



Agenda

Historic Preservation Commission Regular Meeting | 5:30 PM

Tuesday, March 17, 2026

Town Hall / Council Chambers - 302 Pine St Minturn, CO

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order of agenda items listed are approximate.

This agenda and meetings can be viewed at www.minturn.org.

Meeting Access Information and Public Participation:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/89695589614>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 896 9558 9614

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Madison Harris, Planner II, prior to the meeting and will be included as part of the record.

1. **Call to Order**
2. **Roll Call and Pledge of Allegiance**
3. **Approval of Regular Agenda**
Opportunity for amendment or deletions to the agenda.
4. **Approval of Minutes**
 - A. December 16, 2025
5. **Declaration of Conflicts of Interest**
6. **Public Comments**
7. **Special Presentations**
Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.
8. **Business Items**
Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

9. Discussion / Direction Items

A. Historic Resource Survey Update

B. Historic Preservation Plan Update

10. Staff Reports

11. Historic Preservation Commission Comments

12. Future Agenda Items

13. Adjourn



Official Minutes

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Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Madison Harris, Planner 1, prior to the meeting and will be included as part of the record.

1. Call to Order

Vice Chair Robert Creasy called the meeting to order at 5:32 p.m.

2. Roll Call and Pledge of Allegiance

Members present: HPC Vice Chair Robert Creasy and HPC Members Tracy Andersen, Dan Brown, Lynn Teach, and Kelly Toon.

Staff Member Present: Planner II Madison Harris.

Note: Ken Halliday and Tammy Ramsey are excused absent.

3. Approval of Regular Agenda

Opportunity for amendment or deletions to the agenda.

Motion by Lynn T., second by Kelly T., to approve the agenda as presented. Motion passed 4-0.

Note: Dan B. is a non-voting advisory member and Ken H. and Tammy R. are excused absent.

4. Approval of Minutes

A. November 18, 2025

Motion by Lynn T., second by Robert C., to approve the minutes of November 18, 2025 as presented. Motion passed 4-0.

Note: Dan B. is a non-voting advisory member and Ken H. and Tammy R. are excused absent.

5. Declaration of Conflicts of Interest

No conflicts of interest.

6. Public Comments

No public comment.

7. Special Presentations

Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.

8. Business Items

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

9. Discussion / Direction Items

A. Historic Resource Survey Update

Ron Sladek, Tatanka Historical Associates Inc. still working on a substantial history of the Town to expand it to the middle of the 20th century. Also on priorities for future surveys.

Tracy A. said that this draft is great and very readable. Would like to use this in our outreach.

Lynn T. would like to bind this into a book after it's done and share with the Eagle County Historical Society.

Note: Ken H. joined the meeting at 5:51 p.m.

Madison H. to share the second draft with the SHPO.

B. Historic Preservation Plan Update

C. HPC Events Summer 2026

Lynn T.

1. Walking tour pamphlet
2. Cemetery tour
3. Railroad museum talk
4. Another grant
5. Birthday party event for Minturn

Tracy A. would like to have a fundraiser.

Lynn T. will continue to work the weekends she can at the Minturn Market where she has a QR code that people can donate to.

10. Staff Reports

11. Historic Preservation Commission Comments

Ken H. would like to see if Red Cliff is interested in historic preservation.

12. Future Agenda Items

13. Adjourn

Motion by Lynn T., second by Kelly T., to adjourn the regular meeting of December 16, 2025 at 6:20 p.m. Motion passed 5-0.

Note: Dan B. is a non-voting advisory member and Tammy R. is excused absent.

Ken Halliday, Commission Chair

ATTEST:

Jay Brunvand, Town Clerk



To: Historic Preservation Commission (“HPC”)
From: Madison Harris, Planner II
Date: March 12, 2026
RE: Historic Resource Survey Update - Ron Sladek

INTRODUCTION:

Mr. Ron Sladek provided a third draft of the reconnaissance report to go over at the meeting. Please find the draft survey report attached to this memo.

STRATEGIC PLAN ALIGNMENT:

The review of the Historic Preservation Resource Survey process and progress aligns with the following key values:

- Transparency
- Collaboration
- Resourcefulness

Minturn, Colorado

HISTORIC RESOURCES RECONNAISSANCE SURVEY



prepared for

Town of Minturn

Planning and Zoning Department
Historic Preservation Commission

completed by

Ron Sladek



**TATANKA HISTORICAL
ASSOCIATES INC.**

HISTORIC DOCUMENTATION AND ANALYSIS
PRESERVATION CONSULTING SERVICES

FINAL DRAFT

27 February 2026

Tatanka Historical Associates, Inc.



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27 February 2026

Madison Harris, Planner
Town of Minturn
Planning and Zoning Department
Historic Preservation Commission
302 Pine St.
Minturn, CO 81645

Project: Historic Resources Reconnaissance Survey
Minturn, Colorado

Dear Ms. Harris,

I am pleased to submit this final report, which provides discussion of the reconnaissance survey of historic resources in Minturn. The study involved multiple visits to collect field notes and photography, extensive research into the town's history of development, and numerous hours preparing this document.

It is my hope that town staff, elected officials, the Historic Preservation Commission, and the citizens of Minturn find this study useful in the coming years as you work to preserve the town's unique historic character.

Thank you for the opportunity to work on this project and assist Minturn in its historic preservation efforts.

Sincerely,

A handwritten signature in blue ink that reads "R. D. Sladek".

Ron D. Sladek
President

Acknowledgements

Ron Sladek of Tatanka Historical Associates Inc. prepared this report under contract with the Town of Minturn. However, the project also involved the participation of residents of the community and was funded by two government agencies. Town planning staff and members of the Minturn Historic Preservation Commission provided information, guidance and comments throughout the project. They also expressed enthusiasm for preserving the city's remarkable history and historic built environment. Thoughtful comments helped shape the discussion and analysis presented in this document. The author thanks the following individuals for their participation:

Town of Minturn, Planning and Zoning Department

Madison Harris, Planner

Town of Minturn, Historic Preservation Commission

Ken Halliday, Chair

Robert Creasy, Vice Chair

Tracy Anderson

Lynn Teach

Kelly Toon

Daniel Benson Brown, Advisory Member

Tammy M. Ramsey, Advisory Member

Sources of Project Funding

The Town of Minturn participated in the funding of this project by providing a cash match that was used to secure a larger grant provided by History Colorado (grant award #CO-24-10004).

Federal funding was provided in the form of a Certified Local Government grant that was awarded and administered by History Colorado. The following applies to that grant:

The activity that is the subject of this Historic Resources Reconnaissance Survey of Minturn, Colorado, has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior for History Colorado. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or History Colorado, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by the Department of the Interior or History Colorado."

This program received Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability, or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity National Park Service 1849 Street, N.W. Washington, D.C. 20240.

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Introduction and Methodology

Efforts to launch this project began in early 2024, when the Town of Minturn's Historic Preservation Commission (HPC) determined that the community would benefit from the completion of a reconnaissance survey of historic buildings in its Old Town Character Area, followed by an intensive-level survey of ten of those properties. The project was intended to enhance understanding and analysis of Minturn's historic resources.

A grant application was prepared and submitted to the Colorado State Historical Fund in April 2024, with matching funds allocated by the Town of Minturn. The grant was approved in June and the following month the Town of Minturn issued a Request for Proposals. Tatanka Historical Associates Inc. of Fort Collins was awarded the project contract, which was executed at the end of September. The kick-off meeting with History Colorado staff took place in October, providing a green light to start work on the project.

Due to scheduling conflicts and inclement weather as winter approached, the first in-person meetings with planning staff and the HPC occurred in December 2024. Fieldwork was also launched around that time and continued through the summer of 2025. Multiple trips were made to Minturn to walk the streets and take photographs and field notes, all with the goal of recording the various types of buildings and structures found there, along with their essential construction details.

Field documentation was completed with the primary goal of recording those buildings and structures that appeared to be more than 75 years old (by code the defined minimum age for potential landmark designation in Minturn) and that retained a reasonably good degree of architectural integrity. To assist with this work, a file search was requested from the Colorado Office of Archaeology and Historic Preservation (OAHP) along with a list of historic properties from the Eagle County Assessor. A single Sanborn Fire Insurance Company map of Minturn, dating from 1937, was located through the Library of Congress archive. It appeared as an addendum to the maps of Leadville. Extensive archival research was completed to develop a developmental history of Minturn that would provide context for this study. This historical narrative is found below.

The project boundaries, chosen by the Town of Minturn, ensured that the properties surveyed were within the setting of its historic commercial and residential core. Determinations regarding which buildings to include and which to omit from the survey were based upon information from the OAHP file search and assessor's database, along with on-the-spot field analysis of architectural details. These features included building form, along with design, materials, workmanship, and overall historic character and feeling.

Many buildings and structures were found to be recognizably historic and were recorded. Others have been substantially altered and their architectural integrity compromised. In the future, individual property owners might help with determining whether questionable buildings are in fact historic or not based upon interior features or other knowledge about their origins. Contacting individual property owners was beyond the scope and budget of the current project. The study resulted in the recordation of numerous historic buildings and structures that are presented and discussed below. A comprehensive list is also provided in the table at the end of the report.

What is a Reconnaissance Survey?

According to History Colorado's *Cultural Resource Survey Manual*, which serves as the guidebook for conducting survey projects in the state, a reconnaissance survey is defined in the following terms:

Reconnaissance surveys are visual or predictive surveys that identify the general distribution, location, and nature of cultural resources within a given area. These surveys are generally of low intensity and record only selective resources. The only resources recorded may be those of a specific architectural style or material, those exhibiting a single use or association of uses, or properties related to a historical theme. In some cases, the reconnaissance survey may attempt to provide a minimal level of information regarding all cultural resource groups within the survey area.

Specific resource documentation in a reconnaissance survey rarely exceeds property address, observational information on architectural style and features, and minimal photographic recording. Reconnaissance surveys often are conducted to establish the boundaries for more inclusive and intensive-level surveys to follow.

A reconnaissance survey should document:

- *Boundaries of the survey area*
- *Kinds of properties present in the survey area*
- *Method of recording specific resources*
- *Specific resources surveyed*
- *Recommendations for additional survey activity*

Reconnaissance surveys may or may not produce survey forms for each individual resource. A survey report summarizing and analyzing the information obtained and offering recommendations related to the survey goals should be prepared for all reconnaissance surveys. The recommendations section is particularly important in survey reports for reconnaissance surveys because it provides information about which areas of the community warrant further intensive survey.

What this tells us is that a reconnaissance survey is an essential planning tool that provides an understanding of the historic character of a project area and of the historic resources that are found there. The reconnaissance study of historic resources in Minturn's Old Town Character Area identifies the types of resources that exist there, examines styles of architecture and related features, assesses changes that have taken place, and highlights those properties that are worthy of intensive-level documentation.

This survey report provides a summary of the historic resources found within this area. While many are shown or discussed in the text, a complete list is found in the table toward the end of the document. The study should serve as a framework for understanding these buildings and structures as important historic resources in the town, for community planning efforts involving individual buildings and potential changes to the larger built environment, and for determining which among them might deserve attention from city staff and the HPC.

Historic Context

A reconnaissance study of any community requires historic context to understand the physical resources that have survived to the present day. This begins to answer the questions of why, how and when the built environment developed over time, turning Minturn into its own unique place. In many locales throughout Colorado, published historical studies provide that context. However, that is not the case in Minturn.

During the first few months of this project, it became apparent that an in-depth, professional-quality history of Minturn has never been written. Published materials specific to the town's past include a 2007 memoir written by local Bill Burnett (born in 1920, his recollections start later in that decade). Another is MacDonald Knight and Leonard Hammock's *Early Days on the Eagle*, a booklet published in 1965 that includes a short section on Minturn within the larger story of Eagle County. While these provide information of interest, they are not footnoted or are based upon personal memories. Railroad and mining histories touch on Minturn, and those were consulted. A 1937 Sanborn Fire Insurance Company map of Minturn, located in the archive of the Library of Congress, also proved to be useful.

Published materials were utilized and enhanced with newspaper articles dating from the 1880s through the middle of the 20th century. This required review of thousands of articles to extract the information used in the narrative below. Events in Minturn were covered by several regional newspapers, some of which ran regular columns about the town. The most useful were the *Rocky Mountain News*, *Leadville Herald-Democrat*, and Eagle County newspapers that included the *Eagle County Blade*, *Eagle County Times*, *Eagle Valley Enterprise*, and *Holy Cross Trail*. Due to cost and time constraints, the following history runs through 1949, the approximately 75-year mark tied to Minturn's regulatory review standard. The town's history starting in 1950 will need to be researched and written in the future.

Mining and Rail Transportation Along the Eagle River: Minturn's origins are rooted in the geography and geology of Eagle County's upper Eagle River Valley. For centuries, Colorado's mountains were occupied by the nomadic Ute people, who were still there when Euro-Americans arrived in the mid-1800s to explore, prospect, and claim the land for the United States. The Utes were removed to reservations in 1881, by which time Colorado was already a state, mining was in full swing in places such as Leadville and Aspen, and prospectors had crossed Tennessee Pass to search for mineral wealth among the rock outcrops above the Eagle River.

Prospectors first arrived in the upper Eagle River Valley in 1878-1879 as they migrated from Leadville to explore the surrounding mountains. Traveling over Tennessee Pass, they soon discovered rich ore-bearing formations containing gold, silver, copper, lead and zinc in the upper Eagle River Valley. Working mines were established at Belden and Red Cliff in 1879, followed by Gilman in the mid-1880s. This area became known as the Battle Mountain Mining District, and by the early 1890s its mines were employing hundreds of men and generating millions of dollars in revenue each year. Timber was harvested from the surrounding forests to provide supports for the underground mines.¹

¹ McCabe, *The Empire of Eagle: A Descriptive History of Eagle County, Colorado*, p. 25-28; Knight and Hammock, *Early Days on the Eagle*, p. 6-16; Frank Hall, *History of the State of Colorado*, Volume IV, p. 124

After fourteen years of profitable production, mining declined due to federal repeal in 1893 of the Sherman Silver Purchase Act. This threw the nation into a depression that lasted several years. Silver prices dropped, mines were closed, miners and other workers were laid off, railroad traffic decreased, and banks failed. Mining districts across Colorado's high country were impacted by the nationwide calamity and the Battle Mountain Mining District suffered through much of the decade. However, as the new century approached and the economy began to improve, the mines reopened and production increased.²

While the mine owners and their laborers extracted ore from the ground, it had to be shipped elsewhere for processing. This could not be accomplished efficiently by horsedrawn wagons. Affordable transportation was also needed for the people and equipment that moved in and out of the upper Eagle River Valley. By the late 1870s, a wagon road ran the length of the valley, following the course of an earlier foot trail along the Eagle River. Stage service was initiated in 1883, allowing residents of the mining camps and the agricultural district below to travel east and west. The area's roads continued to be extended and improved throughout the late 1800s and into the early 1900s.³

Although wagon roads and stage service were introduced to the upper Eagle River Valley, by the early 1880s much of the nation was already served by railroads. However, the high passes and substantial grades of the Rocky Mountains presented a challenge for railroad companies to overcome. The lure of completing successful lines across the mountain barrier resulted in intense competition among rail companies that aspired to be the first to reach emerging mining camps, trade centers, and agricultural districts where they could capture transportation business and reap profits.

For the pioneers of the Eagle River Valley, rail service was needed to ship ore, equipment, livestock, agricultural products, and loads of timber. Between 1872 and 1874, the Denver & Rio Grande Railway (D&RG) constructed a route from Denver to Pueblo and on to Canon City. Although the railroad continued south to Walsenburg, Trinidad and LaVeta, competition with the Santa Fe railroad caused the D&RG to turn west and concentrate its efforts on a mountain route to Salt Lake City. The railroad's managers began to consider pushing its main line up the Arkansas River and over Tennessee Pass into the Eagle River Valley. However, they had to get to Leadville first.⁴

In the fall of 1880, the D&RG completed its rail line through the Royal Gorge and on to Leadville. Work began immediately on the planned Eagle River Extension, which would run from Leadville over Tennessee Pass and down to the booming mining camp of Red Cliff. By March 1882, the narrow-gauge line had reached Rock Creek below Red Cliff and the route was opened for traffic. This provided area mines with the means to ship ore to the smelters in Leadville. Over the next few years, it appeared that the railroad had no intention of continuing down the Eagle River Valley and residents below the terminus had to use the existing wagon road. However, they didn't have to wait long for the situation to change.⁵

² McCabe, *The Empire of Eagle: A Descriptive History of Eagle County, Colorado*, p. 29-30; Knight and Hammock, *Early Days on the Eagle*, p. 6-16

³ Knight and Hammock, *Early Days on the Eagle*, p. 33-36

⁴ Wilkins, *Colorado Railroads: Chronological Development*, p. 1, 7, 13, 14

⁵ Knight and Hammock, *Early Days on the Eagle*, p. 37; Wilkins, *Colorado Railroads: Chronological Development*, p. 29, 33, 37, 43; Frank Hall, *History of the State of Colorado*, Volume IV, p. 125

In 1881-1882, the D&RG completed a preliminary survey of a continuation of the route from Rock Creek to the Colorado River and then on to Glenwood Springs and Aspen. Four years later, in 1886, the final route was surveyed and mapped. The D&RG was in a high-stakes race to reach the booming mining town of Aspen via Glenwood Springs more quickly than its competitor, the Colorado Midland Railroad. The right-of-way was secured, and the D&RG extended its narrow-gauge line down the Eagle River as quickly as possible.⁶

Construction began at Rock Creek in late 1886 and reached Gypsum in August 1887. Hundreds of men and numerous horse teams participated in the endeavor, working for contractors Carlile, Price & McGavock. The D&RG awarded the firm a \$2 million contract, reportedly one of the largest issued by any western railroad. The line followed the course of the Eagle River, extending more than 58 miles from Rock Creek to Glenwood Springs, and it was completed and opened for traffic on 6 October 1887.⁷

While narrow gauge lines were cost-effective to construct through mountainous terrain, reducing (but not eliminating) the need for tunnels and trestles, they also presented two essential problems. First, narrow gauge trains couldn't maximize the amount of freight hauled. In addition, with incompatible lines, freight and passengers had to be transferred from one train to another wherever narrow gauge and standard gauge systems met. This lack of compatibility slowed transportation and increased costs.

