

The Louisville Historian

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A Town Bowed Down in Sorrow: Remembering the Interurban Train Wreck of 1920

by Bridget Bacon, Museum Coordinator

“LOUISVILLE, Colo., Sept. 7 - This little mining town is bowed down in sorrow. Nearly every home was affected by the Interurban collision of Labor day, in which six of its citizens were killed and thirty-three injured, some of them seriously. The Interurban wreck is the sole topic of conversation. Arrangements for the funerals are being made, but slowly because of the grief under which the town is laboring.” – *Denver Rocky Mountain News*, Sept. 8, 1920.

sympathy for the bereaved relatives of the dead.” In addition to the physical and mental injuries that individual residents and their loved ones experienced, it is clear that Louisville as a community suffered collective trauma that day and in the following months and years.



This photo shows the aftermath of the accident. The southbound single car is on the right and the northbound double car is on the left. Photo credit: Colorado Railroad Museum.

On Labor Day in 1920, two Denver & Interurban trains crashed head-on near Globeville, just north of Denver. A single regularly-scheduled car was headed from Boulder to Denver, while a special excursion two-car train was headed from Denver to Eldorado Springs. The collision impacted Louisville to an even greater extent than the above early report from the *Rocky Mountain News* indicated. Seven, not six, of the thirteen people who died were from Louisville. According to later counts, about 40 of the injured (out of around 215) were Louisville residents or their close relatives. Louisville’s population in 1920 was 1,799. To put it in perspective, this would be comparable to today’s city of 21,332 losing about 80 of its citizens and a further 475 sustaining injuries.

Louisville had already been through a lot in the previous decade. The Long Strike of 1910-1914 was marked by violent conflicts with coal mine owners and the strikebreakers whom they brought in, as well as severe losses of income to the families of striking miners. For eight months from 1914 to 1915, federal troops were stationed in the town, sent by President Woodrow Wilson to keep the peace. In 1915, a street vendor shot and killed Victor Helburg, the town marshal. He got away, robbing the family and community of justice and closure. Prohibition started in Colorado in 1916, four years before it would be adopted at the federal level. For Louisville, this meant an end to its flourishing saloon businesses and another blow to the local economy. World War I and the 1918 influenza pandemic resulted in losses of Louisville servicemen in World War I and of many young residents due to the flu. The Interurban

This September 6, 2020, marks the 100th anniversary of this tragedy. The occasion provides an opportunity to pay respects to the people who died and to reflect on the event’s far-reaching consequences. Louisville newspaper editor Pearl Conley wrote in the *Louisville Times* on Sept. 9, 1920, “Words are inadequate to express the appalling horror felt by the people here or to express the

Wreck of 1920 put an unwelcome cap on this turbulent decade for the town.

The accident also altered the public transportation system in the Denver metro area for decades. Before September 6, 1920, the Denver & Interurban Railroad was known for providing fast, low-cost, reliable, and comfortable electric-powered transportation between Denver and Boulder. (The route followed a path that looked like a kite, so it was called “the Kite Route.”) According to William C. Jones and Noel T. Holley in their book *The Kite Route: The Story of the Denver &*

championship game, to take place on Labor Day at Denver’s Broadway Park against the Sidney, Nebraska team.

Newspaper accounts and *The Kite Route* tell us that, when the southbound car left Boulder, its 59 seats were not quite filled. However, when it left the railroad depot in downtown Louisville at around 11 a.m., it had picked up about 65 additional passengers, and the car ended up carrying 136 passengers in total. Most of the Louisville passengers were on their way to see the championship ball game, and just about everyone in Louisville would

have known Toney LaSalle or his family. Newspapers also described that particular Labor Day holiday as a day when Louisville miners were able to enjoy time off from work by going into Denver to visit family and friends.

Meanwhile, the Denver & Interurban Railroad Company had added an extra northbound car to accommodate passengers on their way to festivities at the resort in Eldorado Springs. The week before, the *Denver Rocky Mountain News* had promoted Labor Day entertainment that the American Legion organized in Eldorado Springs for that day, including “boxing matches, aquatic contests, and athletic games,” plus “genuine ‘Western’ stunts.” Most of the employees that the company called in to handle the extra car that day were inexperienced and one came to work despite being ill, according to

The Kite Route.

