

DIRECTORY OF
RAILROAD PROPERTIES
IN THE
COLORADO STATE REGISTER OF
HISTORIC PROPERTIES

Fourth Edition

Updated Through
September 30, 2006

Includes Colorado properties
listed in the
National Register of Historic Places
and the
State Register of Historic Properties

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Colorado Historical Society

Office of Archaeology and Historic Preservation
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Denver, Colorado 80203-2137
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New Address Effective April 2010

**1560 Broadway, Suite 400
Denver, CO 80202**



The Colorado State Register of Historic Properties is a program of the Colorado Historical Society. Founded in 1879, the Colorado Historical Society brings the unique character of Colorado's past to more than a million people each year through historical museums and highway markers, exhibitions, manuscript and photograph collections, popular and scholarly publications, historical and archaeological preservation services, and educational programs for children and adults. The Society collects, preserves, and interprets the history of Colorado for present and future generations. A nonprofit agency with its own membership, the Society is also a state institution located within Colorado's Department of Higher Education

The Colorado Historical Society operates twelve historic sites and museums at ten locations around the state, including the Colorado History Museum in Denver. Each has its own regional character and thematic focus—from the days of the fur trade along the South Platte and Arkansas Rivers to early Hispanic life and settlement in southern Colorado, the Ute Indians of the Western Slope, the Clear Creek gold rush, the Leadville silver boom, and the growth of Denver.

The Society's collections—protected, conserved, and held in trust for all of Colorado's people—contain more than 125,000 artifacts and eight million historical documents, including books, maps, photographs, diaries, and newspapers. From these historical treasures and tools of knowledge, we prepare exhibitions, publications, and educational programs—and we offer a full range of services for researchers through the Society's Stephen H. Hart Library. Historians, archaeologists, and preservationists of all kinds may also explore the vast database of Colorado's visible past—and link to other preservation resources—through the Office of Archaeology & Historic Preservation. Whether for business or pleasure, many of the Society's statewide facilities offer excellent, history-rich settings for special events.

The activity that is the subject of this material has been financed in part with Federal funds from the National Historic Preservation Act, administered by the National Park Service, U.S. Dept. of the Interior and for the Colorado Historical Society. However, the contents and opinions do not necessarily reflect the views or policies of the U.S. Dept. of the Interior or the Society, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by the Dept. of the Interior or the Society

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This activity was also partially funded by the State Historical Fund, a program of the Colorado Historical Society.

Front Cover Photograph

*A circa 1890 view of the Devil's Gate Bridge on the Georgetown Loop near Georgetown, Colorado. A Colorado Central locomotive and passenger cars sit on the elevated bridge. A Union Pacific, Denver, and Gulf Railway train waits on the track below by Clear Creek. Photographer: William Henry Jackson
William Henry Jackson Collection, Colorado Historical Society*

The Georgetown Loop was listed in the National Register of Historic Places in 1980.

Directory of Railroad Properties in the State Register

Railroads played a major role in the settlement and growth of Colorado following the beginning of the 1859 gold rush. The heart of the Colorado railroad story centers on laying rails to the mines of the Rocky Mountains. Supply and shipping centers, agriculture and the tourist industry all followed the railroads to the mines. The story is complex, covering many different lines and regions, two distinctly different track gauges, transfers of ownerships, bankruptcies, engineering challenges, and of course, mountain passes, river valleys and awe-inspiring scenery.

In Colorado's mountainous west, the beginning of the twentieth century signaled the end of the boom period for many mining districts. Railroad managers increasingly consolidated and abandoned routes to focus on the profitable mining and smelting centers. Narrow gauge tracks, once dominant throughout the state's mountainous region, steadily gave way to standard gauge replacement. First generation depots and other trackside structures were often replaced by larger and improved facilities along profitable routes. Similar structures were moved, sold or simply left to deteriorate along abandoned lines. Bridges were recycled, rails removed for scrap, and ties left to return to the soil.

Tourists sought out Colorado mountain railroads for their spectacular scenery and equally spectacular engineering. The Georgetown Loop, the Animas River canyon, and the Royal Gorge became early favorites with rail travelers. Railroad managers promoted the scenic aspects of their routes to supplement freight traffic and local passenger business.

The eastern plains and western valleys became a growing source of railroad traffic

and revenue as agriculture rose to pass mining as the state's major economic activity. Fruit from the western slope, wheat and corn from the plains, sugar beets from the northeast and southeast, melons from the lower Arkansas River, potatoes and beans from the San Luis Valley, and livestock from across the state filled rail cars every fall.

As in the mining regions, railroad managers consolidated and abandoned routes to concentrate their assets on major areas of agricultural production and the associated market and processing centers. Profitable routes experienced reinvestment in new buildings, structures and equipment. Less profitable areas struggled along with aging resources or found their rail service eliminated and railbeds, depots and trackside structures abandoned.

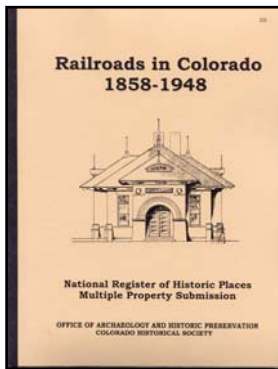
Rail traffic remains an important part of Colorado's transportation fabric. Freight trains run daily over tracks of the Burlington Northern Santa Fe and the Union Pacific railroads. Despite the high degree of physical change in Colorado's railroad industry over the last 130 years, much has been preserved for its historical significance. Some historic depots continue to function as built. Former depots now function as museums, community centers, town halls, and residences. Retired railroad bridges now carry rubber-tired vehicles or pedestrians. A handful of abandoned routes operate as automobile-accessible roads and tourist destinations.

Museums and private collectors saved and continue to acquire examples of the state's locomotives and rolling stock. Ongoing restoration and conservation projects ensure that these physical connections to Colo-

Colorado State Register of Historic Properties

rado's railroad history will be accessible to future generations.

A few operating railroads continue to provide a glimpse into the past. The Durango and Silverton Railroad, the Cumbres & Toltec Scenic Railroad, and the Georgetown Loop Railroad and Mining Park® all operate vintage equipment over historic routes as living connections to Colorado's railroading heritage. All three properties are listed in the National Register of Historic Places.

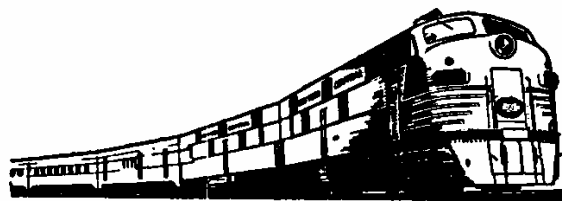


A general history of railroad development in Colorado is available from the Office of Archaeology and Historic Preservation. The publication, *Railroads in Colorado 1858-1948*, provides an overview of the state's railroad history and discusses various associated property types.

This directory groups National Register and State Register properties by major types:

- Operating Railroads
- Abandoned Tracks and Railbeds
- Bridges and Trestles
- Depots
- Railroad Housing and Maintenance Structures
- Miscellaneous Track-side Structures
- Locomotives and Rolling Stock
- Streetcars and Related Properties
- Railroad Builders, Investors, Managers and Entrepreneurs

For information about other Colorado properties listed on the National Register or State Register, visit the Office of Archaeology and Historic Preservation website at www.coloradohistory-oahp.org.



Directory of Railroad Properties in the State Register

HISTORIC DESIGNATION TYPES

The properties featured in this directory are listed in either the Colorado State Register of Historic Properties or the National Register of Historic Places. Some properties are individually listed and others are listed as part of larger historic districts.

COLORADO STATE REGISTER OF HISTORIC PROPERTIES

The Colorado State Register of Historic Properties is a listing of the state's significant cultural resources worthy of preservation for the current and future education and enjoyment of Colorado's residents and visitors. Properties listed in the State Register include individual buildings, structures, objects, districts and historic and archaeological sites. The criteria for inclusion in the State Register include the following:

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

The State Register program is administered by the Office of Archaeology and Historic Preservation within the Colorado Historical Society. The Society maintains an official list of all properties included in the State Register. Properties that are listed in the National Register of Historic Places are automatically placed in the State Register. Properties may also be nominated separately to the State Register without inclusion in the National Register.

The State Register contains over 1,600 properties. These listings include residences, business buildings, schools, farms and ranches, mining sites, commercial districts, residential neighborhoods, railroad grades, and even locomotives and railroad rolling stock. At least one property in every Colorado county is included in the register. The first State Register listings occurred in 1991, though all previously listed National Register properties were automatically added to the State Register.

There are no restrictions imposed by the Colorado Historical Society as to what private property owners may or may not do with their State Register-listed property. Private property owners may alter or demolish a listed property subject only to applicable local government regulations and permitting procedures. Properties which lose the historical qualities which originally led to their listing are subject to removal from the State Register.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered at the national level by the National Park Service, which is part of the U.S. Department of the Interior. In Colorado, the program is administered by the Office of Archaeology and Historic Preservation (OAHP) within the Colorado Historical Society.

Included among the approximately 80,000 listings that make up the National Register are:

- All historic areas in the National Park System;
- Over 2,300 National Historical Landmarks, which have been designated by the Secretary of the Interior because of their importance to all Americans;
- Properties across the country that have been nominated by governments, organizations, and individuals because they are significant to the nation, to a state, or to a community.

Properties may be listed in the National Register for being historically significant in one or more of the following areas:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of persons significant in our past; or
- Embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, or possessing high artistic values, or representing a significant and distinguishable entity whose components may lack individual distinction; or
- Yielded or being likely to yield, information important in prehistory or history.

In Colorado, the National Register includes over 1,200 listings, both individual properties and historic districts containing multiple properties. All properties listed in the National Register are automatically listed in the Colorado State Register of Historic Properties.

**Directory of Railroad Properties
in the State Register**

DIRECTORY PROPERTY LISTING FORMAT

Format:

HISTORIC NAME/NAMES

(Current name)

Address or location

Designation Type, Date, Site Number

Significance statement

Example:

ALPINE TUNNEL HISTORIC DISTRICT

Northeast of Pitkin

Gunnison and Chaffee Counties

National Register 4/1/1996

5GN.2598/5CF.838

The historic district includes approximately 13 miles of the former Denver, South Park and Pacific Railroad railbed across the Continental Divide from Hancock to Quartz, the restored DSP&P Alpine depot, and the ruins of the stone engine house, as well as the now sealed Alpine Tunnel itself. Constructed in 1880-1881, the district illustrates the engineering and operational challenges faced by the Colorado mountain railroads in the late nineteenth and early twentieth centuries.



Unless otherwise noted, all photographs are from the collection of the Office of Archaeology and Historic Preservation, Colorado Historical Society.

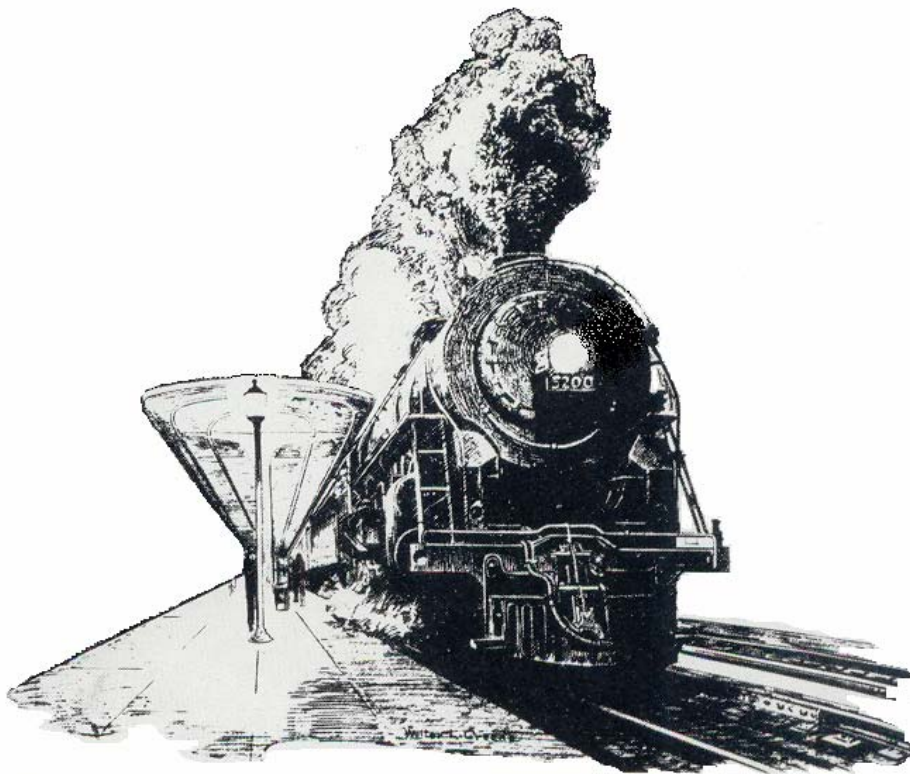


***PLEASE –
RESPECT PRIVATE PROPERTY***

The properties listed in this directory have been identified and recognized as significant cultural resources in Colorado. Most of these properties are privately owned and may not be open to the public. Therefore, please respect each owner's privacy.

