



United States Department of the Interior



NATIONAL PARK SERVICE 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW
Washington D.C. 20005

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places. For further information contact Edson Beall at (202) 354-2255 or E-mail: Edson_Beall@nps.gov
Visit our web site at <http://www.cr.nps.gov/nr>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 10/27/08 THROUGH 10/31/08

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ALABAMA, ELMORE COUNTY,
First Baptist Church of Wetumpka,
205 West Bridge St.,
Wetumpka, 06001101,
LISTED, 10/24/08

ARIZONA, COCHISE COUNTY,
Chiricahua National Monument Historic Designed Landscape,
12856 E. Rhyolite Canyon Rd.,
Willcox vicinity, 08001020,
LISTED, 10/31/08
(Historic Park Landscapes in National and State Parks MPS)

COLORADO, LA PLATA COUNTY,
Denver and Rio Grande Western Railroad Locomotive No. 315,
479 Main Ave.,
Durango, 08001008,
LISTED, 10/24/08

COLORADO, WELD COUNTY,
Clubhouse--Student Union,
Between 18th & 19th Sts., & 8th & 10th Aves.,
Greeley, 08001021,
LISTED, 10/29/08
(New Deal Resources on Colorado's Eastern Plains MPS)

LOUISIANA, ASSUMPTION PARISH,
LaBarre House,
4371 LA 1,
Napoleonville vicinity, 08001019,
LISTED, 10/31/08

MARYLAND, CARROLL COUNTY,

United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Denver & Rio Grande Western Railroad Locomotive No. 315

other names/site number Florence & Cripple Creek Railroad No. 3 "Elkton"; D&RG No. 425; 5LP.302.3

2. Location

street & number 479 Main Avenue [N/A] not for publication

city or town Durango [N/A] vicinity

state Colorado code CO county La Plata code 067 zip code 81301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title State Historic Preservation Officer Date

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria.
([] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- [] entered in the National Register
[] See continuation sheet.
[] determined eligible for the National Register
[] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register
[] See continuation sheet.
[] other, explain
[] See continuation sheet.

Four horizontal lines for signature and date input.

Denver & Rio Grande Western Railroad Locomotive No. 315
Name of Property

La Plata County, Colorado
County/State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not count previously listed resources.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing.
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/ rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/ rail-related

7. Description

Architectural Classification

(Enter categories from instructions)

Other: narrow gauge, Consolidation-type
steam-powered locomotive

Materials

(Enter categories from instructions)

foundation	_____
walls	_____
roof	_____
other	Steel
	Iron
	Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Denver & Rio Grande Western Railroad Locomotive No. 315
Name of Property

La Plata County, Colorado
County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Commerce

Industry

Periods of Significance

1895 - 1912

1917 - 1949

Significant Dates

1895

1917

1941

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Baldwin Locomotive Works

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

Denver & Rio Grande Western Railroad Locomotive No. 315
Name of Property

La Plata County, Colorado
County/State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

- | | | | | |
|----|------|---------|----------|----------------------------|
| 1. | 13 | 244412 | 4128287 | (NAD27) |
| | Zone | Easting | Northing | |
| 2. | | | | |
| | Zone | Easting | Northing | |
| 3. | | | | |
| | Zone | Easting | Northing | |
| 4. | | | | |
| | Zone | Easting | Northing | [] See continuation sheet |

The UTM reference point was derived by the Office of Archaeology and Historic Preservation from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title George F. Niederauer, President (prepared for the property owner)
organization Durango Railroad Historical Society date May 14, 2008
street & number 2375 CR 204 telephone 970-382-0875
city or town Durango state CO zip code 81301

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name see continuation sheet
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

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Denver & Rio Grande Western Railroad Locomotive No. 315

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La Plata County, Colorado

DESCRIPTION

Denver & Rio Grande Western Railroad (D&RGW) Locomotive No. 315 began life in 1895 as Florence & Cripple Creek Railroad (F&CC) No. 3, the *Elkton*, later becoming Denver & Rio Grande Railroad (D&RG) No. 425 in 1917 before assuming its No. 315 designation in 1924. (The D&RG reorganized as the D&RGW in 1921.) Baldwin Locomotive Works of Philadelphia, Pennsylvania, built this narrow gauge (3 feet between rails) Consolidation-type locomotive for the F&CC in July 1895 as No. 3, the *Elkton*. A "locomotive" includes the engine and its tender. A Consolidation-type engine has a wheel configuration of 2-8-0, indicating the number of leading, driving and trailing wheels.