Since the southbound train from Boulder and Louisville was on the regular schedule, it had senior rights over the northbound cars headed for Eldorado Springs, but the motormen on the northbound train did not take care to avoid the collision by waiting for the southbound train. The two trains collided on a curve in unincorporated Adams County at about 11:30 a.m. They were both traveling at around 50 miles per hour. The curve in the track and speed of each train meant there was no advance warning, and so the motormen on both trains had only a few seconds to react.

According to the Sept. 9 issue of the *Louisville Times*, “The blame for the accident has been laid upon the crew of the special car, which was loaded with people intending to spend the afternoon at Eldorado springs [sic]. They had their instructions to leave an open track for the regular train, but the motorman apparently had forgotten the time table and that a regular train was due . . . 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.”

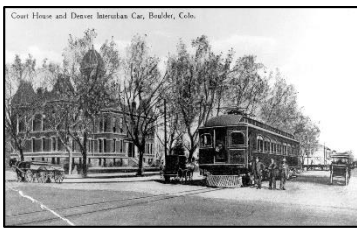


This photo was taken either the same day as the collision or soon after. Photo Credit: Colorado Railroad Museum.

Interurban Railroad, the personal injury damages amounted to \$145,000, “a cost which was hard to bear for a company that was barely able to pay its debts before the wreck.” The authors further note the rise in the availability of a competing motor company providing bus service in the 1920s that took business away from the Interurban. For these and other reasons, the Denver & Interurban Railroad went into receivership and ended all routes in 1926. However, had the accident not happened, there is a very real possibility that people in the Denver area could have continued to enjoy passenger train service for many more years.

The accident probably couldn’t have happened with such a high level of damage and destruction on any other day besides Labor Day of 1920. Louisville, like a lot of Front Range towns, was crazy about baseball, and residents were thrilled that Louisville’s own Toney W. LaSalle was playing in the Sixth Annual Denver Post Baseball Tournament. He was the star shortstop for the Rapid City, South Dakota team. His team had made it to the

In the 1970s and 1980s, oral history interviews conducted for the Louisville Public Library (now at the Louisville Historical Museum) and for Boulder's Carnegie Library for Local History captured the memories of some of the Louisville passengers and their relatives and friends. Southbound passenger Jim Ferrari said in his 1977 interview when he was 79 years old, "Our car was just packed like sardines." He described how some of the men gave up their seats for women and moved to the front of the car, which was a smoker section for men. This placed relatively more men at the front of the southbound car. Survivors painted a picture of passengers standing in the aisles, sitting on seat arms, and squeezed into the front area with the motorman. When the other train hit, eleven men on the southbound car were killed almost instantly. According to newspaper reports, no one was killed on the northbound train. In *The Kite Route*, Jones and Holley note that the northbound train on its way to Eldorado Springs had baggage loaded at the front, which provided some protection. Had the cars caught fire or toppled from their tracks, the death toll reportedly would have been higher.



An Interurban car is seen here in front of the Boulder County Courthouse in Boulder. Cars ran between Boulder and Denver about every hour.

In his oral history interview for the Carnegie Library in 1988, 92-year-old Peter Zarina said that he and his friends rode at the front of the southbound train with the motorman because there was no other room. He described how he, a good friend, and the conductor all jumped when they realized what was happening. The two others hit Interurban electrical poles alongside the tracks and died instantly, but he survived. His brother, also on the train, died as well.

The scene was chaotic and gruesome in the aftermath of the crash. The *Denver Post* reported that it was a full ten minutes before a passenger from the northbound car was able to get to a telephone to call for help. Newspaper accounts described ambulances, police, and fire wagons rushing to give aid and transport the injured. According to the *Denver Post*, nearby motorists also helped transport people to area hospitals due to the inadequacy of the emergency response in the face of the catastrophe. The event was reported in dozens of U.S. newspapers.