Specific locational information is not included for all of the listed properties. In some cases, private owners have requested that such information not be published.

Participation in the protection and preservation of Colorado's cultural resources is open to everyone. If you have any questions, comments, or additional information regarding the properties in this directory, please contact the Office of Archaeology and Historic Preservation at 303-866-3392.



Directory of Railroad Properties in the State Register

Operating Railroads

Nothing conveys railroad history better than an operating historic railroad. Three such railroads in Colorado are listed in the National Register. Each operates over a historic rail route with vintage equipment.

DENVER & RIO GRANDE RAILROAD – SAN JUAN EXTENSION

(Cumbres and Toltec Scenic Railroad)

Antonito, Colo. to Chama, N.M. via Cumbres Pass,
Archuleta and Conejos Counties
National Register 1/16/1973, 5AA.664/5CN.65

This narrow-gauge railroad exists as one of only two operating sections of what was once a statewide network of three-foot gauge tracks built and operated by the Denver & Rio Grande Railroad. Completed in 1880, the line helped to sustain the ranching and logging activities in northern New Mexico and southern Colorado and formed a link for the transportation of precious metals from the San Juan mining camps to Denver. The states of Colorado and New Mexico continue to operate the rail segment as a tourist attraction.

The American Society of Civil Engineers designated the railroad a National Civil Engineering Landmark.

DENVER & RIO GRANDE RAILROAD – DURANGO TO SILVERTON

(Durango-Silverton Narrow Gauge Railroad)

Durango to Silverton, La Plata and San Juan Counties
National Historic Landmark 7/4/1961
National Register 10/15/1966, 5LP.302

The 45-mile narrow gauge rail line, constructed between 1880 and 1882, connected the rich silver mines of the Silverton mining district with the smelters in Durango. The line formed an important transportation link for moving ores to processing centers and supplying the high mountain community with the necessities and comforts of life. From an engineering perspective, the route represents the major accomplishments of the late nineteenth-century railroad builders who constructed a slender rocky ledge for the railbed through the deep and narrow Animas River canyon. The railroad continues to operate as a summer tourist attraction.

In addition to being listed on the National Register, the railroad is also a National Historic Landmark. These properties are recognized by the Secretary of the Interior as possessing national, as opposed to local or state, significance. Like the railroad itself, the town of Silverton is also a National Historic Landmark. Today, fewer than 2,500 historic places across the nation share this distinction.



*Photo courtesy of the Friends of the
Cumbres & Toltec Scenic Railroad*



*Photo courtesy of the Durango & Silverton
Narrow Gauge Railroad Museum*



Colorado State Register of Historic Properties

GEORGETOWN LOOP RAILROAD®

(Georgetown Loop Historic Mining & Railroad Park®)

Georgetown to Silver Plume, Clear Creek County

National Register 12/18/1970, 5CC9



2005

Built in 1877 to haul silver ore, the Colorado Central Railroad also enjoyed popularity as a tourist attraction. The Devil's Gate high bridge, considered to be an engineering feat and the most famous element of the route, allowed the railroad to loop back across itself as it climbed the steep grade between Georgetown and Silver Plume. The bridge and the entire track were dismantled in 1939. During the 1970s, the railroad resumed summer service between Georgetown and Silver Plume over the rebuilt loop, the result of a restoration project coordinated by the Colorado Historical Society. The three-mile railroad operates each summer for tourist excursions.



Restoration of Locomotive No. 9 in 2005

The Loop includes Colorado & Southern Railway (C&S) Locomotive No. 9. It is part of a series (Nos. 4-13) of steam locomotives built in 1884 by the Cooke Locomotive and Machine Works in Paterson, New Jersey. A 2-6-0 mogul-type engine, No. 9 is the only survivor. It was used extensively throughout the C&S narrow gauge system and made regular trips into Clear Creek County and over the Georgetown Loop. Restored to operating condition in 2004-06, the engine is the oldest operating locomotive in Colorado. The Uhrich Locomotive Works, in Strasburg, painstakingly restored the long idle steam engine.

Three historic rail cars also reside at the Loop. C&S Business Car No. 911 operated throughout the company's rail network. The car came originally from the Union Pacific Railroad. C&S Baggage-Mail Car No. 13 ran the length of the company's narrow gauge system. Such cars brought extra review with their contracts to transport and sort the U.S. mail. The 1902 C&S Passenger Coach No. 76 once hauled 44 passengers in relative comfort. Declining revenues led to the discontinuance of passenger service over the Loop in 1927.



Silver Plume Depot, 2005

The Silver Plume Depot is listed individually in the National Register as well as being part of the district. The same is true of the Lebanon Mine. The 1884 Silver Plume Depot served as the western terminus of the Colorado Central Railroad route from Denver to the Clear Creek mining region. The Lebanon Tunnel was driven into Republican Mountain by the Lebanon Mining company in 1870. An exact year of construction for the Everett Tunnel is unknown, but the mine was in operation through the mid-1880s. Tours of the mine are available to rails passengers.



Directory of Railroad Properties in the State Register

ABANDONED TRACKS & RAILBEDS

Declining revenues and high operating expenses caused many railroads to abandon unprofitable routes. The rails are quickly removed for scrap and supporting structures, retaining walls, bridges, and water tanks, soon begin to deteriorate. Despite the loss of some physical qualities, many of these rail routes continue to convey their engineering and operational significance.

ALPINE TUNNEL HISTORIC DISTRICT

Northeast of Pitkin, Gunnison and Chaffee Counties
National Register 4/1/1996, 5GN.2598/5CF.838

The Alpine Tunnel Historic District includes approximately 13 miles of the former Denver, South Park and Pacific Railroad railbed across the Continental Divide from Hancock to Quartz, the restored DSP&P Alpine depot, and the ruins of the stone engine house, as well as the now sealed Alpine Tunnel itself. Constructed in 1880-1881, the district illustrates the engineering and operational challenges faced by the Colorado mountain railroads in the late nineteenth and early twentieth centuries.



Alpine Tunnel, 1996

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY / CORLEY MOUNTAIN HIGHWAY

U.S. Forest Service Rd. 370, Colorado Springs vicinity,
El Paso and Teller Counties
National Register 03/25/1999, 5EP385.1/ 5TL81.1

Constructed in 1900 as the Colorado Springs & Cripple Creek District Railway, W.D. Corley converted the abandoned railbed into an auto toll road known as the Corley Mountain Highway during the early 1920s. Referred to as the Gold Camp Road since being taken over by the U.S. Forest Service in 1939, this scenic route extends into Teller County. The historic origins of the rail line and the toll road are evident along the route, and it continues to be a popular attraction for local residents and tourists.



COMANCHE CROSSING

East of Strasburg, near railroad mile post 602,
Arapahoe County
National Register 8/10/1970, 5AH.163

At this site on August 15, 1870, the Kansas Pacific Railroad drove the last spike to complete the nation's first continuous transcontinental railroad. The completion of railroad bridges over the Missouri and Mississippi Rivers allowed all-rail transport over this route. An unpretentious white monument marks the spot which is named for a nearby creek crossed by the railroad.

Colorado State Register of Historic Properties

CREEDE BRANCH, DENVER & RIO GRANDE WESTERN RAILROAD

South Fork to Creede, Rio Grande and Mineral Counties,
National Register 11/27/2002, RN.515.8/1ML.273.8

The 22.8-mile long Creede Branch originated significant rail traffic from the nearby gold and silver mining operations. Although the complete rail line dates to 1891, the conversion of the branch from narrow to standard gauge dates from 1902. The branch line survives as a virtually intact example of early twentieth-century railroad construction. It retains its 1902 alignment, railbed and jointed rail with ties, as well as the contemporary bridges, two depots, a water tank, and the related track-side setting.



Creede Branch, 2002

DENVER, BOULDER & WESTERN RAILWAY / SWITZERLAND TRAIL OF AMERICA

Ward to Eldora, Boulder County
National Register 9/18/1980, 5BL.358

In 1881 the Greeley, Salt Lake and Pacific Railroad laid rails from Boulder west to the town of Sunset, and in the 1890s the successor Colorado and North Western completed the line to Ward. Until the collapse of the local mining economy after World War I, the railroad served the area's mines and mining community. At its abandonment in 1919 the railroad operated under the name Denver, Boulder & Western.

DENVER & NEW ORLEANS RAILROAD SEGMENT

Along Elbert Rd., south of Elbert, El Paso County
State Register 12/13/1995, 5EP.868/5EL299.1

The Denver & New Orleans Railroad operated over this now abandoned grade from 1881 until 1936. The D&NO was the first standard gauge railroad to operate between Denver, Colorado Springs and Pueblo.

ROLLINSVILLE AND MIDDLE PARK WAGON ROAD - DENVER NORTHWESTERN & PACIFIC RAILWAY HILL ROUTE HISTORIC DISTRICT / MOFFAT ROAD

Rollinsville to Winter Park
Boulder, Gilpin and Grand Counties
National Register 9/30/1980, 5BL.370/5GL.10/5GA.82

David H. Moffat, one of the most important financiers and industrialists in late nineteenth and early twentieth-century Colorado, headed the Denver, Northwestern and Pacific Railway as it brought the first rail service over the Continental Divide from Denver to Middle Park. Utilizing the nineteenth-century Rollinsville and Middle Park Wagon Road, construction on the railbed over 11,660-foot high Rollins Pass began in 1903. Trains continued to battle the steep grades and fierce winter storms until the 1928 completion of the Moffat Tunnel eliminated the need for the route.



Moffat Road, 1980

Directory of Railroad Properties in the State Register

BRIDGES & TRESTLES

Colorado mountain railroading presented monumental engineering challenges. Steep passes and deep canyons required innovative solutions, none more so than the multitude of bridges and trestles built to cross the state's creeks and rivers.



BRIDGE NO. 10 / ADELAIDE BRIDGE

Phantom Canyon Rd., approximately 15 miles north of
US Hwy. 50, Florence, Fremont County
National Register 2/4/1985, 5FN.106

Completed in 1894, as one of numerous bridges constructed when the Florence and Cripple Creek Railroad extended its narrow gauge lines up Phantom Canyon into the Cripple Creek gold district, it features a multi-span trestle with a built-up steel deck girder. Converted to vehicular use when the railroad ceased operations in 1912, it is one of the few remaining bridges along the route.

DENVER & RIO GRANDE NARROW GAUGE BRIDGE 239

Northeast of Cimarron, Montrose County
National Register 6/18/1976, 5MN.1839

Bridge 239 formerly consisted of four spans on the Denver & Rio Grande narrow gauge line through the Black Canyon of the Gunnison. Only one relocated decked Pratt truss span survives. The bridge, constructed around 1881, was one of four necessary to allow trains to traverse the canyon from Gunnison to Cimarron.

