



1000 E. South Boulder Rd.

Legal Description per County Assessor's Office: Lots 3 thru 6, Coal Creek Station 2;
Current owner listed in Boulder County property records is Coal Creek Station Properties LLC.

Year of Construction: This restaurant made out of old train cars was established in 1972. The exact ages of the train cars are not known.

Summary: In 1972, this structure was created from old train cars that included boxcars and a caboose in order to create a railroad-themed restaurant by the railroad tracks in Louisville. According to a newspaper article from that time, it was the first phase in what was to be a 14-acre shopping and residential complex called Coal Creek Station. The last restaurant to have been housed in the structure is believed to have closed in around 2000.

Local Area Background

It is believed that the area being developed as part of Coal Creek Station in the 1970s had not previously been developed, with the exception of the establishment of the Wagon Wheel Inn (now Union Jack Liquor), which was established in the 1940s, and the construction of a few houses (now gone) in the early 1900s. The 1909 Drumm's Wall Map of Louisville shows this area to consist of about three platted blocks of the Caledonia Place subdivision with "Vacated 1-6" written across it. The reason for the area having been vacated is not known.

This area is just north of the Little Italy neighborhood of Louisville, which did appear on the 1909 map and which already included many houses.

The 1909 map shows that South Boulder Rd. was at that time called Wyman Street. The restaurant at 1000 E. South Boulder Rd. was found to have been referred to by its Wyman St. address even as late as the 1970s.

Founding of the Gandy Dancer Restaurant in 1972

Coal Creek Station and the establishment of a restaurant made from rail cars as part of this development were the endeavors of Clifford Brock; his mother, Eva Brock; and William Arnold. They purchased at least part of the real property for the Coal Creek Station development in 1969 and formed the A & B Company. In 1972, they filed the trade name affidavit for the name "Coal Creek Station" with the County.

Eva Brock was a well known realtor in the Boulder-Louisville area. The agency she established is credited with having planned developments between Baseline and South Boulder Rd. in the vicinity of 76th St. Her son, Clifford, also worked in the realty business and had a construction business. William Arnold was affiliated with the Arnold Bros. Motor Company of Boulder.

According to a recent interview with Clifford Brock, the idea to make a train-themed restaurant next to the railroad tracks evolved out of a desire to turn a negative into a positive. Brock and the other owners thought that people generally wouldn't want to be situated next to trains going by. The purpose of having a train-themed restaurant by the tracks was "to make it enjoyable instead of an eyesore."

Brock described some of the challenges of developing this area. A railroad trash dump was located on the narrow piece of land between the main tracks and a railroad spur leaving the main tracks to go eastward. This spur was located immediately north of the houses on Harper Street in the Little Italy neighborhood. The trash dump had been used by the railroad for getting rid of trash from trains going through this area. The dump had to be leveled and the trash disposed of.

Brock also stated that in the early 1970s, the City of Louisville required the investors to bring in a drilling rig to conduct drilling tests to determine whether there were underground voids due to coal mining that historically took place under the surface of this property.

In 1971, Brock checked around to find out about the availability of old train cars. He originally acquired four boxcars and one caboose that were placed at the site. The two boxcars that are still at the site were purchased from the Colorado Southern Railroad Company. Available information indicates that the cars belonged to a crew that built bridges. One car was originally a shower car with a potbelly stove. The second car has been described as either a sleeping car or a tool storage car. The cars were transported to Louisville on the main railroad line.

The caboose came was purchased from the Santa Fe Railway. It is said to have been transported to Louisville by flatbed semi-truck.

Brock stated that a section of railroad tracks was constructed next to and parallel to the real railroad tracks. The boxcars and caboose were lifted by crane and placed on the duplicate tracks, and the wheels were welded to both the cars and the tracks.

Brock's construction business insulated the cars and built tables and chairs. He stated that he also built the two story addition on the east side that included a kitchen and walk-in cooler. This was built to resemble a railroad depot. An open depot platform next to the caboose was for outdoor dining. The separate structure with the round top was envisioned as a railroad water tower. The name "Gandy Dancer" was selected for the restaurant; the phrase historically was used to refer to a workman who installed railroad track.

A *Boulder Daily Camera* article dated October 15, 1972 described the new Gandy Dancer restaurant that was set to open. As stated in the article, the partners in the restaurant itself were Cliff Brock and brothers Chuck Saenz and Al Saenz. Chuck Saenz was manager.

