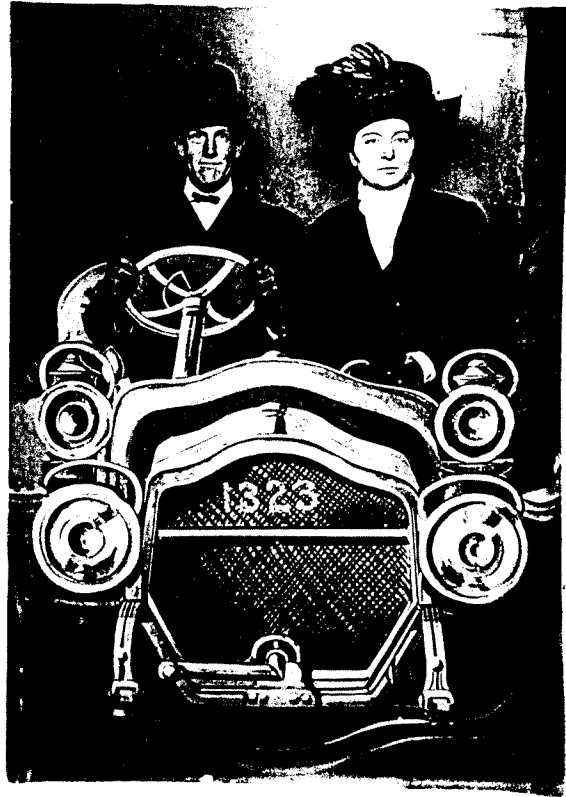


AUTOMOBILE ERA IN BOULDER

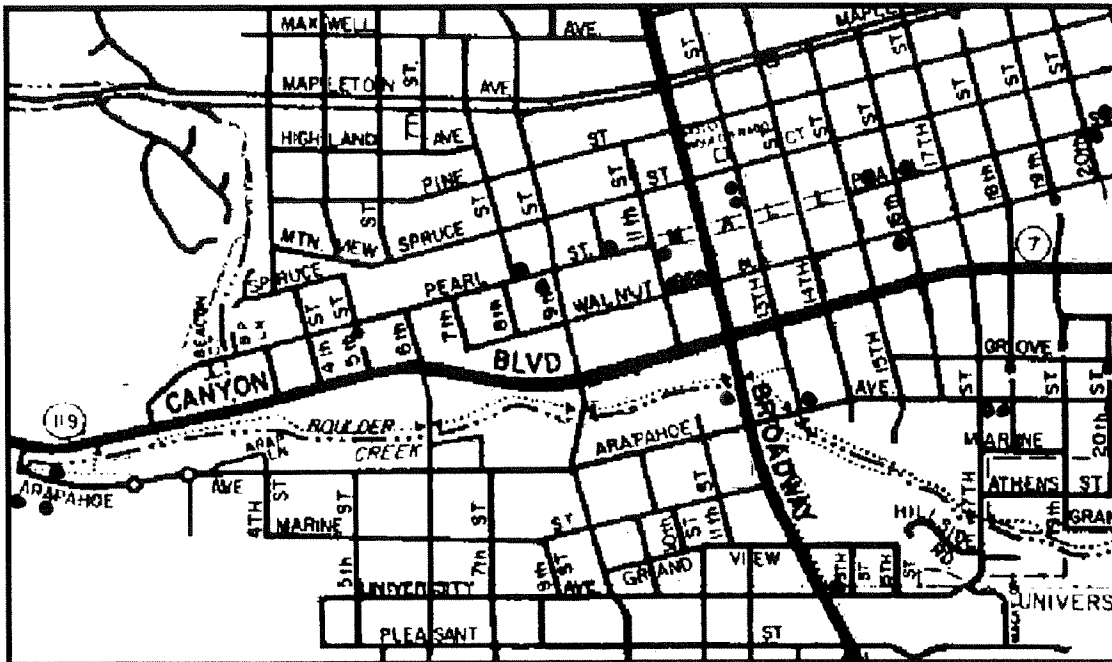
by Silvia Pettem

Prepared in 1999 for the Boulder Historic Context Project and submitted to the Boulder Planning Department. Copies may be made for research purposes only.

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STILL-EXISTING BUILDINGS FROM BOULDER'S AUTO ERA



- Eben G. Fine Park, Shelter House.
- 90 Arapahoe, Silver Saddle Motel.
- 100 Arapahoe, Foot of the Mountain Motel.
- Behind 840 Pearl, part of Westward Ho Motel.
- 1719 Broadway, Mustard's Last Stand.
- 2049 Pearl, Snarf Shop.
- 2000 Arapahoe, Daddy Bruce's Barbeque.
- 801/805 Pearl, Nick'n'Willy's Pizza and West End Gardener.
- 1001/1005 Pearl, Pasta Jays and retail shops.
- 1100 Pearl, Old Chicago Restaurant.
- 1521 Pearl, retail shops.
- 1601 Pearl, Japanese Car Specialists.
- 2008 Pearl, Peerless Tyre Company.
- 1101 Walnut, Rio Grande Restaurant.
- 1109 Walnut, The Foundry (billiards club).
- 1644 Walnut, Planned Pethood.
- 1702 Arapahoe, Total Station.
- 1722 Arapahoe, Arapahoe Import Service.
- 1402 Broadway, Starbucks.
- 1650 Broadway, retail shops.
- 1901 Broadway, retail shops.
- 1708 13th Street, "Opportunity Place."
- 2037 13th Street, Red Fish Restaurant.
- 2035 13th Street, Via Travel.

AUTOMOBILE ERA IN BOULDER
by Silvia Pettem

Introduction and map

Part I

Historical background--

- Roads
- Popularity of autos increased
- Auto camps
- Cottage camps
- Drive-in restaurants and motor courts
- Love affair with the auto continued

Part II

Auto Camps to Motor Courts

Part III

Drive-in restaurants

Drive-in theaters

Part IV

Automobile dealers, garages, and service stations--

- Pearl Street
- Walnut Street
- Arapahoe Avenue
- 11th Street
- 12th Street (Broadway)
- 13th Street
- Miscellaneous locations
- "Auto stage lines"

Suggestions for further research

INTRODUCTION

I intended this study to focus on still-existing buildings of Boulder's automobile era, loosely defined as ca. 1915 through ca. 1951. I chose the beginning date, as that's when automobile-related businesses began showing up in the city directories. I chose the end-date because the Boulder-Denver turnpike (U.S. 36) opened in 1952 along with many new businesses. The year 1951 seemed like an end of an era, although I extended it a year or two to include the drive-in restaurants and theaters.

This report includes auto camps and early motels, early drive-in restaurants and drive-in movie theaters, as well as automobile dealers, garages, and service stations in Boulder.

In order to determine which of these buildings figured significantly within the automobile era, I transcribed all available auto-related listings in the Boulder City directories for this time period. After the material was consolidated, the still-existing buildings, as well as long-term businesses, began to emerge.

Some businesses (for whatever reason) weren't listed in every directory, yet it's hoped that this report will give an overall feel for the volume and location of the automobile era of 1915-1951. Please note that there are discrepancies in the addresses of some businesses. This may be due to errors in the directories and/or consolidations of the businesses themselves and/or changes in the actual address numbering system.

In the listings in Parts II, III, and IV, **bold-type** indicates the still-existing buildings. Originally I planned to separate out the service stations, but so many were combined with garages and auto camps that I left them together. It was impossible to find every one.

Although this report does not claim to be all-inclusive, I have found that the majority of Boulder's pre-1952 auto-era legacy, within the historic context area, remains in the following buildings. Some may be found to be locally significant while others clearly are not.

Auto camps / motor courts--

- Eben G. Fine Park, Shelter House.
- 90 Arapahoe, Silver Saddle Motel.
- 100 Arapahoe, Foot of the Mountain Motel.
- Behind 840 Pearl, part of Westward Ho Motel.
- Three Birches house (moved outside city limits).

Drive-in restaurants--

- 1719 Broadway, Mustard's Last Stand.
- 2049 Pearl, Snarf Shop.
- 2000 Arapahoe, Daddy Bruce's Barbeque.

Automobile dealers, garages, and service stations--

- 801/805 Pearl, Nick'n'Willy's Pizza and West End Gardener.
- 1001/1005 Pearl, Pasta Jays and retail shops.
- 1100 Pearl, Old Chicago Restaurant.
- 1521 Pearl, retail shops.
- 1601 Pearl, Japanese Car Specialists.
- 2008 Pearl, Peerless Tyre Company.
- 1101 Walnut, Rio Grande Restaurant.
- 1109 Walnut, The Foundry (billiards club).
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- 1702 Arapahoe, Total Station.
- 1722 Arapahoe, Arapahoe Import Service.
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- 1650 Broadway, retail shops.
- 1901 Broadway, retail shops.
- 1708 13th Street, "Opportunity Place."
- 2037 13th Street, Red Fish Restaurant.
- 2035 13th Street, Via Travel.

The Automobile Era Historical Background

Automobiles were a curiosity in Boulder during the first decade of the 20th century. According to the late historian Sanford Gladden, the first automobile to visit Boulder arrived in 1900. On October 2 of that year, the *Boulder County Herald* reported, "An automobile came to Boulder yesterday and went up to Magnolia. That surely must have been a good test for it. It was in town again, and was the object of no little curiosity."¹

By 1901, Charles Culbertson, manager of the Colorado & Northwestern narrow-gauge railroad that ran between Boulder and Ward, owned Boulder's first automobile, a Locomobile steamer.²

As more Boulderites purchased automobiles, horns mixed with harness bells as autos and horses tried to share the road. In August, 1909, the *Daily Camera* reported, "Three young bloods stirred all Boulder by careening all over town at a reckless speed in an auto."

Once the horses were put out to pasture, in the years 1910-1915, acceptance of the automobile didn't take long. Its freedom was contagious. Drivers hummed the latest popular song, "Come away with me, Lucille, in my merry Oldsmobile." People in Boulder and the rest of the country began a love affair with the auto.

Roads--

In 1905, paving was on everyone's minds when a "Good Roads Convention" was held in Boulder. On exhibit were bricks from the Alumina Clay Company's deposits in Bear Canyon. Mayor Lou Johnston favored using the bricks to pave parts of Pearl, 13th, and 14th Streets. Boulder Canyon granite, in a gravel form, was the preferred material for residential streets.³

Apparently a majority of property owners did not go along with the mayors wishes, as no brick laying was done in the streets. Instead, a steam roller packed Pearl Street with gravel.⁴

Another "Good Roads Conference" was held on January 13 and 14, 1911. The general consensus was that better roads would bring in tourists. It was stated,

"Every summer hordes of wealthy people from all parts of the United States would ship their cars to this state to indulge their

¹ Boulder County Herald, 2 October 1900.