F&CC No. 3 was the third of six locomotives built to the same Baldwin specification sheet for the F&CC. The specifications were for narrow gauge locomotives in Baldwin Class 10-26 E (10 wheels total, 26 tons, 4 sets of drivers) using Drawing Number 18 for the general profile. The *Elkton* was Serial No. 232 in this class; the boiler is Serial Number 14352, meaning that Baldwin had made 14,352 boilers since its beginning. The boiler pressure tested to 190-psi water and 170-psi steam on July 15, 1895, considered the birth date of the boiler. Engine class and boiler information are stamped on the backhead just below the fire hole. The most important design parameters for power were that the engine weighed 72,000 pounds loaded with 64,000 pounds on the 37-inch drivers, had 16 x 20-inch cylinders, and operated at 150-psi using saturated steam. The front truck had 24-inch wheels.

The main materials used in the engine were rolled and cast steel and cast iron. The pilot beam was oak. The cab was white ash, with "one nice box for clothes of engineer and fireman." The tender tank was steel. The tender frame was made of oak and fir beams. The specification stated that the boiler jacket iron was planished (repeatedly hammered so as to shape, smooth and strengthen or create a decorative indented finish.). Both the jacket and tender were painted in Style 217: olive green with aluminum trim.

The list of appliances include Nathan No. 8 sight-feed hydrostatic lubricator, two Friedmann Monitor No. 8 injectors, two Crosby 3-inch safety valves, and a Westinghouse Schedule EF automatic air brake system for the tender and train, with a single 9½-inch air pump. The main air reservoir was on the tender. The running boards were wood. The 23-inch headlight, with side numbers, burned kerosene. The straight stack had a steel base and cast iron top.

Alterations

As part of its natural evolution as a working engine, the D&RG made changes per mode of operation or for modernization. When the D&RG bought the *Elkton* and four of its sister locomotives in 1917, the engine lost its name and became simply D&RG No. 425. The over 20-year-old locomotives needed repairs and updating. D&RG bought the No. 425 from a scrap dealer for \$2,000 and more than doubled the value by spending \$2,645 on major repairs and modifications, according to a 1919 report to the Interstate Commerce Commission (ICC). The D&RG Burnham shop in Denver did the work. The ICC report showed No. 425 assigned to the railroad's Alamosa Division.

The work included adding a second 9½-inch Westinghouse air pump next to the old one on the left side of the boiler, along with a second main air reservoir on the right side of the boiler. The shop added a Pyle-National steam driven dynamo to power the electric Pyle-National headlight, marker lights and cab lights. At this time the D&RG replaced the old link and pin coupler and old long catcher with a modern automatic coupler and stubby cowcatcher. No doubt the old wood running boards had worn and rotted out by then, so it is likely this is when the iron running boards were added. The No. 425 now delivered 160-psi working pressure to 38-inch drivers (using larger tires than in the original specifications of 37 inches). This may be when the smokebox was shortened and a Master Mechanic spark suppression added inside the smokebox. A wood cab sitting outside without maintenance

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Denver & Rio Grande Western Railroad Locomotive No. 315

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can rot away over time. From the differences in construction, it is clear that the Baldwin cab was replaced with a cab of D&RGW standard design (although a number of details differ between such cabs because of the particular shop or craftsmen involved). A new cab was likely installed as part of the 1917 major overhaul.