FLORIDA RIVER BRIDGE 437A

Rancho Florida Rd., Durango vicinity, La Plata County
State Register 12/13/1995, 5LP.3864

The bridge is associated with the development of transportation and commerce in southwestern Colorado, having served as part of the Denver & Rio Grande rail route between Alamosa and Durango. The circa 1887 structure is a well-preserved example of a Pratt through truss, a bridge type important in the history of American bridge building.



Florida River Bridge, 1995

MAROON CREEK BRIDGE

Colo. Hwy. 82, Aspen vicinity, Pitkin County
National Register 2/4/1985, 5PT.136

In 1887, the Colorado Midland Railroad and the Denver & Rio Grande Railroad raced to be the first to stretch their rail lines to the mining town of Aspen. The D&RG reached Aspen by October, and the Colorado Midland arrived at the Maroon Creek crossing in December. The bridge, completed in 1888, features a multi-span trestle with a built-up steel deck girder. It is one of the last trestles of its design constructed for the state's narrow gauge mountain railroads during the late nineteenth century.

Colorado State Register of Historic Properties



RIO GRANDE SOUTHERN RAILROAD BRIDGE 51-A

Forest Service Rd. 626, southeast of Hwy 145, Ophir vicinity,
San Miguel County

State Register 5/14/1997, 5SM.2030.14

Built on a sharp 24-degree curve between 1910 and 1912, this 146-foot long wood trestle reflects the suitability of the narrow gauge lines in mastering Colorado's difficult mountainous terrain.

SAN LUIS VALLEY SOUTHERN RAILWAY TRESTLE

County Road 12, Blanca vicinity, Costilla County

National Register 1/6/2004, 5CT.398

The Costilla Estates Development Company, a business organized to sell lands within the Sangre de Cristo Land Grant, built the 32-mile San Luis Valley Southern Railway. This trestle, an excellent example of timber stringer standard gauge railroad bridge construction, was built in 1910 and carried freight and passenger service until 1939. It is the only remaining SLVS trestle.



San Luis Valley Southern Railway Trestle, 2002

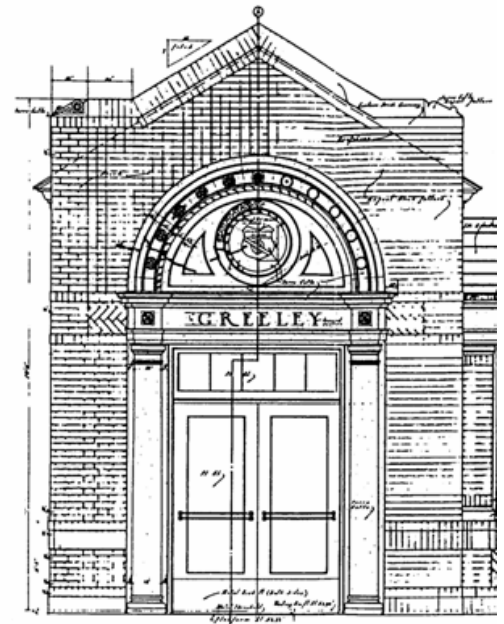
Directory of Railroad Properties in the State Register

Depots

The point where town meets railroad is the depot. These railroad-owned buildings provided a variety of services, including passenger ticket sales, express package and freight shipments, and telegraph messages. The depot was also where one greeted guests, bid goodbye to travelers, and boarded a train to see the world, or at least a town down the line. Depots came in all sizes. The combination was the most prevalent in Colorado, providing passenger, express and freight services. The buildings often served as home for the stationmaster and his family. Larger communities sometimes established union depots used by more than one railroad. Restaurants, barbershops, and newsstands occupied space in larger depots.

First-generation depots were usually wood frame buildings, sometimes just a recycled passenger car or boxcar. Railroad managers hesitated to make major investments until knowing how much traffic a town might generate. Those demonstrating an ability to yield sufficient revenues, and often spurred by pressure from town officials or loss of the first depot to fire, might receive a replacement depot of brick or stone.

As passenger service dwindled after World War II, railroad companies closed many depots and consolidated services. More than one town awoke to find its depot being demolished. While the property of the operating railroad, depots came to symbolize a community's prosperity and stood as its gateway to the world. Town governments and concerned residents across Colorado have worked to preserve their depots and to put them to new uses so that they might continue to physically convey their connection to community history and development.





Alamosa Depot, 1994

**ALAMOSA DEPOT—DENVER & RIO GRANDE RAILROAD
(Alamosa County Offices)**

610 State St., Alamosa, Alamosa County
National Register 2/11/1993, 5AL.251

The depot operated as an important transfer point for passengers, mail, and freight traveling between Creede, Santa Fe and Durango. Agricultural development in the San Luis Valley made it essential for shipping. Built in 1908, to replace an 1878 depot destroyed by fire, the west section was added in 1930. The depot's Spanish tile roof reflects the valley's Hispanic heritage. Passenger and freight use decreased in the 1950s, leading to the station's closure. Subsequent interior remodeling occurred to accommodate county offices, but the exterior remains nearly as built.

ANTONITO DEPOT—DENVER & RIO GRANDE RAILROAD

Front Street, Antonito, Conejos County
State Register 8/31/2006, 5CN.499

The 1880 Denver & Rio Grande Railroad (D&RG) Antonito Depot is an important and distinctive masonry example of a combination-type depot active in the San Luis Valley. The depot served for over sixty years as the junction point for the branch line to Santa Fe, New Mexico, and the D&RG's San Juan Extension from Alamosa to Durango and Silverton. In addition to providing passenger and express package service, and housing the local office of the Western Union telegraph, the depot also served as the office for railroad freight operations originating or terminating in the Antonito area. The depot was the western-most station on the Rio Grande's San Juan Extension accommodating both standard and narrow gauge trains.

**BOONE DEPOT—SANTA FE RAILROAD
(Boone Town Hall)**

100 Baker Ave., Boone, Pueblo County
National Register 6/27/1997, 5PE.2151

Designed to handle both passengers and freight, the Santa Fe Railroad constructed this combination depot in 1913 to serve as a shipping point for Boone and the surrounding region. It is one of the few surviving wood frame Santa Fe depots still at its original location.



*The newly restored Boreas
section house in 1998*

BOREAS RAILROAD STATION SITE

Boreas Pass Rd., Pike National Forest
Northwest of Como, Park County
National Register 10/28/1993, 5PA.585/5ST.494

The site, located at an elevation of 11,498 feet, was a key element of the Denver, South Park & Pacific Railroad's route running from Como to Breckenridge and on to Leadville. The DSP&P completed its narrow gauge line in 1883. The station functioned as a major hub both during construction of the route and during its period of operation from 1882 to 1937. The most prominent surviving structure is the recently restored one-and-one-half-story log section house.

Directory of Railroad Properties in the State Register

BUENA VISTA DEPOT—DENVER, LEADVILLE & GUNNISON RAILROAD

116 US Hwy. 24 North, Buena Vista, Chaffee County
State Register 3/10/2004, 5CF.1616

One of the few extant Denver, South Park & Pacific Railroad (formerly Denver, Leadville & Gunnison) depots in the state, the 1891 Buena Vista Depot is also the last remaining intact depot in Chaffee County. The wood frame combination depot contains the station agent's quarters in addition to the waiting room and freight area. The building typifies first-generation depot construction.

CALHAN DEPOT—ROCK ISLAND RAILROAD

West of Denver St., Calhan, El Paso County
National Register 4/20/1995, 5EP2173

The 1906 depot in Calhan served the Chicago, Rock Island and Pacific Railroad on its route between Kansas and Colorado Springs. The Calhan depot is one of only two surviving Rock Island Railroad depots remaining on their original sites. The Rock Island slipped into bankruptcy in the early 1970s and in 1993-94 the rails were pulled up and sold for scrap.



CAÑON CITY DEPOT—DENVER & RIO GRANDE RAILROAD (City Offices)

816 Royal Gorge Blvd., Cañon City, Fremont County
State Register 12/10/97, 5FN.585

Constructed in 1909, the depot played a prominent role in the conveyance of passengers and freight on the D&RGW route through the Royal Gorge. The city's merchant association launched the campaign to persuade the railroad company to build this more substantial brick depot as a replacement for a small, undistinguished wood frame building.

CAÑON CITY DEPOT—SANTA FE RAILROAD (Royal Gorge Route Railroad)

South 4th St., Cañon City, Fremont County
State Register 3/8/1995, 5FN.589

Built in 1913 to replace a smaller depot, the Santa Fe Railroad designed the new combination freight and passenger depot in the Mediterranean Revival style. The depot is now the starting point for the Royal Gorge Route tourist railroad.



Cañon City Santa Fe Depot, 1996

CASTLE ROCK DEPOT—DENVER & RIO GRANDE RAILROAD

420 Elbert, Castle Rock, Douglas County
National Register 10/11/1974, 5DA.216

The 1875 Castle Rock depot is a rare example of a stone depot constructed by the Denver & Rio Grande Railroad. Castle Rock quarries yielded the high quality rhyolite stone of which the depot is constructed. A private owner moved the building to its present location in 1970 to serve as a residence.



**COLORADO SPRINGS DEPOT–ATCHISON, TOPEKA &
SANTA FE RAILROAD**

555 E. Pikes Peak Ave., Colorado Springs, El Paso County
National Register 9/10/1979, 5EP199

Chicago Architect E.A. Harrison designed the circa 1917 Jacobethan Revival style depot. The building once contained one of the famous Harvey House restaurants that provided meals to passengers across the AT&SF system. The railroad abandoned the depot in the early 1970s. Developers purchased the building in the 1980s and rehabilitated it into a complex of stores and offices.

**COMO ROUNDHOUSE, RAILROAD DEPOT & HOTEL
COMPLEX**

Off US Hwy. 285, Como, Park County
National Register 5/20/1983, 5PA.30

The site contains the six-stall stone roundhouse, the I-plan two-story brick hotel and the one-story frame depot. The roundhouse and depot date to circa 1880 and the hotel to 1897. The complex served the Denver, South Park & Pacific Railroad that originally built west from Denver to tap the area's coal deposits. The complex remained a busy railroad division point after the completion of the DSP&P high line over Boreas Pass to Leadville in 1884. Rail operations at Como ceased in 1938.

**CREEDE DEPOT–DENVER & RIO GRANDE RAILROAD
(Creede Museum)**

201 Wall St., Creede, Mineral County
State Register 11/9/1994, 5ML.24

After reaching Creede in 1892, the Denver & Rio Grande Railroad provided the mining district with an outlet for its ore while bringing in the necessities and occasional luxuries of life in a Colorado mining district. The depot, built in 1903 as a replacement for the original facility, served as the hub of this transportation activity until its closure in 1949.

**CRESTED BUTTE DEPOT–DENVER & RIO GRANDE
RAILROAD**

716 Elk Ave.
National Register 5/10/2001, 5GN.3112

Constructed in 1883, this combination passenger and freight depot remained in use until the 1954 abandonment of the Crested Butte narrow gauge branch line of the D&RGW. The Queen Anne style architectural details remain intact on the well-maintained wood frame building. After serving as a residence for several years, it was donated to the Crested Butte Historical Society in 1973 and continues to house office space for community groups.



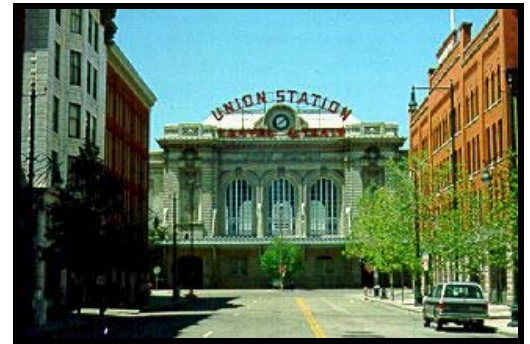
Crested Butte Depot, 1998

Directory of Railroad Properties in the State Register

DENVER UNION STATION

17th at Wynkoop, Denver City and County
National Register 11/20/1974, 5DV.114

Denver's Union Station consists of a Neo-Classical central section, constructed in 1914, with flanking wings from a previous 1881 depot. The depot represents the consolidation of passenger and baggage facilities for most railroads serving Denver. The consolidated depot facilitated the transfer of passengers and freight between competing railroads and furthered the city's growth as a major rail transportation hub. At its height, eighty passenger trains arrived daily. The building continues to serve as the city's intercity rail passenger depot, as well as a light rail and bus transfer station.