² Gladden, Samuel, *The Early Days of Boulder, Colorado*, 1982, p.408.

³ *Daily Camera*, 17 May 1905 and 26 July 1905.

⁴ *Daily Camera*, 16 June 1906.

penchant for motoring, and to enjoy in this way the salubrious climate which now brings to us a less opulent class of visitors...There is little use in kicking about our wealthy class going to Europe each year when they should spend their money at home. When they are ready to take care of them as well, or nearly as well, as they are looked after abroad in these matters of material comfort and convenience of travel, they will come -- and gladly.”⁵

Author Eugene Parsons cautioned, “A stage coach drawn by horses can ascend steep burro trails and hang on where an auto would lose its grip and topple over into a frowning abyss.” Yet, he must not have been afraid of the 23-mile-per-hour speed limit. In his 1911 *Guidebook to Colorado*, Parsons wrote “Speeding over a picturesque touring-road on the roof of the world stirs the spirit’s inner deeps.”

In order to improve the situation in Boulder County, the Commissioners imported convicts from the state penitentiary to work on the road up Boulder Canyon. Beginning in 1915, this road gang widened the route from one dirt lane to two.

Boulderites were grateful. On Thanksgiving, the County treated the men to turkey with all the trimmings, games, music, cigars, boxing matches, and a “moving picture show.” Two years later, after continuing their road improvements, the convicts were guests of honor at a dinner in the main dining room of the Hotel Boulderado.

Popularity of autos increased--

As autos became mass produced, they became more affordable. No longer were travelers slowed to the pace of horse-drawn vehicles or confined to the predetermined routes and prearranged schedules of the railroads.

Liveries in downtown Boulder adapted to the times and became garages. Instead of feeding and stabling horses, they repaired and stored automobiles. Blacksmiths and carriage-makers became car dealers. Service stations, auto parts stores, and everything for the motorist was available downtown.

When Boulder County’s narrow-gauge mountain railroad, known as the “Switzerland Trail of America,” was washed-out in 1919, it couldn’t afford to rebuild. In 1926, the Interurban Railroad, which had shuttled passengers almost hourly for 18 years between Boulder and Denver, ceased operations due to lack of riders.

At the time, the only way for motorists from Denver to reach Boulder was to drive north on the Lincoln Highway, now Colorado 287,

⁵*Daily Camera*, 15 January 1911.

and turn west onto Arapahoe Road. A large billboard with a hand pointing west advertised the turn-off to Boulder.

Motorists entered Boulder from the north on 12th Street, now Broadway. A Gateway sign hung over Broadway near Kalmia. It welcomed motorists who arrived in Boulder from Estes Park.

Auto Camps--

In the early 1920s, Boulder opened the first of its auto camps at what is now Eben G. Fine Park at the mouth of Boulder Canyon. Travelers were provided with electric lights, gas stoves, water, toilets, and laundry and bathing facilities. Everything was free. The shelter house is still standing and used as a picnic pavilion.

Fold-out beds and awnings were attached to the running boards and roofs of their automobiles. Many of these early campers used these "auto tents" advertised by Wilson Hardware, at 12th and Pearl. The "7-foot by 10-foot Khaki 'Amazon' auto tents sold for \$18.50. Camp chairs cost \$1.00. 'Kamp Kook' gasoline stoves were \$7.50 and "sanitary water bags" were \$1.50.

The store's ad continued, "Can you imagine anything better? On a camping trip you are your own boss. Stay where you please, stay as long as you like, eat and sleep where you please."

In 1922, the Harris-Douglas Furniture Company advertised a novelty-- music in camp. Its ad read, "Carry a portable Victrola with you on your trip to the mountains. Handy, compact, they play all Victor records and are a most enjoyable part of your camping equipment."

Cottage Camps--

As motor travel increased, "tourist camps" provided more of the comforts of home. By 1930, in addition to the City's free camps, there were five private facilities which welcomed the motorist in Boulder.

Next to the auto camp in Eben G. Fine Park was the Boulder Cottage Camp which offered cottages by the day or week. Across Boulder Creek at 1st and Pearl was the Red Rock Cottage Camp and Barbecue.

In North Boulder, on 12th Street (now Broadway) at Dellwood, were the Moss Rock Cottages with adjoining service station.

The Henshall Cottage Court was built near Arapahoe Avenue and 20th Street, while those who preferred to be east of town stayed at Roxwood Park, at Arapahoe Avenue and 55th Street, on the site of O. T. Jackson's earlier "resort."

Many motorists preferred the tourist, or cottage, camps over hotels, as they were cheap, private, and convenient. With their automobiles parked next to their cottage doors, guests carried their own suitcases rather than tipped a bellman.

Drive-In restaurants and new motor courts--

One of Boulder's first drive-in restaurants was True's Thirst Shop, at 1719 12th Street (now Broadway), on the site of Mustard's Last Stand. The small building was shaped like a barrel.

Then, just as Colorado's tourism industry got underway, the Great Depression kept many people at home. Those who did travel to Boulder discovered the new Foot of the Mountain "Camp" at 100 Arapahoe Avenue. Henshall's was replaced with the Rainbow Cottage Camp and Nifty Nix Stand and Cottages, now the sites of Econo Lodge and Daddy Bruce's Barbecue.

The love affair with the automobile continued--

During the World War II years, Detroit's factories turned to the manufacturing of tanks and airplanes rather than cars. Gasoline and tires were rationed. Many people were forced to stay home even longer, but in the late 1940s and the early 1950s, the love affair with the automobile began all over again. Suddenly gasoline was cheap and plentiful. Attendants at service gasoline stations handed out free maps, checked oil, and washed windshields with a smile.

Television viewers watched the "Texaco Hour," and singer Dinah Shore urged everyone to "See the USA in your Chevrolet." Cottage camps became motels and competed by offering new amenities including televisions and swimming pools.

Everyone wanted to sleep and eat as close to their cars as possible. True's Thirst Shop had become True's Barrel and was razed in 1940. It was replaced with a new restaurant named Happy Jack's Oasis. In 1944, Happy Jack's became Bush's Drive-In, popular with college students.

The Drive-In's specialty was the "Bush Burger," a kind of hamburger club sandwich comprised of bread, meat, bread, meat, and more bread, with lettuce, tomato and cheese wedged inside. Hungry eaters topped off their meal with a frosted root beer. Car hops served patrons in the parking lot.

Customers also ate in their cars at the A & W Root Beer stand (now the Snarf Shop) at Pearl and 21st Streets.

Then, in 1953, an entirely new type of drive-in restaurant opened east of town on Arapahoe Avenue. Like the fast-food restaurants of today, drivers ordered through a speaker and drove to a window to pick up their food. According to a reporter, this new drive-in, named Twinburger, eliminated the "disagreeable practice of sounding the horn or blinking the car lights to catch the car-hop's attention."

At the time, the "driveateria" concept was so novel that Twinburger was featured in the October, 1957 issue of "Drive-In Magazine." The management claimed that they served each customer in 45 seconds.

Supposedly, all a driver had to do was count the cars in line to know how long he'd have to wait for his order.

In the 1950s and 1960s, families took Sunday drives together. At night, teenagers cruised Pearl Street with their transistor radios tuned to "Hit the Road Jack" and "Top Down, Summer in the City." Couples wanting privacy parked their cars on Flagstaff.

Boulderites saw movies from their cars, too. In the early 1950s, the Motorena Drive-In Theater, east of town on Arapahoe Avenue, advertised "good shows in the comfort of your car." In 1953, the Holiday Drive-In opened east of 28th Street at Pennsylvania Avenue. Sixteen years later the Holiday moved north to the corner of 28th Street and Lee Hill Road.

Automobiles provided people with freedoms they never dreamed of in the horse and buggy days. In 1952, the Boulder-Denver Turnpike (U.S. 36) opened, Boulder's population exploded, and the end of an era was over.

AUTO CAMPS TO MOTOR COURTS
(1920s through 1951)

--Several free campgrounds in early 1920s--

Auto Camp at 6th and Water Streets. (Listed in Volume I, *Boulder Daily Doings*, 1922.) “Every visitor must register at the city clerk’s office and obtain a visitor’s license. This is at no cost to you.”

Boulder Canon Park, “entrance to canon, cottages.” (Listed in Volume I, *Boulder Daily Doings*, 1922.)

Eben G. Fine Park at the mouth of Boulder Canyon.

- Early 1920s. (Listed in Volume I, *Boulder Daily Doings*, 1922.)
- Travelers were provided with electric lights, gas stoves, city water, toilets, and laundry and bathing facilities. Everything was free.
- **The stone shelter house is still standing and is used as a picnic pavilion.**

Riverside Camp at 9th and Water [Canyon] Streets. (Listed in Volume I, *Boulder Daily Doings*, 1922.)

--Several cottage camps (with cabins to rent) beginning ca. 1930--

Boulder Cottage Camp, 299/301 Arapahoe. (in 1930, 1936, 1940, 1943, 1946, 1949, 1951 directories)

- Next to Eben G. Fine Park
- “comfortable cottages by the day or week”
- Now contemporary housing.

Henshall Cottage Court, 2022 Arapahoe. (in 1930 directory)

- Henshalls became the Rainbow Cottage Camp, 2020/2022 Arapahoe. (in 1936, 1940, 1943, 1946, 1949, 1951 directories)
- Next door to Nifty Nix Cottages and Drive-In.
- Now the site of Econo Lodge.

Moss Rock Cottages, with adjoining service station, 3011 12th (Broadway at Dellwood). (in 1930, 1936, 1940, 1943, 1946, 1949, 1951 directories).

- Built by Arthur M. Craddock, also had gas station.
- Cottages (no longer standing) were in vicinity of Newland homestead.

Red Rock Cottage Camp and Barbecue, 100 Pearl. (in 1930, 1936, 1940, 1943 directories). See transcription of article which follows this section.

- Was on the south side of Pearl across from the Brierleys. Jack Smith remembers that it had a grocery store and gas pump ca. 1936.
- Also listed as 200 Pearl. (in 1946, 1949, 1951 directories).
- Now site of housing and offices.