Because the operating pressure increased by 10 psi from its original construction, this was also likely when the railroad strengthened the boiler with reinforcing along the riveted lap seams, and at the base of the steam dome. At some point, two of the flues were removed and replaced with additional struts for more strength. The work must have been accomplished after the 1919 ICC report, which still showed the original count of 154 flues.

The D&RG reorganized into the Denver and Rio Grande Western in 1921, and the set of engines including the No. 425 received new numbers. The No. 425 became the D&RGW No. 315 in 1924. The railroad's classification system differed from Baldwin. D&RGW designated these engines as Class C-18-72, meaning they were Consolidations, had a tractive effort of about 18,000 pounds, and weighed 72,000 pounds. The railroad shortened this to C-18, as painted on the sides of the cab. According to a D&RGW drawing from sometime after 1924, all of the locomotives in this class had been down-rated from the original boiler operating pressure of 150 psi to 145 psi, probably because of new larger safety (now called design) factors required in the stress calculations by the ICC. One exception was the No. 315, noted to have an operating pressure of 160 psi—the best in its class. Downgraded to 145 psi, all of the sister engines now rated at 16,606 pounds of tractive effort; the No. 315 remained at 18,324 pounds.

Over time the railroad made other changes. It replaced the firebox in November 1924. It was strengthened with a tighter spacing of the radial stays between the inner and outer walls. In 1928 the D&RGW ordered cab curtains and storm windows (also known as wing windows) installed on all locomotives, per ICC Order 19299. In 1930 the railroad purchased and installed automatic fire doors on 100 locomotives of various classes, including the No. 315. Over the life of the engine several appliances were replaced and updated as older ones wore out. Existing color photos show the jacket and tender painted black with aluminum trim as far back as 1938.

Around September 1941 the railroad reassigned No. 315 from Montrose to Durango as a yard (switch) engine. For that purpose the shop removed the cowcatcher and added standing platforms for switchmen to the front of the engine and back of the tender. A headlight was added to the rear of the tender along with an equipment box on the cab roof for flags, flares, fire hoses and reel. Initially the engine kept both its air pumps, but later one was removed. The flues have not been replaced since October 15, 1945. Prior to the recently completed restoration, the engine's last hydrostatic test was on October 13, 1948, and it last operated in October 1949. The D&RGW donated the locomotive to the Durango Chamber of Commerce and No. 315 took up residence in a local park.

In 1955 Warner Brothers used No. 315 in the filming of its movie, *Around the World in 80 Days*. Because it would have been too expensive to make No. 315 operational again, a diesel engine disguised as a baggage car pushed the locomotive. A small steam generator tucked into the tender, along with oily rags in the firebox, blew smoke and steam out the stack to make it appear "live." Shortly after the movie wrapped, the locomotive returned to its park home wearing the gaudy movie paint job, large diamond stack, box headlight and phony cowcatcher. Repainted a year later in a more authentic D&RGW scheme, the movie props remained until removed in 2001 at the beginning of restoration. The tender's tank remained gutted from the movie.

Many appliances were removed over the years, beginning with the D&RGW before it gave the engine to the city, and weather also took its toll, especially on the wood.

Restoration

In late 1999 the Durango Railroad Historical Society formed to restore the No. 315 back to its appearance as a 1940 road engine, and, if feasible, to restore the locomotive to operational status. The Society began restoring the engine in 2001. The original 1895 boiler was inspected and evaluated, using data from ultrasonic, hydrostatic, and metallurgical tests. It was found to be in good shape, requiring only minor repairs. The repaired boiler passed an

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Denver & Rio Grande Western Railroad Locomotive No. 315

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official hydrostatic test with water at 200 psi on May 10, 2006. A chief inspector from the Federal Railroad Administration observed the test and authorized the boiler to be operated at its placarded pressure of 160 psi.