In 1890, the D&RG solved the differential between narrow and standard gauge along the Eagle River extension by converting the tracks to standard gauge. This completed a continuous transcontinental route through the Colorado mountains, connecting with the Rio Grande Western Railroad in Ogden, Utah. Additional trains began to travel along the route and the products of the mines and nearby ranching and farming districts that emerged from Gore Creek to Dotsero could be shipped to market or for processing elsewhere. Mail order catalogues became popular, with daily trains dropping packages off at stations and whistle stops. The D&RG's main line through the Colorado Rockies also started to be promoted as a tourist attraction. Advertised as the "Scenic Line of the World," the railroad emphasized affordable fares and the natural beauty of the route to prospective customers.⁸

In 1909, the D&RG advertised "Colonist Rates to California and the Northwest" at a cost of \$25 per person for Pullman car accommodations from any stop along the Colorado line to the Pacific Coast. With maintained highways traversing Eagle County starting in the 1920s, automobile, bus and truck service began to compete with the railroad. By the early 1920s, an improved but still unpaved auto road ran parallel to the D&RG tracks from Leadville to Grand Junction. Rail routes began to be abandoned around that same time, as mining and agriculture went in the doldrums as the economic boom of World War I passed. Yet passenger and freight service continued through the 1940s, as many relied upon the daily trains through the Great Depression and World War II.⁹

⁶ Knight and Hammock, *Early Days on the Eagle*, p. 37; Wilkins, *Colorado Railroads: Chronological Development*, p. 57

⁷ Knight and Hammock, *Early Days on the Eagle*, p. 37-39; Wilkins, *Colorado Railroads: Chronological Development*, p. 61; LaMassena, *Rio Grande...To The Pacific!*, p. 51; "By-Gone Days of Eagle Co.," *Eagle Valley Enterprise*, 14 January 1921, p. 1

⁸ Knight and Hammock, *Early Days on the Eagle*, p. 39; LaMassena, *Rio Grande...To The Pacific!*, p. 57

⁹ "Colonist Rates to California and the Northwest," Denver & Rio Grande Railroad, September 1909

During a 1921 reorganization, the railroad's name was changed to the Denver & Rio Grande Western (D&RGW). Completion of the Moffat Tunnel in 1928 by the Denver & Salt Lake Railway (the Moffat Road) and City of Denver threatened to divert a significant amount of rail traffic between Denver and Salt Lake City away from the D&RGW. This new standard-gauge route directly west from Denver through the mountains shortened the distance between Denver and Salt Lake City, causing trouble for the D&RGW. The D&RGW's management moved quickly to take over the Moffat Road and its famed tunnel by purchasing a majority of its stock. Despite this move, the D&RGW started to experience financial difficulties in 1930 due to a decline in business activity following the previous year's stock market crash.¹⁰

Acquisition of the Moffat Road eliminated the competition but caused the railroad to take on more debt than it gained in profits. It also reduced some of the need for train service on the Tennessee Pass route between Pueblo and Glenwood Springs. Although suffering from financial losses, the D&RGW completed the Dotsero Cutoff in 1934, shortening the route from Denver to Salt Lake City by more than 170 miles. Improvements to the route from Leadville over Tennessee Pass and down the Eagle River valley were completed into the early 1940s. Included among these was replacement of the original rails in 1943. World War II brought renewed profits, and in 1945 approximately fifty trains traveled through the valley daily, hauling freight along with equipment and personnel associated with the US Army's Camp Hale training facility for mountain troops at Pando.¹¹

Following World War II, Americans turned to the automobile and aircraft as their preferred forms of transportation. Rail travel went into decline in the Eagle River Valley in line with trends throughout the nation. The federal government began pouring funds into interstate highway construction in the 1950s, contributing to the demise of long-distance travel by rail. While passenger traffic disappeared from the line over Tennessee Pass, freight traffic continued during the decades following the war. In 1958-1959, the route was brought under the Centralized Traffic Control system based in Grand Junction. This eliminated the need for local personnel to control the switching of tracks between the main line and sidings.¹²

By the late 1960s, the amount of active railroad track mileage in Colorado was significantly reduced from its height decades earlier. While partly due to the reduction of track duplication, most abandonment resulted from the elimination of service to destinations that were no longer producing profits. Since it was located along a main line, the Eagle River Valley route continued for a while longer than in many mountain locations. In 1990, the D&RGW merged with the Southern Pacific railroad. Six years later it was absorbed into the Union Pacific railroad, at which time rail traffic through the valley came to a standstill.¹³

A Place Called Booco (1880s): The Minturn area was first settled by a small number of homesteaders who arrived there during the 1880s. Residing in log cabins on both sides of the Eagle River, their interest lay primarily in ranching and farming. Among them were pioneers George Booco, William Booco and Benjamin Booco, along with Lemuel Parish, John Kollnig, James Sprague and Swedish immigrant Peter Nelson. The ranching settlement

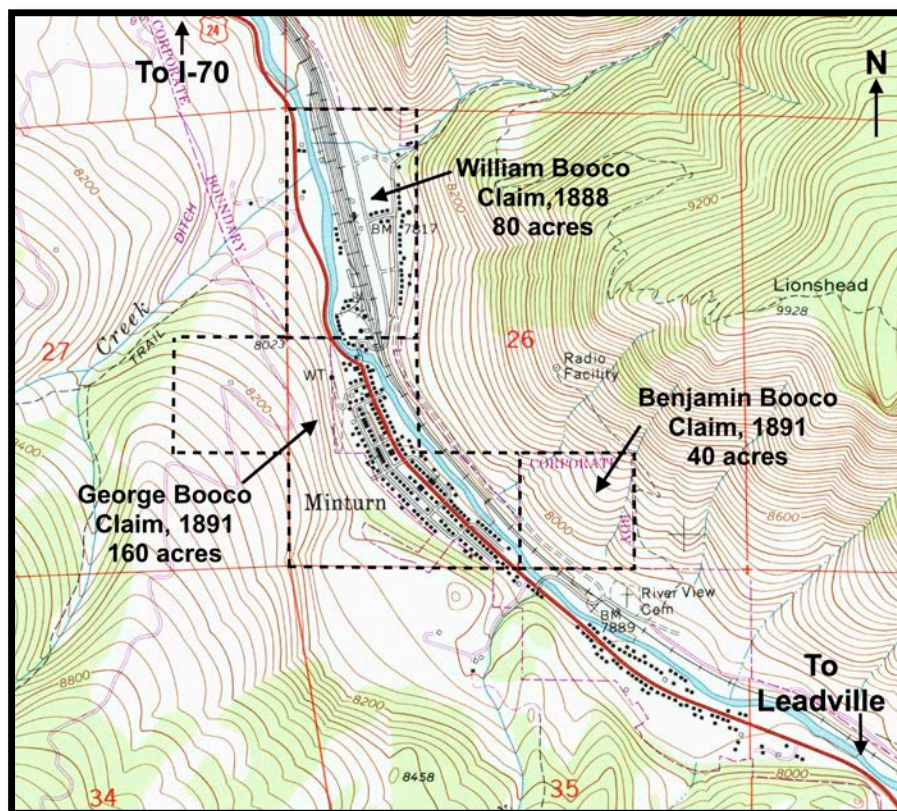
¹⁰ LaMassena, *Rio Grande...To The Pacific!*

¹¹ LaMassena, *Rio Grande...To The Pacific!*

¹² LaMassena, *Rio Grande...To The Pacific!*

¹³ *Colorado Railroad & Rail Corridor Guide*, Rail Abandonment and Trail Study, April 1998

that coalesced there was initially known as Booco or Booco Station because the family held much of the land. In 1891, George G. Booco secured the patent to a 160-acre homestead claim in the southwest quarter of Section 26, Township 5 South-Range 81 West. His father William and brother Benjamin also laid claim to parcels to the north, east and south. Their homesteads, which included additional lands in the area, extended along the river bottom and lower slopes of the hillsides. Within a few years, a good portion of George Booco's homestead would become the core area of the Town of Minturn and William's land to the north would be occupied by an extensive railyard operated by the Denver & Rio Grande.¹⁴



Booco Family Homestead Claims

The years shown are when the patents were secured from the US General Land Office
USGS Minturn 7.5' Topographic Map, 1987

George G. Booco was born in Anderson, Indiana in 1858, the first of twelve children born to William and Margaret Booco. In the spring of 1879, the family moved west to the alpine mining town of Leadville, Colorado, where the father and sons worked as miners. Following a pattern that was common among those struggling to make a living in the mining camps, the Boocos moved again by the mid-1880s when they traveled over Tennessee Pass and into the upper Eagle River Valley. After filing homestead claims, they developed ranches and farms on the land that would soon become Minturn. While George remained there, his parents and brothers moved on to ranch in Wolcott, McCoy and Steamboat Springs.¹⁵

¹⁴ United States General Land Office Records, Homestead Patents, Township 5 South-Range 81 West, Section 26, Eagle County, Colorado; "The Denver & Rio Grande Railroad," *Eagle Valley Enterprise*, 16 December 1921, p. 1

¹⁵ United States Census Records, William Booco and Family, Leadville, CO, 1880; Leadville City Directory, Listings for the Booco Family, 1882; Portrait and Biographical Record of the State of Colorado, 1899,

In 1891, George married Eva Slaughter in Glenwood Springs. A native of Keokuk, Iowa, she moved to Colorado in 1885 and was employed as a teacher in a series of mountain towns. While teaching in Minturn she met George Booco, who was a member of the local school board. Their daughter Florence was born in 1893, and she remained their only child. In 1897, Eva was elected to serve as superintendent of schools in Eagle County, a position she held for several years. She was highly regarded as a teacher and administrator.¹⁶



George and Eva Booco with their daughter Florence, circa 1900

Source: www.ancestry.com public photographs

The Boocos appear to have remained in Minturn until 1909, when they moved to Corvallis, Oregon. George worked there as a house carpenter. Around 1915, they were hired by the federal government to teach English to native Hawaiians on the island of Kauai. After two years they returned to Corvallis. George became ill with stomach cancer in 1918. Hoping to find some relief, he checked into the Hot Lake Sanatorium in LaGrande, Oregon. However, his stay was short as he died there on 22 January 1919, just one day after arriving. His remains were laid to rest in the Masonic burial ground that is now known as Hillcrest Cemetery.¹⁷

During the 1920s and early 1930s, Eva spent much of her time living and teaching in Honolulu, Hawaii, where her daughter Florence had settled in 1913 with her husband and children. As a young adult, Florence attended the New England Conservatory, Chicago Music College and American Conservatory. She became an accomplished pianist and opened a music academy in Honolulu. Eva eventually developed dementia, and her final days were spent in the Methodist Old People's Home in Salem, Oregon. She died there in 1934 and was buried in City View Cemetery.¹⁸

Biographies of George and Eva Booco, p. 149-150; "Grandma Booco Died Last Week in Her Ninety-Second Year," *Steamboat Pilot*, 28 February 1923, p. 1

¹⁶ Marriage Record Report, George Booco and Eva Slaughter, Glenwood Springs, CO, 1891; Portrait and Biographical Record of the State of Colorado, 1899, Biographies of George and Eva Booco, p. 149-150

¹⁷ United States Census Records, William Booco and Family, Minturn, CO, 1900 and Corvallis, OR, 1910; "Boocos Forsake Islands for Corvallis," *Corvallis Gazette-Times*, 6 July 1917, p. 4; "Rye Valley Resident Dies," *The Observer* (Corvallis, OR), 24 January 1919, p. 1

¹⁸ City Directories, Honolulu, Hawaii, Listings for Eva Booco and Florence Booco Johnson, 1930; Eva M. Booco, Certificate of Death, Oregon State Board of Health, Methodist Old Peoples Home, Salem, OR, 16 February

From Booco to Minturn (1887): As the D&RG constructed its Eagle River Extension from Red Cliff and Rock Creek toward Glenwood Springs in 1887, its managers decided to establish a railroad center at Booco, where the Eagle River Valley bottom became wide and flat. This allowed for the construction of sidings and maintenance facilities. In May of that year, the *Leadville Carbonate Chronicle* published a report from Booco stating that it was the end of track, temporarily occupied by around five hundred inhabitants. Contractors Carlile, Price & McGavock were headquartered there and had assembled numerous laborers and a massive supply of materials for building the rail line. The construction camp that suddenly emerged held a few restaurants, a lunch counter, and a grocery. Most of these, if not all, were likely housed in tents. No saloons were allowed in the camp, although seven set up shop nearby and were reportedly doing a brisk business.¹⁹

The first public mention of a place called Minturn appeared in the *Rocky Mountain News* in mid-July 1887. Drawing from a report recently published in the *Red Cliff Times*, the article titled “From Eagle County” informed readers that “about three thousand pounds of supplies have been packed from Minturn up to Camp Kentucky...” Two weeks later, the *Rocky Mountain News* printed an article by a reporter who had traveled the length of the rail line that was under construction from Red Cliff to Glenwood Springs. He wrote the following: “My first hold in the valley of the Eagle was at Boco [sic] or Minturn, thirteen miles below Red Cliff. Nearly all of the inhabitants being commercial men, but are making money after the usual western plan of keeping at the terminus of the building railroad. Of course the farmers will stay. At the time I came down the Eagle, Boca [sic] was still ‘the end of the track,’ but expected daily to begin moving.”²⁰

The following month, in August 1887, a man named Will Driscoll wrote to his uncle in Fort Collins from the new town of Gypsum in Eagle County. Employed by a freight forwarding company, he provided his impressions of the rail route under development from Red Cliff to Glenwood Springs. In his letter, Driscoll wrote that “I was at a place called Minturn, another place of short duration. When we left there only a few people remained to make the town.” At that moment, the permanence of Minturn was still uncertain. However, its namesake had been around for many years and by 1887 was a prominent figure in upper-class business circles on the East Coast of the United States.²¹

Robert B. Minturn Jr. (1836-1889): The emerging town of Minturn in the Eagle River Valley was named to honor Robert Bowne Minturn Jr., a New York-based director and shareholder of the recently reorganized Denver & Rio Grande Railroad. Born in New York City in 1836, he was the eldest child and first son of Robert Bowne Minturn Sr. and his wife, Anna Mary Wendell. By the time of Robert Jr.’s birth, his father had gained immense wealth as co-owner of the prominent shipping firm of Grinnell, Minturn & Company.²²

1934; Burial Record, Eva M. Booco, City View Cemetery, Salem, OR, 1934; “Johnson Studios Faculty Announced,” *Honolulu Star-Bulletin*, 23 June 1928, p. 40

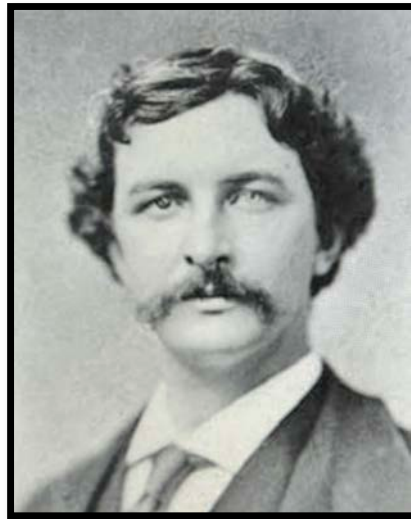
¹⁹ Knight and Hammock, *Early Days on the Eagle*, p. 31 and 39; “Kingston,” *Leadville Carbonate Chronicle*, 9 May 1887, p. 8

²⁰ “From Eagle County,” *Rocky Mountain News*, 14 July 1887, p. 10; “Glenwood and Aspen,” *Rocky Mountain News*, 28 July 1887, p. 6

²¹ “We are permitted to copy the following...,” *Fort Collins Courier*, 8 September 1887, p. 1

²² Biography of Robert Bowne Minturn Sr., www.ghgraham.org; Biography of Robert Bowne Minturn Sr., www.americanaristocracy.com

The company's fleet of around fifty large ships transported passengers and goods between Europe and the United States for many years. Seeking to expand business and increase revenue, the firm extended beyond the transatlantic trade to worldwide commercial shipping during the first half of the 19th century. That included trade with China, where Grinnell, Minturn & Company delivered shipments of opium and then filled their emptied holds with spices, tea and manufactured goods for the return voyages to the United States and Europe. In every direction the ships traveled, the company reaped immense profits. In the late 1840s, Grinnell, Minturn & Company started to transport goods and passengers to California, where the gold rush offered additional opportunities to increase profits.²³



Robert Bowne Minturn Jr., Date Unknown

Robert Minturn Jr. grew up in luxury among New York City's mercantile and shipping elite. After graduating from Columbia University in 1856, he spent six months traveling for his father's firm. The excursion led to the publication of a travelogue he wrote called *New York to Delhi: By Way of Rio de Janeiro, Australia and China*. Upon returning to New York, Robert Jr. joined his father in the offices of Grinnell, Minturn & Company. In 1862 he married Sarah Susannah Shaw, the daughter of an upper-class abolitionist family from Boston. Her brother, Robert Gould Shaw, was the commanding officer of the nation's first African American infantry regiment, the 54th Massachusetts. In July 1863, he and many of his men were killed in the Second Battle of Fort Wagner. The story of Shaw and the 54th Massachusetts was dramatized over a century later in the 1989 Oscar-winning film *Glory*.²⁴

Robert and Sarah Minturn settled into a mansion surrounded by landscaped grounds in the town of Richmond on Staten Island. The place was Sarah's childhood home. They also maintained a townhouse in Manhattan and a summer residence in Far Rockaway overlooking Long Island Sound. They had seven children, and the family's needs were tended to by several live-in servants. By the mid-1870s, Robert Jr. had inherited great wealth following his father's death, and he and his brother John became co-principals of the firm of Grinnell, Minturn & Company. As a Gilded Age business tycoon, Robert Jr. continued to manage the

²³ Biography of Robert Bowne Minturn Sr., www.ghgraham.org; Biography of Robert Bowne Minturn Sr., www.americanaristocracy.com

²⁴ Biography of Robert Bowne Minturn Jr., www.americanaristocracy.com; Burial Record, Robert Bowne Minturn Jr., Trinity Church Cemetery, Hamilton Heights, NY

shipping company and pursued other business and community interests. Between the 1860s and 1880s, he served as president of the American Free Trade League and treasurer of New York's Association for Improving the Condition of the Poor. He was also a regent of New York University and a member of the American Geographical Society of New York.²⁵

In the summer of 1886, the *Rocky Mountain News* reported that the Denver & Rio Grande Railway, which had fallen into foreclosure, had been sold and reorganized. William S. Jackson became president of the slightly renamed Denver & Ro Grande Railroad. Robert B. Minturn Jr. was one of a small group of men who became the railroad's incorporators, directors and major shareholders. In May 1887, he was elected to serve as its new vice-president. He continued in that position until June 1889, when he resigned. Robert Minturn Jr. died suddenly at the age of 53 in New York City in December 1889 and was buried in Trinity Church Cemetery in Upper Manhattan.²⁶

The Town of Minturn Emerges (1890s): Although the D&RG constructed its main line down the Eagle River and through the area it designated as Minturn in 1887, some question remained as to whether a town would emerge. In August 1890, the *Rocky Mountain News* reported that some interesting land acquisitions had recently taken place there, all tied to rumors that the railroad was about to make a big move toward development:

“Three far-seeing gentlemen last week took Time by the forelock by buying up the land near and around Minturn, which is ten miles below Red Cliff. The company is composed of John Baumeister, R. D. Heney and J. B. Nichols, and is known to the public as the Minturn Townsite company. They bought Nelson's ranch, for which they paid \$3,000, and which joins on to the land owned by the Denver and Rio Grande, and also forty acres of the Bocco [sic] ranch. In all probability the railroad company will make Minturn the end of one division when the great transcontinental route is completed. Extensive repair shops and a round house will be erected, as well as a hotel. The townsite company has already had their land platted and they are now ready to sell the lots.”

The real estate transfers and town plat filing were entirely dependent upon whether the railroad would in fact place its repair shops and division point at Minturn.²⁷

A few days later, the *Rocky Mountain News* reported that the railroad was likely laying plans to make Minturn a division point for freight and passenger traffic along the line between Salida and Glenwood Springs. Drawing its reporting from an article that had recently appeared in the *Red Cliff Comet* newspaper, the *Rocky Mountain News* informed its readers that “rumor has it that a round house, with from eighteen to thirty stalls for engines, will be erected and also that machine shops will be built. A large hotel will be put up by the company so that it can be made an eating station. A large number of men are already employed in grading up the company's property for the laying of extensive side trackage.” This was around the time that the D&RG was converting the Eagle River Extension between Leadville and Glenwood Springs from narrow-gauge to standard-gauge tracks.²⁸

²⁵ Biography of Robert Bowne Minturn Jr., www.americanaristocracy.com; Photograph of the Shaw-Minturn House, Historic Richmond Town Website, circa 1890-1910; United States Census Records, Robert Bowne Minturn Jr., New York, 1870-1880

²⁶ “Reorganized,” *Rocky Mountain News*, 21 July 1886, p. 3; Burial Record, Robert Bowne Minturn Jr., Trinity Church Cemetery, Hamilton Heights, NY; “Robert B. Minturn,” *New York Tribune*, 16 December 1889, p. 7.