Roxwood (Rockwood) Park, at Arapahoe Avenue and 55th Street. (out of city limits, but listed in 1946, 1949 directories)

- On the site of O. T. Jackson's earlier "resort."
- 10-acre auto camp opened in 1929. Tourists camped for 50¢ per night.¹
- Other amenities included 20 picnic tables, motion picture screen, orthophonic speaker to broadcast radio programs, breakfast nook, 7 stone fireplaces for cooking, and a barbeque pit large enough to roast a sheep. Also, large swings, a horseshoe court, volleyball court, tennis court, and hammocks. The owners also sold candy, popcorn, and gum.²
- Now vicinity of Boulder Dinner Theatre (not sure if east or west of 55th Street).

--More cabins and early motels opening from 1930s through 1951--

Boulder Canyon Cottages, 210 Arapahoe. (in 1946, 1949 directories).

There are two stone cottages, which *may* have been associated with this property, on Arapahoe Avenue south of Eben G. Fine park.

Foot of the Mountain "Camp," at 100/200 Arapahoe Avenue. (in 1936, 1940, 1943, 1946, 1949, 1951 directories)

- Built in the 1930s by Charles and Mary Seibert. The original nine cabins, separated by carports, each contained a bedroom, kitchen, and bath. All were paneled with knotty pine, with beamed ceilings and hardwood floors. Stone chimneys for each cabin were flues for coal stoves.³
- In 1938, a room was \$2 (or \$5 for one with a kitchenette.)⁴
- Larry and Maija Fisher bought the motel in 1977 and remodeled the carports into 8 additional units. Kitchenettes were no longer available.⁵
- **Still in use.**

¹ French, Ethel, "Profits From the Picnic Park" in Amusement Park Management Magazine, March 1931, p.22.

² Ibid.

³ Barker, Jane, "A Rustic Boulder Motel," Daily Camera Focus Magazine, 10 July, 1977.

⁴ Ibid.

⁵ Ibid.

Glacier View Motor Court, 2820/2830 Arapahoe. (in 1946, 1949, 1951 directories)

- First 12 units and laundry were built in 1947 by Mart Wagner and Norbert Pyka.⁶ The men did the construction themselves and built it with flagstone with red tile roofs to match the University buildings.⁷
- Sold to Mr. and Mrs. August Demoulin in 1948. The Demoulin's added 7 cottages to match original construction. They sold the complex to Mr. and Mrs. Lawrence Cremeen in 1954.⁸
- In 1960, the motor court was sold to Mr. and Mrs. Henry Heckel.⁹ It has since been torn down.
- Now site of Carpet Exchange.

Hans Hansen/El Rancho Hansen, 3012 Arapahoe. (in 1949, 1951 directories)

- "One of first motels in the region to install televisions for guests." Ten of the 25 units received coin-operated sets. Half an hour of TV for 25¢. Owner Hansen felt TVs would add "relaxation, entertainment, and hominess to his units."¹⁰
- "Biggest swimming pool at any motel in Colorado" added in 1955.¹¹
- Since replaced by Park Place office building.

Joratz Cottage and Trailer Court, 1800 24th Street. (in 1946, 1949, 1951 directories), southeast corner Folsom and Canyon.

- Cabins built one at a time beginning 1937.¹²
- Part of the property condemned in 1982 for widening of Folsom Street.¹³
- Owner Annie Joratz died in 1988,¹⁴ and property since demolished.
- Site is now a shopping center.

Nifty Nix Cottages, 1524 20th, at 20th and Arapahoe. (in 1936, 1940, 1943, 1946 directories)

- Built in 1935 by Henry L. Mullenix and operated by him until 1942 when he leased them to Mrs. Rose M. Baker. (Henry and his wife

⁶ Daily Camera, 4 March 1954.

⁷ Daily Camera, 2 September 1948.

⁸ Ibid and undated notation in Daily Camera files.

⁹ Daily Camera, 29 November, 1960.

¹⁰ Daily Camera, 7 April 1955.

¹¹ Daily Camera, 13 February 1953.

¹² Daily Camera, 17 January 1982.

¹³ Daily Camera, 10 May 1988.

¹⁴ Ibid.

Myrtle then moved into an apartment in the Hotel Boulderado where he was a clerk.)¹⁵

- In 1936, a large display ad in the Daily Camera stated, “Here is the West at its Best, built in 1935, strictly modern, rates \$2.50 and up.” The ad also read, “These new cottages are the finest in the city of Boulder. Hot and cold water. Electric lights.”¹⁶
- In 1944, Baker gave up her lease and Mullenix leased the drive-in and cottages, and then sold them, in 1945,¹⁷ to Victor and Vincent Gray.¹⁸
- Cottages appear to be gone, but see also, under drive-in restaurants, Nifty Nix Drive-In, now Daddy Bruce’s Barbeque.

Silver Saddle Motel, 90 Arapahoe. (in 1949, 1951 directories)

- Built 1948
- See photo at Carnegie under construction (207-1-6)
- **Still in use.**

Three Birches Tourist Court, 3000/3010 Arapahoe, southeast corner Arapahoe and 30th Streets. (in 1951 directory)

- Built (ca. 1950) by Mr. and Mrs. Fred Hintz and Mrs. and Mrs. Wesley Noaceker. Sold to Col. and Mrs. Maurice Bigelow in 1952.¹⁹
- **Moved to “a 10-acres site at about the 9600 block of East Arapahoe for use as private residence.”**²⁰ (This looks to me like the house at 10473 Arapahoe, on the north side of the street.)
- Cain Travel is now on this site.

Westward Ho Auto Court, 840 Pearl. (in 1940, 1943, 1946, 1951 directories)

- Part was recently torn down and replaced with new a building, however **part of the auto court behind 840 Pearl still exists and the units are rented as apartments.** Lara Ramsey has a file on this property.

¹⁵ Daily Camera, 4 August 1944.

¹⁶ Daily Camera, 20 May 1936.

¹⁷ Daily Camera, 25 March 1954.

¹⁸ Daily Camera, 4 August 1944.

¹⁹ Daily Camera, 7 April 1960.

²⁰ Daily Camera, 14 June 1971.

Red Rock Cottage Camp is Home-Like,
by Ethel French (written ca. 1930)²¹

When the tired motorist reaches the edge of Boulder, Colo., he sees a sign at the side of the road which reads "Red Rock Cottage Camp," and immediately slows down. By the side of the road is an inviting looking brick store and automatic gas station, and glancing down the driveway the motorist sees an old-fashioned, home-like frame house and back of it a row of tourist cabins with enclosed garages in connection.

In the back of the brick building by the road, where the store is located, are three apartments, and three others in the house which stands back from the highway. Five of these are two-room apartments, and one has three rooms. Two have private baths and one has running water. In each apartment are two full-size beds, a table, chairs, and a four-hole cook stove. Wood and coal are furnished. The use of a closed garage is included in the charge of \$2.50 for a 24-hour day.

Bedding is furnished at an extra charge of 50¢. Dishes and cooking utensils are furnished without charge. Twenty-five cents is asked for the use of an army cot and 50¢ for a sanitary cot.

The five cabins are built in a row with closed garages between, making one long building. Each cabin rents for \$1.50 which includes the adjoining closed garage. The building is of frame, covered with rubberoid roofing, which makes it fire-proof, and is lined with celeotex, making it warm enough for winter use.

Mountain water is piped to the end of each cabin. Inside there is one full-sized bed, a stove, chairs, and a folding dining table. A door leads from each into the garage so that the motorist may drive in, lock the garage door, and save himself the trouble of unpacking the car.

A back room in the frame house was turned into a laundry where there are two stationary tubs, a coal stove, and a drying rack for use in damp weather. There are also clothes lines in the yard.

The rest rooms are also in this house, and in each is a shower bath.

There are about five and one-half acres of ground in this camp, and as it is outside the city limits, parents like to bring their children here, for they can run and play without restraint. Parents can climb the mountains, all the time watching their children playing in safety in the yard below, which is an historical spot, for history tells us that the first white settlers in this part of the country camped at the foot of Red Rocks, which is where this camp is located.

²¹ French was a reporter for the Daily Camera. This article is ca. 1930, but undated. I don't know if it was ever published. (From the uncataloged M. M. Cunningham collection at Carnegie Library.)

Mr. and Mrs. W. B. Irwin, who operate the camp, have a large flower garden where flowers that bloom best by being picked are grown. It is from this garden they pick the bouquets that brighten the cabins, and if the children happen to pick a few, the Irwins do not object.

At the store there is a complete line of groceries, but the Irwins find the average tourist party eats only breakfast at the camp, preferring to eat in a restaurant after coming in from a long drive. They sell all kinds of cold soft drinks, but specialize in cherry cider, having a large sign advertising this fact out in front, and another 300 feet to the west.

Mr. and Mrs. Irwin leased the camp this year and have had so much success operating it this first summer season that is interesting to know the methods they used to offset such drawbacks as not having running water nor gas for cooking in all apartments. They have made up for these drawbacks by giving the tourist other favors more appreciated than gas or running water. Two of the secrets are a bouquet of flowers placed on the table in each cabin and apartment, and a jug of ice water brought in as soon as each party arrives. Both of these little attentions are pleasant surprises to the weary motorist, and gets them to stop again on their homeward trip.

Free camping grounds are furnished here to those who have their own camping equipment, and this service is announced by a sign 100 yards east of the camp.

DRIVE-IN RESTAURANTS

A & W Root Beer stand on the northwest corner of Pearl and 21st Streets.

- Opened 1952.¹
- **Now the Snarf Shop, 2049 Pearl.**

H & J Drive Inn Cafe, 2524 Broadway (in 1951 and also earlier, according to Jack Smith).

- Building is now Lansing Design. Could be same building.

Klassy Korner, 2436 Pearl

- Was a Dairy Queen.
- Built in 1953 on the site of an old house.²
- Now site of Boulder Chamber of Commerce.

Nifty Nix Drive-In, 2000-2002 Arapahoe.

- Built in 1935 by Henry L. Mullenix and operated by him until 1942 when he leased it to Mrs. Rose M. Baker. (Henry and his wife Myrtle then moved into an apartment in the Hotel Boulderado where he was a clerk.)
- In 1944, Baker gave up her lease and Mullenix leased the drive-in and cottages, and then sold them, in 1945,³ to Victor and Vincent Gray.⁴
- See also, under auto camps, Nifty Nix Cottages.
- Sold in 1955 by Victor E. Gray to William Bloom who continued its operation.⁵ By then only the “sandwich shop” was open.⁶
- **Nifty Nix Stand is Daddy Bruce’s Barbecue (2000 Arapahoe).**

Starlight Drive Inn Restaurant, 1600 Broadway.

