

Site Number 5CT46.1

Please Note

Some of the items previously filed with this cultural resource record were not scanned. These items may include:

- Published materials - including newspaper and magazine clippings
- Bound material - including brochures and pamphlets
- Microfiche
- Negatives (photocopy any contact sheets and clip to negatives)
- Computer disks or CDs
- Documents
- Items over 17 x 11

These items are now stored in the Supplementary Files at the OAHP office.

OFFICIAL



COLORADO
HISTORICAL
SOCIETY

OAHP1414

FOR OFFICIAL USE	Site Number	5CT46.1	
<u>3/9/95</u>	Nomination Received		
	Determined	<u>Eligible</u>	<u>Not Eligible</u>
<u>5-19-95</u>	Review Board	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
<u>6-14-95</u>	CHS Board	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
Level of Significance:		<input type="checkbox"/> Nat'l.	<input type="checkbox"/> State <input type="checkbox"/> Local

STATE REGISTER OF HISTORIC PROPERTIES

NOMINATION FORM

(Please type)

1. Name of Property

Historic Name Barlow and Sanderson Stagecoach

Current Name Barlow and Sanderson Stagecoach

2. Address of Property P.O. Box 368, Highway 159

number street

Fort Garland Costilla 81133

city county zip

3. Legal Description of Property P.M. _____ Township _____ Range _____

___ 1/4 of ___ 1/4 of ___ 1/4 of ___ 1/4 of Section ___ Quad Map Fort Garland

Lot(s) _____ Block _____ Addition _____

UTM Reference: Zone 13 Easting 461260⁸⁰⁰ Northing 4141480⁸¹⁵

Verbal Boundary Description
(describe the boundaries of the nominated property on a continuation sheet)

4. Present Owner of Property

Name Colorado Historical Society

Address 1300 Broadway Phone (303) 866-3682

City Denver State CO Zip 80203

(if the property is in multiple ownership, please give the names and addresses of each owner on one or more continuation sheets)

5. Preparer of Nomination

Name Jeanne Brako Date 3-10-95

Organization Colorado Historical Society

Address 1300 Broadway Phone (303) 866-4693

City Denver State CO Zip 80203

6. Classification of Property

Type

 building(s) district site XX structure object area

Has the property received local historic designation

XX no

 yes (individual in district) date designated _____

designated by _____ (Name of municipality or county)

7. Condition of Property

 excellent good XX fair deteriorated ruins

 original location X moved (date of move during use _____)

8. Use of Property

Historic Mail, Passenger and Freight Transport

Current Culture and Education

9. Original Owner Barlow and Sanderson's Southern Overland Mail and Express Co.

Source of Information Donor: Monte Vista Commercial Club/ Curatorial Research

10. Year of Construction Ca. 1871

Source of Information Coaches and Wagons Catalog, Abbott, Downing and Company 1871

CHS manuscript collection

11. Architect, Builder, Engineer, Artist or Designer

Abbott, Downing and Company

Source of Information New Hampshire Historical Society

Abbott, Downing and Company original records

12. Architectural style/Engineering type

Stagecoach - "Mud Wagon" style

13. Description

(describe the current condition and appearance of the property on one or more continuation sheets)

14. Alterations

(describe and date significant changes made to the original property on one or more continuation sheets)

15. Significance of Property

Nomination Criteria

- XX a - property is associated with events that have made a significant contribution to history
- b - property is connected with persons significant in history
- xy c - property has distinctive characteristics of a type, period, method of construction or artisan
- d - property is of geographic importance
- e - property contains the possibility of important discoveries related to prehistory or history

Areas of Significance

Transportation	_____	_____
Engineering	_____	_____
_____	_____	_____
_____	_____	_____

16. Significance Statement

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

17. Bibliography

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

18. Legislative Information

Colorado House District # 60 or Name of Representative Lewis Entz

Colorado Senate District # 5 or Name of Senator G.G. Dennis

ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION

19. Sketch Map

20. Photocopy of USGS Map

21. Black & White Photos

22. Color Slides

23. Optional Materials

24. Owner Consent for Nomination

(attach signed and notarized consent from each owner of property - see next page)

STATE REGISTER OF HISTORIC PROPERTIES
OWNER CONSENT FORM

Property Name Barlow and Sanderson Stage Coach

Each partial owner must sign a separate form. Photocopy form as needed. All signatures must be notarized.

