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LOUISVILLE HISTORIAN

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Eileen Schmidt - Editor

THE MUSEUM CORNER

The Fischer Construction Company has completed the work in the basement of the museum. We now have a warm, dry, clean, place to store various items. Not only was the work completed on schedule, but the men working there also cleaned the museum which had layers of dust all over everything. We were very pleased with all the work that was completed and especially with the cleaning, which was a complete surprise. Bart Fischer, son of Gary and JoBelle Fischer is now in charge of the company, which has been in business in Louisville for five generations.

We are in the process of cataloging and preparing some new articles for display. One of our more recent acquisitions is a barber chair which was used in Fiore Tesone's barber shop located on Main Street. It was donated by Wanda and Douglas Paxton.

We also have placed on exhibit a scale model of the Home Mine (the only mine actually located within the city) which was crafted by Leonard Lawrence. Bill Ryan donated this model to the museum. Leonard Lawrence, son of Fred and Ethel who were janitors at the Louisville grade and high school for many years, was a native of Louisville. This project must have taken many hours to complete. It is an interesting item to display since so many visitors have no idea how a coal mine was laid out.

During the month of April, members of our group presented programs in conjunction with the Louisville Recreation Center. On April 18, a program was presented by Pat Seader at the Recreation Center depicting family life, especially the lives of the women and children in early Louisville. A walking tour of downtown historic buildings and sites was conducted by Eileen Schmidt on April 25.

The annual meeting of the Louisville Historical Society will be held at the museum from 2:00 - 3:30 p.m. on Sunday May 5, 1996. The featured speaker will be Tom Meier, Director of the Boulder Historical Museum and Society. Mr. Meier will be giving a slide presentation and lecture based on his published biography of Ed Tangen, an early local photographer in Boulder County. A short reception will follow the program and we hope that many of you plan to attend.

We are planning other summer activities and plan to be open during the Taste of Louisville which will take place on June 15, 1996. Most of the restaurants in our town offer samples of their specialties at a very reasonable price. Other activities such as a farmer's market and musical entertainment will also take place throughout the day.

The "History of Louisville" video continues to be available for purchase at the museum at the price of eighteen dollars. We continue to have the buildings open on Thursday afternoons from 1:00 - 3:00 p.m. and by appointment. Many groups, including seniors, scout troops, and school classes have toured the museums during the past few months.

IN MEMORY OF
Members of the class of 1945 - LHS
Gladys Hawkins
Renee Rickman
Elaine Jacoe

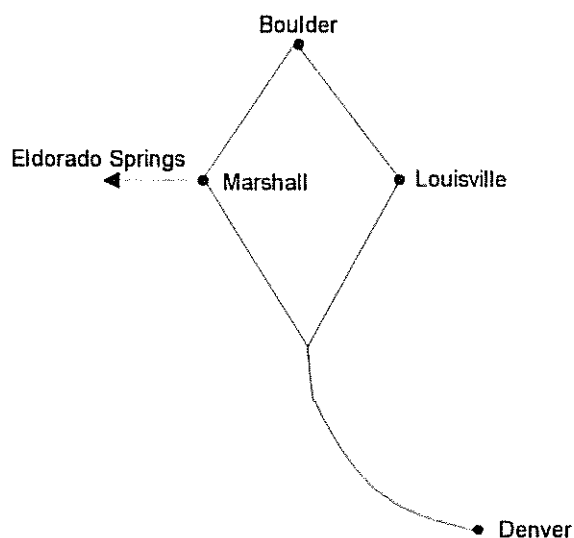
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THE DENVER AND INTERURBAN RAILWAY COMPANY