The *Louisville Times*'s Pearl Conley wrote of the chaos and confusion taking place in Louisville as well: "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 [sic]. Messages were received by the relatives in many instances, as fast as the telephone connections could be made and telegrams could be sent."

In his interview, Jim Ferrari described how the accident "broke every rib on this left side, busted my jaw, shattered my nose, [and] punctured a lung." He recounted what the doctors at Saint Joseph's Hospital told his wife, Della Porta Ferrari (who was also a passenger): "They told her . . . 'you got anybody you want him to see or want to see him, before midnight you better call them in because he'll never make it.'" Many of the injuries to passengers were severe and included crushed chests, skull fractures, broken bones, and lacerations.

The *Denver Post* Tournament's championship ball game went on that day and Toney LaSalle's team from Rapid City beat the team from Sidney, 7-3, with thousands of baseball fans watching.

Following a coroner's inquest, two members of the work crew on the northbound train as well as the agent at the Globeville station who had allowed the train to proceed were found guilty of criminal negligence and fired. The Interstate Commerce Commission weighed in a few months later, concluding that the use of a block signal system instead of the manual time-table system would have prevented the accident.

Survivors and relatives of the dead began to file lawsuits, the first of which was filed three days after the accident. The Denver & Interurban settled most or all of the lawsuits, but the obligations added up quickly. According to a *Denver Post* article from Oct. 13, 1920, most of the lawsuits were settled for \$3,000-\$5,000 for deaths and for about \$1,500 for injuries. (\$1,000 in 1920 is equivalent to about \$13,000 today.)

Pearl Conley's description of the accident's impact on the Louisville community three days after the crash still resonates 100 years later: "The news of the interurban wreck, bringing with it the fatal news of the deaths 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. . . . Those who have escaped without or with slight injuries, are so 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."

Looking back, we now know that Louisville did what countless other towns dealing with tragedy have had to do: it persevered and kept going, even while its residents grappled with physical and mental scars and memories of loved ones lost.

Sources and for Additional Reading

Historic newspapers from 1920 that are now digitized and online were the main sources of information for this article. They are accessible through the Colorado Historic Newspapers Collection (free), GenealogyBank.com (by subscription), and Newspapers.com (by subscription). The primary newspapers used were the *Louisville Times*, *Denver Post*, *Denver Rocky Mountain News*, and *Colorado Springs Gazette* from early September 1920. Records at Ancestry.com and online obituaries were helpful in identifying biographical information about the Louisville passengers who died and were injured (listed below).

William C. Jones and Noel T. Holley's book *The Kite Route: The Story of the Denver & Interurban Railroad* (Pruett Publishing, 1986) gives a comprehensive overview of the history and operations of the Denver & Interurban as well as a deep look at the 1920 collision.

The Historical Museum seeks more information, photos, and stories relating to the Interurban collision and passengers. Please contact the Museum at museum@louisvilleco.gov or 303-335-4850.

Bridget Bacon is preparing a video on the topic of the Interurban Wreck for the Museum's YouTube channel. Look for it in early September.

Deaths of Louisville Residents

John "Johnny" Brennan, age about 45, came to the Louisville area from Pennsylvania as a child. He held a variety of jobs, including as a miner, painter, and Louisville police judge.

Frank Carveth, 45, came to Louisville from Iowa in about 1892. He, his brothers, and his cousin, George Dalby, started the Carveth Bros. & Dalby store in the State Mercantile Building. Members of the family ran the business in that building from 1909 to 1969. When he died, he left his wife, Mary, and four daughters, Bertha, Hazel, Margaret, and Mildred. His cousin, Frank Dalby, also died in the wreck, and his cousin George suffered injuries.



Jose Guadalupe "Joe" Cortez, 46, was born in New Mexico. He lived in Louisville and worked for the railroad as a section foreman. Based on information in *The Kite Route*, he may have been working as a railroad

employee on the southbound car that day. He left a wife, Josephine, and at least one child, Theodore. In Peter Zarina's 1988 oral history interview, he referred to Joe as one of his good friends.

Frank Dalby, 41, came from Iowa in about 1892, like his cousin Frank Carveth, who also died in the wreck. He worked as a coal miner. He left a son, George, who was 17. His brother was injured in the wreck.