Denver Union Station, 2000

ENGLEWOOD DEPOT—SANTA FE RAILROAD

3090 S. Galapago St., Englewood, Arapahoe County
State Register 11/9/1994, 5AH.778

The 1915 depot is the last remaining wood framed and stuccoed Mission Revival style depot formerly operated by the Santa Fe Railroad in Colorado. The City of Englewood relocated the depot to its present site in 1994.

GRAND JUNCTION DEPOT—DENVER & RIO GRANDE WESTERN RAILROAD

119 Pitkin Ave., Grand Junction, Mesa County
National Register 9/8/1992, 5ME.4163

Designed by Henry J. Schlack and constructed in 1905 by the William Simpson Construction Company, this two-story brick depot, with terra cotta detailing, features elements of the Italian Renaissance style. The depot contributed to the development of the western portion of the Denver & Rio Grande Western Railroad system as well as to the growth of Grand Junction.

GREELEY DEPOT—UNION PACIFIC RAILROAD (Greeley/Weld County Convention and Visitors Bureau)

7th Ave. & 9th St., Greeley, Weld County
National Register 11/4/1993, 5WL.764

Architect Gilbert Stanley Underwood designed the 1929 Greeley depot. Underwood is best known for the Rustic style buildings he designed for the Union Pacific and the National Park Service in Bryce Canyon, Zion, Yosemite, and Grand Canyon National Parks. The Greeley depot is the only known example of Underwood's work in Colorado.

GROVER DEPOT—BURLINGTON RAILROAD (Grover Museum)

600 Chatoga Ave., Grover, Weld County
State Register 8/11/1993, 5WL.777

The Burlington Railroad Company built the two-story, rectangular plan, gable-roofed frame depot in 1887. The building is a rare Colorado example of a first-generation, two-story railroad depot. It represents the important role played by rail transportation in the founding, growth, and long-term survival of many Colorado agricultural towns such as Grover.





Hayden Depot, 2004

**HAYDEN DEPOT—DENVER & SALT LAKE RAILROAD
(Hayden Heritage Center)**

300 West Pearl St., Hayden, Routt County
National Register 10/22/1992, 5RT.892

The Denver & Salt Lake Railroad's 1913 arrival in Hayden ended the community's isolation from eastern Colorado population centers and economic markets. The railroad constructed the sturdy two-story brick depot in 1918 to serve growing freight and passenger traffic. Though freight shipments continue through Hayden, passenger service ended in 1968. The depot now functions as a local museum.

HOLLY DEPOT—SANTA FE RAILROAD (Town Hall)

302 S. Main St., Holly, Prowers County
National Register 7/28/1995, 5PW.73

The Atchison, Topeka & Santa Fe Railroad built the brick, second-generation depot in 1912. This Mission style building is a combination-type depot, handling both passengers and freight. It is one of only four in Colorado possessing the Mission style detailing that became a trademark of the Santa Fe. The town converted the building to serve as its town hall in 1999.



Jefferson Depot, 1998

**JEFFERSON DEPOT—DENVER SOUTH PARK & PACIFIC
RAILROAD**

US Hwy. 285 at County Rd. 35, Jefferson, Park County
National Register 12/31/1998, 5PA.81

The circa 1880 depot, with Stick style architectural detailing, is a small well-preserved example of a wood frame combination depot. Designed to handle passengers and freight, it remained in active use until 1937. The depot is one of only a few intact historic resources surviving from the DSP&P Railroad's narrow gauge rail network that extended from Denver into Colorado's rich mining regions during the late nineteenth and early twentieth centuries.

**JULESBURG DEPOT—UNION PACIFIC RAILROAD
(Depot Museum)**

201 W. First St., Julesburg, Sedgwick County
National Register 2/11/2004, 5SW.28

The 1930 Union Pacific Railroad depot in Julesburg played a critical role in the development and growth of Julesburg and of northeastern Colorado. Rail service moved passengers, agricultural crops, cattle and locally manufactured items to points east and west of Julesburg. The Denver branch allowed local citizens to travel to and from the city and area merchants to get their goods to market. Although the building has been moved approximately 110 feet north in order to save it from demolition, the depot retains most of its original design, materials and workmanship. The building is a well-preserved example of a standard Union Pacific architectural plan of its time for a combination-type depot – a depot designed to serve both passenger and freight operations.

Directory of Railroad Properties in the State Register

KENOSHA PASS RAILROAD STATION

Off US Hwy. 285, Jefferson vicinity, Park County
State Register 3/12/1996, 5PA.80

The circa 1879 Kenosha Pass Railroad Station marks the Denver, South Park & Pacific Railroad's crossing of 10,000-foot high Kenosha Pass. The wye at the site facilitated the movement of railroad rolling stock and provided a turn-around point for helper engines. The last train climbed over the pass in 1938.

KIT CARSON DEPOT—UNION PACIFIC RAILROAD (Kit Carson Museum)

US Hwy. 40/287
State Register 8/14/2002, 5CH.65

Constructed in 1904, the wood frame building is a well-preserved example of a Union Pacific standard plan combination depot. In addition to handling passengers and freight, this depot also served as the station agent's residence. A prominent bay window located in the office area provided the agent with an unobstructed view of the track in both directions. With minor exceptions, the interior of the depot retains its original layout and materials. Moved from its original trackside location by the Kit Carson Historical Society for use as a museum when threatened with demolition in 1969, it remains architecturally important as the most intact Colorado example of this depot type.



Kit Carson Depot, 2005

LA JARA DEPOT—DENVER & RIO GRANDE RAILROAD (La Jara Town Hall)

Broadway & Main, La Jara, Conejos County
National Register 5/12/1975, 5CN.67

La Jara traces its birth to the arrival of the Denver & Rio Grande Railroad in 1880. Located on part of the San Juan Extension between Alamosa and Silverton, the 1911 depot served as a shipping point for area ranchers and farmers. Gradually the automobile and the truck replaced the railroad as the primary mode of transportation and the D&RG eventually closed the depot. In 1970, the town acquired the building and transformed it into the town hall.

LAS ANIMAS DEPOT—SANTA FE RAILROAD

333 8th St., Las Animas, Bent County
State Register 5/14/1997, 5BN.415

The 1908 depot is associated with both passenger and freight railroad transportation in the Las Animas area. It is a good intact example of the Santa Fe Railroad's *Brick Standard Plan* depot design.

LIMON RAILROAD DEPOT (Limon Heritage Museum)

899 1st St., Limon, Lincoln County
State Register 12/12/2001, National Register 2/20/2003,
5LN.221

The town's location at the intersection of the Union Pacific Railroad and the Chicago, Rock Island and Pacific Railroad, and its designation as a division point on the latter,



Limon Depot, 2001

Colorado State Register of Historic Properties

made Limon an important regional rail center and a major source of local employment. The 1910 wood frame depot is one of only three Rock Island depots in Colorado remaining in their place of operation. Modernized by the Rock Island in the late 1930s, the depot is important for its design adaptations that allowed it to effectively serve and manage traffic at a major rail junction into the 1950s. In 1990, the Mid-States Port Authority donated the building to the Limon Heritage Society, and it now serves as a museum.

LOVELAND DEPOT—COLORADO & SOUTHERN RAILROAD

405 Railroad Ave., Loveland, Larimer County
National Register 6/14/1982, 5LR.488

Completed in 1902, this relatively small depot appears grand and sophisticated with its classical lines and details in the tradition of the Romanesque Revival style. Oliver Stanley's fleet of steam-powered automobiles picked up passengers at the station for the trip to his hotel in Estes Park.

LYONS RAILROAD DEPOT (Lyons Public Library)

400 block of Broadway, Lyons, Boulder County
National Register 12/2/1974, 5BL.356

Longmont contractor Mark Boyd built the depot in 1885 utilizing native Lyons sandstone. Used first by the narrow gauge Denver, Utah and Pacific Railroad, the depot served passengers and freight until declining traffic brought its closure in the 1940s. A recent addition to the building facilitates its use as a public library.



Lyons Depot, 2001

MOFFAT STATION

2101 15th St., Denver City and County
National Register 10/22/1976, 5DV.195

The 1906 depot served as the Denver terminus of David Moffat's railroad over Rollins Pass. The Denver, Northwestern and Pacific never reached any farther west than Craig, but in doing so it helped to establish an eastern market for the ranches, coal mines and oil fields of northwestern Colorado. A fire in 1995 destroyed the baggage and freight portion of the building.

LA VETA PASS NARROW GAUGE RAILROAD DEPOT

East of La Veta Pass Summit, south side of road,
Huerfano County

National Register 6/6/1980, 5HF.5

The simple L-shaped stuccoed stone depot dates to 1877. The Denver & Rio Grande Railroad built it atop the 9,400-foot high La Veta Pass to serve passenger trains bound to and from the San Luis Valley to the west. The building functioned until 1899 when the original narrow gauge line gave way to a standard gauge replacement seven miles to the south. The simple design and construction reflect the early era of railroad development in isolated regions like the summit of La Veta Pass.



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MONTROSE DEPOT—DENVER & RIO GRANDE RAILROAD (Montrose Depot Museum)

20 N. Rio Grande Ave., Montrose, Montrose County
National Register 6/3/1982, 5MN.1661

The Mission style depot provided both passenger and freight services at this important rail junction. The southern branch of the D&RG out of Montrose serviced Ouray and connected with the Rio Grande Southern at Ridgway. The eastern branch extended to Gunnison and Crested Butte. The 1912 building replaced an earlier depot.

MANZANOLA DEPOT— SANTA FE RAILWAY

212 N. Grand Ave., Manzanola, Otero County
National Register 4/28/2004, 5OT.421

The 1913 Santa Fe Railway Manzanola Depot is important for its association with the Atchison, Topeka & Santa Fe Railway. The depot provided the gateway for passengers traveling to and from the community during much of the twentieth century. Serving as both a freight and passenger depot, the Manzanola facility coordinated shipments to and from local merchants and producers. The building is an excellent intact example of the Santa Fe's *County Seat*-type of combination passenger and freight depot.



PUEBLO RIO GRANDE FREIGHT HOUSE (Southeastern Colorado Heritage Center)

223 & 301 W. B St., Pueblo, Pueblo County
State Register 6/10/1998, 5PE.1519

Constructed in 1924, the red brick building serves as a reminder of the important role played by railroads in the growth and development of Pueblo. The facility handled commercial shipments and provided temporary warehousing for goods in transit. It is Pueblo's only surviving railroad freight station.

PUEBLO UNION DEPOT

Victoria & B Sts., Pueblo, Pueblo County
National Register 4/1/1975, 5PE.494

The circa 1890 Richardsonian Romanesque Revival style depot was designed by the Chicago architectural firm of Sprague and Newell. Constructed of large rock-faced red sandstone, the depot was one of the largest and busiest in the region. It once served passenger trains for the Denver & Rio Grande Western, the Atchison, Topeka & Santa Fe, the Missouri Pacific, and the Chicago, Rock Island & Pacific Railroads.



Pueblo Union Depot, 1979

SAN ACACIO DEPOT—SAN LUIS VALLEY SOUTHERN RAILWAY

North of Colo. Hwy. 142, San Acacio, Costilla County
State Register 12/9/1998, 5CT.22

Built in 1910, it is the largest depot constructed by the San Luis Valley Southern Railway, a 32-mile standard gauge railroad built to serve the towns and farms planned by the

Colorado State Register of Historic Properties



San Acacio Depot, 1998

Costilla Estates Development Company. The two-story depot also served as railway headquarters until 1950, and it is all that is left in San Acacio representing the railroad and the company that created the town. The building currently operates as a bed and breakfast.

