

It is unclear who the earliest tenants were at this address from the 1920s until 1938. It is likely that it was used as a rental for coal miners or employees of the Colorado & Southern Railroad, similarly to the neighboring houses on this street.

In 1947, 1155 Pine was sold to Emile and Pauline Desailly after having previously been used as a rental home. The Desaillys are identified in the 1943 directory as already living at this address and it is possible that they were renters before purchasing the house. Emile Zenon Desailly and Apollonie Pauline Desailly were both born in France



Subject property from the 1948 Assessor's Card.

and married in 1909. They came to the U.S. via Canada in 1917 with their two children – Victor (age 8) and Antoinette (age 4). Emile worked at the Centennial Mine and was active in the United Mine Workers until he retired in 1950. In 1956, they transferred ownership of the house to their son Victor and his wife Marie. Despite the transfer of ownership, it appears that Emile and Pauline continued living at 1155 Pine until Pauline's death in 1969 and Emile's death in 1970. Victor and Marie Desailly lived nearby at 721 Jefferson. Victor Desailly also worked as a miner and construction worker and at the National Bureau of Standards until his death in 1967.

Please see the attached Social History Report for a more detailed history.

Caboose

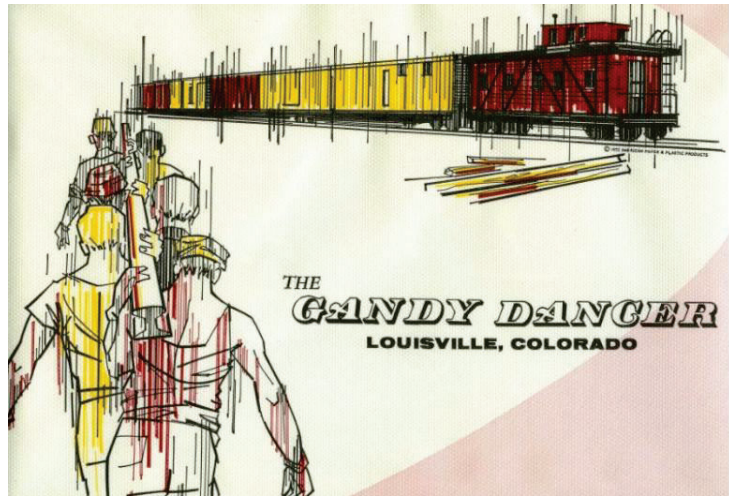
Information provided by the Louisville Historical Museum, 2013

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. The last restaurant to have been housed in the structure is believed to have closed in around 2000.

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. Clifford 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."

In 1971, Brock acquired four boxcars and one caboose for the restaurant. The caboose was purchased from the Santa Fe Railway. It is said to have been transported to Louisville by flatbed semi-truck. The name "Gandy Dancer" was selected for the restaurant; the phrase historically was used to refer to a workman who installed railroad track. The restaurant, intended to be upscale, could seat about 116 people. The caboose was primarily used for drinking and dancing and was sometimes referred to as a lounge.

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. 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 around 2000.



Advertisement for the Gandy Dancer restaurant.

Information below provided by The Caboose Probable Cause Staff Report, 12/18/2023

In 2013, the Caboose came before the HPC as part of a downtown design referral on the Coal Creek Station Planned Unit Development (PUD). The applicants at that time were proposing to demolish/remove the train cars. The HPC discussed the fate of the train cars as well as the PUD proposal overall. The meeting minutes reflect some interest in repurposing the train cars. In 2014, the Caboose, along with other train cars on the same property, were reviewed for demolition. At that time, all of the train cars were released for demolition by a subcommittee of the HPC. The release letter cited the following two reasons:

- “The train cars have not retained strong architectural integrity”
- “There is not a strong social history, considering the train cars have been in Louisville less than 50 years”

In 2020, the Caboose and other structures on the site were again slated for demolition. The property owner of 1155 Pine Street moved the Caboose before it was demolished to a site outside of Louisville. Structures with a history of being moved can still be eligible for landmarking, but it is typically not best practice to move a landmarked structure, especially if the location is important to the historical context that qualifies the structure for landmark designation. The Caboose has since been relocated to the subject property at 1155 Pine Street.