William "Will" Helburg, 22, worked as a coal miner to help support his mother and siblings after the death of their husband and father, Victor Helburg, the town marshal who was killed in 1915. His younger sister, Marie, recalled in a 1977 interview (when she was 66) how he said goodbye to his mother as she was canning pickles and then ran to catch the Interurban so that he could watch the ball game in Denver.

Joseph "Joe" Carmosino Lombardi, 17, came to the U.S. at the age of about five from Italy with his family. His father had died and his mother remarried. He worked as a coal miner to help support his family.

William Zarina (Zarini), 21, was called "Beb" or "Willy." He was born in Louisville and was part of a large Italian-American family living at 824 La Farge Ave. He worked as a coal miner. His brother, Peter, was also a passenger.



This photo of the Zarina (also known as Zarini) family shows William, who was killed in the collision. He is seen standing second from the right. His older brother Peter was a passenger who jumped and survived. Peter is seen standing second from the left.

An additional six people who were not from Louisville were also killed in the wreck:

Joseph Chapman, 30, Boulder
C.W. Grenamyre, conductor, 61, Denver
Raymond Joyce, 20, Boulder
Archie Melloy, 25, Boulder
Robert S. Morrison, 77, Denver
William Simmons, 40, Boulder

The Injured from Louisville

The following list of Louisville residents who were injured is a compilation of several different newspaper lists. (Dozens more who were not from Louisville also sustained injuries.) Please contact the Museum if you have any additions or corrections.

Achille "Archie" Gabriele	1880-1955
Earl Biggins	1898-1940
Violet Graham Biggins	1900-death date unknown
Frank Bottinelli	1898-1989
Atilio "Tealie" Bottinelli	1900-1986
George Cheek	1872-1964
Mervyn Jones Cheek	1880-1957
Margaret Cheek	1919-2013

The Cheek family was from Sparta, North Carolina. It is believed that the family was visiting Mrs. Mervyn Cheek's sister, Mae Jones Doughton Evans of Louisville (who was also injured), so they were listed with the passengers from Louisville. Margaret Cheek (Rieker), who was about sixteen months old, is thought to have been the last survivor of the wreck to die. She passed in Boulder in 2013.

George Cook	1884-1969
George Dalby	1878-1947
Adam Dixon	1898-1968
Cradac Samuel Evans	1871-1925
Mae Jones Doughton Evans	1879-1973
John Ewart	1874-1935
Mike Fabrizio	1889-1978
Jim Ferrari	1897-1988
Ethel Couey Fisher	1897-1988
Jim Fisher	1885-1971

Jim and Ethel Fisher had married just two weeks earlier. They were new residents of Broomfield, but they were listed with the Louisville injured because Jim's aunt, Mary McCulloch, lived in Louisville.

John Garribble	information not found
Nick Ginoff	information not found
John Giorzelli	1888-1935
Albert Gredler	1868-death date unknown
Mike James	1893-1968
Edward Kakalecik	1900-1943
William Kerr	1890-1934
James Kirkmeyer	1904-1996

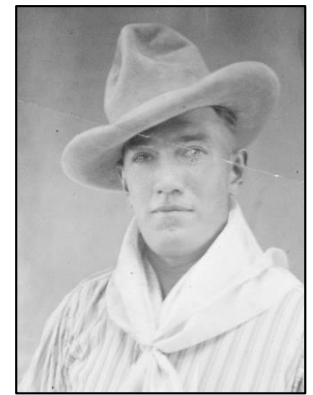
Kirkmeyer was only 16 and a coal miner when he was severely injured. Doctors amputated his right arm and his legs were crushed. Although his parents lived in Boulder, his cousins were members of the Lackner family of Louisville. The Lackner family operated the saloon at 1006 Pine St., and it may have been a Louisville mine that he worked in.

William "Buck" LaSalle	1891-1938
Louis LaSalle	1901-1963

Louis LaSalle and his father, Michael (1867-1945), were on their way to watch their family member, Toney, play in the championship ball game. He was shortstop for the Rapid City, South Dakota team.

Louis was his brother and Michael was his father.

