

# Fort Morgan, Colorado Historic Resources Survey Plan, 2023

*Final*



Front Range Research Associates, Inc.  
Denver, Colorado



# **Fort Morgan, Colorado**

## **Historic Resources Survey Plan, 2023**

*Final*

Prepared for:

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*COVER: View north circa 1910s along Main Street of downtown Fort Morgan, Colorado.*

*SOURCE: Tom and Laurie Simmons, historic postcard image collection, Denver, Colorado.*

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# INTRODUCTION

## Purpose

The purpose of this project was to develop a historic resources survey plan for the City of Fort Morgan to structure and prioritize future survey efforts. Project tasks included:

- identifying and developing a database of previously surveyed and designated historic resources
- completing a limited “windshield” survey of identified subareas within the city
- developing a historic overview
- determining potential property types
- conducting outreach concerning the project and participating in public meetings
- compiling survey priorities and estimated costs

## Participants

Fort Morgan, the county seat of Morgan County with a population of 11,597 in 2020, received a Certified Local Government (CLG) grant from History Colorado in spring 2022 to create a citywide survey plan for historic resources. The city selected Front Range Research Associates, Inc. of Denver, to prepare the plan. Thomas H. Simmons and R. Laurie Simmons of Front Range identified relevant subareas, created a survey database linked to a geographic information system, developed a historic overview, engaged in public outreach, undertook a limited windshield survey of selected areas, and recommended future survey projects with estimated costs.<sup>1</sup> Sandy Engle, Economic Development Specialist, managed the project for the City. Dr. Lindsey Flewelling, Certified Local Government (CLG) Coordinator, administered the project for History Colorado, and Jenny Deichman, Preservation Planning Specialist for History Colorado, reviewed the survey plan document.

A number of individuals helped identify potential resources, provided information on specific resources, or otherwise aided the effort. Members of the Historic Preservation Board participated in public meetings on the project and supplied feedback. The present board members include Paul Gerk, Debby D'Amico, Michael Schmeeckle (Chair), Sonya Thornton (Vice Chair), Jo Ann Ostwald, Corliss Bloedorn Littlefield, Vicki Foy, Barbara Keenan, and Korinne Williamson. In 2009, the city enacted a local historic preservation ordinance, creating a Historic Preservation Board with the authority to recommend individual buildings and historic districts to the city register of designated properties. The HPB consists of at least five and no more than nine members. In 2021 Fort Morgan gained recognition as a Certified Local Government.

Morgan County Museum Curator Brian Mack provided suggestions of research sources, answered many questions, made access to the holdings of the Bloedorn Research Center in the Museum, and supplied research materials to the consultants. Attribute data for parcels was

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<sup>1</sup> A windshield survey is a systematic examination of an area completed by automobile.

purchased from the Morgan County Assessor, and Cathy Cole-Geist, Administrative Deputy Assessor, answered questions about the datafile. Brenda J. Guggenmos, Administrative Assistant, with the City Office of Planning and Zoning and Building, supplied information on subdivision platting dates. Several individual residents suggested properties that deserve examination and identified important themes in Fort Morgan history.

## **Funding**

This project was funded by a Certified Local Government (CLG) grant (number CO-22-10006) to the City of Fort Morgan. The National Park Service provides funding for CLG grants, which are administered by History Colorado. CLG grants are open to jurisdictions that are certified local governments (currently there are sixty-eight in Colorado) and are awarded through a competitive process. CLGs are counties or municipalities that have been “endorsed by the State Historic Preservation Office (History Colorado) and the National Park Service to participate in the national preservation program while maintaining standards consistent with the National Historic Preservation Act and the Secretary of the Interior’s Standards for Archaeology and Historic Preservation.”<sup>2</sup> Examples of eligible grant projects include National Register of Historic Places nominations; historic resource surveys; education and interpretation of historic resources; and preservation planning projects, such as this survey plan.

## **Project Area**

The project area encompassed the current city limits of Fort Morgan. Some additional enclaves were also examined, as well as a few important adjacent/nearby areas, such as the sugar beet factory and the Spanish Colony west of the factory.

## **Methodology**

### ***Development of the Project Database***

Front Range used a geographic information system (ArcGIS) to assemble geographic layers obtained from History Colorado, the City of Fort Morgan, Morgan County Assessor, and elsewhere, into a project database. Layers included: digital aerial photography, street centerlines, Morgan County Assessor parcels with attribute data, the boundary of the Sherman Street National Register Historic District, areas of previous survey projects, and point locations of previously surveyed historic resources (from OAHP as clarified and supplemented by Front Range

Most of the History Colorado survey records contained geographic coordinates permitting their mapping in the project GIS. Coordinates were manually assigned by Front Range to records lacking data by locating their street addresses in Google Earth. The scanned 1913 map of the city from the George A. Ogle *Standard Atlas of Morgan County*, provided by the Museum, was georeferenced and proved useful in displaying the extent of development and platted subdivisions at that time in comparison to the present. The project GIS enabled production of fieldwork maps for the windshield survey and for analysis, public meeting exhibits, and report graphics.

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<sup>2</sup> Certified Local Governments, History Colorado website, <https://www.historycolorado.org/certified-local-governments>.

The consultants obtained Sanborn fire insurance maps from 1895 through 1937 in PDF format from the Denver Public Library website. The Sanborn maps show individual building outlines and are helpful in identifying building materials (such as concrete or stone), development trends, and significant buildings in areas outside of the downtown.

### ***Public Meetings and Outreach***

Two public meetings were held as part of this project: one prior to survey fieldwork in November 2022 and one at the conclusion of the project to present results. Both meetings were in-person. The City publicized the project on its website and Facebook page, where residents could provide their suggestions of significant historic buildings or areas that might be good candidates for survey.

At that the initial meeting Tom Simmons presented information on the components of a survey plan, described historic resource surveys, discussed types of surveys (intensive, scattered, and reconnaissance), identified areas to be included in the windshield survey, and explained the windshield survey methodology. The consultants encouraged residents to supply information on important historic resources and answered questions.

### ***Limited Windshield Survey of the City***

Front Range completed a limited windshield survey of the city in four separate fieldwork sessions in December 2022 and January and March 2023. This winter's series of significant snowstorms disrupted the anticipated completion of fieldwork and required more fieldwork visits than anticipated. The purpose of the limited windshield survey was to examine subareas of the city and identify areas where future efforts might be focused. The survey methodology is described below.

*Identification of Subareas.* The focus of the project was to identify subareas of the city with potential for future survey efforts. The project database was used to produce a map of reported years of construction for each parcel obtained from the assessor to show the chronological development of the city (see Figure 1). To facilitate fieldwork, Front Range classified areas of the city based on subdivision platting and the relative mix of different construction eras. Ideal candidates for future survey efforts are cohesive areas with resources that manifest similar historical development patterns and maintain historic integrity (that is, how altered a resource is from its historic appearance). Areas were named for the predominant subdivision or subdivisions within the area.

Thirteen subareas for examination during fieldwork were identified (see Figure 2). The Original Town plat (split along Main Street into East and West areas) was categorized as representing the earliest period of development in the City. Five subareas were classified as areas that developed somewhat later but still early in the history of Fort Morgan: G.R. Baker's, Fulton Heights, Old Fort/Park West, Riverside, and Thompson's. We reasoned that these seven areas likely possessed the highest potential to contain resources meriting future intensive survey and the best possibility of comprising eligible historic districts.

Two areas were assessed as displaying a mix of construction eras: North Side and Old Fort/Park East. Four subareas represented early post-World War II construction: Green Acres, Murchy's,

Park Lane, and Sherman Park. Areas that developed after 1973 (less than fifty years ago) were not examined in the windshield survey.

Front Range used the project GIS to generate 11" x 17" maps for each subarea. On the maps parcels were labeled with physical address numbers and were color-coded to reflect different construction eras.

*Fieldwork and Photography.* Laurie and Tom Simmons conducted three fieldwork sessions on December 7, 2022 and January 10 and March 14, 2023. On March 23 Tom Simmons participated in a ride-along with Mayor Lyn Deal, who pointed out historic areas and individual buildings based on her decades of local history research. Additional project photography was also conducted at that time. In examining the subareas, we annotated the survey maps (highlighting areas of high integrity), made notes on an area's character, and took representative photographs of streetscapes and building types (a total of 269 images). We also attempted to drive all parts of the city lying outside the subareas, as well as the Spanish Colony located in unincorporated territory west of the sugar beet factory.

Following fieldwork, the boundaries of the areas identified for potential survey were digitized in ArcGIS and basic statistics were computed for each area using the attributes in the assessor parcel file, including number of parcels, average parcel area, average year built, and range of construction years.

*Individual Resources.* We also compiled a list (not comprehensive) and photographed possible selective intensive survey candidates, i.e., individual properties that appeared to retain historic integrity as interesting or significant examples of building types or architectural styles and/or likely possessing historical significance (e.g., a school, commercial building, industrial facility, or church) (see Table 7). This group included some resources identified by residents as possessing important historical associations. Most of these individual resources are located outside the boundaries of areas evaluated as high priorities for future survey efforts, since such individual resources would be addressed in surveys of those areas.

### ***Historic Context Development***

Historic contexts provide background for understanding and evaluating the significance of historic resources within a geographic area. A historic context organizes information about related historic properties by theme, geographic location, and time period. The Secretary of the Interior's Standards for Preservation Planning explains that "contexts describe the significant broad patterns of development in an area that may be represented by historic properties. The development of historic contexts is the foundation for decisions about identification, evaluation, registration and treatment of historic properties."<sup>3</sup> The historic overview in this plan broadly discusses Fort Morgan's development organized by important eras in the community's history.

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<sup>3</sup> US Department of the Interior, National Park Service, Secretary of Interior's Standards for Preservation Planning, [www.nps.gov/history/local-law/arch\\_stnds\\_1.htm](http://www.nps.gov/history/local-law/arch_stnds_1.htm); Anne Derry, H. Ward Jandl, Carol D. Shull, and Jan Thorman, *Guidelines for Local Surveys: A Basis for Preservation Planning*, National Register Bulletin 24 (Washington: National Park Service, 1977, revised by Patricia L. Parker, 1985), 14.

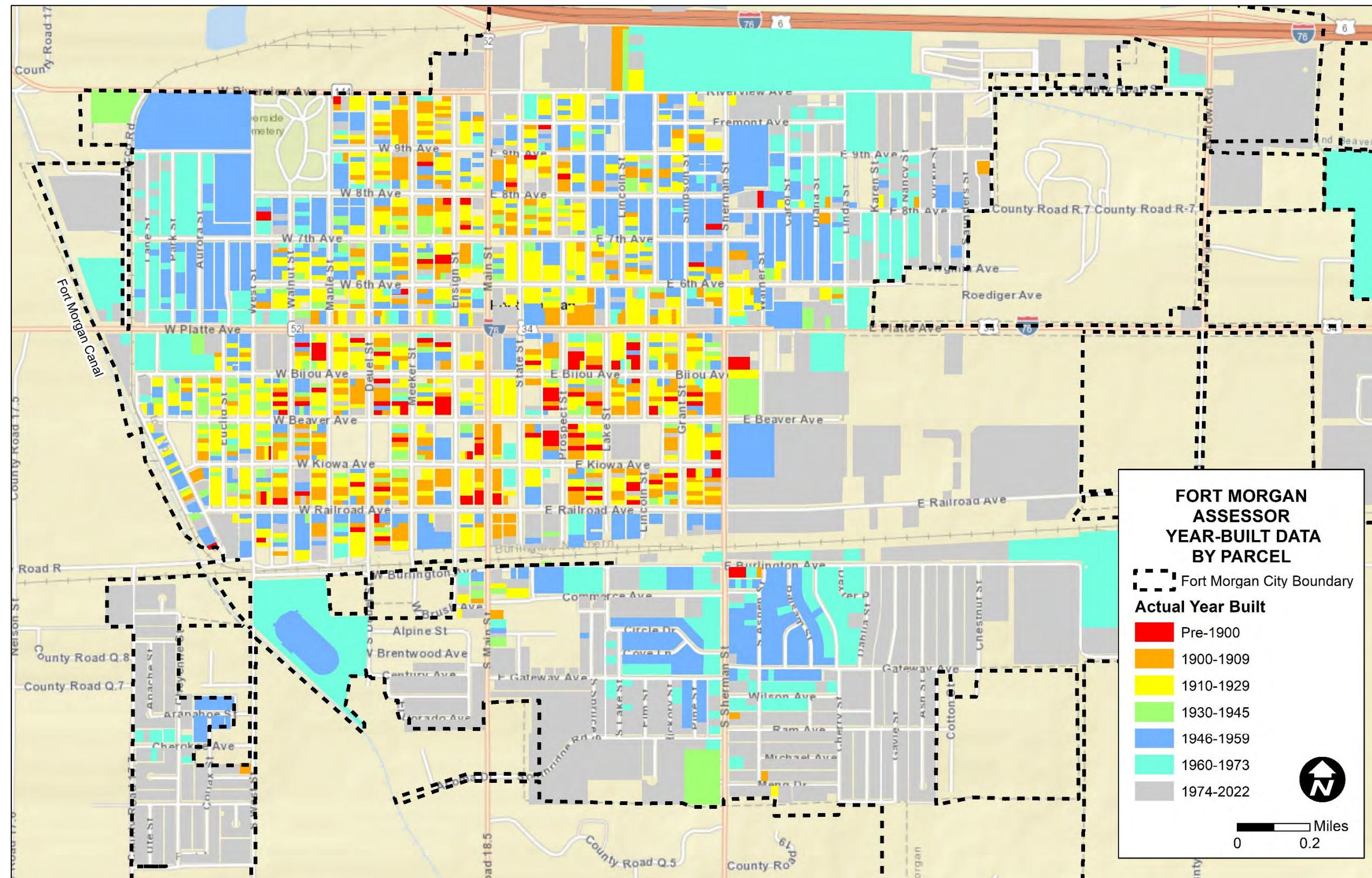


Figure 1. Fort Morgan, Year of Construction by Parcel. SOURCE: Mapped from Morgan County Assessor data



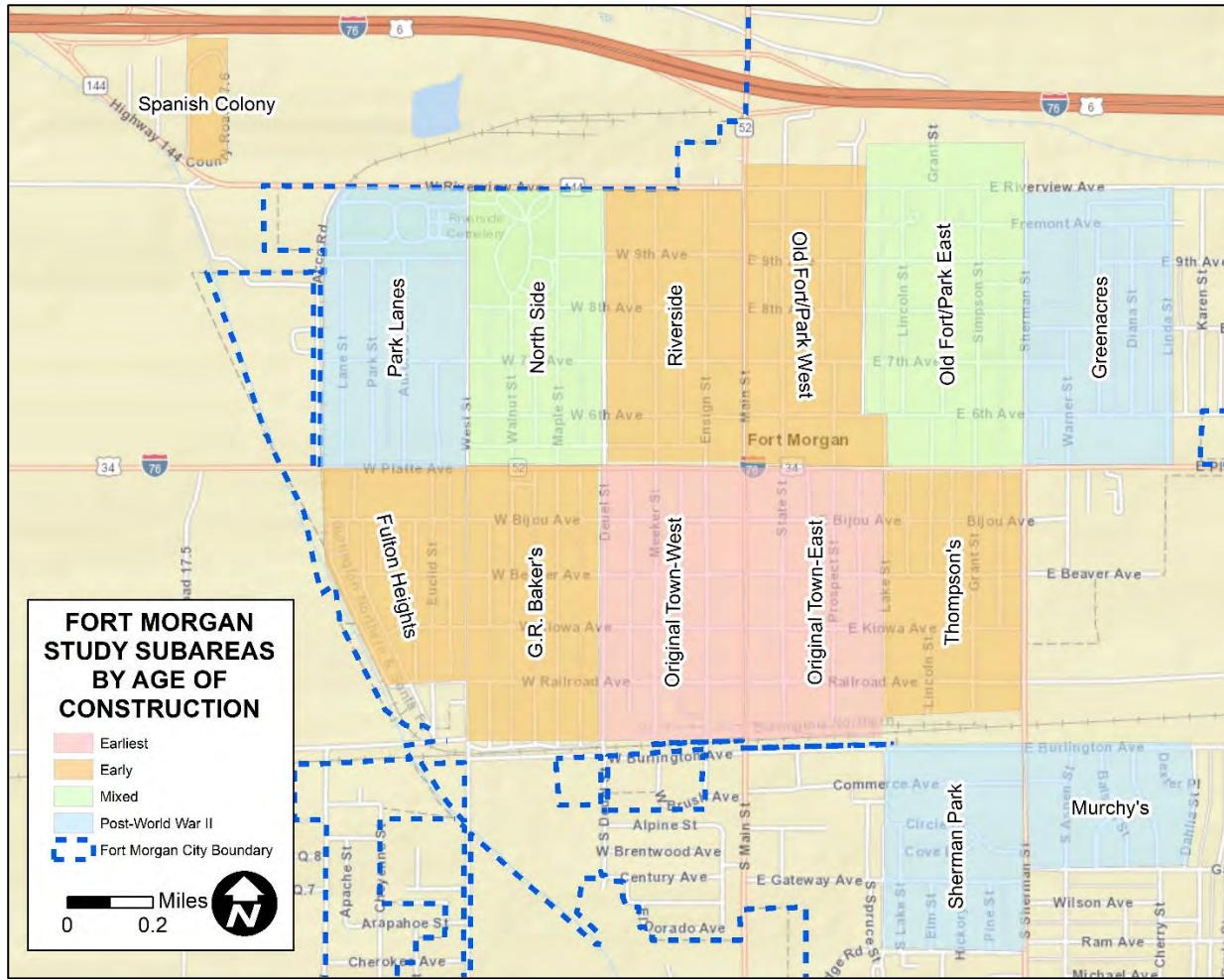


Figure 2. The subareas above were identified for examination in the windshield survey of the city. The Old Fort/Park East and Old Fort/Park West subareas were extended to include a few properties on the north side of East Riverview Avenue.

## Survey Basics

### Overview of Surveys

**Purpose.** The National Park Service in its *Guidelines for Local Surveys* argues that the fundamental rationale for undertaking a historic resources survey

is the growing recognition, by citizens and governments at all levels, that such resources have value and should be retained as functional parts of modern life. The historic resources of a community or neighborhood give it its special character and cultural depth. Some historic resources contain information whose study can provide unique insights into a community's past, and help answer broad questions about history and prehistory. In more utilitarian terms, each historic building and structure represents an investment that should not be discarded lightly; maintaining and rehabilitating older buildings and neighborhoods can mean savings in energy, time, money, and raw materials.<sup>4</sup>

<sup>4</sup> Derry, et al, *Guidelines for Local Surveys*, 3.

The survey process involves initial planning and background research, fieldwork and photography to collect the survey data, mapping, analysis and systematic organization of the raw data into an inventory of historic resources, and evaluation of eligibility to the National Register and state and local registers for individual resources and historic districts.

*Types of Surveys.* There are various types of surveys, which differ based on cost, level of effort, the amount of data collected, and how the data is reported. Windshield surveys, like the one undertaken for this project, are the least intensive survey approach, where “surveyors literally drive the streets and roads of the community and make notes, on the buildings, structures, and landscape characteristics they see, and on the general character of the areas through which they drive.”<sup>5</sup> Typically, no individual survey forms are produced at this level. *Guidelines for Local Surveys* notes that an important role of windshield and reconnaissance surveys is “to identify the boundaries of areas that may become the objects of intensive survey—perhaps potential historic districts, perhaps portions of the community having distinctive architectural, planning, or cultural characteristics.”<sup>6</sup>

A step up from the windshield survey is the reconnaissance survey, which produces an abbreviated survey form with a minimal level of documentation. History Colorado’s form 1417 is a two-page reconnaissance form that additionally includes a location map and multiple photographic views of the primary resource and any outbuildings. Such forms contain very limited historical background and typically result in an eligibility evaluation of “Needs Data.” They often are used as a screening tool for classifying resources as to high, medium, or low priority for future intensive survey.

An intensive survey results in more robust data collection on an Architectural Inventory form (form 1403). The four-page-plus form includes a full architectural description, historical background, construction history, integrity, analysis, discussion of significance, and an evaluation of eligibility. Also included are multiple photographs, a sketch map, and a location map. Intensive survey forms are more expensive than reconnaissance forms, as considerably more hours are needed for fieldwork, historical research, and form completion.

For the past several years History Colorado has advocated a “90/10” survey approach, with 90 percent of resources in a project recorded on the shorter 1417 reconnaissance form and 10 percent on the longer 1403 Architectural Inventory form. Surveys may include all resources within a given geographic area (comprehensive) or may document only certain resources (selective), chosen to reflect a specified resource type, known historical associations, or other factors. Selective surveys generally tend to be more expensive per building than comprehensive ones, since the resources are geographically scattered. All types of surveys require formal survey reports meeting the requirements of History Colorado and, typically, public meetings introducing the project and reporting on its results.

### ***Uses and Value of Historic Surveys***

Historic resource surveys play an integral part in the historic preservation planning process by systematically recording and evaluating historic properties and identifying those potentially

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<sup>5</sup> Derry, et al, *Guidelines for Local Surveys*, 35.

<sup>6</sup> Derry, et al, *Guidelines for Local Surveys*, 35.

eligible for designation to the national, state, and local registers. As the *Guidelines for Local Surveys* observes, survey data can identify “conflicts between development planning and local preservation priorities” to meet environmental review requirements, as well as recognizing the elements on which community development “can build in order to make the most of the community’s unique historic qualities.”<sup>7</sup>

### ***Eligibility Assessment***

One important goal of historic buildings surveys is to determine if the surveyed resources meet significance criteria making them eligible for listing in the National Register of Historic Places, the Colorado State Register of Historic Properties, and/or Fort Morgan City Register. The criteria for the National and State Registers are broadly similar, including such areas of significance as history, association with a significant person, architecture, or archaeology. The State Register adds geographical significance (see Tables 1 and 2).

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level, with most properties listed at the local level. To qualify for listing in the National Register, properties generally must be at least fifty years old and possess historic significance and physical integrity.

The criteria for listing in the Fort Morgan City Register are shown in Table 3. The first five local criteria are broadly similar to those of the National and State Registers. The local ordinance added two additional criteria: 1) recognition of a property by “historical authorities,” including by the 1981 Historical and Architectural Survey of Fort Morgan or by local historians, History Colorado, the National Register, or others in published form and 2) exhibiting “indigenous qualities of an architectural style or material that is particularly associated with the Fort Morgan area.” The local ordinance does not require that a resource retain historic integrity for listing in the City Register.

**Integrity.** Integrity is defined as “the ability of a property to convey its significance,” and the evaluation of integrity “must always be grounded in an understanding of a property’s physical features and how they relate to its significance.”<sup>8</sup> National Register Bulletin 15 contains an extensive discussion of the concept and lists seven aspects of integrity that must be considered in assessing a property: location, design, setting, materials, workmanship, feeling, and association.<sup>9</sup>

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<sup>7</sup> Derry, et al, *Guidelines for Local Surveys*, 65.

<sup>8</sup> Patrick W. Andrus, *How to Apply the National Register Criteria for Evaluation*, Bulletin 15 (Washington: U.S. Government Printing Office, 1997), 44.

<sup>9</sup> Andrus, *How to Apply the National Register Criteria for Evaluation*, chapter VIII. See, [https://www.nps.gov/NR/PUBLICATIONS/bulletins/nrb15/nrb15\\_8.htm](https://www.nps.gov/NR/PUBLICATIONS/bulletins/nrb15/nrb15_8.htm). Cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last fifty years are considered ineligible for listing in the National Register unless they satisfy specified criteria considerations.

### Table 1. NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

#### Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

#### Criteria Considerations

Ordinarily, cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g. A property achieving significance within the past 50 years if it is of exceptional importance.

### **Table 2. STATE REGISTER OF HISTORIC PROPERTIES CRITERIA**

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register includes the following:

- A. The association of the property with events that have made a significant contribution to history;
- B. The connection of the property with persons significant in history;
- C. The apparent distinctive characteristics of a type, period, method of construction, or artisan;
- D. The geographic importance of the property;
- E. The possibility of important discoveries related to prehistory or history.

### **Table 3. FORT MORGAN CITY REGISTER CRITERIA**

The property or structure is at least 50 years old and meets one or more of the following:

- It is the site of a significant historic event or the original location of a historical property.
- It is associated with historic persons who made a significant contribution to society or the city.
- It embodies distinguishing characteristics of an architectural style, or is the work of an architect or master builder who is nationally, statewide, or locally recognized as an expert.
- It contains elements of architectural design, detail, materials or craftsmanship, which represent a significant innovation.
- It has archaeological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.
- It is recognized by historical authorities such as listing in the *Historical and Architectural Survey of Fort Morgan*, or acknowledgement by local historians, the State Historical Society, National Register, or others in published form.
- It exhibits indigenous qualities of an architectural style or material that is particularly associated with the Fort Morgan area.



# RESULTS

## Existing Survey Data

### *Survey Projects*

A October 2022 file search provided by the History Colorado Office of Archaeology and Historic Preservation identified nine prior historic survey efforts wholly or partly within Fort Morgan and showed the extent of each survey area.<sup>10</sup> Notably absent from the information is the 1981 survey undertaken by the Four Corners Regional Commission (FCRC) of downtown resources. Clayton B. Fraser appears to have been primarily responsible for the production of the survey forms and report. The 1981 survey was not mapped or associated by name with the surveyed resources in the file search. A sample survey form from the 1981 survey appears as Appendix 1.

The consultants examined nine associated survey reports for historic resources, dating from 1980 to 2011. Figure 3 shows the survey areas associated with each project, as delineated by History Colorado, and the summary analysis is contained in Table 4. Front Range developed information on the 1981 survey and digitized the approximate boundary of the survey area.

Most of the surveys undertaken have been to assess impacts of such infrastructure projects as highways, railroads, electrical transmission lines, irrigation pipelines, subdivisions, and the proposed Super Conducting Super Collider. One survey focused on New Deal resources on the eastern Colorado plains. These surveys generally documented few, if any, resources within the city.

### *Surveyed Resources*

The file search supplied by History Colorado, as analyzed and supplemented by the consultants, showed 126 previously surveyed resources within or near the Fort Morgan city limits (see Appendix 2).<sup>11</sup> Since in some cases the city limits follow road right-of ways without annexing adjoining properties, some unincorporated enclaves surrounded by city territory exist. The small number of resources in such enclaves were included in the Appendix and are identified as being outside the city limits (gray shading). The sugar beet factory adjoining the city boundary to the northeast is also included, given the important role it has played in city history. The Fort Morgan Bridge (Rainbow Arch Bridge) across the South Platte River did not appear in the file search, but it is within the city boundary and was added by the consultants.

*Surveyed Resources.* Appendix 2 presents the resources in street address order and indicates state identification number, historic name, and listing status/eligibility evaluation. The listing may contain some resources which are no longer extant. Street addresses and resource names are reproduced as they appear in the file search. In general, assessments should be used cautiously, as they reflect the appearance and integrity of the building at the time of the survey.

<sup>10</sup> Excluded were solely paleontological or archaeological surveys.

<sup>11</sup> This number does not include exclusively archaeological resources contained in the original file search.

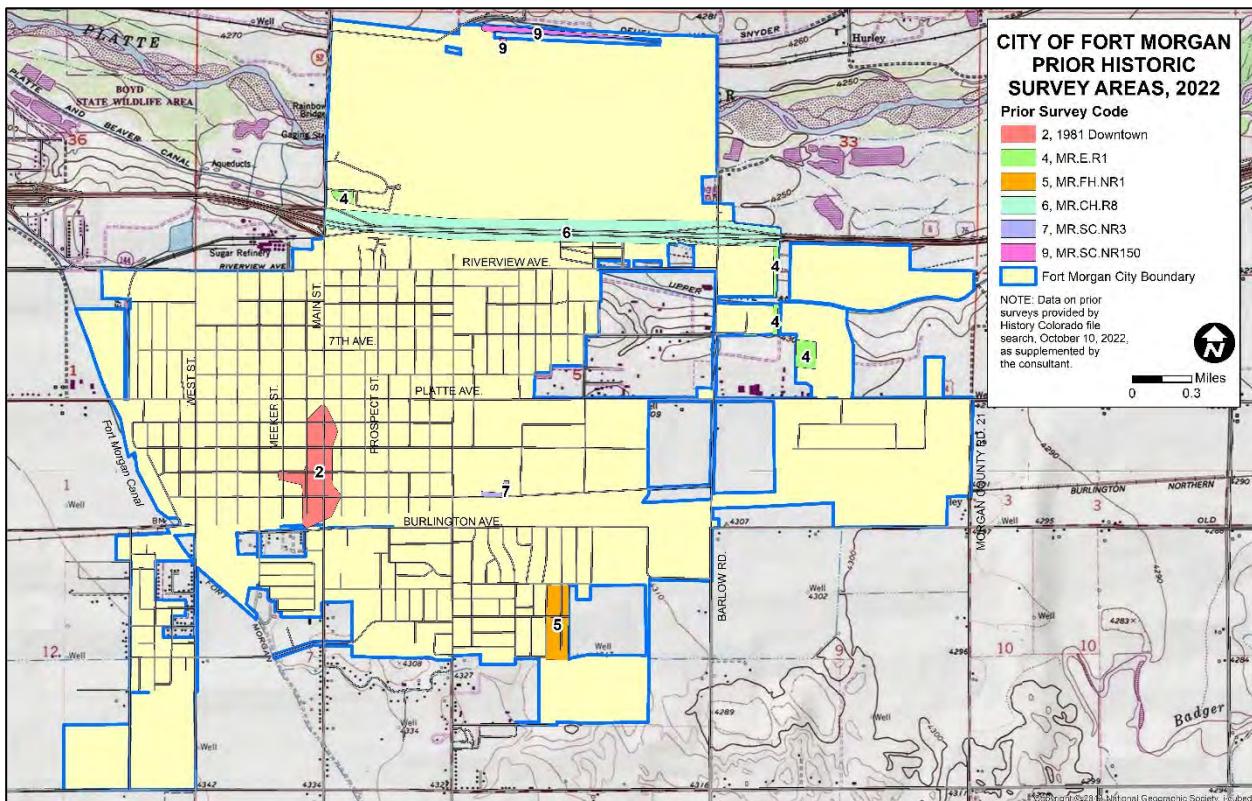


Figure 3. Areas of Prior Historic Surveys Wholly or Partly Within Fort Morgan. Survey area map numbers correspond to those in Table 4. Survey areas provided by Office of Archaeology and Historic Preservation, History Colorado, as ArcGIS shapefiles, October 2022 and supplemented by the consultants for the 1981 downtown survey (area 2).

History Colorado can revisit such determinations if a nomination is proposed for a resource.

**Mapping Resources.** The shapefile provided by History Colorado did not contain geographic coordinates for ten previously surveyed resources. Front Range used the provided street addresses and assessor parcel information to create point locations for those resources so they could be mapped. The consultants have not verified the geographic coordinates of resources provided by OAHP. However, when preparing GIS-generated maps showing surveyed resources plotted over assessor parcels for fieldwork, we noted that some resource locations provided by OAHP were inaccurately plotted by considerable distances. The compiled geographic file of previously surveyed resources was displayed as point locations over a USGS topographic base with the current city boundary (see Figure 4).

**Geographic Distribution of Surveyed Resources.** Previously surveyed resources are heavily concentrated in the downtown area of Fort Morgan, along Main Street and cross-streets, as a result of the large number of resources documented in the 1981 survey of commercial resources. More than two-thirds of total surveyed properties (67.4 percent) are located in the area bounded by Interstate 76 on the north, the railroad tracks on the south, Meeker Street on the west, and Prospect Street on the east. A few scattered resources have been surveyed west and east of this area. Only one surveyed property is located south of the railroad tracks. None of the city's residential areas have been surveyed in a cohesive, intensive manner.

**Table 4. Prior Historic Surveys within the City of Fort Morgan  
Listed in Chronological Order**

Map Resource #1	MR.E.NR1 - Cultural Resource Assessment Bijou Creek - Beaver Creek 115 kV Transmission Line, Morgan County, Colorado
Date	1980
Author	Western Area Power Administration
Purpose	To assess impacts of upgrade of 16 miles of 115kV transmission line between Bijou Creek 6 miles west of Fort Morgan to Beaver Creek near Brush
Summary of resources surveyed	The survey area consisted of a 20-meter corridor centered on the transmission line. No cultural resources were located.
Map Resource #2	MR.FE.R1 – Historical/Architectural Survey of Fort Morgan
Date	1981
Author	Four Corners Regional Commission, Clayton B. Fraser, Principal Surveyor
Purpose	Documentation of commercial and public buildings in Fort Morgan's downtown
Summary of resources surveyed	The survey recorded 76 resources on Colorado Historical Society Inventory Record and Architectural/Historical Component forms. The properties were located along Main Street from Beaver Avenue south to the railroad tracks, with a few properties included on intersecting cross-streets. A six-page historical overview is included (that also discusses Sterling). Fort Morgan was included in one of earliest historic building surveys of the downtowns of small to medium cities in Colorado. The report for the Salida survey explained the structure of the project: "The historical/ architectural survey of Salida's commercial buildings, funded by the Four Corners Regional Commission and administered by the Colorado Preservation office, includes, in this first volume, a section featuring the overview of the city's history, a description of the survey, and recommendations for future use. The survey forms for the individual sites follow. For each site, two forms (four pages) and, topographic map indicating the site's location have been completed."
Sample Forms	5MR392 (a copy is provided in Appendix 1)
Map Resource #3	MC.CH.R25 – Historical Resource Survey of the Proposed Access Roads to the Superconducting Super Collider Facility, Adams and Morgan Counties, Colorado
Date	1988
Author	Sally Pearce and Chris Whitacre
Purpose	Examined two access roadway alignments potentially impacted by the proposed Superconducting Super Collider Facility.
Summary of resources surveyed	The survey examined a half-mile on either side of the centerline of each roadway. No previous sites found in file search. The only resource documented within Fort Morgan was the Fort Morgan Canal (5MR480), which was determined eligible under National Register Criterion A for its historical association with the early history of irrigation in Morgan County.
Sample Forms	N/A
Map Resource #4	MR.E.R1 – A Cultural Resource Inventory of Two Proposed Locations for the Fort Morgan Substation, Fort Morgan, Colorado
Date	1991
Author	Douglas A. Melton, J.F. Sato and Associates

Purpose	To identify sites potentially affected by replacement of the existing Fort Morgan electrical substation.
Summary of resources surveyed	The survey included 22 acres in two blocks of land, plus a half-mile of new transmission line. Recorded resources within Fort Morgan included the existing substation (5MR.597, field assed as not eligible to the National Register, a cluster of agricultural implements, an irrigation pumphouse, and four isolated finds (ceramic roofing tile, butchered bone, etc.).
Sample Forms	N/A
Map Resource #5	MR.FH.NR1 – Cultural Resource Inventory, Gateway Subdivision, Morgan County, Colorado
Date	1992
Author	James M. Brechtel, for Farmers Home Administration
Purpose	Identify potential impact of construction of a new residential subdivision planned by Lifestyle Homes, Inc., on the southeast edge of Fort Morgan.
Summary of resources surveyed	The survey included 15 acres (45' x 1,490') southeast of Gateway Avenue and Gayle Street. No cultural resources were observed.
Sample Forms	N/A
Map Resource #6	MR.CH.R8 – Class III Cultural Resource Survey of Interstate 76 Corridor Phase V Morgan County, Colorado
Date	Undated; 2006 (or later)
Author	John Hoffecker, Historic Preservation Consultants, for Colorado Department of Transportation
Purpose	Assess effects of roadway improvements to 3.76 miles of Interstate 76 from approximately its intersection with State Highway 144 on the west to its intersection with Barlow Road on the east
Summary of resources surveyed	The surveyed area comprised 250 acres, and the report contained a brief historic overview. The project recorded nine resources, but only two were within or near the city limits: the Great Western Sugar Beet Plant (5MR788, eligible to the National Register under Criterion A and C) and a segment of the Upper Platte and Beaver Canal (5MR739.7, previously determined eligible to the National Register). The other surveyed resources were outside the city limits to the northwest.
Sample Forms	N/A
Map Resource #7	MR.SC.NR3 – Fort Morgan Farms LLC NRCS Limited Results Project
Date	2009
Author	Ron Neher, Natural Resources Conservation Service (Soil Conservation Service)
Purpose	Survey of a small linear segment for an underground irrigation pipeline
Summary of resources surveyed	The survey found that “the area has been disturbed by cultivation” and that there were no or limited cultural remains (no standing resources)
Sample Forms	N/A

Map Resource #8	MC.SHF.R192 – Drought, Depression, and Dust: The New Deal in Eastern Colorado Phase III Survey Report, Cheyenne, Crowley, Elbert, Las Animas, Lincoln, Morgan and Weld Counties
Date	2010
Author	Abigail Christman, Colorado Preservation, Inc.
Purpose	Selective survey of historic resources associated with New Deal agency projects within the eastern plains counties of Cheyenne, Crowley, Elbert, Lincoln, Morgan and Weld and the eastern portions of El Paso Huerfano, and Pueblo
Summary of resources surveyed	37 historic resources were recorded on 1403 forms within the multi-county project area. The survey report contains a historic context and tables listings projects by New Deal agencies, such as the Works Progress Administration (WPA) and the Public Works Administration (PWA). Four projects were surveyed in Morgan County, two of which were in Fort Morgan: the Fort Morgan Fire/Police Station (5MR458, assessed as eligible to the State Register) and the Fort Morgan swimming pool (5MR919, evaluated as not eligible due to lack of historic integrity).
Sample Forms	N/A
Map Resource #9	MR.SC.NR150 – Morgan County Limited Results Cultural Resources Survey Report on Private Lands-Brian Kembel
Date	2011
Author	Gary Barkley, Natural Resources Conservation Service (Soil Conservation Service)
Purpose	Survey of a small linear segment for an underground irrigation pipeline (65' buffer)
Summary of resources surveyed	The survey found no or limited cultural remains (no standing resources) due to the “drying environment in recent years and by soil movement.”
Sample Forms	N/A

NOTE: The Map Resource number is keyed to the survey areas shown in Figure 3.

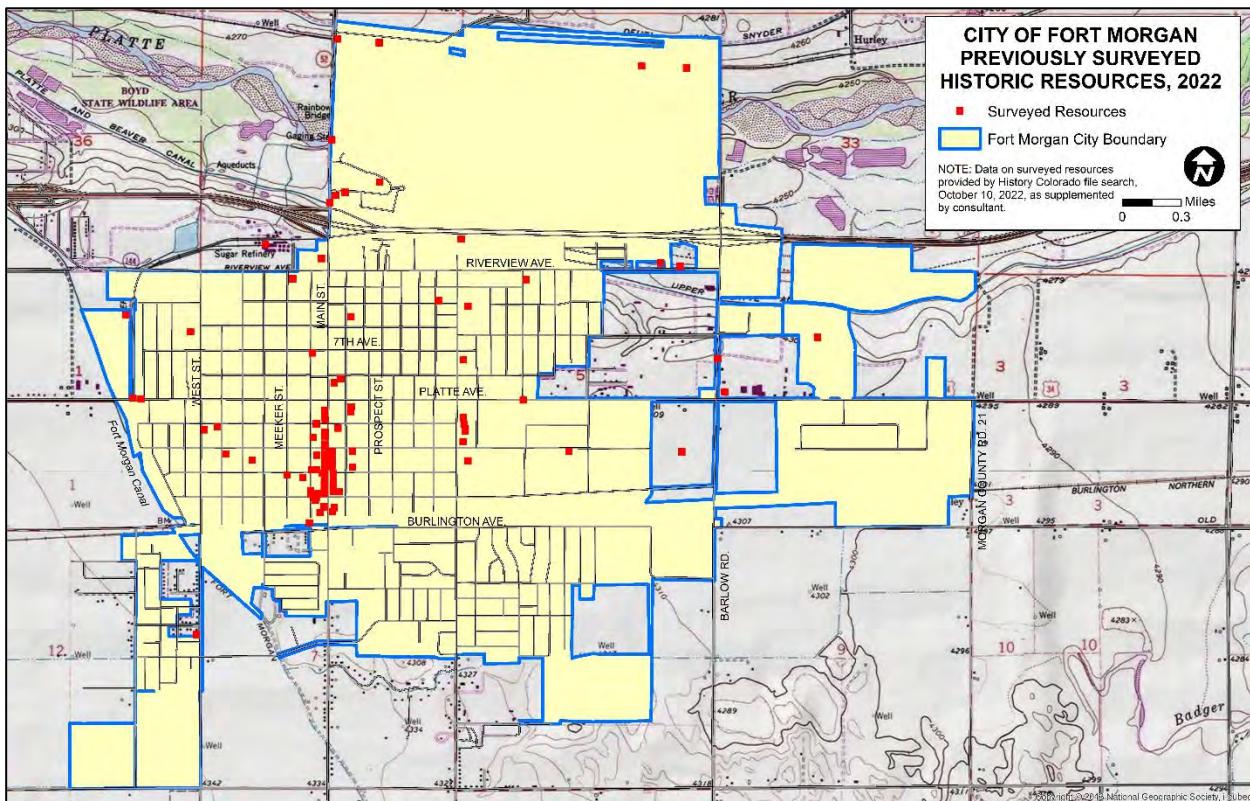


Figure 4. Locations of Previously Surveyed Resources Wholly or Partly within Fort Morgan. The red squares indicate the locations of surveyed resources. There are 126 points displayed, but 82 of these are in the downtown area along Main Street between 7<sup>th</sup> and Burlington Avenues and overlay one another. Resources in unincorporated enclaves surrounded by the city limits are included, as is the sugar beet factory to the northwest. SOURCE: History Colorado Office of Archaeology and Historic Preservation, ArcGIS shapefile, October 2022, as supplemented and revised by the consultants.

## Evaluation of Past Survey Efforts

Geographically, surveyed resources are heavily concentrated in the central portion of the city and, to a lesser extent, along both sides on Interstate Highway 76. Clayton Fraser's 1981 survey of downtown resources is a very well done survey effort, displaying good effort to investigate building histories and verify construction dates. The downtown area will need to be resurveyed given the more than four decades since its completion and intervening changes to the downtown. None of the outlying residential areas have been surveyed in a cohesive, intensive manner. Many of the scattered surveys in these latter areas were done in the 1970s and 1980s, employing older two-page survey forms containing little useful information.

## Designated Resources

Twenty-nine properties within the city are included in the National Register of Historic Places, State Register of Historic Properties, and/or Fort Morgan City Register. Designation criteria for each register are shown in Tables 1 through 3 (above). Information on designated resources is consolidated and presented in Table 5. Somewhat surprisingly, the listed properties do not include any religious buildings, which are often the subject of early designation efforts.

**Table 5. Designated Resources within the City of Fort Morgan: Listed in Street Address Order**

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Fort Morgan High School (1925) Designed by William N. Bowman Company, Denver.	5MR976	300 Deuel St.	No	Yes
	Morgan County Courthouse and Jail (1936) Designed by Denver architect Eugene G. Groves.	5MR466	225 Ensign St.	Yes	No
	Fort Morgan City Hall (1908) Designed by Denver architects Willis A. Marean and Albert J. Norton.	5MR622	110 Main St.	Yes	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Warren Building (1926)	5MR461	113 Main St.	No	Yes
	Patterson Hardware Building (1909)	5MR461	117 Main St.	No	Yes
	Preston Block Building (1888)	5MR438	201-03 Main St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	American Boarding House Building (1898)	5MR454	206-08 Main St.	No	Yes
	Hill Building (1908)	5MR452	212 Main St.	No	Yes
	Clatworthy Post Office Building (1908)	5MR450	218 Main St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Grace Opera House (1903)	5MR432	223 Main St.	No	Yes
	Morgan County Bank Building (1907)	5MR431	225-31 Main St.	No	Yes
	First National Bank Building (1900)	5MR447	228-30 Main St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Farmers State Bank Building (1930) Designed by Denver architect Eugene G. Groves.	5MR411	300 Main St.	Yes	No
	Clatworthy Building (1925)	5MR423	301 Main St.	No	Yes
	Warren Building (1908)	5MR409	304 Main St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Otis Building (1898)	5MR422	305-07 Main St.	No	Yes
	Kinkle Building (1908)	5MR408	306 Main St.	No	Yes
	Farnsworth Building (1903)	5MR407	308-10 Main St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Cover Theatre Building (1907)	5MR406	314 Main St.	No	Yes
	Stapleton Drug Store (1903)	5MR405	316 Main St.	No	Yes
	Fort Morgan Power Plant (1923) George Cox, Fort Morgan City Superintendent, designed the building.	5MR615	1600 N. Main St.	Yes	No

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
A black and white photograph of the New Platte River Bridge, a long, multi-arched bridge with streetlights on poles along its length. The text 'NEW PLATTE RIVER BRIDGE FT. MORGAN IOWA' is visible at the bottom of the image.	Fort Morgan Bridge, Rainbow Arch Bridge (1923). Designed by the Marsh Engineering Company of Des Moines, Iowa.	5MR471	Old State Hwy. 52	Yes	No
A color photograph of a two-story red brick building with a white arched entrance. A sign on the building reads 'Benjamin Moore Fort Morgan Paint Bucket'.	Patterson Warehouse Building (1914)	5MR462	116 W. Railroad Ave.	No	Yes
A color photograph of a large, two-story yellow house with a prominent front porch and a gabled roof. The house is surrounded by a lawn and trees.	Sherman Street Historic District (1886-1926) Four-dwelling district (photograph is of 404 Sherman St.).	5MR476	404-508 Sherman St.	Yes	No

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Dulweber House (1909)	5MR982	718 Sherman St.	No	Yes
	Fort Morgan Post Office (1917) Office of the Supervising Architect (James A. Wetmore).	5MR469	300 State St.	Yes	No
	Fort Morgan Elks Lodge #1143 (1909)	N/A	430 State St.	No	Yes

Photograph	Resource Name and Year Built	State ID Number	Street Address	Type of Designation(s)	
				National and State	Local
	Colorado State Armory (1921) Designed by Denver architect John J. Huddart.	5MR1000	528 State St.	Yes	Yes
	Lincoln School (1909) Designed by Denver architect John J. Huddart.	5MR892	914 State St.	Yes	No

NOTE: Photographs in the table are from the National and State Register nominations, local landmark applications, historic postcards, or Google Street View images.