- Northeast corner Broadway and Marine (in 1951).
- Now apartment building.

True’s Thirst Shop, at 1719 12th Street (now Broadway)

- The small building was shaped like a barrel and opened by Mr. and Mrs. Roy True, in 1930, as True’s Barrel. Much of the cooking was done in a house at 1129 Arapahoe.⁷

¹ Daily Camera, 7 February 1952.

² Assessor card, 1953.

³ Daily Camera, 25 March 1954.

⁴ Daily Camera, 4 August 1944.

⁵ Ibid.

⁶ Daily Camera, 14 March 1955.

⁷ Daily Camera, 18 March 1955.

- The Barrel was razed in 1940 and replaced with a new building named Happy Jack's Oasis.
- In 1944, Happy Jack's became Bush's Drive-In, popular with college students. Its specialty was the "Bush Burger," a kind of hamburger club sandwich comprised of bread, meat, bread, meat, and more bread, with lettuce, tomato and cheese wedged inside. Hungry eaters topped off their meal with a frosted root beer. Car hops served patrons in the parking lot.⁸
- Bush's Drive-In extensively remodeled in 1955.⁹
- **On the site of Mustard's Last Stand. Same building as Bush's?**

Twinburger, east of town on Arapahoe Avenue.

- Opened in 1953 as an entirely new type of drive-in restaurant. Like the fast-food restaurants of today, drivers ordered through a speaker and drove to a window to pick up their food. According to a reporter, this new drive-in, named Twinburger, eliminated the "disagreeable practice of sounding the horn or blinking the car lights to catch the car-hop's attention."¹⁰
- At the time, the "driveateria" concept was so novel that Twinburger was featured in the October, 1957 issue of *Drive-In Magazine*.¹¹ The management claimed that they served each customer in 45 seconds. Supposedly, all a driver had to do was count the cars in line to know how long he'd have to wait for his order.
- No street address given, as outside city limits. No longer standing.

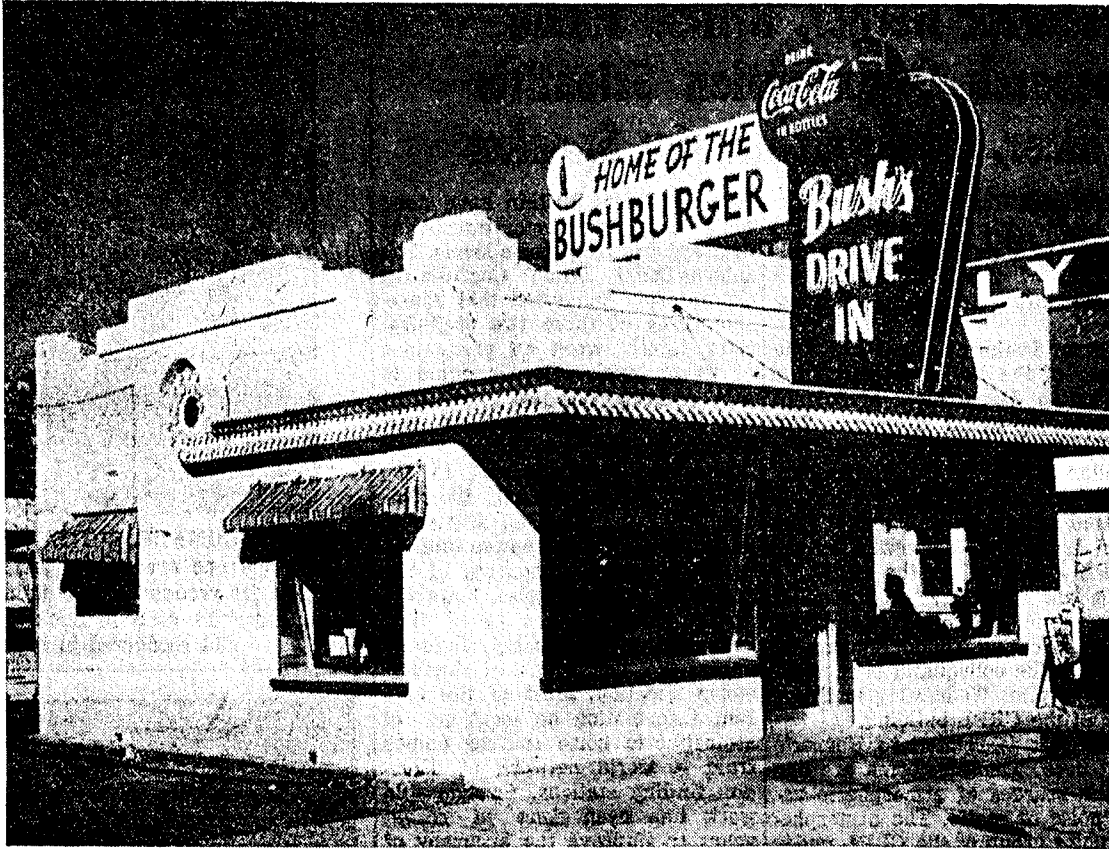
⁸ Interview with Chellee Bush Courtney.

⁹ Daily Camera, 15 March 1955.

¹⁰ Daily Camera, 23 April 1957.

¹¹ Daily Camera, 20 September 1957.

3-10-55



* **DRIVE IN CHANGES** — Several changes have been made in the last 25 years in the property at 1719 Broadway where Bush's Drive In is located. Harold and Leo Bush reopened their restaurant this week after extensive remodeling which included both the interior and exterior. The drive in now is shown above. It stands on the site of True's Barrel which was opened in 1930 by Mr. and Mrs. Roy B. True. Originally, the Barrel was built to serve drinks only. Much of the cooking was done in the house at 1129 Arapahoe nearby. Later the Barrel was expanded with a wall around the perimeter of the original roof line and a counter where the windows are in this old picture. The Barrel was razed in 1940 and replaced by the present structure which has now been improved.

SAM CRAIG IN COMMUNITY HOSPITAL

Sam Craig, ninety-year-old resident of Sugar Loaf, entered the Community Hospital Thursday. He has resided at Sugar Loaf since 1909 and is one of the most widely known residents of the mountain area of Boulder county.

WANT TO BUY, RENT OR SELL?

An impressive classified ad is

DRIVE-IN THEATERS

Motorena Drive-In Theater, east of town on Arapahoe Avenue

- In the early 1950s
- advertised “good shows in the comfort of your car.”

Holiday Drive-In Theater, east of 28th Street at Pennsylvania Avenue.

- Opened in 1953 on 16 acres.¹²
- The first film shown was “Ride Vaquero,” a western starring Ava Garner, Robert Taylor, and Anthony Quinn.
- Speakers were set up for 450 cars. The picture screen, at 45 by 70 feet, was the largest in the state.
- The Holiday moved to 28th Street and Lee Hill Road in 1969.¹³

Holiday Drive-In Theater, 28th Street and Lee Hill Road

- Moved from east of 28th Street at Pennsylvania Avenue location in 1969.

¹² Daily Camera, 8 July 1953.

¹³ Daily Camera, 18 June 1969.

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

PEARL STREET

(odd #s on north side, even #s on south side)--

Pool & Son, W. H. (repairs only), rear of 6th and Pearl Streets (under automobiles in 1908).

Crow Brothers auto parts and repairs, 740 Pearl (in 1949).

- Les' Auto Upholstery Shop, 740 Pearl (in 1949, 1951).
- Boulder Automotive Clinic, 740 Pearl (in 1951).

8th Street intersects

Christy Motor Company had gas pumps on the northeast corner of 8th and Pearl Streets, ca. 1932.¹

- Quimby Motor Co, 805 Pearl (1949, 1951). *DeSoto and Plymouth* dealer after Ardourel changed to Studebakers.
- Crouch Motor Company, 805 Pearl (1953-1955).
- (At some point, Quimby/Crouch expanded their building to include the corner location, and the dealerships were in the entire building. This may have been before 1949 and the business retained its 805, instead of 801/805, address.)
- **Now Nick'n'Willy's pizza and West End Gardener are in 801 and 805 Pearl.**
- Christy Motor Company, 807 Pearl, ca 1932.²

Reflow, M. S., 807 Pearl (in 1926, 1928).

Boulder Auto Wrecking, 807 Pearl (in 1932).

Tipps, W. A., 823 Pearl (under automobile tires in 1921)

9th Street intersects

Develine Foundry & Machine Works, 902 Pearl (under automobile machine works in 1921).

- Standard Service, 902 Pearl (in 1934). Service station built in 1926.³
- Hetzer's Standard Service, 902 Pearl (in 1951).
- Now Rich's Amoco (but not in 1926 building).

¹ Assessor card, 1932.

² Ibid.

³ Assessor card, 1934.



Boulder, Colorado

13

Pike-Lathrop Chevrolet, used cars, 903 Pearl (in 1951).

von Ehrenkrook Bros., 940-42 Pearl (under automobile supplies in 1918)

- Boulder Battery & Electric Co, 940 Pearl (in 1926)
- Bob's Repair Shop, 942 Pearl (in 1930, 1932, 1936).

Freberg Motor Co, 944 Pearl (in 1940).

10th Street intersects

Texaco station on the northeast corner of 10th and Pearl in 1927 (See photo of Ekrenkrook-Kaub Garage at Carnegie Library.)

- Gathers *Nash Co*, 1001 Pearl (in 1949, 1951).
- Ehrenkrook-Kaub garage, 1005 Pearl (*Hudsons and Essex motor cars* in 1926, 1928, also auto laundry and used cars). Permit applied for in 1921.⁴ Built in 1922 as a one-story with dimensions 50 feet by 140 feet.⁵ In same building with Texaco station, above. Carnegie has photo from 1927.
- Freberg Motor Co, 1005 Pearl (in 1936).
- **Now Pasta Jays and other retail outlets are in this still-standing building (1001-1005 Pearl).**

Henry Lippoldt's Omnibus Stables originally at 1006 Pearl. Built pre 1894.⁶

- Phoenix Iron Works Co. Garage, 1000-06 Pearl in 1908).
- Cox, W. L. & Co., 1002-1006 Pearl (under automobile supplies in 1914, 1916, 1926). Photo at Carnegie from 1919.
- Cox Garage & Machine Shop, 1002 Pearl (in 1936, still machine shop in 1951).
- Antrim Motors, 1002 Pearl (in 1946, 1949, 1951). *Buick* dealer.
- Crouch Motors, 1006 Pearl (until razed in 1965⁷). Part of Daily Camera parking lot.