Pasquale DiLorenzo	1886-1976
W.D. Morgan	1893-1948
Joseph Oliver	1892-1966
William Palmer	1881-1949
James Richards	1874-1963
Evan Rosser	1902-1961
Bessie Thirlaway	1902-1984
Frank Warembourg	1891-1951



Adam Dixon, left, had internal injuries and a broken collar bone. Frank Warembourg had lacerations.

Albert Williams	information not found
Robert Willis	1891-1956
Michael Yemoff	information not found
Peter Zarina (Zarini)	1896-1992

Where Did the Collision Happen?

The Interurban cars collided about 17 miles away from Louisville, in unincorporated Adams County just north of Denver. The nearby community of Globeville has been historically known as a neighborhood where a mostly immigrant population worked in the smelting, meatpacking, and railroad industries.

The general area where the Interurban cars collided is bordered by I-25 on the west, the Platte River and Riverside Cemetery on the east, I-70 on the south, and I-76 and I-270 on the north. Based on information in *The Kite Route*, the stretch of the railroad where the accident happened was at 55th & Ogden just west of Washington, on land that today has the address of 801 E. 54th. The railroad tracks there are long gone, but a private road runs along where the tracks used to be. The location is a few hundred feet north of Heron Pond/Heller Open Space.

Thank You to Volunteers

By Jason Hogstad, Museum Staff

We are so grateful that our volunteers continue to be patient and flexible throughout this uncertain time. Our team continues to support the Museum by participating in our summer digital programming, working away at digital research initiatives, and letting us know they're thinking of us. Thanks, everyone!

Programming Volunteers

Mary Ann Colacci
Memory Delforge
Kate Gerard
Christy Gray
Becky Harney
Carolyn Anderson Jones
Diane Marino
Ava Morgan
Vicki Quarles
Joanie Riggins
Jessica Spanarella
Chris Torrence
Elyssa Torrence
Mia Torrence
Carol Williams

Oral History Volunteers

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Noelle Gatto
Barbara Gigone
Ady Kupfner
Jean Morgan
Dustin Sagrillo
Betty Solek

Collections and Research

Kathleen Dahl
Courtney Robinson

Rose Garden Beautification

Ardeshir Sabeti

Oral History Program Update

Like many of the Museum's projects which require face-to-face interactions, the Oral History Program was put on pause in mid-March. We're happy to announce we've conducted our first interview since then – and we did it remotely using Zoom!

Inger Barron and Randi Tveitaraas Jack were committed to making sure the Museum could speak with their

father, John Tveitaaras. Over the course of two separate remote interviews, John, Inger, and Randi spoke with Museum staff member Jason Hogstad about the early years of StorageTek. John was the thirty-eighth employee at the company, and Randi and Inger each worked there in various capacities in the 1980s and 1990s as well. Their conversation topics ranged from the employees' relationship with Louisville and descriptions of StorageTek's property to the company's technological legacy.

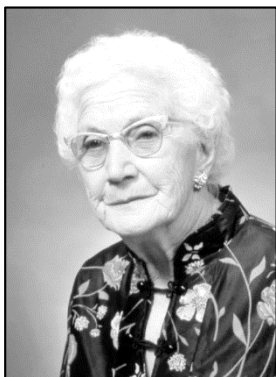
Thank you so much, John, Inger, and Randi, for your stories, determination to make this oral history happen, and flexibility as we experimented with a new way of recording our community's history. Keep an eye out for more remote oral histories in the future.

More Oral Histories Now Online!

In the 1970s and 1980s, volunteers interviewed older Louisville residents on audiotape for the Louisville Public Library. The cassette tapes were later added to the collection of the Louisville Historical Museum, which had them digitized. We are now happy to announce that thanks to the past processing of the items by volunteers and staff, last year's oral history intern, Meg Murphy, was able to select eight of them with exceptionally good audio quality to put on the Museum's YouTube Channel. She added historic photos from the Museum as illustrations. They now appear on YouTube (look for "Louisville Colorado Historical Museum") for the public to enjoy along with the 28 more recent oral history interviews that were previously made available.