During the years from 1890 to 1900, Colorado experienced a period of very rapid growth--the population had increased by 29 percent. Large numbers of families were making their homes in the area extending from Denver to Fort Collins. Very few families owned automobiles and the highways were in poor condition. Those wishing to commute from this area or ship materials used the trains. Therefore, it seemed that the time was right to find a fast, efficient local passenger service between Denver, Boulder, Fort Collins, and the area surrounding Fort Collins. The Colorado and Southern Railway Company already had a more direct route in this area than its competitors -- the Union Pacific and the Chicago, Burlington, and Quincy. The key to increased passenger business was to provide fast frequent service at a low cost by utilizing electric cars. The Colorado & Southern began expanding its routes and holdings in 1902. Following the incorporation of the company on September 10, 1904, the creation of the Denver & Interurban was created as part of their expansion plan. The interurban cars entered service on the line from Denver to Boulder on June 23, 1908. The interurban cars never did travel as far as Fort Collins because that plan was vetoed by the Burlington Railroad Company. The Denver & Interurban was incorporated as a separate entity from the Colorado & Southern. Separate incorporation and financing assured that Colorado & Southern would not be liable for debts and obligations of the Denver & Interurban. The interlocking directorships of the two companies resulted in the interurban company having a powerful management team to protect corporate interests. The seven men who were directors of the D. & I. were also high level officials of the C. & S. railroad.

Most of the route used by the interurban from Denver to Boulder had been established by the Union Pacific and the Denver Gulf Railroad, years before the electrification of the cars by C. & S. The Denver and Interurban railway became known as the "Kite Route" because its route resembled a kite with a tail when it was viewed on a map.



This nickname became official and was used on timetables, letterheads, and even on the sides of some of the cars. The original Denver terminal was located on 16th and Arapahoe Streets. The Louisville Junction later was renamed Coalton.

From the beginning of service until 1919, sixteen round trips between Denver and Boulder were completed daily, but by 1920, service had been cut back to 13 round trips daily. Trains on the kite route usually consisted of a single motorcar or a motorcar and one trailer. During heavy holiday traffic, as many as six cars might be in service, but one motorcar for each trailer in the train was always used. The schedules allowed one hour and ten minutes to one hour and 20 minutes for trips between Denver and Boulder via Louisville. Those trips made through Marshall were allowed one hour and 20 minutes to one hour and 25 minutes. This timetable provided passengers with a convenient opportunity for two-way travel between Denver, Boulder, and the smaller communities in the area. Approximately, 25 to 35 stops were made along the way. The Denver & Interurban operated with a staff of fifty in 1926. Many of these employees had come to the line from the Colorado and Southern. Labor agreements gave most of the trainmen dual seniority rights with both the companies. The cars of the Interurban were ten feet wider than the eight or nine feet of most interurban standard cars. In January, 1908, an order for eight motor cars and four trailers was placed with the St. Louis Car Company. The cost of the eight motorcars was roughly \$21,000 each and the cost of the trailers, which were strictly passenger cars, was listed as approximately \$6,000 each. Interiors of the cars were finished in mahogany with seats covered in dark green imitation leather. Seating capacities for the cars were 59 for the passenger cars, 58 for the trailers, and 46 for the baggage-passenger compartments. The Denver and Interurban motor cars were equipped with 4 AC/DC, 125 horsepower traction motors. This provided enough power for trains carrying one motor car and one trailer to ascend a two percent grade and cruise at 50 miles an hour. The cars were painted Pullman Green with gold trim. In 1910, a snow plow and flanger were added to the M-154 car to allow its use in getting rid of snow drifts in winter.

A number of events which occurred during the eighteen years of the existence of the Denver & Interurban provide insight to its early failure. One such event happened on Thursday, December 14, 1916, when a blizzard of overwhelming proportions struck the Boulder area. Snow and howling winds caused serious drifting and soon all transportation ceased to operate. Sometime around 10:00 p.m. that night, the last D. & I. car from Denver was fighting its way past the town of Marshall. Often, winds exceeding 100 miles an hour roared out of the canyons near Marshall and Boulder. The interurban car soon ground to a halt in the drifting snow. Fear gripped the sixteen passengers on board and a few decided to try to walk back to Marshall. They were soon forced to crawl back to the car. At 1:30 a.m., after the passengers had been sitting for

almost three hours, a Colorado & Southern switch engine arrived, searching for the overdue interurban car. The engineer and foreman took the passengers back to Marshall in the locomotive. The next day, friends drove to Marshall to rescue the members of the group.

The original story of the Interurban wreck on Labor Day, September 16, 1920, which occurred when two trains collided head-on near the town of Globeville, appeared in the issue of the Louisville Times dated September 9, 1920. A reprint of that article follows.

INTERURBAN WRECK ON LABOR DAY, 1920

"The news of the interurban wreck, bringing with it, its fatal news of the death and serious injuries to so many of the citizens of our town, Monday, just at the noon hour, was a stunning blow to the entire population here.