Allen Automotive, 1015 Pearl (in 1951).

M & M Motor Co., 1019 Pearl (in 1940).

⁴ See in Carnegie, "800 Pearl 1000."

⁵ Daily Camera, 16 March 1922.

⁶ Assessor card.

⁷ Schoolland, John, *Boulder Then and Now*. Pruett, 1967, p.106.

Duplex Power Car Company, 1021 Pearl (in 1916)

Boulder Tire Service, 1021 Pearl (in 1926)

Guhse & Van Horn, 1021 Pearl (in 1916)

Merkel, B. F., Jr., rear 1021 Pearl (under automobile repairs in 1921)

Clamp & Thomas, 1039 Pearl (under automobile painters in 1921)

11th Street intersects

Garbarinos Garage, southeast corner Pearl and 11th (under automobile supplies in 1918) 1100 Pearl (in 1926, 1928). Carnegie has photo from 1927.

- Wilber Piper's Super Service Station, with Joe Ardourel as superintendent, (in 1928.⁸)
- Ardourel Brothers Motor Co., 1100 Pearl (in 1936, 1940).
- Joseph Ardourel started his business in 1928. In 1933, he secured the first franchise in Boulder for a *Plymouth-DeSoto* dealership. In 1936, Ardourel dissolved the partnership he had formed with his brothers Clement and Damon and formed Ardourel Motors which continued the dealership. The brothers continued to work for him. Ardourel was at this location from 1928 to 1941.⁹
- Service station taken over by Dale Shockey, December, 1941.¹⁰ Shockey's previous location was at 16th and Pearl Streets.
- J & L Super Service and Garage, 1102-06 Pearl (in 1949, 1951).
- **Now Old Chicago restaurant.**

Boulder Garage, 1113 Pearl (in 1916)

Western Auto Supply, 1124 Pearl (in 1926, 1928, 1930, 1932, 1936, 1940).

Western Auto Supply, 1136 Pearl (in 1946).

12th Street (Broadway) intersects

Auto Electric Service Station, 1246 Pearl (under automobile ignition in 1918).

Pioneer Radiator Works, 1256 Pearl (in 1926).

⁸ Daily Camera, 28 December 1928.

⁹ Daily Camera, 24 December 1941.

¹⁰ Daily Camera, 24 December 1941.

13th and 14th Streets intersect

Boulder Fix-It Shop & Auto Co. Garage, E. C. Froid, prop., 1400 Pearl
(under automobiles in 1908).

Firestone Stores auto accessories, 1400 Pearl (in 1946, 1949, 1951).

Ready, R. D., 1437-39 Pearl (in 1918)

Hussie, Thomas, 1442 Pearl (in 1914 listing under "automobiles")

Hussie Automobile Company, 1442 Pearl (in 1916, 1442-44 Pearl in 1918)

Boulder Bicycle and Auto Co. Garage, Thos. Hussie, prop., 1441-45 Pearl
Street (under automobiles in 1908).

Hussie Auto Supply Company, 1445 Pearl (in 1921). On northwest corner
of Pearl and 15th Streets.

- "Penn tires, exide batteries, free road maps, music while you camp!
Enjoy that camping trip by having a Portola [portable Victrola] with
you, \$30.00. Tourist supplies of all kinds."¹¹
- see also, Hussie Service Station which was on the northeast corner of
Pearl and 15th Streets.

Bezona-Steele Auto Supply Company, 1448 Pearl (in 1921). Southwest
corner of Pearl and 15th Streets.

- Carver Brothers Motor Company, 1448 Pearl (*Star car* dealer in 1926,
1928). Carnegie has photo from 1927.
- Building replaced. For many years was the Fairchild Building.

15th Street intersects

All were on the site of parking garage, 1500 block of Pearl Street,
southeast corner Pearl and 15th Streets.

- Rush Motors, 1500 Pearl (in 1951, 1953). *Cadillac-Oldsmobile*. In
McAllister Hardware Building (ca. 1912)¹² which was on the site of the
McAllister sawmill, planing mill, and lumber yard dating back to ca.
1883.
- University Motors, 1500 Pearl (before 1958).
- McCaddon Oldsmobile - Cadillac, 1500 Pearl Street (1958-1963)
purchased by George McCaddon in 1958.¹³

¹¹ Boulder Daily Doings, Vol. 1, 1922.

¹² Assessor card, 1941.

¹³ Daily Camera, 13 December, 1958.

- Boulder Motors, 1500 Pearl (in 1972).
- Rush Motors used car lot, 1512 Pearl (in 1951).
- Granger Motor Service, 1516 Pearl (in 1926, 1940, 1946, 1949, 1951).
- Groom, J. I., 1526 Pearl (under automobile repairs in 1921). Roy Pucket in 1928.
- Catchpole Brothers Garage, 1526 Pearl (in 1930, 1932, 1936).
- McKee Motor Co, 1526 Pearl (in 1940).
- Fred's Radiator and Repair Shop, 1526 Pearl (in 1946).
- Neiheisel Battery Service, 1532 Pearl (under automobile electricians in 1921, 1926). Boulder Battery and Electric Service, 1532 Pearl (in 1932). B & H Garage, 1532 Pearl (in 1949, 1951).
- Randolph Auto Co, 1542 Pearl (in 1949, 1951).
- Continental Oil's Filling station (Shockey's Super Service) 16th and Pearl. Permit filed 1920 by Continental Oil.¹⁴ Steel, value \$2,000.¹⁵ Conoco, leased by Dale Shockey, Jack Smith's half brother. In 1941, Shockey left this service station to take over the one at 1100 Pearl.¹⁶

Palmer & Lindsley, 15th and Pearl (under automobile repairers, storage, supplies, and liveries in 1916)

- Colorado Tire & Vulcanizing Company, 1505 Pearl (under automobile tires in 1918).
- Boulder Rubber Tire Works, 1505 Pearl (in 1921). "Automobile supplies, one of the best vulcanizing shops in the West, gasoline filling station."¹⁷
- Hussie Service Station, 1505 Pearl (in 1926, 1928, 1930). 1925 and 1927 photos in Carnegie Library.
- Champion's Doc Service Station, 1505 Pearl (in 1951).
- Mobile Service Station (in 1958).
- For many years Goodyear (not same building) was on this site.

Neiheisel Brothers Auto & Cycle Co. Garage, 1515 Pearl (under automobiles in 1908)

- Withers Garage & Tire Station, 1515 Pearl (in 1916)
- Motor Inn, 1515 Pearl (in 1918)
- Rankin, R. E., 1515 Pearl (under automobile repairs in 1921).
- Ideal Garage, 1515 Pearl (in 1926, 1928, 1930, 1932).
- Neveu Auto Body Service and Lee's Auto Paint Shop, 1515 Pearl (in 1938, 1940).

¹⁴ Ibid.

¹⁵ Ibid

¹⁶ Daily Camera, 24 December 1941.

¹⁷ Boulder Daily Doings, Vol. 1, 1922.

Originally 1521-1525 Pearl was McCapes and Lamson Livery and Boarding Stables (ca. 1913-1916).

- Gorsuch's Garage, 1521-27 Pearl (under automobile repairs, storage, and liveryes in 1918)
- Brosius Motor Company, 1521 Pearl (in 1921,1926). *Chrysler* dealer in 1926.
- Motor Inn Company Garage, 1521 Pearl (in 1926, 1928, 1932, 1936). Photo at Carnegie ca. 1930s.
- Miller's Brake Service, 1521 Pearl (in 1932).
- Nevill's OK Tire Welding and Recapping Shop, 1521 Pearl (in 1938, 1940).
- General Motors Trucks, 1521 Pearl (in 1946).
- Zimmerman *Pontiac*, 1521 Pearl (in 1946, 1949, 1951). "Modern" front added in 1950. Building ca. 1891.¹⁸
- Winchell Pontiac Company, 1521 (in 1958).
- **Now various retail shops in what appears to be same remodeled building.** (See pages 122-123 in *Boulder: Evolution of a City*).

Randolf-*Pontiac*, 1532 Pearl (in 1940).

- Catchpole Bros. Garage, 1532 Pearl (in 1940, 1946).
- B & H Garage, 1532 Pearl (in 1951).

Associated Tire Store, 1535 Pearl (in 1922).¹⁹

OK Garage, 1537 Pearl ((under automobile repairs, supplies, tires in 1921)

- Hecker & Hoatson, 1537 Pearl (in 1926).
- Korte-*Oldsmobile* Co, 1537 Pearl (in 1932).

16th Street intersects

Woody's Auto Sales, 1601 Pearl (in 1949). Northeast corner Pearl and 16th Streets.

- Built ca. 1937.²⁰ (Was Coleman Oil Company in 1939.)²¹
- Coleman Oil Company, 1603 Pearl, on 1939 assessor card.
- Sword's Phillips Sixty-Six service station, 1601 Pearl (in 1951).
- **Now Japanese Car Specials.**

¹⁸ Assessor card.

¹⁹ Boulder Daily Doings, Vol 1, 1922.

²⁰ Assessor card, 1939.

²¹ Assessor card.

Conoco Service Station No. 1. 16th and Pearl Streets. Owned by Dale Shockey. Undated newspaper clipping (prior to December, 1941) stated, "Dale Shockey -- he's that smiling Conoco Service Station operator at the corner of 16th and Pearl Streets who always has a cheery 'hello' for you no matter where he sees you. Dale's about 23 or 24, just recently married, and he says his only hobby is trying to find bigger and better means to serve his public."

An ad in the *Daily Camera* featured him under a heading "For longer jumps between pumps see these Boulder mileage merchants." He moved in December, 1941, to 11th and Pearl Streets.

Yoders, Fred, 1618 Pearl (under automobile repairs in 1921)
Boulderado Terminal, 1618 Pearl (auto repairing in 1932).

17th Street intersects

Overland Motor Sales Company, 1703-05 Pearl (under automobile electricians, garages, parts, springs, storage, tires, *Overland cars*, *Willys Knight cars* in 1921).

- Now retail shops.

1738 Pearl, Pike Chevrolet, ca. 1947-1951.²² (They were also located at 2030 11th Street. The Pearl Street location may have been their used car lot.)

- Remodeled building (housing Daily Bread) probably the same.

18th Street intersects

Wiseman's used auto parts, 1827 Pearl (in 1928).

19th and 20th Streets intersect

Bird, E. C., 2008 Pearl (under automobile repairs in 1921).