Fort Morgan contains one National Register historic district, eight properties individually listed in the National and State Registers, and twenty-two designated local landmarks. Two of the local landmarks are also listed in the National and State Registers: the Fort Morgan City Hall (5MR622) and Colorado State Armory (5MR1000).

*National Register Historic District.* The Sherman Street Historic District was listed in the National Register in 1987 for its architectural and historical significance. The 0.75-acre residential district is located northeast of the intersection of Sherman Street and E. Beaver Avenue and includes four properties, 404, 428, 440, and 508 Sherman Street (see Figure 5).

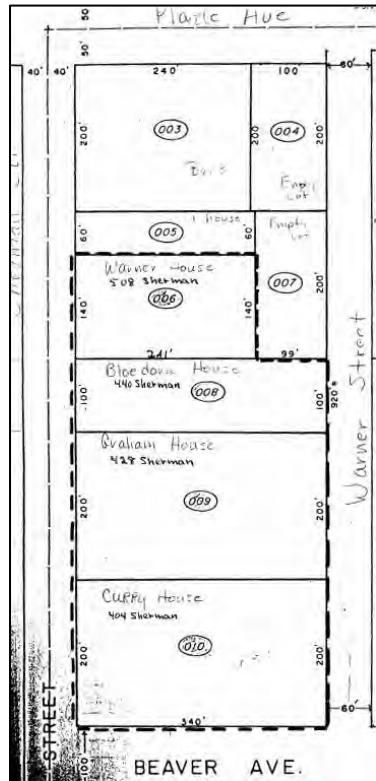


Figure 5. The four-property Sherman Street Historic Residential District, listed in 1987, is the only National Register district within Fort Morgan. The district boundary is indicated by the dashed line. North is to the top, Sherman Street to the left, and Beaver Avenue at the bottom. SOURCE: Lyn Deal, Sherman Street Historic Residential District, National Register of Historic Places nomination, NRIS.87001286, September 10, 1986, on file History Colorado, Denver, Colorado.

The dwellings were constructed between 1886 and 1926 by some of the city's early prominent business and civic leaders, as discussed by the nomination:

The large lot sizes make this area the most unique residential section in Fort Morgan. The district was part of the original 1883, 160 acre tree claim of George Warner who subdivided it into sites for residential development. Warner, a prominent Fort Morgan pioneer, real estate promoter and developer built the first house in the district in 1883 [sic, 1886?]. The district is significant for its associations with other prominent Fort Morgan residents, who chose to build and live in this area, such as: James P. Curry, important Fort Morgan businessman and banker; Ralph B. Graham, involved with the local and state livestock industry; and John Bloedorn, owner of Fort Morgan State Bank, the largest bank in northeast Colorado.<sup>12</sup>

<sup>12</sup> Lyn Deal, Sherman Street Historic Residential District, National Register of Historic Places nomination,

*Individual Resources Listed in the National and State Registers.* Any property listed in the National Register is automatically listed in the State Register of Historic Properties. Eight resources within Fort Morgan are individually listed in the National and State Registers, including six of the community's most significant public/governmental buildings: Fort Morgan City Hall (5MR622), Morgan County Courthouse and Jail (5MR466), Fort Morgan Power Plant (5MR615), Fort Morgan Post Office (5MR469), Colorado State Armory (5MR1000), and Lincoln School (5MR892). One commercial building, the Farmers State Bank (5MR411), is listed, as is the Rainbow Arch Bridge over Old State Highway 52 (5MR471). These listings were accomplished between 1985 and 2010. There are no resources within the city that are only listed in the State Register.

*Fort Morgan City Register.* Twenty properties are listed *only* in the Fort Morgan City Register of designated properties. These resources were designated between 2013 and 2021. In contrast to National Register listings in the city, eighteen of the local designations are commercial buildings in the downtown area. One public building is a local landmark, the 1925 Fort Morgan High School (5MR976). One social resource, the Fort Morgan Elks Lodge Number 1143 (no state identification number) is designated, as is one residential property, the Dulweber House (5MR982). Three local landmark applications are pending for the Fire Department building at 116 Main Street (5MR458) and two 1937 American LaFrance fire trucks.<sup>13</sup>

## **Limited Windshield Survey Results**

Following the completion of fieldwork and photography for the limited windshield survey, the fourteen subareas were assessed for priority for future survey work. The historic integrity of the subarea as a whole (or smaller geographic areas within the subarea) was evaluated using the approach described below:

*High Priority for Intensive Survey Work.* High priority areas have large concentrations of historic buildings with historic integrity, with few intrusions, and numerous architecturally significant and/or representative buildings. New construction and houses with large, visible additions are rare in these areas. The most common alterations might be replacement windows. These areas convey a cohesive quality that distinguishes them from other surrounding development.

*Moderate Priority for Intensive Survey Work.* Moderate areas have a concentration of historic buildings, but display a larger number of alterations and/or intrusions, more mixed construction eras, and often possess less architectural significance and/or fewer buildings representative of particular styles and eras of construction. In addition to window changes, such areas might contain houses with more nonhistoric siding, porch alterations, additions, garage enclosures, and examples of more recent construction.

*Low Priority for Intensive Survey Work:* Low priority areas contain predominantly historic buildings, but include a more varied mixture of historic and nonhistoric buildings, and/or extremely altered historic buildings. Houses in such areas may be remodeled beyond their historic character, with alterations including fenestration changes, porch removal

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NRIS.87001286, September 10, 1986, on file History Colorado, Denver, Colorado.

<sup>13</sup> City of Fort Morgan, Historic Preservation Board, Agenda, April 13, 2023.

or redesign, roof modifications, additions, garage enclosures, and nonhistoric siding. Some of the individual historic buildings in such areas may merit intensive survey, but examination of the area as a whole would not be a high priority.

### ***Subarea Discussion***

The results of the windshield survey for the subareas are shown in Table 6, which provides summary statistics for each. The only subarea for which we recommended survey of the entire area was the Spanish Colony, which is small in area and is associated with one historical theme, i.e., Latino housing for Great Western sugar beet workers. We did not evaluate any other subarea as a candidate for comprehensive examination of its entire area. Eight subareas, however, contained geographic areas of varying sizes which were evaluated as appropriate for some type of survey (intensive, reconnaissance, or a mix). This was a challenging analysis. Some subareas (such as Thompson's) exhibited early construction and contained homes associated with persons influential in community history but exhibited substantial alterations to building fabric. In these cases, significant individual resources would be best recorded as part of a selective individual survey, rather than a comprehensive survey of the subarea.

The subareas generally exhibited a wide range of construction eras and architectural styles and building forms. This appears to result from early platting of additions that did not build out within a short period of time. This is reflected in Table 6 by the wide range in year of construction and large standard deviations, indicating wider distribution around a subarea's average year built. In-fill construction continued in the city's late nineteenth and early twentieth century subdivisions for several decades. This piecemeal development helps explain the mixed nature of many of the city's residential areas.

The residential areas also display a relatively high degree of exterior alterations as a result of changing materials, technologies, and lifestyles. Typical alterations include application of new siding, stuccoing, porch changes, and window and door replacement. Based on assessor information, nearly 80 percent of residences in the city are of frame construction. Frame dwellings are generally easier to alter in the ways noted above than masonry residences. These types of changes impact the overall historic integrity of areas and decreases the likelihood for finding potential historic districts or justifying contiguous survey of geographic areas.

### ***Individual Properties Discussion***

While the focus of the limited windshield survey was identifying *areas* for future survey, we did take note of selected individual buildings throughout the city (outside of the area of the 1981 Main Street commercial survey) that might be good candidates for inclusion in a selected intensive survey (see Table 7). These are properties that may be significant for their historical associations or as examples of recognized architectural styles, building forms, or historical uses and which appear to retain historic integrity. They likely possess higher potential for eligibility to the National, State, and/or local registers, provided the intensive survey demonstrates historical significance and historic integrity. Table 7 should not be taken to be a comprehensive listing of all potential properties appropriate for a scattered intensive survey, and the City and HPB should consider inclusion of other properties with important local historical associations.

In undertaking such a project, one might select resources from Table 7 and assemble a survey list of those considered most historically or architecturally significant, regardless of building type. Another approach is to select resources representing a particular theme, such as a specific use, building material, architectural style or building form, or construction era. One example of this type of survey is the proposed survey of churches discussed below. Other types of thematic surveys might be non-residential resources (public, commercial, industrial, and other properties) located outside of the downtown area. Table 7 is color-coded to indicate different types of properties by use. Dwellings by construction era might comprise another type of thematic survey, for example, residences possessing historic integrity erected prior to 1900 or from 1900 through 1939. Riverside Cemetery may be large enough in size and complexity to be the subject of a separate grant. This type of approach would permit the City to undertake projects that would be more manageable in terms of scope and budget, breaking the effort over a number of grant application cycles.

**Table 6**  
**Evaluation of Identified Subareas**

Name	Contains Possible Geographic Survey Area	Acres	Number of Parcels	Year Built		
				Range	Average	Standard Deviation
G.R. Baker's	Yes	125.4	208	1890-2019	1928	26
Fulton Heights	No	93.8	163	1900-2004	1935	22
Greenacres	No	142.2	207	1899-2019	1960	22
Murchy's	Yes	71.9	142	1898-2007	1960	9
North Side	No	127.4	178	1888-2007	1943	22
Old Fort/Park East	Yes	174.0	302	1889-2015	1946	23
Old Fort/Park West	Yes	127.9	223	1896-2014	1933	27
Original Town-East	Yes	130.0	176	1882-2020	1928	31
Original Town-West	No	138.4	191	1888-2018	1923	29
Park Lane	Yes	138.9	156	1954-2000	1961	7
Riverside	Yes	128.8	235	1886-2021	1931	27
Sherman Park	Yes	99.7	162	1955-2013	1966	11
Spanish Colony	Yes	17.4	25	1917-2002	1937	24
Thompson's	No	115.7	184	1918-2017	1951	21

NOTE: The information presented was calculated from the GIS for parcels with attribute data from the assessor database. The Spanish Colony data was manually calculated since it is located in unincorporated Morgan County and was not included in the data received from the assessor. The standard deviation is expressed in years. It measures how concentrated the data are around the average; the more concentrated the development timespan, the smaller the standard deviation.

**Table 7. Potential Individual Resources for Inclusion in Selective Intensive Surveys**

NOTE: Survey Area abbreviations are as follows: BAK, Baker's Addition; FUL, Fulton Heights; GAC, Greenacres; MUR, Murchy's; NOR, North Side; OFE, Old Fort/Park East; OFW, Old Fort/Park West; OTE, Original Town East; OTW, Original Town West; PLN, Park Lane; PER, periphery of city, mostly south of railroad tracks; RIV, Riverside; SHP, Sherman Park; SPCC, Spanish Colony, and THO, Thompson's.

RESOURCE CATEGORIES: Resources are shaded based on historical uses (key below). Unshaded records are single-family residential in character.



Street Address				Survey Area	Notes
1006	E	6th	Ave	GAC	CenturyLink warehouse; red brick and raised parapet; arch roof
1106	E	6th	Ave	GAC	Roediger House. Moved and resided with greenish brick. Later a hospice
221	W	7th	Ave	RIV	Church of the Nazarene. 1-story red brick, side gable roof corner church
318	W	7th	Ave	RIV	Immanuel Evangelical Church. Modern corner church, red brick walls, roof spire
917	W	7th	Ave	PLN	St. Helena Catholic Church. Orange brick walls and square tower.
505	E	8th	Ave	OFE	Saint Charles Episcopal Church. Modern. Steeply pitched roof; bricks laid vertically
601	W	8th	Ave	NOR	Riverside Cemetery
105	W	9th	Ave	RIV	Medical office building (Contemporary)
316		Aurora	St	FUL	Bungalow (frame), orig. siding and windows
400		Aurora	St	FUL	English/Norman Cottage, stucco and original windows
624		Aurora	St	PLN	1 1/2-story red brick house with attached garage and original casement windows
713		Aurora	St	PLN	Hipped roof, 1-story Minimal Traditional, blonde brick walls with contrasting red brick foundation and window sills. Some windows replaced
808		Aurora	St	PLN	Large, 1-story blonde brick Ranch with contrasting window sills, set at angle to streets. Windows replaced
303-19	E	Beaver	Ave	OTE	Complex of 1-story, clipped side-gable roof buildings with stucco walls and multi/1-light wood windows.
311-15	E	Beaver	Ave	OTE	1-story, clipped side gable roof duplex, with stucco walls and multi/1-light windows (part of corner complex).

Street Address				Survey Area	Notes
325	E	Beaver	Ave	OTE	Edwards House (The Castle). 2 1/2-story Queen Anne-style house with wood shingled walls and 3-story round corner tower with conical roof
530	E	Beaver	Ave	THO	1-story, hipped roof brick (tan above sill line and brown below), hipped roof entrance flanked by brick piers, multi/1-light wood windows
109	W	Beaver	Ave	OTW	1-story flat roof, multi-unit Modern commercial building with orange brick walls, overhanging roof with canted brick supports
211	W	Beaver	Ave	OTW	Berean Bible Church. 1-story, Gothic Revival, red brick corner church with crenelated tower and stained glass windows.
227	W	Beaver	Ave	OTW	Dutch Colonial Revival-style, 1 1/2-story house with tan brick walls and shingled gambrel faces, porch with columns resting on brick balustrade, original windows
320		Belmont	Pl	MUR	Side gable roof brick Ranch
225	W	Bijou	Ave	OTW	First Christian Church. L-shaped, 1-story brick corner church with square tower.
117	E	Bijou	Ave	OTE	United Methodist Church. Old and newer parts. Tan brick
		Century	Ave	PER	Morgan Saddle Club. Outside city limit. Frame with monitor roof, drop siding walls
336		Cherry	St	MUR	Church of Jesus Christ of Latter Day Saints
18092		County Rd 17.5		SPC	1-story side gable roof house with stuccoed walls and open porch
18221		County Rd 17.5		SPC	Clavis Club. 1-story, flat roof building with ribbed metal walls and slanted side walls
18115		County Rd 17.6		SPC	Former church (Spanish Assembly of God). 1-story, L-shaped building with wide horizontal siding
212		Deuel	St	OTW	Edwardian, 1 1/2-story frame house, semi-octagonal turret, with lap siding, porch with classical columns
415		Deuel	St	BAK	1 1/2-story frame; narrow lap siding, dormers, classical columns
431		Deuel	St	BAK	1 1/2-story frame; narrow lap siding, dormer, wraparound porch with classical columns
518		Deuel	St	OTW	1 1/2-story gambrel roof frame dwelling with lap siding, decorative shingles on gambrel face, and original windows. Door replaced and porch likely removed
721		Deuel	St	NOR	Grant Public School (formerly); now duplex. Brick; some windows bricked in and windows replaced

Street Address				Survey Area	Notes
113		Ensign	St	OTW	Erker Grain. Poured, reinforced concrete grain silos
419		Ensign	St	OTW	Foursquare-style, 2-story frame house with narrow lap siding, dormer, and porch with classical columns. Original windows, door replaced
431		Ensign	St	OTW	1-story, side gable roof house with tan brick walls and dark foundation brick foundation, flat roof porch with elliptical arch opening
505		Ensign	St	OTW	Patterson House. 2-story frame Edwardian-style house with overhanging, flared eaves and narrow lap siding (under renovation)
627		Ensign	St	RIV	Shepherd of the Plains Evangelical Lutheran Church. 1-story frame with Gothic windows, square bell tower and ornamental concrete block foundation. Reclad
730		Ensign	St	RIV	Christ Congregational Church. 2-story frame church with corner tower and concrete foundation. Reclad and replacement windows.
731		Ensign	St	RIV	Bungalow, 1-story frame house with narrow lap siding, shingled gable faces, knee braces, enclosed porch, and original windows
1019-31		Ensign	St	RIV	West side of Ensign. 6 pyramidal roof frame houses. Possible sugar beet worker housing
308		Euclid	St	FUL	English/Norman Cottage, stucco, tapered chimney
311		Euclid	St	FUL	Craftsman; 1 1/2-story frame; unusual porch
717		Euclid	St	PLN	Minimal Traditional house, side gable roof with attached garage, original windows
300	E	Fremont	Ave	OFW	1-story, orange brick Modern apartment building. Section of Roman brick and most original steel casement windows
615		Gateway	Ave	SHP	1-story hipped roof Minimal Traditional with brick walls and original windows
231		Grant	St	THO	1-story house with narrow lap siding and gable roof porch with shingled gable face and paired square porch supports, decorative window surrounds, original windows. Possible porch alterations
302		Grant	St	THO	1 1/2-story frame house with hipped roof, narrow lap siding, porch with classical columns and spindle balustrade. Windows replaced.
319		Grant	St	THO	Classic Cottage, hipped roof, tan brick walls, transom windows with stained glass, porch columns

Street Address				Survey Area	Notes
422		Grant	St	THO	1 1/2-story house with ornamental concrete block foundation, brick walls, segmental arch windows, shingled front gable face with tripartite window, porch with classical columns
429		Grant	St	THO	2 1/2-story hipped roof frame house with narrow lap siding, dormers, enclosed wraparound porch with classical columns, ornamental concrete block or stone foundation, original windows
502		Grant	St	THO	Craftsman-style frame house. Side gable roof, 1 1/2-story, narrow lap siding, some original multi/1-light wood windows, dormer with knee braces. First story front windows replaced and some porch alterations
626		Grant	St	OFE	Driftwood Apartments. 2-story red brick with sunscreen concrete blocks; decorative 2nd-story railing
700		Grant	St	OFE	1-story frame, cross gable roof, enclosed porch, narrow lap siding
707		Grant	St	OFE	1-story frame, drop siding, shingled gabled face with pointed arch cutout, porch with classical columns
902		Grant	St	OFE	Bungalow, 1-story, narrow lap siding, shingled gable faces
1016		Grant	St	OFE	Minimal Traditional, 1-story, blonde brick, original windows
422		Hickory	St	SHP	1-story frame Contemporary house with breezeway carport, vertical siding and clerestory windows. Some windows replaced
307	E	Kiowa	Ave	OTE	St. Paul Episcopal Church Parish House. Tan brick walls, double gabled bays, elliptical arch entrance and windows.
311	E	Kiowa	Ave	OTE	1 1/2-story duplex with lap siding and decoratively shingled gable faces. Leaded glass transom window
400	W	Kiowa	Ave	BAK	Kioan [sic] Apartments; Modern, 2-story and garden level, blonde brick
120		Kiowa	Ave	OTE	Bank of the West (First National Bank). Brick and stone Modern bank
129		Kiowa	Ave	OTE	Wells Fargo Bank (Farmers State Bank). Formalist-style bank.
215		Kiowa	Ave	OTE	Four-unit, 1-story commercial building with tan block walls and flat roof
216		Kiowa	Ave	OTE	2-story brick building with curvilinear parapet. Former laundry. Some window alterations

Street Address			Survey Area	Notes	
323		Lake	St	OTE	2-story frame house with narrow lap siding and decorative shingles on gable face. Porch likely altered.
400		Lake	St	THO	2-story frame Edwardian-style house with narrow lap siding and hipped roof porch with classical columns and corner entrance. Windows replaced
411		Lake	St	OTE	1-story, hipped roof house with lap siding and hipped roof porch
727		Lake	St	OFW	2-story hipped roof red brick house. Wraparound porch with classical columns
1121		Lake	St	OFW	1-story frame, narrow lap siding, intact porch with shingled, tapered porch supports. Windows possibly replaced
231		Lincoln	St	THO	Atchinson House. 1 1/2-story Edwardian-style house with brick walls. Stuccoed gable faces and dormers (originally shingled).
405		Lincoln	St	THO	1 1/2-story Craftsman house with side gable roof, painted brick walls, gabled dormer, gabled hoods with large knee braces, several original windows, elliptical windows
412		Lincoln	St	THO	1 1/2-story frame house with narrow lap siding on walls and wood shingles on gable face, hipped roof porch with classical columns. Windows and door replaced
503		Lincoln	St	THO	J.B. Farnsworth House. 1 1/2-story, cross gambrel roof, Dutch Colonial Revival-style house. Stuccoed walls and gable faces.
530		Lincoln	St	THO	Jacox House. 1-story house with flat roof, stuccoed walls, stepped parapet, shed hoods, elliptical arch entrance with classical columns, two sets of multi-light doors. Sunroom to south.
617		Lincoln	St	OFE	Roediger Mansion. 2 1/2-story brick, side gable roof. On large grounds
701		Lincoln	St	OFE	2-story ornamental concrete block house. Some window alterations/replacements.
826		Lincoln	St	OFE	Minimal Tradition, 1-story, frame, multi-light wood windows, lap siding
930		Lincoln	St	OFE	Bungalow. 1-story frame, clipped cross gable roof, narrow lap siding, braces, wood windows
206	S	Main	St	PER	2-story house with tan brick walls and decoratively shingled gable face, porch with classical columns. Windows replaced
116		Main	St	OTE	1-story brick seven-bay fire station addition
414		Main	St	OTE	Fort Morgan Library and Museum. Stucco walls. Encompasses and expands 1915 Carnegie Library

Street Address			Survey Area	Notes	
203		Maple	St	BAK	Frame barn on alley; 1 1/2-story, drop siding, 2/2 wood window
231		Maple	St	BAK	Vernacular frame; original siding and windows
401		Maple	St	BAK	Queen Anne, 1 1/2-story frame; windows replaced and decorative vergeboard added
402		Maple	St	BAK	Classical Cottage; frame, wraparound porch with classical columns, decorative shingles on gable face, original siding
405		Maple	St	BAK	Bungalow, 1 1/2-story, lap siding, gable porch with half-timbering and decorative supports
409		Maple	St	BAK	Vernacular side-gable roof frame with gabled porch; knee braces
430		Maple	St	BAK	Bungalow; brick with hipped roof, overhanging eaves, and stuccoed gable face
509		Maple	St	BAK	Frame, 2-story, narrow lap siding, decorative shingles on gable face, porch with classical columns; large window replaced on porch
513		Maple	St	BAK	Frame, 1 1/2-story, narrow lap siding, decorative shingles on gable face, porch with classical columns
627		Maple	St	NOR	Classic Cottage. 1 1/2-story frame, clapboards, porch with classical columns
1032		Maple	St	NOR	Late Victorian, 1 1/2-story frame house with lap siding and decorative shingles on gable face
115		Meeker	St	OTW	Work House. 2-story Late Victorian house. Resided and replacement windows.
313		Meeker	St	OTW	Mission Revival-style, 1-story building with stucco walls and wall piers. Carpenter shop on 1931 Sanborn
330		Meeker	St	OTW	2-story, hipped roof frame house with flared eaves, narrow lap siding, and porches with classical columns. Concrete pedestrian ramp added
331		Meeker	St	OTW	1 1/2-story English/Norman Cottage with stuccoed walls. Windows replaced
519		Meeker	St	OTW	1 1/2-story Craftsman-style house with narrow lap siding walls, shingled gable face, clipped gable roof, and porch with brick piers and tapered wood supports. Windows replaced
521		Meeker	St	OTW	1-story English/Norman Cottage with cement asbestos shingle wall cladding, asymmetrical entrance bay, original windows
700		Meeker	St	RIV	Lighthouse SDA Christian School (former Seventh Day Adventist Church). 1-story variegated brick church.

Street Address				Survey Area	Notes
730		Meeker	St	RIV	1-story, front gable roof frame house with overhanging eaves, knee braces, drop siding walls, and hipped roof porch with tapered wood supports
712		Park	St	PLN	1-story Contemporary house with blonde brick and red sandstone walls, breezeway, and attached garage
805		Park	St	PLN	Modern 1-story, flat roof corner house with attached garage and concrete block sunscreen
321	E	Platte	Ave	OFE	Foursquare. 2-story tan brick with dormers and wraparound porch with brick piers and balustrade. Basement entrance added to front. Now in commercial use
801	E	Platte	Ave	GAC	Moderne style tan brick commercial building with rounded corner entrance and flat hood (former grocery?)
817	E	Platte	Ave	GAC	Deluxe Motel. L-shaped motel (roadside history)
407	W	Platte	Ave	NOR	Bungalow. 1-story frame; clapboard siding
1010	W	Platte	Ave	FUL	Contemporary; former car dealership; glass and stone
1100	W	Platte	Ave	FUL	Lutheran Church of the Redeemer; postwar
309		Prospect	St	OTE	2-story frame house with narrow lap siding and porch with classical columns
428		Prospect	St	OTE	Large two-story Foursquare/Edwardian house with hipped roof, narrow lap siding, wraparound porch with classical columns and pedimented corner entrance. Window replacements.
516		Prospect	St	OTE	Bungalow. 1-story, contrasting brick walls, clipped gable roof porch with stucco and half-timbered gable face, original windows
616		Prospect	St	OFW	1-story, 3-unit brick terrace; hipped roof porches with classical columns
619		Prospect	St	OFW	Bungalow. 1-story, overhanging eaves, clapboard siding, brick porch piers with tapered wood columns
625		Prospect	St	OFW	English/Norman Cottage. 1-story, stuccoed walls, arched entrance, tall chimney, multilight/1 windows
630		Prospect	St	OFW	1-story stuccoed duplex with arched entrances
631		Prospect	St	OFW	Bungalow. 1-story, overhanging eaves, narrow lap siding, shingled gable faces, and porch with brick piers and tapered wood columns. Possible replacement windows

Street Address				Survey Area	Notes
702		Prospect	St	OFW	Bungalow. 1-story, overhanging eaves, narrow lap siding, shingled gable faces, and porch with brick piers and tapered wood columns. Replacement windows
711		Prospect	St	OFW	Bungalow. 1-story, overhanging eaves, narrow lap siding, shingled gable faces, and porch with brick piers and tapered wood columns. Possible replacement windows
801		Prospect	St	OFW	Frame 1-story with lap siding, dormer, and wraparound porch with rounded corner and classical columns.
400-02		Prospect	St	OTE	1-story duplex with clipped side-gable roof and stucco walls. Multi/1-light wood windows. Part of complex
300	E	Railroad	Ave	OTE	Gold Crown Lanes. Bowling alley. Arched roof. Concrete block and brick walls
519	W	Railroad	Ave	BAK	Farnsworth House. Lyn Deal says this is City's first house. Moved, originally at southwest corner of Main Street and West Railroad Avenue. Windows replaced.
319	E	Riverview	Ave	OFW	Bungalow. 1-story, overhanging eaves and exposed rafter ends, pebble dash stucco walls, original wood multi/1-light windows
401	E	Riverview	Ave	OFW	1 1/2-story frame house. Walls clad with wide asbestos cement shingles. Possible original wood shingles.
709	E	Riverview	Ave	OFE	Fort Morgan High School. Wheeler and Lewis, architects
100	S	Sherman	St	MUR	Late Victorian, 2 1/2-story frame with 2-story beveled bay
407		Sherman	St	THO	Ivo Dyer house, a nurse, who used house as maternity home. 2-story altered Foursquare house
411		Sherman	St	THO	Former barn on alley, associated with early agriculture in the city
431		Sherman	St	THO	2-story, hipped roof, red brick house with arched entrance and original multi-light wood windows
800		Sherman	St	GAC	Immanuel Church (Young Disciples). Formerly Trinity Lutheran
831		Simpson	St	OFE	Minimal Traditional. 1-story, original steel casement windows and possibly original wall and gable face cladding
		Southridge	Rd	SHP	Jaycee Park

Street Address				Survey Area	Notes
121		State	St	OTE	Fort Morgan city support building. Orange brick walls, arched roof
131		State	St	OTE	Fort Morgan city support building. Orange brick walls, arched roof
216		State	St	OTE	1-story commercial building with painted brick walls, plate glass windows, and stepped parapet
310		State	St	OTE	U-shaped 1- and 2-story, red brick, apartment complex. Johnson's Terrace on 1931 Sanborn map
330		State	St	OTE	Christ's Church (former First Presbyterian). Red brick cross gable roof corner church with large round arch stained glass windows
410		State	St	OTE	CenturyLink . Orange brick 1- and 2-story flat roof building
504		State	St	OTE	1 1/2-story side gable roof house with two gables flanking a hipped roof dormer, full-width porch with columns, narrow lap siding. Windows replaced.
510		State	St	OTE	Craftsman/Bungalow house with wood shingled walls, ornamental concrete block foundation, cobblestone porch piers, window replacements
620		State	St	OFW	1 1/2-story brick house with two gables with stucco and half-timbered gable faces, retains most original wood windows (some boarded up)
630		State	St	OFW	Large example of 1 1/2-story English/Norman Cottage, with round arch entrance and multi-light wood windows
709		State	St	OFW	Bungalow. 1-story with overhanging eaves, clapboard siding, pebble dash stucco gable face
719		State	St	OFW	Bungalow. 1-story (?) with overhanging eaves, clapboard walls, shingled gable faces, porch with brick piers and tapered wood supports
1100		State	St	OFW	Former community hospital and sugar beet worker dormitory. 2-story, hipped roof with overhanging eaves, red brick walls. Windows replaced.
1126		State	St	OFW	Cavalry Baptist Church. Modern red brick church with prow roof
727		Walnut	St	NOR	Ornamental concrete block. 1 1/2-story, decorative shingles on gable face. Porch columns replaced.
823		Walnut	St	NOR	Ranch. Large, tan brick (section of stacked brick), picture window
708		Warner	St	GAC	Iglesia Pentecostal Unida Latinoamericana. Church with Latino ethnic heritage association

Street Address				Survey Area	Notes
717		Warner	St	GAC	Contemporary frame and brick house with shed roof
200	S	West	St	PER	Legion Park. May be historic elements remaining
215		West	St	FUL	Vernacular frame; narrow lap siding; windows replaced
307		West	St	FUL	Minimal Traditional (brick); hipped roof.
806		West	St	NOR	Community Church of Christ. 1-story, side gable roof, stacked windows
815		West	St	PLN	Columbine Elementary School. 1-story International-style school with later additions.

## Recommended Future Survey Projects

Using the results of the limited windshield survey, the discussion of previous survey work and designations, and the historic overview of the community, we developed recommendations for future survey work. The suggestions included surveys of contiguous geographic areas or scattered selective surveys of individual resources throughout the community.

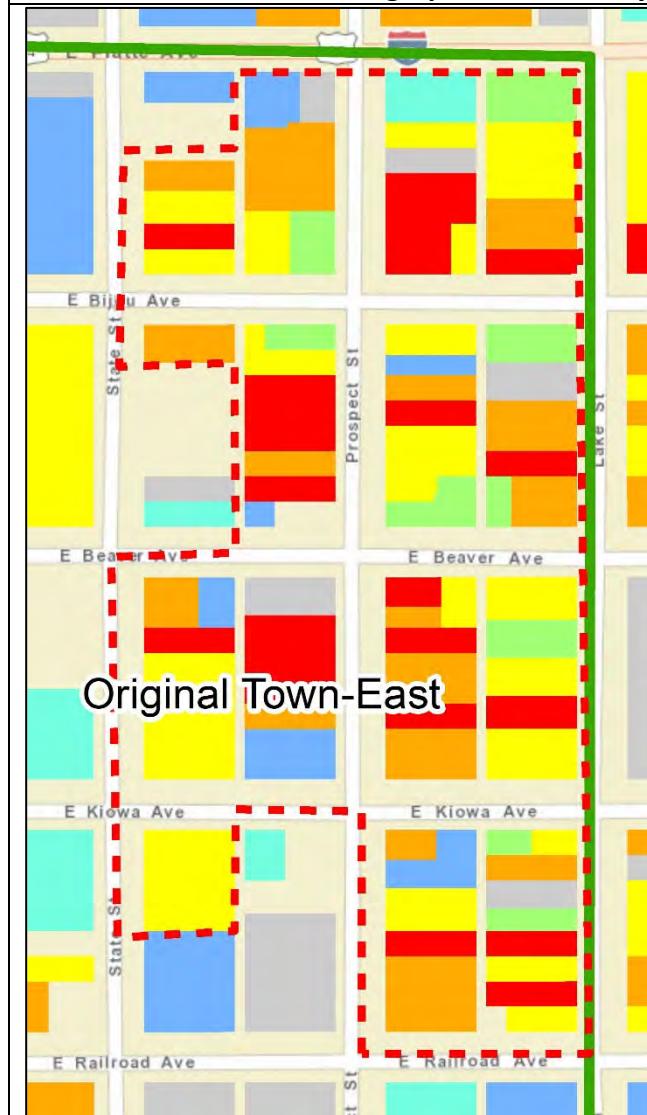
Depending on the nature of the area, a mix of intensive survey forms (form 1403) and/or reconnaissance survey forms (form 1417) are recommended for the geographic area surveys. History Colorado has sometimes recommended following a 90 percent reconnaissance (Form 1417)/10 percent intensive (Form 1403) blend of survey forms but is flexible on the proportions depending on circumstances. We recommended somewhat different proportions for some areas depending on the characteristics of the area. Intensive survey forms are more costly to complete, but sometimes a higher ratio of intensive survey forms is needed to better understand construction trends, the backgrounds of residents who lived in the surveyed areas, and historical associations.

Table 8 lists the recommended survey projects. The following pages describe the proposed projects in more detail and include a map of each survey area boundary.

**Table 8**  
**Prioritization of Recommended Survey Projects**

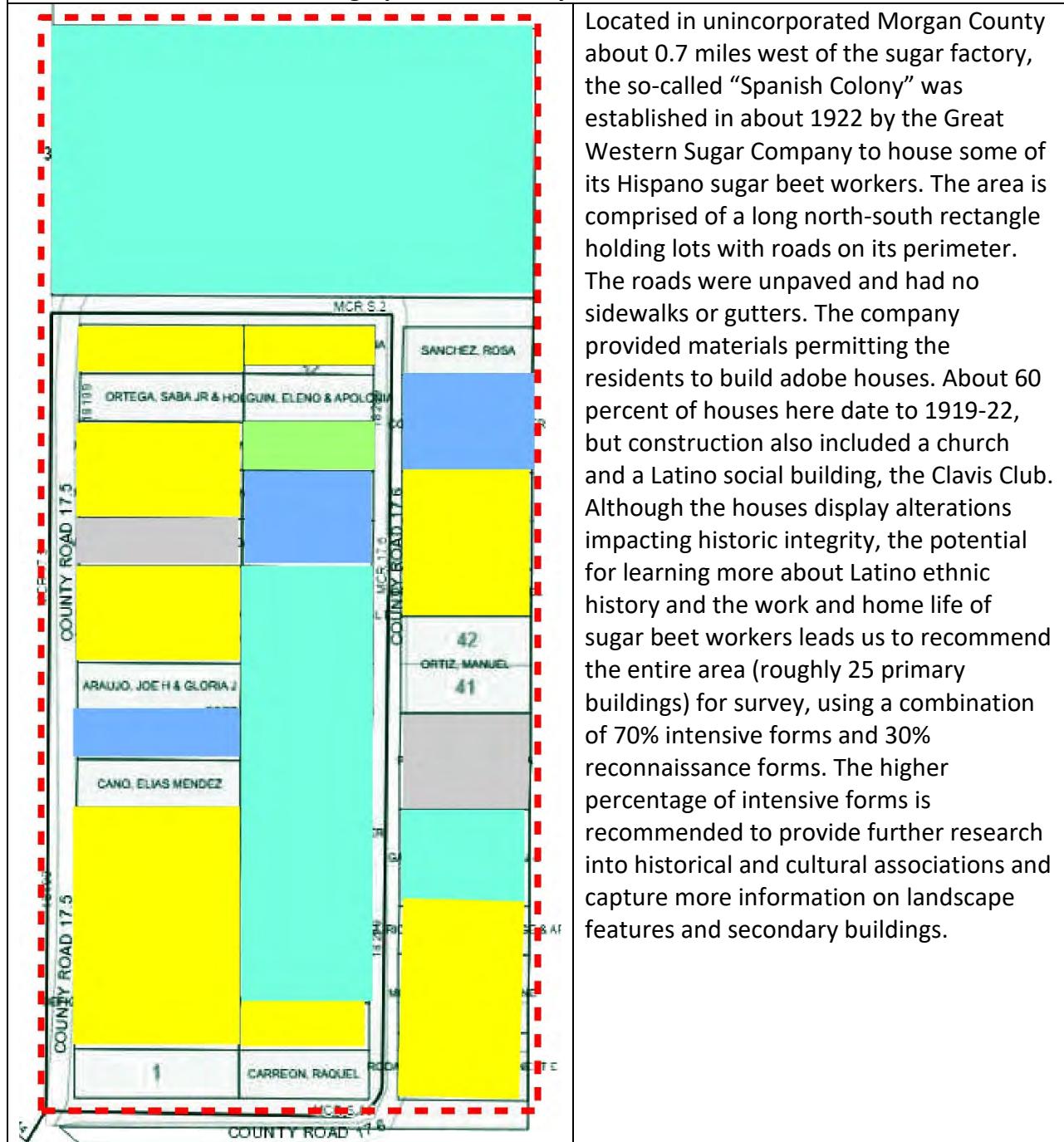
<b>Project Description</b>	<b>Priority</b>
A. Old Town-East: Geographic Area Survey of the Residential Area	High
B. Spanish Colony: Geographic Area Survey of the Entire Area	High
C. Selective Intensive Survey of Individual Properties Located Throughout the City (Chosen Selected Theme)	High
D. Thematic Selective Intensive Survey of Churches Located Throughout the City	High
E. Old Fort/Park East Geographic Area Survey of the East Platte Avenue and Lincoln and Grant Streets Vicinity	Moderate
F. Old Fort/Park West Geographic Area Survey: East 6th Avenue and State Street Vicinity	Moderate
G. Riverside Geographic Area Survey: Ensign to Meeker Streets and West Riverside to West 9th Avenue	Moderate
H. Park Lane Geographic Area Survey: Older Area of the Subdivision	Moderate
I. Baker's Addition Geographic Area Survey: 400-500 Blocks of Maple Street	Moderate
J. Downtown Main Street and Cross-Streets Geographic Area Survey: Resurvey of the 1981 Project	Moderate
K. Murchy's Addition Geographic Survey: Reconnaissance of Older Part	Low
L. Sherman Park Addition Geographic Survey: Reconnaissance of Older Part	Low

**High Priority: A, Old Town-East:**  
**Geographic Area Survey of the Residential Area**



An 80% reconnaissance/20% intensive survey is recommended for the eastern part of the Old Town-East subarea, which contains approximately 104 parcels. The survey will document a clustering of the oldest (pre-1900) single-family residences in the city. The entire area between State and Lake Streets and East Platte and East Railroad Avenues (with the exception of the southwest block and a few faceblocks on the east side of State Street) is recommended as a potential survey area. The survey will help to more fully illuminate a broader cross-section of the city's early residents and the varying architectural styles employed.

**High Priority: B, Spanish Colony:  
Geographic Area Survey of the Entire Area**



**High Priority: C, Selective Intensive Survey of Individual Properties Located Throughout the City (Selected Thematic Survey)**

Table 7 presents a list of 151 selected properties that we noted during the limited windshield survey that appeared to retain historic integrity and which were representative of a wide range of uses, building types, construction periods, and architectural styles. The resources are shaded based on historical uses, which can provide the basis for thematic surveys, which were discussed earlier. Twenty-five nonreligious properties should be selected for intensive survey using Architectural Inventory forms (Form 1403); churches are separately addressed in recommendation D. This survey may identify eligible properties and provide a basis for nominations. The table is not comprehensive and other intact properties doubtless exist which might be good candidates for intensive survey as part of a theme. The selection should reflect a mix of architectural styles/building forms, geography, and year of construction. If a suggested individual property is located within a recommended geographical area for survey, it would most appropriately be surveyed as part of that project.



930 Lincoln Street



400 West Kiowa Avenue



801 East Platte Avenue



325 East Beaver Street

### **High Priority: D, Thematic Selective Intensive Survey of Churches Located Throughout the City**

Fort Morgan includes a remarkable number of churches throughout the city, which exhibit varying dates of construction, represent different denominations, and a range of architectural styles. They are sufficiently notable that a separate thematic survey is suggested, especially since no religious buildings in the city are presently listed in the National, State, or City Registers. Nineteen churches were identified in Table 7, and several others, including more post-World War II examples, also exist. Intensive survey of twenty-five church buildings using Architectural Inventory forms (Form 1403) may identify eligible properties and provide a basis for nominations. The surveyed buildings should be selected to include buildings representative of the wide range of churches within the city in terms of geographical distribution, age, styles, and denomination.



505 East 8<sup>th</sup> Avenue



330 State Street



917 West 7<sup>th</sup> Avenue



627 Ensign Street

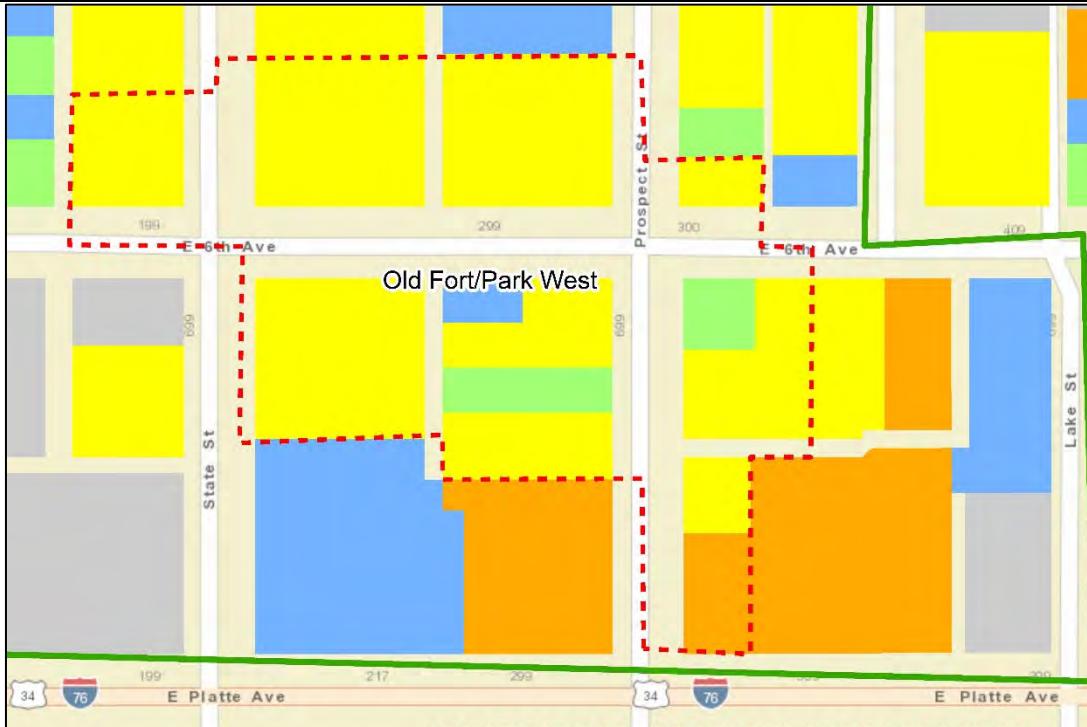
### **Moderate Priority: E, Old Fort/Park East Geographic Area Survey of the East Platte Avenue and Lincoln and Grant Streets Vicinity**

A small cohesive residential survey area of about 11 properties was identified along East Platte Avenue from Grant Street west to Lincoln Street, including the Roediger Mansion at 617 Lincoln Street. A 80% Reconnaissance/20% Intensive ratio of survey forms is recommended.



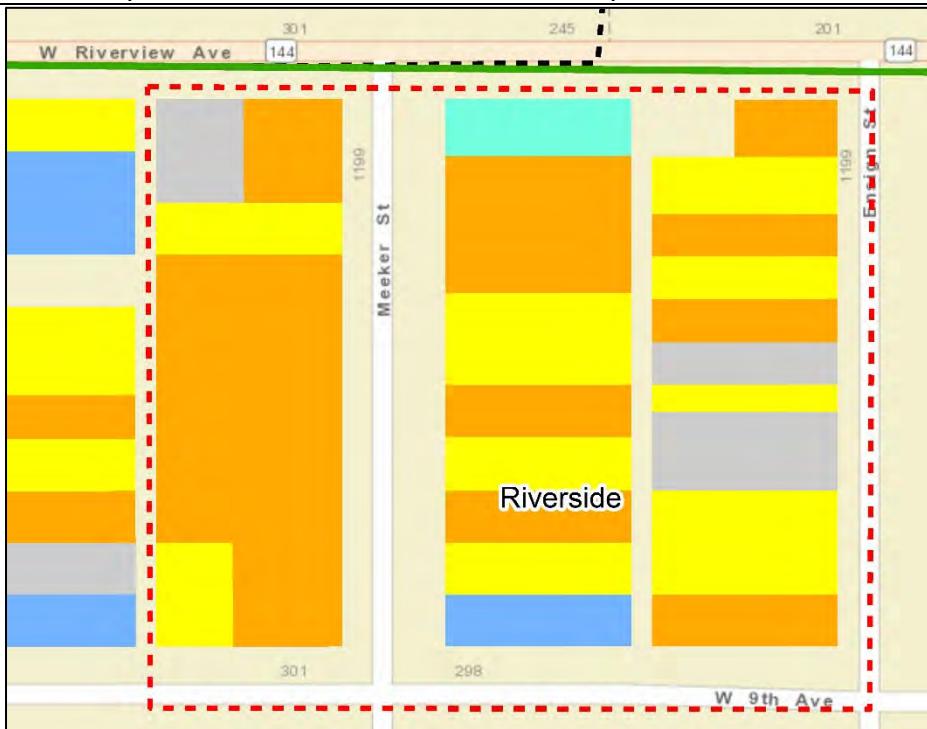
**Moderate Priority: F, Old Fort/Park West Geographic Area Survey:  
East 6th Avenue and State Street Vicinity**

A small cohesive residential area of roughly 25 properties was identified along Prospect Street, East 6<sup>th</sup> Avenue, and State Street for survey, with a mix of 80% reconnaissance and 20% intensive forms.