During the life of an engine, several tenders will be used because they have shorter lives due to the effects of rusting and collision damage. The tender now attached to the engine is the last one with which it operated. The gutted and rusted tender tank was replicated and the rotted frame replaced with new oak and Douglas fir beams using the same mortise and tenon joints found in the original beams. Most of the old steel bolts had rusted badly; some three-quarters-inch diameter bolts measured only a quarter-inch across. All questionable structural bolts were replaced with modern, high-strength bolts of black steel with the same square heads. Missing air piping was replaced with like sizes. Using a historic D&RG drawing from the Denver Public Library and photos of the tender for like engine D&RGW No. 318 at the Colorado Railroad Museum in Golden, the Society reconstructed the missing coal doors. New rubber air hoses replaced rotted ones. Nearly all other parts were reconditioned and reused.

The cab had deteriorated badly and lacked the back wall, roof, windows and doors. Carefully examining and measuring the remaining parts, discovering old drawings and photos, and measuring the No. 318 cab permitted the production of new drawings specifically for the No. 315. Per D&RGW specification, the reconstructed cab is made of white ash. Similar research also informed the reconstruction of the curtains, awnings and their rods.

The Society used original type materials and workmanship wherever possible, but added modern preservatives to ensure a long life, adding safety systems as required. For example, surfaces of all structural wood, including accessible holes, were coated with marine epoxy to preserve the wood against moisture and painted to the 1940 scheme.

The Society members disassembled, cleaned and restored practically every moving part. Broken parts have been welded or replaced as necessary. Members researched the missing appliances and found genuine restored antiques for nearly all of them. In some cases new patterns and castings had to be made. When missing parts required fabrication, such as the firebox doors and louver window frames, members usually borrowed the same part from another engine for reference in making a pattern. Some parts were made by machining steel or welding up steel parts. In every case, Society efforts focused on maintaining historical accuracy. Many moving parts were well worn, so new brasses for bearings and new bushings for connecting rods, valve and gear, and the brake system were installed after machining to first true the surfaces. Virtually all of the mechanical parts are back to factory or D&RG/D&RGW specifications—as close as could be determined.

There are a very few exceptions to historical accuracy. The Society added a second water glass on the boiler to meet Federal Railroad Administration safety regulations. Alemite grease fittings were added so that modern synthetic grease can be used on bearing surfaces to extend their life. These items are barely noticeable except to the trained eye. The current cast stack installed in the mid 1940s remains rather than being replaced with a rolled stack used in the 1930s. The original straight stack with cast base and top disappeared long ago.

The restoration was essentially completed in August 2007 except for a few details unimportant for operation. The locomotive was steamed up on August 24, 2007—the first time since 1949—and moved out of the roundhouse under its own power. In September 2007 operational testing was completed and the locomotive took a train to Silverton for the first time ever.

In total, the restored No. 315 retains a high level of historic integrity in regard to design, materials and workmanship. Its continued location in Durango places it on one of only two serving operating segments of D&RGW narrow gauge tracks, thus providing it with strong associative integrity. The locomotive's operational status provides the additional integrity of feeling in relation to its period of significance.

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SIGNIFICANCE

Denver & Rio Grande Western Railroad (D&RGW) Locomotive No. 315 is eligible for the National Register under Criterion A, in the areas of *transportation, commerce and industry*, for its long operational association with the Florence & Cripple Creek Railroad (F&CC) and the D&RGW between 1895 and 1949. In the first period, 1895–1912, as F&CC No. 3, the locomotive and its sister engines played a key role in the development of one of the greatest gold fields in the world—the Cripple Creek Gold Mining District in Colorado. The locomotive served on the all-important passenger and freight transportation link between mountain mines and valley smelters and in getting coal and supplies to an otherwise isolated mining district. Much of the mining in the West would not have been economically viable without the railroads. D&RGW No. 315 is the oldest surviving former F&CC engine.

In a second period, 1917–41, Locomotive No. 315 served southwestern Colorado in the broader context of supporting general development through transportation. During this period trains performed the roles that trucks and cars on modern highways do today, hauling all kinds of freight and most travelers: bringing in immigrants, hauling lumber, coal and other supplies to communities, and taking ore, cattle, forest and agricultural products to far-away markets. The narrow gauge railroads were critical to the broad development of otherwise isolated mountain communities until buses, trucks, automobiles, advanced road systems and airlines took over most of the general transportation roles by mid century.