Included in the Probable Cause approval letter is the following condition:

This approval expires on November 27, 2024 or in such case as the Caboose is moved from 1155 Pine Street, whichever occurs first. In either situation, the applicant is required to request another finding of Probable Cause in order to be reimbursed for an HSA.

Steinbaughxcar

City staff and the City Historical Museum do not have historical information related to the boxcar and this specific boxcar does not have any known history of being located or used within Louisville. However, the applicant has discovered an inscription on the interior wall of the boxcar stating “JJ Steinbaugh, Louisville, Colo” that could provide a potential link to Louisville.

Information provided by the property owner, Travis Ramos

C&S Boxcar #8064 was built in December 1898 by the St. Charles Car Company, part of a batch of 40 narrow gauge boxcars numbered 8025 through 8064, and would have looked nearly identical to the car pictured to the right.



Photo of boxcar in 1898 that represents original design.

The boxcar served the Colorado & Southern Railway (C&S) for 41 years. During its decades of service, it likely carried coal, mine timbers, and general freight to and from Colorado's Front Range mining communities, including documented usage of similar boxcars at the Rex and Acme Mines in Louisville, CO, as shown in the below photo.



Photo of Acme mine, ca. Early 1900s, and unidentified C&S Boxcar.

Surviving records at the Colorado Railroad Museum indicate that the car was decommissioned in Denver in January 1939. Following the typical lifecycle of wooden railcars of the era, it was stripped of much of its metalwork including wheels, couplings, and ladder rungs, and the body was sold off for private use. Boxcar #8064 was sold to the Autrey family for use on their farm outside Louisville City Limits.

The Autrey family has lineage tied to Louisville's early industrial and agricultural development. The Autrey family descended from Zelda Hake Autrey (1859–1940), daughter of William and Emeline Hake, founders of Superior, Colorado. The Autrey farm remained under family ownership—Henry and Flora Chaussard, and later their daughters—until parts of the property were sold to the City of Louisville in 2007 and transformed into open space.



Photo of the inside of boxcar wall showing the name 'JJ Steinbaugh, Louisville, Colo.'

During its tenure of over 80 years at the Autrey Farm, Boxcar #8064 weathered the decades, retaining much of its structural form and historical character.

Once restoration work began, the name “JJ Steinbaugh, Louisville, Colo” was found inscribed on the interior wall. JJ Steinbaugh was a local pioneer and blacksmith who emigrated from Germany in the late 1800s—he established a blacksmith shop in Louisville in 1892. Remnants of coal were also found embedded within the wall cavities, providing physical evidence of the boxcar's historic use in coal transport, likely from loading operations or incidental contamination during its active service.

In December 2023, the boxcar was relocated from the Autrey Farm to the subject property. It now sits atop a newly prepared railbed constructed in almost the same location as the historic Colorado & Southern track.

ARCHITECTURAL INTEGRITY:

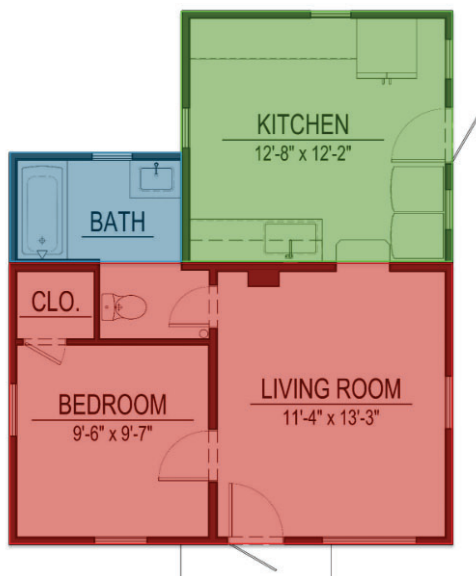
Miners Mansion

The primary structure at 1155 Pine Street is a National folk house, which is associated with housing railroad workers in general, and has a strong association with mining and railroad workers in Louisville specifically. National homes in Louisville are often simple in their styles, with little or no ornamentation and are identified as having a front or side-gabled roof structure. 1155 Pine appears to be a massed plan form and exhibits a side-gabled roof accompanied with a front porch. The small gabled awning over the front door present in the 1948 Assessor's Card has been replaced by a larger metal porch or portico. The siding and windows are not original, and the roof shingles were replaced



Current photo of building.

in 2018, likely after a hailstorm that caused damage to many house roofs in Louisville. The rear room is not original to the house and was constructed by 1962, which is the date of construction for another small addition in the rear.