²⁷ “A New Town,” *Rocky Mountain News*, 30 August 1890, p. 2

²⁸ “Denver and Rio Grande Movements,” *Rocky Mountain News*, 1 September 1890, p. 7

In mid-October 1890, the rumors were confirmed when the *Leadville Herald Democrat* reported the following news:

“The question of where the end of the new division will be on the Denver and Rio Grande has at last been definitely settled, and Minturn is the place selected. Whether it will be the end of the division for passenger trains remains to be settled, but it will be a division for freight business. A large force of men are at present engaged in erecting a ten-stall roundhouse, a two-story hotel, fire proof oil house, store and sand houses, coal chutes and offices. They will be built of brick. The reason why the company decided upon this site was, because it was where the 3 per cent. grade started and every train, freight or passenger, requires “a pusher” to the tunnel. This decision will assist materially in building up the town of Minturn.”

Construction of the new railroad facilities continued over the following months. In November 1890, around forty masons were installing the sandstone foundations for the buildings. The *Leadville Herald Democrat* reported that “the town is quite lively, and a number of people have purchased lots and are building, and will start in business when their stores are finished.” This article provided the earliest indication that the town of Minturn was starting to emerge from the open ground along the Eagle River south of the new railroad facilities.²⁹

Work continued into the winter and toward the end of January 1891 the *Leadville Herald Democrat* reported the following about developments there under the title “Minturn’s Boom”:

“The new railroad eating house at Minturn has been completed and will be occupied next week. A temporary lull has taken place in the erection of the roundhouse, but work will be resumed shortly, and it is expected that the foundation will be laid for the new brick hotel. Work is being pushed on the workshops and it is expected they will be finished shortly. Outside of the railroad company, considerable building is being done by the townsite company and Minturn is assuming the proportions of a town, and will shortly out rival Red Cliff.”

The railroad facilities were completed over the following nine months and the Minturn townsite began to fill with houses and small commercial buildings. In August 1891 the *Rocky Mountain News* reported that “Minturn is a new division station on the Rio Grande just beyond Tennessee pass, in the valley of the Eagle river. It is pleasantly located, and is destined to be a point of considerable railroad importance.”³⁰

By the middle of 1892, the mountains surrounding Minturn were being prospected for silver and gold, and several small mines went into operation. While this led to speculation that the town would become a substantial mining center, its economic base remained rooted in transportation. As one visitor described it in 1897, “Minturn is a thoroughly railroad town.” As a division point and repair center for the D&RG, railroad employees and passengers could obtain meals and find overnight accommodations. Minturn was also where trains preparing to climb south toward Gilman, Red Cliff and Leadville were provided with extra helper engines that pushed the cars up the steep grade. In addition to transporting ore, the rail siding at Minturn became a shipping point for agricultural products from the Eagle River and Gore

²⁹ “End of a Division,” *Leadville Herald Democrat*, 16 October 1890, p. 4; “Gossip From the Grade,” *Leadville Herald Democrat*, 30 October 1890, p. 4; “The World on Wheels,” *Leadville Herald Democrat*, 7 November 1890, p. 8

³⁰ “Gossip From the Grade,” *Leadville Herald Democrat*, 29 January 1891, p. 5; “Gossip From the Grade,” *Leadville Herald Democrat*, 5 February 1891, p. 4; “Gossip From the Grade,” *Leadville Herald Democrat*, 12 February 1891, p. 8; “Minturn is a new division station...,” *Rocky Mountain News*, 6 August 1891, p. 4; “World on Wheels,” *Leadville Herald Democrat*, 3 September 1891, p. 4

Creek districts. In 1895, the Fruit Growers' Supply Company of Grand Junction opened a manufacturing facility in Minturn that produced wooden boxes used to ship fruit to market.³¹

Stockyards were built and opened along the Minturn siding in the summer of 1897. From that time on, the chutes, corrals and water troughs handled livestock being shipped to market by cattlemen from western Colorado and other states. At Minturn, the animals were unloaded from the rail cars, allowed to stretch their legs or lie down for a bit, and provided with food and water for their long eastward journey. The bustling railroad, stockyard and mining activity drew residents to Minturn, and by 1890 the unincorporated townsite was occupied by an estimated 190 residents. A small schoolhouse, built in 1889, was staffed by a series of teachers who moved in and out of the community. One of those was Eva Slaughter, who ended up marrying George Booco.³²



Minturn Store and Post Office, Circa 1890

Source: Knight and Hammock, *Early Days on the Eagle*

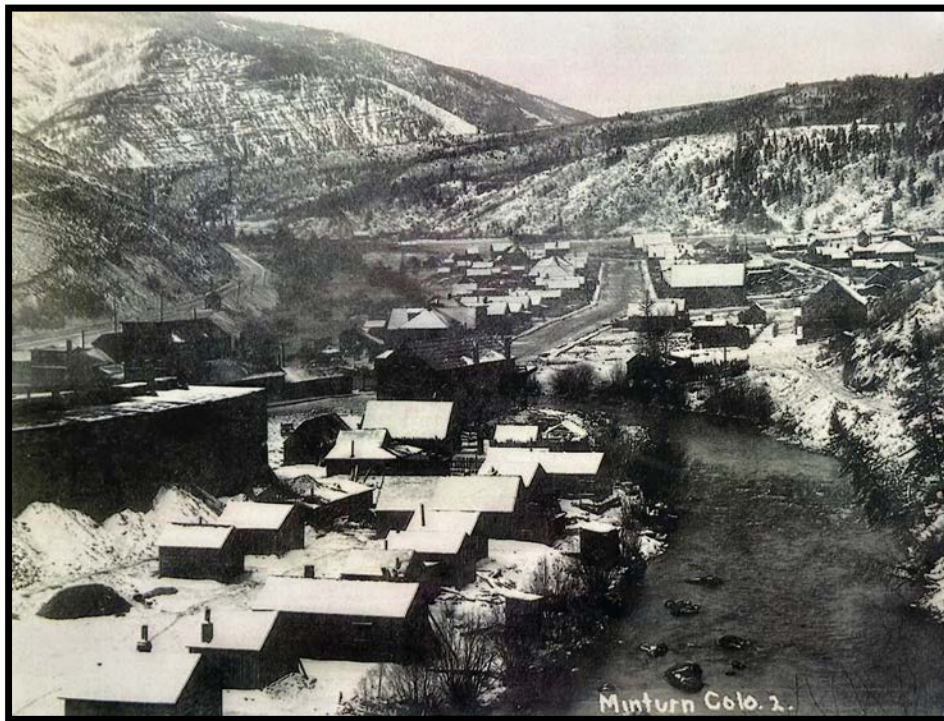
On 4 November 1898, a fire broke out in the town's small commercial district, destroying the post office and several other buildings. Several days later, the *Salida Mail* reported that the fire "destroyed practically the entire business section," but none of the railroad buildings were damaged. Despite this setback, business and construction resumed and by the beginning of 1899 Minturn was back on its feet.³³

³¹ "Promising New Country," *Rocky Mountain News*, 19 May 1892, p. 3; "The Fruit Growers' Supply company...", *Grand Junction Daily Sentinel*, 19 January 1895, p. 4; "Word has been received...", *Mosca Herald*, 23 July 1897, p. 4

³² "Carpenters and water workmen...", *Leadville Herald Democrat*, 15 June 1897, p. 4; Knight and Hammock, *Early Days on the Eagle*, p. 31; "Leadville," *Rocky Mountain News*, 15 September 1889, p. 11

³³ "Fire at Minturn," *Aspen Daily Times*, 5 November 1898, p. 1; "Two Towns in Ashes," *Salida Mail*, 8 November 1898, p. 3; "Minturn," *Eagle County Blade*, 19 January 1899, p. 3

By early 1899, the *Eagle County Blade* newspaper, published in Red Cliff, had launched a regular column that provided readers with news from Minturn. These included notes on business developments, people moving in and out of town, births and deaths, railroad activities, and the construction of houses and commercial buildings. H. C. Newell opened a new dry goods store, the post office reopened in a new location, and Mrs. Keck moved into her new house. Ben Nelson arranged for the construction of a two-story building that would house a cigar shop, confectionery and pool room on the main floor, with the upper floor used as a lodge hall by the Woodmen of the World and Brotherhood of Locomotive Firemen. The 20th US Infantry passed through town on its way to the Philippines. On one Saturday in February, the railroad's eating house adjacent to the depot served 440 meals. In early March, the trains were stuck in deep snow with a blizzard raging. The newspaper reported that "Minturn is a good place in the winter – to stay away from."³⁴



**View of Minturn, Circa 1900
Looking South Down Main Street**

Source: Eagle County Library, Local History Collection

Minturn in the Early 20th Century (1900s-1920s): By the turn of the 20th century, Minturn's small commercial district along Main Street was occupied by several one and two-story buildings. These housed a collection of retail stores, offices, restaurants and service shops. The federal census of 1900 recorded around 450 people residing in the Minturn enumeration district. About 200 lived in the townsite and the others were on nearby farms and ranches. Many of the men in town were employed by the Denver & Rio Grande Railroad,

³⁴ "Minturn," *Eagle County Blade*, 19 January 1899, p. 3; "Minturn," *Eagle County Blade*, 26 January 1899, p. 3; "Minturn," *Eagle County Blade*, 16 February 1899, p. 3; "Minturn," *Eagle County Blade*, 16 March 1899, p. 1; "Minturn," *Eagle County Blade*, 6 April 1899, p. 4; "Minturn," *Eagle County Blade*, 11 May 1899, p. 3; "Minturn," *Eagle County Blade*, 15 June 1899, p. 3; "Ben Nelson's two-story building at Minturn..." *Eagle County Blade*, 21 September 1899, p. 3; "Minturn," *Eagle County Blade*, 2 March 1899, p. 3

working on the trains, in the station and eating house, and in the yard and repair shops. Along with housewives and children, Minturn had a barber, physician (Dr. Frank Coffman), attorney and judge (Edward Fugat), bookkeeper, blacksmith and real estate agent. Others worked as telegraph operators, grocers, saloonkeepers and bartenders, carpenters and masons, painters, coal and silver miners, teamsters, restaurant workers, retail store owners and clerks, and day laborers. One man reported that he was a professional gambler.³⁵

During the first decade of the new century, the *Eagle County Blade* reported on numerous rockslides, snowslides, train wrecks and railroad-related injuries and deaths in the Minturn area. Miscreants were housed in the town jail. But not all was bad news. Builders erected new houses and commercial buildings, a group of women worked to have a church constructed, the American House Hotel and Eagle River Hotel provided overnight accommodations, and the Dickson Café offered meals day and night. Under new ownership, the Red Front Restaurant became the Poodle Dog Chop House. Improvements were made to the D&RG repair shops and the main line through Minturn was double-tracked in both directions, enhancing the handling and efficiency of trains. In January 1903, a new schoolhouse opened that held a library along with two classrooms capable of seating one hundred students. George Booco served as secretary of the school district and was instrumental in its construction.³⁶

Telephone service arrived in Minturn in September 1901, when the Colorado Telephone Company completed a line from Wolcott to Leadville. Although service involved a fee based upon the distance of the call, the *Eagle County Times* wrote that this was a welcome development “when you feel like having a five-minute chat with your girl in Denver.” Initially located in the Steacy Store on Main Street, the telephone exchange was moved in 1903 to the town’s post office. Minturn residents’ eager adoption of telephone service led Frank Steacy to complain that “another month of the hello business would have landed him in Pueblo (the location of the Colorado Insane Asylum).³⁷

In October 1901, George and Eva Booco visited the Eagle County courthouse to file a plat for the Booco No. 2 Addition to Minturn. He was quoted in the newspaper as saying “there is a constant demand for building lots at the thriving railroad town, and the platting of more ground was an absolute necessity.” In December, the *Eagle County Blade* published an article titled “Growing Minturn” that provided information about development in the town:

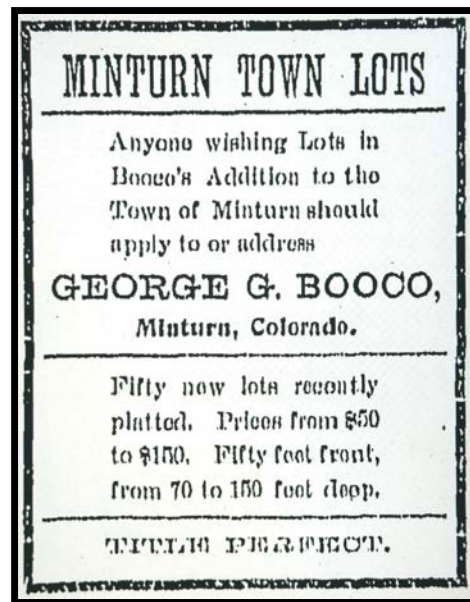
“The railroad town of Minturn has experienced quite a growth the past year, and notwithstanding the lateness of the season building operations are still being carried on. Nearly all of the improvements noted below are upon Booco’s addition to the town of Minturn, many of them on the portion recently platted. It is expected, from the constant inquiry and demand for building sites, that the growth of the place next year will be greater than that of the past year.”

³⁵ United States Federal Census Records, Minturn, CO, 1900

³⁶ “Minturn,” *Eagle County Blade*, 11 January 1900, p. 2; “Minturn Department,” *Eagle County Blade*, 24 January 1901, p. 2; “Lime Industry at Minturn,” *Eagle County Blade*, 4 July 1901, p. 3; “A Large Contract,” *Eagle County Blade*, 25 July 1901, p. 3; “The Glenwood Springs correspondent...,” *Eagle County Blade*, 12 September 1901, p. 2; “Minturn,” *Eagle County Blade*, 4 December 1902, p. 1; “New School House at Minturn,” *Eagle County Blade*, 10 December 1903, p. 1; “Minturn Melange,” *Eagle County Times*, 16 June 1906, p. 4; “Double Track Completed,” *Yampa Leader*, 9 November 1907, p. 1; “The Dickson Café,” *Eagle County Blade*, 7 January 1909, p. 8

³⁷ “The work of the Colorado Telephone company...,” *Eagle County Times*, 21 September 1901, p. 4; “Minturn Melange,” *Eagle County Times*, 26 September 1903, p. 1

The article provided additional details about several houses and a rooming house that had recently been completed or were underway. Starting in January 1902, George Booco purchased advertising space in the *Eagle County Blade* for the fifty lots he placed on the market in the new addition.³⁸



Booco's Advertisement for Lots in Minturn

Eagle County Blade, 23 January 1902, p. 4

A fire broke out in one of the houses in June 1902. Five houses were destroyed by the time the conflagration was extinguished by a bucket brigade hauling water from the river. Within weeks, the owners were having the houses reconstructed, including one "of very modern architecture" for Dr. Coffman. Fires were a common occurrence in many of Colorado's smaller mountain communities, where buildings were often constructed of wood. Minturn was not immune from the problem and each time a fire broke out and buildings were destroyed, citizens pleaded unsuccessfully for the town's leadership to start a fire department and acquire firefighting equipment.³⁹

In 1904, a committee formed to explore incorporating the Town of Minturn. The subject was placed before the voters on October 12 with much support and little opposition. Prior to the election, the *Eagle County Blade* editorialized that "the railroad metropolis has certainly arrived at the point where it can aspire to city airs, and incorporation will prove a good thing for its people and should carry." The citizens of Minturn voted in favor of incorporation and in November the inaugural meeting of the new board of trustees took place. Minturn's first elected mayor was Frank Steacy, known for his prominent store on Main Street that sold groceries, meats, hardware, mining supplies, clothing and general merchandise.⁴⁰

³⁸ "News From Our Neighbors," *Eagle County Blade*, 26 September 1901, p. 2; "Locals," *Eagle County Blade*, 10 October 1901, p. 3; "Growing Minturn," *Eagle County Blade*, 5 December 1901, p. 2

³⁹ "Bad Fire at Minturn," *Eagle County Blade*, 19 June 1902, p. 1; "Local Paragraphs," *Eagle County Blade*, 28 August 1902, p. 4

⁴⁰ "Minturn Items," *Eagle County Blade*, 8 September 1904, p. 1; "Minturn to Incorporate," *Eagle County Blade*, 22 September 1904, p. 8; "Minturn Town Board Organized," *Eagle County Blade*, 17 November 1904, p. 8; "At Steacey's," *Eagle County Times*, 6 January 1906, p. 4

Another important development took place in 1906, when the Presbyterian Church was completed on Main Street, providing town residents with their only religious building. In November 1909, the two-story Eagle River Hotel was heavily damaged by a fire that broke out in a restroom. Recently constructed, the building was fully occupied at the time of the fire. Many of the guests jumped from the windows and sustained injuries. Following the incident, plans were made to erect a more substantial building on the site. The event caused renewed concern that Minturn still had no fire department, and the town council responded by ordering a chemical cart.⁴¹



Another fire broke out in January 1910 in a Main Street building known as Henry Hall, which held the Rush & Elliott pool hall on the main floor with a dance hall above. Town residents rushed to the site, quickly pulling everything from the pool hall (including the heavy pool tables) to avoid a total loss. That building and a boarding house next door were destroyed. Two buildings across the street containing general stores and the town's post office started on fire several times from the embers and heat. Although their facades were damaged, they were saved by another bucket brigade hauling water from the Eagle River. The new chemical cart had arrived a few days earlier but was still packed in a crate.⁴²

According to the 1910 federal census, Minturn's population had increased to 241 residents. Newspaper articles mentioned that a construction boom was taking place that year, with seven new buildings underway. Frank Steacy still served as mayor, leading a town board that consisted of six other aldermen. Others serving the community included town clerk L. A. Haldeman, treasurer May Cox, and town marshal Charles Terrel. Minturn had a half-dozen active fraternal lodges, including the Masons, Eagles, Woodmen of the World and Women of Woodcraft.⁴³

By the spring of 1910, rebuilding of the fire-damaged Eagle River Hotel was reaching completion. When it reopened in June, the new three-story building with central heating held fourteen rooms for visitors, along with a dining room, office and barbershop. Rush & Elliott

⁴¹ "Minturn Hotel Fire," 25 November 1909, p. 1

⁴² "Minturn Fire," *Eagle County Blade*, 20 January 1910, p. 1

⁴³ United States Federal Census Records, Minturn, CO, 1900; "Town Officials," *Eagle County Blade*, 30 June 1910, p. 4; "Minturn," *Eagle County Blade*, 1 September 1910, p. 3

also rebuilt their pool hall, including a new soda fountain and ice cream parlor. Frank Steacy had two new store buildings under construction that summer, one a large general store built of stone that would hold a second-floor dance hall with a white maple floor. Other businesses included the City Drug Store operated by R. W. Cox, H. G. Keck Grocery and Dry Goods, Jones Bros. Liquor Store, Koch's Restaurant, the Eagle River Saloon, and Luby's Place for sporting goods along with liquors and cigars. Cox's store also held the post office and served as the Minturn office of the Colorado Telephone Company.⁴⁴

The image contains two side-by-side business advertisements. The left advertisement is for 'Rush & Elliott' and 'Luby's'. It lists 'Ice Cream Confections Soft Drinks Ice Cream Parlor for the Ladies' for Rush & Elliott, and 'BILLIARDS AND POOL FINE LINE OF Cigars Pipes and Tobaccos' for Luby's. Below that, it says 'Fine Wines, Liquors and Cigars' and 'LUBY'S' in large letters, followed by 'Fine Line of Sporting Goods'. The right advertisement is for 'CITY DRUG STORE' and 'H. G. KECK'. It lists 'Fine Line of Drugs' and 'Sporting Goods' for the City Drug Store, and 'Minturn Post Office', 'Periodicals and Magazines', 'Colorado Telephone Central Office', and 'Candies and Confections' for H. G. Keck. Both advertisements include the location 'MINTURN COLORADO'.