In a final period, 1941-49, Locomotive No. 315 found itself outclassed by newer generations of larger and more efficient steam engines. No. 315 became a switch engine in the Durango yard, saw the resurgence of passenger traffic from tourism, and participated in two popular, if not historically accurate, movies. The 1949 filming of *Colorado Territory* and the 1955 production of *Around the World in 80 Days* essentially mark the beginning and end of the golden age of Hollywood moviemaking in southwest Colorado.

The locomotive is also eligible under Criterion C, in the area of *engineering*, as an excellent operational example of a late nineteenth century Consolidation-type narrow gauge steam-powered locomotive, the most numerous type produced. Consolidation-type locomotives such as the No. 315 were the main form of motive power used to bring gold, silver and other ore out of the mountains and to haul food and supplies to the mining communities, as well as transport coal, lumber and agricultural products so important to the economic success of early Colorado communities. After larger, more modern and sophisticated twentieth century locomotives took over the mainline narrow gauge lines, the now smaller locomotives, such as No. 315, spent two or three decades as the workhorses on the mountain branch lines. Its over half-century of operational service attests to the engineering success of No. 315's design and construction.

Engineering and Construction

The Baldwin Locomotive Works in Philadelphia, the nation's largest steam locomotive builder, manufactured the F&CC Locomotive No. 3, the *Elkton*, in July 1895. It represents the state of the technology for engineering and construction of saturated-steam locomotives for narrow-gauge railroads towards the end of the nineteenth century—a significant artifact of the first American heavy industry. The locomotive's 2-8-0 wheel arrangement (2 pilot wheels, 8 drive wheels and no trailing wheels) with relatively small drive wheels gave the engine a maximum of pulling power at the sacrifice of speed. With the sharp curves and steep grades typical of narrow gauge mountain railroading in Colorado, power was more important than speed. The Consolidation-type wheel arrangement offered an effective engineering design well suited to its purpose.

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Operations on the Florence & Cripple Creek Railroad

In October 1890 a longtime rancher and prospector, Robert M. (Bob) Womack, finally struck gold in Poverty Gulch, after searching for 12 years. This began the Cripple Creek Gold Mining District, the last and greatest gold field in Colorado, and one of the greatest gold fields in the world. In December 1892, two Florence businessmen asked David H. Moffat to help build a 40-mile narrow gauge railroad between Florence and Cripple Creek. Moffat was a prominent Denver banker who had mining interests in the Cripple Creek District and elsewhere in Colorado and he had been president of the Denver & Rio Grande Railroad for a few years. Moffat and his associates, including William E. Johnson of Florence, formed the Florence & Cripple Creek Railroad in April 1893. The F&CC connected with the D&RG main line at Florence on the Arkansas River west of Pueblo. Initially, the F&CC leased locomotives and rolling stock from the D&RG. The new railroad proved very successful and paid for itself in the first year of operation.

In October 1894 the F&CC placed an order for its first two locomotives with the Baldwin Locomotive Works of Philadelphia. The firm eventually built the first twelve F&CC locomotives, all of the Consolidation type. The first six locomotives were built to the same Baldwin specification sheet. The first two F&CC locomotives, delivered in late December 1894, were named *Victor* and *Cripple Creek*, the two principal towns in the mining district. The next two locomotives ordered on June 14, 1895, cost \$8001.30 each. The F&CC named No. 3 the *Elkton* for a small town between Victor and Cripple Creek.

As F&CC brought its series of twelve Consolidations on line beginning in January 1895, the new, shiny, more powerful locomotives were placed in passenger service, and the leased D&RG engines assumed freight service. The more prestigious passenger service subjected the engines to less wear and tear. In later years, these F&CC engines took on freight assignments and switching duties in the Cripple Creek District. Business had been declining for several years when a major deluge over the night of July 21, 1912, caused a disastrous flood in narrow and precipitous Phantom Canyon. The destruction of miles of track and roadbed, and a dozen bridges and abutments sounded the death knell for the F&CC. Although some F&CC trains still operated in the Cripple Creek District for another two years, no train ever ran through Phantom Canyon again.