- Young's Auto Service, 2008 Pearl (in 1940).
- D & E Brake Shop, 2008 Pearl (in 1951).
- Sinclair Station, 2000 Pearl (in 1961).²³
- **Now Peerless Tyre Company. Could be same building.**

Duff-Wirick auto dealer, 2027 Pearl (in 1951).

²² Assessor card, 1966.

²³ Assessor card, 1961.

21st Street intersects

Gilman & Hagman body shop, 2116 Pearl (in 1949).

22nd Street intersects

Flick Brothers Garage, 2240 Pearl (in 1926).

Elmer Gillihan garage, 2240 Pearl (in 1928).

Hill's Garage, 2250 Pearl (in 1932).

Morris Garage, 2250 Pearl (in 1940, 1946, 1949, 1951).

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

WALNUT STREET

(odd #s on north side, even #s on south side)--

Ninth and Walnut Tire & Battery Service, 901 Walnut (in 1926). Northeast corner of Walnut and 9th Streets.

- Hollen & Sward Service Station, 901 Walnut (in 1951).
- Boulder Import Motors, Northeast Walnut and 9th, recently torn down.

Sperry Motor Market, 921 Walnut (in 1940).

Arnold Motor Company used cars, 921 Walnut (in 1940, 1946, 1949, 1951).

Ford Garage, 959 Walnut (in 1914 listing under “automobiles”).

Holly Hudson Motors, 959 Walnut (in 1949, 1951).

10th Street intersects

Donnelley Motor Company, 1027 Walnut (under automobile electricians, garages, *Ford* parts, repairs, storage, supplies, tires, *Ford automobiles* in 1921). “

- Authorized *Ford-Lincoln* sales and service. Come to our Ford owners picnic at Chautauqua, Friday August 4. Bargains in used Fords.”¹
- Photos in Carnegie from 1920, 1925.
- Ryan-Ruth Motor Co., 1027 Walnut (*Ford parts, Ford ton trucks, and Lincolns* in 1926)
- Ryan-Arnold, 1027 Walnut (1928, 1930, *Ford and Lincolns* in 1932).
- Arnold Motor Co, 1027 Walnut (in 1936, 1940, 1946, 1949, 1951). *Ford* dealer. In 1940 added *Mercury*.
- Now replaced with new building housing the Daily Camera circulation department. (See page 105, *Boulder: Evolution of a City*.)

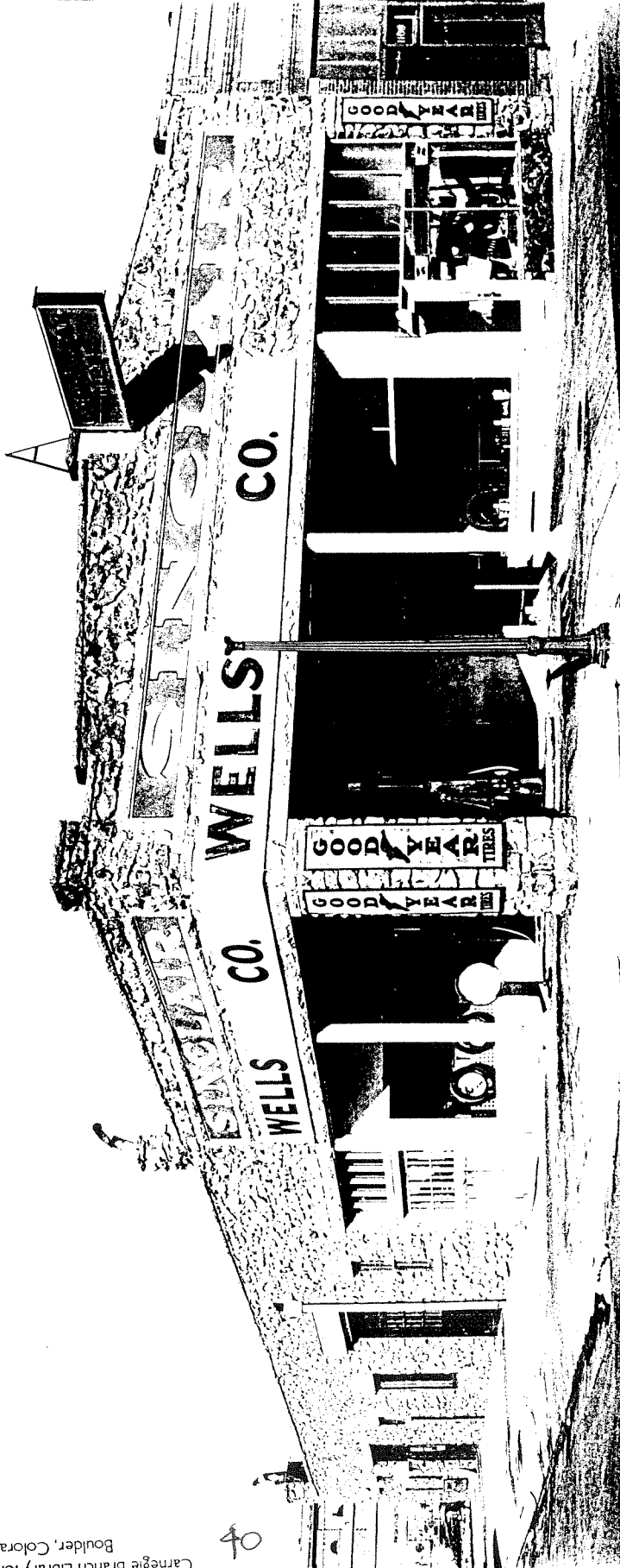
Jim’s Auto Top Shop, 1033 Walnut (in 1936).

Britt Truck Service, 1033-37 Walnut (in 1946, 1949, 1951). *International Motor Trucks*.

11th Street intersects

Boulder Driverless Ford Co, 1101 Walnut (in 1926, 1928). Northeast corner Walnut and 11th Streets. Ford rentals.

¹ Boulder Daily Doings, Vol 1, 1922.



- Consumers Gas and Supply Company, 1101 Walnut, in 1929. Was a Reo dealer.² Carnegie Library has photo from 1929.
- Wells Sinclair and Service Station, 1101 Walnut, 1930.
- Carnegie has photo from 1930.
- According to Jack Smith, Jack Wells was bulk distributor for Conoco.
- Cooke's Tire Service, 1101-03 (in 1951).
- **Now Rio Grande restaurant.**

Boulder *Oldsmobile* Co, 1109 Walnut (1922)³ "Taxi, trips anywhere, anytime, Oldmobile touring car, 8 cylinder, 7 passenger. Gas, storage, oil, repairs, parts."⁴

- Veach Mothers, 1109 Walnut (*Dodge Brothers motor cars* and *Graham Brothers trucks* in 1926, *Paige motor cars* in 1928).
- Clark Motor Co., 1109 Walnut (in 1930).
- Hertz Drivurself System, 1109 Walnut (in 1936).
- Leenerts [Lennertz] Motor Co, 1109 Walnut (in 1940).
- Ardourel Motor Co, 1109 Walnut (moved in 1942,⁵ in 1946, 1949, 1951 directories). In 1948, he became the *Studebaker* dealer.⁶
- In 1951, Ardourel tore down the hay storage building of the "pioneer Farmers Mill (across Walnut Street) and converted it into a used car lot.⁷
- In 1955, Ardourel became dealer for *Packards and Clippers*.⁸
- In 1959, Ardourel was called "the dean of Boulder automobile dealers."⁹
- In 1968, Ardourel leased 1109 Walnut to United Artists for the Regency Theater.¹⁰ Ardourel died in 1983.
- **Now The Foundry (billiards club).**

Jim's Automotive Service, 1112 Walnut (in 1949, 1951).

Elmer Bailey auto repair, 1126 Walnut (in 1928).

Buchanan-Allen, 1127 Walnut (in 1930, 1932).

E. M. Hollister Motor Company, 1127 Walnut (in 1946, 1949, 1951).

² Meier, Thomas, Ed Tangen, *The Pictureman*. Boulder Creek Press, 1994, p.332.

³ Boulder Daily Doings, Vol 1, 1922.

⁴ Ibid.

⁵ Daily Camera, 16 March 1942.

⁶ Daily Camera, 3 May 1948.

⁷ Daily Camera, 15 June 1953.

⁸ Daily Camera, 17 January 1955.

⁹ Daily Camera, 9 May 1959.

¹⁰ Daily Camera, 18 November 1968.

Bly Richard auto repair, 1128 Walnut (in 1928).
 Jim's Auto Top Shop, 1128 Walnut (in 1930, 1932)

Davis Driverless Car Co, 1137 Walnut (in 1930).

Boulder Auto Supply Co., 1143 Walnut (in 1926)

12th Street (Broadway) intersects

Square Deal Battery Shop, 1214 Walnut (under automobile batteries, electricians, in 1921).

- Arapahoe Service Co, 1214 Walnut (in 1926, 1928, 1930).
- Hertz Drivurself System of Colorado, 1214 Walnut (in 1930).
- Vogel & Williams garage, 1214 Walnut (in 1932, 1936, 1940, 1946, 1949, 1951).
- Demolished for bank property, now Bank One.

O'Donnell Brothers, 1234 Walnut (in 1916)

- Master Hand Garage, 1234 Walnut (garage and automobile laundry in 1921, 1926, 1928, 1940, 1946, 1949, 1951). In 1922, "rent a *Ford*, drive it yourself."¹¹ Also "driverless automobile livery" in 1928.
- Galland's Garage, 1234 Walnut (in 1930, 1932).
- Demolished for bank property.

Neveu, W. F., 1246 Walnut (in 1926)

- Demolished for bank property, now Bank One.

13th and 14th Streets intersect

Shepherd's Conoco Station, 1401 Walnut (in 1951). Northeast corner of Walnut and 14th Streets.

- Now office building.

Better Used Car Market, 1402 Walnut (in 1932). Southeast corner of Walnut and 14th Streets.

- Bill's City Taxi, 1402 Walnut (in 1951).
- Now bus station.

15th Street intersects

¹¹ Boulder Daily Doings, Vol 1, 1922.

Miller Filling station, 1503 Walnut, Northeast corner Walnut and 15th Streets. 1926 and 1927 photos in Carnegie Library.

- Walt's Post Office Service Station, 1503 Walnut (in 1951).
- Demolished and replaced with office building.

Kilton Service station, 1644 Walnut, southwest corner Walnut and 16th Streets (in 1951).