Specifically, interviews of the following Louisville residents have just become publicly accessible. Some were interviewed in pairs or groups.

Marie Helburg Callahan Brugger (1911-1980)
Marian LeGrand D'Haillecourt (1903-1997)
George Ellis (1892-1981)
Laura Smith Ellis (1895-1984)
Henry Rasmuson "Rassie" Hawkins (1899-1988)
Lena Romano Polluconi Ingram (1899-1979)
Ethel Mitchell Lawrence (1897-1983)
Lawrence Mossoni (1889-1983)
Garnet Williams Poydock (1897-1982)
Joe Ross (1895-1987)
John Ross (1906-1997)
Rosie Domenico Ross (1903-1993)
Henry "Rico" Zarini (1889-1982)
Lela Biella Zurick (1900-1996)



Ethel Mitchell Lawrence's interview is one of those recently added to the Museum's YouTube channel. Jack DiGiacomo's 1970s slide images of the narrators, including this one of Lawrence, accompany the audio interviews.

The volunteers, all women, who conducted the interviews included Carolyn Conarroe, Virginia Caranci, and Nadine Caranci. However, it's sometimes difficult to identify the interviewer's voices. Please contact the Museum if you are able to identify any of the interviewers' voices so that we can add their names to the Museum's records!

The interviews are engaging and give insight into what senior residents about 40 years ago remembered about what Louisville was like in the late 1800s and early 1900s. The city today is indebted to the narrators and to the women who interviewed them.

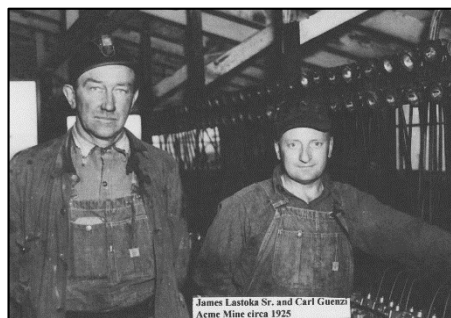
Louisville History Foundation News

By Joe Spanarella, Board of Directors

Summer is in full swing, and unfortunately this season just doesn't have the same feeling we are used to, with COVID-19 dictating our social lives. As we are unable to enjoy the regular barbecues, sporting events, and other recreation activities, we often look for other things to do to fill our time. During the outbreak, the Louisville Historical Museum has done a tremendous job of delivering its museum programming virtually to our homes. These activities not only give you something to do, but also offer an opportunity to learn about our community's rich history and engage and interact with your fellow Louisville community members in safe and socially-distant ways.

One fun way to spend your time is to (re)make Louisville History with the Louisville Historic Photo Challenge! This is a great way to take a closer look into Louisville's photographic history, exploring lifestyles, careers, chores, and recreations across the decades. This activity allows for you to recreate a historical photo, and be creative by using objects from your home to stage a photo shoot. You can then share it with the Museum for placement on its Instagram account and website.

Foundation members have responded to the challenge! Enjoy these submissions from the Spanarella, Lastoka, and Mellish families.



Above, Tammy Lastoka and her father, Jim, re-created a photo showing Jim's father, James, with fellow miner Carl Guenzi in 1925.



Above, the Spanarella family re-created the barbershop of Jessica's grandfather, Fiori Tesone, in their Louisville home. The original image is from 1963 and shows 906 Main St. The same bench appears in both photos!



Above, the Mellish family re-created George Henning when he was photographed with his dog in 1903.

There are also a number of other activities you can check out on the Museum’s website:

- Participate in the COVID-19 Experience Online
- Complete the “Historian for a Day” educational worksheet with your kids
- Start a genealogy project and research your lineage through discovering, recording, and illustrating your family's history.

Blue Parrot Stained Glass Restoration Project Update

We did it! Thanks to generous donations to the Louisville Historical Foundation, we were able to reach our goal to pay for the restoration of the stained glass from the historic Blue Parrot Restaurant. We are looking forward to seeing photos of the restoration process and will share them when they are available.