SILVER PLUME DEPOT (Georgetown Loop Railroad and Mining Park®)

Off I-70, south side of Silver Plume, Clear Creek County
National Register 5/6/1971, 5CC.4

The 1884 Silver Plume Depot served as the western terminus of the Colorado Central Railroad route from Denver to the Clear Creek mining region. Located at the upper end of the famous Georgetown Loop, the depot first served miners and their families, and then the increasing number of tourists attracted by the engineering and scenic qualities of the loop passage. The successor Colorado & Southern Railway abandoned the loop and the depot 1939, but both once again operate as part of an historical interpretive complex.

STEAMBOAT SPRINGS DEPOT (Steamboat Springs Arts Council Gallery)

39265 Routt County Rd. 33B, Steamboat Springs, Routt County
National Register 12/20/1978, 5RT.73

David Moffat's Denver, Northwestern and Pacific Railway reached Steamboat Springs in 1909, thus opening up an important rail link between the community and Colorado's Eastern Slope markets. Denver architect Frank Edbrooke designed the two-story building which included a passenger section, with waiting rooms and station office below upper level living quarters, and a long freight and baggage extension to the west. The depot closed when passenger service ended in 1968.

STERLING DEPOT-UNION PACIFIC RAILROAD (Sterling Chamber of Commerce)

113 N. Front St., Sterling, Logan County
National Register 2/6/1986, 5LO.188

The 1902 depot exhibits the Romanesque Revival style resulting in an impressive depot in keeping with the importance of Sterling on the Union Pacific system. With the decline in passenger service, the railroad closed the depot in 1983. The city relocated the building across the street to its present site in 1984.



Victor Depot, 1984

VICTOR DEPOT- MIDLAND TERMINAL RAILROAD

230 N. Fourth St., Victor, Teller County
National Register 5/17/1984, 5TL.136

The Midland Terminal Railroad was one of three that served this major mining district. The railroad arrived in 1894 and the depot opened for passenger and freight service the following year. The railroad brought ores down to Colorado Springs and Pueblo for processing and sustained the mining community by transporting necessities and luxuries. The

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sturdy brick depot contains features common to its type and period of construction, including the wide overhanging eaves, the central bay office window, and the large freight doors. Passenger service ended in 1943.

WAGON WHEEL GAP RAILROAD STATION

Southeast of Creede at Wagon Wheel Gap
Mineral County
National Register 9/27/1976, 5ML.23

First established as a resort community, the Denver & Rio Grande Railroad reached the area in 1883 with its narrow gauge tracks and constructed the wood frame depot. The depot served as the western terminus of this branch of the D&RG until major silver discoveries at Creede in 1891 caused the railroad to extend its rails to the mining community. Passenger service ended after World War II. The depot exhibits the characteristics of many one-and-one-half story wood frame depots built by the D&RG during the late nineteenth century.



RAILROAD HOUSING AND MAINTENANCE STRUCTURES

In addition to providing residential housing for their station agents, railroads maintained employee housing for other permanent and short-term use. At major points along their routes, railroads also built major maintenance structures, including engine houses, roundhouses and other shop buildings.

COMO ROUNDHOUSE, DEPOT AND HOTEL COMPLEX

Off US Hwy. 285, Como, Park County
National Register 5/20/1983, 5PA.30

The site contains the six-stall stone roundhouse dating to about 1880. The complex served the Denver, South Park & Pacific Railroad that originally built west from Denver to tap the area's coal deposits. The complex remained a busy railroad division point after the completion of the DSP&P high line over Boreas Pass to Leadville in 1884. Only a handful of roundhouses survive in Colorado and this is the state's only stone example. Rail operations at Como ceased in 1938.



Como Roundhouse, 1996

HUGO UNION PACIFIC RAILROAD ROUNDHOUSE

Adjacent to Union Pacific RR right-of-way, Hugo,
Lincoln County
State Register 5/14/1997, 5LN.195

The 1909 roundhouse is associated with the operation and maintenance of the Union Pacific Railroad in eastern Colorado. It is Colorado's only Union Pacific example and one of only five surviving roundhouses in the state.

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MIDLAND TERMINAL RAILROAD ROUNDHOUSE (Van Briggle Art Pottery)

600 S. 21st St., Colorado Springs, El Paso County
National Register 7/10/1979, 5EP.194

The Colorado Midland Railroad constructed the stone fourteen-stall roundhouse in 1889 for the maintenance of its steam locomotives. The facility served the railroad until the abandonment of the successor Midland Terminal line in 1949. Once common along railroad rights-of-way, surviving roundhouses are extremely rare in Colorado. The property is associated with the *Railroads in Colorado, 1858-1948* Multiple Property Submission.

DENVER & RIO GRANDE ENGINE HOUSE

West end of Roseta Ave., Westcliffe, Custer County
State Register 12/8/1993, 5CR.221

Constructed in 1900-01, the engine house served the Westcliffe terminus of the branch line from Texas Creek. The engine house and the depression left by the removal of the turntable are all that remain of the Texas Creek branch of the D&RG railroad line. Few historic engine houses of any type survive in Colorado, and engine houses were not commonly built on branch lines. This example of a single stall branch line engine house is particularly rare.



Westcliffe Engine House, 2003

KIT CARSON UNION PACIFIC RAILROAD SIGNAL MAINTAINER'S HOUSE

US Hwy. 40/287 (Kit Carson Museum), Kit Carson,
Cheyenne County
State Register 12/11/2002, 5CH.200

The Signal Maintainer's House, built about 1930, is a well-preserved and publicly accessible example of a Union Pacific standard plan 24 foot x 34 foot frame dwelling with bath. Though once common along the railroad's right-of-way, few intact examples of this type of building remain. The relocated building is now part of the Kit Carson Museum.

ST. ELMO SIDING AND CREW QUARTERS

St. Elmo, Chaffee County
State Register 5/16/2001, 5CF.167.3

The Denver, South Park and Pacific Railroad, along with its successors the Denver, Leadville & Gunnison and the Colorado & Southern, faced heavy operating costs, particularly on the Alpine Tunnel District portion of its route. The reuse of railroad cars as stationery structures provided quick and inexpensive shelter for equipment storage, crew bunkhouses, and even the occasional depot. The Colorado & Southern used the two former box cars on the site for crew quarters and storage from 1908 until 1922.



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MISCELLANEOUS RIGHT-OF-WAY STRUCTURES

A wide variety of support structures line railroad rights of way. These include pumphouses, water tanks, and fueling structures.

DENVER & RIO GRANDE RAILROAD SOUTH FORK WATER TANK

Near US Hwy. 160, South Fork, Rio Grande County
State Register 3/13/2002, 5RN.352

The tank provided water for countless steam locomotives from its construction in 1881 until the end of steam locomotive operations in 1956. The D&RG built tanks of identical design, materials and construction throughout its system in the last two decades of the nineteenth century. Only a handful of these structures survive on the D&RG, and this tank is the only surviving example along the sixty-six-mile Creede Branch.

RIO GRANDE SOUTHERN RAILROAD TROUT LAKE WATER TANK

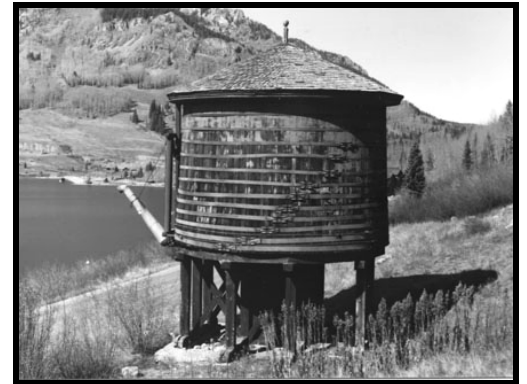
Ophir vicinity, San Miguel County
National Register 8/21/2003, 5SM.2030.13

A rare surviving example of a once common structure in Colorado's railroad landscape, the tank provided water to countless steam locomotives on the Ridgway to Rico division of the Rio Grande Southern Railroad (RGS) from its construction in 1891 until the last RGS train ran the line in 1951. The tank was a very necessary stop, especially for trains that consumed a great deal of water while working in the area's heavy snows and difficult terrain. The RGS constructed sixteen water tanks, at approximately ten-mile intervals, along its 162-mile length to service locomotives. These tanks were of wood construction with conical roofs and a 50,000-gallon capacity that dispensed water by gravity through a gooseneck delivery spout. After abandonment, all but three of the water tanks were removed and Trout Lake is the best preserved.

SANTA FE RAILWAY WATER TANK / SEDALIA WATER TANK

Along US Hwy. 85 west of the junction with Colo. Hwy. 67,
Sedalia, Douglas County
National Register 2/27/2003, 5DA.1385

Constructed in 1906, the 140,000-gallon steel tank measures 24 feet in diameter and 43 feet in height. Around 1900, railroads began using steel tanks to replace the elevated wood tanks that provided water for coal-fired steam locomotives. Utilized by the Santa Fe Railway until 1950, this tank is an early example of the evolving technology and is believed to be one of the last surviving steel railroad water tanks in the state.



Trout Lake Water Tank, 1998

Colorado State Register of Historic Properties



Union Pacific Pumphouse, 1995

UNION PACIFIC PUMPHOUSE

1st St., Kit Carson, Cheyenne County
State Register 6/14/1995, 5CH.114

Associated with the settlement of the area and the development of the railroad, the circa 1880 pumphouse is an unusual surviving example of a masonry railroad utility building. It originally housed the machinery that pumped water into the large storage tank used by the Union Pacific Railroad to fill its passing steam locomotives. The building appears to be Colorado's only surviving stone railroad pumphouse.

VANCE JUNCTION COAL CHUTE

Along RR grade, north of Ilium, Telluride vicinity,
San Miguel County
State Register 5/14/1997, 5SM.951.8

The circa 1890 chute is associated with the Rio Grande Southern Railway's narrow gauge line that operated through the mountainous regions of southwestern Colorado. Once common along coal-burning railroads, it is Colorado's only remaining coaling chute on a narrow gauge line



Directory of Railroad Properties in the State Register

RAILROAD LOCOMOTIVES & ROLLING STOCK

Relocated properties are normally not eligible for listing in the National Register and State Register. In cases where these properties were designed to move as part of their basic function, such as locomotives and railroad cars, these resources may be eligible depending on their current location and its setting.

Locomotives

COLORADO & NORTHWESTERN RAILROAD LOCOMOTIVE NO. 30

Central Park, 13th and Broadway, Boulder, Boulder County
State Register 9/9/1998, 5BL.7292

Built in 1898 by the Brooks Locomotive Works, Colorado & Northwestern Railroad Locomotive No. 30 is the only surviving locomotive that operated on the National Register listed Switzerland Trail of America route through Boulder County. The locomotive and its tender also are associated with the Colorado & Southern and the Rio Grande Southern railroads. It remained in service with the Rio Grande Southern until 1951.

DENVER & RIO GRANDE ENGINE 463 (Cumbres & Toltec Scenic Railroad)

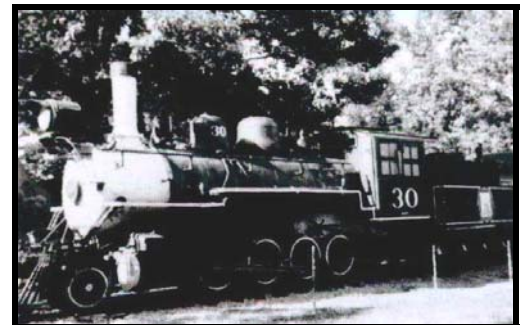
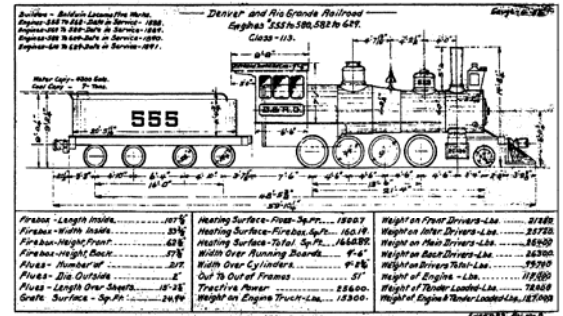
US Hwy. 285, Antonito, Costilla County
National Register 5/12/1975, 5CN.68

Built in 1903 by the Baldwin Locomotive Works of Philadelphia, Engine No. 463 is one of only two remaining locomotives of the K-27 series originally built for and operated by the Denver & Rio Grande Western Railroad. The K-27 series was a departure from the design most prevalent on Colorado's narrow gauge lines, resulting in a locomotive with one and one-half times more power. The arrival of this series marked a significant turning point in the operation of the D&RGW's narrow gauge lines that remained in effect until the end of Class I narrow gauge steam locomotion in 1968.