The *Elkton* was among the 15 of 19 F&CC locomotives caught below the washout. These locomotives and the line's rolling stock were first taken to Cañon City for storage. After the F&CC dissolved, the 15 locomotives awaited sale at Colorado Springs in the yards of the Colorado Springs & Cripple Creek District Railroad. The former No. 3 is the oldest surviving locomotive from the Florence & Cripple Creek Railroad.

Operations on the Denver & Rio Grande/ Denver & Rio Grande Western Railroad

The D&RG bought the *Elkton* and four sister engines (Nos. 5, 8, 9, and 11) in April 1917, the same month the U.S. entered World War I and the mobilization brought a great increase in railroad traffic. The engines were loaded aboard D&RG flat cars and taken to the Burnham shops in Denver where the *Elkton* became D&RG No. 425. The railroad earmarked these locomotives for freight service.

In 1920 the Denver & Rio Grande bought one more of the former F&CC engines, originally the No. 7, which had first gone to the Cripple Creek & Colorado Springs Railroad as its No. 35. It became D&RG No. 424. The Denver & Rio Grande now owned six of the twelve former F&CC Consolidations.

In 1920 the financially troubled D&RG fell into receivership, reorganized and reincorporated as the Denver & Rio Grande Western Railroad (D&RGW). A business depression in 1922, along with the greatly deteriorated condition of the railroad, forced the corporation back into receivership. The railroad renumbered D&RGW No. 425 to No. 315 in its Alamosa shop on January 5, 1924. The locomotive retained the new number for the remainder of its operational life.

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In the 1920s and 1930s, No. 315 served southwest Colorado, hauling freight trains as well as mixed passenger and freight trains mainly along the route between Salida and Montrose, especially between Montrose and Gunnison, and on the Ouray Branch south of Montrose. On occasion it would be leased to the Rio Grande Southern (RGS), which ran on the west side of the San Juan Mountains, connecting Durango to Ridgway and serving the Rico and Telluride mining districts and agricultural areas along the way. The D&RGW owned the RGS but it operated separately.

In the 1920s larger locomotives with twice the tractive effort started taking over on the narrow gauge main lines. In the late 1930s No. 315 mainly worked on the Ouray Branch line from Montrose. In March 1941 a rod broke and No. 315 remained out of service for months. In the fall of 1941, the railroad sent the repaired locomotive to Durango as a yard (switch) engine. Little used in 1942, it was busy for the rest of the war years and afterwards until making its last ran in October 1949, when the right valve rod bent, putting it out of action. Before being retired in August 1950, No. 315 played a role in *Colorado Territory*, the first Hollywood film shot in southwestern Colorado.

The City of Durango leased No. 315 without charge on August 17, 1950, for display purposes. The locomotive moved to Brookside Park on North Main Avenue in September 1950. Movie props used on RGS Locomotive No. 20 in the movie *A Ticket to Tomahawk* were added to No. 315 to create the look of an 1870's engine.

In 1955, Warner Brothers used the No. 315 in filming its movie, *Around the World in 80 Days*. The locomotive returned to the park wearing the gaudy movie paint job, large diamond stack, box headlight, and phony cowcatcher. When Durango officials complained to the movie producers they arranged to have the engine repainted green, black and aluminum, but the fake stack, headlight, long cowcatcher and link-and-pin coupler remained.

On June 20, 1968, the D&RGW donated the No. 315 to the City of Durango. The deed actually named the Chamber of Commerce of the City of Durango. In December 2000, the Chamber gave the engine to the city. With the completion of the visitors' center at the new Gateway Park on the south edge of Durango, No. 315 moved to the site around 1986. Now called Santa Rita Park, No. 315 resided there until the completion of its restoration.