Almost every auto in the town was called into service to take people to the scene of the wreck of cars and humanity, who had members of their family aboard the ill-fated car. Messages were received by the relatives in many instances, as fast as the telephone connections and telegrams could be sent. Of the twelve deaths of the accident, six were residents of Louisville and of the 112 injured, more than forty resided here.

It is reported such a large number of doctors and nurses, and volunteers responded to the emergency call, that within an hour after the accident, every injured person had been transported to a Denver hospital and was being cared for by the corps of efficient doctors and nurses.

Those who have escaped without or with slight injuries are horror-stricken at the sight and with the experience through which they have passed, that for the most part they will not talk about it, and numbers are prostrated by the shock.

The blame for the accident has been layed upon the crew of the special car, which was loaded with people intending to spend the afternoon at Eldorado Springs. They had their instructions to leave an open track for the regular train, but the motorman apparently had forgotten the timetable and that a regular train was due, and did not stop at Globeville where they should have waited on the side track. It was just two minutes after they left Globeville, on a curve in the track that the cars collided, both cars traveling at high speed. The cars were crowded, many of the people were standing in the aisles, and a number of men were in the vestibule with the motorman.

When the conductor, Grenamy, saw the car rushing toward them on the track ahead, he exclaimed, "My God, boys, look what's coming--jump for your lives," and he jumped, instantly meeting death. One or two others followed his example meeting the same fate, with the exception of Pete Zarina, who sustained bruises. The crash came and moans and cries of the injured rent the air, until the arrival of assistance, which rapidly gathered at the scene of disaster.

The dead of Louisville are:

Frank Carveth, a miner and a business partner in the Carveth Bros. & Dalby Store.

Frank Dalby (cousin to Carveth), a miner.

Both of these men have lived in Louisville for many years and have always stood for progress and advancement. Mr. Dalby was a widower, and leaves one son and an aged father; while Mr. Carveth leaves a wife and four daughters.

Three other deaths were of young men, who have been raised here, educated in our grade schools and have worked in the mines since reaching manhood.

William Zarina, aged 22

Joseph Lombardi, aged 18

William Helburg

William Zarina was the youngest son of Mr. and Mrs. Zarina, and besides his parents, leaves four brothers and two sisters.

William Helburg, was the eldest son of Mrs. Victor Helburg, and since his father's death, four years ago, has been the main support of his mother and sisters.

So many were injured, we cannot learn even at this late date, if our list is complete.

Albert Gredler, fracture of right clavicle and ribs.

William Palmer, two ribs, and collar bone broken, and injury to lungs.

Frank Bottenelli, injury over his right eye, shoulder broken and probably internal injuries.

Mrs. C. S. Evans, shoulder broken and bruises.

Mike Fabrizio, laceration over left eye and leg.

Frank Warembourg, laceration over left eye and leg.

Earl Biggins, internal injuries.

Adam Dixon, internal injuries and injured legs and also fracture of left collar bone.

Robert Willis, left leg fractured.

John Brennon, fracture of the right leg and injury to back and arm, also contusion at back of head; condition serious.

Gus Cook, fracture of left collarbone.

George Dalby, dislocated hip and scratches on face.

Pete Zarina, not badly injured has returned home.

Ed Kakalecke, compound fracture of left leg and head injured.

C. S. Evans, bruises and scratches.

George Cheek, hurt internally.

Margaret Cheek, 1 1/2 years, cuts and bruises.

W. D. Morgan, fracture left tibia, neck and back bruised.

P. Lorenzo, injured chest on left side.

Nikolas Ginoff, minor injuries.

Tellie Bottenelli, arm broken, scratches and bruises.

Bessie Thirlaway, slight cuts on face, bruised ankle.

Buck LaSalle, slight injuries.

John Giorzelli, cuts and bruises.

James Richards, hurt internally. Condition serious.

Mike James, bruises.

John P. Ewart, bruises and sprained ankle.

James Ferrari, internal injuries.

James Kirkmyer of Boulder, who had one arm amputated and both legs broken is a cousin of Mrs. Joseph Lackner.

Jim Fisher and wife, whose address is given as Broomfield is a nephew of Mrs. W. O. McCulloch. Both were slightly injured."

It was noted in a later issue of the Louisville Times in 1920 that the Zarina family was paid \$100.00 by the D & I as compensation for the death of their son, William.