- Built 1947 by Kilton Crow and his son Vern Crow.¹²
- Became Boulder Sports and Imports, foreign car garage, 1976.¹³
- **Now Planned Pethood.**

¹² Daily Camera, 15 October 1967.

¹³ Daily Camera, 7 March 1976.

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

ARAPAHOE AVENUE

(odd #s on north side, even #s on south side)--

Tripp's Body Shop, 1230 Arapahoe (in 1940, 1946, 1951).

13th Street intersects

Feaster & Harris Auto repair, 1327 Arapahoe (in 1949).

14th Street intersects

Clarence Hockinson auto repairing, 1439 Arapahoe (in 1932).

15th, 16th, and 17th Streets intersect

Cliff Brice Service Station, 1702 Arapahoe (Southeast corner Arapahoe and 17th.

- Opened ca. 1952. New building replaced a smaller building in 1955. At the time, gas was 27.9¢ per gallon! During a 2-day celebration of the new building's opening, free five-pound sacks of sugar were given with every \$2 purchase.¹
- **Now Total, probably in same 1955 building.**

Costeys Service Station, 1722 Arapahoe (in 1940s, 1951).

- This is a stone building, but no information has been found on when it was built or the history of this service station.
- **Now Arapahoe Import Service.**

18th and 19th Streets intersect

Bishop Auto Company used cars, 1914 Arapahoe (in 1951).

Bottoms Garage, 1914 1/2 Arapahoe (in 1949, 1951).

Duffy's Service Station, 1944 Arapahoe (in 1951).

Carlson Brothers Used Car Market and Filling station, Southwest corner of 20th and Arapahoe (in 1932). Address is 1525 20th in 1936, 1940.

¹ Daily Camera, 10 February 1955.

20th, 21st, 22nd, and 23rd Streets intersect

Independent Gas Station, 2319 Arapahoe (in 1951).

Log Corner Service Station, 2360 Arapahoe (in 1951).

- Site is now Rob's Village Conoco.

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

11TH STREET, DOWNTOWN

(odd #s on west side, even #s on east side)--

Walnut Street intersects

Lee's Auto Service, 1924 11th (in 1940).

- Frenchie's General Auto Repairing, 1924 11th (in 1946).
- Forrest's Frame and Axle, 1924 11th (in 1949, 1951).
- Now part of Rio Grande Restaurant (see 1101 Walnut on pages 25-26.)

Charles Zeitler auto repair, 1925 11th (in 1932).

Williams, W. D. & Son, 1927 11th (under automobile trimmers in 1921).

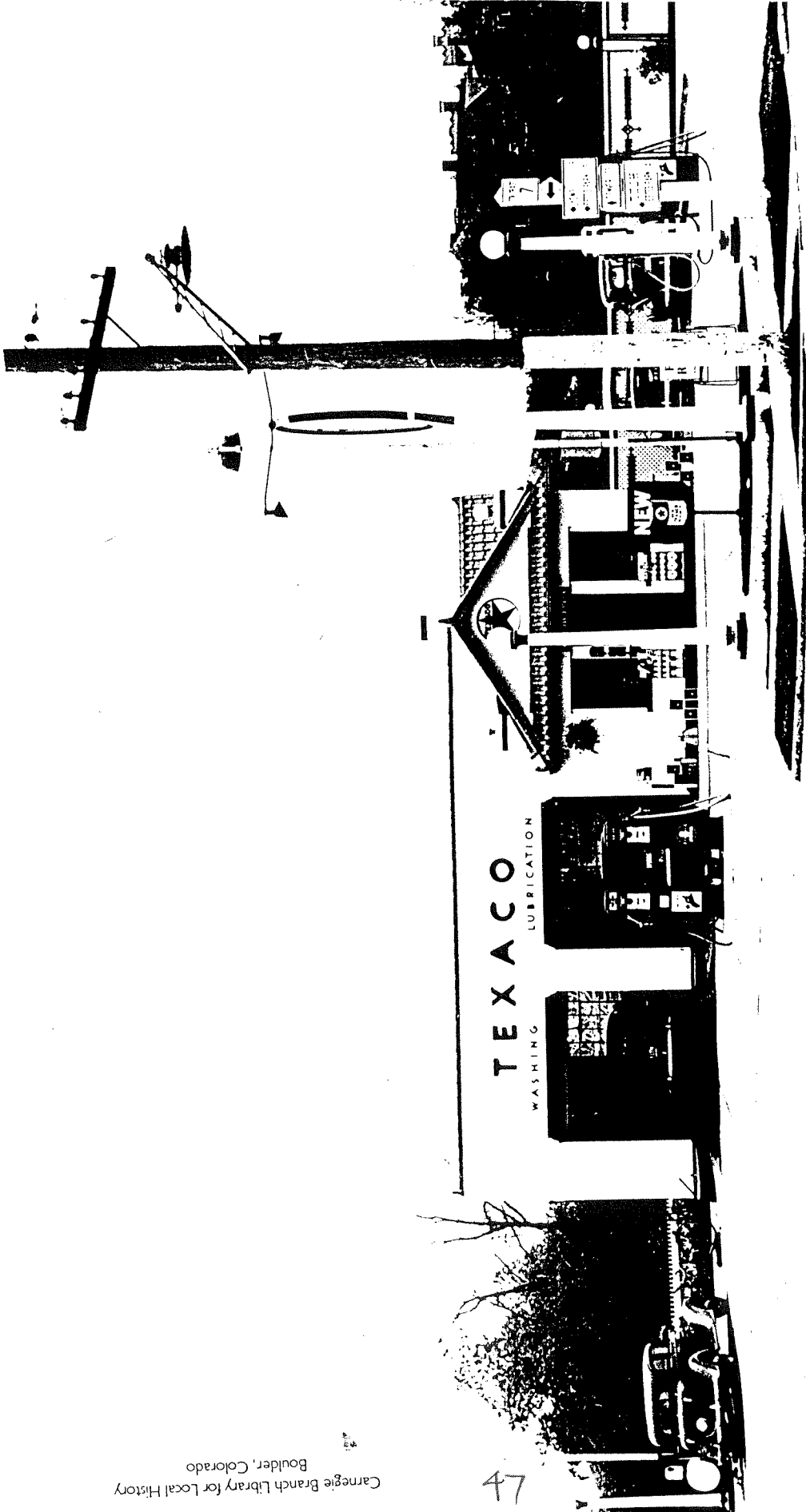
Pearl Street intersects

Pike and King Chevrolet Co., 2030 11th (in 1926).

- Pike Chevrolet, 2030 11th, between Pearl and Spruce on east side (in 1928, 1930, 1932, 1936, 1940, 1946, 1949). *Chevrolet dealer.*
- Pike-Lathrop Chevrolet, 2030 11th (1951).
- Demolished. Site is now a parking garage (same as for Hartman Filling Station).

Sinclair Service station, Southeast corner 11th and Spruce. (Address is 1104-1106 Spruce.) Photos from 1930s in Carnegie Library.

- Hartman Filling Station, 1106 Spruce (in 1951).
- Demolished. Site is now a parking garage (same as for Pike-Lathrop Chevrolet).



*Wagon Building
 7100, 1650
 1950
 1950*

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

12TH STREET (BROADWAY) DOWNTOWN
(odd #s on west side, even #s on east side)--*Pleasant Street intersects*

Campus Service Station, 1301 Broadway (in 1951).

Phillips 66 Service Station, 1335 Broadway, Southwest corner University and 12th (Broadway). Built 1941, Carnegie Library has photo ca. 1941.

- Spena's Service Station, 1335 Broadway (in 1951).
- Replaced with retail building.

University Avenue intersects

Northeast corner of University and 12th (Broadway), 1402 Broadway.

- Eliminated from the original 1902 plat sold by Marinus Smith.
- A modest building on the corner lot became the Hunky-dory Cafe, a restaurant popular with college students from 1928 into the late 1930s.
- In 1941, a Conoco gasoline station replaced the earlier building.
- Len's Service Station, 1402 Broadway (in 1951).
- **Remodeled service station is now Starbucks Coffee.**

Grandview Avenue and Marine Street intersect

Reed Motors, 1620 Broadway (1951). Used car and truck lot.

Tiny Hall's Texaco Service Station (also called White's), 1650 Broadway (Southeast corner Broadway and Arapahoe).

- Carnegie has 2 photos ca. 1938.
- Built on site of Seventh Day Baptist constructed in 1893.
- Church demolished in 1930 for service station. (See pages 56-57 in *Boulder: Evolution of a City*.)
- Speed's Texaco Service, 1650 Broadway (in 1951).
- **Building still there with retail shops.**

Arapahoe Avenue intersects

Standard Oil Products, 1702 Broadway (Northeast corner Broadway and Arapahoe). Carnegie Library has photo ca. 1937.

- A & B Service Co, Arapahoe and Broadway (in 1946, 1949).
- Schaals Standard Service station, 1702 Broadway (in 1951).

- Arapahoe and Broadway Conoco still on this location in 1999 (now called 1201 Arapahoe). Probably not same building.

Service station, northwest corner Broadway and Arapahoe.

- Building permit filed in 1919 by D. O. Frazier. Stucco, value \$1,000.¹
- Conoco station operated by Roy Ehrenkrook beginning in 1929.²
- He advertised “Conoco Bronz-z-z Gasoline,” a perfected blend “that spells power, speed, zip, pep, and long mileage.”³
- In 1942, when male “attendants” were off at war, Ehrenkrook hired his 17 and 20 year-old daughters as “saleswomen.” “The two girls were trained for their work by their father. They fill gas tanks, check tires, oil, batteries, and radiators; wash windshields, in fact, they do all of the work required of the men attendants with the exception of greasing cars which is done by Mr. Ehrenkrook himself.”⁴
- Higgins Motor Service, 1701 Broadway (in 1946).
- Ehrenkrook Service Station, 1705 Broadway (in 1951).
- Site is now a parking lot.

Auto Supply and Service Company, 1714 12th (in 1932).

Auto Supply and Service Company, 1718 12th (in 1930, 1932).

Charley’s Emergency Service, 1763 1/2 Broadway (in 1951).

Boulder Auto Electric, 1765 1/2 Broadway (in 1949).

Higgins Auto repair, in rear of 1771 Broadway (in 1951). In front was Travis Real Estate.

Water Street (Canyon Boulevard) intersects

Pleasant Stromberg auto repair, 1810 12th (in 1928, 1932, 1946).

Arnold Motor Company used cars, 1814 Broadway (1949, 1951). Also at 921 Walnut (1949, 1951).