DENVER & RIO GRANDE RAILROAD LOCOMOTIVE NO. 169

Cole Park, Alamosa, Alamosa County
State Register 8/9/2000, 5AL.312.1

Built in 1883 by the Baldwin Locomotive Works, this narrow gauge, coal fired, ten-wheeler steam locomotive remained in service for over 50 years. In 1939, it was taken out of storage to represent the D&RGW Railroad at the World's Fair in New York City. The ten-wheeler design was considered the best arrangement for passenger locomotives, as the four-wheel lead truck worked well on uneven track. The



C&NW No.30, 1998

six larger driver wheels provided increased pulling capacity and speed, making it one of the fastest narrow gauge engines built. In 1941, No. 169 came to rest at Cole Park, a gift to the city from the railroad.

**DENVER & RIO GRANDE WESTERN RAILROAD
ENGINE NO. 40**

Creede Branch, Denver & Rio Grande Western Railroad
State Register 8/14/2002, 5RN.781

This 1942 railroad locomotive is the oldest surviving diesel-electric locomotive to have operated on the D&RGW system. Designed and built by the General Electric Company for rail yard switching operations, No. 40 served successfully on the D&RGW until its retirement in 1954. The locomotive was then sold to the Great Western Sugar Company where it continued to operate well into the 1990s.

**DENVER & RIO GRANDE WESTERN RAILROAD
LOCOMOTIVE NO. 50**

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 12/11/1996, 5JF.1013.10

Built in 1937 by the Davenport Locomotive Works in Iowa, Locomotive No. 50 served in Oregon until being purchased by the D&RGW in 1963 and moved to Durango where it was used as a switcher until 1970. It is the only narrow gauge diesel locomotive ever owned by the D&RGW.

**DENVER & RIO GRANDE WESTERN RAILROAD
LOCOMOTIVE NO. 346**

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 9/11/1996, 5JF.1013.9

Built in 1881 by the Baldwin Locomotive Works, the engine served sixty-six years with the D&RGW before coming to the Colorado Railroad Museum in July 1958. It operated on the D&RGW, the Rio Grande Southern, and the Colorado and Southern at various times during its service. Its last few months of service were between Dolores and McPhee on the Montezuma Lumber Co. Railroad, the last lumber railroad to operate in Colorado.



D&RGW Locomotive No. 346

**DENVER & RIO GRANDE WESTERN RAILROAD
LOCOMOTIVE NO. 683**

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 9/11/1996, 5JF.1013.11

Built in 1890, No. 683 was one of the early locomotives acquired by the D&RGW when converting its mainline to standard gauge. It operated until 1955 and was acquired by the Colorado Railroad Museum in 1963. This is the only extant D&RGW standard gauge steam locomotive; all others have been scrapped.

Rio Grande

Directory of Railroad Properties in the State Register

DENVER & RIO GRANDE WESTERN RAILROAD LOCOMOTIVE NO. 3006

Eighth Ave. and Osage St., Union Pacific Railroad Burham Yard, Denver City and County
State Register 12/13/2000, 5DV.7137

Denver & Rio Grande Western Railroad Locomotive No. 3006 is a rare surviving example of a second-generation diesel road switcher in near original operating condition. The 1962 locomotive is an example of the GP30 type constructed by General Motors Corporation. The D&RGW used No. 3006, and the other GP30s, for all types of rail service, including passenger and freight operations as well as road and yard-switching duties. The unit traveled throughout the Rio Grande system.



D&RGW Locomotive No. 3006, 1971

DENVER, SOUTH PARK & PACIFIC RAILROAD LOCOMOTIVE NO. 191

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 12/11/1996, 5JF.1013.7

The Baldwin Locomotive Works in Philadelphia built No. 191 in 1880. It served the DSP&P and its successors for 22 years before being sold to a lumber company in Wisconsin. Acquired by the museum in 1973, it is the oldest and one of the few surviving steam locomotives of the DSP&P, one of Colorado's most famous narrow gauge railroads.

RIO GRANDE ENGINE NO. 168

9 S. Sierra Madre, Colorado Springs, El Paso County
National Register 8/10/1979, 5EP.203

After fifty years of continuous operation, Engine 168 was donated to the city, partly in memory of William Jackson Palmer, founder of Colorado Springs and the Denver & Rio Grande Railway. The Baldwin Locomotive Works built the locomotive in 1883.

RIO GRANDE SOUTHERN RAILROAD ENGINE NO. 20

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
National Register 12/14/2000, 5JF.2223

Placed in service in 1899 on the Florence and Cripple Creek Railroad (F&CC), Engine No. 20 survives as one of only three F&CC steam locomotives in Colorado. After abandonment of the F&CC in 1912, the Rio Grande Southern Railroad (RGS) purchased the engine for use on its mountain route from Durango to Ridgway, where it remained in service until the end of RGS operations in 1951. A rare surviving example of a ten-wheeler type narrow gauge steam locomotive, these "third generation" narrow gauge locomotives were particularly well suited for hauling passenger trains on the sustained grades typical of mountain railroading in Colorado. No. 20 is one of three known surviving examples of the ten-wheeler type narrow gauge locomotive in Colorado.



RGS Engine No. 20, 2000

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SANTA FE LOCOMOTIVE NO. 2912

B St. & Victoria Ave., Pueblo Union Station
Pueblo, Pueblo County

State Register 9/13/1995, 5PE.612.44

Built in 1944 by the Baldwin Locomotive Works, Locomotive No. 2912 is one of the last surviving, and only Colorado example, of the final class of steam powered locomotives to be ordered by the Santa Fe Railroad. The 2900-series engines were both the largest and heaviest Northern-type locomotives built in the United States.

Passenger Cars



Colorado Midland No. 111, 1996

COLORADO MIDLAND RAILWAY OBSERVATION CAR NO. 111

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County

State Register 12/11/1996, 5JF.1013.12

The Colorado Midland purchased the car from the Pullman Car Co. in 1887 for use as a first class coach. It is one of the few surviving passenger cars from the railroad.

DENVER & RIO GRANDE RAILROAD COACH NO. 60

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County

State Register 6/12/1996, 5JF.1013.4

This 1881 narrow gauge coach, designed and constructed by car builder Jackson and Sharp in Delaware, provided eighty-six continuous years of passenger service for the Denver & Rio Grande Railroad.

DENVER & RIO GRANDE RAILROAD COACH NO. 307

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County

State Register 3/12/1997, 5JF.1013.14

The 1881 Coach No. 307, originally No. 83, operated for eighty-three years, first as a passenger coach and then as a maintenance-of-way vehicle. It is one of only two remaining cars manufactured by Sharp and Jackson that have not been extensively rebuilt or altered.

DENVER & RIO GRANDE WESTERN RAILROAD BAGGAGE-EXPRESS CAR NO. 732

Eighth Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County

State Register 08/11/1999, 5DV.6250

The 1910 baggage-express car provided baggage and express freight service as part of scheduled passenger train service. It is the only known surviving car of the 700-series and the only baggage-express car built specifically for the Rio Grande still in existence.



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DENVER & RIO GRANDE WESTERN RAILROAD BAGGAGE-RAILWAY POST OFFICE CAR NO. 631

Eighth Ave. and Osage St., Union Pacific Railroad Burnham Yard, Denver City and County
State Register 8/11/1999, 5DV.6136

The sole survivor of its type, the 1930 Baggage-Railway Post Office Car is one of the last of three to operate on the D&RGW until the end of rail mail service in 1967.

DENVER & RIO GRANDE WESTERN COACH NO. 280

Central Park, 13th and Broadway, Boulder, Boulder County
State Register 9/9/1998, 5BL.7293

Coach No. 280 is important for its association with the Denver & Rio Grande and Denver & Rio Grande Western railroads. First placed in use by the D&RG in 1881, its service ended with the D&RGW on its Durango to Silverton line in 1951. No. 280 is one of only two surviving Jackson and Sharp manufactured passenger coaches once serving on Colorado's narrow gauge lines that essentially retain their original configuration.

DENVER & RIO GRANDE WESTERN RAILROAD DINING CAR MT. MASSIVE

Eight Ave. and Osage St., Union Pacific Railroad Burnham Yard, Denver City and County
State Register 08/11/1999, 5DV.6141

The 1910 car, extensively rebuilt in 1936, provided dining and lounge car service throughout the Rio Grande system from 1910 until its retirement in 1961. The success of the redesign and operation of the car is borne out by its nearly three decades of revenue service after 1936.

FLORENCE & CRIPPLE CREEK RAILROAD COMBINATION CAR NO. 60

Cumbres & Toltec Scenic Railroad, Antonito, Costilla County
State Register 6/9/1999, 5EP.3319

Built in 1897 for the Florence & Cripple Creek Railroad, the first railroad to reach the gold mines of the Victor and Cripple Creek mining districts, Combination Car No. 60 operated as a suburban coach until about 1909 when it was converted to a combination baggage and passenger car. One of only two surviving F&CC passenger coaches in the United States, it is the only surviving example of a combination passenger-baggage car from the railroad.

GREAT WESTERN RAILWAY COMBINE NO. 100

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 9/11/1996, 5JF.1013.8

The Great Western purchased this rebuilt standard gauge combination baggage and passenger car in 1904, only three years after incorporation. The No. 100 was the only coach owned by the GW Railway in the early years of its operation in northern Colorado. The railroad took the car out of



D&RGW No. 631, 1999



GW Combine No. 100, 1996

passenger service in the early 1950s, but after interior modifications, continued to use it as a business car.

Freight Cars and Caboose



D&RG Caboose No. 49, 1996

DENVER & RIO GRANDE RAILWAY CABOOSE NO. 49

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 9/11/1996, 5JF.1013.5

Narrow gauge caboose No. 49 was built by the Denver & Rio Grande Railway in 1881. The four-wheeled caboose served the railroad for fifty-seven years before being retired in October 1938. The Colorado Railroad Museum recently restored the car to its 1880s appearance.

DENVER & RIO GRANDE WESTERN CABOOSE NO. 04990

Central Park, 13th and Broadway, Boulder, Boulder County
State Register 9/9/1998, 5BL.7294

Caboose No. 04990 operated on the Denver & Rio Grande and its successor Denver & Rio Grande Western Railroad. Built from a boxcar in 1919, the caboose serves as a visual reminder of the importance of narrow gauge railroading to Colorado's development.

DENVER & RIO GRANDE WESTERN RAILROAD CABOOSE NO. 0578

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 5/16/2001, 5JF.2491

Built in 1886, Caboose No. 0578 ran in freight service over all of the Rio Grande's narrow gauge network until its retirement in 1951. It is a rare surviving example of a Class 2 Rio Grande caboose. The railroad constructed all of its Class 2 cabooses in its own shops. Although later cabooses offered improvements on the Class 2 series, the success of the design is demonstrated by the long operating career of No. 0578.

DENVER & RIO GRANDE WESTERN RAILROAD COVERED HOPPER NO. 18387

8th Ave. and Osage St., Union Pacific Burnham Yard,
Denver City and County
State Register 8/8/2001, 5DV.8110

Designed to transport dry powdered materials, such as grain and cement, the 1949 car dates from a period when railroads and freight car manufacturers experimented with the relatively new car type in an effort to create an efficient and effective design. The car played an important role in transporting cement from the manufacturing plant in Portland, Colorado, to various locations throughout the state.