Several other events added to the woes of the Denver and Interurban. When the U. S. entered World War I on April 6, 1917, the federal government took control of the country's railroads. The U. S. Railroad Administration was created to be in charge of the railroad during this time, but since the D & I carried no freight and served only those areas which were not already served by the Colorado and Southern, the U.S.R.A. chose not to take over this company. However, inflation, impacted by World War I, fueled an increase in the cost of labor and materials. The need to pay off debts accumulated by the running of a national war machine drove up wages and prices. As highway travel increased, the seats of the Interurban cars were harder to fill. Not only were more people driving their own cars, but one-vehicle transit companies began to spring up. These "jitney" operators with their cheap fares, drove specific routes, but offered irregular service. They were a nuisance more than a competitor for the rail service. Soon the omnibus motor coach appeared on the scene posing a much greater threat to the railway companies.

After several years of struggling to remain solvent, the D. & I. company was directed by the U.S. Court on December 20, 1926, to cease operation effective 11:59 p.m. on December 15, 1926.

Although, Colorado Southern maintained ownership, the Denver and Interurban was operated, under contract by the Rocky Mountain Motor Company from March 1, 1929 until October 1, 1942. On that date, the bus line was sold to the Burlington Transportation Company and became a part of the Burlington Trailways. In 1946, the rights to operate between Denver and Boulder were purchased by I. B. James, an official of the Burlington Railways. He organized the Denver-Boulder Bus company which he and his son, Don James, managed. In 1975, the route was purchased by the Regional Transportation District (RTD) which operates all public transit services in the Denver metropolitan area.

On January 1, 1982, the Colorado and Southern Railroad Company ceased to exist as a separate company and was absorbed into the Burlington Northern Railroad Company.

Material for the above article was taken from the book "The Kite Route"--Story of the Denver and Interurban Railroad," written by William C. Jones and Noel T. Holley, cc 1986. Some information was taken from various editions of the Louisville Times.

THE ROSS (IARUSSI) FAMILY HISTORY, 1992

The following history of the Ross family was compiled by Patti Ross, daughter of Don and Joyce Ross of Louisville.

The Domenico side:

Sabatino (Sam) DiDomenico, (the Di was later dropped) was born, March 17, 1848, in Castiglione De Caravillo, in the province of Compobasso. Carmina DiDomenico was born October 6, 1853, in another small town in southern Italy, also in the province of Compobasso. She was not related to Sabatino, and while Sabatino was serving his compulsory military conscription, they were married (no date known). They had six children, four of whom were born in Italy: Magdalena (1875), Maria (October 13, 1877), Peter (died in infancy), Nicholas Onofario (March 25, 1884). Antonella (1879), and Angelo (August 6, 1888), were born in Como, Colorado. Antonella died of spinal meningitis, at age 14 (1893).

Sabatino journeyed to America, without his wife, Carmina, in May of 1877. He left with three friends, and it took five weeks to cross the Atlantic. Once in New York, they started on their cross-country journey, traveling by foot and by train. They stopped in various places to work on farms and other jobs, making enough money to move on. While working in the steel mills in Pittsburgh, they heard that the West was the place to go and eventually made it to Colorado. Sabatino, now called Sam, remembered sleeping under the wooden bridges of the Platte River. Denver City and Auraria didn't have enough work for all the new immigrants, so Sam and his three friends went further west to work on the railroad. They settled in the mountain town of Como, Colorado, which is located in the South Park area, near the town of Fairplay. Sam worked as a fireman on the railroad and also worked on the construction of the narrow gauge railroad that reached the western regions of Colorado.

After working and saving for 10 years, Sam had saved enough money to send for Carmina, Mary (Maria), and Nicholas. Magdalena stayed in Italy. The ship they were on took eight to nine weeks to get to America, and was reported lost at sea. Mary later told of how the only thing that kept them from starving to death was chestnuts. Finally, in November of 1887, Sam and Carmina were reunited. Back in Como, Carmina operated a boarding house.

In 1890, Sam left Como and purchased 40 acres of land--west of Lafayette, on Baseline road--from a British company. He was able to later purchase another 40 acres, and on this land, he raised a dairy herd, and from the milk, made Italian basket cheese, Schmorze cheese, Ricotta, which he marketed in Denver. Sam continued to farm until he died on August 14, 1931 at age 82.