I James E. Hartmann
(type or print name)
President, Colorado Historical Society
title

certify that I am the sole owner X /partial owner ___ of the land and property located at
P.O. Box 368, Highway 159
street number street name
Fort Garland, Costilla
city county

and that I hereby give my written consent and approval for this property's nomination to and inclusion in the State Register of Historic Properties.

James E. Hartmann
signature

Subscribed and sworn to before me, in my presence, this 9th day of
March, 1995, a Notary Public in and for the
(county) (state) of Colorado.

(seal) Selene A. Baran
Notary Public
Expiration Date 6/7/98

STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Stagecoach

Section Number 13 Page 1

GENERAL DESCRIPTION: Stagecoach has a red painted body and yellow painted undercarriage. The yellow undercarriage shows black striping. At present, the inside would seat four, plus a driver and a "shotgun" up in the front of the stage coach.

The body lines of this stage coach are straight, as opposed to the curved lines typical of a Concord stagecoach. The straight lines identify it as a mud wagon.

The stagecoach top is covered with a modern black upholstery-type fabric. The roof has 6 ribs (or bows). The interior head-liner is trimmed in gray naugahyde fastened with modern upholstery tacks. From head-height down, inside, the walls are trimmed in black naugahyde.

Main Body Compartment: The side-walls are frame and panel construction. A metal step is bolted to the bottom side of the body sill, centered in the passenger doorway. The coach body is suspended from leather thorough braces.

The original floor of the interior of the stage coach is covered with plywood. The interior shows two round body braces proper right and left, forward and two flat body braces, proper r. and proper l., back.

Roof: The roof is formed by steam-bent wooden hoops backed by flat metal strips 1/16" thick x 1 3/8" wide. The steam-bent wood is attached to the metal with fasteners and is 1/2" thick and 1 3/8" wide. There are four of these on the coach, attached at the sides. There are two additional secondary hoops that curve over the coach, attached front and rear.

Front Boot: Front boot and driver's seat are wood. The driver's seat is frame and panel construction from the main sill to the driver's seat top. The cushion from the driver's seat appears to be missing. Its back-rest is the front wall of the passenger compartment. It has wooden sides with "grab-irons" on the proper r. and proper l.

Below the driver's & shotgun seat is a luggage compartment. This sections is called the front boot.

The driver's foot-rest is hinged at the bottom and attached to each side of the driver's seat by chains which are attached from eye-bolts threaded through the foot-rest to hooks attached to the driver's-seat frame. The actual foot-rest step is wood (3 1/4" by 3/4") supported by blocks. The support blocks and the step are covered with flat-iron straps on each side which are bolted above and below the step.

Rear boot: The rear boot platform is hinged at the bottom of the back wall of the passenger compartment and extends horizontally 30". It is supported by chains on each sides. The hooks from which the chains are suspended are bolted to the back wall of the body approximately 12" down from where the "boot cover" would ordinarily be attached. The other end of each chain is attached to the rear frame member of the rear boot platform at eye bolts running diagonally through round "cuffs".

Body Sill: The entire body of the coach is built off of a body sill which is 3" wide x 3 1/8" thick, and 86" long. The foot well is suspended from the bottom of the body sill.

Undercarriage: The hounds are capped on the top with a solid steel plate. At each side at the front of the hounds is a solid rod smithed flat. This forms the front axle stabilizers and is also painted red. The rear end of the hounds are mortised through the front axle. The rods stabilize the axle and keep it from twisting. The rear end of the hounds coming through the front axle also aid in stabilizing the front axle. The front bolster has a cut through it 1/3 of the way in from proper l. end.

STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Stagecoach

Section Number 13 Page 2

CONDITION - The stagecoach varies in condition by section. The condition in general is fair. The stagecoach has been previously restored and overpainted (ca. 1962).

The wooden body appears generally structurally stable, with the exception of areas that show surface paint loss or flaking and exposed wood. The paint surface varies from secure to flaking to lost, in part dependent on extent of exposure of each section to the elements. There is a high degree of wood filler underlying the overpainting on the body, undercarriage and wheels, implying liberal use of filler during a previous treatment. The wood filler is separating from the wood in a number of areas. This also contributes to surface paint loss.

The undercarriage is generally stable, except for exposed metal areas and areas of paint loss. Rusting is evident in areas where the metal is exposed. Portions of the undercarriage are bent.