Rio Grande

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DENVER & SALT LAKE RAILWAY CABOOSE NO. 10060

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 6/10/1998, 5JF.1782

Designed by the Denver & Salt Lake Railway and manufactured with recycled materials in its Denver shops, the caboose illustrates the cost saving efforts employed by the railroad to maintain profitable service during the Great Depression. The caboose ran over the D&SL from 1936 until the line was absorbed into the Denver & Rio Grande Western Railroad in 1947. It remained in service until the 1980s.

UNION PACIFIC RAILROAD CABOOSE NO. 25400

US Hwy. 40/287, Kit Carson Museum
Kit Carson, Cheyenne County
State Register 12/11/2002, 5CH.201

The 1959 Caboose No. 25400 typifies mid-century all-steel caboose design. The Class CA-7 caboose represents caboose design, materials and construction just before the time that railroads began the process of eliminating the caboose from freight train operations. No. 25400 was the first of one hundred Class CA-7 cabooses constructed by the Union Pacific. The car is one of only three surviving Class CA-7 cabooses in Colorado. The caboose retains nearly all of its original design and materials, both exterior and interior.

Non-Revenue Cars

DENVER & RIO GRANDE RAILROAD BUSINESS CAR NO. B-8

17155 W. 44th Ave., Colorado Railroad Museum
Golden, Jefferson County
State Register 12/11/1996, 5JF.1013.13

The D&RG purchased the car in 1872 from its manufacturer, Jackson and Sharp of Delaware. The car is considered to be the oldest remaining narrow gauge passenger car in the country.

MARCIA / PULLMAN CAR-DAVID H. MOFFAT

341 E. Victory Way, Craig, Routt County
National Register 6/20/1975, 5MF.1128

The customized car was built by the Pullman Company in 1906 and named in honor of David Moffat's daughter, Marcia. The interior woodwork is solid mahogany imported from Africa and there are sleeping quarters for up to twelve people. As Moffat's personal car during the building years of a number of Colorado railroads, it symbolizes his influence and commitment to expediting rail transportation across Colorado. The Denver & Rio Grande Western Railroad presented the car to the town of Craig in 1953.



Marcia, ca. 1906

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MINE RESCUE CAR NO. 1

Victoria & B St., Pueblo Union Depot
Pueblo, Pueblo County
State Register 12/9/1998, 5PE.2937



Mine Rescue Car, ca. 1910

Built in 1882 as a Wagner Palace Sleeping Car, the Pullman Company modified the car in 1910 for the U.S. Bureau of Mines' program to improve mine safety and rescue operations in Colorado's coal mines. Car No. 1 is one of only two such cars left in the country. The Bureau outfitted six cars to serve as educational centers and rapid response rescue stations. Car No. 1 aided at numerous mining disasters before being sold to Colorado Fuel & Iron in 1923. The company used it at safety conventions and as a traveling classroom. The Pueblo County Historical Society is currently working to restore the car and plans to use it as an interpretive center.

Motor Cars

GALLOPING GOOSE ENGINE NO. 5

421 Railroad Ave., Dolores, Montezuma County
State Register 3/09/1994, 5MT.4336

This gasoline-powered narrow gauge railroad car, constructed in 1933, provided the Rio Grande Southern Railroad with a cost saving alternative to the more expensive steam locomotive passenger trains and allowed the company to continue operating in the San Juans until 1952. The gasoline engine is under the hood of a 1928 Pierce-Arrow touring car. The passenger section, a later modification to the car's original design, is a 1946 Wayne school bus body. The rear section, designed for baggage, is a large wood frame compartment covered with galvanized tin.



RGS No. 2, 1996

RIO GRANDE SOUTHERN RAILROAD MOTOR NO. 2 / GALLOPING GOOSE NO. 2

17155 W. 44th Ave., Colorado Railroad Museum, Golden,
Jefferson County
State Register 6/12/1996 National Register 2/14/1997,
5JF.1013.1

The Galloping Geese are important for their association with railroad transportation in southwestern Colorado. They represent the Rio Grande Southern's innovative and cost saving efforts to maintain service in the face of declining traffic during the Great Depression. Goose No. 2 was built in 1931 and retains its original appearance.



RGS No. 6, 1996

RIO GRANDE SOUTHERN RAILROAD MOTOR NO. 6 / GALLOPING GOOSE NO. 6

17155 W. 44th Ave., Colorado Railroad Museum, Golden,
Jefferson County
State Register 6/12/1996, National Register 2/19/1997,
5JF.1013.2

Goose No. 6 was constructed in 1934 to serve as a maintenance-of-way vehicle for the Rio Grande Southern Railroad.

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RIO GRANDE SOUTHERN RAILROAD MOTOR NO. 7 / GALLOPING GOOSE NO. 7

17155 W. 44th Ave., Colorado Railroad Museum, Golden,
Jefferson County

State Register 6/12/1996, National Register 3/12/1997,
5JF.1013.3

The Rio Grande Southern constructed Goose No. 7 in 1936. The motor car retains the configuration of its 1950 conversion that enabled it to transport rail-tourists.

Maintenance-of-Way Equipment

DENVER & RIO GRANDE RAILROAD SNOWPLOW AX-044

110 Byers Ave., Hot Sulphur Springs, Grand County
State Register 6/10/1998; Boundary change 3/10/1999,
5GA.2293

The Denver & Rio Grande constructed the plow in 1918 to meet its specific need for dependable snow removal equipment. Sixty years of continuous service on such formidable routes as that over Tennessee Pass demonstrated the success of the plow's design and construction.



D&RGW Snowplow, 1999

DENVER & RIO GRANDE WESTERN RAILROAD BOOM CAR RGX-3337

Eight Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County
State Register 3/10/1999, 5DV.6004

The car functioned with D&RGW Derrick No. 027 from circa 1957 until 1997. The D&RGW's Salt Lake City car shops created the car by refitting an elegant business car to perform maintenance-of-way functions. The reuse of retired rolling stock, modified to meet non-revenue needs, typifies a pattern of business operation found on the D&RGW and other railroads across the state.

DENVER & RIO GRANDE WESTERN RAILROAD DERRICK BLOCKING AND TRUCK CAR NO. X-3317

27th St. & US Hwys. 6 & 40, Union Pacific Yard,
Grand Junction, Mesa County
State Register 08/08/2001, 5ME.2572

D&RGW Railroad Derrick Blocking and Truck Car No. X-3317 is important as a representative type of railroad maintenance-of-way rolling stock. The 1951 car, modified from a circa 1930 boxcar, carried replacement wheel sets, or trucks, to the site of train derailments and wrecks. It operated in conjunction with other maintenance-of-way cars as part of a derrick work train.



D&RGW X-3317, 2001

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DENVER & RIO GRANDE WESTERN RAILROAD DERRICK NO. 027

Eight Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County
State Register 3/10/1999, 5DV.6002

Built in 1923, the derrick operated for over seventy years as the centerpiece of work trains throughout the Rio Grande rail system. A rare surviving example of a special purpose railroad car, the derrick was designed to meet the D&RGW's need for heavy lifting capability deliverable by rail.



D&RGW RGX-3274, 1999

DENVER & RIO GRANDE WESTERN RAILROAD DINER-KITCHEN-SLEEPER RGX-3274

Eight Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County
State Register 3/10/1999, 5DV.6005

Starting its life as a dining car, the D&RGW's Burnham Shops refitted the retired car to perform maintenance-of-way functions. In service from 1952 until 1997, it operated with D&RGW Derrick No. 027 when the derrick was stationed in Denver.

DENVER & RIO GRANDE WESTERN RAILROAD MAINTENANCE-OF WAY CAR RGAX-60283

Eight Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County
State Register 3/10/1999, 5DV.7050

The D&RGW's Burnham Shops in Denver converted the retired 1939 automobile boxcar for maintenance-of-way functions. As RGAX-60283, it served from circa 1975 until 1997. The car retains its 1939 exterior appearance and is a rare surviving example of a special purpose work train car designed to transport tools and equipment.



D&RGW RGX-3327, 1999

DENVER & RIO GRANDE WESTERN RAILROAD TOOL CAR RGX-3327

Eight Ave. and Osage St., Union Pacific Railroad Burnham
Yard, Denver City and County
State Register 3/10/1999, 5DV.6003

Operating as a tool car from 1952 until 1997, RGX-3327 was dispatched with D&RGW's Diner-Kitchen-Sleeper RGX-3274 to serve with Derrick No. 027 when it was stationed in Denver. The car was refitted from a 1914 combination baggage and mail car by the D&RGW's Burnham Shops.

DENVER & RIO GRANDE WESTERN RAILROAD TRACK PANEL CAR NO. AX-3214

27th St. & US Hwys. 6 & 40, Union Pacific Yard
Grand Junction, Mesa County
State Register 08/08/2001, 5ME.12571

D&RGW Railroad Track Panel Car No. AX-3214 is important as a representative type of railroad maintenance-of-way rolling stock. The 1967 car, modified from a 1944 flat car, carried prefabricated railroad track panels to the site of train derailments and wrecks. The car operated in

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conjunction with other maintenance-of-way cars as part of a derrick work train.

DENVER & SALT LAKE RAILWAY DERRICK NO. 10300

8th Ave. and Osage St., Union Pacific
Burnham Yard, Denver City and County
State Register 05/16/2001, 5DV.8030

Originally operated as the centerpiece of work trains involved in cleaning up derailments and wrecks throughout the Denver & Salt Lake Railway's system, the 1913 derrick played a key role in maintaining the Continental Divide crossing at Corona (Rollins) Pass. In service for nearly seventy-five years, it survives as an important example of a special purpose car designed to meet the need for heavy lifting capability deliverable by rail. Examples of intact steam-powered derricks are extremely rare, and No. 10300's significance is enhanced by its being in near "as-built" condition.



D&SL Derrick No. 10300, 2000

Streetcars and Related Structures

Streetcars carried passengers, and occasionally freight, within a single urban area or between closely spaced towns. Streetcar systems provided public transit for many Colorado communities until being replaced by buses in the mid-twentieth century. Support structures for streetcar operations include powerhouses and car barns.

COLORADO SPRINGS & INTERURBAN CAR NO. 59

Rock Island Roundhouse, Colorado Springs,
El Paso County
State Register 11/09/1994, 5EP.2179.1

This fine early twentieth-century example of the car builders' art was purchased in 1901 during Winfield Stratton's short but dynamic ownership of the interurban railway company. The car operated between Colorado Springs, Colorado City and Manitou Springs.

DENVER & INTERMOUNTAIN INTERURBAN NO. 25

Denver Federal Center, Lakewood, Jefferson County
State Register 12/10/1997, 5JF.1048.16

The car operated over the interurban rail network that provided passenger service in the first half of the twentieth century between Golden and Denver. The car ran on Route 84 from 1911 until the end of service in 1950. From an engineering perspective, car No. 25 is the only known surviving example of an intact, standard gauge, electric interurban railway car of its type built by Denver's Woeber Car Company.



*Postcard view of restored
D&IM No. 25. 2004*

**DENVER CITY CABLE RAILWAY BUILDING /
TRAMWAY CABLE BUILDING (Spaghetti Factory)**

1215 18th St.

National Register 7/2/1979, 5DV.117

The two-story red brick building was constructed in 1889 to house the operations of the Denver City Cable Railway Company. Incorporated in 1888, by the early 1890s the company had thirty miles of cable railway running through Denver business and residential areas. Soon displaced by electric streetcars, the last Denver cable car ran in 1900. The Romanesque Revival style building features intricate brickwork and numerous semicircular arches. A tall polygonal chimney rises above the flat roof.

**DENVER CITY RAILWAY COMPANY BUILDING
(Sheridan Heritage)**

1635 17th St., 1734-1736 Wynkoop St.