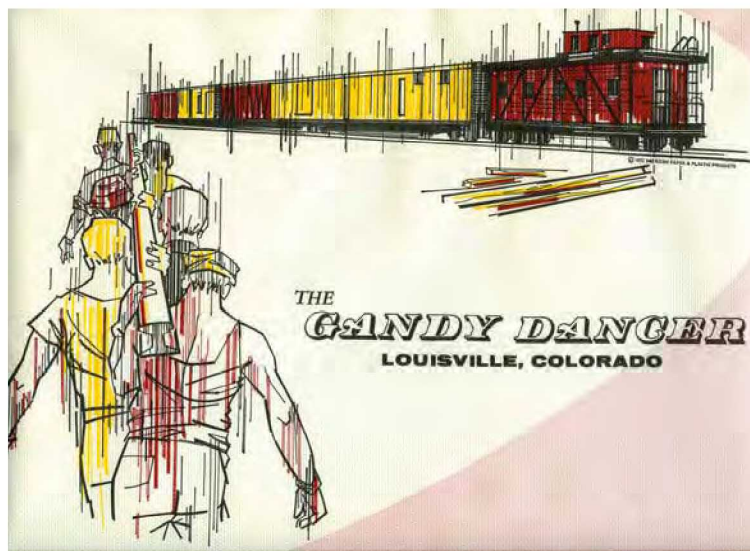
The restaurant, intended to be upscale, could seat about 116 people. The dinner menu included steak, crab legs, lobster, and prime rib. The caboose was primarily used for drinking and dancing and was sometimes referred to as a lounge. Customers were at times allowed to go into the upper part of the caboose. Recollections by current local residents indicate that it was a popular destination and enjoyed by many. The passing trains were part of the attraction.

The following photos accompanied the Daily Camera article. The first shows Clifford Brock on the depot platform at the Gandy Dancer Restaurant, while the second shows manager and partner Chuck Saenz in the restaurant:





The following image shows the placemat design of the Gandy Dancer:



The restaurant in the old rail cars constituted the first phase in what was to be a 14-acre shopping and residential complex, according to the 1972 *Daily Camera* article. The article went on to say that “[f]uture plans for the entire site include a supermarket, four story apartment building, a professional office building and more shops.”

After the Gandy Dancer had been in business for three or four years, different restaurant managers took over the lease in 1975 or 1976.

The four boxcars used to extend northward nearly to South Boulder Road. At some point, the northernmost two boxcars were removed and were replaced with a ramp, leaving two boxcars and the caboose. The year that this took place is not known.

An effort was made to locate a Boulder County Assessor card for this property by conducting several searches under different addresses and legal descriptions, but one could not be located.

Other Restaurant Names and Closure

The restaurant in the train cars continued under different names and different management for about 25 years. For at least part of this time, a boxcar could be used for private events for a fee.

Following its years as the Gandy Dancer, it became known as Coal Creek Junction in the late 1970s and early 1980s. A *Longmont Daily Times-Call* newspaper article from October 30-31, 1976 entitled “Louisville Restaurant Roundup” stated:

If you’d like to dine on a “train to nowhere,” Coal Creek Junction Restaurant is the place to do it. The restaurant on Boulder Road occupies one end of a string of old boxcars which have been renovated into a shopping and dining center. . . . Besides the atmosphere, the cuisine is different, with buffalo steaks topping the menu. The[y] also serve prime rib, steak and seafood. . . . To the delight of rushed business people, a “full-line lunch menu” includes a complimentary glass of wine.

In the 1980s and 1990, the restaurant was called Brothers Three. According to sources, it was next Kaddy Shack BBQ, then Hickory Sticks Smoke House & Grill. An exact date of when it closed its doors could not be located, but some local residents believe it to have been in around 2000.

Sources

The preceding research is based on a review of relevant and available online County property records, census records, oral history interviews, and related resources, and Louisville directories, newspaper articles, maps, files, obituary records, survey records, and historical photographs from the collection of the Louisville Historical Museum.

MEMORANDUM

To: Historic Preservation Commission Members

From: Department of Planning and Building Safety

Subject: Grain Elevator

Date: **April 15, 2013**

At the April 2, 2013 City Council meeting, Council voted to move forward with contract negotiations with the Olde Town Group for the redevelopment of the Grain Elevator. Council expressed many of the same concerns as HPC, including the cost of rehabilitation and the transfer of the property, but decided to attempt to solve these issues during the contract negotiation. This action by Council does not commit the City to anything and any contract will be presented to HPC before approval by Council.

MEMORANDUM

To: Historic Preservation Commission Members

From: Department of Planning and Building Safety

Subject: Reconnaissance Survey/Austin Niehoff HSA/Jefferson Place

Date: **April 15, 2013**

The Reconnaissance Survey is proceeding well. The project is still on track for completion by the end of June. The Austin-Neihoff Historic Structure Assessment is nearing completion; final recommendations will be submitted to the State soon. The State is currently reviewing a draft of the Jefferson Place Survey. Kathy Lingo of Avenue L will be at the May 20 meeting to present the results of the survey.