Above: Current photo of building.
Left: Floor plan from the HSA. Red indicates the original house.

Caboose

Information provided by the Caboose HSA, completed by DAJ Design

The Caboose underwent a conversion from boxcar to caboose around 1942. In 1973, it was relocated and incorporated into a commercial restaurant. As part of this adaptive reuse, modifications were made to the structure by removing approximately $\frac{1}{3}$ of the south wall, which was replaced when it was moved to its current location.

The structure has been gutted inside and is currently a single-level open bay, with tongue-in-groove wood walls and flooring clad to steel framing. It maintains a rectangular form with an all-steel cupola on top, five window openings on each long side, and one door on each end. The Caboose retains its original Bettendorf trucks and most of its exterior hardware, though only two of its original four steps remain.

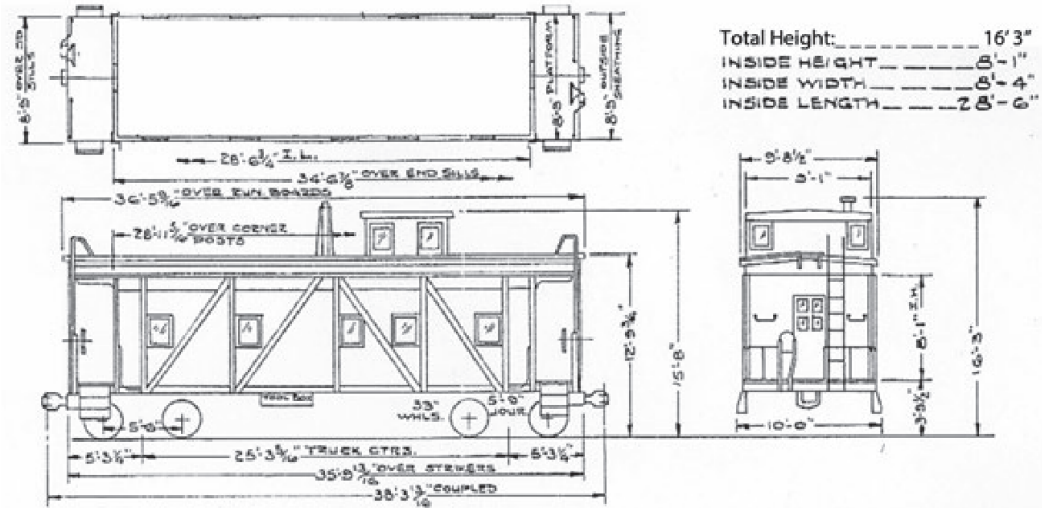


Current photo of the Caboose.

The northwest long-side of the caboose, as well as

both short-sides, have their original wood cladding, but contain various rotted sections, which have temporary patches of 1/2" plywood affixed with wood screws.

The southeast, street-facing, long-side of the caboose is missing the entirety of its original wood cladding, and has had temporary sheathing consisting of 4x8 plywood panels installed in 2024. All original window glass is missing.



Rendering of the Caboose.

Steinbaughxcar

Historical photos of a boxcar from the same production show that the general shape and form of wooden components of the car remained when the structure was acquired by the applicant. Restoration work on the boxcar has started, but staff does not have information on what work has been completed and to what extent new materials have been added to the structure. No windows are located on the structure, and one opening to access the inside of the structure remains in its original location. The structure has been fitted with new rail wheels and sits on train tracks.



*Top: Photo of the Steinbaughxcar on the Autrey Farm.
Bottom: Current photo of Steinbaughxcar.*

HISTORICAL SIGNIFICANCE ANALYSIS AND CRITERIA:

For Listing as a Local Landmark for the Miner's Mansion and Caboose:

In order to receive a City of Louisville Landmark designation, landmarks must be at least 50 years old and meet one or more of the criteria for architectural, social or geographic/environmental significance. All such properties must also be evaluated for physical integrity as described in Louisville Municipal Code (LMC) [Section 15.36.050\(A\)](#). Staff analysis of the landmark criteria for the Miner's Mansion and the Caboose is found in Table 2 below.