**Moderate Priority: G, Riverside Geographic Area Survey:  
Ensign to Meeker Streets and West Riverside to West 9th Avenue**

This area immediately south of the Great Western beet sugar factory may have been an early area of settlement for Germans from Russia working at the facility. The 1000 block of Ensign Street holds several one-story frame houses with pyramidal roofs similar to dwellings elsewhere identified as housing sugar beet workers. An area containing about 35 properties between Ensign and Meeker Streets and West Riverside to West 9<sup>th</sup> Avenue tentatively is recommended for survey to explore these historical associations. A 85% Reconnaissance/15% Intensive ratio of survey forms is recommended. Additional 1910 census research and the input of local historians may refine or refocus the ultimate survey area.

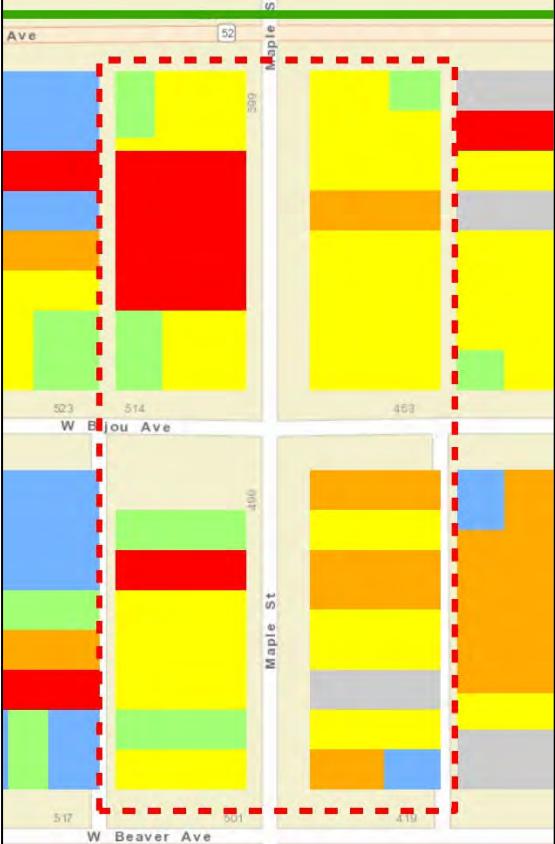


**Moderate Priority: H, Park Lane Geographic Area Survey:  
Older Area of the Subdivision**

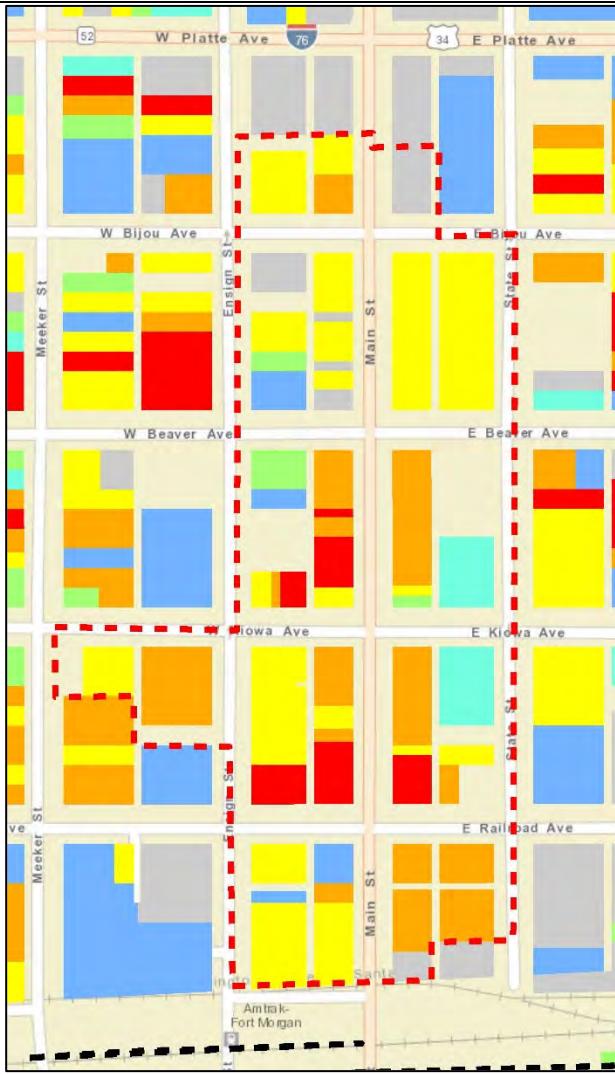


A cohesive area holding the older (1946-59) houses of this 1952 subdivision is recommended for survey, as well as the adjacent St. Helena Catholic Church and Centennial Elementary School. Approximately 85 properties are located in the survey area. Recordation of 90 percent of the properties on reconnaissance forms and 10 percent on intensive forms is recommended.

**Moderate Priority: I, Baker's Addition Geographic Area Survey:  
400-500 Blocks of Maple Street**

	<p>The 400 and 500 blocks of Maple Street appear to comprise a cohesive area for survey. The area contains roughly 35 parcels and a 85% Reconnaissance/15% Intensive ratio of survey forms is recommended.</p>
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### Moderate Priority: J, Downtown Main Street and Cross-Streets: Geographic Area Survey-Resurvey of the 1981 Project



This resurvey of the downtown core of Fort Morgan would examine the properties included in the 1981 survey undertaken by Clayton Fraser. The proposed survey area holds roughly 101 properties. Given the number and significance of the buildings, this would likely be a major, expensive undertaking, although it is possible that the work could be staged. For example, the areas east and west of Main Street could be examined in separate projects. History Colorado recommends a resurvey if the previous one is at least ten years old; in this case forty-two years have elapsed. Asked for input, History Colorado Survey Specialist Jenny Deichman explained: "If the previous survey data was intensive and high quality, the 1417 forms can be utilized. For older surveys such as the downtown buildings, I think a higher number of 1403s would be useful." The intensive survey forms would likely be needed for buildings that are now fifty years old, buildings whose exterior appearances have significantly changed, inadequately documented properties, and properties not surveyed in 1981. An 80 percent/20 percent ratio of reconnaissance to intensive forms is recommended.

### Low Priority: K, Murchy's Addition Geographic Survey: Reconnaissance of Older Part

In response to the early 1950s influx of oilfield workers, Murchy's Addition was platted in 1955. A reconnaissance survey of the older western half of the subdivision, which holds about 90 properties, is recommended. The properties would be recorded on 1417 forms. The project would include historical research using city directories and census data to produce a demographic profile of the subdivision's original residents. This would illuminate who was drawn to the city during the oil boom.



**Low Priority: L, Sherman Park Addition Geographic Survey:  
Reconnaissance of Older Part**

Sherman Park was also platted in 1955 due to the early 1950s in-migration of oilfield workers. A reconnaissance survey of the older part of the subdivision is recommended. The proposed survey area contains approximately 59 properties, which would be recorded on 1417 forms. The project would include historical research using city directories and census data to produce a demographic profile of the subdivision's original residents. This would illuminate who was drawn to the city during the oil boom.



## **Preservation Goals and Objectives**

*Factors Impacting the Area.* As the survey plan embraces the entire city, factors impacting resources vary greatly. Fort Morgan's inclusion in HGTV's "Hometown Takeover" series may stimulate outside interest and investment in the community. Depending on the nature of such interest, historic resources may benefit from proposals for adaptive reuse or be threatened by plans calling for demolitions. The absence of systematic historic building surveys in outlying areas of the city may result in a lack of information about the potential historical and architectural significance of resources which can result in their under-appreciation and demolition.

*Organizations.* History Colorado and Colorado Preservation, Inc. possess a statewide focus on preservation issues. History Colorado awards grants for preservation projects, including surveys and nominations, through State Historical Fund and Certified Local Government grants. The History Colorado staff possesses expertise in tax credit projects and in best practices in rehabilitating historic buildings. Colorado Preservation stages an annual conference for sharing information on historic preservation and networking of local citizens and preservation professionals. The organization also produces a yearly "Endangered Places" list, but no Fort Morgan resources have been included since the program's inception. The Denver Field Office of the National Trust for Historic Preservation has a broader regional emphasis covering several states. The Fort Morgan Heritage Foundation is the local historical society for the city.

*Statewide Plan Goals.* Survey efforts such as the ones recommend by this plan support policies and actions articulated in History Colorado's 2020 Colorado Statewide Preservation Plan, including Goal A, "Preserving the Places that Matter," which embraces "the ongoing identification, documentation, evaluation, protection, and interpretation of Colorado's irreplaceable historic and cultural resources."<sup>14</sup> The recommendations herein further objective A3, conduct survey, inventory, and designation proactively and strategy A3c, identify key resources in need of intensive survey. No comprehensive intensive surveys have been completed in Fort Morgan since the 1981 effort. No surveys of residential areas have been undertaken.

The state plan also noted a need to "select threatened and under-represented property types," specifically calling out "Hispanic resources." Documentation of the Spanish Colony tract, which includes a Latino church and social club, clearly would reflect this plan goal, as well as strategy A3b, identify underrepresented and threatened resources.

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<sup>14</sup> Astrid Liverman, comp., *The Power of Heritage and Place: A 2020 Action Plan to Advance Preservation in Colorado*, 2020 Colorado Statewide Preservation Plan (Denver: History Colorado, 2010), 22. Work is underway to produce an updated 2030 statewide plan.

## HISTORIC CONTEXT AND PROPERTY TYPES

### Indigenous Peoples, Exploration, and the Military, 1820-68

#### Native Americans

Fort Morgan is located in northeastern Colorado at an elevation of 4,324'. The South Platte River flows eastward at the north edge of the city, which stands on a large flat plain above the river between Bijou and Badger Creeks. The South Platte River drainage served as a natural transportation corridor, and the surrounding plains provided habitat for bison and antelope. The area attracted a changing, nomadic population of early indigenous groups. As historian Jennifer Patten explained “many mid-western tribes migrated through what is now northeastern Colorado and likely had a presence in the Fort Morgan area. Generally, tribes moved into the area for a period of 50 to 100 years and then, when supplanted by a dominant tribe, migrated south.”<sup>15</sup> Cheyenne and Arapaho groups, displaced by the Sioux from the Dakotas and Minnesota, were the dominant native peoples in northeastern Colorado by the time of extensive Euro-American presence in the area.

#### Early Euro-American Exploration

The Louisiana Purchase from France in 1803 nearly doubled the size of the United States and included the site of present-day Fort Morgan. The US sent military expeditions into the area, including the Lewis and Clark Corps of Discovery of 1804-06 who journeyed from St. Louis to the Dakotas and west to Oregon. In 1819-20 Maj. Stephen H. Long headed a scientific expedition to explore the land between the Mississippi River and the Rocky Mountains, passing by the future site of Fort Morgan in 1820. Long’s party recorded observations of the geology, botany, topography, and inhabitants of the territory. The expedition traversed the trail along the South Platte River, long established by Native Americans, to approach the Rocky Mountains. Long portrayed the plains as a “Great American Desert” in subsequent reports, thereby discouraging settlement.<sup>16</sup>

John C. Frémont of the US Army Topographical Engineers traveled near the site of today’s Fort Morgan in July 1842.<sup>17</sup> At the time of the 1849 gold discovery in California hopeful prospectors generally followed the Overland Trail along the North Platte River through Wyoming. Patten noted that circumstances sometimes caused the travelers to follow a southerly route along the South Platte. This way became known as the South Platte River Road, although it was unimproved and more akin to a trail. Following the discovery of gold in the Pikes Peak region in 1859, tens of thousands of goldseekers employed the route to access the Colorado mountains

<sup>15</sup> Jennifer Patten, *In View of the Mountains: A History of Fort Morgan, Colorado*, 2<sup>nd</sup> ed. (N.p.: n.p., 2020), 29.

<sup>16</sup> Maxine Benson, *From Pittsburgh to the Rocky Mountains: Major Stephen Long’s Expedition, 1819-1820* (Golden: Fulcrum, Inc., 1988), ii-iii; William E. Goetzmann, *Exploration & Empire* (New York: W.W. Norton & Co., 1966), 61-62.

<sup>17</sup> Nell Brown Propst, *The South Platte Trail: Story of Colorado’s Forgotten People* (Boulder, Colorado: Pruett Publishing Company, 1989), 16.

from the eastern part of the country. Local historian Doris Monahan observed: "It is doubtful if there was another country on the face of the globe over which, in the '60's passed so much traffic by ox, horse and mule team. The goodly portion of the travel for 200 to 400 miles was along the right or south bank of the South Platte. At times there was hardly an hour but what, as far as the eye could reach, there appeared to be almost a solid train of moving, white-covered wagons."<sup>18</sup>

### **The US Army Establishes and Operates Fort Morgan, 1864-68**

The US and Native American tribes had defined an area as Indian Territory in the 1851 Treaty of Fort Laramie, with the Cheyenne and Arapaho people allotted most of eastern Colorado. The Pikes Peak gold rush brought large numbers of would-be prospectors through northeast Colorado, resulting in stage and mail service along the South Platte Road in 1859. Euro-American contacts with the indigenous groups became more frequent, and efforts began to further shrink the area assigned to Native Americans. In the 1861 Treaty of Fort Wise, some leaders of the Cheyenne and Arapaho agreed to cede northeastern Colorado and move farther south to an area along the Arkansas River in the southeastern part of the state. The concessions in the 1861 treaty were not supported by other tribal leaders, and Native Americans continued to travel and hunt throughout eastern Colorado.<sup>19</sup> In 1861 Colorado Territory was created.

An April 1864 skirmish at Fremont's Orchard, west of present-day Fort Morgan, between a US Army detachment and a group of Cheyenne claimed lives on both sides. Months of escalating tension and violent clashes involving troops and White settlers with Native Americans ensued. Territorial Governor John Evans received permission from the War Department to organize a military detachment to protect lines of communication in the territory. The organization of the Third Colorado Cavalry in October 1864 resulted in the infamous Sand Creek Massacre in November, in which hundreds of peaceful Cheyenne and Arapaho, mostly women and children, were killed.<sup>20</sup>

Fallout from the tragedy at Sand Creek led to further unrest in northeastern Colorado. The goals of protecting communication and supply lines for White settlements led to an increased military presence along the South Platte River Road. In early 1864 US troops were placed at the Junction (the present-day location of Fort Morgan) and construction of a fort began in the spring of 1865. By June the facility was renamed Camp or Fort Wardwell. The fort consisted of adobe buildings within 3'-wide adobe walls enclosing a large parade ground, wherein travelers' wagons could shelter. In June 1866 Gen. John Pope ordered the post renamed Fort Morgan, for Col. Christopher A. Morgan (1821-66), a Union Civil War veteran and aide to Pope.<sup>21</sup>

Gen. James F. Rusling, an inspector with the Quartermaster's Department, examined Fort Morgan in September 1866. The fort consisted of a square defined by sod walls about 1,200' on

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<sup>18</sup> Patten, *In View of the Mountains*, 42, quoting Doris Monahan, *Destination, Denver City: The South Platte Trail* (Athens, Ohio: Swallow Press, 1985), 14.

<sup>19</sup> Patten, *In View of the Mountains*, 28 and 87.

<sup>20</sup> Patten, *In View of the Mountains*, 101-02 and 113-17. An 1865 Congressional investigation condemned the actions of the Third Colorado Cavalry under the command of Col. John Chivington, deeming the action a massacre of friendly Indians. President Andrew Johnson demanded and received the resignation of John Evans as Territorial Governor.

<sup>21</sup> Patten, *In View of the Mountains*, 164-67. Col. Morgan died in January 1866 as a result of a domestic accident.

each side (see Figure 6). The interior held a large parade ground; quarters for the commanding officer, other officers, and four barracks for troops; kitchens and a bakery; four quartermaster storage buildings; stables; a blacksmith shop; and a sutter's store. Some of the interior buildings were of frame construction. At the time of Rusling's inspection, the fort was staffed by two companies of the 18<sup>th</sup> US Infantry under the command of Brevet Maj. Lyman Kellogg, with a total of 118 men present. General Rusling recommended the closure of Fort Morgan as it was no longer necessary for protection against Native Americans. Fort Morgan was abandoned in May 1868, and the Cheyenne burned it that winter.<sup>22</sup>

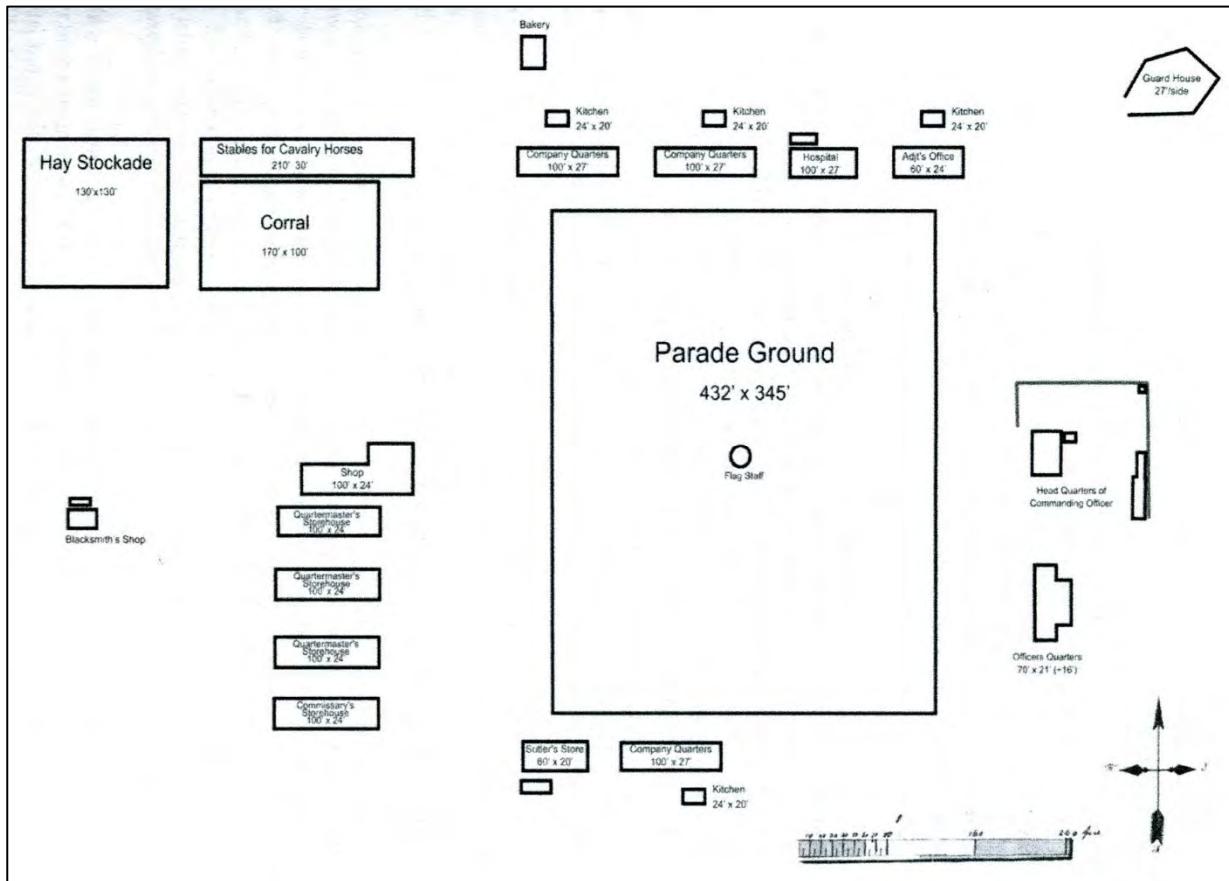


Figure 6. This map of Fort Morgan is a digitally enhanced version by Patten of the hand-drawn map included in Gen. James F. Rusling's 1866 inspection report of the post. Not shown is the 3'-thick adobe perimeter wall.  
SOURCE: Patten, *In View of the Mountains*, 177.

## Land Surveys and Arrival of the Railroads, 1867-82

### Land Surveys

Settlement of western lands necessitated federal government surveys of the territory to divide it into townships, ranges, and sections for eventual sale to the public. In 1867 US Deputy Surveyor William Ashley of the General Land Office surveyed several townships in the vicinity. His comments on the township containing Fort Morgan (Township 1 North, Range 57 West) were prescient: "The quality of land in the Tp [township] is mostly 2<sup>nd</sup> rate, the larger portions

<sup>22</sup> Patten, *In View of the Mountains*, 164-78 and 224.

of the land could be irrigated from the Platte River and brought under cultivation.”<sup>23</sup> It was not until 1874 that the internal sections of the township were surveyed. US Deputy Surveyor Jason S. Fahringer remarked on the character of the Fort Morgan area: “The surface of this township is a level sandy prairie with no wood nor water; and covered with a light growth of sand & bunch grass.”<sup>24</sup>

### **Arrival of the Railroads**

The construction of railroads through northeastern Colorado played a major role in the creation of Fort Morgan. In 1880-81 the Union Pacific Railroad (UP) built the Julesburg Branch to alleviate the necessity of Denver-bound trains from the east going via a longer route through Cheyenne, Wyoming. The Colorado Central Railroad, which had come under UP control in 1879, was the formal entity projecting the new line, but UP construction crews built it. The track generally paralleled the north bank of the South Platte River southwest from Julesburg and Sterling. Deuel, north of Fort Morgan, was reached between July and November 1881. The branch connected to the UP line from Cheyenne to Denver at LaSalle. The line was operated by the UP as the Colorado Central Julesburg Branch or the Julesburg Division but was typically referred to as the UP line. The Colorado Central was one of several UP-controlled lines merged in 1890 into the Union Pacific, Denver & Gulf Railway.

The Chicago, Burlington & Quincy Railroad (CB&Q) reached Eckley, Colorado, just inside the Colorado-Nebraska state line in late 1881. The CB&Q traces its beginnings to the 1849 organization in Illinois of the Aurora Branch Railroad, later renamed the Chicago & Aurora Railroad. Consolidations occurred in the early 1850s, and the Chicago, Burlington & Quincy emerged in 1856. By 1864 the line reached the Mississippi River, and it pushed across Iowa in the 1870s. Experiencing explosive growth in the 1880s, tracks were added across Nebraska, into other Midwest states, and west to Denver.<sup>25</sup> Working through a subsidiary, the Burlington & Colorado Railroad, the standard gauge CB&Q built west from Eckley, reaching the site of today’s Fort Morgan on April 17, 1882, and completing the link to Denver by May.<sup>26</sup>

### **Land Patents**

The construction of the UP and CB&Q lines put the site of Fort Morgan on routes linking Chicago and Denver and apparently stimulated land purchases in the area. Four Cash Entry patents removed land from the public domain, including the core of the current city (Township 3 North, Range 57 West, Section 6). The patents were a prerequisite to the founding the town.

The patents were initiated earlier but approved by the US General Land Office in 1886 and 1890. Three of the land patents were approved in 1886: George R. Baker (southwest quarter of

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<sup>23</sup> William Ashley, US Deputy Surveyor, Survey Notes, Survey of Exterior Lines of Townships 1 through 4 North, Range 57 through 64 West (Denver, Colorado: US General Land Office, November 27, 1867).

<sup>24</sup> Jason S. Fahringer, US Deputy Surveyor, Survey Notes, Survey of Subdivision Lines of Township 3 North, Range 57 West, (Denver, Colorado: US General Land Office, June 6, 1874).

<sup>25</sup> Patrick Dorin, *Everywhere West: The Burlington Route* (Seattle: Superior Publishing Company, 1976), 9.

<sup>26</sup> Brian Mack and Linda Midcap, *Morgan County*, Images of America (Charleston, South Carolina: Arcadia Publishing, 2016), 38; Tivis E. Wilkins, *Colorado’s Railroads* (Boulder: Pruett Publishing Company, 1974), 35. Some accounts of Fort Morgan refer to the B&M (Burlington & Missouri) railroad, but Wilkins indicates the Burlington & Colorado was organized by the CB&Q to build into Colorado.

the section, 161.56 acres); William H. Flynt (northeast quarter, 160.6 acres); and Alice Courtney (southeast quarter, 160 acres). The northwest quarter was transferred by a Cash Entry patent to the heirs of Abe Devin in 1890.<sup>27</sup> Background on these individuals appears below.

George R. Baker was the father of Abner S., Lyman Baker, Frank Baker, and Kate Baker, who were important in the founding and early settlement of Fort Morgan. George Baker, born in New York in 1816, moved with his parents to Ohio in the 1820s. He married Hannah H. Hicks in Ohio in 1837, and the couple lived in that state until moving to Indiana in the 1840s. By 1855 the Bakers lived in Sauk County, Wisconsin, and the 1870 census showed them farming there. Baker was working as an insurance agent in Baraboo, Wisconsin, in 1880. The Bakers came to Colorado in the early 1880s and were farming in Weld County at the time of the 1885 state census. George Baker died in Fort Morgan in 1893.

William H. "Henry" Flynt was born in Baraboo, Wisconsin, in about 1861. He worked for the Iowa Division of the Chicago, Burlington & Quincy Railroad but developed lung problems. He came to Colorado in 1882 with his mother, Caroline A.C. Flynt. Mrs. Flynt started a notions and confectionery store in Fort Morgan in the 1880s. Henry worked on the Platte and Beaver and Fort Morgan canals and operated a livery and feed store in town in 1884. He died at age twenty-nine in 1890, after suffering for years with consumption (tuberculosis).<sup>28</sup>

Alice Courtney was born in Illinois in 1853 and came to Colorado after 1880. Her brother, James C. Courtney, was a shareholder in the Fort Morgan Irrigating Company and a farmer in the area. Alice bought two lots in Fort Morgan in 1884 but did not settle in the town. By 1886, Miss Courtney was teaching in the North Denver public schools and would sometimes visit her brother in Fort Morgan.<sup>29</sup>

Born in Missouri in 1855, Abram "Abe" Devin lived with his parents in Atchison County, Kansas, in 1870 (when he worked as a store clerk) and 1880 (when he helped on the family farm). The 1885 Colorado state census showed Abe and his brother, James T., farming in Weld County. James T. Devin sold this quarter-section to Abe in April 1886 for \$3,000. It had been James's timber claim taken out in 1884. In July 1886 Abe died in a plowing accident. His brother and mother received the patent when finally granted in 1890.<sup>30</sup>

## **Creation and Early Decades of Fort Morgan, 1884-1899**

### **Abner S. Baker, His Siblings, and Other Early Residents**

Abner S. Baker (1844-98) played an extremely influential role in the founding of Fort Morgan and the development of the surrounding area (see Figure 7). Baker, a native of Ohio, came with

<sup>27</sup> George R. Baker, Cash Entry Patent, Southwest Quarter of Section 6, document number 4134, August 30, 1886; William H. Flynt, Cash Entry Patent, Northeast Quarter of Section 6, document number 3997, August 30, 1886; and Alice Courtney, Cash Entry Patent, Southeast Quarter of Section 6, document number 3939, August 30, 1886; and Heirs of Abe Devin, Cash Entry Patent, Northwest Quarter of Section 6, document number 6385, August 5, 1890. Section 6 was part of Township 3 North, Range 57 West, 6<sup>th</sup> Principal Meridian.

<sup>28</sup> *Fort Morgan Times*, September 5, 1884 (livery and feed stable) and August 1, 1890 (W.H. Flynt obituary).

<sup>29</sup> *Fort Morgan Times*, September 5, 1884 (J.S. Courtney shareholder), December 25, 1884 (Alice Courtney buys lots), and July 2, 1886 (Alice Courtney teaching); Wesley K. Rickel, ed. *One Hundred Eleven Trees* (Fort Morgan, Colorado: Fort Morgan Heritage Foundation, 1876), 204.

<sup>30</sup> *Fort Morgan Times*, July 16, 1886 (Abe Devin obituary). Abe's death likely delayed the approval of the patent.

his parents to Indiana and then Wisconsin, where he attended school. After serving in the 1<sup>st</sup> Wisconsin Cavalry during the Civil War, he returned to Wisconsin. In the late 1860s he went with his sister Elizabeth and her husband, J. Max Clark, to southern Kentucky and Tennessee. Abner briefly pursued a career as a traveling photographer in the area before reading about the Union Colony at Greeley. He applied to be a member of the Colony, was accepted, and arrived there with his brother-in-law in the summer of 1870. Baker suffered from a “bronchial complaint” and may have felt, like many others, that the Colorado climate would be beneficial.<sup>31</sup>

Baker engaged in farming at Greeley and married Sarah F. Graham in 1877. He gained insights into how irrigation could make arid land productive and learned techniques in ditch building. In 1880-81 Baker began contract work in constructing ditches in Weld County and railroad building. In 1881-82 he completed the Ogilvie Ditch in Weld County, followed in 1882-83 by the Platte and Beaver canals and a canal in the San Luis Valley.

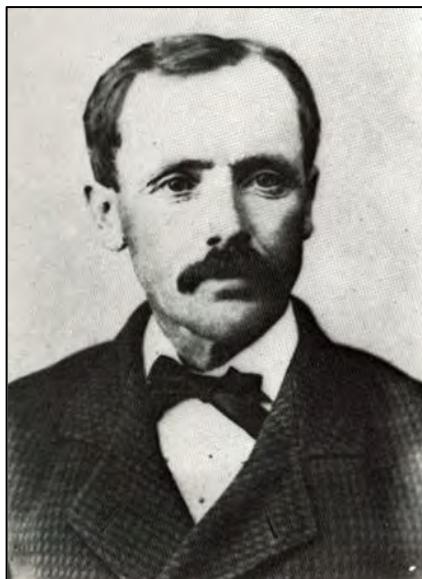


Figure 7. Abner S. Baker (1844-1898)  
SOURCE: Rickel, *One Hundred Eleven Trees*, 4.

Baker conceived of an irrigation ditch that would bring water to the Fort Morgan Flats, south of today's town. To gain sufficient elevation to deliver the water the ditch would have to leave the South Platte River fourteen miles to the west and span Bijou Creek by means of a 2,100' flume. In July 1882 an alignment was surveyed and the Fort Morgan Canal essentially completed in 1884 (see Figure 8).

Many of the early residents of Fort Morgan were related by blood or marriage to Abner Baker or were friends or associates persuaded by him to relocate from Wisconsin. To undertake his expanded scope of ditch building, Baker recruited from Wisconsin his brother Frank, who was experienced in bridge and railroad construction, and George W. Warner, a schoolteacher friend to serve as secretary and treasurer of the business. Frank farmed near Fort Morgan, established a lumber yard in the town, and served as its postmaster. Warner became a dedicated promoter of Fort Morgan and Morgan County. Brother Lyman C. Baker and father George R. Baker acquired two quarter sections of the townsite through Cash Entries. Warner and Lyman C.

<sup>31</sup> Rickel, *One Hundred Eleven Trees*, 4-7; *Fort Morgan Times*, April 22, 1898.

Baker began publishing the *Fort Morgan Times* in September 1884. Baker's sister, Kate, married William H. Clatworthy, and the couple came to Fort Morgan in 1884. Clatworthy worked in Abner Baker's store for a time and then started his own hardware store. Abner S. Baker died in Fort Morgan in 1898. His simple gravestone in Riverside Cemetery bears the inscription: "Founder of the Town of Ft. Morgan."



Figure 8. Abner Baker came to Colorado in 1870 and learned irrigation and ditchbuilding, which he put into practice constructing the Fort Morgan Canal and bringing water to arid land south of today's Fort Morgan. SOURCE: Fort Morgan Drug Company historic postcard, postmark 1946 but produced much earlier, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

### Town Platting

The 1.9-mile distance between CB&Q tracks at Fort Morgan and the UP line to the north likely suggested the higher, flat location south of the South Platte River as a particularly suitable location for a townsite. On May 1, 1884, Abner S. Baker and his wife, Sarah, filed the plat for the Original Town of Fort Morgan (see Figure 9). The 135-acre plat extended from the CB&Q railroad tracks on the south to Platte Avenue on the north and from Deuel Street on the west to Lake Street on the east. In January 1887 the *Fort Morgan Times* commented on the nature of the terrain: "We doubt if there ever was such another town site as Fort Morgan's surveyed. There is not a bump, ravine, gully, or raise. On the surface, no lot is better than another in point of natural features, and all are exactly alike."<sup>32</sup> The thirty-block town layout followed the typical rectilinear grid, included north-south alleys, and oriented lots toward the north-south streets. The principal commercial street (Main Street) extended perpendicular from the railroad tracks, with lots fronting onto Main Street exhibiting narrower widths.

<sup>32</sup> *Fort Morgan Times*, January 14, 1887.

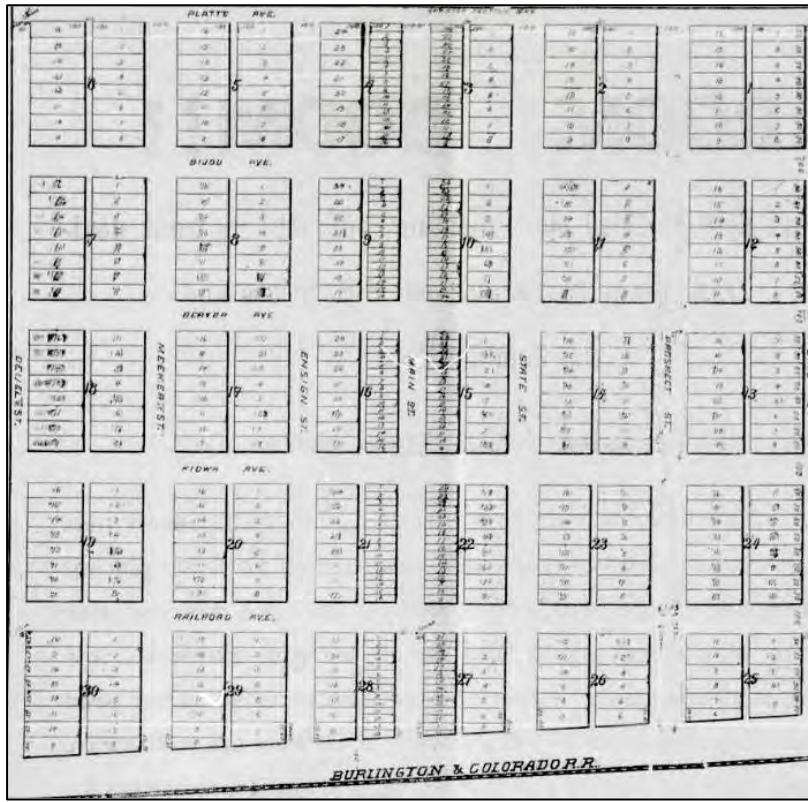


Figure 9. Abner S. Baker and his wife, Sarah, filed the Fort Morgan Original Town plat in May 1884.  
SOURCE: *Greeley Tribune*, May 21, 1884.

In late May 1884 the *Greeley Tribune* featured a full-page article on Fort Morgan that read more like a promotional piece: "With two great railways at its door and the Platte river flowing along its boundary, it is destined to become one of the important towns of Northern Colorado."<sup>33</sup> The settlement received a post office on May 28, 1884.<sup>34</sup> George A. Crofutt, in his 1885 *Grip-Sack Guide of Colorado*, described the new town as "a quiet little station on the 'B. & M.' [sic] railroad, 78 miles east from Denver, with several stores, churches, schools, the *Times*, a weekly newspaper, and upwards of 500 settlers in the vicinity engaged in agricultural and stock-raising pursuits."<sup>35</sup> The 1885 Colorado State Census listed 101 residents within the town, which formally incorporated in May 1887 (see Table 9).<sup>36</sup>

### Early Businesses and the Commercial District

Abner Baker provided for the town's success by securing a station on the CB&Q line. He gave half of the town lots in the business district to the railroad, which then moved its depot from Ensign, a short distance to the west. Recalling the early days of the settlement, George W. Warner wrote in 1907 that building had already begun on the townsite at the time of its platting: "The [mercantile] store was then being conducted by Mr. [Abner] Baker, John

<sup>33</sup> *Greeley Tribune*, May 21, 1884.

<sup>34</sup> William H. Bauer, James L. Ozment, and John H. Willard, *Colorado Post Offices, 1859-1989* (Golden, Colorado: Colorado Railroad Museum, 1990), 57.

<sup>35</sup> George A. Crofutt, *Crofutt's Grip-Sack Guide of Colorado, 1885* (Boulder: Johnson Books, 1981; orig. publ. Omaha, Nebraska: Overland Publishing Company, 1885), 93.

<sup>36</sup> Anna C. Baer and Robert A. Baer, *History of Morgan County, Wiggins, Hoyt, and Surrounding Areas* (Fort Morgan: n.p., January 30, 1967), 10; Colorado State Census, 1885, manuscript returns. The population for the town was produced by counting the number of inhabitants in the manuscript returns.

**Table 9**  
**Fort Morgan and Morgan County Population Trends, 1890-2020**

Year	CITY OF FORT MORGAN			MORGAN COUNTY			City as Percent of County	
	Population	Change		Population	Change			
		Number	Percent		Number	Percent		
1885	101	--	--	N/A	--	--	--	
1890	488	387	303.2%	1,601	--	--	30.5%	
1900	634	146	29.9%	3,268	1,667	104.1%	19.4%	
1910	2,800	2,166	341.6%	9,577	6,309	193.1%	29.2%	
1920	3,818	1,018	36.4%	16,124	6,547	68.4%	23.7%	
1930	4,423	605	15.8%	18,284	2,160	13.4%	24.2%	
1940	4,884	461	10.4%	17,214	-1,070	-5.9%	28.4%	
1950	5,315	431	8.8%	18,074	860	5.0%	29.4%	
1960	7,379	2,064	38.8%	21,192	3,118	17.3%	34.8%	
1970	7,594	215	2.9%	20,105	-1,087	-5.1%	37.8%	
1980	8,768	1,174	15.5%	22,513	2,408	12.0%	38.9%	
1990	9,068	300	3.4%	21,939	-574	-2.5%	41.3%	
2000	11,034	1,966	21.7%	27,171	5,232	23.8%	40.6%	
2010	11,315	281	2.5%	28,159	988	3.6%	40.2%	
2020	11,597	282	2.5%	29,111	952	3.4%	39.8%	

SOURCE: Colorado State Census, 1885 (tabulated from manuscript returns); U.S. Bureau of the Census, 1890-2020.

Farnsworth was building a hotel, a brickyard was opened by Killebrew & Burk, and livery barn, blacksmith, and carpenter shops were going up, as well as were many dwellings.”<sup>37</sup>

More commercial buildings were completed in 1885-86. They included a two-story brick store put up in 1885 by William H. Clatworthy to house his hardware store and post office. The Fort Morgan Building Association constructed a two-story brick business block in 1885 costing \$2,500.<sup>38</sup> The building was purchased by A.K. Clarke for his general merchandise business. In 1886 the Howard Lumber Company operated a lumber yard near the CB&Q depot. W.T. Brown opened a new hardware and furniture store in town in 1886.

Town businesses in 1886 included the notions and fancy goods store of Mrs. Caroline A.C. Flynt. The *Fort Morgan Times* reported she carried “a choice stock of confectionery, stationery, books, news, cigars, tobacco, toys, etc.,” noting she was one of the first dealers to locate in town.<sup>39</sup> Mrs. M. Wilmer ran a restaurant. Dr. A.M. Crawford served the town and also sold medicines, paints, oils, and glass. George L. Coy operated a barber shop.

Other 1886 businesses included: the Fort Morgan Hotel, under the management of M.M. Riggin; the Bank of Fort Morgan, M.E. Lowe, manager; the livery stable of L.H. Nelson and Company; the Altman Brothers meat market; Stafford McBratney’s blacksmith shop; coal Dealer M.N. Wagner; and the real estate and notary service of George W. Warner. During 1886

<sup>37</sup> *Fort Morgan Times*, December 19, 1907, quoted in Rickel, *One Hundred Eleven Trees*, 6.

<sup>38</sup> *Fort Morgan Times*, January 1, 1886.

<sup>39</sup> *Fort Morgan Times*, December 24, 1886.

the brickyard of Killebrew and Burk burned about 400,000 bricks and had another 100,000 on hand for pending construction. Carpenters and contractors included Morton and Haff, John Marshall, and Frank Mott.<sup>40</sup>

In January 1889 the Fort Morgan Board of Trustees adopted an ordinance establishing an area for fire limits embracing all the lots facing Main Street from the CB&Q railroad tracks north to Platte Avenue. Ordinance Number 16 required that all buildings except privies erected within the area be of brick or stone construction, have specified wall thicknesses, and fireproof roofing materials.<sup>41</sup> The legislation was influenced by fires that had devastated the frame commercial cores of other Colorado towns.

### **Early Subdivision Platting**

The town gained four additions in its early years. In 1887 three large residential subdivisions were platted adjacent to the Original Town: G.R. Baker's Addition, Thompson's Addition, and the Riverside Addition (see Figure 10). In January 1886, the *Fort Morgan Times* reported that W.F. Thompson, "the Denver lumber merchant," was in the town investing in farm property. In July 1887, Thompson platted Thompson's Addition to the east of the Original Town, consisting of fifteen city blocks encompassing about sixty-one acres. In September 1887 the local newspaper carried an advertisement for lots in the addition, which "surround the School-house square," at prices of \$75 for a corner lot and \$35 for inside lots.<sup>42</sup>

G.R. Baker's Addition, platted by George R. Baker, abutted the Original Town on the west and covered about forty-nine acres and twelve city blocks. The roughly L-shaped Riverside Addition adjoined the northwest corner of the Original Town and encompassed forty-four acres and ten city blocks. In 1888 L.C. Baker's Addition was created in the area northeast of Main Street and Platte Avenue and was part of his Cash Entry patent. Lyman C. Baker was the brother of Abner, Frank, and Kate Baker and son of George R. Baker.

### **Important Educational and Religious Buildings**

As the town grew, new community and religious buildings were constructed to support the increased number of inhabitants. The town's first church was built by Presbyterians at the southeast corner of State Street and East Beaver Avenue in 1887. Initially a frame church was constructed, but as it neared completion, a windstorm destroyed it. A replacement brick church cost \$1,800.<sup>43</sup>

School classes began in town as early as 1885. Two years later Fort Morgan committed to constructing a public school building, and the schoolhouse building committee began searching for a suitable site. Realizing that the presence of a school would increase the value of nearby lots, G.R. Baker, J.T. Devin, and W.H. Thompson each offered to donate a full block in their additions. The *Fort Morgan Times* opined that the site selection would determine which side of town would emerge as the higher end residential area, noting "the east side is now in advance, with the church to help hold its prestige. We know of some more elegant residences to go up in

<sup>40</sup> *Fort Morgan Times*, December 24, 1886.

<sup>41</sup> *Fort Morgan Times*, January 11, 1889 (legal notice including the text of the ordinance).

<sup>42</sup> *Fort Morgan Times*, September 2, 1887.

<sup>43</sup> *Fort Morgan Times*, November 4, 1887.