Minturn Business Advertisements

Eagle County Blade, 30 June 1910, p. 4

During the summer of 1910, Minturn residents saw the opening of the Minturn Athletic Club, which continued to operate into the 1930s. Its owners staged prizefights that were open to public attendance and betting. The first fight scheduled was between "Kid Banks" of Red Cliff and Jimmie Butler of Salida. General admission was \$1.00, with ringside seats going for twice that amount. Matches occurred periodically and always drew a crowd. The *Eagle*

⁴⁴ "Minturn's New Hotel," *Eagle County Blade*, 24 March 1910, p. 1; "Rush & Elliott," *Eagle County Blade*, 30 June 1910, p. 4; "Minturn," *Eagle County Blade*, 1 September 1910, p. 3; "Minturn," *Eagle County Blade*, 8 September 1910, p. 3; Minturn Business Advertisements, *Eagle County Blade*, 5 January 1911, p. 6

County Blade also noted that Minturn was occupied by residents from a variety of foreign countries in addition to its native-born Americans. Among them were people from Italy, Mexico, England, Ireland, France and Germany. On 4 July 1910, a crew of Japanese workers at the railroad roundhouse hoisted an American flag above their bunk cars together with the flag of Japan. They were treated as welcome guests in the community.⁴⁵

Although Minturn's residents were living in the 20th century, the town remained vulnerable to fire damage due to the absence of a fire department supported by a pressurized water system and hydrants. This was underscored again in September 1911 when another fire destroyed multiple commercial buildings that held some of the town's most prominent businesses. As the *Eagle County Blade* put it, "the business part of Minturn was wiped of [sic] the map." Residents were also without access to safe drinking water because the town lacked a modern water plant. The many wells in use throughout the community were known to be contaminated. None of the houses or other buildings had indoor plumbing.⁴⁶

Responding to public pressure over the disastrous fires of the previous decade, Minturn's town council held a special election in late November 1911 asking voters to approve the issuance of bonds to pay for a water plant, with the water to be drawn from Cross Creek. Unfortunately, the newspapers failed to record what happened with the election. Around that time many of Colorado's small towns were working to fund and install their first waterworks plants, so Minturn was not alone in that effort. Subsequent newspaper articles show that the first waterworks plant was built in Minturn by the early 1920s.⁴⁷

Most newspapers articles about Minturn over the following years focused on residents' coming and going, social activities, and illnesses and deaths. The *Eagle Valley Enterprise* ran a regular column titled "Minturn Gossip." Minturn residents also formed a baseball team that played against teams from other mountain towns. The results of those games were closely followed and made their way into area newspapers. One big development project was completed in 1915. That involved the construction of a YMCA building operated by the Denver & Rio Grande Railroad. Located adjacent to the railyard, it was reserved for railroad employees as a place to obtain an overnight room, enjoy the central steam heat and hot water, have a meal, and relax in the library and recreation rooms. The building remains standing today although it has been greatly altered.⁴⁸

In 1918, a limestone quarry was opened above Minturn. Employing a sizable crew of men, the quarry was served by a rail spur and its output shipped to the state's ore smelters and sugar factories, which crushed and used the rock in their refining processes. This operation added to the town's prosperity. Between 1918 and 1920, cement sidewalks were installed along Main Street. In the spring of 1919 ground was broken for the construction of a Catholic church. However, the dream of completing the church would be delayed for six more years.⁴⁹

⁴⁵ "Minturn Athletic Club," *Salida Mail*, 5 July 1910, p. 2; "Minturn," *Eagle County Blade*, 11 August 1910, p. 8

⁴⁶ "A Minturn Letter," *Eagle County Blade*, 22 September 1910, p. 2; "Disastrous Fire at Minturn," *Eagle County Blade*, 22 September 1911, p. 3; "The business part of Minturn was wiped of [sic] the map...", *Eagle County Blade*, 29 September 1911, p. 3

⁴⁷ "Minturn to Vote on Bonds," *Eagle Valley Enterprise*, 22 September 1911, p. 1; "Public Notice," *Eagle Valley Enterprise*, 10 November 1911, p. 8

⁴⁸ "Will Dedicate Minturn Y.M.C.A.," *Grand Junction Daily Sentinel*, 18 November 1915, p. 4

⁴⁹ "Best Limestone in State Being Quarried at Minturn," *Eagle Valley Enterprise*, 2 May 1919, p. 1; "Minturn is to have a new Catholic church...", *Eagle Valley Enterprise*, 2 May 1919, p. 1

Newspaper accounts of Minturn from the 1920s again focused upon gossip and small news items. These included short notices regarding residents' travels and social activities, along with who was moving into and out of the community. Also covered were dances, robberies, railroad accidents, baseball games, and the many transient men riding the rails who loitered in town and got into various sorts of trouble. Concern arose in 1920 about an ultimately unsuccessful effort to have the D&RG Railroad move its division point from Minturn to Eagle. Another subject of frequent interest involved road conditions and the difficulty of automotive travel along the rough, dangerous route between Minturn and Leadville.⁵⁰

In May 1920, the Colorado State Highway Commission awarded a \$100,000 contract to the Monarch Engineering Company for the construction of a road project that would benefit Minturn residents and anyone else traveling east or west through the mountains. Plans called for improvements to the six-mile segment between Gilman and Minturn, where the narrow roadbed combined with a steep grade and frequent rockfalls to present a constant danger. According to the *Eagle Valley Enterprise*,

“This new road construction will eliminate the most dreaded piece of highway for tourists and travelers unused to mountain roads on the intermountain section of transcontinental travel, and with a good road in the west end of the county to connect with Battle mountain, this will be the most popular cross-state route in Colorado. The Battle mountain trip is unsurpassed for beauty, but for the average tourist the pleasure is all taken away by fear.”

Designated a federal aid project, the effort would be supported by funding from federal, state and county agencies. This was the beginning of periodic improvements to the route that would continue for many years.⁵¹

The widened, graveled segment of road from Minturn to Gilman was finished by the beginning of 1923, including the removal of loose rocks and boulders using dynamite, followed by cleanup from the rail line below. When the work was done, it was declared one of the most difficult and expensive road projects ever completed in Colorado. The route became part of the Pikes Peak Ocean-to-Ocean Highway, making automobile travel across the country and through Eagle County and Minturn more efficient and enjoyable. In 1926-1927, the length of the road from Minturn to Avon was improved (by that time it was designated State Highway 4). Visitors started to arrive in Minturn as soon as the road was opened. However, along with the increase in travel came accidents resulting in injuries, deaths and wrecked trucks and automobiles. These incidents were regularly covered by area newspapers.⁵²

Silent movies came to Minturn in 1920 with the opening of a business known as the Minturn Opera House, which exhibited a revolving schedule of picture shows. Projection of films would have been powered by batteries since the town, with around 300 residents, was not yet wired for electric service. In 1924, the Minturn Opera House was acquired by Sheriff W. M. Wilson, who owned motion picture houses in Eagle and Gypsum that he operated under the name Paramount Theaters. The first movie exhibited in Minturn's renamed Paramount Theater was Mary Pickford's *Tess of the Storm Country*, followed by a community dance. The Paramount Theater continued to operate through the 1920s, entertaining Minturn

⁵⁰ “County Removal Notes,” *Eagle County News*, 4 September 1920, p. 1

⁵¹ “Battle Mountain Contract Awarded for \$100,000,” *Eagle Valley Enterprise*, 14 May 1920, p. 1

⁵² “Battle Mountain Road Completed,” *Holy Cross Trail*, 6 January 1923, p. 1; “Contract for Minturn Avon State Highway,” *Eagle Valley Enterprise*, 3 September 1926, p. 1

residents and visitors with first-run films produced in Hollywood. Dances often followed the movies shown on Saturday evenings.⁵³

In December 1923, the Colorado Power Company announced plans to extend electric service from Gilman to Minturn, the only town in Eagle County without access to an electrical grid. The renamed Denver & Rio Grande Western's railyard and roundhouse operated using steam power and was expected to be the firm's biggest customer. Town residents would also benefit by subscribing for service. Until then, the community's homes and businesses were illuminated with kerosene lamps and street lighting was provided by gasoline lamps. The new electric system required the installation of power poles and lines from Gilman, along with wiring of all the buildings in Minturn. Work started in the spring of 1924 and was largely completed in August. This development changed the town's nighttime appearance and allowed residents to light their homes with ease and purchase and use a variety of modern electric appliances.⁵⁴

Minturn joined the modern age in the 1920s through improved road service and the arrival of moving pictures and electricity. Other civic improvements and business developments were noted by the *Eagle Valley Enterprise*, which published this glowing statement about the town:

"The town of Minturn is showing more life this summer than any other town in the county. The work of installing electric power and light by the Colorado Power company and the building of an addition to the railroad "Y" are the two big improvements, but other signs of prosperity are also in evidence. M. M. DeLong is erecting a modern public garage, a much needed service to the community; B. D. Price, proprietor of the Eagle River hotel, is building an addition to the dining room of that popular hostelry, and the past week A. D. Johnson is opening up a new restaurant in the Hughes building."

Expansion of the YMCA building in 1924 about doubled its capacity. In July of that year, a public meeting took place in the Paramount Theater to discuss the formation of a volunteer fire department. Minturn's economy was still largely supported by railroad workers and their paychecks. The surrounding farms and ranches grew an abundance of produce that enabled a packing industry to emerge in Minturn and the railyard kept the refrigerated cars stocked with ice. Sheep and cattle raised on area ranches were shipped by rail to market and livestock passing through were removed from the trains to be fed and watered in the stockyard. Nearby milling, mining and quarrying operations also boosted the economy.⁵⁵

In 1925, a Minturn welfare committee met to discuss other potential improvements for the community. The resulting wish list included the development of a public campground for tourists, continued improvements to area roads, finding a bank to open in town, and the construction of more houses to accommodate the growing population. Around the beginning

⁵³ "Minturn Opera House," *Eagle County News*, 4 September 1920, p. 4; "W. M. Wilson, owner of the Paramount moving picture theaters...", *Eagle Valley Enterprise*, 16 May 1924, p. 5; "Paramount Theaters," *Eagle Valley Enterprise*, 16 May 1924, p. 5; "Moving Picture Trust Closes Local Theaters," *Eagle Valley Enterprise*, 15 July 1927, p. 1

⁵⁴ "Electricity for Minturn," *Holy Cross Trail*, 29 December 1923, p. 1; "Minturn will be 'electrified,'" *Eagle Valley Enterprise*, 23 May 1924, p. 5; "John Connell, treasurer...", *Holy Cross Trail*, 14 June 1924, p. 1; "Minturn to Have Modern Lighting System," *Herald Democrat*, 8 July 1924, p. 5; "Minturn Now Has Modern Lighting System," *Herald Democrat*, 12 August 1924, p. 5

⁵⁵ "The town of Minturn is the scene of great civic improvement...", *Eagle Valley Enterprise*, 27 June 1924, p. 1; "To Organize Fire Company," *Eagle Valley Enterprise*, 4 July 1924, p. 1; "Improvements [sic] on R. G.," *Salida Record*, 1 August 1924, p. 5;

of October, Howard G. Bayer of Minturn was engaged to construct the long-awaited St. Patrick's Catholic Church. Work on the wood-frame building along Main Street, estimated to cost \$5,000, started soon afterwards and was to be completed by December.⁵⁶



Main Street in Minturn, circa 1935-1940
Showing St. Patrick's Catholic Church at 458 Main St.
 Source: Eagle County Library, Local History Collection

Between November 1925 and February 1926, the D&RGW railroad built a large new icehouse that added capacity to the other two icehouses already in use at Minturn. This became necessary due to the success of nearby farms, which grew a variety of vegetables. Lettuce, in particular, was a major crop that fueled the local economy. The new icehouse building, measuring 124' x 126', held 6,000 tons of ice for refrigeration cars carrying produce to market. The existing train-long ice loading platform was torn down and replaced by a conveyor belt designed to make the work of loading ice easier for the crews. So many men were engaged to work on the construction project that the YMCA ran out of rooms and around fifty cots had to be installed in the building's basement auditorium.⁵⁷

Minturn Approaches the Mid-20th Century (1930s-1940s): By 1930, Minturn's population had increased to around 400 and the railroad town was well-suited to make it through the Great Depression. Numerous men employed by the D&RGW operated the railyard, handled repairs and provided extra locomotives to push trains up the grade to Tennessee Pass. Railroad workers and travelers were fed at the eating house adjacent to the railyard and depot, and those in need of overnight accommodations found rooms at the YMCA and Eagle River Hotel. Minturn continued to handle shipments of produce and livestock from area farms and ranches, fed and watered livestock that were passing through the mountains, and packed refrigeration cars with ice. The railyard also handled ore and timber from the surrounding hillsides and forest. Regular paychecks supported households and businesses through the worst years of the economic downturn.⁵⁸

⁵⁶ "Minturn Throws Out Gauntlet on Roads," *Eagle Valley Enterprise*, 16 January 1925, p. 1; "Catholics of Minturn to Build New Church," *Eagle Valley Enterprise*, 2 October 1925, p. 1; "Facts About Your Neighbors," *Holy Cross Trail*, 3 October 1925, p. 4

⁵⁷ "New 6000-Ton Ice House at Minturn," *Eagle Valley Enterprise*, 13 November 1925, p. 1

⁵⁸ *The WPA Guide to 1930s Colorado*, p. 237; McCabe, *The Empire of Eagle: A Descriptive History of Eagle County, Colorado*, p. 50-51; Knight and Hammock, *Early Days on the Eagle*, p. 39

Minturn items published in area newspapers during the 1930s focused mostly upon people and social activities. Basketball and baseball games, school events, dances in Steacy's Hall, boxing matches, and railroad and automobile accidents were covered. Movies were shown at the Ria Theater, which replaced the Paramount Theater on Main Street. Increasing automobile traffic led to the opening of the Lion Head Garage, which provided travelers with 24-hour service. In the summer of 1933, 50 young men from Fort Logan near Denver arrived in Minturn to join another 33 local men inducted into the Civilian Conservation Corps (CCC). They were assigned to build CCC Camp 15 Tigiwon south of Minturn in the Holy Cross National Forest. The camp would soon house 200 men who built shelter houses, including the landmarked Tigiwon Community House, along with the trail up Notch Mountain. The CCC camp engaged in these and other improvements in the National Forest and Mount of the Holy Cross National Monument, which had been established in 1929.⁵⁹

In conjunction with the CCC Camp, the US Army engaged Minturn doctor I. F. Egan to provide medical services for the men working in the forest. In the summer of 1933, he converted the second floor of his house into a six-bed hospital. Minturn always had a doctor in town, typically employed by the railroad. Dr. Egan and a registered nurse ran the Minturn Hospital, which was "completely equipped and modern in all respects," and included a "modern gas machine installed for gas anesthetics [sic]." Patients were treated for \$2.50 per day, a charge that included room and board, laundry service, and nursing care. Dr. Egan soon added a second nurse, x-ray and laboratory services, and he handled maternity care. Patients with more serious illnesses and injuries were sent by rail to the hospital in Salida.⁶⁰

Another fire broke out in Minturn in September 1934, this time in the railyard. Four buildings were destroyed, including the eating house, section house, and two small houses occupied by railroad employees. The volunteer fire department saved the surrounding buildings, with special effort taken to keep the train depot from going up in flames. A few months later, in February 1935, a second fire erupted, this time in the building on Main Street that housed the post office along with a dental clinic and rooming house. Towns such as Minturn that were built largely of wood constantly worried about the threat of fire.⁶¹

The spring election of 1936 brought an interesting political development to Minturn when Katherine Mack, reportedly one of the most progressive women in town, became mayor. According to the *Eagle Valley Enterprise*, "when the ballots were counted Mrs. Mack was found to have snowed her opponent under overwhelmingly and was elected." Nellie Young also won election to the town's board of trustees. These two groundbreaking women served Minturn at a time when few other women in Colorado had been elected to office.⁶²

In 1937, the Town of Minturn advertised for proposals for the construction of a new waterworks facility. For years, the community had drawn its water from the Cross Creek

⁵⁹ "Lion Head Garage," *Holy Cross Trail*, 30 April 1932, p. 4; "Civil Conservation Camp Will be Located at Astor This Week," *Eagle Valley Enterprise*, 2 June 1933, p. 1; "Dance," *Eagle Valley Enterprise*, 21 February 1936, p. 4

⁶⁰ "Civil Conservation Camp Will be Located at Astor This Week," *Eagle Valley Enterprise*, 2 June 1933, p. 1; "The Minturn Hospital," *Eagle Valley Enterprise*, 23 June 1933, p. 4; "Dr. I. S. Egan...", *Eagle Valley Enterprise*, 23 June 1933, p. 5

⁶¹ "Fire at Minturn," *Holy Cross Trail*, 28 September 1934, p. 1; "Fire at Minturn," *Eagle Valley Enterprise*, 8 February 1935, p. 1

⁶² "Minturn Elects Woman Mayor in Tuesday's Election," *Eagle Valley Enterprise*, 10 April 1936, p. 1

drainage, a pristine area known for its lack of human habitation. An editorial published in the *Holy Cross Trail* that September stated that “the ice cold water of these lakes descend into the streams and eventually find its way to the intake of the Minturn water works. Minturn is so proud of the quality and temperature of her water that they have a drinking fountain, for both man and beast, in an open place [near] the Eagle River Hotel.” The pure water was also used by the D&RGW to supply its steam engines and Pullman passenger cars.⁶³

During the spring of 1938, the D&RGW announced plans to discontinue the operation of some passenger trains that ran through Minturn. Until 1934, four passenger trains passed through town daily, but the railroad planned to cut that to one in each direction. This was due to the impact of the railroad’s Dotsero Cutoff, which bypassed Minturn, combined with increased movement by automobile, bus and truck. Driving through the mountains was also aided by the recently rebuilt and much-improved US Highway 6 over Loveland Pass, which shortened the route between Denver and Eagle County.⁶⁴

The Colorado state highway department budget for 1938 included \$600,000 for improvements to the Battle Mountain Highway between Minturn and Red Cliff. Designated part of US Highway 24, the unpaved but oiled route crossed the state from east to west. The work would be completed as a Federal Aid project. In August 1938, the *Eagle Valley Enterprise* described the Battle Mountain Highway’s existing conditions:

“Leading out of Red Cliff, this roadway which is little better than a mountain trail, twists and winds its narrow traffic width to where hangs the town of Gilman. Drivers over Battle mountain find their emotions torn between the rugged grandeur of the scenery and the awe-inspiring task of safely piloting their cars over this treacherous roadway. During wet weather, this strip of roadway is probably the most dangerous of any of Colorado’s improved mountain highways, due to its extreme slippery traffic surface. Visibility of the mountainside drop from the roadway adds greatly to the mental hazard of driving Battle Mountain.”

