

Huntsville – Larkspur Timeline Utilities and Transportation

Date	Year	Location	Event	Bibliography
September 21	1871	Larkspur	Denver & Rio Grande Railroad reached the future site of Larkspur	<u>Fading Past</u> , Susan Consola Appleby, 2001, p. 103/etal Notes p. 113; E. O. Davis, <u>The First Five Years of the Railroad Era in Colorado</u> , Sage Books, Inc., 1948, page 159
	1876	Larkspur	The Plum Creek Toll Road company establishes a toll road south of Larkspur (Fox Farm Road)	Cannon: A Brief History of Huntsville, Larkspur, Hunt Ranch and Nickson Ranch.: p.4
	Circa 1880	Huntsville	Stagecoach service to Huntsville stopped	
Late Summer- Early Fall	1886	Larkspur	A road is established between Greenland and Larkspur east of the D&RG tracks. This road, though portions of it are locally used today, was abandoned when the Spruce Mountain Road was paved.	<u>Castle Rock Journal</u> , August 11, 1886; discussion with Johanna Harden
	1887	Larkspur	Atchison, Topeka & Santa Fe railroad tracks completed	<u>Fading Past</u> , Susan Consola Appleby, 2001, p. 105/etal Notes p. 113
	1888	Larkspur	Sante Fe Railroad sinks artesian well	<u>Castle Rock Journal</u> , February 1, 1888
	1890	Larkspur	Larkspur residents up in arms because the Denver Rio Grande railway officials were sending a large number of men (reportly 150) to cut timber off the mountains in the Larkspur vicinity	<u>White Pine Cone</u> (Gunnison County) October 17, 1890
	1890	Larkspur	Twice a day stage running between Larkspur and Perry Park	<u>Castle Rock Journal</u> , June 25, 1890
Apr 15	1892	Larkspur	Larkspur railroad agent J. E. Evans pushed the handtruck too close to a passing train, hitting the train and damaging Evans's artificial leg	<u>Castle Rock Journal</u> , April 20, 1892
February 27	1898	Larkspur/ Huntsville	A spark from a Sante Fe locomotive sets fire to a pasture on the Walter J. Craig ranch directly below Hunt Mountain	<u>Castle Rock Journal</u> , March 4, 1898, Clarence O. Finch; verified on 10.28.09 with Colo Rail Museum
March	1898	Larkspur	Denver & Rio Grande locomotive ignites large fire on John Burke's Larkspur pasture	<u>Fading Past</u> , Susan Consola Appleby, 2001, p. 105/etal Notes p. 113; <u>Mountain Echo</u> (Nighthawk weekly), March 12, 1898, page 1

August 5	1898	Larkspur	A severe hail storm followed by heavy rain washed-out the Rio Grande track near Larkspur and the trains went over the Santa Fe. According to old inhabitants of the area, the storm was the worst in twenty years, destroying crops and fences.	<u>Castle Rock Journal</u> , August 12, 1898; <u>Mountain Echo</u> , Nighthawk, August 13, 1898
June	1900	Larkspur	A four-times per day Concord stage pulled by a four-horse team is established between Larkspur and Perry Park ...announced in Larkspur by a stage bugler	<u>Castle Rock Journal</u> , June 22, 1900; <u>West Creek Mining News</u> , July 23, 1900
Aug	1900	Larkspur	Road between Larkspur and Palmer Lake opened (Later to be named Spruce Mountain Road)	<u>Castle Rock Journal</u> , August 24, 1900
December 31	1900	Larkspur	Santa Fe trains (north bound and south bound) collide, 20 cars and engine 891 wrecked and Santa Fe Depot (boxcar depot) destroyed.	<u>Castle Rock Journal</u> , January 4, 1901
July 5	1901	Larkspur	Denver and Rio Grande section house painted by agent A. J. Ingalls	Ida May Noe Historical Records Collection
October	1901	Larkspur	Telephone service comes to Larkspur; pay station telephone was placed in Dan Whitehead's store	<u>Castle Rock Journal</u> , October 11, 1901
Oct 4	1904	Larkspur	An east bound D&RG freight train wrecked half a mile east of Larkspur destroying two cars, one containing dynamite and the other California prunes. Although several sticks of dynamite were broken there was no explosion.	<u>Castle Rock Journal</u> , Oct 4, 1904
	1905	Larkspur	Santa Fe Depot moved from Taylor's on the Cañon City Line to Larkspur (originally built in 1888). Mr. Dan Whitehead and the enterprising citizens of Larkspur did the grading for the new structure.	Russell Lee Crump Memorial Library (http://atsf.railfan.net/depots/sfcolopo.html) and http://www.atsfry.com/EasternArchive/Photo/database/000263.htm ; <u>Castle Rock Journal</u> , October 20, 1905
March	1905	Larkspur	Douglas County Ditch and Reservoir Company capitalized at \$150,00 to construct two large reservoirs, one south of the Santa Fe bridge at Larkspur	<u>Elbert County Banner</u> , March 31, 1905
April 15	1907	Larkspur	An overlook of orders caused a head-on train wreck between Larkspur and Greenland on the D&RG railroad, causing injuries to one train's engineer, A. A. Berger (broken leg) and fireman, H. I. McElroy and bruising of the second train's engineer, Burchard.	<u>Castle Rock Journal</u> , April 19, 1907
August 9	1909	Larkspur	Larkspur-Palmer Lake portion of the Denver - Colorado Springs highway opened to the public	<u>Castle Rock Journal</u>