Sam's two brothers, Gaetano and John, later came to America to settle on Sam's farm. (Gaetano was Rose Domenico Ross' grandfather). Mary, the second child met Jimmaro Iarussi (Ross) in Como and they were married in King, Colorado, July 6, 1894.

The Iarussi Family: (Ross)

The Ross family's original Italian name was Iarussi. It was supposedly changed when Jimmaro (James) applied for and obtained his citizenship papers. The judge could not spell or pronounce "Iarussi," and neither could James, so our family was given the name of Ross.

Jimmaro (James) Iarussi was born December 28, 1860, in the town of Forl Del Sannio, province of Compobasso,

ly. His parents were Giuseppe Iarussi and Carmina Calabresse, who had two other children: Amico and Maria. They all lived on a farm in this rural area of southern Italy. They raised cattle, chickens, and grew vegetables and after work was done on the farm, Jim and Amico would go into town to cut hair and repair shoes to earn extra money. In the early 1880's, James emigrated to America, worked his way west and finally settled in Como, Colorado. Besides Como, James also lived in the nearby towns of King which was a mining camp, and Fairplay. Like Sam, Jim worked in the mines--as a rope rider for the Slope Mine--and on the railroads.

Como was a bustling railroad town in which many Chinese people lived and worked for the railroad. Working with the Chinese, Jim learned enough of the language to become an interpreter. Jim also owned and operated a small saloon, possibly one that catered to the Chinese. A mountain stream ran under the saloon and provided a source for cooling the drinks and other perishables.

Sometimes, it was necessary to travel to Denver for supplies. Jim would take his horse and begin the four to five days' walk to Denver.

He met Mary Domenico while working in Como, and as reported above, they were married and had four children: Joseph, born April 11, 1895, Anna (December 31, 1897), Peitro Paulo (June 28, 1904), and John E. (October 16, 1906). In 1897, when Joseph was two, Jim and Mary left Como and moved to "The Farm,," owned by Mary's parents--Sam and Carmina.

Joseph Ross

Joseph Ross grew up on the farm, helped with the necessary chores, and was the first person to plow the land that is now a part of the Shop & Go near Centaurus High School in Lafayette. He was only about twelve years old.

On January 19, 1900, the James and Mary Ross family moved to 1400 Cannon Street in Louisville, in an area referred to as Little Italy, so that Jim could work in the mines. Joseph, though he was young, went to work in the mines also.

Joseph met Rose Domenico, and they were married September 20, 1920. Joe remodeled the house at 501 South Street where they lived with their two children: Joseph, Jr. and Robert. Joseph Ross was very active in many different organizations throughout his life. It took quite some talking to get him to become an American Legion member. When he did, he was a hard working member. Joe, along with Art Ohanian, his brother-in-law, and a few other veterans of World War I, built the first American Legion Hall in Louisville on Main Street. He was not only the commander, but the custodian, maintenance man, and whatever other role needed to keep the Legion up and running. Joe also served as a city councilman (1931-1933), and was paid \$10 every three months. The coal mines were Louisville's major employers. Joe worked the Necla, Centennial, Industrial, Highway, Acme, Black Diamond, and the Matchless. The Louisville miners moved from mine to mine, depending on what mine paid the best wages. He was involved in the major mining strikes in 1910, like all the other

miners. Once, he had to hide behind a dead horse to dodge the bullets.

When the mines closed, Joe became a carpenter and helped build many of the homes in Louisville.

On May 10, 1918, Joe was inducted into the Army to serve in World War I. Company A 8th Army, based in Fremont, California. The company was later shipped to Siberia.

Anna Ross Ohanian

Anna was born on the farm in Lafayette. Even though she only lived there for two years, she continued to work on the farm until she was around 13 or 14 years old. She married Arthur Ohanian on September 5, 1920, at the Boulder courthouse. They had three children: Arthur Jr., born August 10, 1923, Arlene, April 6, 1931, and Beverly, March 11, 1934. The Ohanians lived in Denver for a while, then moved back to Louisville, living in Little Italy, across the street from Jim and Mary. Arthur also worked in the coal mines.