Survey crews mapped the road’s new route higher up on the mountainside. Construction commenced in the summer of 1939, although work was hampered by winter weather and continued into the early 1940s. The last part of the road to be constructed was a 470’-long steel arch bridge at Red Cliff. A dedication ceremony for the completion of this important stretch of US Highway 24 was held in August 1941, attended by Governor Ralph Carr and state highway department chief engineer Charles D. Vail.⁶⁵

Minturn’s population increased starting around 1936 and by 1940 the number of residents reached a high of 596. Although Colorado was still in the grip of the national economic downturn, Minturn was doing well and every house was occupied. Residents were employed with good paychecks supported by D&RGW railroad activity and the Empire Zinc Company,

⁶³ “Notice to Bidders,” *Eagle Valley Enterprise*, 16 July 1937, p. 8; “Minturn’s Water Supply,” *Holy Cross Trail*, 10 September 1937, p. 1

⁶⁴ “Rio Grande Will Discontinue Trains Nos. 15 and 16,” *Eagle Valley Enterprise*, 20 May 1938, p. 1; “New Highway Over Loveland Pass is Opened to Traffic,” *Eagle Valley Enterprise*, 24 June 1938, p. 1; “D. & R. G. W. R. R. Co.,” *Holy Cross Trail*, 18 August 1939, p. 1

⁶⁵ “Battle Mtn. Gets \$600,000 in 1938 Highway Budget,” *Eagle Valley Enterprise*, 29 April 1938, p. 1; “To Complete Battle Mountain Highway,” *Eagle Valley Enterprise*, 19 August 1938, p. 10; “\$600,000 Road Job to Start,” *Holy Cross Trail*, 14 July 1939, p. 1; “Highest Arch-Type Bridge in State Will be Erected,” *Holy Cross Trail*, 10 May 1940, p. 1; “New Bridge and Battle Mountain Highway to be Dedicated August 3,” *Eagle Valley Enterprise*, 25 July 1941, p. 1

which operated the mine at Gilman. They attended movies at the Minturn Theater, along with dances and basketball and baseball games. Population growth caused overcrowding in the K-12 school, which struggled to accommodate an enrollment of almost 250 students. Plans were laid in early 1940 for the construction of a new high school building. Built of cinder blocks, it would hold four classrooms, an assembly room, offices, lockers and restrooms. The \$40,000 contract was awarded to Glenwood Springs builder Albert Stull, who had already erected schools at Carbondale, Basalt and Eagle. Work was completed by the end of 1940 and the new high school was placed into use early the following year.⁶⁶

In July 1940, the Town of Minturn released a call for bidders to construct additions to the water system. Work would include the installation of approximately one mile of distribution pipes along with a large steel water tank on the western slope above the town. According to the *Eagle Valley Enterprise*, “the town has grown so rapidly and spread out to an extent that this improvement became necessary to give the inhabitants of Minturn adequate water service.” The \$18,855 contract was awarded to Luke E. Smith and M. J. Sears, and the project was completed before the end of the year. Painted with the name “MINTURN” in bold black letters, the water tank remains there today.⁶⁷

The owner of the Minturn Theater, Earl Smith, had the venue’s interior remodeled in the spring of 1941 and reopened it in May with a showing of Charlie Chaplin’s hit film, *The Great Dictator*. Although billed as a comedy, Chaplin used the movie to warn the nation about the rise of Adolf Hitler and Nazism, presaging America’s looming involvement in World War II. Following the 7 December 1941 attack on Pearl Harbor, young men from Minturn volunteered or were drafted into the US Army and Navy. Their numbers increased over the following years, scattering Minturn residents across the globe.⁶⁸

Minturn’s first casualty of World War II was Riley Brown, a 21-year-old killed at Pearl Harbor while serving in the US Navy. In the spring of 1944, the *Eagle Valley Enterprise* reported that 43 graduates of the town’s high school were in the US military. That number grew to 156 by the end of the war and an honor roll listing their names was placed in the Minturn fire station. While some returned intact, others were killed or injured in battle. Among them was Herman Meek, who was born in Eagle, attended Minturn’s high school and died in 1944 while piloting a Liberator bomber aircraft over Germany.⁶⁹

During the war, Minturn’s railyard was active with transcontinental passenger transport and freight shipping. Activity also increased when the federal government established Camp

⁶⁶ “Minturn Enjoying a Rapid Growth,” *Holy Cross Trail*, 29 November 1940, p. 1; “Minturn School News,” *Eagle Valley Enterprise*, 2 February 1940, p. 8; “Glenwood Contractor Awarded Minturn Job,” *Holy Cross Trail*, 7 June 1940, p. 4; “Saturday afternoon together with C. S. Merrill...,” *Eagle Valley Enterprise*, 13 September 1940, p. 5; “Notice of Final Payment,” *Eagle Valley Enterprise*, 22 November 1940, p. 1; “Minturn High School to Graduate Eight Students at Exercises Tonight,” *Eagle Valley Enterprise*, 1 May 1942, p. 1

⁶⁷ “Notice to Bidders,” *Eagle Valley Enterprise*, 5 July 1940, p. 8; “The town of Minturn last week awarded a contract...,” *Eagle Valley Enterprise*, 2 August 1940, p. 1; “Saturday afternoon together with C. S. Merrill...,” *Eagle Valley Enterprise*, 13 September 1940, p. 5; “Notice of Final Payment,” *Eagle Valley Enterprise*, 15 November 1940, p. 8

⁶⁸ “Redecorate Minturn Theater,” *Holy Cross Trail*, 9 May 1941, p. 1

⁶⁹ “With Local Men in U. S. Service,” *Eagle Valley Enterprise*, 31 March 1944, p. 1; “The Tim Sullivans, Minturn, Are Five Star Parents,” *Eagle Valley Enterprise*, 22 September 1944, p. 1; “Honor Roll,” *Eagle Valley Enterprise*, 13 July 1945, p. 1; “With Local Men in U. S. Service,” *Eagle Valley Enterprise*, 31 March 1944, p. 1; “Herman Meek Killed in Action,” *Eagle Valley Enterprise*, 14 April 1944, p. 1;

Hale in the Pando Valley in 1942 along the rail line south of Minturn. Over the next few years, 14,000 men with the 10th Mountain Division trained there before they were shipped overseas to fight in Europe. Troops from Camp Hale visited Minturn and other regional towns to attend social events. In Minturn, events were held at the churches and Minturn Country Club on Main Street. Young single ladies from those same towns attended dances in the military base's Field House. Like all Americans, Minturn residents were required to use coupon books throughout the war to obtain rationed products such as sugar, gasoline and automobile tires. They also donated to the frequent war bond drives. Area farmers and ranchers sold food products to Camp Hale, helping to boost the local economy. Another element of the war appeared in Minturn in 1944 when German prisoners were housed at the former CCC Camp and put to work in the railyard ice house and nearby forests and farm fields.⁷⁰

In 1942, the D&RGW completed another improvement to the YMCA building. Until that year, some of the train crews slept in cabooses that were left on the Minturn siding. However, that practice ended and the railroad enlarged the south wing of the YMCA to make space for sixteen new bedrooms. The town lost an important entertainment venue in February 1943 when the Minturn Theater burned to the ground after a fire erupted in the projection room during a movie screening. Other downtown buildings were saved by the dedicated work of the Minturn volunteer fire department.⁷¹



D&RG Railroad YMCA Building, Minturn, circa 1948

Source: Eagle County Library, Local History Collection

Following the war, Minturn returned to peacetime quiet and residents' lives moved into the modern era. Veterans of Foreign Wars Post 8309 was established in 1946 and became active with returning soldiers. Townsfolk also participated in the Lions Club, Kiwanis Club and other social and community service groups. Sullivan's Pool Hall and Bowling Alley provided another form of recreation. In 1945, the D&RGW sold the old train depot and replaced it with a new building. The following year, planning began for major improvements to the town's sanitary sewer system. Businesses operating in Minturn, all concentrated along

⁷⁰ "Announcements of Weekend Activities," *Camp Hale Ski-Zette*, 18 December 1942, p. 4; "Post Engineer Corner," *Camp Hale Ski-Zette*, 25 June 1943, p. 4; "Himber Brand of Sweet and Hot is Big Hit," *Camp Hale Ski-Zette*, 6 August 1943, p. 1; "Five German Prisoners Escaped – Found Near Avon," *Eagle Valley Enterprise*, 15 September 1944, p. 1

⁷¹ "The Denver and Rio Grande Western Railway Co.," *Eagle Valley Enterprise*, 21 August 1942, p. 5; "Flames Destroy Minturn Theater," *Eagle Valley Enterprise*, 19 February 1943, p. 1

Main Street, included the Minturn Garage, Williams Café (which included a second-floor dance hall), Texaco Service (formerly Williams' Service Station), Western Auto Supply, Minturn Cleaners, Collins Clothing Company (women's fashions), Sinclair's Store (clothing and shoes) and Gamble's (dry goods, household items and automotive products).⁷²

Minturn's residents started the second half of the 20th century with optimism about the future. The railroad yard would remain operational into the 1990s although the roundhouse was demolished in 1956. Auto tourists showed up in increasing numbers along improved US Highway 24. In 1962, construction began at the Vail Ski Resort and the extension of Interstate 70 over Vail Pass started five years later. In 1977, development began at what would become the Beaver Creek Ski Resort. Many of the skilled workers came from Minturn. Affordable housing was also needed for the men and women who would operate the resorts over the years. Minturn became a bedroom community and remains so today.⁷³

In 1969, prolific Colorado history author Sandra Dallas published a booklet about the emergence of Vail. The only comment she included about nearby Minturn was a disparaging remark referring to the "dumpy leftover little railroad town." Dallas failed to appreciate the town's rich history, interesting built environment, and worthwhile populace. By 1980, Minturn's population pushed past the 1,000 mark and it continues to hover around that mark today. Along with that growth came additional changes to its developed character, a topic that needs to be explored in future studies.⁷⁴



Main Street in Minturn, circa 1955

Source: Eagle County Library, Local History Collection

⁷² "Join Your VFW Post Today," *Eagle Valley Enterprise*, 14 February 1947, p. 1; "Nation Salutes V.F.W.," *Eagle Valley Enterprise*, 1 April 1949, p. 1; "Sullivan's Pool Hall and Bowling Alley," *Eagle Valley Enterprise*, 26 December 1947, p. 8; "Notice," *Eagle Valley Enterprise*, 9 November 1945, p. 1; "Minturn Will Receive Federal Funds for New Sewer System," *Eagle Valley Enterprise*, 22 November 1946, p. 1; "The Minturn Garage" *Eagle Valley Enterprise*, 25 January 1946, p. 8; "Williams Café," *Eagle Valley Enterprise*, 8 February 1946, p. 8; "Texaco Service," *Eagle Valley Enterprise*, 22 February 1946, p. 8; "New Business to Open in Minturn," *Eagle Valley Enterprise*, 12 April 1946, p. 1; "The Minturn Cleaners," *Eagle Valley Enterprise*, 24 May 1946, p. 8; "Collins Clothing Company," *Eagle Valley Enterprise*, 15 November 1946, p. 8; "Sinclair's Store," *Eagle Valley Enterprise*, 7 February 1947, p. 5; "Gamble's," *Eagle Valley Enterprise*, 2 April 1947, p. 4

⁷³ Dick Hauserman, *On the Road to Vail and Beyond*, p. 63

⁷⁴ Sandra Dallas, *Vail*, p. 14

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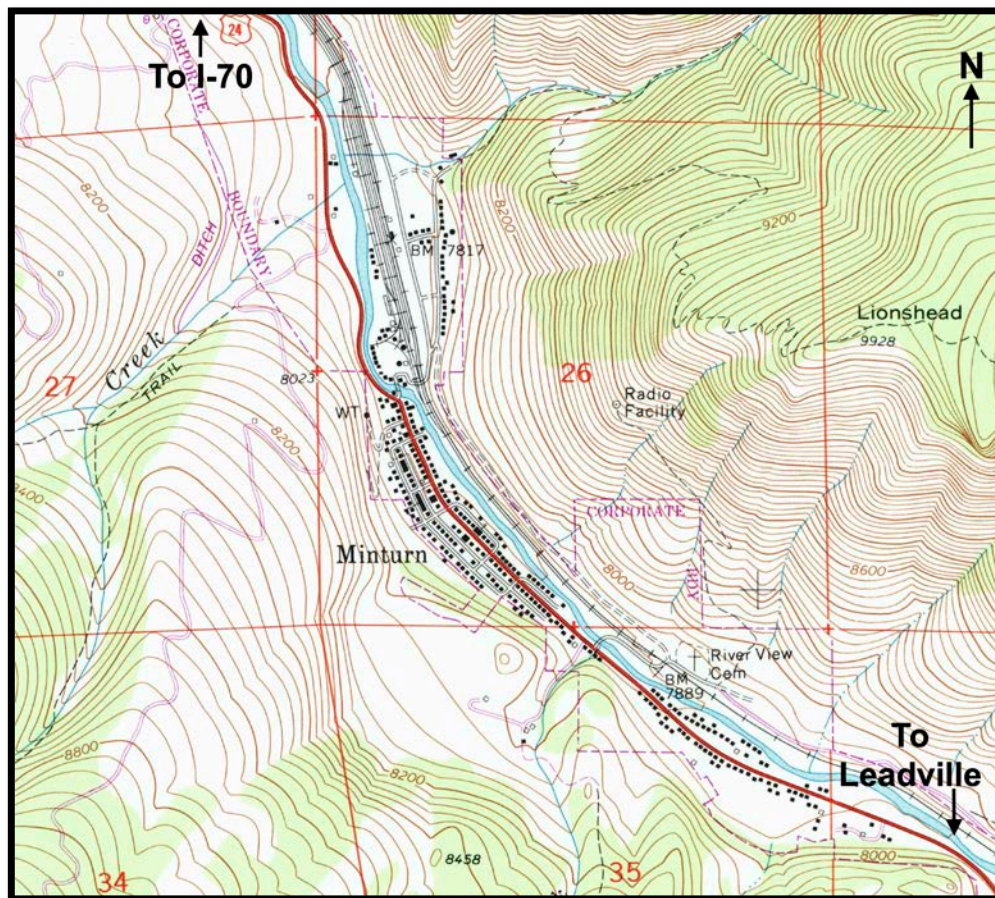
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The Project Area

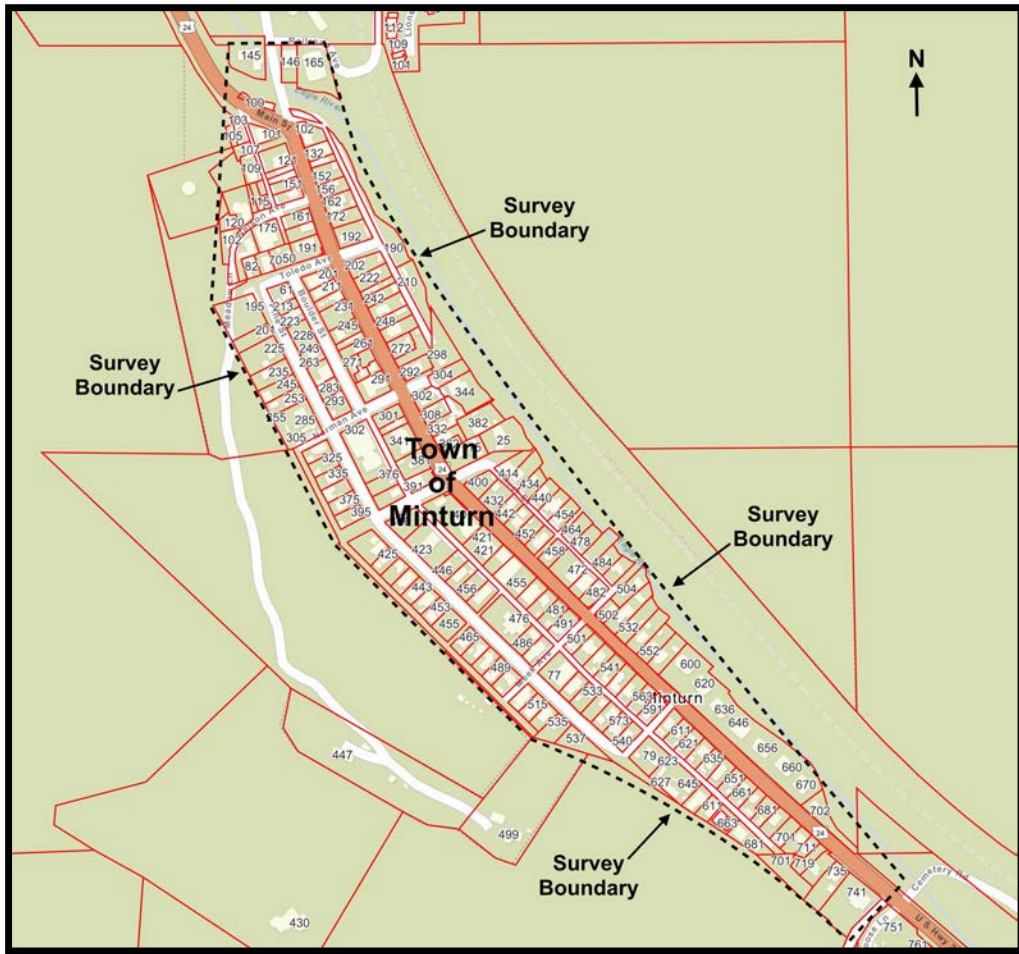
The project area identified for this study encompasses Minturn's historic commercial and residential core, an area known to the Historic Preservation Commission as the Old Town Character Area. This is predominantly within the southwest ¼ of Section 26, Township 5 South-Range 81 West. Aligned on a northwest-southeast axis, the area's long arcing spine is formed by Main Street, which is lined by a combination of commercial and residential properties. The adjacent streets that run parallel to Main Street are occupied by numerous residences, along with a small number of non-residential properties that include a school, town hall, and fire station. Several short intersecting streets run on a northeast-southwest axis. The entire Old Town Character Area is narrow and occupies the valley floor together with the Eagle River and rail corridor, which pass the townsite to the east.



Minturn Area Map

USGS Minturn 7.5' Topographic Map, 1987

The area under study for this reconnaissance survey extends from Railroad Avenue on the north to Cemetery Road-Moose Lane on the south, and from the Eagle River on the east to Pine Street on the west. Evident from the topographic map above is that Minturn was platted in conformance with the curved shape of the valley floor that naturally aligns with the Eagle River rather than following a grid pattern that aligned with the cardinal compass points. This provided the town with a foundational element of the unique historic layout and character that it maintains today.



**Reconnaissance Survey Map
Old Town Character Area**
Source: Eagle County Assessor



General View of Main Street, Looking North

Reconnaissance Survey Results

Project Methodology: The work of reconnaissance involved walking and driving the town's streets between January and July 2025 to take photographs and notes on the community's many historic buildings. That included recording primary buildings along with smaller secondary ones that exist behind them if they could be clearly seen. Through this process, at least 90% of the historic resources in the project area were observed and photographed. That amounted to around 110 properties, all of which are addressed below.

In addition to the fieldwork, a file search was requested from the Colorado Office of Archaeology and Historic Preservation. The results showed that within Sections 26 and 35, which contain the Minturn townsite, 9 surveys have taken place and 34 sites have been recorded. These included various resource types, among them buildings, road and rail segments, and archaeological finds. All but one were found to be ineligible for the Colorado State Register of Historic Properties and National Register of Historic Places, and none have been listed at those levels of landmark designation.