LOUISVILLE HISTORY FOUNDATION

- Nancy Allen
- Cate Bradley
- Missy Diehl
- Rich Diehl
- Paula Elrod
- Tammy Lastoka
- Loren Laureti
- David Marks
- Daniel Mellish
- Jessica Spanarella
- Joe Spanarella
- Catherine Wessling

The Museum Corner
Bridget Bacon, Museum Coordinator

The Interurban accident in 1920 that I researched and wrote about for this *Historian* had a disproportionate impact on Louisville due to so many residents being on the southbound Interurban car to go see Toney LaSalle play in the championship baseball game. The story is made all the more tragic because of the contrast of the day’s anticipation and excitement with its terribly sad aftermath.

I would like to know more about all of the people who were on both Interurban trains and, if possible, see and share photos of them. If you have anything to share, please contact me at the Museum (museum@louisvilleco.gov).

We hope to be able to offer some planned walking tours in September: a tour of the Frenchtown neighborhood by Diane Marino on Sept. 12, a downtown historic tree tour by City Forester Chris Lichty on Sept. 19, a Boulder Valley Spellbinders event on Sept. 26, and “Louisville in the Great War” on Sept. 27 with Ranger Naturalist Benjamin White-Patarino from Open Space and Jason Hogstad from the Historical Museum. If the programs are able to go forward, advance registration will be required and the number of participants will be limited, and face masks and social distancing will be required. Please check the Museum website for more information. We very much hope that they can take place.

Speaking of the website, the Museum has a brand new one! Thank you so much to Museum staff member Gigi Yang and other City staff members for all of their hard work on it. The site (www.louisvilleco.gov/museum), which went “live” in late July, is rich with information and resources.

Under normal circumstances, the Museum offers quarterly “Brown Bag” programs at the lunch hour that are based on the topic of the lead article of the latest *Louisville Historian*. Due to the circumstances of the pandemic, the Museum staff had to figure out how to give a comparable program about Jason Hogstad’s article in the Spring issue, “Animals About Town.” To give an example of how the Museum staff has been adapting to the current situation, Jason made a video program on “Animals About Town” as a substitute for the regular “Brown Bag” presentation. Find it listed below, and through the Museum website and on the Museum’s YouTube channel!

Instagram (@louisvillemuseum) continues to be a great way to keep up with the Museum’s activities and to view some favorite photos of Louisville places and people.

Special thanks to Museum staff member Kaylyn Mercuri for making it so engaging!

Museum Reopening for Tours

Starting on Saturday, August 8, we will offer free, private tours of the Historical Museum by appointment for groups of six and fewer! For the health and safety of all, participants must wear face masks and observe social distancing, and Museum staff will sanitize and clean after each tour. Appointments will be made online through the website (www.louisvilleco.gov/museum). We look forward to welcoming you back!

Thank You for Your Monetary Donations!

Thank you to the following people for their recent generous monetary donations, other than memorial donations, to the Louisville History Foundation and Museum.

Donations received after this issue goes to print will be shown in the next issue.

Kerri & Charles Autrey
Debbie & Jeff Davies
Theresa Haley
Sean & Amy Moynihan
Joe & Jennifer Saavedra



Discover Digital Content About Louisville History

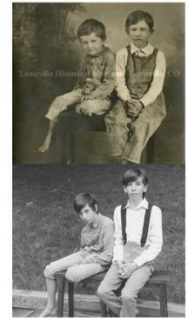
At the Museum website, you can explore Louisville history from the town's origins to today with Museum-created videos, exhibits, and family activities. In addition to seeing the digital content that we are adding regularly to the History at Home page, you will find the link to the Museum's online photo collection of over 5,000 digitized images and the link to the online Colorado Historic Newspapers Collection under the Discover tab on the website. The CHNC just added more Louisville newspapers to the *Louisville Times* issues already online! Digital images of the Museum's three copies of the *Black Diamond World* from 1909 were among the papers just added. The CHNC did not previously have any copies of that Louisville newspaper, which reportedly operated from 1901 until 1909.

To find out what is new to the History at Home page on the website, check out the infographic below!

History at Home

LOUISVILLE HISTORIC PHOTO CHALLENGE

Join in the fun and see all the entries on the Museum's website:
www.louisvilleco.gov/museum.