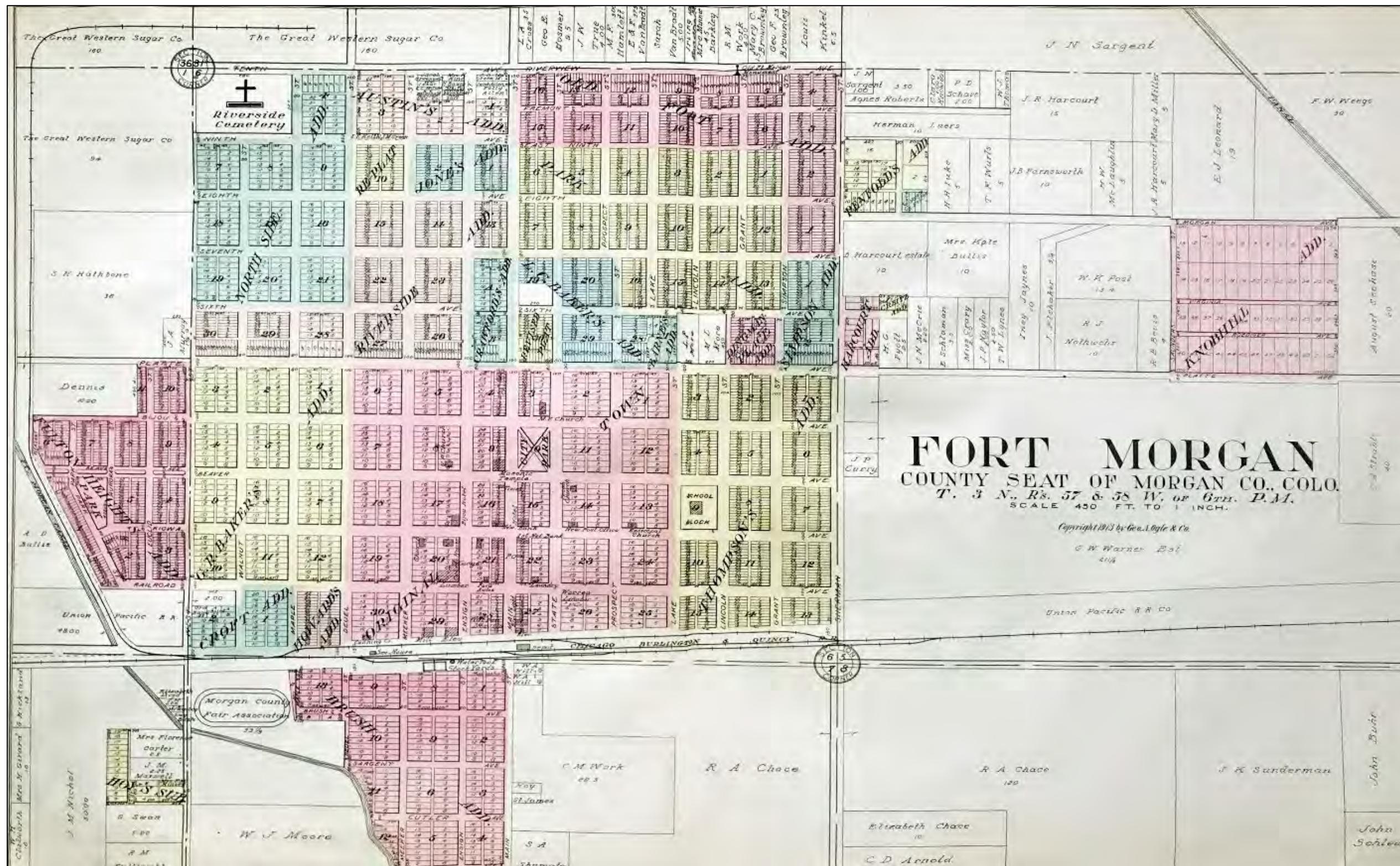


Figure 10. This sheet from the 1913 Morgan County Atlas shows Fort Morgan and its component subdivisions at that time. SOURCE: Ogle, *Standard Atlas of Morgan County, Colorado* (1913), on file Fort Morgan Museum.



the locality in the spring.”<sup>44</sup> The school committee accepted Thompson’s offer, and a \$6,000 brick and stone Central Public School was erected in 1887 on the block bounded by Lake and Lincoln Streets and East Beaver and East Kiowa Avenues.

### **Selected Houses of the 1880s**

As residential areas of the city have not been formally surveyed, identification and research on early houses is incomplete and selective.<sup>45</sup> Current Morgan County Assessor data for Fort Morgan show only twenty-six buildings (0.7 percent of the city total) with construction dates prior to 1890 (see Table 10 and Figure 11). The largest concentration of 1880s dwellings are found in a four-block area bounded by East Platte and Beaver Avenues and State and Lake Streets. The enumeration in the *Fort Morgan Times* of dwellings constructed during 1886 included four brick houses and twelve frame houses.

Some early houses have been identified. John H. and Jane Farnsworth erected a two-story house at the southwest corner of Main Street and West Railroad Avenue in 1884. The large building was used for community entertainment and was identified as the Union Hotel on the 1895 Sanborn fire insurance map. In January 1885 the first brick residence in town, that of brickyard co-owner Jim Burk, was nearing completion.<sup>46</sup> In 1886 George W. and Louise Warner constructed a brick house at 508 Sherman Street (a contributing resource within Sherman Street National Register Historic District).<sup>47</sup> Warner was a promoter of the town, one of founders of the Fort Morgan Land and Canal Company, and a co-founder of *Fort Morgan Times*.<sup>48</sup>

### **Fort Morgan Becomes a County Seat**

Weld County was one of Colorado’s sixteen territorial counties. Created in 1861 it encompassed the entire northeast corner of the state. In 1887 the State Legislature created Washington and Logan counties from the eastern part of Weld County. Those two counties gave up territory in 1889 to establish Phillips, Sedgwick, and Yuma counties. On February 19, 1889 the legislature approved severing the 1,280-square-mile southeast corner of Weld County to create Morgan County, with Fort Morgan as the county seat.<sup>49</sup>

Its status as county seat greatly benefited Fort Morgan through the direct impact of county jobs and by economic activity associated with the increased traffic generated by the courthouse.<sup>50</sup> In a book discussing Colorado’s courthouses, historian William L. Virden noted the many roles they played in the lives of residents: “Because they served all people in the county, they became the central meeting place. Annual county fairs, Fourth of July celebrations, and notable trials brought county residents together *en masse*, while the conduct of personal or public

<sup>44</sup> *Fort Morgan Times*, January 14, 1887.

<sup>45</sup> This discussion mainly presents information on known residences designated on the National and local registers or included in walking/driving tours.

<sup>46</sup> *Fort Morgan Times*, January 15, 1885.

<sup>47</sup> Fort Morgan Museum, “Historic Houses of Fort Morgan,” brochure, [www.cityoffortmorgan.com](http://www.cityoffortmorgan.com).

<sup>48</sup> The house was expanded in 1900 into a one-and-a-half-story Queen Anne-style house with a with corner tower.

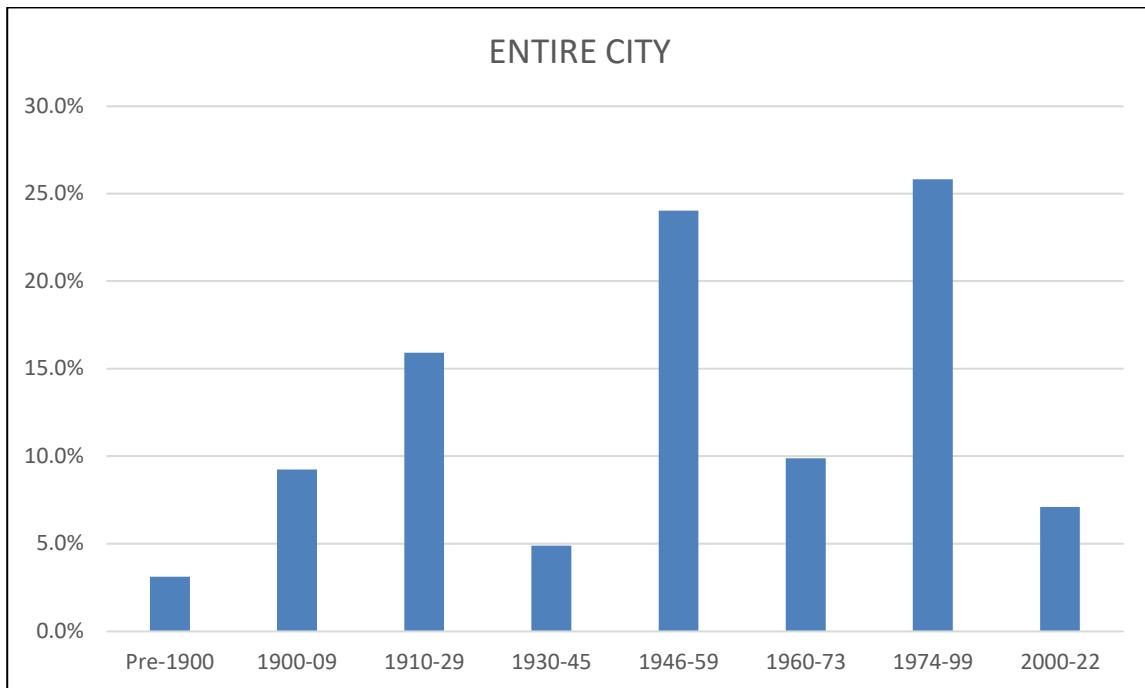
<sup>49</sup> Frederic L. Paxson, “The County Boundaries of Colorado,” 3 *University of Colorado Studies* (August 1906): 212. The county was thirty-six miles on each side.

<sup>50</sup> See, T.J. Wood, “Political Centers,” in *The American Midwest: An Interpretive Encyclopedia*, ed. Andrew R. L. Clayton, Richard Sisson, and Chris Zacher (Bloomington, Indiana: Indiana University Press, 2007), 1106.

**Table 10. FORT MORGAN  
BUILDINGS CONSTRUCTED BY ERA**

Era	Number	Percent
Pre-1900	112	3.1%
1880s	26	0.7%
1890s	86	2.4%
1900-09	332	9.2%
1910-29	572	15.9%
1930-45	176	4.9%
1946-59	863	24.0%
1960-73	355	9.9%
1974-99	928	25.8%
2000-22	255	7.1%
<b>TOTAL</b>	<b>3,593</b>	

**Figure 11. FORT MORGAN  
BUILDINGS CONSTRUCTED BY ERA**



Data for table and chart calculated from Morgan County Assessor Data, 2022.

business drew individuals to the county seat to register a deed, to serve on a jury, to record a marriage, or to file a land claim.”<sup>51</sup> The *Fort Morgan Times* was fully aware of this impact, opining in February 1889, slightly tongue-in-cheek, that “a large increase in the number of business houses may be expected in the next two months. A lumber firm now has a stock en route, the professions are receiving new acquisitions, and twenty-seven lawyers and nine newspapers may be expected within two days after the Morgan county bill is signed.”<sup>52</sup> The county did not immediately erect a courthouse and instead secured offices in private downtown buildings.

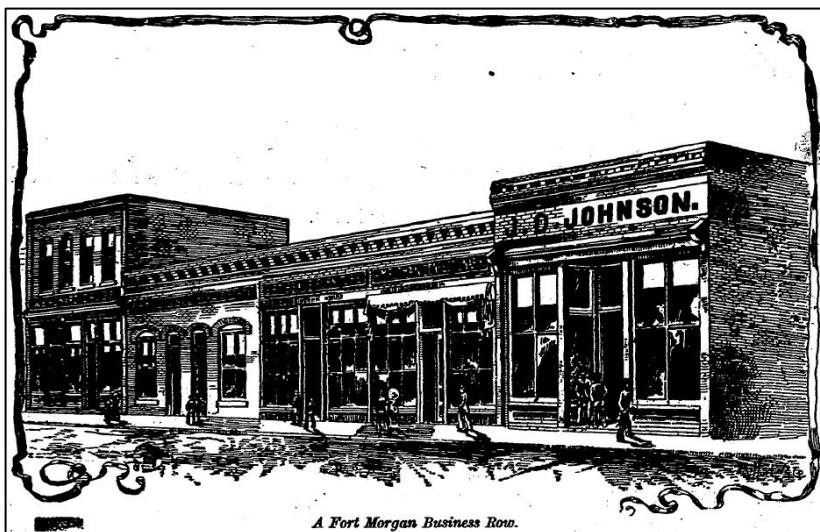


Figure 12. The *Fort Morgan Times* included this view of business blocks on the west side of the 200-block of Main Street in its “Anniversary Edition” in August 1889. The buildings are typical of small Colorado towns of the period. SOURCE: *Fort Morgan Times*.

### Fort Morgan in the 1890s

The 1890 US Census, the first federal enumeration to include Fort Morgan, counted 488 inhabitants within the town, nearly quintupling the 1885 figure. Fort Morgan comprised 30.5 percent of the county’s total population in 1890 (see Table 9). The 1895 Sanborn fire insurance map for the town shows the densest commercial development in the 200-block of Main Street, with a few more businesses to the north in the 300-block (see Figure 12). Some widely scattered dwellings (mostly frame) appear between Kiowa and Bijou Avenues.<sup>53</sup> The lack of a sizable built-up area is reflected in the fact that the Sanborn Map Company only used two map sheets to cover the entire town. The 1895 Sanborn map shows county offices lodged in the second story of the bank building at the northwest corner of Main Street and Railroad Avenue.

In December 1890 the Town Board approved purchasing Blocks 5 and 6 of the Riverside Addition for use as “Riverside Cemetery.” Engineer E.E. Baker prepared a plat that was accepted by the Board In February 1891. Burials from the original cemetery “north of Sherman Street” were moved to the new cemetery.<sup>54</sup>

<sup>51</sup> William L. Virden, *Cornerstones and Communities: A Historical Overview of Colorado’s County Seats and Courthouses* (Loveland, Colorado: Rodgers and Nelsen Publishing, Company, 2001), 3.

<sup>52</sup> *Fort Morgan Times*, February 8, 1889.

<sup>53</sup> Sanborn Map Company, Fort Morgan, Colorado, fire insurance map (Pelham, New York: Sanborn Map Company, 1895). The map for 1895 covered a twelve-block area, from the railroad tracks north to Bijou Avenue and from Meeker Street on the west to State Street on the east.

<sup>54</sup> *Fort Morgan Times*, December 12, 1890 (purchase of blocks approved) and February 6, 1891 (plat approved);

In 1895 George W. Warner published “Oasis in the Desert,” a promotional brochure for Morgan County in which he touted the successful cultivation of such crops as alfalfa, wheat, potatoes, and corn, as well as cattle, sheep, and hogs. He extolled the virtues of irrigation, asserting that “the man who farms non-irrigated land can’t be independent. Either he has too much or too little rain.”<sup>55</sup>

### **Commercial and Public Buildings of the 1890s**

Current assessor data shows eighty-six buildings (2.4 percent) in Fort Morgan with construction dates in the 1890s. Some of these were commercial buildings in the downtown area, including the circa 1890 Barton Building (209 Main Street), a two-story brick block built by A.D. Barton to house his grocery and furniture store. The 1890s Club Block, a two-story brick building at 224 Main Street, provided a venue on its second story for local businessmen to play cards and billiards (the “Monday Club”). William H. Clatworthy erected a two-story brick building at 218 Main Street in 1898 for the second location of his hardware business. Among the town merchants were members of the Meyer family, Polish-born Jews who operated mercantile stores in several northeast Colorado towns. Historian Philp Goodstein found that individual members of the family owned each “Meyer Store,” including one in Fort Morgan.<sup>56</sup>

In 1897 a two-story addition costing \$9,312 was built onto the public school on Lake Street. Harlan Thomas, a Denver architect, prepared the plans, which called for a Lyons sandstone foundation, Fort Morgan red brick walls, and Texas pine interior woodwork.<sup>57</sup>

### **Houses of the 1890s**

Assessor data show most current 1890s dwellings located south of Platte Avenue, lying east of Lake Street and west of Ensign Street. There are only a few widely dispersed dwellings from this era located north of Platte Avenue. Among the identified dwellings from this era is the 1898 two-and-a-half-story, frame, Queen Anne-style house built by James P. and Alma Curry at 404 Sherman Street (a contributing resource to Sherman Street National Register Historic District). Curry became president of First National Bank in 1903 and was president of the Fort Morgan Irrigation District for two decades. The two-story, Dutch Colonial Revival dwelling at 503 Lincoln Street was constructed by Joseph B. and Hattie Farnsworth in 1898. Farnsworth was a local grocer and insurance agent, who also was active in civic affairs as mayor, city clerk, and county clerk.<sup>58</sup>

## **Sugar Beet Growing and Processing Produces a Surge of Growth, 1900-1909**

Between 1890 and 1900, Fort Morgan added 146 people to its population, increasing from 488 to 694, a 29.9 percent increase. The completion of Jackson Lake Reservoir in 1904 expanded the irrigation potential of the county and ensured continued growth of the agricultural sector. The advent of sugar beets, construction of a sugar beet factory in town, and associated commercial growth attracted new residents and boosted the population to 2,800 by 1910, a 341.6 percent

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Baer and Baer, *History of Morgan County*, 11.

<sup>55</sup> George W. Warner, “Oasis in the Desert,” 1895, on file Fort Morgan Museum, Fort Morgan, Colorado.

<sup>56</sup> Phil Goodstein, *Exploring Jewish Colorado* (Denver: Rocky Mountain Jewish Historical Society, 1992), 109.

<sup>57</sup> *Fort Morgan Times*, April 30, 1897.

<sup>58</sup> Fort Morgan Museum, “Historic Houses of Fort Morgan.”

increase. Assessor data reveals that 332 buildings (9.2 percent) have construction dates between 1900 and 1909 (see Table 10 and Figure 11).

### **New Commercial and Civic Improvements**

Even before the sugar beet boom began, the dawn of the twentieth century saw two of Fort Morgan's largest commercial buildings constructed. The Curry Hotel, a three-story brick building costing \$10,000, was erected by banker J.P. Curry and other investors at 300 Main Street (see Figure 13). Local historian Lyn Deal asserts that the hostelry "became the most prominent hotel in northeastern Colorado. ... An annex was built two years later for \$4000 with new equipment and furniture for \$6000. The Curry Hotel had a barber shop and one of the finest dining rooms in town."<sup>59</sup> Thomas F. Grace constructed the three-story, brick Grace Opera House in 1902-03 at 223 Main Street (see Figure 14). The Elks Club used the upper story auditorium for meetings, as well as such community activities as "dances, high school commencement ceremonies, and other town functions."<sup>60</sup>

The first years of the twentieth century also saw Fort Morgan moving to acquire civic improvements expected of an established town. In April 1901 creation of City Park was approved, consisting of the city block bounded by Main and State Streets and East Bijou and East Beaver Avenues. In 1903 city voters endorsed construction of a municipal water works. A pump house and 100'-tall iron standpipe were installed on Main Street immediately north of the future city hall location. Once the water system began operation, landscaping of the city park was undertaken, and a frame band shell was constructed on its east edge.

Even as the city created new public works, a fire in December 1905 destroyed Central Grade School on Lake Street. The *Fort Morgan Times* described the loss as "the worst catastrophe which has occurred in Fort Morgan since it was a town."<sup>61</sup> After the fire, the town rallied to secure temporary spaces for classes and quickly moved to replace the building in the same location.

### **Sugar Beets Come to Morgan County**

The introduction of sugar beet cultivation and the establishment of plants to process beets into sugar profoundly impacted Colorado agriculture. Great changes also came to Fort Morgan and Morgan County. Economist F.W. Taussig noted that, prior to 1890, beet sugar production had been insignificant in the United States. During the 1890s, the amount of sugar produced from beets quadrupled; it quadrupled again in the 1900s. Writing in 1912, Taussig described the sugar beet industry as focused on the Rocky Mountain and Pacific states: "In 1909 the four states of California, Colorado, Utah, and Idaho contained 250,000 acres out of a total of 420,000 used for beet culture, and produced nearly 700 million pounds of sugar out of a total of 1000 millions."<sup>62</sup> Taussig credits the staggering growth in beet sugar to a slight bonus provided to domestic sugar producers in the tariff law of 1890 and a highly successful campaign supporting sugar beet culture undertaken by the US Department of Agriculture. In addition, the

<sup>59</sup> Lyn Deal, Farmers State Bank Building, National Register of Historic Places nomination form, NRIS.90001422, June 1990, on file History Colorado, Denver, Colorado.

<sup>60</sup> Mack and Midcap, *Morgan County*, 90.

<sup>61</sup> *Fort Morgan Times*, December 29, 1905.

<sup>62</sup> F.W. Taussig, "Beet Sugar and the Tariff," *Quarterly Journal of Economics* 26 (February 1912): 193.94.

Figure 13. Fort Morgan gained its first three-story commercial building in 1900, when the Curry Hotel opened at 300 Main Street. SOURCE: Fort Morgan Museum, Fort Morgan, Colorado.



Figure 14. The 1902-03 Grace Opera House, another three-story building, provided a location for entertainment and meetings, as well as storefronts on the first story. It featured more elaborate ornamentation comparable to larger communities. SOURCE: Fort Morgan Museum, Fort Morgan, Colorado.

protectionist Dingley Tariff Act of 1897 enhanced the competitiveness of domestic beet sugar over imported sugar.<sup>63</sup>

In Colorado, local support quickly developed for growing sugar beets and securing sugar beet factories, particularly in the South Platte and Arkansas River drainages. Great Western Sugar, established in 1905 through a consolidation of existing plants, emerged as Colorado's leading sugar beet processor. In 1902 the Fort Morgan Improvement Association formed to acquire a sugar beet factory for the town. Bijou Irrigation contracted to build reservoirs and canals to insure a supply of water for irrigation of area farms. In order to induce Great Western to erect a factory, sufficient numbers of farmers were needed to pledge they would grow 1,500 acres each of beets. Farmers initially were reluctant to commit so much land to the undertaking, but

<sup>63</sup> Debra Faulkner, "Sweets to the Suites?--The Preservation Challenges of an Abandoned Beet Sugar Factory," *Historical Studies Journal* 24 (Spring 2007): 48-54.

by 1905 enough had agreed for the project to proceed.<sup>64</sup>

On January 1, 1906, Great Western signed a contract with Riter-Conley of Pittsburgh, Pennsylvania, to erect a sugar beet factory in Fort Morgan. The facility was the ninth such factory built or acquired by Great Western. The plant's original capacity was 600 tons of beets processed per day, which later expansions increased to 3,450 tons per day. One innovation of the plant was that the beet processing machinery and the boiler house were located in one massive brick building. Construction began in April 1906, and on December 26, 1906, the factory processed its first beets (see Figure 15). The company built a brick residence at the plant site for the superintendent, as well as a dormitory for workers at the northeast corner of State Street and East 11<sup>th</sup> Avenue. A Sugar Day celebration took place in January 1907, featuring "half-day tours of the sprawling new factory, sightseeing tours of Fort Morgan, amusement booths, old-time candy-pulling, and free lunch for every visitor."<sup>65</sup>



Figure 15. Great Western Sugar Company's Fort Morgan beet processing plant began operating in December 1906. SOURCE: historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

Fort Morgan's sugar beet workers reflected the characteristics of the workforce generally described by historian Debra Faulkner:

An extremely labor-intensive crop, sugar beets provided jobs for many Coloradans, giving local economies a major boost wherever they were grown and processed. Initially, Russian-German immigrants, the Volga Deutsch, supplied most of the "stoop labor"—hoeing, planting, weeding, thinning, and topping the beets. Japanese and other immigrant groups joined them in the early decades of the twentieth century. By the 1920s, Mexicans made up the majority of sugar beet field hands. The work was brutally hard, but whole

<sup>64</sup> Candy Hamilton, *Footprints in the Sugar: A History of the Great Western Sugar Company* (Ontario, Oregon: Hamilton Bates Publishers, 2009), 135-36.

<sup>65</sup> Hamilton, *Footprints in the Sugar*, 137-38, 467-68, and 470.

families toiled together in the fields, even young children.<sup>66</sup>

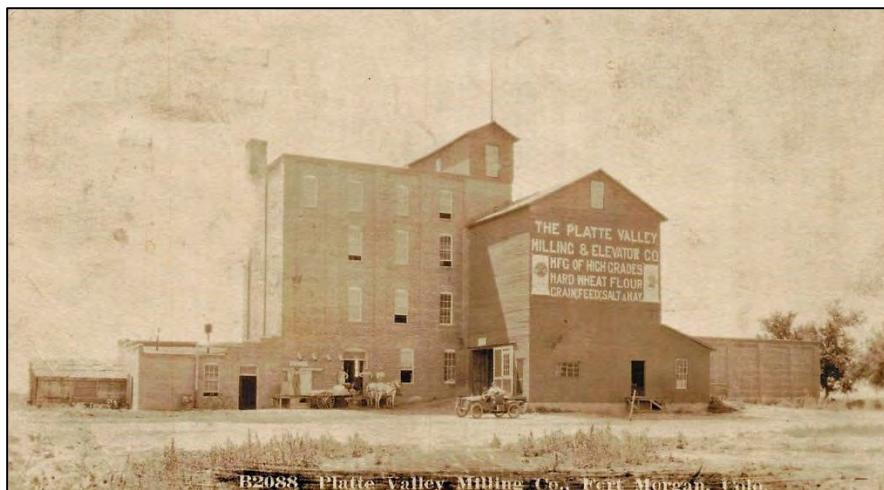
In 1910 a handful of Japanese Americans lived in Fort Morgan and worked in sugar beets. The number dropped in subsequent censuses, when most persons of Japanese background lived in the Hillrose area of the county.

The advent of beet sugar production resulted in Fort Morgan's first boom in population and housing. Historian Candy Hamilton reported that more than 200 houses were built in Morgan County between 1906 and 1908.<sup>67</sup> Fort Morgan recorded a population of 2,800 in 1910, more than quadrupling its 1900 number.

### Agricultural Impacts and Spinoffs from Sugar Beets

After the introduction of sugar beets in Morgan County, which also included a sugar beet factory in Brush, irrigated farmland increased in value from \$40 per acre to \$200, and beet farmers greatly benefited from the factories' presence. By 1929, Morgan County reported 20,100 acres devoted to raising sugar beets, the third highest total in Colorado, after Weld and Larimer counties.<sup>68</sup> Cattle and sheep feed yards developed after sugar beet raising commenced. Sugar beet historian Candy Hamilton stated that "feedlots had previously been nonexistent in Morgan County, but with beet tops and beet pulp (beet sugar processing by-products) being used for cattle feed, livestock thrived."<sup>69</sup>

Figure 16. The Platte Valley Milling and Elevator Company was one of the agricultural firms situated along the CB&Q tracks in Fort Morgan.  
SOURCE: historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.



Based on an analysis of Sanborn fire insurance maps, the town gained several agriculture related businesses, mostly near the CB&Q railroad tracks. Between 1895 and 1904 the Wagner Simpson Implement Company built a mill and implements storehouse between Ensign and Meeker Streets. In 1908 the Platte Valley Milling and Elevator Company erected a four- and five-story brick and corrugated metal building just west of the Wagner Simpson facility near Meeker Street (see Figure 16). The mill had a 125 bushel capacity per day, and the elevators could store 35,000 bushels. Local boosters sought a canning factory for the town, and in 1909 Charles H. Green of Denver erected a building at the northeast corner of Deuel Street and the

<sup>66</sup> Faulkner, "Sweets to the Suites?" 48.

<sup>67</sup> Hamilton, *Footprints in the Sugar*, 139.

<sup>68</sup> Tolbert R. Ingram, ed., *Year Book of the State of Colorado, 1930* (Denver: State Board of Immigration, 1930), 81.

<sup>69</sup> Hamilton, *Footprints in the Sugar*, 139.

CB&Q railroad tracks. The cannery processed tomatoes until closing in 1914.<sup>70</sup>

In 1919 Lawrence J. and Gladys A. Reid started a second canning effort in the city. Reid came to Fort Morgan in 1909 and started Fort Morgan Floral Company. The couple's Morgan Maid Canning Company was an adjunct to their greenhouse, located at the southeast corner of West Platte Avenue and West Street. The firm processed tomatoes, red beets, green beans, and pumpkins on a relatively small scale.<sup>71</sup>

### **Further Government Improvements of the 1900s**

In 1906 the Town Board approved Ordinance Number 89 authorizing municipal ownership of a lighting, power, and heating plant. The town electrical department was organized that year, funded by \$6,000 in bonds and \$3,500 in public subscriptions. After completion of the City Hall the light plant was installed in its basement in 1908. The community was promoted as the "City of Porch Lights," since the city provided free power for that purpose. A 1911 article in the *Denver Times* judged Fort Morgan "one of the most prettily lighted towns in America. As you enter town from either railroad station, ahead of you stretches the main business street—one long ribbon of brilliant light."<sup>72</sup> In 1910 Fort Morgan was one of just seven Colorado municipalities with publicly owned power systems.<sup>73</sup>

Two significant government buildings were erected in Fort Morgan in the early years of the twentieth century: the 1907 Morgan County Courthouse and the 1908 City Hall (see Figures 17 and 18).

*Morgan County Courthouse.* Thomas P. Barber of Colorado Springs was the architect for the Morgan County Courthouse at 231 Ensign Street. The cornerstone was laid in September 1906 and the first meeting took place in the building in March 1907. The two-story Tudor Revival-style brick and stone building stood on a stone foundation and cost \$25,000. According to Lyn Deal, preparer of the National Register nomination for the later 1936 courthouse, "many people severely criticized the commissioners for not buying the entire block and building in the center with spacious grounds like those of other county seats."<sup>74</sup>

*City Hall.* The two-story Classical Revival-style City Hall at 110 Main Street is constructed of red brick with a raised, coursed stone foundation. The building was designed by Denver architects Willis A. Marean and Albert J. Norton. Fort Morgan's growth elevated its status from town to city with a change from a board of trustees to a mayor and aldermen. In addition to housing city offices, the City Hall also housed the city library, offices of the Chamber of Commerce, and the municipal electrical plant and waterworks in the basement.<sup>75</sup>

*County Fairgrounds.* A county fairgrounds was established in 1906 at the southeast corner of

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<sup>70</sup> Lee Scamehorn, *Colorado's Small Town Industrial Revolution: Commercial Canning and Preserving in Northeastern Colorado* (Indianapolis, Indiana: Dogear Publishing, 2011), 115-16.

<sup>71</sup> Scamehorn, *Colorado's Small Town Industrial Revolution*, 117.

<sup>72</sup> *Fort Morgan Times*, June 4, 1911 (reprinting *Denver Times* article).

<sup>73</sup> *Boulder Daily Camera*, April 22, 2017.

<sup>74</sup> Lyn Deal, Morgan County Courthouse, National Register of Historic Places nomination form, NRIS.0200289, August 30, 2001, on file History Colorado, Denver, Colorado.

<sup>75</sup> Lyn Deal, Fort Morgan City Hall, National Register of Historic Places nomination form, NRIS.95001339, October 9, 1994, on file History Colorado, Denver, Colorado.

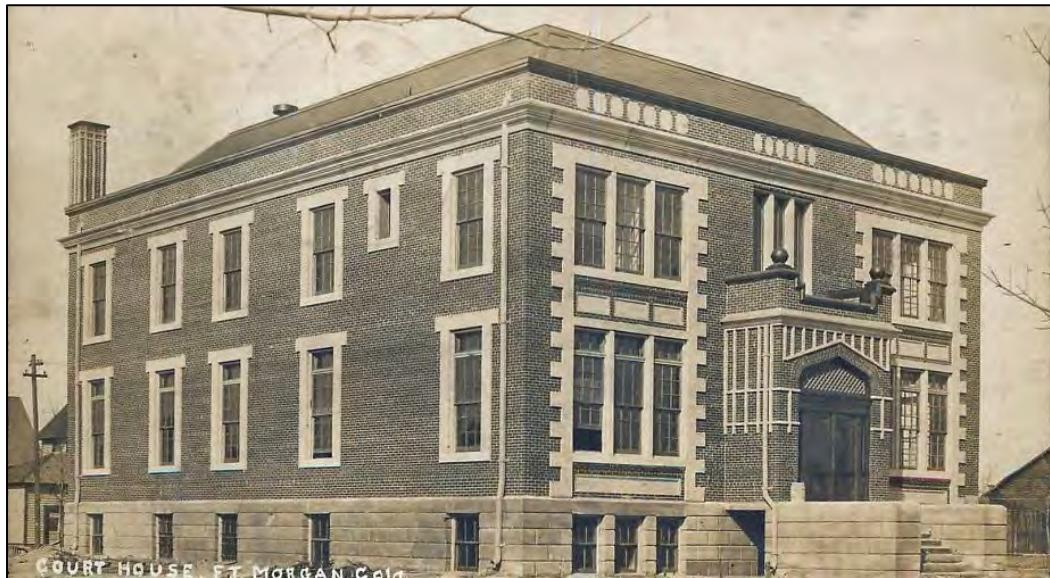


Figure 17. After securing the county seat, elected officials met in privately-owned downtown buildings before Fort Morgan received this two-story brick courthouse in 1907. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

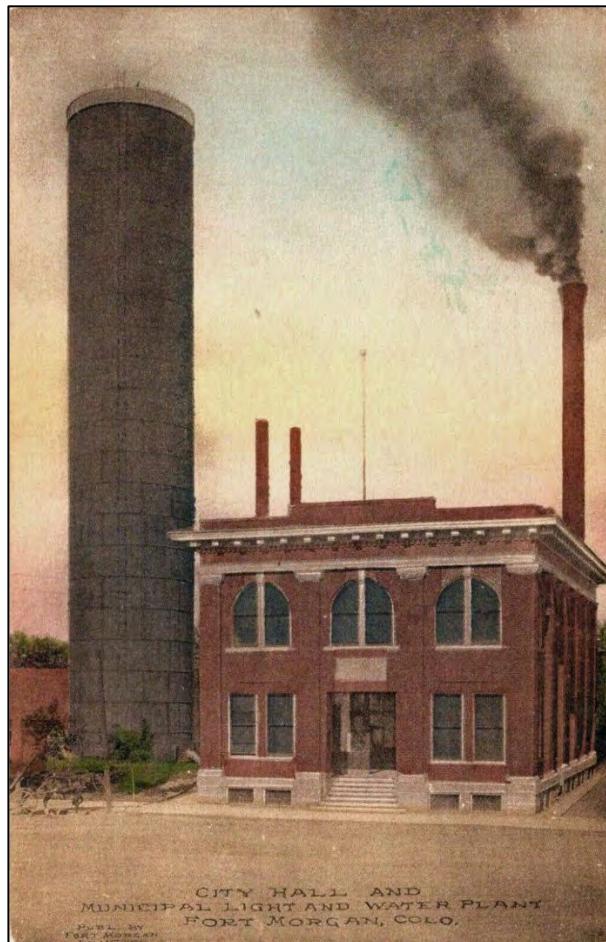


Figure 18. The 1908 Fort Morgan City Hall included an electrical and water plant in its basement. To the left is the 100' standpipe associated with the waterworks. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

West Burlington Avenue and South West Street on a 27.5-acre tract purchased from the Brush estate. Shade trees were planted, and a landscape gardener laid out the grounds. The facility included a half-mile oval racetrack, a grandstand, and support buildings. The *Fort Morgan Times* encouraged exhibitors to participate, arguing that “an annual fair is not only a good advertising medium but is the means of promoting a better knowledge of our products, at the same time creating a higher standard of production.”<sup>76</sup> The first county fair opened in September 1906.

*Central Public School.* A new Central Public School was completed in 1907 to replace the earlier building destroyed by fire in December 1905. The new \$35,000 school was designed by Denver architect Harlan Thomas and erected by Cole-Potter Construction of Fort Collins (see Figure 19).<sup>77</sup>



Figure 19. After the Central Public School was destroyed by fire in December 1905, a new building designed by architect Harlan Thomas was constructed in the same location and opened by 1907. SOURCE: 1907 postmarked postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

### **Commercial, Social, and Religious Buildings of the 1900s**

*Commercial Buildings.* More commercial buildings followed the introduction of sugar beets. The two-story pressed brick and stone First National Bank was completed in 1907 at 228-30 Main Street.<sup>78</sup> At least fifteen other one and two-story commercial blocks were erected in the 1900s in the 100 through 300 blocks of Main Street.

*Social and Religious Buildings.* The Oasis Lodge AF&AM built an impressive two-story Masonic Temple of white pressed brick at the northwest corner of Main Street and West Beaver Avenue in 1906.<sup>79</sup> The building cost more than \$20,000 and received an addition in 1926. Lodge 1143 of

<sup>76</sup> *Fort Morgan Times*, May 11, 1906.

<sup>77</sup> *Fort Collins Weekly Courier*, March 7, 1906.

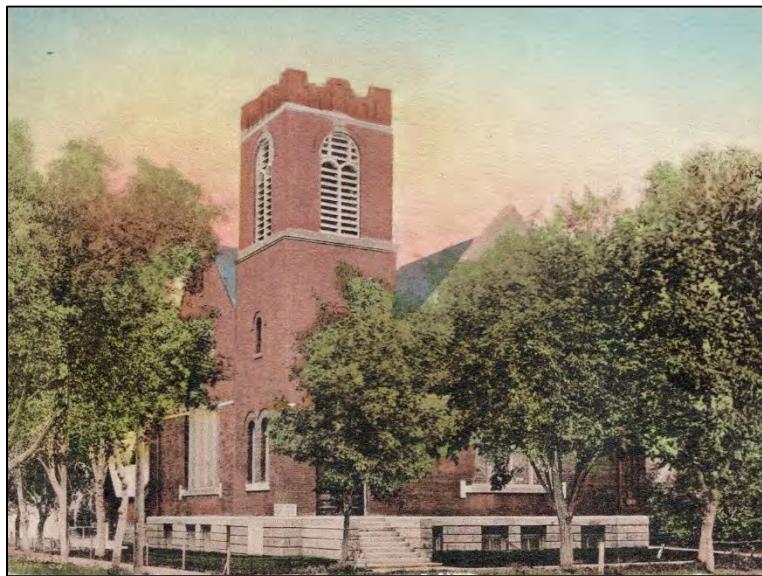
<sup>78</sup> *Fort Morgan Times*, December 14, 1906

<sup>79</sup> *Fort Morgan Times*, December 21, 1906.

the Benevolent and Protective Order of Elks (BPOE) constructed a lodge hall at 430 State Street the same year.

In 1906 the original First Presbyterian Church was demolished and a new \$25,000 brick building rose on the same parcel at State Street and East Beaver Avenue (see Figure 20). In 1907 Russian-German beet workers built the Deutsche Evangelische Congregational Christus Gemeide at West 7<sup>th</sup> Avenue and Ensign Street. The United Presbyterians organized in the city in 1902 and erected a church at the corner of Ensign Street and Beaver Avenue in 1908. The Methodists also constructed a new building composed of white pressed brick with stone trim on the same site as their earlier church.

Figure 20. A new First Presbyterian Church opened in 1906 at State Street and East Beaver Avenue. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.



### Subdivision Platting and House Construction in the 1900s

*Subdivisions.* To accommodate new residents, seven new subdivisions were platted between Platte and Riverside Avenues in the northern part of town. The largest of these were the Park Addition (1906) and Old Fort Addition (1907), east of Main Street, and the North Side Addition (1907), south of Riverside Cemetery (see Figure 10). The 1908 Brush Addition was the first addition created south of the CB&Q railroad tracks, between South Main Street on the east and the Fort Morgan Canal on the west.

*Housing.* In May 1906 the *Fort Morgan Times* reported that 104 dwellings were under construction in the city and reflected the flavor of the times:

Even at this rate the influx is too great for the accommodation of the new comers; tents are springing up like mushrooms all over the city to provide temporary quarters until more suitable ones can be obtained. Materials cannot be obtained fast enough to build homes for the people who are flocking into our city to stick their hands into our brimful cornucopia and grab some of the golden opportunities that are waiting to be nabbed.<sup>80</sup>

<sup>80</sup> *Fort Morgan Times*, May 18, 1906.

Morgan County Assessor data show large numbers of houses constructed south of Platte Avenue on either side of downtown. A burst of building also brought significant development to the area between Main and Deuel Streets and West Platte Avenue and West Riverside Avenue, in the Austin and Jones Additions and the eastern part of the Riverside Addition. On the east side of Main Street the western part of the Park Addition received a number of houses between East 7<sup>th</sup> and East 9<sup>th</sup> Avenues. One example of the period's houses is the Ivo Dyar House, 407 Sherman Street (1909), a two-and-a-half-story, Foursquare-style residence. Dyar was a local nurse who converted the dwelling into the city's first maternity home in 1916. Dyar later managed the city's first hospital.<sup>81</sup>

## **The Town Enjoys Continued Prosperity, 1910-1929**

The 1910 population of Fort Morgan of 2,800 inhabitants more than quadrupled its 1900 total. The economic impact of sugar beet growing and processing and its agricultural spinoffs continued to bolster the local economy in the 1910s and 1920s. Fort Morgan grew from 2,800 persons in 1910 to 3,818 in 1920, a 36.4 percent increase and altogether a sixfold increase between 1900 and 1920. By 1913 the Original Town and subsequent platted subdivisions covered an area of approximately 1.1 square miles, from the Fort Morgan Canal on the west to Sherman Street on the east and from Riverside Avenue on the north to somewhat south of the CB&Q railroad tracks on the south (see Figure 10). However, the city limits did not embrace all of this area. As late as 1937 the Fort Morgan boundary did not include Fulton Heights on the west or the Brush Addition on the south.<sup>82</sup> About 572 existing buildings (15.9 percent) within the city date to between 1910 and 1929 (see Table 10 and Figure 11).

### **Impacts of the Automobile and Highway Construction**

The automobile gained rapid and widespread adoption in the 1910s and 1920s, as prices became more accessible to a growing percentage of the population. More vehicles led to agitation for road improvements and a growth in businesses supporting the new transportation mode, including gas stations, garages, auto sales rooms, and tourist courts, the forerunners of motels. "Good roads" associations formed to support highway construction and improvement, including the designation of transcontinental routes. The state established the Colorado State Highway Commission in 1909. In 1910 that body designated the first system of state primary roads, including a road from Denver northeast to Fort Morgan and the Nebraska state line.<sup>83</sup> A 1914 state highway map showed primary road 7 extending from Denver to Fort Morgan and then primary road 9 continuing northeast to Sterling and the Nebraska line.<sup>84</sup>

Several national "named" transcontinental highway routes were designated in the mid-1910s, typically utilizing existing roads. Fort Morgan briefly found itself on a branch route of the famed Lincoln Highway, a named transcontinental route extending from New York City to the San

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<sup>81</sup> Fort Morgan Museum, "Historic Houses of Fort Morgan."

<sup>82</sup> The 1937 Sanborn fire insurance shows the city limits as a rectangle, extending from Riverview Avenue to the CB&Q tracks and from West Street to a block east of Sherman Street.

<sup>83</sup> Marion C. Wiley, *The High Road* (Denver: Colorado State Department of Highways, 1976), 11.

<sup>84</sup> Colorado State Highway Commission, Sketch map of Colorado Showing Primary and Secondary State Highways and Advisory Board Districts (Denver: Colorado State Highway Commission, 1914, on file Western History and Genealogy Department, Denver Public Library, Denver, Colorado).

Francisco, California, area. The main route of the Lincoln Highway bypassed Colorado for the gentler grades of Wyoming, but Denver and Colorado boosters persuaded the Lincoln Highway Association to recognize a “Colorado Loop.” The Colorado segment, active 1913-15, entered the state at Julesburg and stair-stepped its way along the South Platte River, passing through Fort Morgan on Main Street, then continuing south to Bennett and west to Denver. The location on such a route advantaged local businesses due to increased through-traffic.

### **Government, Community, and Commercial/Industrial Buildings of the 1910s**

As the city’s population grew, the community received new business, government, and community facilities.

*Government Buildings.* A Ladies Library Association organized in 1891, but it was not until 1914-15 that a library building was erected. The city received a \$10,000 grant from the Carnegie Foundation for the facility. Constructed at the north end of City Park facing East Bijou Avenue, the building opened in February 1915 (see Figure 21). In the nineteenth century small town post offices typically were housed in part of an existing commercial building, often one owned by the postmaster. In 1917 the US Treasury Department constructed a freestanding US Post Office in Fort Morgan at 300 State Street.



Figure 21. Steel magnate and philanthropist Andrew Carnegie supplied grants to build hundreds of public libraries throughout the country. Fort Morgan received a grant to erect a library in City Park in 1915. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

*Churches.* St. Helena Catholic Church, a 154-seat frame building, rose at East 7<sup>th</sup> Avenue and State Street in 1911.<sup>85</sup> In 1917 the Deutsche Evangelische Congregational Christus Gemeide at West 7<sup>th</sup> Avenue and Ensign Street built a new church that incorporated its 1907 building.

*Commercial/Industrial Buildings.* Describing the city in mid-1911, the *Denver Times* noted, that

<sup>85</sup> Noel, Colorado Catholicism, 382.

in addition to the sugar beet and canning factories, the city contained “three grain elevators, a flour mill with an annual capacity of 50,000 barrels, an alfalfa meal factory, a bottling works, an ice plant, a cement block and tile factory and several acres of mercantile houses.”<sup>86</sup> The city gained a second opera house in 1916-17, when U.G. Cover erected the Cover Opera House at 314 Main Street.<sup>87</sup> Several small-scale commercial buildings were built along Main Street and Kiowa Avenue in the 1910s. Ora H. McGrew constructed the three-story brick McGrew Building at 112-14 West Kiowa Street in 1910 to house his hardware and implement business. It was the city’s third three-story building. It was remodeled into the Queen Hotel in 1930.<sup>88</sup> In 1919 Nebraska native J.H. Bloedorn and his brothers purchased the Fort Morgan State Bank, changed its name to Farmers State Bank, and adopted the slogan “Growing with Fort Morgan.”<sup>89</sup>

*Automobile-Related Buildings Appear.* An important new development that occurred in the 1910s and 1920s was the emergence of automobile-related businesses in the city. Sanborn fire insurance maps for 1912 and 1920 visually illustrate the dramatic increase in these types of resources. The 1912 map showed one such resource: a one-story building labeled “automobiles” at 215 Ensign Street. Asa C. “Ace” Gillett advertised his “Lincoln Highway Garage” at that address in *State Business Directories* in the 1915-20 period.<sup>90</sup> Gillett later erected a two-story brick garage at 427-31 Main Street in 1916, from which he sold Willys automobiles (see Figure 22).<sup>91</sup>



Figure 22. Asa C. “Ace” Gillett constructed a brick garage at 427-31 Main Street in 1916. SOURCE: undated postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.

### Subdivisions and Housing Construction of the 1910s

Only two subdivisions were platted between 1910 and 1929. In-fill construction would continue in the subdivisions created in the late nineteenth and early twentieth centuries for several

<sup>86</sup> Fort Morgan Times, June 4, 1911 (reprinting *Denver Times* article).

<sup>87</sup> Mack and Midcap, *Morgan County*, 91. The building was destroyed by fire in 1944 and was rebuilt as a theater.