Locally Landmarked Properties: Five historic properties have been landmarked by the Town of Minturn in recent years. Due to their status as designated historic resources, they are addressed here before the remaining properties are presented.

Minturn Water Tank, Hillside Northwest of Town (1940) – Owned by the Town of Minturn, this historic resource was nominated for local landmark designation in December 2022. Its history dates to 1940, when the cylindrical metal water tank was installed. Pipes were also laid to transport water down from the tank to buildings on the valley floor by gravity flow. The system was decommissioned in the early 1990s. The landmark nomination provided minimal information about the structure's design and history.⁷⁵



Minturn Water Tank

⁷⁵ Historic Landmark Nomination, Minturn Water Tank, 24 October 2022; "Water Tank Filled With History," *Vail Daily*, 8 August 2006

Meyer's Barn, 25 Harrison Ave. (age unknown) - This historic building was landmarked by the Town of Minturn in 2023. It has been identified as the only horse barn that is still standing in the townsite. Constructed of stripped (not hewn) logs with saddle notching at the corners, the small pioneer-era building has a steep gabled roof that is finished with non-historic standing seam metal panels. The gable end walls are enclosed with horizontal boards, with an attic access panel on the west. The west log wall also has a boarded window opening. A large single-light fixed picture window in the south wall is an apparent non-historic alteration. This is adjacent to a small wood, shed-roofed addition that projects from the building. A non-historic wood deck with an open rail is on the east side of the barn. The pedestrian entry on that wall holds a wood slab door.

The building is reported to have been associated with the Meyer family, which was in the Eagle River Valley by the early 20th century if not earlier. The landmark nomination did not identify when the building was constructed or anything about its use other than that it might have housed horses. In addition, it did not identify which members of the Meyer family were originally associated with the building. The 1937 fire insurance map shows that it was used as an auto garage around that time.⁷⁶



Meyer's Barn, 25 Harrison Ave.

Nelson House, 151 Main St. (circa 1917) - This historic property was landmarked by the Town of Minturn in 2024. Built around 1917, the wood-frame house exhibits stylistic elements of the Gabled Ell, a common residential form of the late 1800s and early 1900s. This form was commonly employed among small working-class houses. These are defined by their L-shaped plan with a projecting front gable, typically with an open porch filling the inner angle along the facade. Victorian folk elements are sometimes present in the form of ornamentation that might include wood bargeboards and porch treatments. The building has experienced alterations to its exterior. The Nelson family is identified as having been associated with local agriculture. The house next door at 155 Main St. was also related to the family. The landmark nomination form presented minimal information about the house's architecture and history.⁷⁷

⁷⁶ Historic Landmark Nomination, Meyer's Barn, 13 June 2023

⁷⁷ Historic Landmark Nomination, Nelson House, 1 April 2024



Nelson House, 151 Main St.

Nelson House, 155 Main St. (circa 1914) - This historic property was landmarked by the Town of Minturn in 2024. Built around 1914, the wood-frame house exhibits stylistic elements of the Gabled Ell, a common residential form of the late 1800s and early 1900s. This form was commonly employed among small working-class houses. These are defined by their L-shaped plan with a projecting front gable, typically with an open porch filling the inner angle along the façade. Victorian folk elements are sometimes present in the form of ornamentation that might include wood bargeboards and porch treatments. The building has experienced alterations to its exterior, including non-original siding and an enclosed front porch. The Nelson family is identified as having been associated with local agriculture. The house next door at 151 Main St. was also related to the family. The landmark nomination form presented minimal information about the house's architecture and history.⁷⁸



Nelson House, 151 Main St.

⁷⁸ Historic Landmark Nomination, Nelson House, 1 April 2024

Minturn Saloon, 146 N. Main St. (circa 1901) - This prominent historic building was landmarked by the Town of Minturn in 2023. Built around 1901, the masonry building exhibits elements of the Late 19th and Early 20th Century Commercial style of architecture. These include its brick façade consisting of the storefront with horizontal brick sign panels above and decorative brick banding toward the roofline. It is not a false-front building as described in the landmark nomination. Alterations include the introduction of non-historic brickwork to the kickplates and south wall, non-historic windows, doors and wood paneling to the storefront, and a non-historic open porch roof supported by wood posts. A non-historic pent roof along with wood framing and paneling have also been installed to project above the original roofline. None of these alterations were mentioned in the landmark nomination.

The Minturn Saloon has a long and storied history in the town. It was built in 1901 for its first owner, W. H. Luby, who opened it as a saloon and restaurant. For many years, it served the town's citizens along with railroad workers and miners who traveled there from the nearby mining towns of Gilman and Red Cliff. The property was purchased in 1938 by Jeff Taylor, a sparring partner of world champion boxer Jack Dempsey. Taylor continued to own and operate the Minturn Saloon into the 1960s. In 1976, the business was acquired by professional baseball player Bob Cherry. He provided daily meals to skiers living in the adjacent former D&RG railroad YMCA building and decorated the interior with photos from his athletic career. The property was then purchased by a partnership. During their ownership, the Minturn Saloon was named by *Esquire* magazine as one of the "Best Bars in America" and by *Men's Journal* as one of the "Best Apres Ski Bars in the World."



Minturn Saloon, 146 N. Main St.

Commercial Properties: Several other historic commercial properties are present in the project area, all of them concentrated along Main Street. While some stand next to or across the street from one another, others are scattered along the street's length and are separated by historic residences and non-historic commercial buildings. These buildings extend from the 100 block of North Main Street on the north, to the 500 block of Main Street on the south. The Bellm Bridge, which replaced an earlier steel bridge, carries Main Street over the Eagle River to connect its north and south lengths.

101 Main St., Williams Café and Bar (circa 1940-1945) – This two-story wood-frame commercial building started as a smaller restaurant that was constructed around 1940. It was expanded in 1945 to hold the Williams Café and Bar. A gambling room and dance hall were also present there for three years until the gambling operation was shut down by law enforcement. The Williams Café and Bar, owned by Dave and Marie Williams, continued to operate until 1973. Around 1975 the building was altered again, and it appears to have received another update in recent years to reach its present appearance. That included the application of stucco to the exterior and installation of an arcaded open porch and arched window openings on the second floor. The essential footprint of the building and its massing remain evident today.



101 Main St., 2025



101 Main St., circa 1945

102 Main St., Williams Motel (early 1900s) – This two-story wood-frame commercial building, likely constructed in the early 1900s, was occupied by the Williams Motel for many years. It was remodeled following two fires and again in recent years to reach its present appearance. That included the construction of a covered walkway on the west, removal of the front entry, addition of large dormers on the north and south, and the application of river rock and stucco to the exterior. Elements of its original massing are still evident.



102 Main St., 2025



102 Main St., circa 1965 (on the left)

106 Main St. (circa 1914) – This small 1½-story wood-frame commercial building, sited on a narrow lot between Main Street and the Eagle River, was reportedly constructed in 1914. The building appears to have been extensively remodeled in recent decades for modern retail use. That included, at minimum, the installation of non-historic doors and windows along with a wood deck with an open rail on the east. The age of the vertical board siding is unclear, and the character of the building's original appearance is uncertain.



106 Main St., Built 1914

122 Main St., Gambles Store (early 1900s) – This wood-frame commercial building with a gabled roof and false front was likely constructed in the early 1900s. From around the late 1940s until 1980, it was occupied by the Gambles Store, where area residents could purchase everything from clothing and furniture to hardware, paint, tools, sporting goods, housewares and auto supplies. Throughout that time, it was a locally-owned outlet of the national Gambles Stores chain. The building's storefront and false front have been extensively altered in recent decades with a lower profile and new windows and woodwork. Historic features that appear to be relatively intact include its centered, recessed entry, the side and rear walls, and the gabled roof behind the false front.



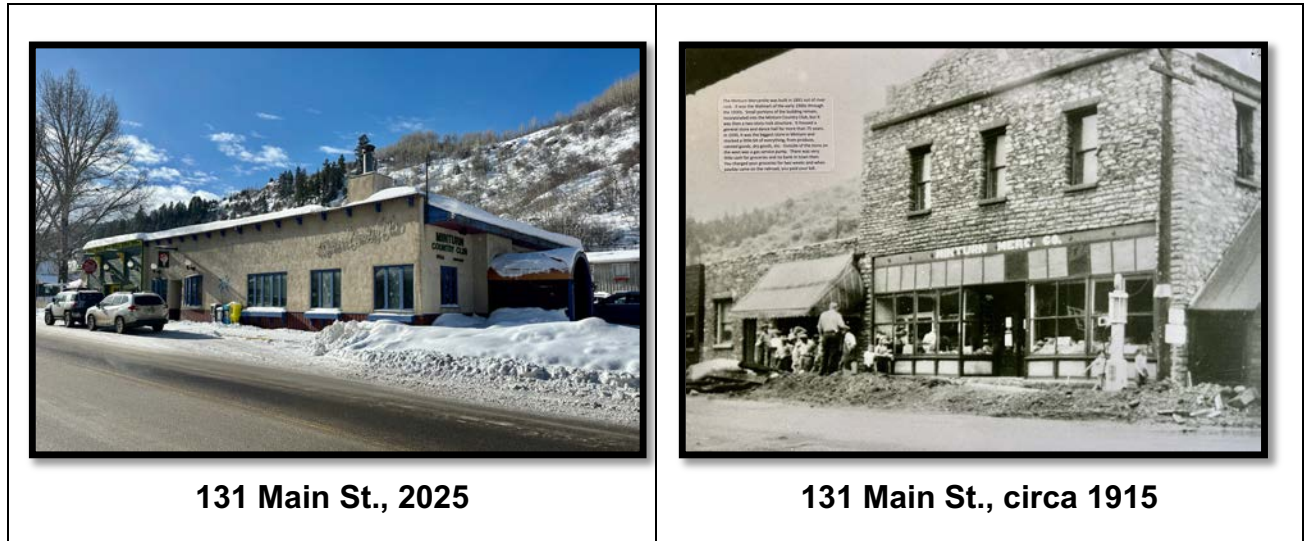
122 Main St., 2025



122 Main St., Center, circa 1965

131 Main St., Minturn Mercantile (circa 1891-1909) – According to the Eagle County assessor, the original building on this property was built in 1891. It burned in 1909 and was replaced the following year by a substantial two-story masonry building that initially housed the Steacy Store. The second floor was occupied by the Eagle Masonic Lodge No. 43 (see the *Eagle Valley Enterprise*, 27 September 1956, p. 8). The 1910 building was constructed of river cobble and shaped stone blocks. By the 1920s, the building was occupied by the Minturn Mercantile Company, which remained in business into the early 1960s. This general store carried groceries and fresh meats. The Minturn Mercantile was one of the largest commercial buildings in town. Its second floor served as a dance hall and movie theater.

Sometime after the Minturn Mercantile closed in the early 1960s, the building was altered as its upper floor was removed and the lower floor completely remodeled to the point where it is no longer recognizable. These circumstances need to be researched to gain insight into exactly what happened. Over the past several decades, the building has held a series of restaurants, including Rockies, the Game Creek Inn, and Pancho Willy's. The current restaurant, the Minturn Country Club, has been operating there since the early 1980s. Due to the extensive remodeling that has taken place, the building's architectural integrity from its earlier years is poor.



132 Main St., Minturn Drug Store (circa 1915) – This one-story wood-frame commercial building with a gabled roof and false front was constructed in 1915, according to the county assessor. By the 1940s, it was occupied by the Minturn Drug Store, which remained there into the 1960s. Its use before and after that period is unclear and needs to be researched.

The building's current storefront, including its windows and centered entry, appear to be reasonably intact from its historic period. However, the false front above has been altered in recent decades with a lower profile along with new woodwork and windows. Other historic features that appear to be relatively intact include the side and rear walls, and the roof behind the false front.



132 Main St., 2025



132 Main St., Right of Center, circa 1965

141 Main St. (circa 1920) – This one-story wood-frame commercial building with a gabled roof and false front was constructed in 1920, according to the county assessor's records. Its early use is uncertain. For many years, particularly since the early 1980s, the building has been occupied by retail stores and now a restaurant.

The current storefront, including its windows and centered entry, appears to have been altered from its historic appearance. The same goes for the surrounding false front, which seems to be a non-historic wall with faux decorative treatments. This property needs to be studied more intensively to document its history of construction and use.



141 Main St.

142 Main St. (circa 1897) – This one-story wood-frame commercial building with a gabled roof and false front was constructed in 1897, according to the county assessor's records. Its historic use is uncertain. In recent decades it has been occupied as a residence. The current storefront, including its windows and centered entry, have been altered from its early historic appearance. What remains is the profile of the centered, recessed entry. The

same goes for the surrounding false front, which is clad in non-historic metal or vinyl siding and might not reflect its early shape along the parapet. This property needs to be studied more intensively to document its history of construction and use.



142 Main St.

171 Main St. (circa 1918) – This tall one-story wood-frame commercial building with a gabled roof was constructed in 1918, according to the county assessor’s records. Its historic use is uncertain but it appears to have served as an auto repair shop by the 1930s. The exterior retains early weatherboard siding along with remnants of historic doors and windows. That includes the centered main entrance and adjacent double-hung sash window. The building’s physical character raises questions about its history of construction and use, which needs to be explored through further research.



171 Main St.

441 Main St. (circa 1930) – This tall 1½-story wood-frame commercial building with a gabled roof was constructed in 1930, according to the county assessor’s records. Its historic use is uncertain although it appears to have served as a transfer and storage warehouse by the 1930s. The exterior retains early weatherboard siding. The façade along Main Street is missing its entrance and now holds four double-hung sash windows on the main floor with two more above. This cut the building off from entry along the main thoroughfare. Its physical character raises questions about its history of construction and use, which needs to be explored through further research.



441 Main St.

455 Main St. (age unknown) – This tall and wide 1½-story wood-frame commercial building with a false front and gabled roof was constructed sometime after the mid-1930s. Its historic use is also uncertain. The exterior retains early weatherboard siding and doors and windows on the sides. The façade along Main Street appears to be entirely non-historic. The building’s physical character raises questions about its history of construction and use, which needs to be explored through further research.



455 Main St.

482 Main St. (circa 1932) – This one-story building with a side-gabled roof was built in 1932, according to county assessor records. While it appears to have originally been a residence, it now houses a restaurant. The building seems to be of wood-frame construction with milled log siding applied to the exterior, giving it the appearance of a log building. A large stone exterior chimney is present on the north wall and a double garage stands to the rear of the building. This is a Ranch Style building with Rustic influence. Its physical character raises questions about its history of construction and use, which should be explored through further research.



482 Main St.

501 Main St. (built 1966) – This small one-story building with a flat roof stands on the rear of the lot and faces north. It is typical of buildings that were constructed to house automated telephone switching equipment in small towns across Colorado. The construction type is unknown, but the exterior is clad in stucco. A slab door with a louvered vent is present on the north wall and a two-light window covered with wire mesh is on the west. The building played an important role in the development of a modern direct-dial telephone system in Minturn and should be documented in the future.



501 Main St.

502 Main St. (circa 1930) – This one-story wood-frame commercial building with a gabled roof and false front was constructed in 1930, according to the county assessor’s records. Its historic use is uncertain, and it seems to be used now for residential purposes. The storefront, including its windows and centered entry, have been altered from its historic appearance. The main entrance has been closed with siding boards and the windows now hold multiple frosted glass blocks. The entire false front appears to consist of non-historic materials and might not reflect the building’s early appearance at all. This property needs to be studied more intensively to uncover its history of construction and use.



502 Main St.

145 N. Main St., Eagle River Hotel (circa 1906) - This prominent historic building stands along North Main Street, adjacent to the Eagle River and across the street from the Minturn Saloon. The Eagle River Hotel, renamed the Eagle River Inn after it was extensively renovated and reopened in 2024, has a long and significant history that needs to be explored in greater detail. It provided overnight accommodations close to the railyard that was operated by the Denver & Rio Grande Railroad. In that location, the hotel served the needs of travelers journeying by both automobile and train.

The original hotel on the site was constructed in the early 1900s and evolved over the decades. It originally faced north toward the railyard and roundhouse, stood on an exposed stone foundation, was two stories in height, and had a gabled roof. Following a major fire in 1909, the building was entirely rebuilt, including a third story with a flat roof in place of the previous gabled roof. Its exterior was stuccoed at that time and a covered main entry porch and walkway were installed along the north side of the building.

Today the hotel’s exterior is substantially changed from its historic appearance due to major renovations that took place in 1986 and 2014. The main entrance now faces east onto Main Street and is accessed through a glassed vestibule. The windows have been replaced and either closed or reconfigured. The walls have been re-stuccoed and the parapet reshaped. An addition has been constructed on the north wall where the original entrance was located. These changes to the exterior, many of which were completed in recent years, provide the

building with a restrained Southwest appearance that evokes architectural influences from New Mexico and Arizona.



Eagle River Hotel (now the Eagle River Inn), 2025

Residential Properties: Most of Minturn’s historic properties are residential and consist of small single-family houses that reflect the community’s history as a center of rail transportation. All are of log or wood-frame construction. While many of the houses are one-story in height, a sizable number are 1½ to 2-stories tall with second floors or activated attic spaces. Among the log houses, several exhibit evidence that they originated during the settlement era of the 1880s-1890s. Others date from the 20th century and were constructed of milled logs, providing them with a Rustic style appearance. A few appear to be log buildings but are of wood-frame construction clad in log siding. Most of the residential properties include detached automobile garages that stand behind the houses. In a small number of cases, the garages are attached to the houses.

The following images present views of all the historic houses that are found within the project area. These include unconfirmed dates of construction that are provided by the Eagle County assessor’s office.

Residences Along Boulder Street



283 Boulder St., Built 1934



293 Boulder St., Built 1910



513 Boulder St., Built 1950



623-645 Boulder St., Built 1941-1964

Residences Along Eagle River Street



304 Eagle River St., Built 1912



382 Eagle River St., Built 1943



464 Eagle River St., Built 1940



**478 Eagle River St., Built 1942
Pioneer Log with Later Additions**



484 Eagle River St., Built 1938

Residences Along Main Street



**152 Main St., Built 1881
Helen's House**



172 Main St., Built 1904



192 Main St., Built 1898



202 Main St., Built 1898



231 Main St., Built 1912



232 Main St., Built 1892



245 Main St., Built 1908



248 Main St., Age Unknown



262 Main St., Built 1915



272 Main St., Built 1886



292 Main St., Built 1912



301 Main St., Built 1898



302 Main St., Built 1901



303 Main St., Built 1898



342 Main St., Built 1926



362 Main St., Built 1943



381 Main St., Built 1898



382 Main St., Built 1896



391 Main St., Built 1906



400 Main St., Built 1898



432 Main St., Built 1919



446 Main St., Built 1903



452 Main St., Built 1903



456 Main St., Built 1926



471 Main St., Built 1935



481 Main St., Built 1936



491 Main St., Built 1939



511 Main St., Built 1941



512 Main St., Built 1936



531 Main St., Built 1937



532 Main St., Built 1928



552 Main St., Built 1937



561 Main St., Built 1938



562 Main St., Built 1930



635 Main St., Built 1938



641 Main St., Built 1947



651 Main St., Built 1942



661 Main St., Built 1937



671 Main St., Built 1940



681 Main St., Built 1940



701 Main St., Built 1941



711 Main St., Built 1951



721 Main St., Built 1936



735 Main St., Built 1936

Residences on Meek Avenue and Nelson Avenue



76 Meek Ave., Built 1956



115 Nelson Ave., Built 1937

Residences on Pine Street



225 Pine St., Built 1907/1936



235 Pine St., Built 1903



265 Pine St., Built 1907



301-305 Pine St., Built 1907



315 Pine St., Built 1910



325 Pine St., Built 1923



335 Pine St., Built 1913



355 Pine St., Built 1920



395 Pine St., Built 1906



403 Pine St., Built 1934



406 Pine St., Built 1936



435 Pine St., Built 1938



456 Pine St., Built 1940



475 Pine St., Built 1950



489 Pine St., Built 1943



495 Pine St., Built 1940

Residences on Toledo Avenue



50 Toledo Ave., Built circa 1900/1938



70 Toledo Ave., Built 1938



80 Toledo Ave., Built 1914

Residences on Williams Street



103 Williams St., Built circa 1920-1930



105 Williams St., age unknown



107 Williams St., Built circa 1920

Manufactured Homes – Three manufactured homes are present in the study area. These stand adjacent to one another at 308, 312 and 322 Main Street. All three are aligned toward the street although their entries are on the north walls. The buildings rest upon their manufactured metal frames, which include tongues on the front so they can be moved as needed. Wood skirting encloses the otherwise open spaces beneath each home. They retain their factory-installed exterior metal wall cladding and metal-framed windows. Gabled roofs have been installed atop the original flat roofs to provide attic insulation and shed snow. All three of these manufactured homes appear to have been fabricated sometime around the 1960s. Additional research will help to determine when they were brought to Minturn and who lived there over the decades.