March	1910	Larkspur	The Santa Fe Telephone gang put up a telephone line which the Santa Fe used to operate trains instead of by telegraph.	Record Journal , February 11, 1910; Record Journal , March 4, 1910
June	1910	Larkspur	The Colorado State Engineer's Office taking bids for the construction of a 32 foot concrete steel highway bridge over the East Plum Creek near larkspur in Douglas County, Colorado; bids closed June 11, 1910	Record Journal , May 27, 1910; Record Journal , June 3, 1910
May	1913	Larkspur	Douglas County commissioners fund the state highway that will become Highway 85 between Sedalia, Castle Rock, Larkspur, Greenland to Palmer Lake. Charles Allis was awarded the contract for constructing the concrete bridges, culverts and cattle runs.	Record Journal , May 2, 1913; Record Journal , August 8, 1913
October	1915	Larkspur	Road gang works on Highway 85 through Larkspur	Record Journal , October 15, 1915
October	1915	Larkspur	Several thousand ties are hauled from the tie camp in Perry Park to be used by the Denver & Rio Grand Railway	Record Journal , October 15, 1915
	1915	Larkspur	Sante Fe trestle over East Plum Creek in the southside of town was built by mules. S. D. Johnston worked the pile-driving team.	Just Reminiscing , Charles A. Nickson, page 59
November 13 11:37 AM	1915	Larkspur	Two D&RG freight trains crash at Larkspur due to a special freight train running into a regular freight during a snowstorm.	Kiowa County Press , November 19, 1915, page 4; Record Journal , November 19, 1915
September	1916	Larkspur	Denver & Rio Grande railway employs a large gang of men in Larkspur to build a side track	Record Journal , September 29, 1916
June	1917	Larkspur	Colorado & Southern No. 7 train to Denver, 5:15 a.m. starts flag run for Larkspur passengers	Record Journal , May 18, 1917
July	1917	Larkspur	Denver & Rio Grande bring in crew of men to improve water system	Record Journal , July 13, 1917
	1919	Larkspur	Rio Grande Depot/post office operated by Grover Reed family that lived at the depot (1919-1943)	Ida May Noe Historical Records Collection
October- November	1920	Larkspur/ Pike Forest	The district forester in Denver requested bids for 82,560 board feet of sawlogs and 2320 standard gauge rail ties cut from the Pike National Forest (60 acres in Section 6, Township 9 South, Range 68 West) ...the bid request specified bids for no less than \$3.85 for sawlogs and 10¢ per railroad tie.	Record Journal , October 29, 1920
February	1921	Larkspur	The Denver & Rio Grande perform extensive carpentry work on both their depot and section house	Record Journal , February 4, 1921

February	1921	Larkspur	Contract is let for clearing timber for railroad ties and cord wood from the Donley land, known as The Trust Land.	Record Journal , February 11, 1921
October - November	1921	Larkspur	Lawson T. Bardell put down a well for Mr. Hamilton on the lot he acquired from Miss. Donley, near the Santa Fe right-of-way.	Record Journal , November 4, 1921
January	1924	Larkspur	Denver and Rio Grande workers make repairs to the outside of the depot and paint the inside.	Record Journal , January 11, 1924
	1925	Larkspur	Highway 85 comes through Larkspur	http://douglascountyhistory.org/timeline/index.php?func=items&era_id=8&noimages=0; http://history.dpld.org/timeline/boom/boom.htm
May	1926	Larkspur	Plans submitted to the Federal Bureau of Roads (Washington) to upgrade the road between Castle Rock and Larkspur with the Tomah to Larkspur section moved between the Santa Fe and Denver & Rio Grande tracks to eliminate two railroad crossings.	Record Journal , May 21, 1926
August	1928	Larkspur	Paved road from Denver to Colorado Springs opened; work between Larkspur and Monument was the last link	Record Journal , July 13, 1928; Record Journal , August 3, 1928
May	1928	Larkspur	A special meeting at the court house was held discussing extending the electricity feed to the town. Representing Larkspur were C. E. Taylor and Louis Goaziou.	Record Journal , May 11, 1928
October	1937	Larkspur	The Sante Fe Depot and the Pennsylvania House (AFHR) were wired for electricity by the Mountain Utility Corporation.	Record Journal , October 29, 1937
	1940	Larkspur	Atchison, Topeka & Santa Fe station closed	Colorado Rail Museum Library, agent log, page 277
	1948	Larkspur	Rio Grande Depot closed (Temporarily until May 26, 1952) and Post Office was moved.	Castle Rock Journal , April 2, 1948; Colorado Rail Museum Library, agent log, page 278
May 26	1952	Larkspur	Denver & Rio Grande station reopened in Larkspur	Colorado Rail Museum Library, agent log, page 278
June	1952	Larkspur	Denver and Rio Grande water tower torn down	Ida May Noe Historical Records Collection
February 19	1954	Larkspur	Denver & Rio Grande station in Larkspur permanently closed	Colorado Railroad Museum Library, D&RG Larkspur agent record
March 24	1954	Larkspur	Santa Fe Depot retired and moved to Palmer Lake (315 Glenway Street between High Street and Lower Glenway)	Russell Lee Crump Memorial Library (http://atsf.railfan.net/depots/sfcolopo.html) and http://www.atsfry.com/EasternArchive/Photo/database/000263.htm
June 27	1983	Larkspur	Bids let for Larkspur central water system	DC News Press , August 7, 2003