30, 1869) at Kansas City and the Quincy bridge over the Mississippi River was the only all rail route that existed from August 15, 1870 until March 22, 1872 when the \$2,870,000 Union Pacific bridge was completed 50 feet above the Missouri River at Omaha. That structure reduced the all rail Atlantic to Pacific route from 3500 miles via Kansas City to 3230 miles via Omaha. During that 18 months period not many people or tons of freight, traveled that extra 270 miles just to avoid the 1500 foot water hazard at Omaha. However, they would get to see Denver and Kansas City and ride over the only bridge, railroad or highway, spanning the Missouri for its entire navigable length from Fort Benton, Montana to the Mississippi north of St. Louis. Also the only through Pullman and dining car service between Denver and Chicago was via Kansas City during that period."

In summary, the Comanche Crossing site is nominated for its significance in railroad history. The completion of the line at Comanche Crossing truly and literally tied the country with a continuous belt of railroad track.

+ The account given above is excerpted from O. E. Davis's publication, The First Five Years of the Railroad Era in Colorado



20' PROSPECT VALLEY 26 MI (ROPER SCHOOL) ROPER SCHOOL 6.7 MI 1730

32

x5377

Strasburg

33

x5367

34

Well

Gravel Pit (Inactive)

104 18 30"

Windmill

35

Wells

Well

5378

Gas Tanks

Elevators

36

40 281

BM 5393

5391

5

4

3

2

Transformer

8

North

Comanche

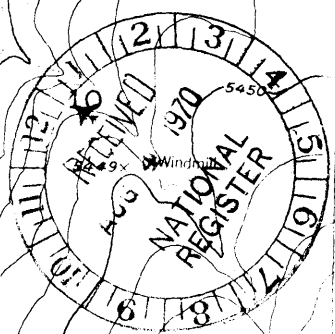
x5424

x5402

x5435

Wells

x5414



11

Comanche Crossing Site
 U.S.G.S. Map 7.5 minute series
 Strasburg, Colo. Quadrangle
 1955
 Scale: 1:24000

5427

5459

7

16

15

14

x5466

x5471

x5450