308 Main St., Built circa 1960s

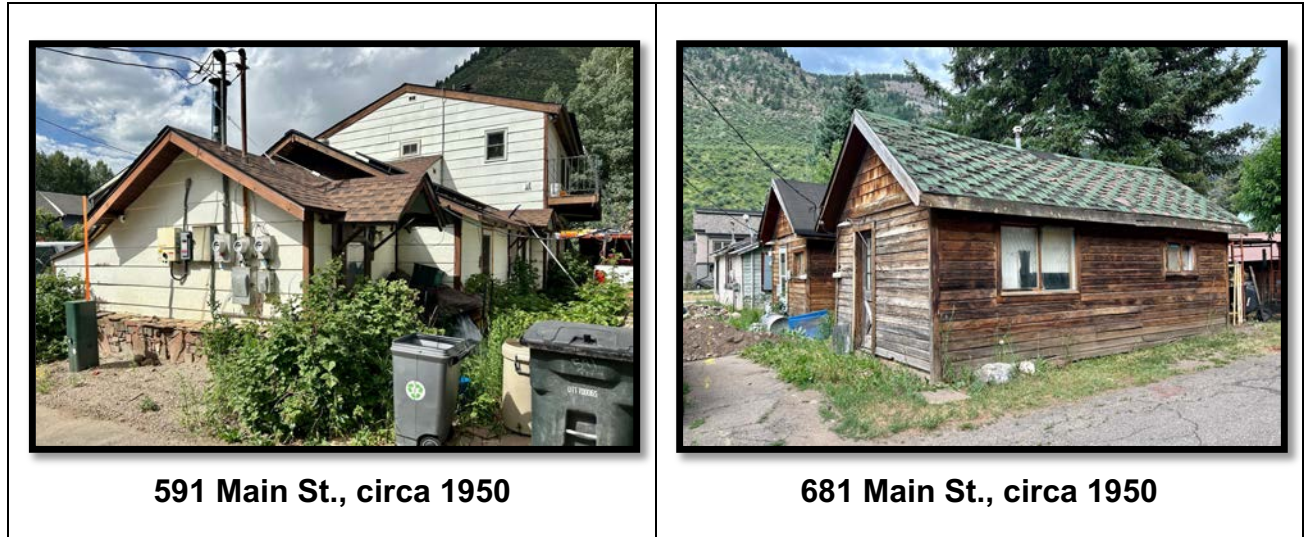


312 Main St., Built circa 1960s



322 Main St., Built circa 1960s

Secondary Cottages – Two properties in the study area hold secondary cottages that stand behind the primary residential buildings. These are in 500 and 600 blocks of Main Street, on lots that developed during the years following World War II. Their small size suggests that they were likely built as rental units. These need to be explored through additional research to document their history of ownership, construction and use.



Garages and Sheds – During the years prior to 1908, when Henry Ford’s Model T became the first affordable automobile on the market, many residential properties in Minturn included horse sheds and wagon sheds. These small wood-frame buildings were constructed to provide shelter for horses and vehicles. They also stored horse tack and animal feed. As the automobile increasingly replaced horse-powered conveyances during the first few decades of the 20th century, many of the earlier horse sheds and wagon sheds were converted to garages. Sometimes this required that modifications be made to features such as entry doors. In other cases, the horse-based buildings were demolished to make room for new residential automobile garages that were erected starting around the 1920s. Or they were simply erased by new development.

In addition to horse and wagon sheds, Minturn held numerous small wood-frame sheds that would have been used to shelter tools, coal, firewood, and poultry, and for other uses such as small workshops. Many of these have been removed, although some might still stand in rear yards where they are hidden from view by the houses. Field reconnaissance of the garages and sheds indicates that in a few cases these buildings were attached to one another or built as additions.

Of the approximately fifty automobile garages that were present in Minturn during the 1930s, around six remain standing today. The others have all been replaced with non-historic buildings or were on properties that have been redeveloped. Future analysis of the historic garages and sheds in town should consider whether they might have started out as horse and wagon sheds or were designed for other uses.

Historic Garages and Sheds



Shed, 434 Eagle River St.



Garage, 162 Main St.



Garage, 302 Main St.



Shed, 591 Main St.



Garage and Shed, 635 Main St.



Garage and Shed, 651 Main St.



Sheds, 671 Main St.



Garage, 701 Main St.



Garage, 403 Pine St.



Garage, 435 Pine St.



Shed, 446 Pine St.

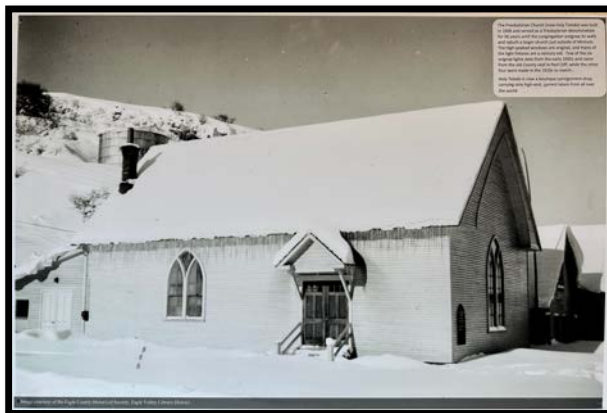
Church Buildings – Three properties in Minturn hold historic buildings that were developed and used by churches. The first to be built was the First Presbyterian Church at 191 Main Street. Erected in 1906 after much effort by town residents, the wood-frame building served for decades as a center of religious activity. It was also used for life cycle events and community gatherings. In recent decades, the building was extensively remodeled on the interior and exterior, including the construction of a substantial addition to the south. This converted the building for commercial use. Although extensively modified, the original church retains some of its early architectural features.

Work on St. Patrick's Catholic Church at 458 Main Street started in 1919 with a groundbreaking ceremony and possible installation of the foundation. However, progress came to a halt for several years. The building was finally completed in 1925, to the delight of the town's small number of Catholics. In 1947, the congregation had another building constructed across the street at 461 Main Street. It is known as the St. Patrick's Spirit Center for Education and Youth. Both buildings remain in use today.

Historic Church Buildings



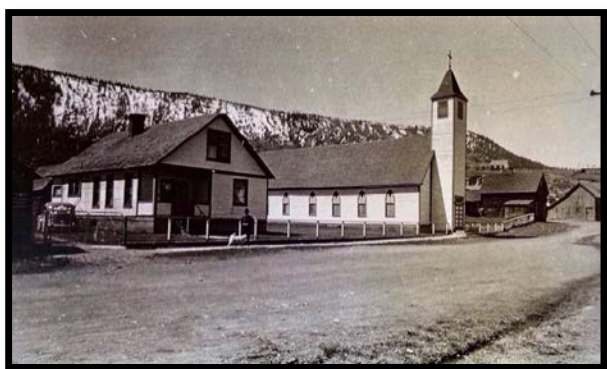
**First Presbyterian Church
191 Main St., Built 1906**



**First Presbyterian Church
Historic Image, Date Unknown**



**St. Patrick's Catholic Church
458 Main St., Built 1925**



**St. Patrick's Catholic Church
Historic Image, circa 1935**



**St. Patrick's Spirit Center for Education and Youth
461 Main St., Built 1947**

Railroad Resources – Several historic resources that were associated with the Denver & Rio Grande Railroad survive in Minturn. The most prominent of these is the YMCA building at 165 Railroad Avenue adjacent to the former railyard. Constructed in 1915, it was designed to provide railroad workers with comfortable overnight accommodations along with opportunities for relaxation and social engagement. As demand increased, the building was enlarged in 1924 and 1942. Still standing and in use today as a center of commerce, the historic YMCA building has been extensively altered in recent decades (see the historic photograph above on page 26). It needs to be fully documented.



**Denver & Rio Grande Railroad YMCA, Built 1915
165 Railroad Avenue**

Other historic railroad features close to the YMCA building include the railbed along with trackside crossing, lighting and signal equipment. A final railroad-related item is what appears to be a switching shed that was once located along the D&RG tracks at the Rex Siding (in the Eagle River Canyon between Belden and Gilman). The shed has been moved into Minturn and is now standing adjacent to the house at 470 Pine Street.



**D&RG Railroad Trackside Crossing,
Lighting and Signal Equipment**



**D&RG Railroad, Rex Siding Shed
Moved to 470 Pine St.**

Education Building – One final historic resource in the study area is the elementary school annex (now an office building) at 423 Pine Street. By the mid-1950s, Minturn’s elementary school was overcrowded and additional space was desperately needed. Community leaders made a concerted effort starting in 1955 to acquire property, raise funds and engage in planning for the design and construction of a new building that would accommodate some of the students. A four-classroom building was completed in 1956 to house first and second grade classes. While this appears to be that building, it needs to be documented more fully to record its architecture and history.



**Minturn Elementary School Annex, 423 Pine St.
Likely Built in 1956**

Notes on Minturn's Historic Architecture

Economic and Demographic Factors – Most of Minturn's historic buildings were constructed during the period between the 1890s and 1930s. This reflected the town's initial settlement in the late 19th century and subsequent growth over the following decades as the Denver & Rio Grande Railroad provided the community with a solid and reliable economic base. Freight and passenger traffic through Minturn remained relatively constant through the 1940s. Passenger traffic began to decline starting in the 1950s as Americans took to their new automobiles rather than the aging rail system. Minturn remained a railroad town for some time, but that was eventually replaced starting in the 1960s as it increasingly became a bedroom community for workers employed at the emerging resorts of Vail, Avon and Beaver Creek.

Federal census records for Minturn show that the town entered the 20th century with a population of around 200 residents. Over the following decades it increased to a high of just under 600 by 1940. The number of residents dropped to 509 by 1950, possibly reflecting an outflow of young people during and shortly after World War II. That number picked up again around 1960 as construction soon commenced at Vail. The town's population has never exceeded around 1,000 residents and it remains a small, close-knit community.

US Federal Census Historical Population of Minturn

Census Year	Number of Residents
1900	Appx. 200
1910	241
1920	298
1930	400
1940	596
1950	509
1960	662

Minturn's geographic layout, along with its economic base and demographics since the late 1800s, shaped the town's development during its early decades. Throughout its history, and particularly through the 1950s, the town was predominantly occupied by railroad workers, mine workers, skilled laborers, and a small professional and business class. This is reflected today in its historic building stock and the character of its architecture. The quality of the town's current architectural integrity reflects subsequent changes that have occurred over the past 50-75 years. These topics are addressed below.

Minturn's Historic Commercial Architecture – Commercial buildings were first constructed along Minturn's Main Street around 1890-1891. During that period, the Minturn Townsite Company acquired forty acres of land from George Booco and began to develop the town by laying out its lots, blocks and streets. That was also when the D&RG Railroad announced that Minturn would become a division point along its recently-completed main line between Leadville and Eagle and improved the route by converting the tracks from

narrow gauge to standard gauge. Nearby mining, timber operations, farming and ranching also supported the local economy. These factors launched the town into a decades-long period of development.

From the 1890s through the mid-1900s, the downtown commercial district was largely limited to the condensed three-block stretch of Main Street from Railroad Avenue on the north to Toledo Avenue on the south. That included the Eagle River Hotel and Minturn Saloon north of the river, and the 100 and 200 blocks of Main Street to the south. Throughout the historic period, and even to the present time, this district was occupied by a combination of commercial and residential buildings.

Early Historic Commercial Buildings by Decade of Construction

Decade Constructed	Number Developed
1890-1899	3
1900-1909	1
1910-1919	3
1920-1929	1
1930-1939	3
1940-1949	1
Exact Age Unknown	3

Minturn's historic commercial core is like many of Colorado's smallest working-class communities that were economically based in mining, farming, ranching or transportation. This is reflected in the commercial buildings, which share some common architectural attributes. All are one to two-stories in height and most are constructed of wood. Notable exceptions included the Steacy Store-Minturn Mercantile (no longer extant), which was two stories tall and constructed of stone, and the single-story Minturn Saloon, which is constructed of brick and remains standing.

In most cases, the building facades abut the sidewalks along Main Street, and they occupy the fronts of the lots with sheds and additions to the rear. The wood-framed buildings are largely clad in stucco or wood siding. Most of the roofs are steeply gabled or hipped to shed snow, and some are hidden from view behind false fronts that were installed to make the buildings appear larger from the street. The storefronts typically had recessed, centered entries flanked by display windows. In some cases, these have been modified.

One other important characteristic of Minturn's historic commercial development has to do with what is missing from the built environment, as opposed to what remains standing there today. Detailed above in the historical narrative is the story of fires that destroyed several of the town's early Main Street commercial buildings. This was due to a combination of factors. Minturn's commercial buildings were constructed predominantly of wood and heated using coal-burning stoves. For many years the town was without plumbing, hydrants and a fully trained and equipped fire department. Electricity wasn't introduced until 1924, so interior lighting was provided by candles and kerosene lamps. Cigarette and cigar smoking would have been prevalent. Fires were a constant threat and despite the best efforts of volunteer firemen and citizen bucket brigades, many early commercial buildings were lost.

Minturn’s Historic Residential Architecture – As with its commercial buildings, Minturn’s historic residences reflect the town’s economy and demographics. During its historic period, the railroad town was largely populated by D&RG Railroad employees and their families. Also living there were construction workers, miners, teamsters, forest workers, business owners, employees of local shops, restaurants and saloons, and a handful of professionals. The houses they built and occupied were modest in size and style and fit a community predominantly composed of workers with modest incomes.

Eagle County Assessor records indicate that the historic houses are mostly of wood-frame construction, one to two-stories in height, under 1,500 square feet in size, and contain 2-4 bedrooms and 1-2 bathrooms. Very few have basements. The houses have asphalt or metal roofs that are either hipped or gabled. Exterior walls are clad in milled logs, stucco, asbestos shingles, or siding made of wood, aluminum or vinyl. Records indicate that most of the residences have experienced some form of alteration or remodeling since the 1960s. The exact nature of those changes requires individual property documentation.

Early Historic Residential Buildings by Decade of Construction

Decade Constructed	Number Developed
1880-1899	10
1900-1909	11
1910-1919	11
1920-1929	7
1930-1939	19
1940-1949	15
Age Unknown	5

Interesting information is derived from the county assessor’s known or estimated years of construction for the historic residences that remain standing in Minturn’s Old Town Character Area. Ten houses from the late 1800s appear to have survived. Another twenty-nine are from the first three decades of the 20th century. The lower number of houses built in the 1920s could reflect the nationwide decline in railroad revenues that resulted from the economic slump following World War I. Remarkably, thirty-four houses date from the 1930s and 1940s. They were built during the Great Depression and early years of World War II, a period when there were few houses being erected anywhere in the United States. This suggests that Minturn’s residents were employed and receiving good wages during that period, likely due to the impact of the D&RG Railroad upon the community combined with the construction and activation of Camp Hale.

The field reconnaissance completed for this study provided additional information about residential architecture in Minturn. Several styles and forms of architecture are found among them. These include Minimal Traditional, I-House, Gabled Ell, Craftsman, Shotgun, Rustic Revival, Classic Cottage, Foursquare, Edwardian, and Early Ranch. The houses are modest in size and the elements of style are rather minimal with few forms of ornamentation or experimentation. This reflects the town’s historic working-class origins and character, and the owners’ interest in erecting family homes on limited budgets. They are also houses that local carpenters could have built without architectural plans.

Minturn's Architectural Integrity – The final area of comment relates to the physical integrity of Minturn's historic architecture. Field survey completed for this project indicated that many of the town's historic buildings, no matter their age or type of use, have experienced a variety of exterior alterations. Although some of these changes likely occurred prior to the 1940s, many others appear to have taken place during the post-World War II era and have continued into recent decades.

Alterations to the original architecture have included the construction of additions, reconfiguration of facades, remodeling of storefronts, enclosure of front porches, re-cladding of exterior walls, replacement of doors and windows, and changing of roof surfacing from wood to metal. Few of the historic buildings, whether commercial, residential or others (such as the Presbyterian Church), have avoided these modifications to varying degrees.

As future survey work and landmark designation takes place, consideration must be given to the impact that alterations have had upon Minturn's historic architecture. This must be done on a building-by-building basis as each property is documented and analyzed, underscoring the need for intensive-level survey work to be completed in the Old Town Character Area. Each building should be evaluated by considering the seven aspects or qualities of integrity, including location, design, setting, materials, workmanship, feeling and association.

Examples of Alterations



Enclosed Front Porch, Non-Original Siding, Non-Historic Windows



Enclosed Front Porch, Non-Original Siding, Altered Windows



Non-Original Siding, Altered Windows



Additions, Non-Original Siding

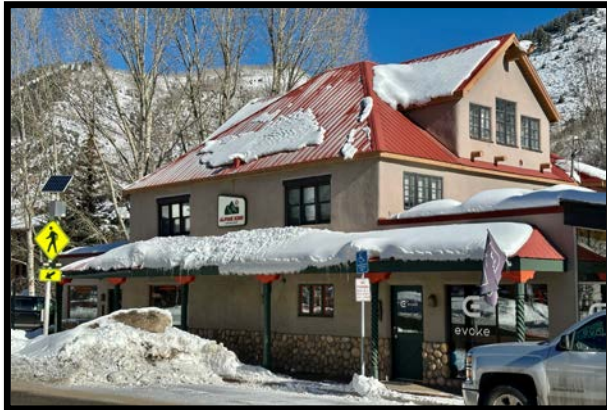
Examples of Alterations



Non-Original Siding, Non-Historic Windows, Non-Historic Chimney



Alterations to False Front, Siding, Storefront Entry and Windows



Alterations Including Additions, Covered Walkway, Large Dormer, Stone Wall Cladding



Alterations to Façade, Including Lowered Height of False Front, Siding, Fixed Awning, Upper Windows



Large Addition, Non-Historic Siding



Non-Original False Front

Priorities for Future Survey

Reconnaissance of Minturn's Old Town Character Area over the past year has provided much information about its history and architecture. The historic railroad town has a storied past and continues to hold numerous historic buildings and related resources. These features are central to telling that story, evoking a bygone era associated with mining and railroading in Colorado's high country. No focused survey work has been completed in the town until now. This study shows that future survey work is necessary to enhance understanding of Minturn's history and the character of its development. Continued documentation will assist town planners, elected officials and the Historic Preservation Commission with their work. It will also provide residents of Minturn with a deeper understanding and appreciation for the place where they live, work and play.