<sup>88</sup> Clayton B. Fraser, 112-14 West Kiowa Street (5MR444), Architectural/Historical Component Form, April 1981, on file History Colorado, Denver, Colorado; *Fort Morgan Times*, December 31, 2017.

<sup>89</sup> Rickel, “15, J.H. Bloedorn,” *One Hundred Eleven Trees*, 35.

<sup>90</sup> Lee and Jane Whiteley, *The Lincoln Highway in Colorado* (Boulder: Johnson Printing, 2007), 8-11.

<sup>91</sup> Mack and Midcap, *Morgan County*, 41.

decades. The unbuilt areas of earlier subdivisions experienced piecemeal development, helping to explain the mix of different construction eras and building styles in many of the city's residential areas. In 1910 the Fulton Heights Addition was platted on the western edge of the city, between West Street and the Fort Morgan Canal south of West Platte Avenue. Fulton Heights is notable for including some non-rectangular blocks and a small central park. An article in the *Denver Times* took note of the development, reporting that "is to be exclusively a residence park where only artistic homes and bungalows are to be built."<sup>92</sup>

Based on current assessor data, Thompson's Addition, G.R. Baker's, Park, and Riverside received large numbers of new residences in the 1910s, especially on their outer edges. The two-and-a-half-story, stuccoed brick, Foursquare-style house at 428 Sherman Street is one example from the era. Ralph and Olivia Graham built the 1914 house which is a contributing resource to Sherman Street National Register Historic District. Graham was active in livestock raising, organizing the Morgan County Lamb Feeders Association and serving as president of the Colorado-Nebraska Lamb Feeders Association.<sup>93</sup>

### **Government, Community, and Religious Facilities of the 1920s**

The 1920 census enumerated 3,818 persons in Fort Morgan, an increase of more than one thousand people from 1910. To accommodate the new inhabitants, new facilities were constructed or existing ones expanded.

Figure 23. The Colorado National Guard completed a State Armory in Fort Morgan at 528 State Street designed by Denver architect John J. Huddart. SOURCE: historic postcard view, circa 1925, State Armory National Register nomination.



*Governmental Buildings.* A new, larger jail, designed by architects William Redding and Son of Boulder, was completed in 1921 adjacent to the courthouse on Ensign Street. The State of Colorado completed a National Guard Armory in Fort Morgan in 1922 (see Figure 23). The two-story brick building at 528 State Street featured a symmetrical façade and corner towers. The building followed a standard armory plan that Denver architect John J. Huddart developed for the state Military Department. The Huddart design was used for twelve buildings around Colorado, primarily differing in the color of brick used. The Fort Morgan Armory provided space

<sup>92</sup> Fort Morgan Times, June 4, 1911 (reprinting *Denver Times* article).

<sup>93</sup> Fort Morgan Museum, "Historic Houses of Fort Morgan."

for Company M of the National Guard, including a drill hall with a stage, storage space, office, and recreational amenities.<sup>94</sup>

In 1923, to meet city growth, Fort Morgan constructed a new municipal power plant on 80 acres north of town (1600 Main Street) (see Figure 24). City Superintendent George G. Cox (1867-1951) oversaw construction of the \$190,000 plant and explained why Fort Morgan adopted public ownership: "Our isolated location rather forced our city to undertake municipal ownership of our public utilities. We first developed a municipal water supply, then we gradually entered the field of electric light and power development. Our plant has been very successful because we have operated it in a business-like manner."<sup>95</sup> The two-story, red brick, coal-fired facility supplied electrical power to the city from 1923 to 1952.<sup>96</sup>

Figure 24. Fort Morgan erected a new municipally owned power plant at 1600 Main Street in 1923. SOURCE: July 1, 1925 photograph, Fort Morgan Power Plant National Register nomination.



*Community and Religious Buildings.* The community's first hospital was established in 1923 in the former Great Western Sugar Company dormitory at 1100 State Street (see Figure 25). Nurse Ivo Dyer was placed in charge of the facility. The building served as the city hospital until 1952, when the Fort Morgan Community Hospital opened.

A number of changes to church buildings occurred in the 1920s. After an earlier church was destroyed by fire in 1919, the United Presbyterian Church erected a new building in 1920 at the same location at Ensign Street and West Beaver Avenue. Outgrowing its earlier building, the Christian Church constructed The Tabernacle in 1920 on West Bijou Avenue between Ensign and Meeker Streets. In 1928, to make way for a Buick-Chevrolet Sales building, the Baptist congregation sold its existing lots, built a new church on the east side of the 500 block of Main Street, then moved the old church and joined it to the new one. The Presbyterian Church received an educational wing that was dedicated in 1928.<sup>97</sup>

*CB&Q Railroad Depot.* In 1922 the CB&Q constructed a new passenger railroad depot at the south end of Ensign Street (see Figure 26). The location was chosen to prevent stopped trains from blocking the Main Street crossing. The Warren Lumber Company was the contractor for

<sup>94</sup> Lyn Deal, Fort Morgan State Armory, National Register of Historic Places nomination form, NRIS.04000596, June 16, 2003, on file History Colorado, Denver, Colorado.

<sup>95</sup> Rickel, *One Hundred Eleven Trees*, 93.

<sup>96</sup> Mack and Midcap, *Morgan County*, 77.

<sup>97</sup> Evelyn A. Ferguson, "History of the Early Churches in Fort Morgan," in Rickel, *One Hundred Eleven Trees*, 249-53.



Figure 25. In 1923 the Great Western's former sugar beet worker dormitory was repurposed into a community hospital. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

Figure 26. The CB&Q Railroad constructed a new depot in Fort Morgan in 1922 at the south end of Ensign Street. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

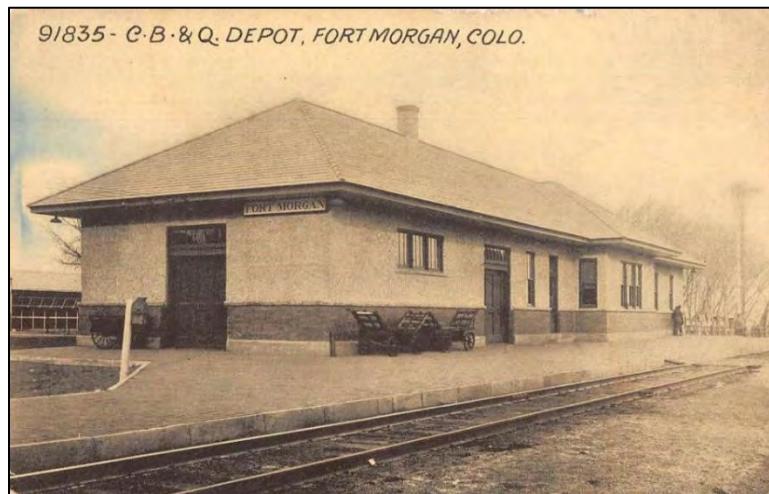


Figure 27. The city gained a new high school/junior high school in 1926 when a new building opened at 300 Deuel Street on the west side of the community. SOURCE: undated postcard view, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

the one-story, \$40,000 depot, which featured a hipped roof with widely overhanging eaves and brick and stucco walls.<sup>98</sup>

*New High School/Junior High School.* By the 1920s the local school district faced loss of accreditation due to the inadequate facilities of the existing high school. The old school's most famous alumni was musician Glenn Miller (1904-44), who formed a band with classmates during his senior year. He graduated from the school on Lake Street in 1921 and went on to become an acclaimed composer and big band leader. In 1924 Fort Morgan voters approved a \$290,000 bond issue for construction of a new high school/junior high school. The three-story, U-shaped, buff brick high school building was designed by architect William N. Bowman of Denver. The school stood on an entire block in the western part of the city, bounded by Deuel and Maple Streets and West Beaver and West Kiowa Avenues. Grades seven through twelve moved from Central Public School into the completed building in January 1926 (see Figure 27). The *Fort Morgan Times* reported that the 1,400 people attending the school's dedication in the auditorium were "the largest number ever assembled under one roof in Fort Morgan."<sup>99</sup>

### **Automobile-Related Construction of the 1920s**

The 1920 Sanborn map showed several more businesses serving automobiles. A gasoline filling station was located at the southwest corner of Main Street and East Railroad Avenue. Main Street and West Bijou Avenue was a focal point for garages in 1920, including a two-story garage at the southwest corner of the intersection (Gillett's), a two-story garage and repair shop at the northwest corner, a one-story auto sales building immediately north on Main Street (number 511), a one-story garage farther north (number 517), and a planned two-story garage to the west at the northeast corner of West Bijou and Ensign Street. The latter was the 1920 Eaches-Van Buskirk Garage, a large two-story blonde brick building with a corbelled brick cornice. Another garage was located at 215 Ensign Street.

The 1981 historic buildings survey identified other automobile related buildings completed in Fort Morgan in the 1920s, including the Kanzler Garage (210-12 Ensign Street) and Zwetig Brothers Garage (208 Ensign Street), both built in 1927, and the 1928, Central Service Station (128 West Kiowa Street). The Colorado Highway Department occupied the 1929 building at 214-16 Ensign street. The 1920 Sanborn map did not show any tourist camps in the city; existing city hotels apparently accommodated travelers.

The completion of the Rainbow Arch Bridge over the South Platte River in 1923 facilitated access between northern Morgan County and Fort Morgan (see Figure 28). The 1,080'-long concrete and steel bridge was designed by Iowa engineer James Marsh. Local resident Nort Carson recalled being paid thirty-five cents an hour on the project, which employed forty to fifty men.<sup>100</sup>

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<sup>98</sup> Clayton B. Fraser, Ensign Street (5MR465), Architectural/Historical Component Form, April 1981, on file History Colorado, Denver, Colorado.

<sup>99</sup> Community History Writers, "Fort Morgan Middle School," *Fort Morgan Times*, April 7, 2016.

<sup>100</sup> Lyn Deal, Fort Morgan Power Plant Building, National Register of Historic Places nomination form, NRIS.93001339, September 3, 1993, on file History Colorado, Denver, Colorado. In 1950 cheaper power became available from the US Bureau of Reclamation power plant farther east.



Figure 28. The Rainbow Arch Bridge over the South Platte River was completed in 1926, facilitating access to Fort Morgan. SOURCE: historic postcard, circa 1920s, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

### Other Commercial Buildings of the 1920s

While automobile related buildings dominated commercial construction in Fort Morgan in the 1920s, Main Street gained a few other noteworthy buildings. The Wyocolo Hotel, a two-story red brick building with clipped gables, opened in 1925 at 411 Main Street. In 1927 William H. Clatworthy razed earlier buildings at 301 Main Street housing his hardware business to permit construction of this new two-story brick building for his firm.

### Great Western Turns to Hispano Beet Workers

The cultivation of sugar beets in the early years required painstaking hand labor. After the initial planting by beet drills, seedlings had to be blocked (thinned into groups), thinned by hand (preserving the strongest plant in each bunch), cultivated throughout the growing season by horse and hand hoe, pulled from the ground by hand after the ground was loosened, and topped by hand.<sup>101</sup> Initially the company recruited Germans from Russia, which impacted Fort Morgan's population composition. The 1910 census showed 8.8 percent of the total population was foreign born and 18.1 percent the children of foreign born parents. By 1930 the comparable percentages were 7.8 percent and 18.2 percent. As the German Russian beet workers secured their own land or moved to other jobs, Great Western came to rely more heavily on Hispano workers to work in the beet fields. *Betabeleros* (beet workers) were recruited from southern Colorado, New Mexico, and Texas, and directly from Mexico after 1921.<sup>102</sup>

<sup>101</sup> Taussig, "Beet Sugar and the Tariff," 197-99.

<sup>102</sup> Community History Writers, "A Town of Their Own ...," *Fort Morgan Times*, March 7, 2017.

In 1922 Great Western Sugar established a housing area 0.7 miles west of the sugar beet factory for Hispano workers, as a means of decreasing workforce turnover.<sup>103</sup> The so-called “Mexican Colony” or “Spanish Colony” consisted of a north-south rectangle holding forty-eight lots with roads on its perimeter: Primero and Segundo on the west and east and Texas and El Paso on the north and south. The roads were unpaved and had no sidewalks or gutters. The company initially planned twenty houses and provided irrigation water for gardens and a central water pump for drinking water. Great Western also supplied straw, lime, and sand, which combined with the area’s soil, could be used by the workers and their families to produce adobe bricks and build houses, which they could own after a period of time.<sup>104</sup>

The Spanish Colony area still exists in unincorporated Morgan County on the north side of State Highway 144. Historian Candy Hamilton observed that “several of the original adobe homes can be seen scattered throughout the neighborhood.”<sup>105</sup> The Fort Morgan housing area is significant as the first initiative of this kind; the creation of other Mexican colonies followed at other beet factory locations.

### **Agricultural Developments**

Livestock feeding continued to contribute to the local economy. The 1930 *Colorado Year Book* noted that cattle and lamb feeding comprised an important part of the agricultural efforts in the irrigated sections of northern Colorado: “The feeding of cattle provides an outlet for by-products from the sugar beet factories, surplus alfalfa, grains and other feeds. ... Lamb feeding operations have increased during the past few years in the Fort Morgan Sterling section of northeastern Colorado”<sup>106</sup>

In early 1924 community leaders began an effort to establish a large scale cannery in Fort Morgan. Lawrence Reid, co-owner of the existing Morgan Maid Canning factory, advocated a substantial expansion program. The firm was reorganized as a corporation with authorized capital of \$50,000. That year output increased to 15,000 cases of vegetables, including peas, and to 40,000 cases in 1925. By 1928 the factory employed one hundred women and eight men. During the 1930s, Morgan Maid encountered declining markets and difficulty competing with the industry’s giants and closed in 1938. Historian Lee Scamehorn commented: “The enterprise had canned a total of about two million cans of vegetables and sales amounted to hundreds of thousands of dollars. The cannery provided summer employment for many residents and a market for locally-grown produce.”<sup>107</sup>

### **Rise of the Ku Klux Klan**

The reborn Ku Klux Klan of the 1920s based its appeal on “100 percent Americanism” and opposition to Catholics, Jews, African Americans, and the foreign born. The Klan attracted many

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<sup>103</sup> The Fort Morgan Colony Subdivision was created in 1922. The assessor reports that some of the houses in the area date to 1919.

<sup>104</sup> Community History Writers, “A Town of Their Own ...”

<sup>105</sup> Hamilton, *Footprints in the Sugar*, 144 and 470. Hamilton appears to have visited the correct location, but misidentified the streets.

<sup>106</sup> Tolbert R. Ingram, ed., *Year Book of the State of Colorado, 1931* (Denver: State Board of Immigration, 1931), 128.

<sup>107</sup> Scamehorn, *Colorado’s Small Town Industrial Revolution*, 119.

adherents in Colorado. Historian David M. Chalmers judged the state “the success story of the western Klan.”<sup>108</sup> Historian Robert Alan Goldberg ranked the Colorado Klan second only to that of Indiana in political influence.<sup>109</sup> One vocal opponent of the Klan was James E. Jewel, a pioneer lawyer and farmer of Fort Morgan. In June 1922, he called the group “an organized band of lawbreakers.”<sup>110</sup> Jewel served as the Colorado department commander of the Grand Army of the Republic (GAR), a group composed of Union Civil War veterans).

Klan organizing efforts were active in northeast Colorado, where sugar beet culture had produced an influx of foreign-born workers. In October 1923 a recruiter for the KKK said chapters were being formed in Brush, Fort Morgan, Akron, and Yuma.<sup>111</sup> When the Klan staged a parade and political meeting in Loveland in 1924, “special trains from Greeley, Brush, Fort Morgan, and Denver brought Klansmen and their families” to the event.<sup>112</sup> In June 1925, a cross was burned in front of the building housing the *New Raymer Enterprise* in an attempt to intimidate its editor, C.F. Graves, who had campaigned against the KKK. Graves alleged that Klan members from Fort Morgan came to New Raymer and set the cross afire. In March 1926, when four hundred KKK members marched in Greeley, the *Brush Tribune* reported participants came from Fort Morgan, Sterling, Longmont, Loveland, Denver, and other eastern Colorado towns.<sup>113</sup> The Klan faded as an important force in Colorado after 1926.

### **Subdivisions and Houses of the 1920s**

*Subdivisions.* Only one subdivision was created in Fort Morgan in the 1920s and none in the 1930s, since much of the areas platted in the early twentieth century were still not built out. In 1926 Effie Louise (Safford) More platted the Effie L.S. More Addition, a half-block area at the northeast corner of East Platte Avenue and Lake Street. Born in Pennsylvania, she married New York native LaFayette More (1848-1922) in 1877. He came to Colorado in 1874 and was a successful Morgan County rancher.<sup>114</sup> She lived in the subdivision at 409 East Platte Avenue until her death in 1941.

*Housing.* Neighborhoods showing strong residential construction in the 1920s included L.C. Baker’s addition, Fulton Heights, and pockets within the Riverside and Park Additions. Julian H. and Susan M. Roediger built a two-and-a-half-story brick house at 617 Lincoln Street in 1920. He worked for Morgan County National Bank and Great Western Sugar Company “as a liaison to the newly-arrived German-Russian workforce, who spoke only German.”<sup>115</sup> The one-story 1922 Leroy and Augusta Jacox House at 530 Lincoln Street displays Spanish Colonial Revival features. Banker John Bloedorn and his wife Corliss erected a two-story brick dwelling at 440 Sherman Street in 1926 (contributing resource to Sherman Street National Register Historic District). One of the city’s

<sup>108</sup> David M. Chalmers, *Hooded Americanism: The History of the Ku Klux Klan* (New York: New Viewpoints, 1965), 126,

<sup>109</sup> Robert Alan Goldberg, *Hooded Empire: The Ku Klux Klan in Colorado* (Urbana, Illinois: University of Illinois Press, 1981), xi.

<sup>110</sup> *Colorado Springs Gazette*, June 18, 1922.

<sup>111</sup> *Morgan County Republican*, October 26, 1923.

<sup>112</sup> Chalmers, *Hooded Americanism*, 74.

<sup>113</sup> *Brush Tribune*, June 12, 1925 and March 26, 1926.

<sup>114</sup> Effie L.S. More, memorial 72195733 and LaFayette More, memorial 72195760, FindAGrave website, [www.Findagrave.com](http://www.Findagrave.com). The subdivision and sale of parcels may have provided needed income following her husband’s death in 1922.

<sup>115</sup> Fort Morgan Museum, *Historic Homes of Fort Morgan* (Fort Morgan, Colorado: Fort Morgan Museum, undated).

earliest apartment buildings was erected at 310 State Street in 1921. The Johnson Terrace Apartments, a U-shaped, one- and two-story concrete block and brick building, held fourteen units.<sup>116</sup>

## **The Great Depression, New Deal Projects, and World War II, 1930-1945**

Fort Morgan reported 4,423 inhabitants in 1930, a 15.8 percent increase from 1920. During the Great Depression decade of the 1930s, town growth slowed to a 10.4 percent increase, reaching a population of 4,884 by 1940. Assessor data shows 104 current buildings (2.9 percent) constructed in the 1930s (see Table 10 and Figure 11). Residential construction was widely scattered, with the highest number in Fulton Heights at the western edge of the city.

Fort Morgan, however, weathered the downturn much better than Morgan County as a whole, which displayed a net loss of more than a thousand persons during the 1930s. Colorado's Eastern Plains generally were hard hit by the economic downturn. Lack of rain and "dusters," days-long dust storms resulting from years of drought, plagued Colorado's eastern plains during the early- to mid-1930s.<sup>117</sup> Fort Morgan was struck by such a dust storm in February 1935, "bringing traffic to a standstill. Sand had to be cleaned from carburetors and distributors, windshields were sand-pitted, and paint was torn off of the automobiles."<sup>118</sup>

### **New Deal Projects**

Following his 1932 election, President Franklin D. Roosevelt enacted programs to stimulate the economy, combat unemployment, and relieve economic suffering. Known as the "New Deal," the federal government effort distributed funds and employed out-of-work Americans through such agencies as the Civilian Conservation Corps (CCC), the Works Projects Administration (WPA), and the Public Works Administration (PWA). Fort Morgan received several important Depression-era construction projects that left a lasting legacy on the built environment.

Fort Morgan was the recipient of two major Public Works Administration projects. Created in 1933 as part of Franklin Delano Roosevelt's National Industrial Recovery Act, the PWA provided funds to governmental entities, who hired private contractors with experienced workers to complete projects. The PWA's goal was to stimulate the economy through the purchase of building materials and the creation of jobs for architects, engineers, and skilled workers. Historian Robert S. McElvaine argued that PWA Director Harold Ickes "saw the PWA as a means of bringing about recovery, but also as a way to provide valuable projects for the American people."<sup>119</sup>

*Courthouse.* By the 1930s, growth of the county and lack of vault storage space for records, prompted Morgan County officials to contemplate expanding the existing 1907 courthouse. The county received a PWA grant, and Denver architect Eugene P. Groves developed plans for an entirely new Moderne-style building with Art Deco elements (See Figure 29). The \$100,000 two-story building was completed in 1936 and featured a raised foundation, blonde brick walls, and

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<sup>116</sup> By 1957 the building contained twenty-three apartments and was known as Nada Court.

<sup>117</sup> See, Stephen J. Leonard, *Trials and Triumphs: A Colorado Portrait of the Great Depression* (Niwot, Colorado: University Press of Colorado, 1993), 118-120.

<sup>118</sup> Mack and Midcap, *Morgan County*, 113.

<sup>119</sup> Robert S. McElvaine, *The Great Depression: America, 1929-1941* (New York: Times Books, 1984, 1993), 152.

terra cotta trim. Oleson and Pennock were the contractors.

*Police and Fire Building.* The City of Fort Morgan acquired a PWA grant to erect a police and fire building at 116 Main Street, north of the City Hall (see Figure 30). Denver architect Walter A. Simon prepared the plans for this two-story, brick and terra cotta Art Deco-style facility. The building, also erected by Oleson and Pennock, was completed in 1937 and held bays for fire

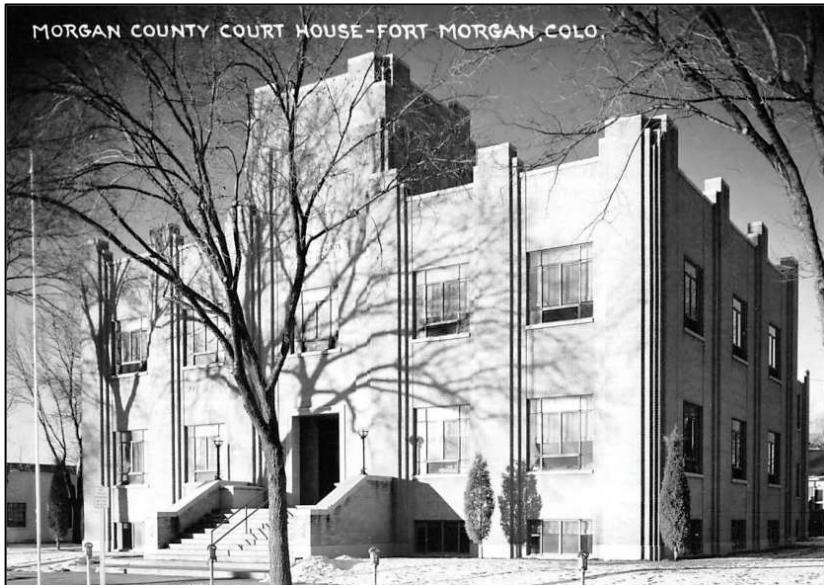


Figure 29. The federal Public Works Administration provided a grant for construction of a new county courthouse in 1936.  
SOURCE: undated postcard view, likely post-World War II, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.

Figure 30. Public Works Administration funding permitted the city to erect a new police and fire building in 1937, north of the 1908 Fort Morgan City Hall.  
SOURCE: 1936 postmark postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.



apparatus, a firefighter dormitory, dispatcher's office, and city jail.<sup>120</sup> The city also received a PWA grant for improvements to its power plant.<sup>121</sup>

*Other Projects.* Fort Morgan received WPA funds for a variety of city improvements projects. WPA funded construction of a 1937 swimming pool in Riverside Park designed by Walter A. Simon and William E. Cullen of Denver and a sewage treatment plant. Other WPA projects addressed sewers and storm sewers, roads, athletic facilities, and school and park

<sup>120</sup> Clayton B. Fraser, 116 Main Street (5MR458), Architectural/Historical Component Form, April 1981, on file History Colorado, Denver, Colorado.

<sup>121</sup> Works Projects Administration, Colorado Projects Index, on file History Colorado, Denver, Colorado.

improvements.<sup>122</sup> The New Deal's Rural Electrification Administration (REA) enabled Morgan County farmers to bring electricity to power irrigation pumps and ease other farm tasks. Formed in April 1937, the Morgan County REA was the second cooperative formed in Colorado.<sup>123</sup>

### Private Investment during the Depression

Private investment also played a role in helping to stimulate the local economy in the 1930s. Despite the uncertain economic climate, some significant new commercial buildings rose during the decade and others received remodeling that dramatically changed their appearance. The 1981 survey of downtown commercial buildings found several examples of this trend. The Curry Hotel was demolished to make way for the 1930 Art Deco/Moderne-style Farmers State Bank (300 Main Street) (see Figure 31). Bank president J. H. Bloedorn, Sr. and his brothers commissioned Denver architect Eugene P. Groves to design the state-of-the-art bank. The \$55,000 building used Indiana limestone for wall cladding.<sup>124</sup>

Figure 31. The Art Deco/Moderne-style Farmers State Bank replaced the Curry Hotel at the northeast corner of Main Street and East Kiowa Avenue in 1930. Eugene Groves of Denver was the architect. SOURCE: circa late 1940s (linen), historic postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.



North of the bank at 302 Main Street a one-story building composed of cream brick walls with brown trim and a shaped parapet was erected in 1933 to house Stamper's Drug Store. In 1931 J.B. Stapleton added a story to an existing 1920 building at 316 Main Street and transformed its façade with terra cotta and brick into the Art Deco style. Away from Main Street, a one-story tan brick Piggly Wiggly grocery store was built in 1931 at 118 East Beaver Avenue. The same year a corner gas station/garage was constructed at 129 West Railroad Avenue. The one-story, building with contrasting brick walls had a curving cutaway corner.<sup>125</sup>

<sup>122</sup> Abigail D. Christman, *Drought, Depression, and Dust: The New Deal in Eastern Colorado, Phase III Survey Report, Cheyenne, Crowley, Elbert, Las Animas, Lincoln, Morgan, and Weld Counties* (Denver: Colorado Preservation, Inc., July 2, 2010), 37-38. The swimming pool and sewage plant are no longer extant.

<sup>123</sup> Jacquelyn Ainley-Conlay, "Remembering Morgan County's New Deal," MA thesis, University of Colorado Denver, 2009, 31-32.

<sup>124</sup> Deal, Farmers State Bank Building, National Register of Historic Places nomination form.

<sup>125</sup> Clayton B. Fraser, 302 Main Street (5MR410), 316 Main Street (5MR405), 118 East Beaver Avenue (5MR429), and 129 West Railroad Avenue (5MR441), Architectural/Historical Component Form, April 1981, on file History Colorado, Denver, Colorado.

## Transportation Changes and Impacts

More auto-related businesses appeared on the 1931 and 1937 Sanborn fire insurance maps. A twelve-unit tourist camp was shown at 617 East Platte Avenue (future US 6/34) on the 1931 map. The Western Motel was listed at that address in the 1957 city directory. The 1937 Sanborn pictured a municipal tourist camp at 207 East Riverview Avenue. The camp included a two-story house near the street, with a community kitchen, a store, and five units farther north. These types of facilities typically included car and tent camping.

Highway changes impacted Fort Morgan in the 1930s. US 38, designated as part of the 1926 federal highway system, extended from Nebraska through Holyoke and Sterling to Fort Morgan and Greeley. In 1932 the route was renumbered as US 6, which was rerouted near Wiggins to head southwest to Denver. In 1939, US 34 was constructed from Nebraska and Wray west through Brush and Fort Morgan and then west to Greeley (see Figure 32). Therefore, by 1939, Fort Morgan found itself on two US highways, since US 6 and 34 followed a common route through the city on Platte Avenue.<sup>126</sup> The city's first airfield opened five miles north of the city in 1933.

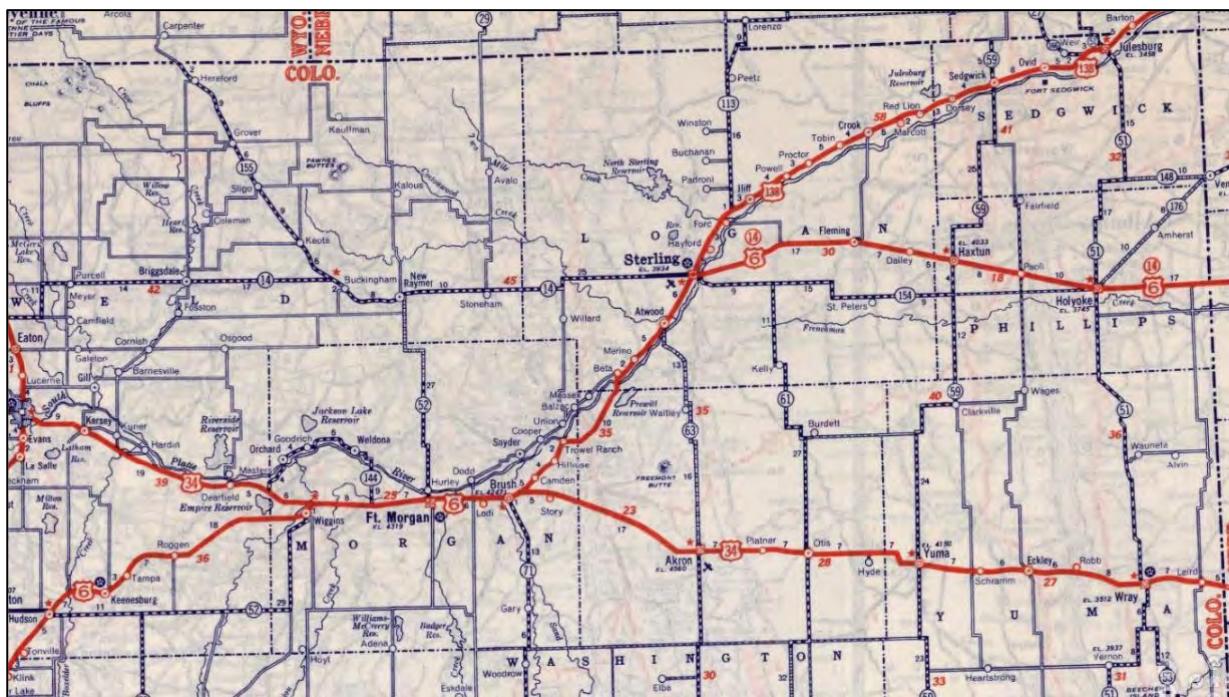


Figure 32. This 1939 map shows the highway network through Fort Morgan (toward lower left) and northeast Colorado. Note the concurrent route of US 6 and US 34 between Brush and Fort Morgan. SOURCE: Extract of Rand McNally Road Map: Colorado, 1939, on file David Rumsey Maps, [www.davidrumsey.com](http://www.davidrumsey.com).

Fort Morgan emerged from the Great Depression in better shape than many Colorado communities. At the end of the 1930s, the WPA Guide to Colorado described Fort Morgan as "the trade capital of an area that produces four percent of the beet sugar refined in the United States; thousands of sheep are fattened here on beet pulp. Grain, beans, and dairy products provide other income."<sup>127</sup> During the 1930s Les Canfield developed a technique of drilling to tap

<sup>126</sup> Matthew Salek, US Highways 6, 34, and 38, The Highways of Colorado website, <https://www.mesalek.com/colo>.

<sup>127</sup> Workers of the Writers' Program of the Work Projects Administration, *The WPA Guide to 1930s Colorado*

deeper underground water sources for irrigation. Canfield Drilling operations eventually covered a multi-state area.<sup>128</sup> The CB&Q began promoting its passenger service during the 1930s as “The Way of the Zephyrs,” powered by sleek, streamlined diesel locomotives. Fort Morgan was on the route of the *Denver Zephyr* and the *California Zephyr*.

### **Fort Morgan in World War II**

Very little construction took place in Fort Morgan during the war years, as civilian building was curtailed and construction materials and labor prioritized for military and defense-related projects. Assessor data show only 72 buildings (2.0 percent) with construction dates between 1940 and 1945). The buildings are scattered throughout the city with most dating to 1940 and 1941, before direct US participation in the war.

Following the US entry into World War II in December 1941, the military recognized Colorado’s inland location and climate as a desirable location for training facilities. Fort Morgan was one of twenty-seven locations around the country selected by the US Army Air Force to prepare students for CG4A glider training (see Figure 33).<sup>129</sup> Located at the municipal airfield north of the city, the installation operated from 1942 to 1943 and included an Army administrative staff and civilian pilot instructors. The purpose of the six-week training on single-engine planes was “learning dead stick landings and becoming accustomed to night flying,” prior to actual training on the glider elsewhere.<sup>130</sup> Three students and two civilian instructors died during training here. Barracks for personnel were located near town on the north side of East Riverview Avenue close to today’s Fort Morgan High School. A 1944 Army report on the Fort Morgan post noted that “the public attitude toward the military was very good. A number of entertainments and affairs were sponsored by local clubs, and the social life was made as pleasant as possible.”<sup>131</sup>

As many workers left the agricultural fields for higher paid wartime work in cities, farmers faced a labor shortage. The US and Mexico negotiated a wartime bracero program to bring Mexican farm laborers to work on US farms. Approximately 219,600 braceros had worked in twenty-four states by the time the program ended in 1947. Sugar beets were a principal crop harvested by braceros.<sup>132</sup> The Rio Vista Bracero Reception Center in Socorro, Texas, near El Paso, supplied bracero workers for Colorado farms. Sugar beet jobs with the Holly or Great Western sugar companies were popular with braceros as they paid well.<sup>133</sup> Some Japanese Americans, facing

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(Lawrence, Kansas: University Press of Kansas, 1987; orig. pub. *Colorado: A Guide to the Highest State*, New York: Hastings House, 1941).

<sup>128</sup> Mack and Midcap, *Morgan County*, 27.

<sup>129</sup> The unpowered gliders have been called the nation’s first “stealth” aircraft and could transport troops and/or equipment and supplies. They were also nicknamed the “flying coffin” for their boxy shape and unwieldy control.

<sup>130</sup> “Reports on Glider Training Schools and Glider Pilot Training Pools,” US Army Air Force, South Plains Army Air Field, Lubbock, Texas, January 1, 1944, on file Fort Morgan Museum, Fort Morgan, Colorado. A dead stick landing is an unpowered landing.

<sup>131</sup> “Reports on Glider Training Schools and Glider Pilot Training Pools.”

<sup>132</sup> Congressional Research Service, *Temporary Worker Programs: Background and Issues* (Washington: Congressional Research Service, 1979), 15 and 27. The program took its name from the Spanish word for arm, *brazo*, since much of the work they performed involved hands and arms.

<sup>133</sup> Minerva Christine Ann Cheatum, Socorro, Texas, interview by Thomas H. Simmons and R. Laurie Simmons, June 19, 2019, on file with Bracero History Archive, Institute of Oral History, University of Texas at El Paso. On file with Bracero History Archive, University of Texas at El Paso..

forced relocation from the West Coast following the attack on Pearl Harbor by Japan, voluntarily moved to inland areas. Some came to Fort Morgan in April 1942 and found work in sugar beet cultivation.<sup>134</sup> Small numbers of Japanese Americans were already present in Morgan County; the censuses of 1920 through 1940 found most living in the Hillrose area.



Figure 33. The US Army Air Force operated a training school for prospective pilots of the CG4A glider at the Fort Morgan Airfield during 1942 and 1943. SOURCE: Fort Morgan Museum, Fort Morgan, Colorado.

### The Early Postwar Decades, 1946-1973

Fort Morgan grew by 8.8 percent during the 1940s, increasing from 4,884 in 1940 to 5,315 by the end of the decade, marking the first time the city population exceeded five thousand persons (see Table 9). The 1950s were a strong economic period for Fort Morgan, which grew by 38.8 percent to reach 7,379 persons in 1960. By contrast, the 1960s comprised a relatively slow growth period; the 2.9 percent increase resulted in a 1970 population of just 7,594. Morgan County Assessor data indicate that more than a third of buildings in the city (1,218 buildings or 33.9 percent) were erected between 1946 and 1973. Of these, 863 (24.0 percent) date to between 1946 and 1959 and 355 (9.9 percent) between 1960 and 1973 (see Table 10 and Figure 11).

Fort Morgan made statewide headlines in 1965, when flooding of Bijou Creek and the South Platte River and other tributaries cut road and railroad communication to Fort Morgan. The Rainbow Arch Bridge withstood the flood, as it had an earlier one in 1935. A new bridge built alongside in 1963 to relieve traffic volume washed out and hit the older bridge. Former city engineer Cecil Osborne observed the Rainbow Arch Bridge "was a lot stronger than we ever figured."<sup>135</sup>

### Agriculture Remains Important

Agriculture continued as the mainstay of the county economy in the postwar years. In the late 1950s an estimated 150,000 cattle were fed in commercial feed lots in Morgan County, "making it one of the leading livestock feeding centers in the country."<sup>136</sup> In 1947, the Wells-Lamont

<sup>134</sup> "Japanese Americans," interpretive display, Fort Morgan Museum, Fort Morgan, Colorado.

<sup>135</sup> *Denver Post*, June 27, 1996.

<sup>136</sup> Salma A. Waters, *Colorado Year Book, 1956-1958* (Denver: Colorado State Planning division, ca. 1958), 802.

Company opened a glove factory in Fort Morgan. The raw leather raw material used by the new business complemented the area's livestock raising. The factory reportedly was doing "a thriving business" in 1948 at its facility at 400 East Railroad Avenue. The town gained a major employer in 1966 when Fort Morgan Dressed Beef dedicated a \$650,000 plant in the city. American Beef Packers began operations in 1968 on East Burlington Avenue (see Figure 34).<sup>137</sup>

While sugar beet production statewide had declined since the 1920s, sugar beets remained a major crop in Morgan County, with 281,342 tons harvested in 1954. Morgan County had the second highest output of sugar beets in Colorado and eighth highest in the nation. Other important crops produced in Morgan County in the 1950s included corn, dried beans, barley, and alfalfa.<sup>138</sup>

### Oil Production Boosts Growth

Oil was a major force propelling Fort Morgan's expansion in the 1950s. Oil was found in Morgan County in 1930, but drilling faded by the end of that decade. Production on a large scale did not



Figure 34. The American Beef Packers plant on East Burlington Avenue is shown in this 1970 view. SOURCE: Fort Morgan Museum, Fort Morgan, Colorado, published in *Fort Morgan Times*, September 6, 2018.

occur until the early 1950s, with the discovery of the Adena Field roughly ten miles south of Fort Morgan. Crude oil production in the county soared from less than 15,000 barrels in 1950 to 5.1 million in 1956 and 7.4 million in 1956. In the latter year Morgan County ranked third among Colorado counties in crude oil production.<sup>139</sup> A 1955 profile of Fort Morgan in the *Denver Post* reported "oil firms have brought the city several hundred new citizens—and about \$1 million a month in new money. Ranchers and townspeople have benefited from lease money. A few, with royalty, have made a great deal of money."<sup>140</sup> The Adena field included six natural gasoline refineries by 1957.<sup>141</sup>

<sup>137</sup> *Rocky Mountain News*, April 23, 1966.

<sup>138</sup> Waters, *Colorado Year Book, 1956-1958*, 492-93.

<sup>139</sup> Waters, *Colorado Year Book, 1956-1958*, 557.

<sup>140</sup> Lee Olson, "Fort Morgan: Profile of a City," *Denver Post*, February 27, 1955.

<sup>141</sup> L.W. Weir, "History of Morgan County," in *The Historical Encyclopedia of Colorado*, ed. by Thomas S. Chamblin (Denver: Colorado Historical Association, circa 1960), 211.

## Transportation-Related Changes

In 1947 an interstate highway northeast from Denver to Nebraska via Fort Morgan was approved as part of the National System of Interstate and Defense Highways. The connection (named I-80S) would prove popular, as it provided a faster diagonal interstate link between Denver and the Midwest, eliminating the necessity of travelers going west to Cheyenne and then south. The highway was completed in sections between 1960 and 1980. The section from Wiggins to west of Fort Morgan expanded to a four-lane expressway by 1957 and to a freeway by 1980. The freeway between Fort Morgan and Brush was completed in 1964. The interstate was designated I-76 in 1975.<sup>142</sup>

The 1937 Sanborn Map shows only one small “tourist court” stood along Platte Avenue. In the early postwar era, as the American public increasingly took to the highways for leisure travel, the number of auto-related facilities in Fort Morgan expanded. Based on the 1957 Fort Morgan city directory, most of the new motels were located along Platte Avenue (US 6/34), with three east of Main Street and four to the west. The Central Motel at 201 East Platte Avenue, operated by Charles R. Trimble, featured units with a tub and shower, television, air conditioning, telephone, and “Panelray” heating (see Figure 35).<sup>143</sup>

The number of service stations also greatly expanded by 1957. The city directory listed a total of seventeen along Platte Avenue and Main Street (see Figure 36). Another auto-related resource and a staple of postwar America, the drive-in theater, came to Fort Morgan in 1951, when the Valley Drive In opened east of the city at the northwest corner of US 6/34 and Barlow Road.

## Postwar Subdivisions and Housing

*Subdivisions.* A growing population and strong economy resulted in the creation of a number of subdivisions on the periphery of Fort Morgan following World War II. In 1952 the Greenacres Addition was platted in the northeast section of the city. An influx of oil workers stimulated subdivision platting and housing construction. In 1955 some oil workers were living in trailer homes in Fort Morgan and commuting to jobs in areas as distant as Kimball, Nebraska.<sup>144</sup> Between 1958 and 1972 the Greenacres Second through Seventh Filings were created in the area between Sherman Street and Saunders Road and East Platte and East Riverview Avenues. The development employed rectangular blocks and lots.

In southeast Fort Morgan, Murchy’s First Addition and the Sherman Park Addition were laid out in 1955 (see Figure 37). Murchy’s was southeast of East Burlington Avenue and South Sherman Street and featured curvilinear streets, alleys, and some non-rectangular lots. Murchy’s Second Addition followed in 1958, followed by the Third Addition in 1976. Sherman Park was slightly southwest of Murchy’s on the west side of South Sherman Street. It also included curvilinear streets, no alleys, and mostly rectangular lots. Both subdivisions employed narrow sidewalks abutting streets and rolled curbs, a typical postwar suburban design feature.

<sup>142</sup> Matthew Salek, I-76, The Highways of Colorado website, <https://www.mesalek.com/colo>. The change from I-80S to I-76 was due to a preference to eliminate directional suffixes from interstate designations.

<sup>143</sup> Central Motel, historic postcard, Thomas H. and R. Laurie Simmons, historic postcard image collection, Denver, Colorado.

<sup>144</sup> Olson, “Fort Morgan: Profile of a City.”

Figure 35. The Central Motel at 201 East Platte Avenue was part of the substantial expansion in roadside accommodations after World War II. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.



Figure 36. The Buick-Chevrolet Sales Company at the southwest corner of Main Street and West Platte Avenue was one of at least seventeen locations to obtain gasoline in Fort Morgan in 1957. SOURCE: *Fort Morgan Times*, July 31, 1954.



Figure 37. These two aerial photographs show development in the southeast area of Fort Morgan in 1949 (left) and 1962 (right) with Sherman Street extending vertically through the center of each image. In the mid-1950s, the Murchy and Sherman Park subdivisions turned farmland into new housing areas. SOURCE: Aerial photographs, GS-ID, 16-31, June 22, 1949 and GS-VAOK, 1-12, October 22, 1962, US Geological Survey, Earth Explorer website, [earthexplorer.usgs.gov](http://earthexplorer.usgs.gov).

The Park Lane subdivision in the northwest quadrant of the city had been a sugar beet field farmed by Guy Park until he and Delbert Sheppard organized Park Lane Builders to develop the area with \$420,000 worth of homes ranging in cost from \$12,000 to \$25,000.<sup>145</sup> The initial filing occurred in 1954, with additional filings continuing until 1961. The development featured long, north-south blocks with alleys and larger parcels than found in other areas of the city. Aurora Street originally had a median (no longer extant). Many of the larger Park Lane residences may have been designed by architects. Denver architect Richard B. Williams, for example, prepared plans for the Ranch-style house at 720 Park Street.<sup>146</sup>

*Housing.* In addition to building in the newly platted subdivisions discussed above, a good deal of dispersed infill construction occurred in the older part of the city between West and Sherman Streets. The eastern parts of the Old Fort and Park Additions and the North Side Addition south and east of Riverside Cemetery received large numbers of new houses. Early postwar residential construction in Fort Morgan employed designs popular throughout the country. Ranch form houses were constructed in large numbers and included such features as a one-story height, horizontal emphasis and a low-pitched gabled or hipped roof with deep eaves. Such homes typically had small porches, concrete stoops, or inset entrances under projecting eaves. Decorative elements could be traditional, rustic, or modern. Minimal Traditional dwellings are also numerous and exhibit a boxy shape, one-story height, close eaves, and with little in the way of decorative ornamentation. Walls often were clad with asbestos cement shingles. Bi-Level and Split-Level forms were less numerous in the city.

