

Jefferson County Public Library
Oral History Project
Interview with Nettie Moore, August 14, 2010.
Interviewer: Patrick Farrell

NOTE: The interviewer's questions and comments appear in parentheses. Added material appears in brackets.

(Just before I started running the tape here, we were talking about your memories of the trolley and living close to the tracks. So do you want to just start by talking about that a little bit?)

Well, my parents moved where I was raised, and my daughter and son-in-law lived in my house where I was raised, and I lived next door—so from 1927. So I go way back. You know back then people didn't have cars, and the only thing you could do is ride the streetcar, and we'd take it from Colfax a lot of the time. Or else we'd take it down through the gulch. And on Saturdays we'd fix our little lunches, and we'd pay our quarter, we'd go up to Golden, climb around the hills, spend the day, get back on and go home, and get off on Tennyson Street. Because at that time there was a little footbridge, and we could get off there and just walk up a block to our house.

(So how long would you say the trip took out to Golden?)

What was that again?

(How long would you say it took to get out to Golden on the train?)

Well, you know, when you're a kid it seems like it takes a little while. And as you get older, you get everywhere and you're there before you dream about it. So, but it was just really fun to be able to get out and see the hills and things that you didn't get to do. So it was quite a learning experience, something that you know, as kids you didn't expect. So it was fun.

(Did you get a chance to take a ride on the car today?)

I did, yes, and I see that they have extended the track. You know, I was out a couple years ago 'cause I get the information every year, and last year I couldn't come. So I did see that it extended the track, and that was nice. It really gives you a better feel.

(As much as you can remember, is it sort of as you remembered it in terms of riding inside. Did they do a good job on the . . .)

Well, I think they've done a wonderful job. I mean just a terrific reproduction, to bring it up to speed _____[2:10] great. It's nice for people—you know the past is all gone, memories are all—well, what's in an eighty-five-year-old woman's mind? And God's given me the brain yet. But its, this way the younger generation can see it and see how we lived, and how important it is that we need the light rail that's going in [?] now.

(And you were saying you lived pretty close to where they're putting the new track in?)

Where the creek is that goes—ok, the light rail now is south of the creek, and I just live one block, just north, just by Nettie Moore Playground. The park's named after me, the little playground.

(Really?)

Yes [laughs]. Yeah, it is.

(Were you active in the community there? How did that end up happening?)

I have belonged to the Sloan's Lake Citizen's Group for years; in fact, I'm still Co-Vice President of Sloan's Lake Citizen Group. And when Pena was in office, I was able to start getting the first development up and down that gulch. And then of course, we had, who we have now, we had Hickenlooper. And you know, through all of the administrations, I got my little Moore. And then, the one year, Moffat Tunnel Winter Park Commission, some of the money was coming in to help them in the Denver area because they had a claimant in a derivator [? 3:42]. I forget [? 3:43] that part exactly. And one of the commissioners said, "Nettie, there's money coming available. I want you to put in a grant." So ok, I wrote it for a thousand. He said, "No, that's not enough."

I thought, "Alright, how about ten thousand?" I wrote it for ten thousand. Him and Doug Freed—well, Walter Cass [?] and Doug Freed [?] went to bat for me, I got it. And they put in playground equipment, park benches, and tables. And I have everything documented in my memory book, which I have from where I was born and came to Denver. You know, I've seen Denver grow, but everything—we didn't have lights, dirt streets. When Pena was [in] office, I was able to get the streets from dirt to pavement—curbs, gutters. You know, that's my life.

(So, in terms of the trolley then, you probably remember when—what was it about 1950, right—when they shut the trolleys down?)

Yes. And then you know, the old, the little trolley that they use for excursion—when we did the re-dedication of Paco Sanchez Park, and dedicated the park where I am, and everything else and they cut the ribbon, that day, you know then

Gary Massaro from the Rocky Mountain News came out and they took pictures and everything else. So, I was able to see that through, and just really see the development, what it was—what it is.

(That's great. Well, any other memories of the trolley that have been brought back today that you want us to get on tape?)

Well, I think my memory is the transportation there and how it's I guess, coinciding a lot with what they're bringing back and everything. And you know, and I hope people really realize what was, and we're coming back to that and how important it was back in those days. And it's just as important in 2010.

(Yeah, do you feel like it kind of changed people's quality of life in some ways, to shift to having more cars on the road and more people?)

Well, yes because when I was on that major investment study and what the population was, and what the population, expect the population for the future, and the roads that we have without taking terrific amounts of land—you know, this is the only way to go. To get people off of the road. And the thing is, when it first started, the light rail, that it didn't pass _____ [6:37]. You know, without extension from here to there, you're not going to get anyplace. But now that you've got your points of interest from one place to the other, now we have it so people can get from point to point, and they can leave their car at home, and without worrying, "Now, when I get there, how can I go [?] the rest of the way?" It took a lot. And seeing this, is they can see that you know, we're not a cow town no more, Colorado. Denver's not a cow town anymore. So that's a lot of my memory.

(That's true. It's kind of full circle today from the trolleys to light rail.)

Yes, and I think with the trolley, you know, where the old interurban went, how it was and what it's going to be now, through our area there, the development that's going to be. And you know, what it's going to do for the area itself because a lot of people will say, "You live [?] there?"

And I said, "Yes. 'Till I'm called up there, you know, I want to live there." And it's you know, from the progress throughout the years, it's really developed [laughs].

(Well great. It's been so great to talk to you. Thank you so much for coming over and giving us a little of your time. I really appreciate it.)

[End of interview.]