Field documentation should continue to take place as each survey is undertaken, and that will follow the standard process of taking photographs and architectural notes. Archival research will present a different challenge to future surveyors. A professional-quality account of Minturn's developmental history has never been published, so information must continue to be collected from various sources. The historical section of this report provides a detailed look at the town's history of development to the mid-20th century. This should be added to over the coming years by expanding the narrative through at least the 1970s. It will require focused, time-consuming research using historical materials such as government records, photographs, and newspaper articles. The narrative can also be expanded to include more information about the people who lived in Minturn.

Documentation of individual properties must include the labor-intensive but critical process of completing title searches to assemble chains of ownership. No city directories were produced for Minturn and few records are site-specific, so this is the only way to discover who was associated with each property, when buildings might have been erected, and when transfers took place. Title records also provide the names of individuals and businesses and organizations that will serve as the basis for biographical and other historic research.

Through discussion with the Historic Preservation Commission, the following ten properties have been identified for the initial foray into intensive-level documentation. This work will be completed in 2026 as part of this project.

Properties Highlighted for Intensive-Level Survey in 2026

102 Main St.	122 Main St.
151 Main St.	152 Main St.
155 Main St.	171 Main St.
191 Main St.	458 Main St.
145 N. Main St.	146 N. Main St.

Future intensive-level survey in Minturn beyond these addresses will be determined by the HPC as they discuss which properties to treat as priorities for the coming years. Projects are likely to be supported by municipal funds, combined with grants secured from the Colorado CLG program and State Historical Fund.

Reconnaissance Survey Table

Address	Historic Use	Building Type	Year Built	Architectural Style	Notes
283 Boulder St.	Residential	Wood Frame	1934	Minimal Traditional	Exterior Stuccoed
293 Boulder St.	Residential	Wood Frame	1910	I-House	Exterior Stuccoed; Log Garage
513/533 Boulder St.	Residential	Wood Frame	1950	No Style	Altered
623-645 Boulder St.	Residential	Wood Frame	1941-1964	No Style	Multiple Buildings
304 Eagle River St.	Residential	Wood Frame	1912	Gabled Ell	Enclosed Porch
382 Eagle River St.	Residential	Wood Frame	1943	No Style	Altered
434 Eagle River St.	Residential Garage	Wood Frame	Unknown	No Style	
464 Eagle River St.	Residential	Wood Frame	1940	No Style	
478 Eagle River St.	Residential	Log and Wood Frame	1942	No Style	Log Cabin with Extensive Additions
484 Eagle River St.	Residential	Wood Frame	1938	Craftsman	Bungalow Features
25 Harrison Ave.	Barn (Meyers Barn)	Log	Unknown	Pioneer Log	Locally Landmarked
101 Main St.	Commercial (Williams Café & Bar)	Wood Frame	1940?	Commercial	Extensively Altered (1975)
102 Main St.	Commercial (Williams Motel)	Wood Frame	?	Commercial	Extensively Altered (1975)
106 Main St.	Commercial	Wood Frame	1914	Commercial	Extensively Altered
122 Main St.	Commercial (Gambles Store)	Wood Frame	?	False Front Commercial	Extensively Altered
131 Main St.	Commercial (Minturn Mercantile)	Wood Frame	1891	Commercial	Extensively Altered
132 Main St.	Commercial (Drug Store)	Wood Frame	1915	False Front Commercial	Extensively Altered
141 Main St.	Commercial	Wood Frame	1920	False Front Commercial	Extensively Altered
142 Main St.	Commercial	Wood Frame	1897	False Front Commercial	Extensively Altered

151 Main St.	Residential (Nelson House)	Wood Frame	1917	Gabled Ell	Locally Landmarked
152 Main St.	Residential (Helen's House)	Wood Frame	1881	Gabled Ell	Decorative Folk Victorian Detailing
155 Main St.	Residential (Nelson House)	Wood Frame	1914	Gabled Ell	Enclosed Porch; Locally Landmarked
162 Main St.	Residential Garage	Wood Frame	Unknown	No Style	Stuccoed
171 Main St.	Commercial	Wood Frame	1918	Commercial	
172 Main St.	Residential	Wood Frame	1904	Shotgun	Altered
191 Main St.	Presbyterian Church	Wood Frame	1906	Carpenter Gothic	Extensively Altered
192 Main St.	Residential	Wood Frame	1898	Classic Cottage	Altered
202 Main St.	Residential	Wood Frame	1898	Gabled Ell	Extensively Altered
231 Main St.	Residential	Wood Frame	1912	No Style	Altered
232 Main St.	Residential	Wood Frame	1892	No Style	Altered; Enclosed Porch
245 Main St.	Residential	Wood Frame	1908	Classic Cottage	Decorative Victorian Detailing
248 Main St.	Residential	Wood Frame	?	Classic Cottage	Altered
262 Main St.	Residential	Wood Frame	1915	Foursquare	Enclosed Porch into Vestibule
272 Main St.	Residential	Wood Frame	1886	Classic Cottage	
292 Main St.	Residential	Wood Frame	1912	No Style	Extensively Altered
301 Main St.	Residential	Wood Frame	1898	Gabled Ell	
302 Main St.	Residential	Wood Frame	1901	No Style	Extensively Altered; Catslide Roof
303 Main St.	Residential	Wood Frame	1898	No Style	Extensively Altered
308 Main St.	Residential	Wood Frame	?	Manufactured	Gabled Roof Added
312 Main St.	Residential	Wood Frame	?	Manufactured	Gabled Roof Added
322 Main St.	Residential	Wood Frame	?	Manufactured	Gabled Roof Added
342 Main St.	Residential	Wood Frame	1926	No Style	Altered?
362 Main St.	Residential	Wood Frame/Log?	1943	No Style	Altered?
381 Main St.	Residential	Wood Frame	1898	No Style	Enclosed Porch
382 Main St.	Residential	Wood Frame	1896	Edwardian	
391 Main St.	Residential	Wood Frame	1906	Craftsman	

400 Main St.	Residential	Wood Frame	1898	No Style	Enclosed Porch
432 Main St.	Residential	Wood Frame	1919	No Style	Enclosed Porch
441 Main St.	Commercial	Wood Frame	1930	Commercial	Main Entry Removed
446 Main St.	Residential	Wood Frame	1903	Gabled Ell?	Enclosed Porch
452 Main St.	Residential	Wood Frame	1903/1959	No Style	Garage Addition
455 Main St.	Commercial	Wood Frame	?	False Front Commercial	False Front Reconfigured?
456 Main St.	Residential	Wood Frame	1926	Craftsman	
458 Main St.	St. Patrick's Catholic Church	Wood Frame	1925	Carpenter Gothic	Tower Shortened and Gothic Windows Replaced
461 Main St.	St. Patrick's Catholic Church	Wood Frame	1947	No Style	Stuccoed
471 Main St.	Residential	Wood Frame	1935	Minimal Traditional	
481 Main St.	Residential	Wood Frame	1936	No Style	Second Story Added?
482 Main St.	Commercial	Wood Frame with Milled Log Siding	1932	Early Ranch (Rustic)	Originally a Residence?
491 Main St.	Residential	Wood Frame	1939	Early Ranch	
501 Main St.	Telephone Equipment Building	Wood Frame? Concrete Block?	1966	No Style	Stuccoed
502 Main St.	Commercial	Wood Frame	1930	False Front Commercial	False Front Altered?
511 Main St.	Residential	Wood Frame	1941	Early Ranch	Front Porch Enclosed
512 Main St.	Residential	Wood Frame	1936	Rustic (Craftsman)	Milled Log Siding
531 Main St.	Residential	Wood Frame	1937	No Style	Stuccoed
532 Main St.	Residential	Wood Frame	1928	No Style	Extensively Altered
552 Main St.	Residential	Wood Frame	1937	No Style	Altered
561 Main St.	Residential	Wood Frame	1938	No Style	Altered
562 Main St.	Residential	Wood Frame	1930	Minimal Traditional	
591 Main St.	Residential	Wood Frame	1940	No Style	Outbuildings Only
635 Main St.	Residential	Wood Frame	1938	No Style	Stuccoed; Log Garage
641 Main St.	Residential	Wood Frame Log Siding?	1947	No Style	Log or Milled Log Siding?

651 Main St.	Residential	Milled Log	1942	Minimal Traditional	
661 Main St.	Residential	Wood Frame	1937	Minimal Traditional	
671 Main St.	Residential	Milled Log	1940	No Style	Early Barn and Sheds to Rear
681 Main St.	Residential	Wood Frame	1940	No Style	Stuccoed; Cottages to Rear
701 Main St.	Residential	Wood Frame	1941	Craftsman Cottage?	Extended Garage to Rear
711 Main St.	Residential	Milled Log	1951	Minimal Traditional	
721 Main St.	Residential	Wood Frame	1936	No Style	
735 Main St.	Residential	Wood Frame	1936	Gabled Ell	Altered
145 N. Main St.	Commercial (Eagle River Inn)	Wood Frame?	Circa 1906	Commercial	Extensively Altered
146 N. Main St.	Commercial (Minturn Saloon)	Masonry	1901	Commercial	Altered, Locally Landmarked
76 Meek Ave.	Residential	Wood Frame	1956	Minimal Traditional	Attached Garaged
115 Nelson Ave.	Residential	Wood Frame	1937	No Style	Stuccoed
225 Pine St.	Residential	Wood Frame	1907/1936	No Style	Extensively Altered
235 Pine St.	Residential	Wood Frame	1903	Gabled Ell	Altered
265 Pine St.	Residential	Wood Frame	1907	No Style	Altered
301-305 Pine St.	Residential	Wood Frame	1907	Shotgun	Stuccoed
315 Pine St.	Residential	Wood Frame	1910	Gabled Ell	Altered
325 Pine St.	Residential	Wood Frame	1923	No Style	Altered
335 Pine St.	Residential	Wood Frame	1913	No Style	
355 Pine St.	Residential	Wood Frame	1920	No Style	Extensively Altered
395 Pine St.	Residential	Wood Frame	1906	Classic Cottage	Enclosed Porch
403 Pine St.	Residential	Wood Frame	1934	No Style	Altered
406 Pine St.	Residential	Wood Frame	1936	No Style	
423 Pine St.	Elementary School Annex	Masonry	1956	Mid-Century Modern	
435 Pine St.	Residential	Wood Frame	1938	Minimal Traditional	Enclosed Porch
446 Pine St.	Residential Shed	Milled Log	?	Rustic	Arched Roof
456 Pine St.	Residential	Wood Frame	1940	Minimal Traditional	Stuccoed

470 Pine St.	Railroad Shed	Wood Frame	?	No Style	"Rex"
475 Pine St.	Residential	Milled Log	1950	Minimal Traditional	Enclosed Porch; Extensively Enlarged
486 Pine St.	Residential	Wood Frame	Non-Historic?		
489 Pine St.	Residential	Wood Frame	1943	No Style	Altered
495 Pine St.	Residential	Wood Frame	1940	Minimal Traditional	Stuccoed; Altered; Attached Garage
165 Railroad Ave.	D&RG Railroad YMCA	Masonry	1915	Commercial	Extensively Altered
50 Toledo Ave.	Residential	Milled Logs	1900/1938	Craftsman Rustic	
70 Toledo Ave.	Residential	Wood Frame	1938	No Style	Altered
80 Toledo Ave.	Residential	Wood Frame	1914	No Style	Altered
103 Williams St.	Residential	Wood Frame?	1920/1930	No Style	Stuccoed; Altered?
105 Williams St.	Residential	Wood Frame	?	No Style	Altered
107 Williams St.	Residential	Wood Frame	1920	No Style	Stuccoed; Altered
Minturn Water Tank	Water Storage	Metal	1940	No Style	Locally Landmarked



To: Historic Preservation Commission (“HPC”)
From: Madison Harris
Date: March 12, 2026
Agenda Item: 2022 Historic Preservation Plan Update

INTRODUCTION:

At the December 16, 2025 meeting staff discussed with the HPC updating the 2022 Historic Preservation plan.

ANALYSIS:

Attached to this memo are the three pages of Goals, Objectives, and Action Items that are found within the 2022 Historic Preservation Plan. Staff has struck through the Objectives and Action Items that have been completed and would like to draft new Objectives and Action Items to take their place.

The HPC should notice that the majority under Goals #1 and #3 are complete, while Goal #2 is less touched.

Below are examples of Objectives and associate Action Items to replace those already completed, sourced from other Historic Preservation Plans from around the country.

- Educate the public about the true diversity of the Town’s history, including that which is associated with significant places, whether preserved or lost.
 - Future interpretation of the Town’s history should entail a broad perspective that tells the story of all segments of the community.
 - In concert with non-profit organizations, the Town should identify significant sites that no longer qualify for historic landmark designation, but based on the memories of such an area, they are recognized as historically important.
 - Establish the importance of oral history and designate the Public Library system as the agent for compiling these accounts as they are recorded.
 - Partner with media outlets to spotlight historic preservation and help to educate the public as to its importance.
- To ensure new growth and development aligns with the character of the community.
 - Promotion of sustainability through the retention of existing historic buildings.
 - Safeguarding of the Township’s distinctive visual character through the retention of existing resources and the discouragement of the demolition of historic structures.
 - Encouragement of contextually appropriate new design that contributes to a sense of cohesiveness and meets the Township’s needs as a growing community.
 - Stimulation of the local economy through the growth of heritage tourism and the creation of jobs associated with the rehabilitation of historic structures.
 - Protection of property owners’ investments and strengthening of property values through careful design review of alterations and new development.

- Preserve and Celebrate the Town’s Cultural Heritage
 - Ensure that the history of the community is adequately documented
 - Prevent demolition of or insensitive alterations to cultural heritage resources in the built environment
 - Support mechanisms for the rehabilitation and maintenance of cultural heritage properties
 - Support retention of fine-grained developed pattern and character-enhancing buildings
- Use the new resource information to create an “early warning system” to increase awareness and action regarding endangered sites, buildings, landscapes, and viewsheds
 - Endangered properties list
 - Intervention strategies
- Make surveys more accessible to the public to promote a greater understanding of significant historic resources
- Define and Maintain Architectural and Cultural Resources
 - Redefine Historic Districts and Individual Resources
 - Define Incentives for Preservation
 - Define Incentives for New Construction
 - Define Disincentives for Teardowns and Gentrification
- Improving the Economics of Commercial Streets while Maintaining their Architectural Character
 - Using TIF Districts Effectively for Preservation
 - Develop Commercial District Guidelines

COMMUNITY INPUT: Ongoing

BUDGET / STAFF IMPACT: TBD

STRATEGIC PLAN ALIGNMENT:

The review of the Historic Preservation process aligns with the following key values:

- Transparency
- Collaboration
- Resourcefulness

ATTACHMENTS:

- Excerpts of the 2022 Historic Preservation Plan

The Plan

Goals, objectives, and action items



Goal #1

Create a foundational toolbox for the execution of Minturn’s Historic Preservation Program.

~~**Objective 1.1** Establish the application process for Historic District and Landmark Designation, Design Review, and Demolition with clearly defined supplemental materials for supporting applicants.~~

Objective 1.2 Build upon the education of Minturn’s Historic Preservation Commission and staff to better enable the promotion and execution of Minturn’s Historic Preservation Program.

~~**Objective 1.3** Clearly define the roles and responsibilities of the Historic Preservation Commission, staff, contributing third party organizations, and the public.~~

~~**Objective 1.4** Become a Certified Local Government~~

Action Item	Contributing Party
Review online and print materials of other Certified Local Government communities in Colorado to facilitate the best practices when creating Minturn’s materials.	Staff
Create a flow chart to assist an applicant through the various steps of the application process for Historic Landmark and District, Alterations, Relocations, and Demolitions.	Staff
Encourage the participation by both the HPC and staff for webinars and online and in-person classes to further the knowledge base of those implementing the Program.	Staff, HPC
Develop historic contexts to cover important historical themes and time periods in	Staff, HPC
With the support of grants, seek to execute a town-wide Cultural Resource Survey.	3rd Party
Complete the preliminary steps and apply to become a Certified Local Government.	Staff, HPC, 3rd Party
Create both print and online materials defining the roles and responsibilities for the staff, HPC, public, and third party organizations.	Staff

The Plan

Goals, objectives, and action items



Goal #2

Promote public awareness of Minturn's Historic Preservation Program.

Objective 2.1 Collaborate with third-party organizations to celebrate Minturn's history.

Objective 2.2 Promote the benefits of Minturn's Historic Preservation Program through resource development.

Objective 2.3 Expand public awareness and outreach to all citizens, property owners, businesses & visitors.

Objective 2.4 Build revenue streams to support Minturn's Historic Preservation efforts.

Action Item	Contributing Party
Work with the Eagle Valley Historical Society to bring more awareness of Minturn heritage to the Town and greater Eagle County community.	Staff 3rd Party
Connect with History Colorado to better understand resources available through the State of Colorado offices to promote Minturn's Historic Preservation Program.	Staff 3rd Party
Partner with History Colorado for resource materials which will help demonstrate the value and benefits of historic designations in the local community (web and print materials), and promote the Historic Register, Designation criteria, and incentives being designated provides such as grant funding.	Staff HPC 3rd Party
Implement a Historic Preservation Plaque program that accompanies all historic designations and follows the Minturn Historic Register.	Staff HPC
Establish a Minturn Heritage Month and utilize this effort to promote all aspects of Minturn's history.	Staff HPC
Facilitate a working group comprised of staff, HPC, 3rd party consultants and citizens to determine effective revenue streams for the promotion of historic preservation.	Staff, HPC 3rd Party
Establish a monument/kiosk...something to utilize as the beginnings of a historic museum for the promotion and education of Minturn's heritage.	Staff 3rd Party

The Plan

Goals, objectives, and action items



Goal #3

Collaborate with property owners for the voluntary participation in Minturn’s Historic Preservation Program.

Objective 3.1 Proactively communicate the benefits of Minturn’s Historic Preservation Program with local property owners.

~~**Objective 3.2** Educate and promote Minturn Municipal Code, Chapter 19, Article 6 which encourages the relocation of structures over demolition.~~

~~**Objective 3.3** Actively identify town owned structures and landmarks for the nomination of historical structures.~~

Action Item	Contributing Party
Create a campaign of educational and promotional materials for use as tools when communicating with local property owners about the benefits of the Historic Preservation Program.	Staff HPC
Facilitate the identification of town owned parcels of land for the utilization of relocating historic structures which may otherwise be demolished, with the understanding that all other avenues have been exhausted before relocation is an option.	Staff HPC
Create a mechanism by which property owners can receive financial support for the relocation of structures.	Staff , HPC 3rd Party
Inventory town owned properties/structures for consideration of historic designation.	Staff, HPC
Begin the process (immediately) of a phased approach for the implementation of historic design guidelines for nominated structures	Staff, HPC, 3rd Party and Public
Determine Minturn Municipal Code recommendations to Council for leveraging historic designations over non-conforming structure guidelines (historic variance guidelines)	Staff, HPC, 3rd Party and Public