To meet the demand for affordable housing, two mobile home parks were developed within the city: the large Landmark development in the south central part of the city (west side of South Main Street) and the Riverview Mobile Home Park, 315 East Riverview Avenue, where the municipal tourist camp once stood. The city gained another multi-family building in 1951 with the construction of the Kiowa Apartments (now named the Kioan) at 400 West Kiowa Avenue. The flat roof, tan brick building included two-stories plus garden level and contained twelve units.



Figure 38. With enrollment surging, the local school district constructed Columbine School in 1956 in the Park Lane subdivision of northwest Fort Morgan. SOURCE: undated historic postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.

<sup>145</sup> Olson, "Fort Morgan: Profile of a City."

<sup>146</sup> Michael W. Schmeeckle, Fort Morgan, Colorado, interview by Thomas H. Simmons, November 8, 2022.

## Expansion of Educational and Community Facilities

*Schools.* School districts across the country expanded facilities to accommodate burgeoning enrollment caused by the surge in births following World War II. Fort Morgan School District RE-3 constructed new schools in the developing suburban areas of the city to serve Baby Boom pupils. In northeast Fort Morgan Greenacre Elementary School (930 North Sherman Street) was erected in 1953. The \$320,000 school was built for 350 students but held 370 by 1955.<sup>147</sup> The Park Lane Addition in the northwest corner of the city received the International-style Columbine Elementary School in 1956 (see Figure 38).

Denver architects Selby M. Wheeler and Carol B. Lewis designed a new Fort Morgan High School at 709 East Riverview Avenue that opened in 1966. The old high school on Deuel Street then became Fort Morgan Junior High School. Morgan County Community College was established in 1970, initially conducting classes in the basement of the former Farmers State Bank Building at 300 Main Street.

*Hospital and Cemetery.* Fort Morgan Community Hospital opened in February 1952 at 1000 Lincoln Street. The half-million dollar health facility was funded through public subscription and federal grants. The Lutheran Hospitals and Homes Society operated the forty-bed hospital with Louise E. Cooper as superintendent.<sup>148</sup> In 1961 Riverside Cemetery added a new section west of West Street, comprising about 17.6 acres.<sup>149</sup>

## New Religious Facilities Are Constructed

As Fort Morgan's population grew in the early postwar decades, the number of churches likewise increased. Some congregations replaced older buildings with larger modern ones. The 1957 city directory map of the city plotted the locations of twenty existing churches, plus one planned building. The local Christian Church began a new brick building for worship on West Bijou Avenue that was dedicated in 1950. Trinity Lutheran Church completed a new brick chapel at Sherman Street and East 7<sup>th</sup> Avenue in 1954 (see Figure 39). After their old church was declared unsafe in 1946, city Episcopalians commenced a building fund and built a church at Lincoln Street and East 8<sup>th</sup> Avenue in 1957.

St. Helena's Catholic Church, having outgrown a 1910 frame building, erected a 600-seat Modern-style brick church on a seven-acre site in the Park Lane subdivision. Located at the northwest corner of West 7<sup>th</sup> Avenue and Aurora Street, the church was dedicated in 1960 and featured a brick bell tower, a church hall, and a detached convent.<sup>150</sup> At the western edge of the city the Lutheran Church of the Redeemer was constructed in 1964 at 1100 West Platte Avenue. The German Congregation Church at the corner of Ensign Street and West 7<sup>th</sup> Avenue received a brick annex used for educational and social functions. In 1967 the Calvary Baptist

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<sup>147</sup> Olson, "Fort Morgan: Profile of a City."

<sup>148</sup> Rocky Mountain Directory Company, *Fort Morgan, Colorado, City directory, 1957* (Loveland, Colorado: Rocky Mountain Directory Company, 1957), 16.

<sup>149</sup> City of Fort Morgan, "The Riverside Cemetery, Fort Morgan, Colorado," brochure, undated, [www.cityoffortmorgan.com](http://www.cityoffortmorgan.com).

<sup>150</sup> Thomas J. Noel, *Colorado Catholicism and the Archdiocese of Denver* (Niwot, Colorado: University Press of Colorado, 1898), 383. Boulder architects Langhart and McGuire designed the church.

Figure 39. Trinity Lutheran Church constructed a new church at the northeast corner of Sherman Street and East 7<sup>th</sup> Avenue in 1954. SOURCE: undated postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.



Church erected a Modern red brick building with a soaring prow roof at 1120 State Street.<sup>151</sup>

### Office and Commercial Buildings

The 1960s saw important new construction and remodeling of downtown commercial buildings. Two major Main Street banks left that thoroughfare in 1965 to erect new buildings across from one another on East Kiowa Street. The Farmers State Bank constructed its new facility at 123 East Kiowa Avenue. Designed by Denver architect Marvin Knedler, the Formalist-style building featured a striking two-story-high glazed drum near the center, which attached to a one-story rear section clad mostly in brown brick (see Figure 40).<sup>152</sup> Across the street, the First National Bank completed a modern bank facility at 120 East Kiowa Avenue, also designed by Knedler. The new bank exhibited a curving stone entrance bay at its northeast corner with a triangular prow hood sheltering the inset entrance.

Figure 40. Farmers State Bank erected a new bank at the northwest corner of State Street and East Kiowa Avenue in 1965, depicted here in an architectural rendering. SOURCE: circa 1965, undated historic postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.



The *Fort Morgan Times* building at 329 Main Street underwent a complete exterior remodeling in 1966. The existing 1909 two-story section to the north received a decidedly Modern appearance with tile cladding on the lower part of the first story, aggregate panels on the upper

<sup>151</sup> Rickel, *One Hundred Eleven Trees*, 251-53.

<sup>152</sup> *Fort Morgan Times*, October 5, 1966. Knedler (1924-2002), an Iowa native who received his degree in architectural engineering from Iowa State College in 1951, designed and/or remodeled several other bank buildings, including ones in Colorado Springs and Greeley, Colorado, Anchorage, Alaska, and Casper, Wyoming.

part, and a curved hood over the inset entrance. The one-story section to the south was clad with aggregate panels in 1971 (see Figure 41).

A notable office building constructed outside of downtown was the medical office building at the northwest corner of Main Street and West 9<sup>th</sup> Avenue in 1961. The Contemporary one-story, red brick building features a series of shallow gable windows and clerestory windows.



Figure 41. The *Fort Morgan Times* remodeled its building at 329 Main Street, cladding the façade with aggregate panels and tile in 1966 (two-story section) and 1971 (one-story section). SOURCE: circa 1984, undated historic postcard view, Thomas H. and R. Laurie Simmons historic postcard image collection, Denver, Colorado.

## Fort Morgan in the Late Twentieth and Early Twenty-First Centuries, 1974-2023

### Population Trends and Subdivision Development

Over the past half-century Fort Morgan's population has expanded 52.7 percent, from 7,594 persons in 1970 to 11,597 in 2020 (see Table 9). Particularly strong growth (21.7 percent) occurred in the 1990s, when the city added nearly two thousand inhabitants. By contrast, the 1980s and 2000s saw single-digit growth. The city topped 11,000 persons for the first time in its history in 2000. Subsequent censuses have recorded small increases, reaching 11,315 in 2010 and 11,597 in 2020. The pattern of alternating periods of faster and slower growth in population also is reflected in statistics on the numbers of buildings constructed by time period (see Table 10 and Figure 11). According to assessor data, 1,183 buildings (32.9 percent of the total) in the city were constructed between 1974 and 2022: 929 from 1974 through 1999 (25.8 percent) and 255 from 2000 through 2022 (7.1 percent).

Most of the city's subdivision platting and residential construction in recent decades occurred on its southern periphery and in the northeast quadrant. In the southeast part of the city, this included the subdivisions of Glenn Haven (1976), Ramco (1976), D&B (1978), Sunny Heights (1977), Countryside Acres (1977) and Gateway (1992). Areas attracting new growth in the south central part of the city included Sherman Park Third Addition (1957) and Southridge Addition (1985). The southwest corner of the city, west of West Street and south of the Fort Morgan Canal, saw new construction in Tomky's (1905), Brenda Joy (1974), Shawnee First Filing and Second Addition (1978), and Mountain View (1978). Tomky's was an early platting that did not see development until recent decades. In the northeast part of Fort Morgan, new development occurred in Green Acres Sixth Addition (1972) and Stagecoach (2000).

## **Sugar Beet Processing Faces Challenges**

Great Western Sugar encountered financial difficulty, ownership changes, and closures of plants in the last decades of the twentieth century. In 1967 Great Western and Colorado Milling & Elevator Company consolidated into Great Western United (GWU) under the leadership of William M. White, Jr. As the older GW sugar plants faced growing competition from newer, more efficient facilities and a loss of sugar beet lands to urban growth, White attempted to diversify GWU into land development. In the 1970s, beet growers organized to try to purchase of the sugar company, but GWU stockholders instead sold the enterprise to the Hunt International Resource Company (HIRCO) of Dallas, Texas, led by Bunker and Herbert Hunt.<sup>153</sup>

More GWU sugar factories closed in the late 1970s. HIRCO and GWU were negatively impacted by the Hunt brothers' attempt to dominate the silver commodities market in the late 1970s. The silver market collapsed in 1980, and HIRCO went into Chapter 11 bankruptcy in 1985. That year Tate & Lyle, a British Company, acquired sugar company factories in Montana, Wyoming, and Nebraska, forming the Western Sugar Company to operate them. In 1986 Western Sugar purchased the former GW factories in Fort Morgan, Sterling, and Greeley. The Western Sugar Company sold its holdings to the Rocky Mountain Sugar Growers Cooperative in March 2002 for \$85 million, plus assumption of Western's debt. The Fort Morgan factory continues to operate under grower ownership and is the last sugar beet factory operating in Colorado.<sup>154</sup>

## **The Superconducting Super Collider**

In the late 1980s the US Department of Energy conducted studies exploring the construction of the Superconducting Super Collider near Fort Morgan. The facility consisted of a particle accelerator for basic research in high-energy physics, costing billions of dollars to build and covering several square miles of land. The project would have greatly impacted the Fort Morgan economy, adding an estimated seven thousand jobs in the area.<sup>155</sup> Following environmental assessments of competing sites, a place near Waxahachie, Texas, ultimately was selected. The project was canceled in 1993 after more than \$2 billion had been spent.<sup>156</sup>

## **Transportation Changes and Impacts**

In 1970 the Chicago, Burlington & Quincy Railroad became part of the Burlington Northern Railroad through a merger with the Great Northern Railway, the Northern Pacific Railway and the Spokane, Portland & Seattle Railway. In 1983 Amtrak took over most of the nation's passenger service, including the California Zephyr, which still passes through Fort Morgan. In 1995 the BNSF Railway came into being through a consolidation of the Burlington Northern and the Atchison, Topeka & Santa Fe Railway.

The completion of Interstate 76 to freeway status in the late twentieth century had a significant impact in stimulating growth in the northern edge of Fort Morgan. Currently I-76 carries an average of 17,000 to 18,000 a vehicles daily past the community.<sup>157</sup> New development oriented

<sup>153</sup> Candy Hamilton, *Footprints in the Sugar: A History of the Great Western Sugar Company* (Ontario, Oregon: Hamilton Bates Publishers, 2009), 399-404.

<sup>154</sup> Hamilton, *Footprints in the Sugar*, 415-27.

<sup>155</sup> *Rocky Mountain News*, July 24, 1991.

<sup>156</sup> David Appell, "The Supercollider that Never Was," *Scientific American*, October 15, 2013.

<sup>157</sup> Colorado Department of Transportation, Annual Average Daily Traffic, I-76 east and west of Main Street

to highway travelers was constructed in the late twentieth and early twenty-first centuries. Lodging facilities included the Rodeway Inn (1976) at the Barlow Road exit and the Super 8 (1988) at the Main Street interchange. The Barlow Road interchange and vicinity experienced substantial recent construction, including a Wal-Mart (2002) and three chain motels built between 2003 and 2017. A Hampton Inn was erected near the Main Street interchange, and chain fast food outlets have located along Main Street south of the interstate.

### **Agriculture-Related Industries**

In 1992 Leprino Foods of Denver relocated its Nebraska cheese plant to Fort Morgan. By 2020 the facility employed 250 workers.<sup>158</sup> Sterling Beef acquired the American Beef Packers facility on the east edge of the city in 1983, when nearly one thousand employees worked there. By 1989 the plant was operated by Excel Corporation, a subsidiary of Cargill International. The meatpacking plant employed 1,200 people at its slaughter and fabrication divisions. In December 1989 Excel announced a \$36.5 million expansion of the complex, doubling the daily slaughter and adding two hundred to three hundred jobs. In March 1991 Excel added a second shift to its operation. By the late 1990s, the Fort Morgan plant employed 1,900 workers at the 750,000-square-foot plant, with a processing capacity of 4,500 cattle per day. Jeff Hackney, regional sales manager for Excel, commented in 1999: "This is the most labor-intensive industry in the nation. It can make young people old."<sup>159</sup> By 2023 Cargill Meat Solutions was the city's leading employer with 2,150 employees. Other top employers included Leprino Foods (350 workers), Centura St. Elizabeth Hospital (260), Viaero Wireless (200 in Colorado 500 companywide), Walmart (300), and Kaiser Premier LLC (75).

### **Demographic Changes**

Historical census returns showed Fort Morgan to be an overwhelmingly White community in terms of race in the first part of the twentieth century. The 1920 census enumerated six African Americans in the city, while the 1960 count showed two African Americans and eleven persons of other races. Hispanics or Latinos, which the Census Bureau began tabulating separately after World War II, comprised a growing share of the city's population. The proportion of Latinos rose from 25.4 percent in 1980 to 43 percent in 2010 to an estimated 53 percent in 2021. Recently, the city has experienced a striking increase in the number of African American residents, from 31 persons in 2000 to 821 persons in 2020. These developments are largely attributable to employment at local meatpacking facilities.

In 1980 the Chamber of Commerce attempted to recruit Vietnamese refugees to work in meatpacking, but the effort was not successful in the long term.<sup>160</sup> By 1990, a majority of the workers at Excel Corporation's meat processing plant in Fort Morgan were Latino, with six hundred to eight hundred speaking little or no English.<sup>161</sup> By 2016 Latinos comprised about 55

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Interchange, Traffic Data Explorer, [dtdapps.coloradodot.info](http://dtdapps.coloradodot.info) (accessed January 28, 2023).

<sup>158</sup> *Denver Post*, April 27, 1992 and August 29, 2010.

<sup>159</sup> Mack and Midcap, *Morgan County*, 80; *Denver Post*, December 23, 1989, December 16, 1998, and December 26, 1999.

<sup>160</sup> *Denver Post*, February 21, 1980.

<sup>161</sup> *Denver Post*, March 3, 1990.

percent of the meat plant's workforce.<sup>162</sup>

In about 2005 Cargill Meat Solutions began hiring Somali refugees from Minnesota to replace undocumented Hispano workers. The Somalis had come to the US to escape civil war and violence in their homeland on the Horn of Africa. Cargill, the city, and local groups worked to help the Somalis, many of whom are Muslim, transition to their new home. In 2011, one Somali Cargill employee, Yussuf Matau Jumale, explained his outlook: "America wants someone who works. I don't like to sit idle. From Day One, I have been working and don't want to stop." He and his wife worked different shifts at the plant, so someone could be with their children.<sup>163</sup> By 2016 Somalis made up about one-third of the meat plant's 2,100-person workforce.<sup>164</sup>

Professor Eric Ishiwata at Colorado State University argues that "Fort Morgan has quietly emerged as the most diverse community in the state."<sup>165</sup> He points out that Fort Morgan is second only to Aurora in the percentage of foreign born residents (19.1 percent versus 20.4 percent) and that the city has the highest percentage of households that speak languages other than English (39 percent). Writing in 2016, Barbara Keenan opined that "the newest immigrant groups—from Africa, Central America, and rural Mexico—will continue to enrich our community as they begin to make Fort Morgan their home. Already, ethnic stores and restaurants offer a choice of cuisines and styles. Children of immigrants are participating in sports, graduating from Fort Morgan High school, and attending college."<sup>166</sup>

### **Cultural and Educational Facilities**

In December 1972 the City Council approved a major public improvement impacting City Park. The existing 1915 Beaux-Arts style Carnegie Library at the north end of the park became part of a greatly expanded Fort Morgan Museum and Library complex in renamed "Library Park." Designed by Denver architect Edward Warner, grandson of early town leader George W. Warner, the complex was completed in 1975 with a museum gallery expansion in 2003 (see Figure 42). Architectural historian Thomas J. Noel judged the resulting tan stucco building much less "fussy" than the original library, describing the complex as "a severe, two-story grouping of rectangular boxes."<sup>167</sup> The museum features archival holdings, permanent exhibits on Fort Morgan and Morgan County history, and gallery space for changing displays and events.

Morgan County Community College was renamed Morgan Community College (MCC) in 1973. In 1980 the school moved to its permanent campus on Barlow Road in northeast Fort Morgan. By 2000 the college had an enrollment of three thousand students and more than three hundred faculty and staff.

An arson fire destroyed Baker School on Lake Street in May 1995. A replacement school on one-and-a-half city blocks replaced it in 1997. The new design paid homage to historical elements. It became the third school to honor town founder Abner S. Baker.

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<sup>162</sup> *Denver Post*, January 31, 2016.

<sup>163</sup> *Denver Post*, June 1, 2007, July 23, 2007, August 21, 2011.

<sup>164</sup> Sandy Engle, Economic Development Specialist, City of Fort Morgan, email to Thomas H. Simmons, April 4, 2023.

<sup>165</sup> *Denver Post*, November 12, 2017.

<sup>166</sup> Barbara Keenan, "Introduction," in Mack and Midcap, *Morgan County*, 10.

<sup>167</sup> Thomas J. Noel, *Buildings of Colorado* (New York: Oxford University Press, 1997), 252.

Figure 42. The Fort Morgan Museum and Library Complex opened in 1975. The design modified and incorporated the 1915 Carnegie Library. SOURCE: *Fort Morgan Times*, May 8, 2017 image published June 2, 2017.



Old Fort Morgan High School on Deuel Street, which had housed the junior high school since 1966, closed in 2016. The new Fort Morgan Middle School opened the same year in the southwest part of the city (605 Education Avenue, off South West Street) (see Figure 43). Wold Architects and Engineers designed the U-shaped LEED Silver building. Concerned that the significant high school building would sit empty, the city formed a committee to study its future. In 2017 Calvary University of Missouri purchased the building for use as its Innovation Center. In the fall of 2020, the World Olivet Assembly (WOA) acquired the property, which now houses its Young Disciples International and Harvest University. When the building was dedicated by WOA in 2021, the *Fort Morgan Times* explained that Young Disciples was founded in China in 2002 and that it and Harvest University focused on “a common goal of sharing the Gospel with people in Eastern Asia and, more specifically, China.”<sup>168</sup>



Figure 43. Fort Morgan Middle School opened in 2016. SOURCE: Wold Architects and Engineers, [woldae.com](http://woldae.com).

### City Buildings and Infrastructure

In 1981 city expanded its 1937 fire and police station on Main Street with a large one-story brick addition to the north containing seven garage bays for the fire department. Mirroring its early history in public ownership of utilities, in 2017 the city started construction on its own fiber-optic network. The \$6 million investment aimed to enhance internet connectivity for residents and businesses, overcoming poor internet service that had placed the city at a competitive disadvantage in attracting and retaining businesses. A private internet provider operates the system under a lease arrangement by which the city hopes to recoup its

<sup>168</sup> *Fort Morgan Times*, July 13, 2021.

investment. Deputy City Manager John Brennan explained: “The council has decided it was something that was necessary for the future of the city and was willing to make that investment.”<sup>169</sup>

### **“Hometown Takeover”**

Fort Morgan gained national television exposure in 2023 as the subject of the second season of HGTV’s “Hometown Takeover” series. Hosted by Ben and Erin Napier and Dave and Jenny Marrs, the series included six episodes “executed by the two couples with help from a handful of HGTV experts and local residents, all with the intention of ‘amplifying the town’s charm and building community pride.’”<sup>170</sup> Resident Ann Lungerich submitted the Fort Morgan application to HGTV. It quickly gained the support of the Fort Morgan Area Chamber of Commerce. To be considered cities had to have a population under forty thousand, a Main Street requiring a “facelift,” and “homes with original architecture needing to be uncovered.”<sup>171</sup> Several buildings in the downtown area received exterior and/or interior remodeling and community/park projects were undertaken.<sup>172</sup>

### **Historic Buildings Gain Recognition**

In one of the earliest historic building surveys to take place in Colorado, seventy-six buildings in downtown Fort Morgan were recorded in 1981. The Colorado State Historical Society (now History Colorado) sponsored the project. Undertaken by the Four Corners Regional Commission, Clayton B. Fraser served as principal investigator for the Fort Morgan effort.

Fort Morgan now contains one National Register historic district and eight properties individually listed in the National and State Registers.<sup>173</sup> In 2009, the city enacted a local historic preservation ordinance, and in 2021 it gained recognition as a Certified Local Government. The city has designated twenty-two resources to the local historic register of historic places. In 2021, when the World Olivet Assembly occupied the old high school building at 300 Deuel (likely the city’s largest historic building), the group said it planned to seek listing on the National and State Registers of Historic Places.<sup>174</sup> The city also makes façade improvement grants of up to \$5,000 available to businesses or commercial property owners of existing buildings.

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<sup>169</sup> *Denver Post*, December 30, 2019.

<sup>170</sup> *People Magazine*, July 26, 2022.

<sup>171</sup> *Denver Post*, July 29, 2022.

<sup>172</sup> Sandy Engle, City of Fort Morgan, email to Thomas H. Simmons, March 24, 2023.

<sup>173</sup> One local landmark application is pending for the old Farmers State Bank Building at 300 Main Street, which is already listed in the National Register.

<sup>174</sup> *Fort Morgan Times*, , July 13, 2021.

## Potential Property Types

The windshield survey noted potential property types typically found in small- to medium-sized communities. Since formal survey and identification efforts have not occurred outside of the downtown core, a comprehensive listing of resource types is not available. The types identified in the windshield survey are based primarily on apparent functional uses for the role they played in the history and development of the city. The functions of some properties may not be outwardly apparent based on a windshield survey. Property types help link concepts in historic contexts with actual historic properties that illustrate those ideas. As surveys systematically record areas outside the downtown area, the information collected will serve to refine and expand the city's historic context and property types.

*Residential-Single Family.* Most of the areas examined by the windshield survey were residential in nature and overwhelmingly contained single-family, detached dwellings. The houses varied greatly in terms of scale, period of construction, and architectural style or building form. Most residential sections display development occurring over several decades, while a few postwar subdivisions reflect narrower construction ranges, such as Murchy's, Sherman Park, and Park Lane. Large numbers of post-1973 houses are found in the southern and eastern parts of the community.

*Residential-Multi-Family.* A few examples of historic multi-family buildings were found in scattered locations. Early examples include the U-shaped Johnson's Terrace Apartments at 310 State Street, the Terrace-form building at 616 Prospect Street, the grouping of Craftsman-style duplexes at the northeast corner of East Beaver Avenue and Prospect Street, and the two-story plus garden level Kiowan (now Kioan) Apartments at 400 West Kiowa Avenue. The Driftwood Apartments (626 Grant Street) is an example of an early postwar apartment building.

*Commercial/Office.* Commercial uses include general business pursuits of all types, such as retail stores, service firms, and offices. The greatest concentration of these resources is found along Main Street, from the railroad tracks on the south north to I-76. Cross-streets one block east and west of Main also hold commercial resources from the railroad tracks north to 6<sup>th</sup> Avenue, such as the six-storefront shopette at 109 West Beaver Avenue. Scattered examples of commercial resources are located along Platte and Railroad Avenues, including: 1010 West Platte Avenue (a former automobile dealership) and 801 East Platte Avenue (possibly a former grocery store).

*Governmental/Community.* Most governmental functions appear to be concentrated in the downtown area, including the Fort Morgan City Hall, Fire Department, and Library and Museum and Morgan County offices in the old Courthouse on Ensign Street. Other more recent county facilities are located on the city periphery, such as the Morgan County Department of Human Resources and Morgan County Justice Center and Jail at 800 and 801 East Beaver Avenue, respectively.

*Religious.* A large number of churches, reflecting various eras of construction, were noted throughout the city. Currently, none are designated. Older examples of churches include Shepherd of the Plains Evangelical Lutheran Church (627 Ensign Street), Berean Bible Church (211 West Beaver Avenue), and Christ's Church (330 State Street). Several post-World War II churches were also constructed in the city, including the St. Helena Catholic Church complex at

917 West 7<sup>th</sup> Avenue, Lutheran Church of the Redeemer (1100 West Platte Avenue), Cavalry Baptist Church (1126 State Street), Church of Jesus Christ of Latter Day Saints (336 Cherry Street), and Church of Christ (231 South Sherman Street).

*Educational.* This category embraces both kindergarten through senior high school and college resources. The 1926 Fort Morgan High School on Deuel Street now houses religious groups, Young Disciples International and Harvest University. The former Grant School (721 Deuel Street) is now used as a residence, and Lincoln School (914 State Street) houses the Colorado Biblical University Academy, a private school. Baker Elementary School (1997) replaced a historic school building lost to fire in 1995. The Fort Morgan Middle School in the southern part of the city dates to 2016. The facilities of Morgan Community College in the eastern part of the city also reflect relatively recent construction.

*Social/Recreational/Entertainment.* Most entertainment venues (former theaters and opera houses) are located within the downtown area, such as the Cover Theater (314 Main Street) and Grace Opera House (223 Main Street). The city's oldest park, the one-block Library Park, is located downtown, east of Main Street between East Bijou and East Beaver Avenues. The large Riverside Park is located north of the former municipal power plant adjacent to the South Platte River. Other public parks are found in outlying areas and include Fulton Park to the west and Jaycee Park to the south. The Gold Crown Lanes bowling alley is located at 300 East Railroad Avenue.

*Transportation Related.* Resources in this category are associated with vehicular and railroad transportation. Roadside accommodations and services include motels, service stations, auto dealerships, garages, drive-in restaurants, and allied resources. A good number of early auto dealerships and garages are still extant, including a cluster at Main Street and West Bijou Avenue. Several early motels were located along Platte Avenue and include the Fort Morgan Motel (525 West Platte Avenue) and Deluxe Motel (817 East Platte Avenue). Late twentieth and early twenty-first century lodging construction is found along I-76. Railroad-related resources include the former Chicago, Burlington & Quincy depot (still an active Amtrak stop) at the south end of Ensign Street.

*Industrial.* The Western sugar Co-Op operates the former Great Western Sugar beet factory on the north side of West Riverview Avenue. Sanborn fire insurance maps showed a number of industrial firms, mostly agricultural related, located along the CB&Q railroad tracks. Erker Grain at 113 Ensign Street is an example of this property type.

# SURVEY PRIORITIES

## Identification of Survey Priorities

Using the survey database, background provided by the historic overview, and public input, we identified thirteen subareas within the City, plus the Spanish Colony to the northwest, and conducted a limited windshield survey of subareas, noting neighborhood characteristics, building types, and apparent historic integrity. All fourteen areas are discussed in Appendix 3 and include a table showing eras of construction and a GIS-generated map showing year of construction by parcel. Using this information, we developed survey priorities.

The prioritized survey projects (geographic area surveys, thematic individual surveys, and so forth) were discussed earlier in the Results section. This chapter provides estimated budgets for each project. Funds for survey projects are limited and are generally targeted to areas displaying the greatest perceived potential for designation as historic districts. In implementing priorities the City may want to factor in other considerations, such as likely development threat, substantial citizen interest in a neighborhood, and a desire to develop historical information for specific areas of the city and early residents.

It is important to note that areas of the city not identified for historic buildings survey are so categorized due to how such studies are approached from the perspective of historic preservation, with greater priority given to areas that retain historic integrity (fewer alterations and nonhistoric infill). This is not to imply that such areas are unimportant. Every building has a story to tell, and every neighborhood holds the collective memories of all those who have lived or worked within it. Neighborhoods of the city may reflect the ebb and flow of possible ethnic, racial, cultural, occupational, socio-economic, or other historical associations. Although some of the oldest residential areas may exhibit the greatest alterations, they may also possess richer histories than later additions.

In addition, neighborhoods of historic buildings play a critical role in environmental sustainability, representing reservoirs of embodied energy by the materials and labor consumed in their initial construction. As Carl Elephant, former president of the American Institute of Architects, points out: “The greenest building is ... one that is already built.” Smaller, older homes also may provide more affordable housing options for families starting out and older residents with more limited spatial needs or fixed incomes.

## Potential Survey Projects

The recommended survey projects and cost estimates are presented in Table 10. Details on the nature of each project are discussed earlier in the Results section of the report. Prior to initiating a project or applying for grant funding, the city should corroborate counts of properties within defined areas, confirm current survey requirements with History Colorado, and update cost estimates.

**Table 11. Estimated Costs for Survey Plan Recommendations**

<b>High Priority Projects</b>		
<b>Project/Area</b>	<b>Task</b>	<b>Cost</b>
A. Old Town-East: Geographic Area Survey of the Residential Area (80% Reconnaissance/20% Intensive)	Production of 21 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$13,650
	Production of 83 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$22,825
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,750
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal)	\$1,177
	<b>PROJECT SUBTOTAL</b>	<b>\$40,402</b>
B. Spanish Colony: Geographic Area Survey of the Entire Area (80% Reconnaissance/20% Intensive)	Production of 17 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$11,050
	Production of 8 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$2,200
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports (higher amount for report as additional research to develop context for the colony)	\$2,500
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal)	\$338
	<b>PROJECT SUBTOTAL</b>	<b>\$16,088</b>
C. Selective Intensive Survey of Individual Properties Located Throughout the City (Selected Thematic Survey)	Production of 25 Architectural Inventory forms (form 1403) with all required attachments (@ \$675/form)	\$16,875
	Kickoff meeting with History Colorado, finalizing the survey list, public meetings (2), and draft and final survey reports	\$2,200
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal)	\$572
	<b>PROJECT SUBTOTAL</b>	<b>\$19,647</b>
D. Thematic Selective Intensive Survey of 25 Churches Located Throughout the City	Production of 25 Architectural Inventory forms (form 1403) with all required attachments (@ \$675/form)	\$16,875
	Kickoff meeting with History Colorado, finalizing the survey list, public meetings (2), and draft and final survey reports	\$2,200
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal)	\$572
	<b>PROJECT SUBTOTAL</b>	<b>\$19,647</b>
<b>SUBTOTAL-- High Priority Projects</b>		<b>\$95,784</b>

<b>Moderate Priority Projects</b>		
<b>Project/Area</b>	<b>Task</b>	<b>Cost</b>
E. Old Fort/Park East Geographic Area Survey of the East Platte Avenue and Lincoln and Grant Streets Vicinity (70% Reconnaissance/30% Intensive)	Production of 4 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$2,600
	Production of 7 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$1,925
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$1,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$166
	<b>PROJECT SUBTOTAL</b>	<b>\$5,691</b>
F. Old Fort/Park West Geographic Area Survey: East 6 <sup>th</sup> Avenue and State Street Vicinity (80% Reconnaissance/20% Intensive)	Production of 5 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$3,250
	Production of 20 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$5,500
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$1,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$292
	<b>PROJECT SUBTOTAL</b>	<b>\$10,042</b>
G. Riverside Geographic Area Survey: Ensign to Meeker Streets and West Riverside to West 9 <sup>th</sup> Avenue (Germans from Russia) (85% Reconnaissance /15% Intensive)	Production of 5 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$3,250
	Production of 30 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$8,250
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$405
	<b>PROJECT SUBTOTAL</b>	<b>\$13,905</b>
H. Park Lane Geographic Area Survey: Older Area of the Subdivision (85% Reconnaissance/ 15% Intensive)	Production of 13 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$8,450
	Production of 72 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$19,800
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$908
	<b>PROJECT SUBTOTAL</b>	<b>\$31,158</b>
I. Baker's Addition Geographic Area Survey: 400-500 Blocks of Maple Street (85% Reconnaissance/ 15% Intensive)	Production of 5 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$3,250
	Production of 30 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$8,250
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$405
	<b>PROJECT SUBTOTAL</b>	<b>\$13,905</b>

<b>Moderate Priority Projects</b>		
<b>Project/Area</b>	<b>Task</b>	<b>Cost</b>
J. Downtown Main Street and Cross-Streets Geographic Area Survey: Resurvey of the 1981 Project (80% Reconnaissance/20% Intensive)	Production of 20 Architectural Inventory forms (form 1403) with all required attachments (@ \$650/form)	\$13,000
	Production of 81 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$22,275
	Kickoff meeting with History Colorado, public meetings (2), and draft and final survey reports	\$2,200
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$1,124
	<b>PROJECT SUBTOTAL</b>	<b>\$38,599</b>
<b>SUBTOTAL-- Moderate Priority Projects</b>		<b>\$113,300</b>

<b>Low Priority Projects</b>		
<b>Project/Area</b>	<b>Task</b>	<b>Cost</b>
K. Murchy's Addition Geographic Survey: Reconnaissance of Older Part (100% Reconnaissance forms)	Production of 90 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$24,750
	Additional historical research (using city directories and census returns) to create profile of the earliest residents of the subdivision	\$2,475
	Kickoff meeting with History Colorado, finalizing the survey list, public meetings (2), and draft and final survey reports	\$2,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$877
	<b>PROJECT SUBTOTAL</b>	<b>\$30,102</b>
L. Sherman Park Addition Geographic Survey: Reconnaissance of Older Part (100% Reconnaissance forms)	Production of 59 Reconnaissance forms (form 1417) with all required attachments (@ \$275/form)	\$16,225
	Additional historical research (using city directories and census returns) to create profile of the earliest residents of the subdivision	\$1,623
	Kickoff meeting with History Colorado, finalizing the survey list, public meetings (2), and draft and final survey reports	\$2,000
	Expenses (lodging, meals and incidentals, and mileage) (@ 3% of subtotal).	\$595
	<b>PROJECT SUBTOTAL</b>	<b>\$20,443</b>
<b>SUBTOTAL—Low Priority Projects</b>		<b>\$50,545</b>

<b>GRAND TOTAL ALL PROJECTS</b>	<b>\$259,629</b>
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Cost savings can be achieved if two or more projects are undertaken at the same time, this reducing meeting, report, and direct costs. For example, the two selective intensive surveys of individual resources (projects C and D) could be combined, thus saving on fixed costs noted above. In addition some survey assumptions could be modified to lower costs. The reconnaissance survey of Murchy's and Sherman Park (projects K and L), undertaken principally to inform historical understanding of the oil boom era, could be reduced to a selective reconnaissance survey with forms completed on a handful of housing types in each area.

## **Potential Funding Options for Survey Efforts**

*History Colorado.* Colorado cities and counties use two primary sources for funding historic surveys, both administered by History Colorado: State Historical Fund (SHF) and Certified Local Government (CLG) grants. Awards for both programs are competitive, so applicants are advantaged if they can demonstrate wide community support and/or provide partial project funding from municipal or private sources. Generally, given its more limited pool of funds, CLG grants are utilized for smaller projects, typically under \$25,000. There is one opportunity each year (in January) to apply for CLG grants. This survey plan project was funded by a CLG grant.

SHF is funded by tax money raised from limited stakes gaming in the mountain towns of Central City, Black Hawk, and Cripple Creek. SHF funds various types of grants, with those for historic resource surveys falling under the category of survey and planning grants, for which applicants must provide a minimum 25 percent cash match of the total project cost. SHF has two yearly competitive grant rounds in April and October for general grants (requests from \$50,001 to \$250,000) and mini grants (requests up to \$50,000).

In January 2021, SHF began offering a new non-competitive planning grant for nominations and historic contexts. This type of grant is for a maximum \$15,000 and requires a 10 percent cash match for non-profit/governmental owners and a 25 percent cash match for private owners; however, cash match waivers can be requested. The grants have a rolling deadline.



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# APPENDICES

## Appendix 1

### Sample Form from 1981 Survey



COLLECTOR CULTURAL RESOURCE SURVEY PRESERVATION OFFICE, 1300 Broadway, Denver, CO 80203

INVENTORY RECORD

IMPORTANT: COMPLETE THIS SHEET FOR EACH RESOURCE PLUS EITHER AN ARCHAEOLOGICAL OR HISTORICAL/ARCHITECTURAL COMPONENT FORM.

NOT FOR FIELD USE  
DET. ELIG.  
DET. NOT ELIG.  
NOMINATED  
LISTED, DATE

I. IDENTIFICATION: 1) Resource No. 5MR392 2) Temp. No. F 4-2

3) Resource Name Patterson Garage 4) Project Name FCRC Historical Survey

5) Category: Arch. Site, Hist./Archit. StructureX, Hist./Archit. District.

6) (For Arch. site) In a District: yes noX; Name

II. LOCATION: 7) Township 3N; Range 57W; SE ¼ of NE ¼ of NE ¼ of SW ¼ of Section 6; P.M. Sixth 8) County Morgan

9) USGS QUAD Fort Morgan, Colorado; 7.5X 15; Date 1951 Attach photocopy portion of Quad. Clearly show site. 10) Other maps 1920 Sanborn Insurance Map

11) Dimensions 15.24 mX 30.48 m 12) Area 464.52 sq.m (4047=) .11 acres

13) UTM Reference: (One UTM centered on resource may be given for resource under 10 acres.)  
 A. 1,3; 6,0,1,9,9,5mE; 4,4,5,6,3,0,0mN. B. \_\_\_\_\_; \_\_\_\_\_, \_\_\_\_\_mE; \_\_\_\_\_, \_\_\_\_\_mN.  
 C. \_\_\_\_\_; \_\_\_\_\_, \_\_\_\_\_mE; \_\_\_\_\_, \_\_\_\_\_mN. D. \_\_\_\_\_; \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_mE; \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_mN.

14) Address 509 Main Street Fort Morgan, Colorado Lot 12 Block 4 Addition original town

I. MANAGEMENT DATA: 15) Field Assessment: Eligible Not EligibleX Need Data

16) Owner/Address Lester Gold and Harry Cohen

17) Gov't Involvement: County State Federal PrivateX: Agency

18) Disturbance: none lightX moderate heavy total; Explain minor interior alterations

19) Threats to Resource: Water Erosion Wind Erosion Animal Activity Neglect Vandalism  
 Excretion Construction; Comments none known at present

20) Management Recommendations none

REFERENCE: 21) State/Fed. Permit Nos. -

22) Photo Nos. 1-3, on file at Colorado Preservation Office

23) Report Title Historical Surveys of Colorado Communities - NE Colorado - Fort Morgan

24) Recorder Clayton B. Fraser 25) Recording Date 1981

26) Recorder Affiliation Colorado Preservation Office 27) Phone No. 303-669-7969

Resource No. 00000000

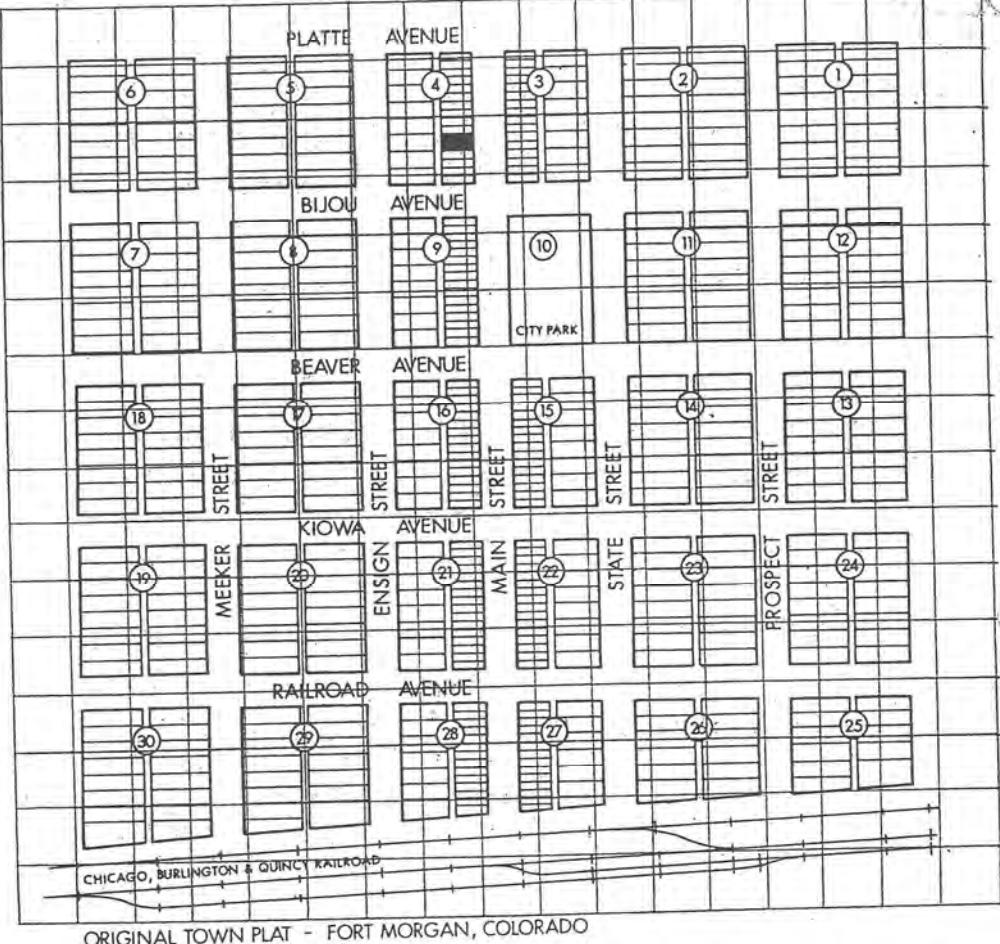
V. SKETCH MAP: Map all features and show the boundaries of the resources. Show all major topographic features, permanent modern features, and vegetation zones as appropriate. Give names of features, streets and addresses if known. Provide scale, key and direction.

scale:  
1"=450'

key:

↑  
N

true X  
mag.



TAKEN FROM 1913 MORGAN COUNTY AS - COPYRIGHT GEORGE A. OGLE & CO.