In 1999 the Durango Railroad Historical Society organized to restore No. 315 back to its 1940 appearance as a road engine and to make it operational if feasible; to inform the public about the importance of narrow gauge railroads to the development of the region; and to acquire and restore rare narrow gauge cars. At the request of the Society, No. 315 received historic landmark status by the City of Durango in October 2001. The Society began restoring the locomotive in 2001, assisted with funding from a variety of sources, including the Colorado Historical Society's State Historical Fund. The Society completed the restoration in 2007 and the locomotive ran under its own power that year.

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GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The D&RGW Locomotive No. 315 resides at the Durango rail yard within the boundaries of the Durango-Silverton Narrow Gauge Railroad, a National Register-listed historic district. As an operational locomotive, it may be parked on the track anywhere within the district boundaries and at such a point the listed property in this nomination will include the engine and its tender as well as the rails, ties and land on which it stands.

BOUNDARY JUSTIFICATION

As the engine and tender are operational, they may be expected to move from time to time within the boundaries of the Durango-Silverton Narrow Gauge Railroad. As the district is composed of an operating narrow gauge railroad of the same historic ownership and vintage as the locomotive, the entire district serves as a historically appropriate location for the locomotive.

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National Park Service

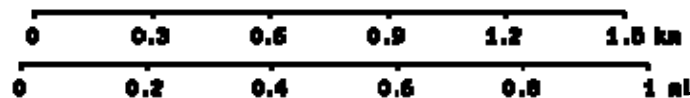
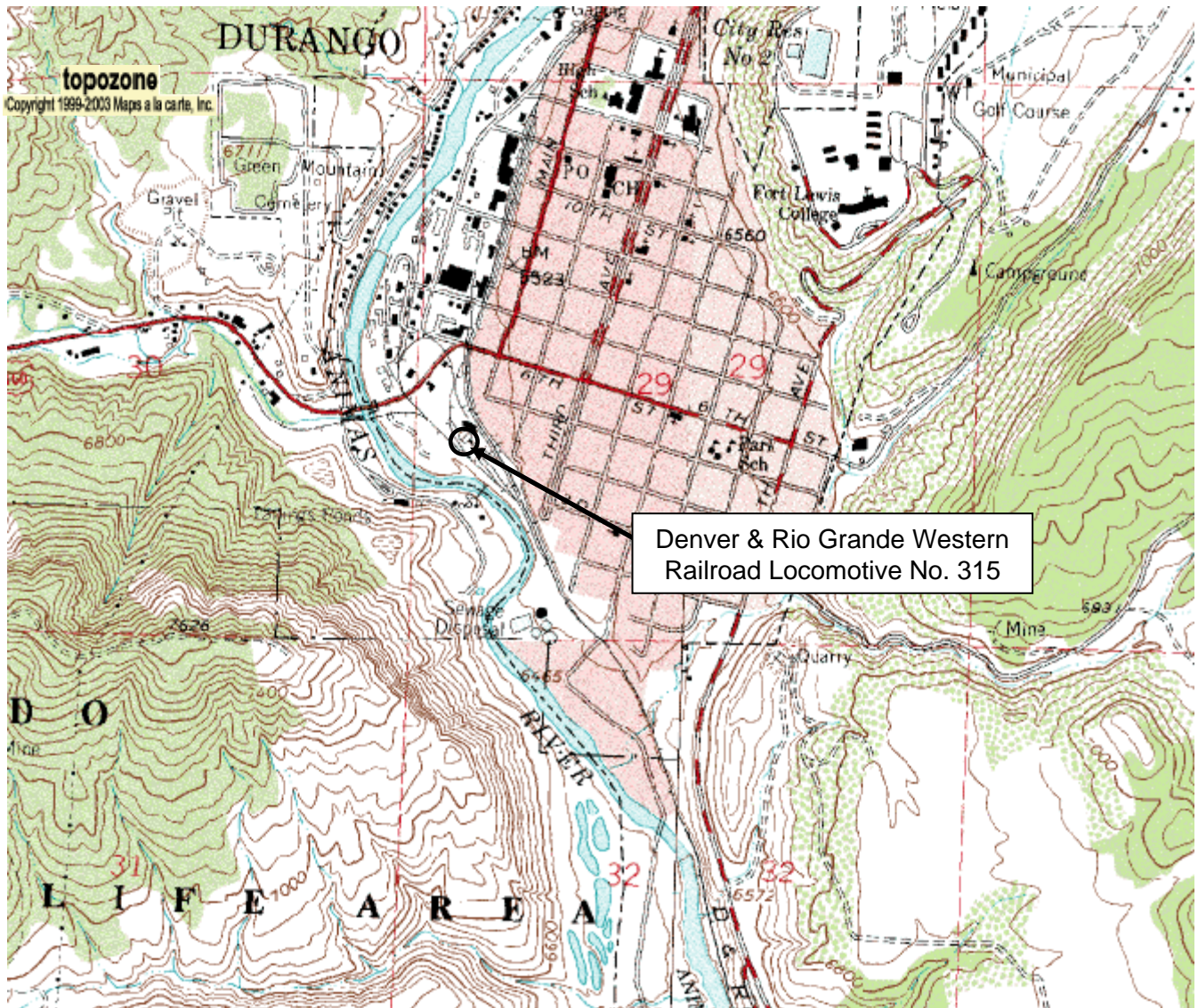
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USGS TOPOGRAPHIC MAP