Walt’s Auto Repair shop, 1836 Broadway (in 1946, 1949).

Boulder Valley Motors, 1836 Broadway (in 1951).

¹ Boulder Building Permit Book (M36) at Carnegie Library.

² Daily Camera, 19 October 1949.

³ Ehrenkrook brochure at Carnegie Library, #328-72-19.

⁴ Daily Camera, 10 July 1942.

Withers Garage & Tire Station, 1848 12th (in 1918).

Withers Garage & Tire Station, 1840 12th (in 1926).

Withers Garage & Tire Station, 1840-44 12th (in 1928, 1930).

Cram's Automotive Service, 1842-46 12th (in 1936).

Allen Automotive, 1846 12th (in 1940), 1842 Broadway (in 1946, 1949).

Arnold Brothers Motor Company used car lot, 1842 Broadway (in 1951).

Firestone Auto Supply & Service Stores, 1848 12th (in 1936).

Walnut Street intersects

Brazile Oil Co., 1901 12th (in 1926), northwest corner of Broadway and Walnut.

- Photo of "gas station remodelling" ca. 1921 in Carnegie Library.
- Central Service Station and tire store, 1901 Broadway. Photo in Carnegie Library ca. 1930 as Texaco service station and tire store.
- Goodrich Silvertown store, 12th and Walnut (in 1940). Remodeled in 1943.⁵
- B. F. Goodrich Co, 1901 Broadway (in 1946, 1949).
- McConaha & Greech auto parts, 1901 Broadway (in 1951).
- Firestone Tire Store, 1901 Broadway, in 1957. Carnegie Library has 1957 photo.
- **Retail shops now occupy this site.** If building is the same as the one remodeled in 1943, it has been vastly remodeled again.

Faus, Jr., Jack, 1917 12th (in 1916, 1918, 1921, 1930, 1932).

Faus, Jr., Jack, 1921 12th (under automobile electricians, garages, parts, repairs, storage, supplies, tires, *Cole Aero Eight cars*, *Rickenbacker Studebaker cars* in 1921, also 1926).

- Previously, Jacob Faus's Blacksmithing was on this location (see page 52 in *Boulder: Evolution of a City*.)
- Replaced with new building and retail shops.

Pearl and Spruce Streets intersect

Woody's Texaco Service, 2102 Broadway (in 1951). Northeast corner Broadway and Spruce Streets.

Jines Auto Supply, 2124 Broadway (in 1951).

⁵ See photo in Carnegie Library of Firestone store in 1957.

Pine, Mapleton, Maxwell, and Portland Streets intersect

Jerry Brasel Service Station (A & B Service), 2508 Broadway (in 1951).

North Street intersects

Fred Shortt Service Station, 2655 Broadway (in 1951). Southwest corner of Broadway and 1st Avenue (Alpine).

1st (Alpine), and 2nd (Balsam) intersect

Twelfth Street Motor Co., 2844 12th (in 1940).

3rd Avenue (Cedar) intersects

Frank Brown, 2927 12th (garage in 1928, used car dealer 1932).
Nash sales and service, 2927 12th (in 1936, 1940).

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS

13TH STREET, DOWNTOWN
(odd #s on west side, even #s on east side)--*Euclid Avenue intersects*

University Hill Garage, 1028 13th (in 1928, 1930, 1936, 1940).
University Hill Garage, 1026 13th (in 1932).

Foothills Garage, 1036 13th (in 1949).

College and Pennsylvania intersect

University Hill Service Station, 1233 Broadway (in 1951).

After Arapahoe Avenue

Searl Jencks Garage, 1708 13th (auto repairing in 1926, 1928, 1932, 1946). Northeast corner Arapahoe and 13th Streets.

- **Building still there, probably same one. Now called “Opportunity Place.”**

Walnut Street intersects

Adamson, J. E. & Co, 1921 (or 1929) 13th under automobiles, *Lexington cars* in 1921).

City Storage & Transfer Co, 1938 13th (under automobile liveries in 1916, automobile repairers in 1918).

Pearl Street intersects

Boulder Auto Company, 2027 13th (under automobiles and automobile supplies in 1914)

- Colorado Motor & Garage Company, 2027 13th (in 1918)
- Bolinger-Mitchell Motors, Inc., 2027 13th (under automobile electricians, garages, parts, repairs, springs, storage, supplies, tires, *Cadillac* (“*standard of the world*”), *Gardner* (“*speaks for itself*”), *Paige* (“*most beautiful car*”) and *Jewett* (“*built by Paige*”) automobiles in 1921, also 1926 as garage, dealer, and automobile laundry. “Service of

the better kind, Everything for the motorist. Open day and night.”¹ In 1926, *Cadillac and Buick* dealer.)

- Bolinger-Winn Motors, 2027 13th (in 1928, 1932). *La Salle* dealer in 1928.
- Boulderado Motors, 2027 13th (in 1936).
- Tom Liston Motor Co., 2027 13th (in 1946, 1949).
- Reed Motors (*Dodge, Plymouth*), 2027 13th (1951). New cars and trucks.
- **Now Redfish New Orleans Brewhouse, 2027 13th Street.**

Boulderado Garage (and auto washing), 2035 13th (in 1928, 1930).

- **Via Travel is at 2037 13th Street.**

¹ Boulder Daily Doings, Vol 1, 1922.

AUTOMOBILE DEALERS, GARAGES, and SERVICE STATIONS
Miscellaneous locations

Harvey Pool auto repair, 1928 6th (in 1918), 1938 6th (under automobile repairs in 1921), 1137 Spruce (in 1926, 1928).

Orlie Powell auto repairing, 1938 6th (in 1926, 1928, 1932).

Forrest's Repair Service, 2018 10th (in 1940, 1946).

Boulder Auto Supply, 1914 14th (in 1930).

Auto Parts Store, 1916 14th (in 1926, 1928, 1930, 1932, 1936).

Zimmerman Pontiac used cars, 2020 15th (1951).

Clifford Myers auto repairing, 1735 15th (in 1932).

Formost Tire Plant, 1920 15th (in 1926)

Hilker, F. C., 1921 16th (under automobile repairs in 1921).

Jesse Zоргdrager auto repair, 1928 16th (in 1928).

Puckett, R. A., 2006 17th (in 1926).

Roy Pucket, 2014 17th (in 1932).

Foothill's Garage, 1523 20th (in 1951).

Jones-Powers Carburetor Company, 2026 21st (in 1921).

Hood's Garage, 1515 23rd (in 1946).

Reed's Repair shop, 2319 25th (in 1930, 1932, 1936, 1940, 1946).

Bob's Garage, 2319 25th (in 1951).

Burger, F. W., rear 2245 Pine (under automobile repairs in 1921)

Phillips, F. L., 6th SE corner 1st Avenue (under automobile electricians in 1921)

Brown, F. P., 1302 3rd Avenue (under automobile repairs in 1921)

Breeding's Garage, 1135 Spruce (in 1932)

AUTOMOBILE STAGE LINES, AUTOMOBILE LIVERIES
AND TAXI SERVICES

Bailey, Elmer, 1924 11th (auto renting in 1932).

Benway, J. W., 1075 Grant Place (in 1921).

Boulder Bus and Taxi Co., 1927 14th (in 1926).

Boulder-Nederland Transportation Company, 1246 Walnut (in 1916).

Brown, Gerry, 1424 Pine (in 1921).

Burgener & Low Transportation Company, 1246 Walnut (under
automobile liveries in 1918).

Cliff's taxi, "scenic trips a specialty, Alpha Sigma Phi House, 1155 13th
Street, Clifton A. Hix, student driver."¹

C. R. Davis, 1210 Pearl, (in 1922). "Let me make your scenic drives,
mountain trips, anywhere, Cadillac car."²

Davis Driverless Car Co., 1840 12th (auto renting in 1932).

Colorado Sight Seeing Company, 1825 14th Street (in 1921).

Glacier Route, The, 1802 14th (in 1921, 1926).

Gordon, J. F., 1225 Pearl (in 1921).

Grant Auto Service, Lobby Hotel Boulderado (in 1921).

Grant's Auto Service, Jones Drug Store, 1242 Pearl (in 1922). "Mountain
trips a specialty. Day or night."³

Hall's Taxi, 1404 Pearl (in 1926). "Get our prices on auto trips or you will
always be in doubt."⁴

Harry's Taxi, 1922, "Any place any time. Stand at Blue Moon [restaurant],
just back of First National Bank on 12th Street."⁵

¹ Boulder Daily Doings, Vol 1, 1922.

² Boulder Daily Doings, Vol 1, 1922.

³ Boulder Daily Doings, Vol 1, 1922.

⁴ Boulder Daily Doings, Vol 1, 1922.

Keeton's Black & White Cab Co, 1800 12th (in 1928).

Long, Frank, 1833 14th Street (in 1921).

Malloy and MacLeay (2 women) (in 1922 Daily Doings, in 1926)

- Took people on scenic drives.
- Ads said "We use the Cadillac 8. Careful drivers."
- Office in Hotel Boulderado, phone 734

Merchants & Miners Transportation Company, 1021 Pearl (in 1916).

Peaks and Glaciers Trans. Co., 1922, "scenic mountain trips, Davis brothers, afternoon picnic trips our specialty. 1142 Pearl and 1843 12 Streets. Estes Park, Grand Lake, Pikes Peak, Big Horn Mountain, Lookout Mountain, Corona."⁶

Rudy's Taxi and Auto service, 1922, "Pikes Peak, Estes Park, Denver, and all scenic drives."⁷

Story's Auto taxi and baggage service, 1922.⁸

University Express, 1831 14th Street (in 1921).

Weller, W. O., Jr., 2121 North Street (in 1921).

Yellow Cab Co., 1921 12th and 1134 10th (in 1926).

Yellow Cab Co, 1032 13th (in 1928).

⁵ Boulder Daily Doings, Vol 1, 1922.

⁶ Boulder Daily Doings, Vol 1, 1922.

⁷ Boulder Daily Doings, Vol 1, 1922.

⁸ Boulder Daily Doings, Vol 1, 1922.

SUGGESTIONS FOR FURTHER RESEARCH

As mentioned in the introduction, some of the still-existing buildings from Boulder's auto era may be locally significant. Only a minimum of research on each building could be done for this report. Several of the buildings listed in the introduction (and in bold type throughout the report) merit further study.

Historical photos need to be collected and compared to current photos.

A better map!

This report is not all-inclusive. New material needs to be added as it becomes available.