28) Location/Access:

509 Main Street Fort Morgan, Colorado

29) Boundary Description:

Lots 11-12 Block 4 original town

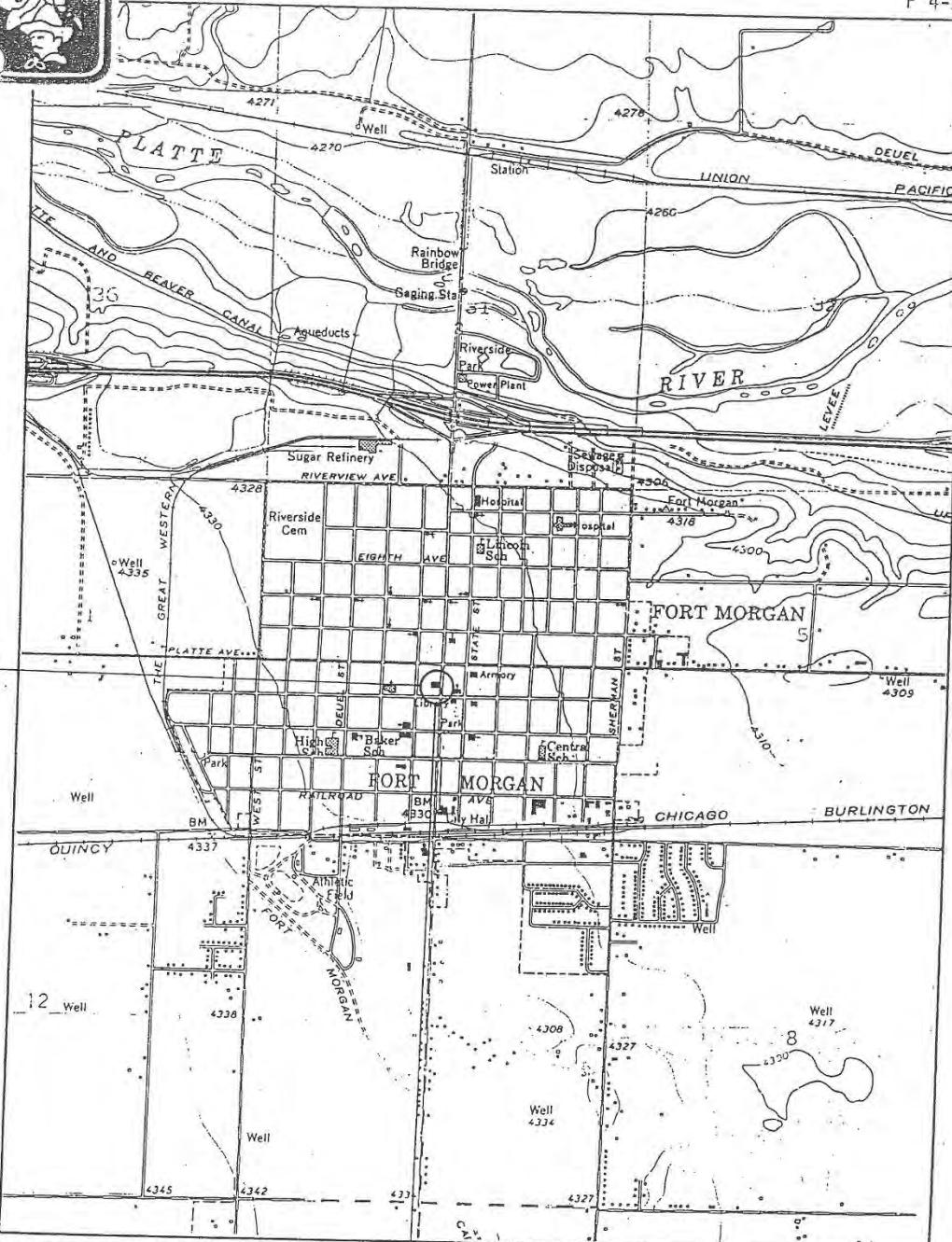
30) Boundary Justification:

Legal boundaries



Resource No. 5MR392

F 4-2



COMPOSITE LOCATION MAP TAKEN FROM USGS FORT MORGAN AND LAMB 71/2' QUAD MAPS

501955

**Appendix 2**  
**Previously Surveyed Resources within or Near Fort Morgan**  
**Listed in Street Address Order**

State ID Num.	Resource Name	Street Address			Assessment
5MR.101					Field needs data
5MR.286					Field needs data
5MR.480	Fort Morgan Canal				106 - Officially eligible>106 - Officially eligible>Field eligible
5MR.597					Officially not eligible>Field not eligible
5MR.599	Barlow Brothers Well, Ditch And Diversion Structure				Officially not eligible>Field not eligible
5MR.603					Field not eligible
5MR.605.29	Culvert 97-A				Field not eligible
5MR.605.30	Culvert 97.59				Field not eligible
5MR.605.31	Fort Morgan Station				Field not eligible
5MR.605.32	Bridge 98-C				Field not eligible
5MR.607.7	Burlington Northern Railroad				106 - Officially eligible>Field eligible>Supports eligibility of entire linear resource
5MR.697	Beaver Creek To Fort Morgan West Transmission Line				Field not eligible
5MR.700	Fort Morgan West - Kiowa Creek Transmission Line				106 - Officially eligible>Field eligible
5MR.739.7	Upper Platte And Beaver Canal (Segment)				Supports eligibility of entire linear resource>Field eligible>Supports eligibility of entire linear resource>Field eligible
5MR.821.1	Platte Avenue Lateral				Officially not eligible>Field not eligible

State ID Num.	Resource Name	Street Address			Assessment
5MR.821.2	Platte Avenue Lateral				
5MR.621		212	E	8th Ave.	Officially not eligible>Field not eligible
5MR.429	Piggly Wiggly Store ~ Johnson-Achziger Appliance Center	118		Beaver Ave.	Field not eligible
5MR.981		19781		County Road S	Officially not eligible>Field not eligible
5MR.979	Mangum Residence	19849		County Road S	Officially not eligible>Field not eligible
5MR.976	Fort Morgan Middle School	300		Deuel St.	Officially Eligible for the State Register>Staff - Officially Eligible
5MR.442	Zwetig Brothers Garage ~ Al's Auto Service	208		Ensign St.	Field not eligible
5MR.443	Kanzler Garage & Blacksmith Shop ~ Harry Dorn's Woodpeckers ~ Larry's Auto Electric ~ Scwindt Manufacturing Company ~ Ceramic Art Shop ~ Al's Auto Service ~ Jack Dove's Machine Shop ~ Hefner Kirby Co.	210-12		Ensign St.	Field not eligible
5MR.444	Colorado State Highway Department ~ Bauer's Glass ~ Bob's Upholstery ~ Triangle Auto Service ~ Kanzler Repair Shop ~ Earl's Radiator Shop	214-16		Ensign St.	Field not eligible
5MR.466	Morgan County Courthouse And Jail	225		Ensign St.	Listed in the National Register>Listed in the State Register>Review Board Recommendation for Listing>Review Board Recommendation for Listing
5MR.399	Miller's Floral Shop	412		Ensign St.	Field not eligible
5MR.907		418		Ensign St.	106 - Officially eligible>No assessment given on form
5MR.394	Eaches- Van Buskirk Garage ~ Fort Morgan Community College Class Laboratory	500-06		Ensign St.	Field eligible
5MR.633	Deutsche Evangelische Christus Gemeinde ~ Christ Congregational	730		Ensign St.	Rejected By CHS Board of

State ID Num.	Resource Name	Street Address			Assessment
	Church Of The United Church Of Christ				Directors (State Register)>Recommendation of denial of listing by National Register Review Board>Recommendation of denial of listing by State Register Review Board>Staff - Officially Eligible
5MR.465	Chicago, Burlington & Quincy (CB&Q) Railroad Depot ~ Burlington Northern Railroad Depot ~ Fort Morgan Depot		S.	Ensign St.	Field eligible
5MR.788	Great Western Sugar Company Refinery ~ Western Sugar Cooperative Refinery	18317		Highway 144	106 - Officially eligible>106 - Officially eligible>106 - Officially eligible>Field eligible
5MR.973	Fiebig Farm~Fiebig Farmstead	19860		Highway 34	Officially Eligible for the State Register>Field eligible
5MR.971	Terry Farm	20017		Highway 34	Officially Not Eligible for the State Register>Field not eligible
5MR.424	Claworthy Plumbing Building ~ Spotts Brothers Plumbing	109	W.	Kiowa St.	Field not eligible
5MR.425	Saint John's Lunch Counter ~ John Nelson's Shoe Repair ~ Kiowa Cafe ~ Spott's Brothers Plumbing	111-13	W.	Kiowa St.	Field not eligible
5MR.446	McGrew Building ~ McGrew Hardware Store ~ Queen Hotel ~ Southerland Restaurant ~ Pardun's Office Supply ~ Model Cleaners ~ Professional Credit Services ~ Goetz Insurors ~ Budget Tapes And Records ~ Queen Lounge	112-14	W.	Kiowa St.	Field eligible
5MR.426	Morgan County Herald ~ Fort Morgan Herald ~ Business Mart ~ Fort Morgan Chamber Of Commerce ~ Cooper And Wilson ~ Corner Antique Shop ~ Norval Robison Real Estate ~ Woodburner's Unlimited	117	W.	Kiowa St.	Field not eligible
5MR.445	Rogers Realty ~ Smith And Wells ~ Johnston's Art ~ Berryhill Finance Company/ Morgan Chiropractic Center	128	W.	Kiowa St.	Field not eligible

State ID Num.	Resource Name	Street Address			Assessment
5MR.427	Parker Funeral Parlor ~ Hendrie And Bolthoff Store ~ White Electric Shop ~ R.R. Stenback Insurance Agency/ American Family Insurance	129	W.	Kiowa St.	Field not eligible
5MR.428	Central Service Station ~ Nelson's Shoe Shop	131	W.	Kiowa St.	Field eligible
5MR.461	Warren Lumber Company ~ Mead Lumber Company	101-19		Main St.	Field eligible
5MR.622	Fort Morgan City Hall	110		Main St.	Listed in the National Register>Field eligible
5MR.458	Fort Morgan Fire ~ Police Station ~ Fort Morgan Fire Department 1	116		Main St.	Officially Eligible for the State Register>Field not eligible>Field eligible
5MR.460	Patterson Hardware And Implement Store ~ Clark-Feather Manufacturing Company	121		Main St.	Field eligible
5MR.456	New Western Cafe ~ L.V. Rothrock's Auto Supplies & Sporting Goods Store ~ Miller Auto Supply ~ Jack's Bean Company ~ Acre-Yenne Funeral Home ~ Sears, Roebuck Company ~ C&L Surplus Store ~ Gold Seal Family Thrift Center ~ Hal's Used Furniture and Appliance	200-02		Main St.	Field not eligible
5MR.438	Preston Block ~ Morgan County Offices/ Morgan County Bank ~ Creitz Drug Store ~ Hill Block ~ Western Cafe ~ Weghorst Grocery ~ Elliott's Clothing Store ~ Ralph's Electric Company ~ B&B Western Supply ~ Miller Auto Parts ~ Western Union ~ Genie's Pick n'	201-03		Main St.	Field not eligible
5MR.455	Neumann Sheet Metal And Furniture Shop ~ Kaiser Heating And Sheet Metal Shop ~ Paul's Produce ~ Northeast Seed Company ~ B&B Western Wear	204		Main St.	Field not eligible
5MR.437	Christie Block ~ J.W. Dilts Hardware and Grocery Store ~ Prince-Martin Hardware Store ~ Second Hand Variety Shop ~ White's Electric Shop ~ Finney's Cafe ~ Goodwill Store ~ Friendly Tavern ~ Vern's Tavern ~ Jim's Hobby Shop ~ Longhorn Restaurant/ Morgan F	205-07		Main St.	Field not eligible
5MR.454	Western Union Telegraph Office ~ American Cafe/ American Boarding House ~ Wes And Arnie's Recreation Parlor ~ Kee-Ko 88 Cent Store ~ Ray's Chartier Radio Service ~ Morgan County Radio & TV Repair ~ Fred's Barber Shop ~ Boutique Of Health ~ The Wedding No	206-08		Main St.	Field not eligible
5MR.436	Barton Block ~ Barton's Furniture And Grocery Store ~ Whiteley's	209		Main St.	Field not eligible

State ID Num.	Resource Name	Street Address			Assessment
	Hardware ~ Thompson Tin Shop ~ Drumstick Cafe ~ Simeone's Restaurant				
5MR.453	Aubrey's Of Sebring Hairstylists/ Larry Dempewolf Upholsterer	210-10 ½		Main St.	Field not eligible
5MR.435	Sloane's Jewelry	211-11 ½		Main St.	Field not eligible
5MR.452	W.A. Hill Building ~ Ketchmark's Pool Hall ~ Club Taproom	212-14		Main St.	Field eligible
5MR.434	Sutton Building ~ U.S.A. Theatre ~ Two Tills Recreation Parlor ~ Sears, Roebuck Company ~ Kid's World	215		Main St.	Field not eligible
5MR.451	Hill-Osler Building ~ Epstein's Wester Fruit, Grocery & Meat Market ~ Sol Lockerman's Gem Clothing Store ~ Fort Morgan Sewing Machine And Furniture Exchange ~ Fort Morgan Furniture Store	216		Main St.	Field not eligible
5MR.433	Warren-White Building ~ J.A. Yenne's Furniture & Grocery Store ~ Kinkle's Union Market ~ Acre's Furniture Store ~ Fat Woods Pool Hall ~ Waxman's Hardware Store ~ Crawley's Bargain Center ~ D&S Home Furnishings ~ Centennial Mental Health Center/ Miller St	217-19		Main St.	Field eligible
5MR.450	Clatworthy Building ~ Fort Morgan Post Office ~ Morgan Feed and Seed Store ~ W.A. Center's Pool Hall ~ Weber's Appliance Center ~ Oddfellows Hall ~ Maple Leaf Shop ~ Fort Morgan Furniture Store	218		Main St.	Field not eligible
5MR.449	Clatworthy-Curry Building ~ Saratoga Pool Hall ~ Fort Morgan Furniture	220-22		Main St.	Field not eligible
5MR.432	Grace Opera House ~ Schwartz Women's Wear Shop ~ Reithmann Grocery ~ Montgomery Ward ~ Gamble's ~ Warehouse Sales Furniture Store	223		Main St.	Field not eligible
5MR.448	Club Block ~ People's State Bank ~ Platte Valley Sign And Supply Company ~ 5-3 Furniture	224		Main St.	Field not eligible
5MR.431	Morgan County Bank/ Crouch Brothers Clothes ~ First National Bank Of Fort Morgan ~ Peyton-Reinert Store ~ Gayman's Drug Store ~ Reinert's Inc. ~ Montgomery Ward ~ A.G. Eaker's/Goetz Insurors/Bookmark Bookstore	225-31		Main St.	Field eligible
5MR.447	First National Bank- Fort Morgan ~ Stamper Drugs ~ Tasty Pastry Shop ~ People's Bank ~ Ace Gillett's Cafe ~ Buchanan's Cafe ~ Skylark Buffet ~ Smorgasboard Restaurant	228-30		Main St.	Field not eligible

State ID Num.	Resource Name	Street Address		Assessment
5MR.411	Farmers State Bank Building ~ Bloedorn Building ~ Morgan Community College	300	Main St.	Listed National Register
5MR.423	Clatworthy Building ~ Clatworthy Hardware Store ~ Coast-To-Coast Stores	301	Main St.	Field eligible
5MR.410	Stamper Drug Store ~ Montel Music Center	302	Main St.	Field not eligible
5MR.409	Warren Building ~ Tieman's Clothes For Men	304	Main St.	Field not eligible
5MR.422	Otis building ~ Yenne-Osler Furniture Store/Undertaking Parlor ~ J.A.M. Crouch's Dry Goods Store ~ Ryland-Groves Clothing Company ~ Schlater-Thomlinson Clothing ~ McBride's Jewelers ~ Clem Loyd's Barber Shop ~ Patterson Clothing Company ~ Loom And Leathe	305-07	Main St.	Field not eligible
5MR.408	Kinkle Building ~ Tieman's Clothes For Men	306	Main St.	Field not eligible
5MR.421	Wagner-Simpson Building ~ Wagner-Simpson Implement Business ~ Wagner-Simpson Mercantile Company ~ Price Jewelers ~ Nadeane's Ladies Ready To Wear ~ Fashion Gallery	309	Main St.	Field not eligible
5MR.407	Farnsworth Building ~ Farnsworth Grocery Store ~ Golden Rule Store ~ Business Mart	310	Main St.	Field not eligible
5MR.420	J.M. Lytle Building ~ The Stitchery/ Retta Shoe Boutique	311	Main St.	Field not eligible
5MR.419	Mode O' Day	313	Main St.	Field needs data
5MR.406	Cover Opera House	314	Main St.	Field not eligible
5MR.418	Gill-Simpson Building ~ Piggly-Wiggly Grocery Store ~ A.L. Duckwall Store ~ McGarr Grocery Store ~ Brown's Shoe Fit	315	Main St.	Field not eligible
5MR.405	Stapleton Building ~ Macy's Rexall Drug Store	316	Main St.	Field eligible
5MR.404	Levis Building ~ Komac Paint	318	Main St.	Field not eligible
5MR.417	Hess Building ~ Oread Theater ~ Yates Cut Rate Pharmacy ~ City Pharmacy	319	Main St.	Field not eligible
5MR.403	A.D. Bullis Duilding ~ Mick's Sports	320	Main St.	Field not eligible
5MR.416	W.A. Hill Block ~ Golden Rule Store ~ J.C. Penney Company	321	Main St.	Field eligible
5MR.402	Johnson Block ~ Conrad's Mademoiselle Shop	324	Main St.	Field not eligible
5MR.415	Beale Building ~ Johnston's Electric Shoe Shop/ Price Jewelers ~ Whetstine's Electric Shoe Shop ~ Fort Morgan Times Offices	325	Main St.	Field not eligible

State ID Num.	Resource Name	Street Address		Assessment
5MR.414	Fort Morgan Times Offices	327	Main St.	Officially Eligible for the State Register>Field not eligible
5MR.401	Morgan Industrial Bank~ Fay-Lee Fabrics	328	Main St.	Field not eligible
5MR.413	Fort Morgan Times Building/ Offices	329	Main St.	Officially Eligible for the State Register>Field not eligible
5MR.412	Telephone Exchange Building ~ Colorado Telephone Exchange ~ Equitable Savings And Loan	331	Main St.	Field not eligible
5MR.398	Masonic Temple (Fort Morgan)	407	Main St.	Field eligible
5MR.397	Wyocolo Hotel	411	Main St.	Field not eligible
5MR.400	Fort Morgan Public Library (Carnegie Library)	414	Main St.	Field not eligible
5MR.396	Ace Gillett's Auto Showroom/Garage ~ Fort Morgan Community College Class Laboratory	423	Main St.	Field not eligible
5MR.395	Willy's Overland Cars Auto Showroom/Garage ~ M&M Auto Parts	427	Main St.	Field eligible
5MR.393	Eaches- Van Buskirk Garage ~ Stickneys Auto Parts / Stickney's Discount Appliances	501-07	Main St.	Field eligible
5MR.392	Patterson Garage ~ Stickney's Tire Shop	509	Main St.	Field not eligible
5MR.391	Buick-Chevrolet Garage	531	Main St.	Field eligible
5MR.970	First Baptist Church	618	Main St.	106 - Officially eligible>Field not eligible
5MR.615	Fort Morgan Power Plant Building	1600	Main St.	Listed in the National Register>Staff - Officially Eligible
5MR.919	Fort Morgan Swimming Pool ~ Riverside Park	1600	Main St.	Field not eligible
5MR.509	Georgetta Gregg House	1032	Meeker	Officially not eligible
5MR.471	Fort Morgan Bridge (Rainbow Arch Bridge over the south Platte River)		Old Highway 52	Listed National Register
5MR.473	George W. Warner Farm (Centennial Farm)	900	E. Platte Ave.	Centennial Farm
5MR.457	Morgan Steam Laundry ~ Mullen, Gress And Associates- CPAs/ Preston Printing	109-11	W. Railroad Ave.	Field not eligible

State ID Num.	Resource Name	Street Address			Assessment
5MR.439	Fort Morgan Produce Company ~ Ready Cool Radiator Service	109	W.	Railroad Ave.	Field not eligible
5MR.462	Patterson Hardware Company- Plumbing Shop Building ~ Clark-Feather Manufacturing Company	116	W.	Railroad Ave.	Field not eligible
5MR.440	Cyclone Welding Shop	117	W.	Railroad Ave.	Field not eligible
5MR.463	White Building ~ Clark-Feather Manufacturing Company	118	W.	Railroad Ave.	Field not eligible
5MR.464	Clark-Feather Manufacturing Company	120	W.	Railroad Ave.	Field not eligible
5MR.441	Leo's Auto Shop ~ Moeller Cyclone Welding	129	W.	Railroad Ave.	Field not eligible
5MR.977	Sherman School ~ Sherman Early Childhood Center	300		Sherman St.	Officially not eligible>No assessment given on form
5MR.476.4	Curry Home	404		Sherman St.	Contributes to NR district>Within NR district
5MR.476	Sherman Street Historic Residential District	404-508		Sherman St.	Listed National Register
5MR.476.3	Graham Home	428		Sherman St.	Contributes to NR district>Within NR district
5MR.476.2	Bloedorn Home	440		Sherman St.	Contributes to NR district>Within NR district
5MR.476.1	Warner Home	508		Sherman St.	Contributes to NR district>Within NR district
5MR.982	Dulweber House	718		Sherman St.	Officially not eligible>Field eligible
5MR.974	Green Acres Elementary School	930		Sherman	Officially Eligible for the State Register
5MR.517	Bailey House	1001		Simpson St.	Officially not eligible>Field not eligible
5MR.649	Beaver Canal Bridge ~ C-21-Av			State Highway 52	Officially not eligible>Field not eligible
5MR.469	US Post Office--Fort Morgan Main ~ Fort Morgan Post Office	300		State St.	Listed in the National Register>Multiple Resource Component
5MR.978	First Presbyterian Church~Christ's Church Of Morgan County	330		State St.	Staff - Officially

State ID Num.	Resource Name	Street Address		Assessment
				Eligible>Field eligible
5MR.1000	Fort Morgan State Armory ~ City Of Fort Morgan Recreation Center	528	State St.	Listed in the National Register>Pending in Washington>Listed in the State Register
5MR.892	Lincoln School ~ Aletheia-Lincoln Campus ~ The Performing Arts School	914	State St.	Listed in the National Register
5MR.513	Margaret Holly House	326	Walnut St.	Officially not eligible
5MR.511	Dorothy Walsh House	426	West St.	Officially not eligible
5MR.510	Audrey Brunkhardt House	429	Walnut St.	Officially not eligible
5MR.975	Columbine Elementary School	815	West St.	Officially Eligible for the State Register
5MR.908	Borrego Residence	505	S. West St.	Officially not eligible>Field not eligible

NOTE: Shaded records are not within the Fort Morgan municipal boundary but lie within enclaves or nearby. The History Colorado file search extract truncates resource name field in some cases.



## Appendix 3, SUBAREA PROFILES

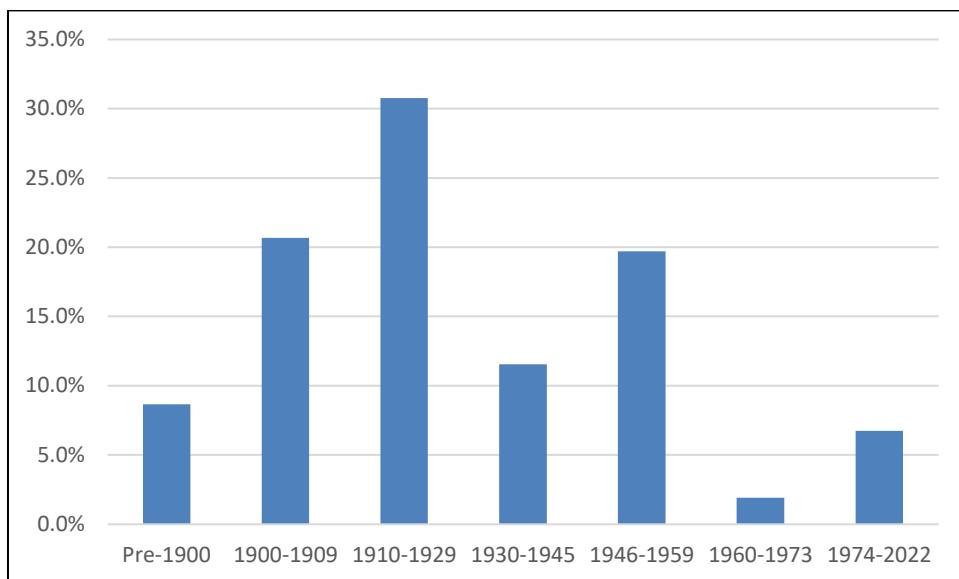
### BAKER'S ADDITION

The Baker's Addition subarea is west of the Original Town and takes its name from G.R. Baker's 1887 Addition. The area is bordered by West Platte Avenue on the north, Deuel Street on the east, the railroad tracks on the south, and West Street on the west. Large land uses in the area include full city blocks occupied by the former Fort Morgan High School on Deuel Street and the Safeway grocery store at the southeast corner of West Platte Avenue and West Street. Most of the area reflects single-family residential uses, with some commercial parcels on the south side of West Platte Avenue and between West Railroad Avenue and the railroad tracks. The area displays a wide range of years of construction with more than half of the buildings erected between 1900 and 1929. The 400 and 500 blocks of Maple Street appear to comprise a potential area for intensive survey. Several candidates for individual intensive recordation were noted.

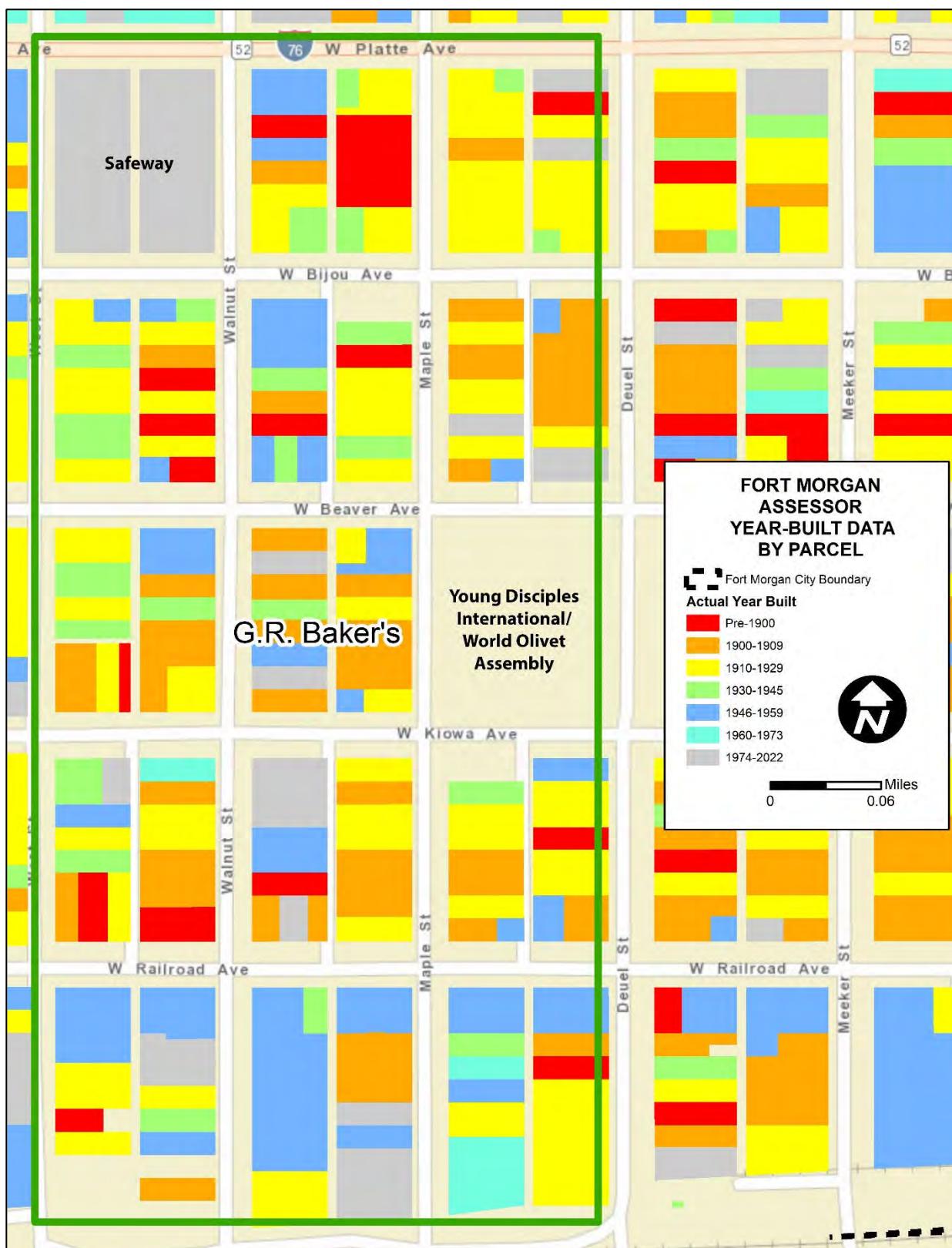
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	18	8.7%
1900-1909	43	20.7%
1910-1929	64	30.8%
1930-1945	24	11.5%
1946-1959	41	19.7%
1960-1973	4	1.9%
1974-2022	14	6.7%
Total	208	

NOTE: Year built data is not available for all parcels for this subarea.



## Baker's Addition



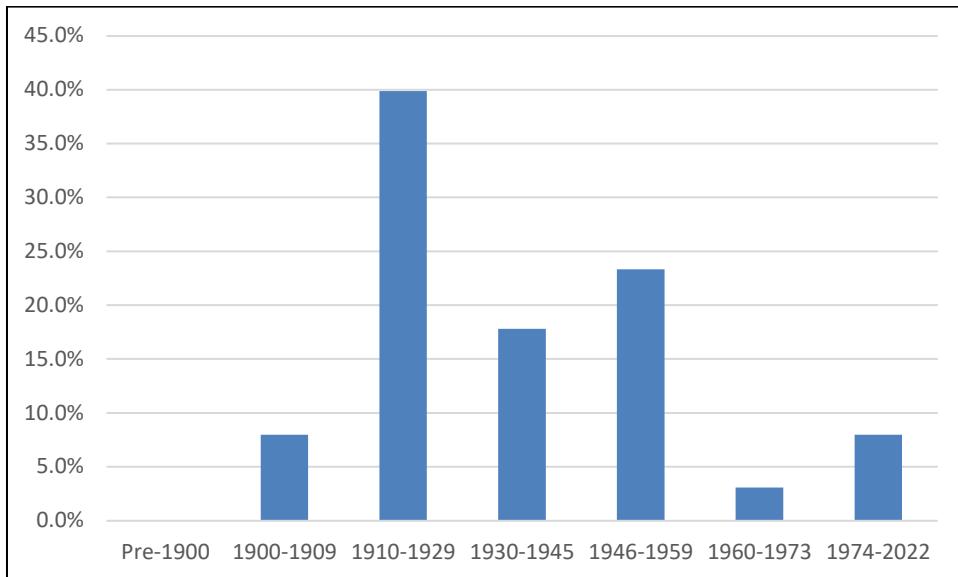
## FULTON HEIGHTS

The Fulton Heights includes the 1910 subdivision of the same name plus land to the north. It is located at the western edge of the city, bounded by West Platte Avenue on the north, West Street on the east, Railroad Avenue on the south, and the railroad track on the west. Unlike other early subdivisions, the street layout is not a rectilinear grid, but includes angled Park Street and an irregularly shaped public park (Fulton Heights Park). Other major land uses include the Lutheran Church of the Redeemer and a former automobile dealership (now Viaero) on West Platte Avenue. Most of the area reflects single-family residential uses, with two dominant eras of construction, 1910 and 1920s (nearly 40 percent of buildings) and a 1946-59 postwar surge (23 percent of buildings). No cohesive survey area was identified here, but there were a number of individual properties noted.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	0	0.0%
1900-1909	13	8.0%
1910-1929	65	39.9%
1930-1945	29	17.8%
1946-1959	38	23.3%
1960-1973	5	3.1%
1974-2022	13	8.0%
Total	163	

NOTE: Year built data is not available for all parcels for this subarea.



## Fulton Heights



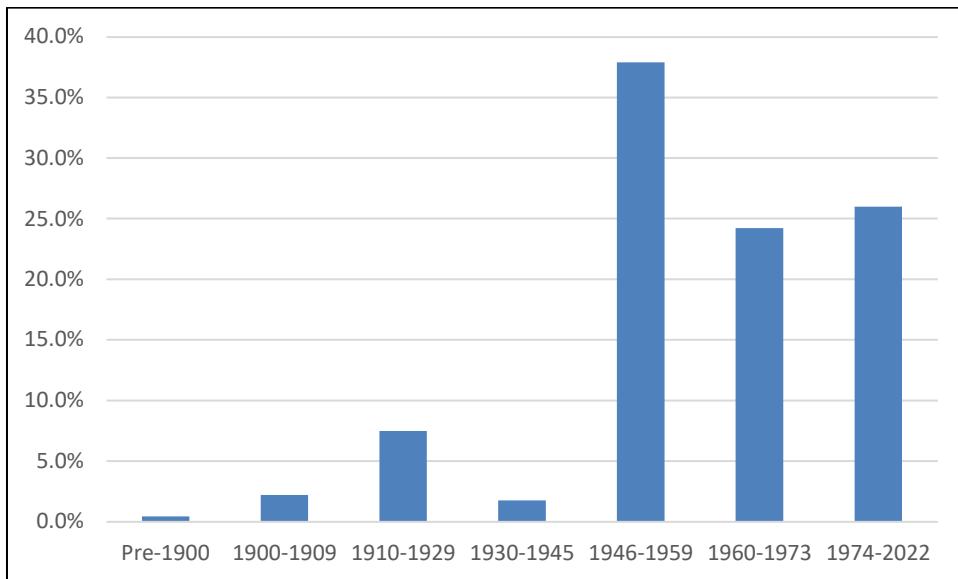
## GREENACRES

Greenacres includes several platting of the eponymous subdivision started in 1952. Situated in the northeastern part of the city, the area is bounded by East Riverview avenue on the north, Linda Street on the east, East Platte avenue on the south, and Sherman Street on the west. The layout is a rectilinear grid, with major land uses including Green Acres School on Sherman Street, Valley View Villa (a skilled nursing and rehabilitation center) on East Riverview Avenue, the Fremont Apartments on Linda Street, and the Deluxe Motel on East Platte Avenue. Most of the Greenacres displays single-family residential uses, including many examples of Ranches, bi-level, and tri-levels. Common alterations include re-siding and replacement of windows. The principal construction era was the early postwar (1946-59), when nearly 38 percent of buildings were constructed, but more than half were built 1960 and later. No cohesive survey area was identified here, but some individual properties were recommended for survey.

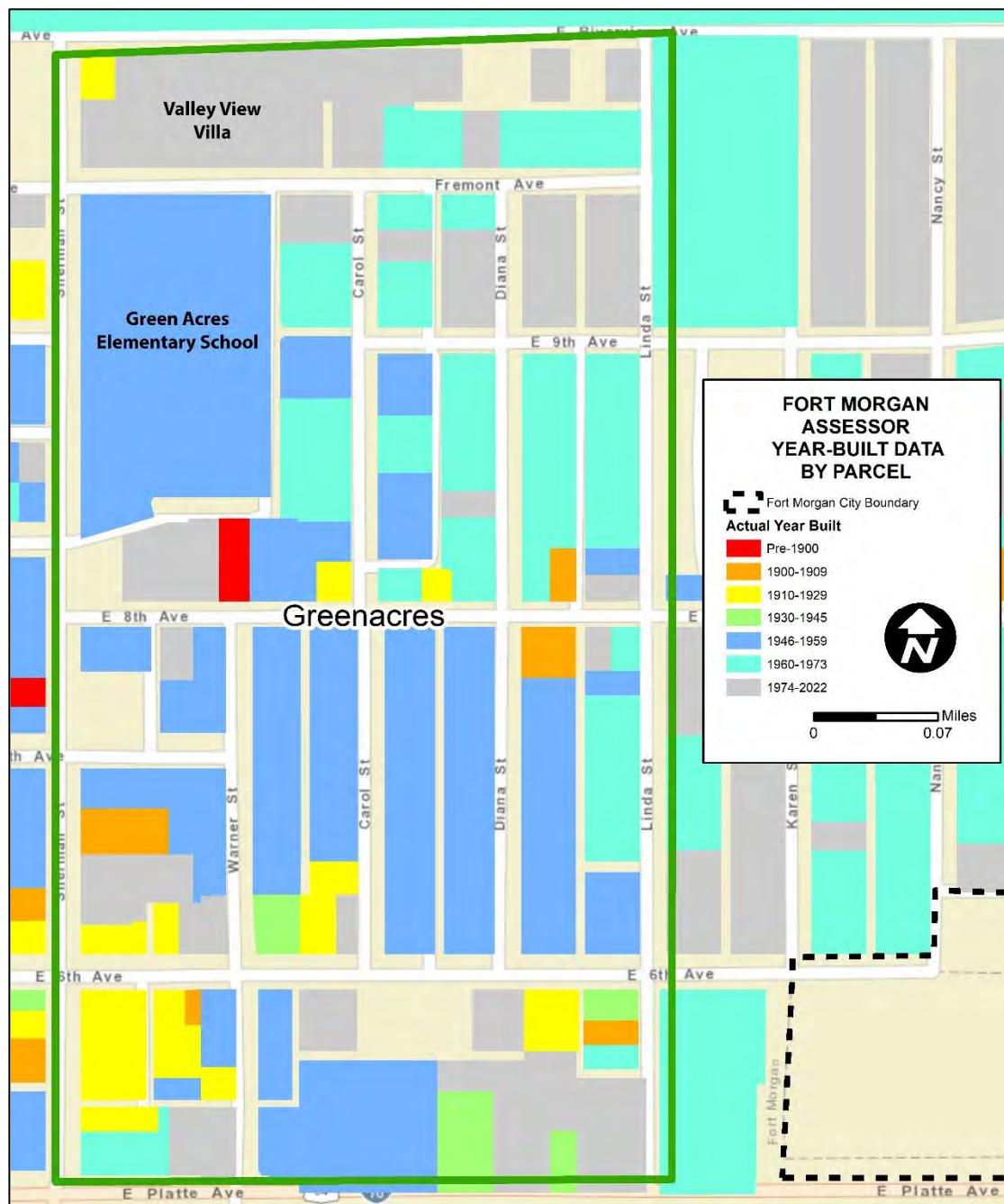
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	1	0.4%
1900-1909	5	2.2%
1910-1929	17	7.5%
1930-1945	4	1.8%
1946-1959	86	37.9%
1960-1973	55	24.2%
1974-2022	59	26.0%
Total	227	

NOTE: Year built data is not available for all parcels for this subarea.



## Greenacres



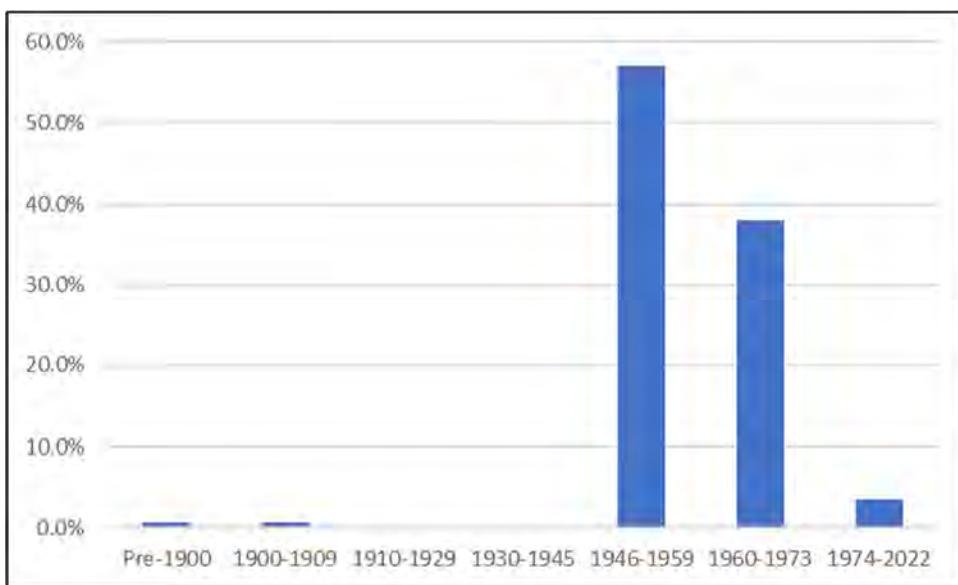
## MURCHY'S

Located in southeast Fort Morgan, this subarea includes Murchy's Addition (1955) and is bordered by East Burlington Avenue on the north, Dahlia Street on the east, Gateway Avenue on the south, and South Sherman Street on the west. The only large nonresidential land use is the parcel occupied by the Church of Jesus Christ of Latter Day Saints at 336 Cherry Street. The layout is curvilinear with rolled curbs and narrow sidewalks. The area is composed of single-family residences, including frame and brick Ranches and Minimal Traditional examples. Common alterations include re-siding and replacement of windows, as well as some garage additions and porch changes. The principal construction era in the western part of the addition was the early postwar period (1946-59), when 57 percent of buildings were constructed. The eastern part developed between 1960-73 and accounted for about 38 percent of the dwellings. No cohesive survey area was identified here due to integrity concerns, but a reconnaissance survey of the older western half coupled with historical research of original residents might illuminate the early oil boom aspects of the city. Some individual properties also were recommended for survey.

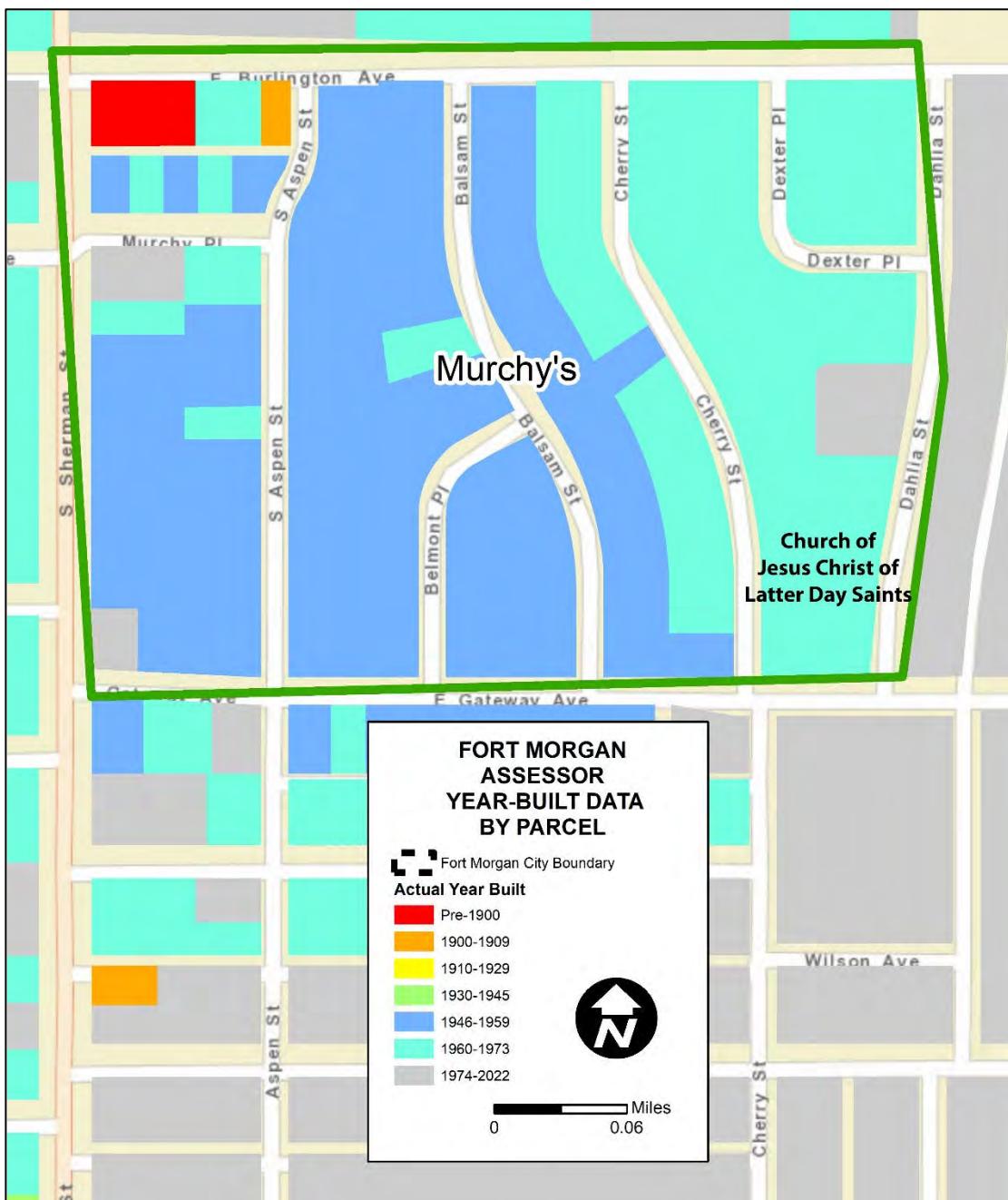
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	1	0.7%
1900-1909	1	0.7%
1910-1929	0	0.0%
1930-1945	0	0.0%
1946-1959	81	57.0%
1960-1973	54	38.0%
1974-2022	5	3.5%
Total	142	

NOTE: Year built data is not available for all parcels for this subarea.



## Murchy's



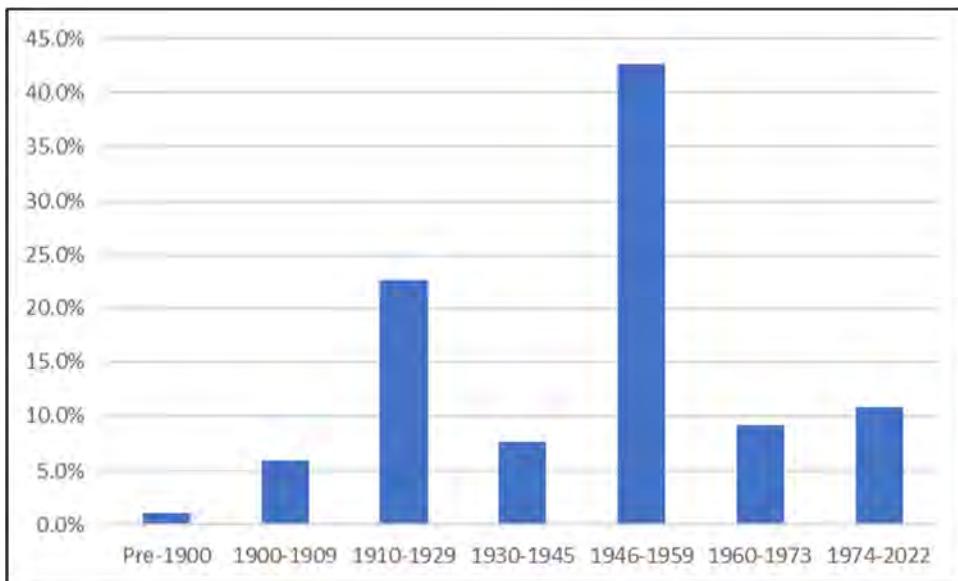
## NORTH SIDE

Located in the northwest part of the city, the North Side Addition subarea takes its name from the 1907 subdivision of the same name. The area is bounded by West Riverview Avenue on the north, Deuel Street on the east, West Platte Avenue on the south, and West Street on the west. Riverside Cemetery comprises about a quarter of the land area in the northwest corner. The area is almost entirely single-family in nature and exhibits a great range in construction eras: nearly 23 percent of buildings dating to the 1910s and 1920s and nearly 43 percent in the early postwar era (1946-59). Several commercial uses, including the former Ft. Morgan Motel are located along West Platte Avenue, and a three-building apartment complex stands at 912 Maple Street. Dwellings display various alterations, including many examples of stucco. No cohesive survey area was identified here due to integrity concerns. Several candidates for individual intensive recordation, among them the cemetery, were noted.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	2	1.1%
1900-1909	11	5.9%
1910-1929	42	22.7%
1930-1945	14	7.6%
1946-1959	79	42.7%
1960-1973	17	9.2%
1974-2022	20	10.8%
Total	185	

NOTE: Year built data is not available for all parcels for this subarea.