Durango West Quadrangle, Colorado
7.5 Minute Series



Horse Gulch, USGS Durango West (CO) Quadrangle
Projection is UTM Zone 13 NAD83 Datum

M=11.067
G=-1.744

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PHOTOGRAPH LOG

The following information pertains to all photograph numbers except as noted:

Photographer: George F. Niederauer
Location of Negatives: Digital files submitted to the National Register, Washington, DC.

No.	Photographic Information	Digital
1	Locomotive and tender, engineer's side, on the turntable in the Durango rail yard. August 23, 2007.	CO_LaPlataCounty_DRGW1.tif
2	Locomotive and tender, fireman's side, on the turntable in the Durango rail yard. August 23, 2007.	CO_LaPlataCounty_DRGW2.tif
3	Locomotive and tender, fireman's side, viewed from the rear. August 23, 2007.	CO_LaPlataCounty_DRGW3.tif
4	Locomotive emerging from the Durango roundhouse. August 25, 2007.	CO_LaPlataCounty_DRGW4.tif
5	Locomotive with tender pulling a train along the High Line of the Durango & Silverton track just north of Rockwood. August 26, 2007.	CO_LaPlataCounty_DRGW5.tif
6	Engine on the turntable in the Durango rail yard. View of fireman's side. November 2, 2007.	CO_LaPlataCounty_DRGW6.tif
7	Engine on the turntable in the Durango rail yard. View of engineer's side. November 2, 2007.	CO_LaPlataCounty_DRGW7.tif
8	View into cab from rear of engine on the turntable in the Durango rail yard. November 2, 2007.	CO_LaPlataCounty_DRGW8.tif

PHOTOGRAPH LOG - HISTORIC

These photographs may not be included in Internet posted documents and other publishing venues due to copyright restrictions.

No.	Photographic Information
H1	Engineer's side of No. 315 shown in the Montrose rail yard in February 1940. Photographer unknown. Negatives in possession of the Denver Public Library.
H2	Fireman's side of No. 315 shown in the Montrose rail yard in February 1940. Photographer unknown. Negatives in possession of the Denver Public Library.

PROPERTY OWNERS

Land:

Durango & Silverton Narrow Gauge Railroad
479 Main Avenue
Durango, CO 81301

Locomotive:

City of Durango
949 E. 2nd Avenue
Durango, CO 81301-5109

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Engineer's side of No. 315 shown in the Montrose rail yard in February 1940.
Photographer unknown. Negatives in possession of the Denver Public Library.



Fireman's side of No. 315 shown in the Montrose rail yard in February 1940.
Photographer unknown. Negatives in possession of the Denver Public Library.