National Register 6/4/1984, 5DV.882

The four-story red brick commercial building was constructed as a car barn and horse stable for the Denver City Railway Company. Located across the street from Union Station, the 1883 building served as the main terminus for Denver's first public mass transit system until 1892, by which time cable and electric car systems had emerged. The 17th Street facade was subsequently redesigned by Baerresen Brothers architects. From 1902 to 1972, the building housed the Hendrie and Bolthoff Manufacturing and Supply Company, suppliers of heavy mining equipment throughout the United States.

**DENVER TRAMWAY POWERHOUSE
(REI - Recreational Equipment, Inc., Retail Store)**

1416 Platte St., Denver City and County

National Register 9/8/2001, 5DV.541

This prominent red brick building located at the confluence of Cherry Creek and the South Platte River is associated with the expansion and operation of Denver's electric streetcar system. The construction of the powerhouse during 1901-04 coincided with the transformation of Denver's early streetcar network to an all-electric system. Following the completion of an addition in 1911, the powerhouse operated as the primary source of electricity for Denver's streetcars until the end of the Denver Tramway Company's streetcar service in 1950. The brick pilaster construction and extensive sash infill of the original portion typifies early twentieth century industrial architecture, while the 1911 addition reflects continued advances in structural design. Its high interior spaces with steel roof trusses, the accommodation of traveling cranes in long narrow production bays, and the use of built-up steel framing all represent advances in industrial design and materials.



Denver Tramway Powerhouse, 2001

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DENVER TRAMWAY STREETCAR #.04

Arvada (address restricted), Adams County
State Register 6/14/2000, 5AM.1322

Denver Tramway Co. Streetcar #.04 operated for thirty-nine years on the Denver & Intermountain Railroad and the Denver Tramway Co. electric streetcar system. It was the last electric streetcar to be operated in revenue service by the Tramway Co. before the end of service in July 1950. Built in 1911 by the Woeber Manufacturing Company, a prominent Denver car builder, #.04 is the sole surviving representative of its class of interurban streetcar.



Denver Tramway Streetcar #.04, 2000

FORT COLLINS MUNICIPAL RAILWAY BIRNEY SAFETY STREET CAR #21

1801 W. Mountain Ave., Fort Collins, Larimer County
National Register 1/5/1984, 5LR.495

The American Car Company of St. Louis built the trolley car in 1919 as designed by Charles O. Birney. The car operated in Fort Collins from 1919 to 1951. It was retired to Library Park where it deteriorated for 24 years before being restored to operating condition during the 1970s.

MOTOR COACH DIVISION BUILDING, DENVER TRAMWAY COMPANY

3500 Gilpin St.

National Register 12/17/1998, 5DV.5337

The Motor Coach Division Building of the Denver Tramway Company played an important role in the transition from streetcars to gas and diesel powered, rubber-tired, motor coaches, or buses, in the Denver metropolitan region, from 1937 to 1950. The 1893 building began as a storage facility for electric streetcars, but a 1937 addition doubled the size of the facility and began its function as a bus garage and maintenance facility. An additional expansion occurred in 1947 to accommodate more buses necessitated by the expansion of public transportation to meet Denver's post-World War II growth.



TRAMWAY BUILDING (Teatro Hotel)

1100 14th St.

National Register 1/5/1978, 5DV.140

The 1911 red brick office building and attached streetcar barn served as the headquarters of the city's public transportation system until its purchase by the City of Denver in 1971. The prolific architectural firm of William E. and Arthur A. Fisher designed the three-part vertical block type structure with its striking white terra cotta accents.

RAILROAD BUILDERS, INVESTORS, MANAGERS, AND ENTREPRENEURS

Building and operating railroads was a complicated and expensive business. Thousands of Coloradans invested their money and their lives in establishing and maintaining the state's railway network. Others established businesses tied directly to railroad operations. Railroad hotels constitute an important associated property type.

Located near the local railroad depot, these hostelries relied on rail travelers to fill their rooms. Some catered to the needs of traveling salesmen, setting aside a "sample room" where vendors could display their wares for examination by local business owners and shopkeepers.

COMO ROUNDHOUSE, RAILROAD DEPOT AND HOTEL COMPLEX

Off US Hwy. 285, Como, Park County
National Register 5/20/1983, 5PA.30

The 1897 hotel adjacent to the Denver, South Park & Pacific Railroad roundhouse and depot accommodated rail travelers and railroad workers. The complex remained a busy railroad division point after the completion of the DSP&P high line over Boreas Pass to Leadville in 1884. Rail operations at Como ceased in 1938.

DAVIES HOTEL / PAYNE HOTEL

122 N. Main St., Lamar, Prowers County
National Register 10/19/1978, 5PW.25

The Davies Hotel typifies the numerous small town hotels whose location near the railroad depot provided them with a steady stream of lodgers. The builders of the 1902 hotel utilized locally quarried sandstone for the exterior walls.

HOTEL ST. REGIS

359 Colorado Ave., Grand Junction, Mesa County
National Register 10/22/1992, 5ME.4142

The hotel was important to the commercial development of Grand Junction. It served as a headquarters for traveling salesmen, a stopover for railroad tourists, and a center for local social life. A simple example of a nineteenth-century commercial building with Italianate detailing, the St. Regis underwent three phases of construction and renovation, beginning in 1892 and ending in 1924.



Hotel St. Regis, 1996

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A.T. LEWIS NEW BUILDING / RIO GRANDE BUILDING

1531 Stout St., Denver City and County
National Register 8/19/1994, 5DV.495

Constructed in 1917 to expand the retail space for the A.T. Lewis & Son Dry Goods Company, the six-story annex makes extensive use of sculptural terra cotta ornamentation reminiscent of the work of Chicago architect Louis Sullivan. Harry Willoughby J. Edbrooke, nephew of prominent Denver architect Frank Edbrooke, designed the building. Following the demise of the department store, the Denver & Rio Grande Western Railroad obtained the building in the 1930s for its corporate headquarters.



MANHATTAN HOTEL

225 F St., Salida, Chaffee County
National Register 4/21/1983, 5CF.213

Dating from the late nineteenth century, the two-story brick and stone building includes decorative brick work in a lattice pattern just below its highly detailed parapet. In the first-floor restaurant area, large windows, set in semi-circular arches, face the nearby Arkansas River. A block away from the D&RG depot, the hotel remained in operation into the 1930s.

McCLURE HOUSE / STRATHMORE HOTEL

323-331 Main St., Florence, Fremont County
National Register 9/14/1979, 5FN.37

Constructed in 1872, the year after the Denver & Rio Grande built its tracks from Denver, the three-story brick commercial structure reflects the vernacular building tradition of the territorial period. It is believed to be the oldest building in Colorado used continuously as a hotel. The builder was William H. McClure, a civic leader and early developer of the town, who may also have been responsible for the building's design.

OXFORD HOTEL AND OXFORD ANNEX

1612 17th St., Denver City and County
National Register 4/19/1979, 5DV.47.62

The grand opening of the Oxford Hotel occurred in 1891, and the new hotel quickly became popular due to its ideal location, a block from the Union Station railroad center, as well as its excellent service, fine cuisine, and moderate rates. In 1912, the owners erected an annex to provide 200 additional rooms. Prominent early Denver architect Frank Edbrooke designed the original building, while the team of Robert Willison and Montana Fallis created the white terra cotta annex.



Oxford Hotel, 1996

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Pacific Express Stable, 2003

PACIFIC EXPRESS STABLE

2363 Blake St., Denver City and County
National Register 9/20/1984, 5DV.1489

The two-story red brick commercial style building was constructed in 1888 and used as a stable for the Pacific Express Company until circa 1910. The company delivered railroad freight and housed the company's wagons on the first floor, with the horses at basement level and their hay and grain stored on the second. In 1913, Francis J. Fisher bought the building and remodeled it into a warehouse for his specialty building supply business.

PALACE HOTEL

429 Main St., Antonito, Conejos County
National Register 8/19/1994, 5CN.774

Expanding railroad service created the need for construction of the Palace Hotel. Due to its location at the junction of the Rio Grande Railroad's line to Chama, Durango and the San Juan Mountains and its branch to Santa Fe, Antonito became an important trade center in the southern San Luis Valley. The Palace Hotel provided overnight accommodations for salesmen, wool merchants, and tourists beginning in 1890.



*Railway Exchange Buildings, about 1937
Photo courtesy of Denver Public Library*

RAILWAY EXCHANGE ADDITION AND RAILWAY EXCHANGE NEW BUILDING (Hotel Monaco)

1715 Champa St. & 909 17th St., Denver City and County
National Register 10/17/1997, 5DV.525/5DV.526

The 1909/1913 Railway Exchange Addition and its interconnected companion, the 1937 New Building, were designed by the Fisher & Fisher architectural firm. The buildings provide a rare opportunity to view in one location the 30-year stylistic evolution of the firm and represent a good solution to the challenge of joining a new building to an older structure both functionally and stylistically. The New Building is Denver's finest example of Art Moderne commercial architecture. Many railroads maintained ticket offices in the building. The Western Union Telegraph Company also staffed an office here.

RIO GRANDE HOTEL

302-304 S. 9th St., Cañon City, Fremont County
State Register 12/13/1995, 5FN.586

The Rio Grande Hotel long served as a railroad hotel. It stands just south of the depot of its namesake railroad. The 1907 building is architecturally significant as an example of a commercial structure constructed entirely of concrete blocks, a popular building material during the first third of the twentieth century.

Directory of Railroad Properties in the State Register

SAWYER HOUSE / SEARS HOTEL (Burge Hotel)

230 N. Interocean, Holyoke, Phillips County
State Register 6/14/1995, 5PL.31

The Sawyer House/Sears Hotel is associated with the commercial development of the Holyoke community. The original section dates from 1887. Subsequent additions accommodated the hotel's growing trade.

SHIRLEY HOTEL (Haxtun Inn)

105 S. Colorado Ave., Haxtun, Philips County
State Register 8/8/2001, National Register 3/28/2002,
5PL.37

Constructed in 1921, the two-story, dark red brick building has a long association with the commercial history of Haxtun. The Shirley functioned as the community's last and longest operating hotel, providing lodging and meals to railroad and automobile travelers.



Shirley Hotel, 2001

THE SOUTHERN HOTEL / RIO GRANDE SOUTHERN HOTEL

101 S. Fifth St., Dolores, Montezuma County
National Register 2/23/1989, 5MT.10460

Constructed in 1893, with a 1902 addition, this is the oldest building in Dolores. The two and one-half story building, which took its name from the railroad line, was the first hotel in town. For many years, it was the only hotel in Dolores and the only railroad eating house between Durango and Telluride. Since its construction, the Southern has been in continuous use as a boarding house and hotel.

TEARS-McFARLANE HOUSE

1290 Williams St., Denver City and County
National Register 1/11/1976, 5DV.180

Designed in 1898 by architect Frederick Sterner, all thirteen rooms of the three-story Georgian Revival style house include a fireplace, except the kitchen and baths. About 1897, Daniel W. Tears, for whom the house was built, came to Denver for his health. The Tears were prominent socialites, and though not connected with Colorado's railroads, he was associate counsel for the New York Central Railroad. Ida Cruse McFarlane, the wife of a later owner, was one of the founders of the Central City Festival.

CHARLES WHEELER HOUSE

1917 W. 32nd Ave., Denver City and County
National Register 3/1/2000, 5DV.425

Charles Wheeler platted the area in which the house sits as the Wheeler Subdivision of Witter's North Denver Addition, promoted the North Denver area, sold property, and constructed a seven-story office building. As a further expression of his confidence in the new city and the Highlands community, Wheeler constructed his own house in the addition in 1875 and occupied it until 1893. Wheeler made his reputation and his wealth as a respected and influential ex-



Charles Wheeler House, 2000

Colorado State Register of Historic Properties

ecutive of several Denver-based railroads. The Wheeler House is one of the oldest houses in the Highlands area and is a rare surviving example of what was once a common architectural type in early Denver—the wood frame, gabled-L plan, one-story house. The house retains common Victorian era stylistic and construction elements that make it an important reminder of the pre-1880 period.