## North Side



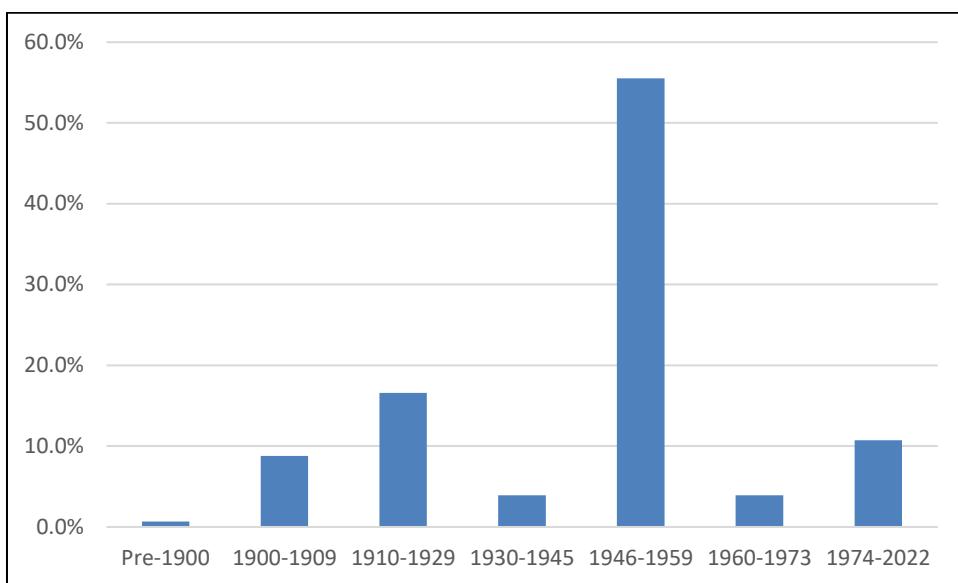
## OLD FORT/PARK EAST

This subarea is composed of the eastern portions of the Old Fort and Park Additions, platted in 1906 and 1907, respectively. Located in the northern part of the city, the subarea is bordered by East Riverview Avenue on the north, Sherman Street on the east, East Platte Avenue on the south, and Lake Street on the west. Centura St. Elizabeth's Hospital in the northwest corner occupies two city blocks and a half-block at the northeast corner is vacant. The remaining area is almost entirely single-family in nature, except for some commercial (including converted dwellings) along East Platte Avenue. There is a wide variation in construction eras, with older buildings more numerous south of East 7<sup>th</sup> Avenue. Early postwar era dwellings (1946-59), which account for more than half of the total, generally are found to the north. Dwellings display alterations, including residing, window alterations, and additions. A small cohesive survey area was identified along East Platte Avenue from Grant Street west to Lincoln Street, including the Roediger Mansion at 617 Lincoln Street. Several candidates for individual intensive recordation were noted, including the mid-century Driftwood Apartments and St. Charles the Martyr Episcopalian Church.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	2	0.6%
1900-1909	27	8.8%
1910-1929	51	16.6%
1930-1945	12	3.9%
1946-1959	171	55.5%
1960-1973	12	3.9%
1974-2022	33	10.7%
Total	308	

NOTE: Year built data is not available for all parcels for this subarea.



## Old Fort/Park East



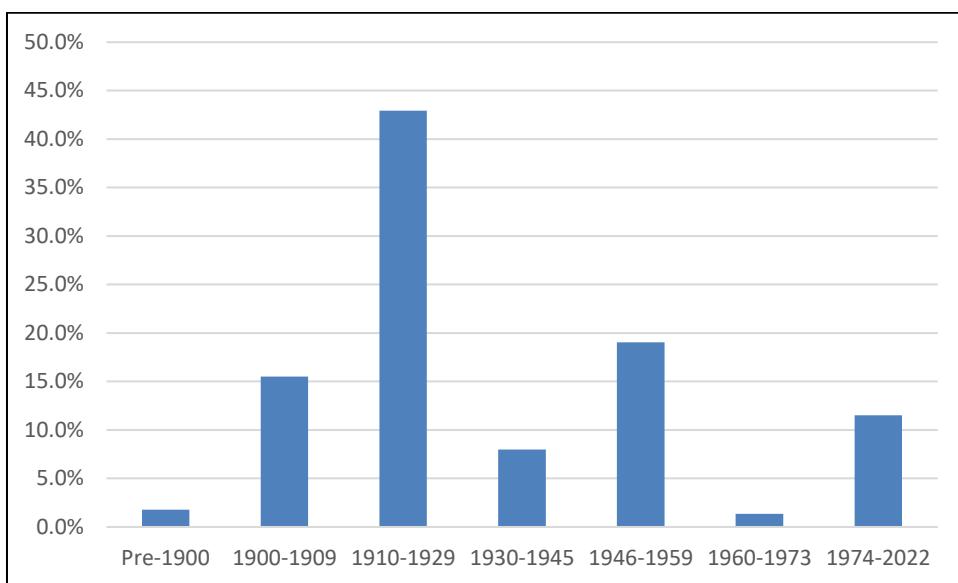
## OLD FORT/PARK WEST

This subarea is composed of the western portions of the Old Fort and Park Additions, platted in 1906 and 1907, respectively. Located in the northern part of the city, the subarea is bordered by parcels on the north side of East Riverview Avenue on the north, Lake Street on the east, East Platte Avenue on the south, and Main Street on the west. The area is almost entirely single-family in nature, except for some commercial along Main Street and East Platte Avenue, including converted dwellings (such as the Heer Mortuary) and the Hampton Inn and the Walgreens and AutoZone at the northwest and southwest corners of the area. Although nearly 43 percent of buildings were erected in the 1910s and 1920s, newer construction is found throughout the area, with nearly 32 percent constructed after World War II. Alterations include recladding, stuccoing, and door and window replacements. A small cohesive area was identified along Prospect Street, East 6<sup>th</sup> Avenue, and State Street for intensive survey. Several candidates for individual intensive recordation were noted, including the mid-century former sugar beet worker dormitory and community hospital at 1120 State Street and the Cavalry Baptist Church at 1126 State Street.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	4	1.8%
1900-1909	35	15.5%
1910-1929	97	42.9%
1930-1945	18	8.0%
1946-1959	43	19.0%
1960-1973	3	1.3%
1974-2022	26	11.5%
Total	226	

NOTE: Year built data is not available for all parcels for this subarea.



## Old Fort/Park West



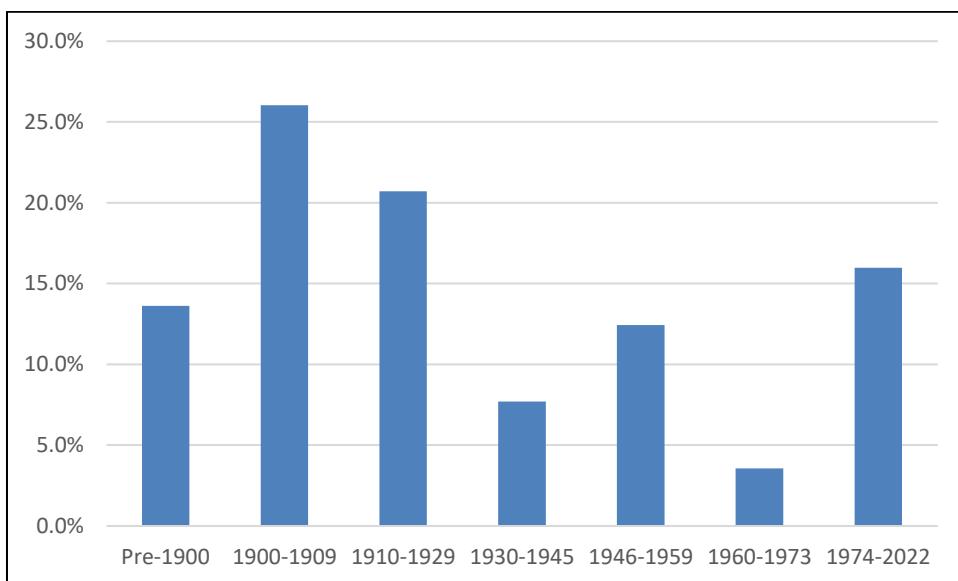
## ORIGINAL TOWN-EAST

This subarea is composed of the eastern half of the 1884 Original Town plat. Located in the central part of the city, the subarea is bordered by East Platte Avenue on the north, Lake Street on the east, the railroad tracks on the south, and Main Street on the west. Commercial, public, and community uses occupy the western blocks between Main and State Streets, the eastern face blocks of State Street, and the area south of East Railroad Avenue. A full city block on Main Street holds the Fort Morgan Library and Museum. The eastern part of the area holds a clustering of the oldest (pre-1900) single-family residences in the city with only small numbers of postwar buildings. The entire area between State and Lake Streets and East Platte and East Railroad Avenues (with the exception of the southwest block and a few faceblocks on the east side of State Street) is recommended as a potential survey area. While this area does have some integrity concerns due to alterations, a survey will help to more fully inform our knowledge of the early history of the city, its residents, and the varying architectural styles employed in the city's early decades. Several candidates for individual intensive recordation were noted, including two architect-designed banks on East Kiowa Avenue and the Morgan Lanes bowling alley on East Railroad Avenue.

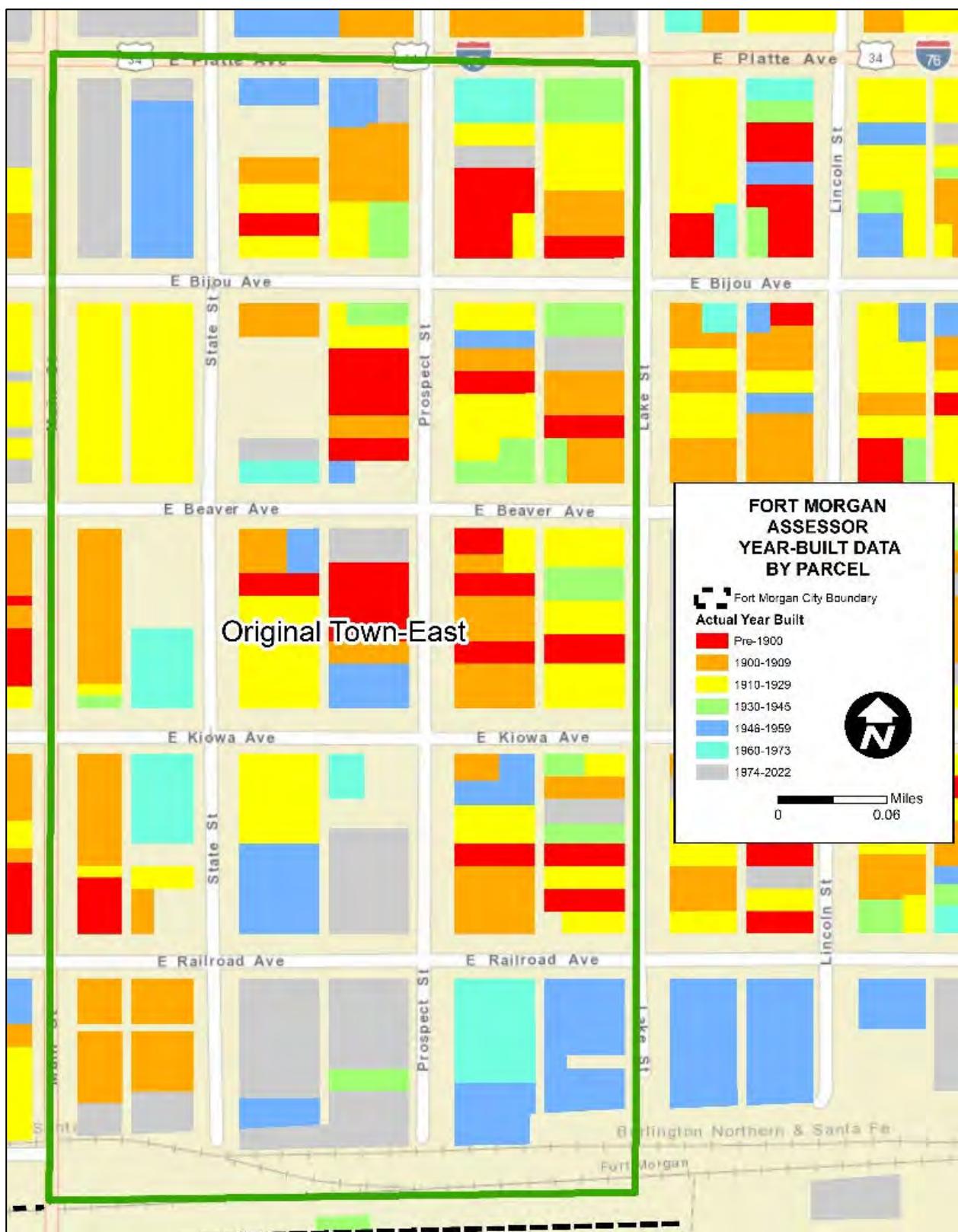
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	23	13.6%
1900-1909	44	26.0%
1910-1929	35	20.7%
1930-1945	13	7.7%
1946-1959	21	12.4%
1960-1973	6	3.6%
1974-2022	27	16.0%
Total	169	

NOTE: Year built data is not available for all parcels for this subarea.



### Original Town-East



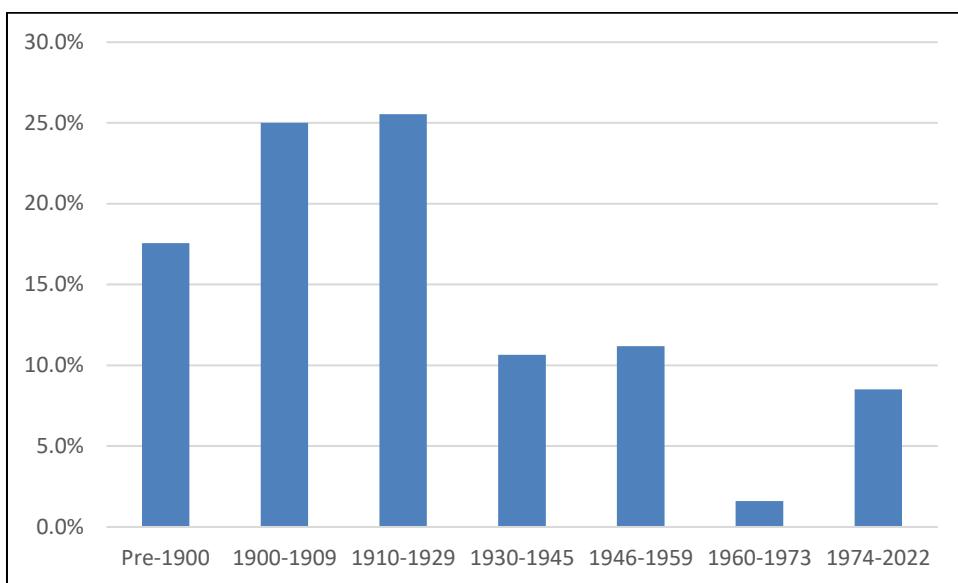
## ORIGINAL TOWN-WEST

This subarea is composed of the western half of the 1884 Original Town plat. Located in the central part of the city, the subarea is bordered by West Platte Avenue on the north, Main Street on the east, the railroad tracks on the south, and Deuel Street on the west. Commercial, public, and community uses occupy the eastern blocks between Main and Ensign Streets, as well as the western face blocks of Ensign Street south of West Beaver Avenue, the area south of West Railroad Avenue, and the south side of West Platte Avenue. The west side of the 200 and 300 blocks of Main Street hold the largest cluster of pre-1900 commercial buildings in the city. An athletic field encompasses half a city block opposite the old Fort Morgan High School, and a large grain elevator stands on the southern edge of the area next to the railroad tracks. The western portion of the area holds single-family dwellings exhibiting a range of construction eras and alterations. The clustering of older residences in this area is not as focused as in the Original Town-East subarea, and a cohesive survey area was not identified. However, a good number of candidates for individual intensive recordation were noted, including a number of historic churches and residences.

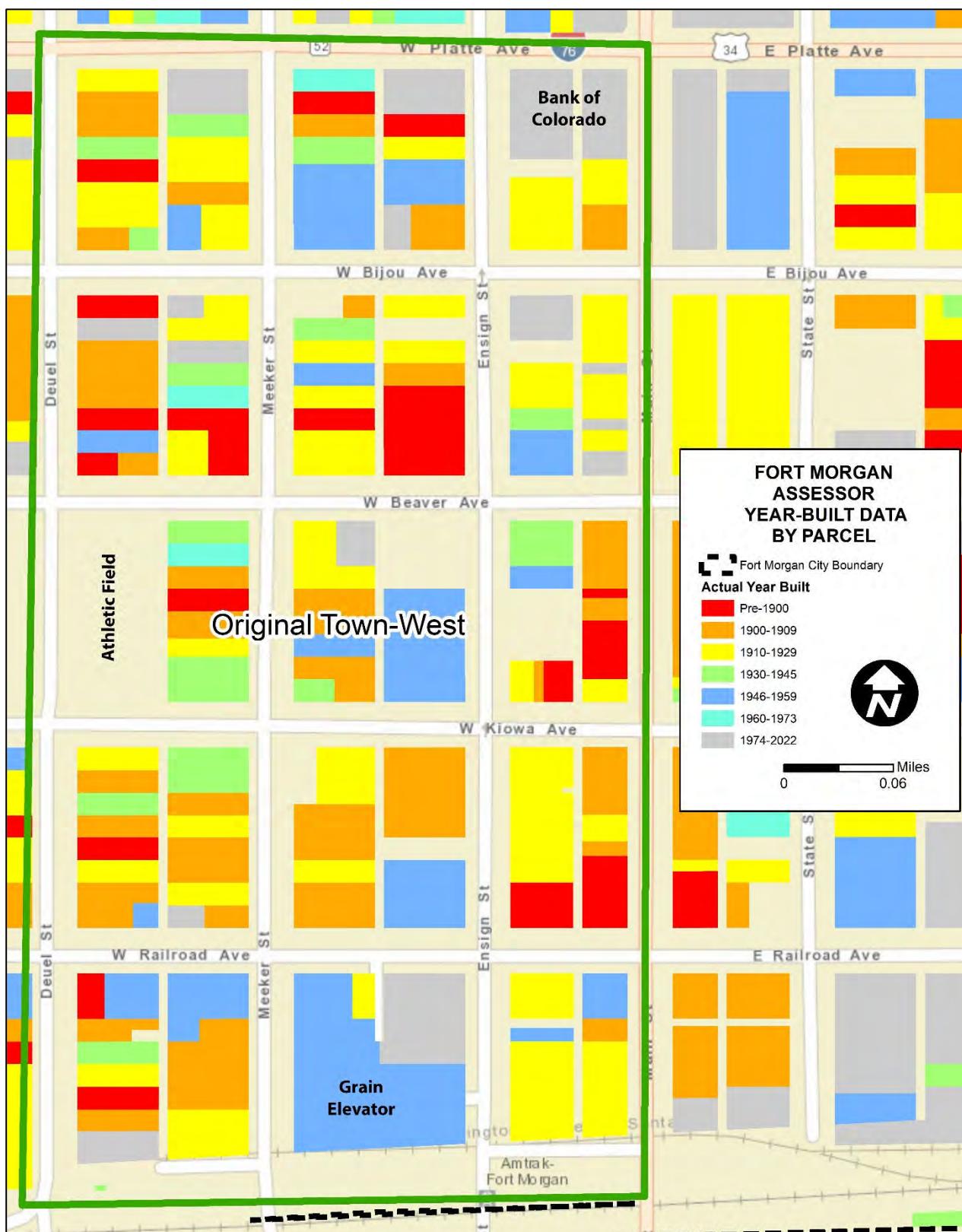
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	33	17.6%
1900-1909	47	25.0%
1910-1929	48	25.5%
1930-1945	20	10.6%
1946-1959	21	11.2%
1960-1973	3	1.6%
1974-2022	16	8.5%
Total	188	

NOTE: Year built data is not available for all parcels for this subarea.



## Original Town-West



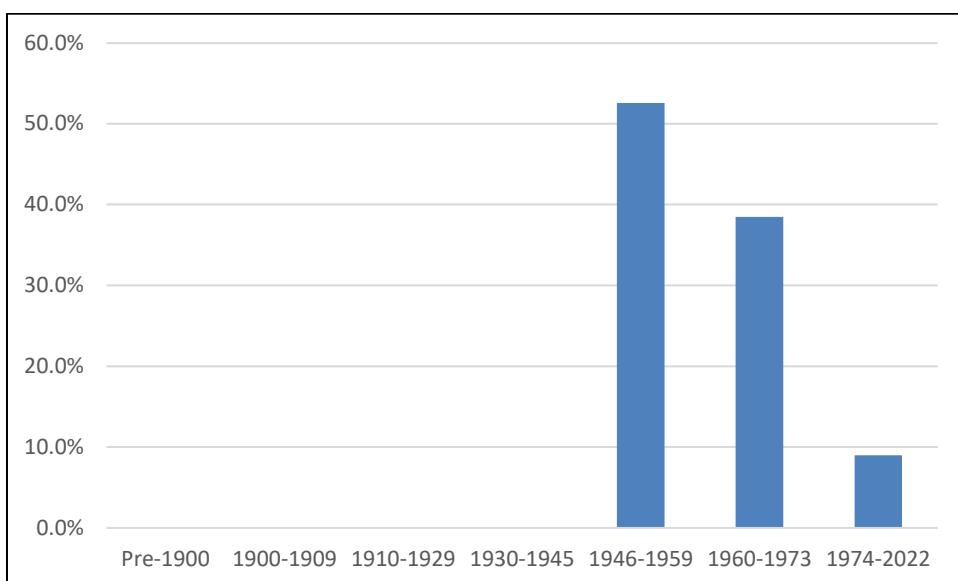
## PARK LANE

The Park Lane subarea includes the 1954 Park Lane subdivision and Memory Gardens Cemetery to the north. It is located in the northwestern corner of the city, bounded by West Riverview Avenue on the north, West Street on the east, West Platte avenue on the south, and the railroad track on the west. The street layout is generally rectilinear grid, and includes very long north-south oriented blocks. The area contains a number of large nonresidential land uses, including Columbine Elementary School fronting onto West Street, the school district building at the southeast corner, and St. Helena Catholic Church near the center. A number of commercial land uses are present on the north side of West Platte Avenue. The remainder of the area consists of single-family residences, mostly one-story brick Ranch and Minimal Traditional dwellings, including some quite large, likely architect-designed Ranch examples. More than half of the dwellings date to the 1946-59 postwar period. A cohesive area holding these older houses is recommended for survey, as well as the adjacent St. Helena Catholic Church and the elementary school.

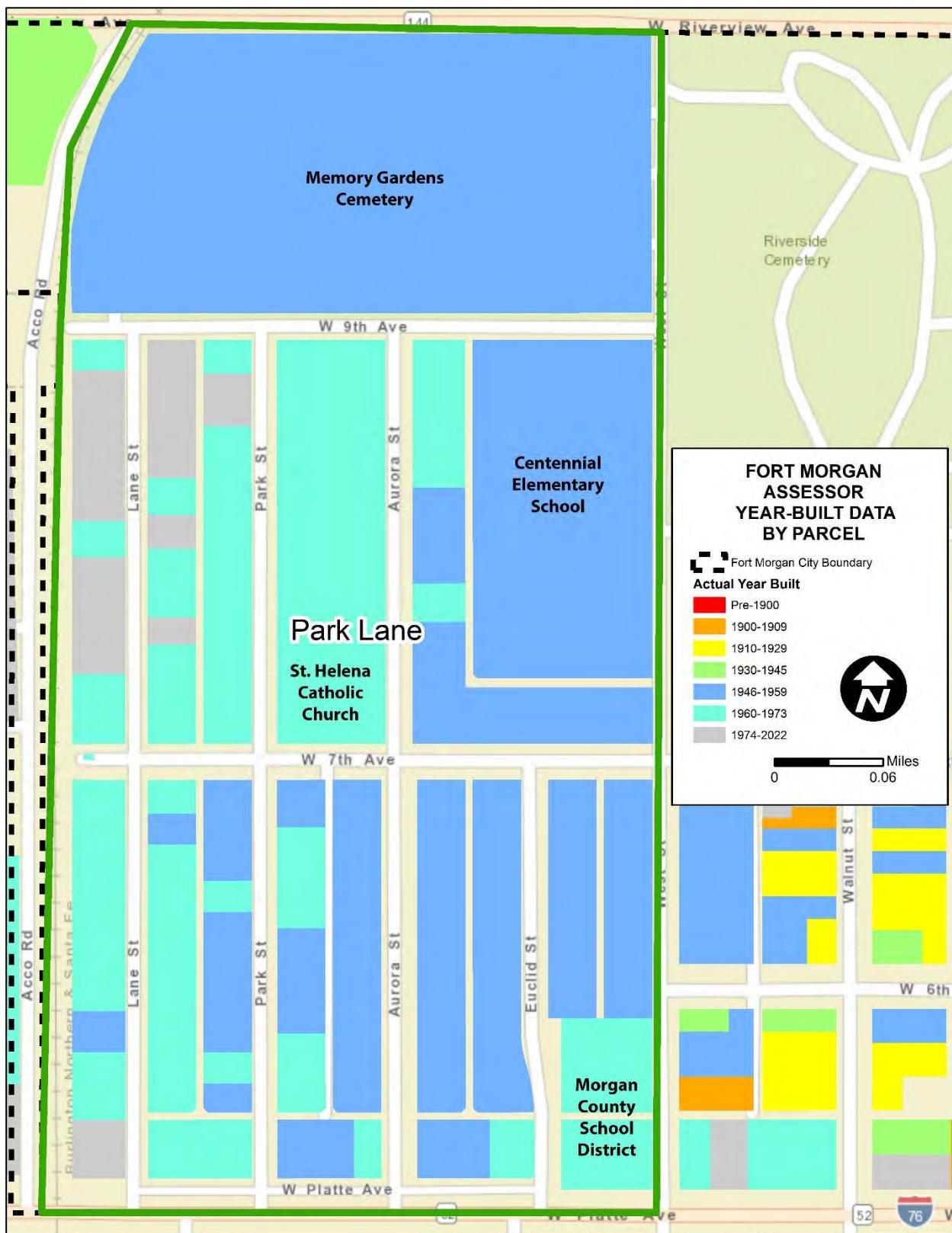
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	0	0.0%
1900-1909	0	0.0%
1910-1929	0	0.0%
1930-1945	0	0.0%
1946-1959	82	52.6%
1960-1973	60	38.5%
1974-2022	14	9.0%
Total	156	

NOTE: Year built data is not available for all parcels for this subarea.



## Park Lane



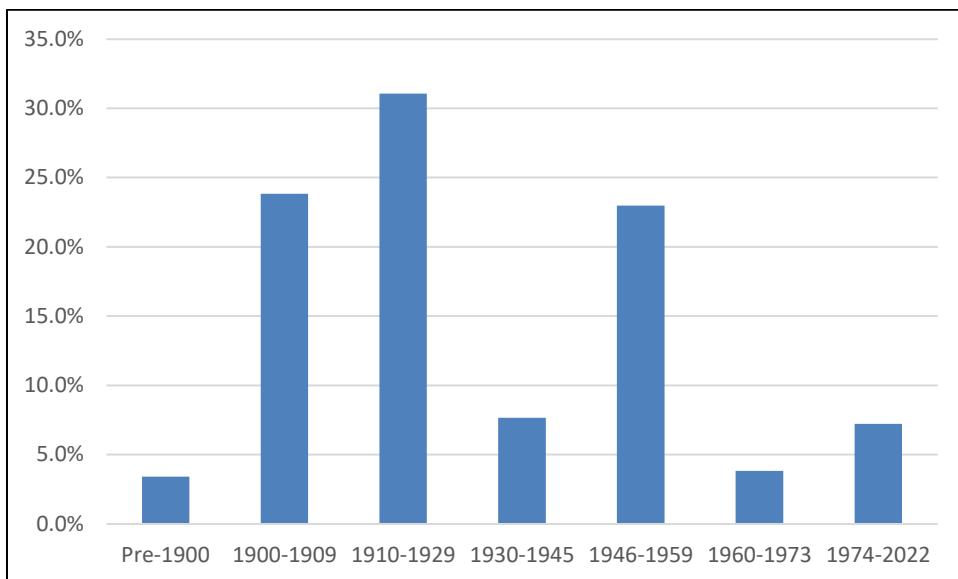
## RIVERSIDE

The southern part of this subarea is composed of part of the 1886 Riverside Addition and several other small subdivisions. Situated south of the sugar beet factory in the northern part of the city, the area is bounded West Riverview Avenue on the north, Main Street on the east, West Platte Avenue on the south, and Deuel Street on the west. Commercial uses are located along Main Street and West Platte Avenue. The remainder of the area holds mostly frame, single-family residences, including some quite small side gable roof dwellings. Nearly 55 percent of the buildings in the area date to 1900-29, while 23 percent were built 1946-59. The 1000 block of Ensign Street holds several one-story frame houses with pyramidal roofs similar to dwellings elsewhere identified as housing sugar beet workers. This area may have been an early area of settlement for Germans from Russia working at the sugar factory. An area between Ensign and Meeker Streets and West Riverside to West 9<sup>th</sup> Avenue tentatively is recommended for survey to explore these historical associations. Additional 1910 census research may refine or refocus the ultimate survey area. In addition a fair number of candidates for individual intensive recordation were noted, including several historic churches and two medical office buildings in the 100 block of West 9<sup>th</sup> Avenue.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	8	3.4%
1900-1909	56	23.8%
1910-1929	73	31.1%
1930-1945	18	7.7%
1946-1959	54	23.0%
1960-1973	9	3.8%
1974-2022	17	7.2%
Total	235	

NOTE: Year built data is not available for all parcels for this subarea.



## Riverside



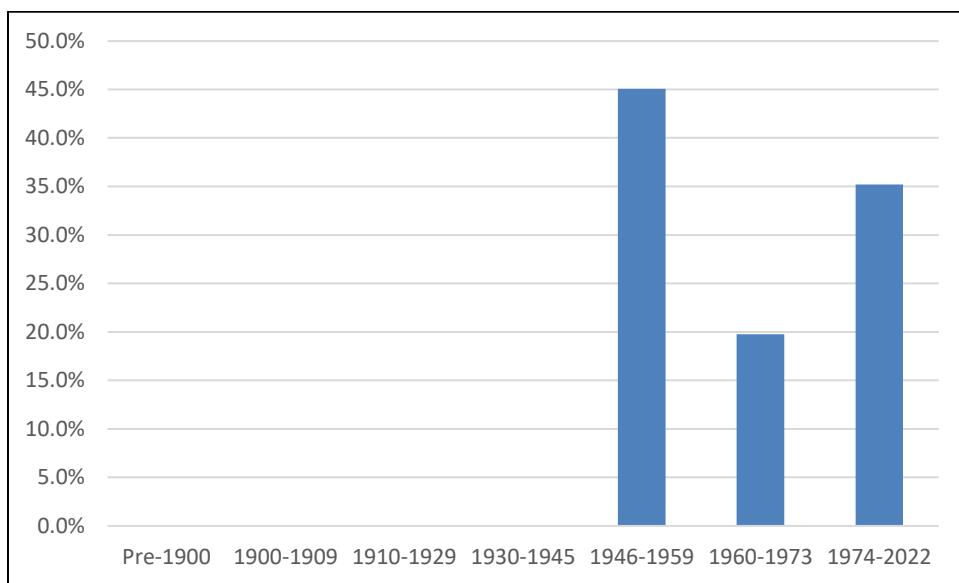
## SHERMAN PARK

Located in southeast Fort Morgan, Sherman Park takes its name from the 1955 Sherman park addition. The subarea is bounded by East Burlington Avenue on the north, South Sherman Street on the east, Southridge Road on the south, and South Lake Street on the west. The area is composed of single-family residences, but the area also includes a multi-building storage unit complex on the south side of Commerce Avenue and the Modern-style Church of Christ at 231 South Sherman Street. Residences include frame and brick Ranches and Minimal Traditional houses and a few Contemporary examples. Common alterations include re-siding and replacement of windows. All of the buildings in Sherman Park were constructed after World War II, with the oldest houses located along Circle Drive, Cove Lane, and Pine Street. No cohesive intensive survey area was identified here due to integrity concerns, but a reconnaissance survey of the older areas noted above couple with historical research on original residents might illuminate the early oil boom aspects of the city. Some individual properties also were recommended for survey.

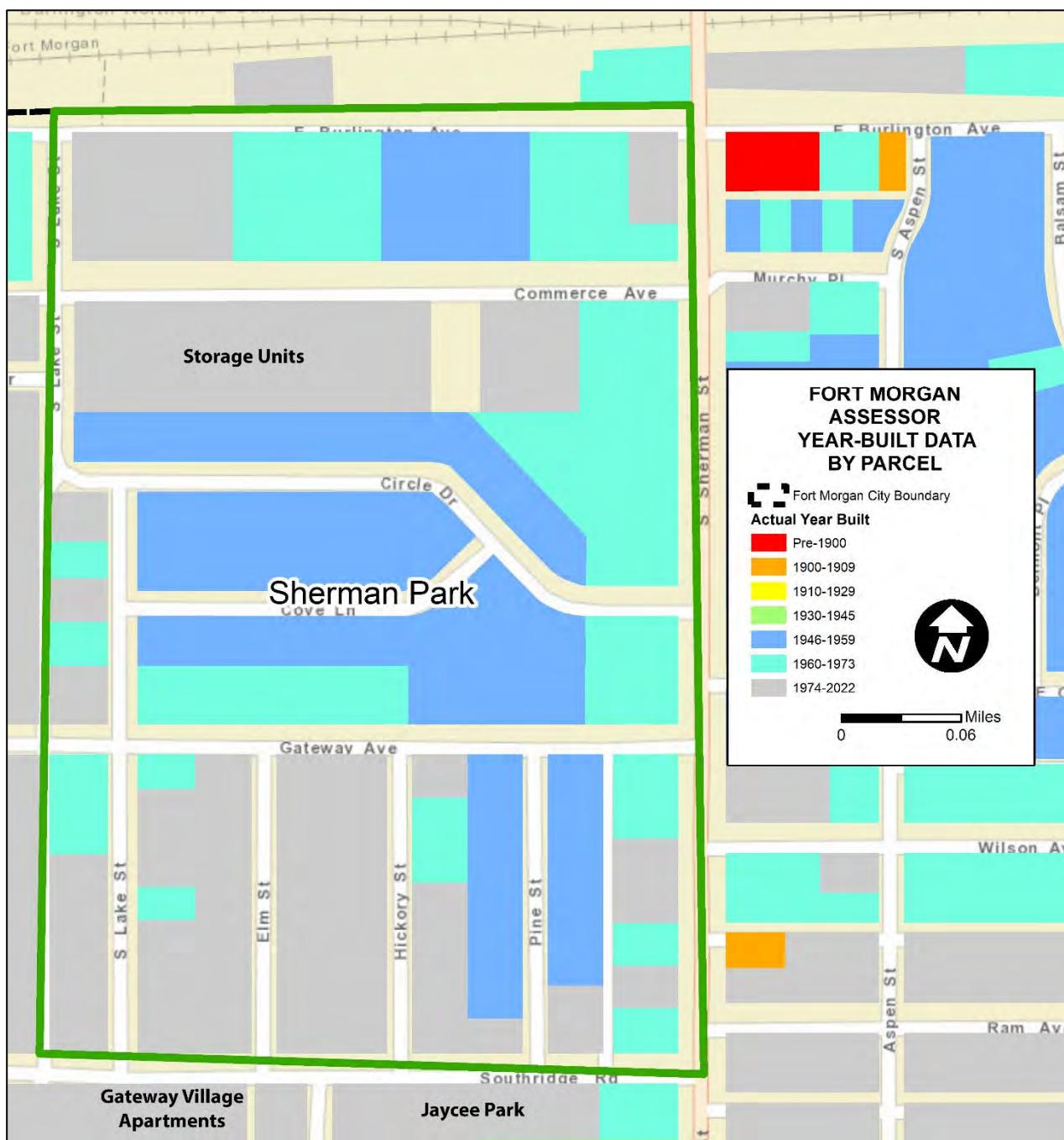
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	0	0.0%
1900-1909	0	0.0%
1910-1929	0	0.0%
1930-1945	0	0.0%
1946-1959	73	45.1%
1960-1973	32	19.8%
1974-2022	57	35.2%
Total	162	

NOTE: Year built data is not available for all parcels for this subarea.



## Sherman Park



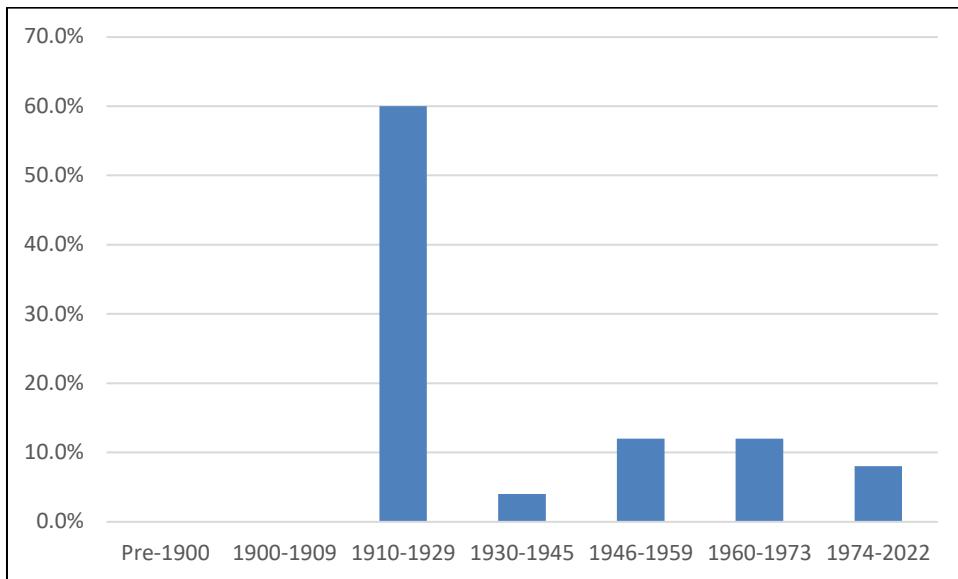
## SPANISH COLONY

Located in unincorporated Morgan County about 0.7 miles west of the sugar factory, the so-called “Spanish Colony” was established in about 1922 by the Great Western Sugar Company to house some of its Hispano sugar beet workers. The area is comprised of a long north-south rectangle holding lots with roads on its perimeter. The roads were unpaved and had no sidewalks or gutters. The company provided materials permitting the residents to build adobe houses. Photographs from another Great Western “colony” shows rows of flat roof, likely adobe, dwellings. About 60 percent of houses here date to 1919-22, but construction continued in later decades and also included a church and a Latino social building, the Clavis Club. Although the houses display alterations impacting historic integrity, the potential for learning more about Latino ethnic history and the work and home life of sugar beet workers led us to recommend the entire area for survey.

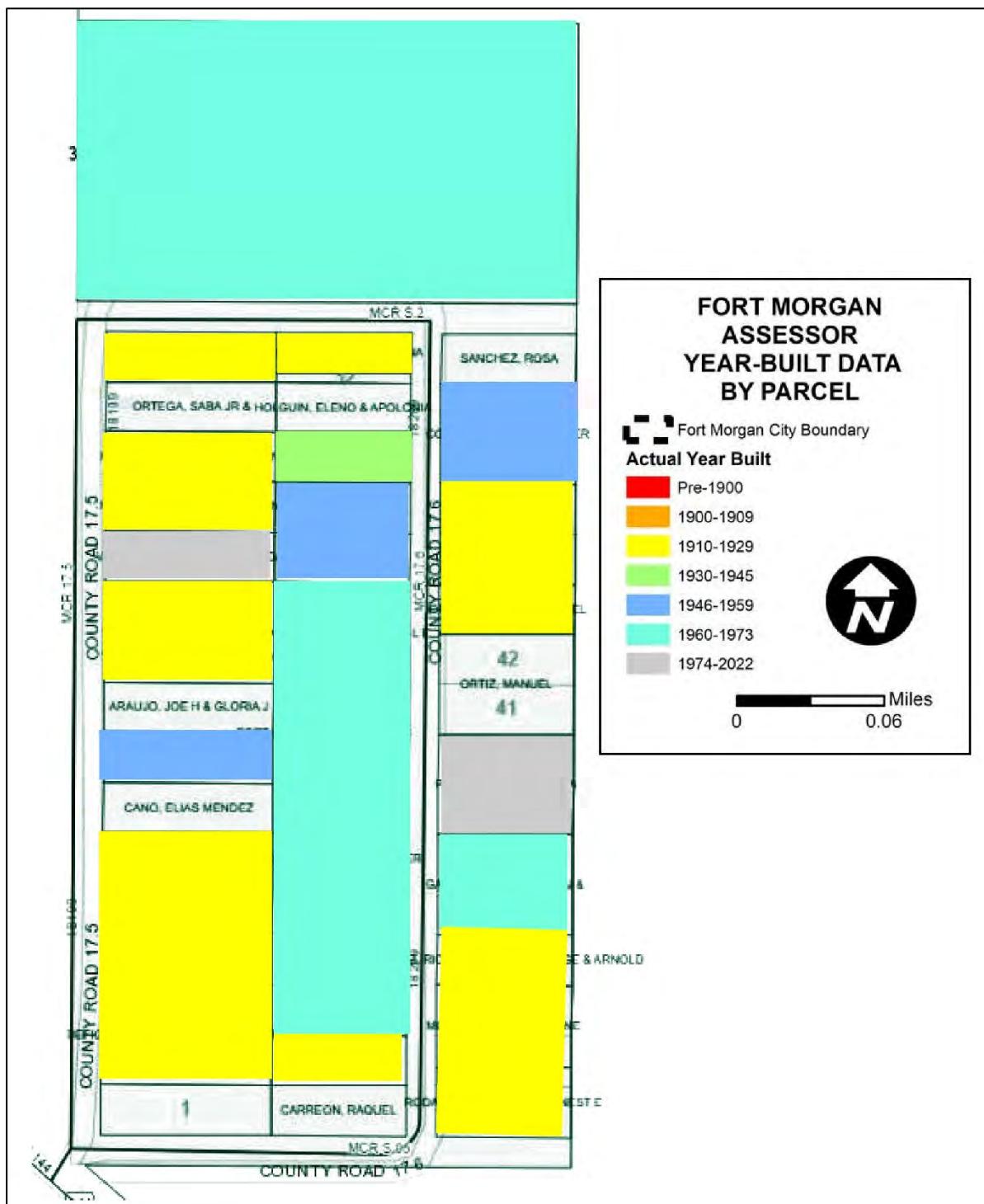
**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	0	0.0%
1900-1909	0	0.0%
1910-1929	15	60.0%
1930-1945	1	4.0%
1946-1959	3	12.0%
1960-1973	3	12.0%
1974-2022	2	8.0%
Total	25	

NOTE: Year built data is not available for all parcels for this subarea.



## Spanish Colony



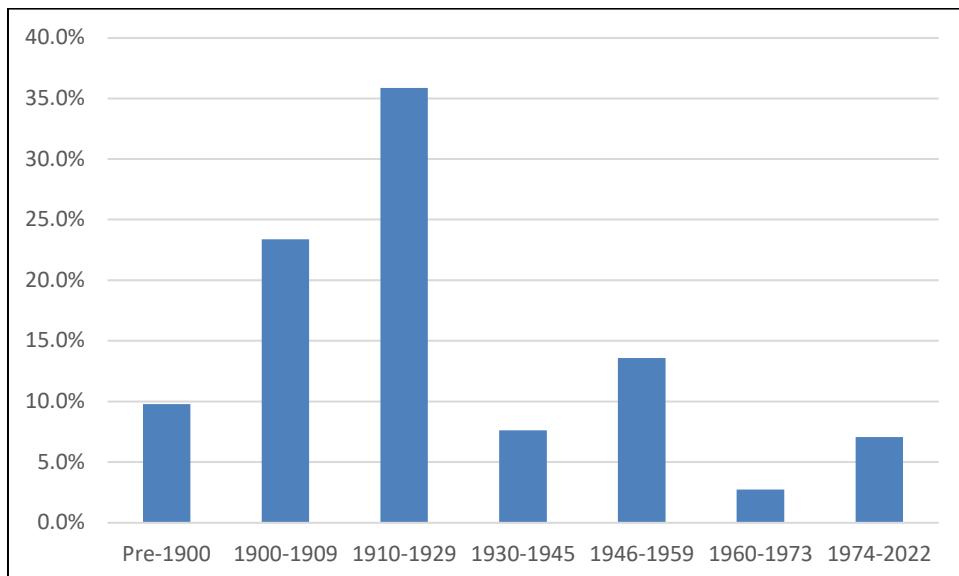
## THOMPSON'S ADDITION

The Thompson's addition subarea is located in eastern Fort Morgan, bordered by East Platte Avenue on the north, Sherman Street on the east, the railroad tracks on the south, and Lake Street on the west. Most of the area is single-family residential in character, except for the one-and-a-half-block campus of Baker Elementary School on the west edge of the area and commercial uses along East Platte and East Railroad Avenues. The area displays wide variation in construction eras. There are widely scattered pre-1900 buildings (nearly 10 percent of the total), with most buildings dating to 1900-29. Alterations to dwellings are widespread, including residing and window alterations. No cohesive intensive survey area was identified in this subarea. Several intact houses from different eras were identified as candidates for individual intensive recordation.

**Parcels by Era of Construction**

Date Range	Number of Parcels	Percent of Parcels
Pre-1900	18	9.8%
1900-1909	43	23.4%
1910-1929	66	35.9%
1930-1945	14	7.6%
1946-1959	25	13.6%
1960-1973	5	2.7%
1974-2022	13	7.1%
Total	184	

NOTE: Year built data is not available for all parcels for this subarea.



## Thompson's Addition