Arthur and Anna built a house next door to Joe, with Joe's help, at 1012 Lincoln. As stated before, Arthur, helped Joe found the American Legion, and besides being an active Legionnaire, was a volunteer fireman. In 1928, while Arthur was driving home from work at the Highway Mine, he was in a terrible automobile accident, involving drunk drivers. The accident prohibited his working in the mines as his legs and hip were damaged almost beyond repair. Undaunted, he continued to work with Anna as custodians at the old Louisville High School. Arthur died on March 5, 1975 and Anna Ross Ohanian died February 12, 1989.

Peter Paul Ross

Peitro Paulo (Peter Paul) Ross, was born in the house on Cannon Street, and spent most of his younger days working on the farm. When he was around 12 or 14 years old, he went to work in the coal mines with his father and brother. Pete first worked at the Vulcan, as Jim and Joe, and then moved onto the Monarch, then the Last, and ended up at the Black Diamond. Pete was also very involved in the mining strikes and Pete's son, Don, remembered Pete and John telling many stories of the mine and the militia men. The mining industry was coming to a close, and Pete had to work elsewhere. He was a road-grader for the county and the city of Louisville; he worked at Sunstrand during WWII, and for Boulder School District R.E. 2, as a custodian.

Pete attended the Louisville catholic school until the eighth grade. The Saint Louis Catholic School services grades one through eight, so most of the mining children didn't receive an education past that.

On December 5, 1926, he married Ellanora Maria Beranek. The ceremony was held in the courthouse because of some opposition to the marriage; Pete was supposed to marry Ellanora's sister, Mary. Pete and Ella were finally married in the church, March 13, 1927. They rented a house in Little Italy a block away from Jim and Mary. There, they had two children: Elizabeth, born December 13, 1926, and Donald Anthony (July 1, 1929). The Pete Ross family lived in Little Italy for 13 years, and finally bought a home at 829 Lincoln.

John E. Ross

John, born two years after Peter, still resides in the house on Cannon Street. John also worked at the farm in his early childhood, and from those years spring stories of all the good times at "The Farm."

At an early age, John learned to play the saxophone. Throughout the years 1927-1948, he played with many dance bands including the Happy Eight Band, the Bob Ferguson Band, Guy Domenico's Band, Joe Wilkerson's Band, the Betty Yocum Band and his own, the John Ross Band. These bands played at places such as the Wallace Barn on Dillon Road, Smith's Barn in Frederick, the Redman Hall, and at both Lafayette and Louisville High Schools.

Besides being a musician, John played baseball, which was quite the entertainment in Louisville at the time. He played for teams based in both Louisville and Lafayette.

John didn't work in the mines, but learned meat cutting and was employed at the Red and White Store on Main Street. He also worked at the Hub Store, for the City of Louisville, and built roads in Boulder County.

On April 15, 1942, John was inducted into the army during World War II. He trained at Fort Logan, Camp Barkley, Camp C. Lairburne, Fort Bragg, and Pope Field. He was in the 101st Airborne Division, and spent time overseas in South Hampton, England. He helped fight the Germans in the Invasion of Normandy, and was in the Battle of the Bulge, Bastogne, France, in 1944. He was captured in Bastogne on December 19, 1944, and was released from the German prison camp in April 1945.

After the war, John worked for the Bureau of Standards until his retirement. John never married, but in his later years, he fell in love with Garnet Poydock who was his constant companion until her death. John is 85 years old as of this writing.

DO YOU REMEMBER WHEN?

You could buy a dozen eggs, a quart of milk or a soup bone for 10 cents each. Enough steak for a family of four cost 15 cents.

The mother and father in the family traveled into Denver to shop at the Golden Eagle Store where they bought clothes for the whole family, including shoes.

There were no jeans--girls wore dresses or skirts and blouses to school.

Overalls were known as work clothes.

The eight o'clock curfew sounded each evening as a warning to all children twelve years old or younger to go indoors.

The noon siren blew each day or when there was a fire.

When a mine whistle sounded during a shift signifying an accident or some kind of trouble.

There were two policemen on duty in town--one during the day and one at night.

"Store bought" baked goods, such as bread and cookies were considered a real "treat."

Every family had their own fireworks in their yard on the Fourth of July.

School started the day after Labor Day and ended the day before Memorial day which was observed on May 30 each year.

The ladies of the American Legion sold paper poppies on Memorial Day in remembrance of those who lost their lives during WWI.

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