FAMILY HISTORY 1-2-3

Three videos that guide you through the process of doing an interactive family history.



LOUISVILLE IN THE 1970s & 1980s SERIES

See Louisville as it looked forty years ago.



THE LONG STRIKE

Personal recollections of Louisville's most violent strike.

ANIMALS ABOUT TOWN

Based on the article in the last Louisville Historian, this video is about animals' changing roles in Louisville.



Memorial Donations

Thank you so much for these recent memorial donations. Donations received after this issue goes to print will be shown in the next issue.

In Memory of Beth Thomas Decker (1937-2008)

Robert & Darleen Del Pizzo

In Memory of Shirley Varley Bodhaine (1933-2019)

Robert & Darleen Del Pizzo

In Memory of David W. "Ferg" Ferguson (1928-2020)

Carol Gleeson
Betty Scarpella

In Memory of Evelyn Pellillo Krohn (1923-2020)

Laurinda Miller Sturr
Sarah Wise

In Memory of Rudolph "Rudy" Dionigi (1927-2019)

Betty Scarpella

In Memory of Sherri Manzanares Dittiro (1967-2020)

Betty Scarpella
Tom & Ann Stoffel

In Memory of Sylvia Fotis Kilker (1923-2020)

Ron & Arlene Leggett
Betty Scarpella

In Memory of Eldred Ralph "Bud" Tharp (1941-2020)

Betty Scarpella

In Memory of Margie Thompson Rickman (1935-2020)

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In Memory of Clark Akins (1956-2020)

Betty Scarpella

In Memory of Toni Colacci Musgrove (1947-2020)

Mary Colacci Guyer
Jo Louise Michaels

In Memory of Ruth Lauck Mayor (1921-2020)

Bridget Bacon

In Memory of Eunice Dillard Shephard (1923-2020)

Betty Tomeo

In Memory of Georgianna Patete Weber (1936-2020)

Ron & Arlene Leggett

***In Memory of Irene Barbara "Paddy" Denning
Madonna (1925-2020)***

Memory Delforge
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Betty Scarpella



Thanks to New and Renewing Members!

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Regrets

We extend our sincere sympathy to the families of Museum lifetime member Ruth Lauck Mayor and regular member William Schoeberlein.

Louisville Historical Museum Staff

Bridget Bacon, Museum Coordinator
Jason Hogstad, Museum Technician – Volunteer Services
Kaylyn Mercuri, Museum Technician – Outreach Services
Gigi Yang, Museum Technician – Collections & Exhibits

LOUISVILLE HISTORICAL COMMISSION

Leah Angstman
Paula Elrod
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Jennifer Henderson
John Honan
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Don't Miss an Issue of The Louisville Historian!

Membership in the Louisville History Foundation is a must for those interested in Louisville's unique history and cultural character! Membership is a joint program of the History Foundation and the Historical Museum. Members receive the quarterly *Louisville Historian* with substantive articles about Louisville history.

A yearly membership is \$20 for an individual and \$35 for a family. A yearly Business Sponsorship is \$125. You may visit the Museum website at www.louisvilleco.gov/museum to print out a form. Please make checks payable to the Louisville History Foundation, Inc. You may also join and renew online at www.louisvillehistoryfoundation.org.

Historical Museum Contact Information and Services

Starting on August 8, 2020, the Museum will reopen for free, private tours by appointment for groups of six and fewer. For the health and safety of all, participants must wear face masks and observe social distancing, and Museum staff will sanitize and clean after each tour. Go to www.louisvilleco.gov/museum for an appointment.

For all other services, such as if you have an inquiry about Louisville history or would like to ask about an artifact donation, please contact the Museum at museum@louisvilleco.gov. At this time, we are not able to review artifact donations that are offered, but we are happy to provide as much assistance as possible while we continue to work remotely.

The City of Louisville owns the Louisville Historical Museum as part of the Department of Library & Museum Services, with Sharon Nemecek as Director of Library & Museum Services. The Museum is located at 1001 Main Street. Its mailing address is 749 Main Street, Louisville, CO 80027.

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