The wheels are weak and show some distortion; the felloes show some degree of dry rot. The thoroughbraces are brittle and have lost their elasticity, but remain intact and in surprisingly good condition. There is some distortion and bending of metal hardware, but much of the remaining hardware is original.

Some secondary elements of the stagecoach are missing, including the top baggage rail and some hardware. Some secondary elements have been replaced. This includes the hardware on the tongue and the single tree, the tongue, the seats, side window coverings and the roof cover, and interior upholstery. The back panel of the body appears to be a plywood replacement.

STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Stagecoach

Section Number 14 Page 1

14.

The stagecoach was restored in 1962. Recent paint analysis indicates that the red paint scheme chosen for the 1962 restoration is inaccurate and that the stagecoach was originally straw yellow colored. The red color was more commonly found on the Concord coaches, a different style of stagecoach. CHS plans to initiate a conservation treatment on the stagecoach. As part of this treatment, any remaining original paint sections will be exposed and the stagecoach will be restored to its appropriate color scheme.

STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Stagecoach

Section Number 16 Page 1

16. The Barlow and Sanderson stagecoach, used on the stageline in the San Luis Valley in the 1870 s and 80's and the only regional example of its type, is held in trust for the people of Colorado by the Colorado Historical Society. The Barlow and Sanderson stagecoach is one of the most important artifacts of the Colorado Historical Society and is extremely important to the interpretation of Colorado History. It is of known provenance and was used by the Barlow and Sanderson Company in the San Luis Valley in the 1870's and 80's to carry passengers and freight in Colorado and New Mexico.

The stagecoach was donated to the Colorado Historical Society in 1959 by the Monte Vista Commercial Club. The Club had purchased the stagecoach sometime before 1947. The Barlow and Sanderson stagecoach is currently exhibited at the Fort Garland Museum and illustrates the fort's use as a stagestop after the army's departure.

Despite the popularity of stagecoaches in western lore, few stagecoaches from this region remain in the public domain and are available for viewing by the Colorado public. The closest example of a similar stagecoach that we have found is a very deteriorated mud wagon owned by the Ft. Collins Museum.

Merri Ferrell, curator and carriage expert from the Museums of Stony Brook and author of two definitive texts on horse-drawn vehicles in America, reviewed the stagecoach for CHS in May 1993, which lead to its identification as an Abbot-Downing stagecoach. Abbott-Downing were one of the premier carriage makers in the U.S. in the 1800 s. An almost identical stagecoach is illustrated in the 1871 Abbot-Downing catalog in the Colorado Historical Society's rare book collection.

The Barlow and Sanderson stagecoach is a type of stagecoach commonly known as a "mud wagon". These stages are lighter than the Abbot-Downing Concord coaches (also known as mail coaches) and were built low to lessen the damage of capsizing. The leather thorough-braces of these Abbot, Downing vehicles created a hammock-like suspension system to lessen the rough ride; the wood was strapped with iron and bolted through for durability and integrity over the rough trails. A variety of wood was used for the various parts, each type of wood chosen for specific properties as related to intended function.

Mud wagons travelled the rough roads of the west in mud and bad weather and were produced to climb steep mountain trails and to ford raging torrents. The mud wagons were used almost exclusively in the mountains in the early days of overland travel.

The last of the so-called transcontinental stage lines was Barlow and Sanderson's Southern Overland Mail and Express Company. Barlow and Sanderson stage lines operated in Colorado from 1872-1884. The Barlow and Sanderson stageline was the successor to the Butterfield Overland Express, which had succeeded the Pony Express. In 1872, the line ran from the Kansas Pacific railroad town of Kit Carson, through Ft. Lyon, Bent's Fort, Pueblo, Trinidad and onto Santa Fe. As early as 1874, knowing that this route would be succeeded by the railroad, they developed a Del Norte-Canon City route, supplying miners and freighters flocking into the San Juan Mountains. As railroad routes developed, Barlow and Sanderson continued to develop new routes to connect cities and boom towns with supply towns and railroad stops. After 1877, with the railroad at the eastern edge of the San Luis Valley, their attention went to travel southward into New Mexico.

STATE REGISTER OF HISTORIC PROPERTIES
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Property Name Barlow and Sanderson Stagecoach

Section Number 16 Page 2

In 1878, Barlow retired from the partnership. By 1879, the lines that remained operated as far west as Ouray, east as far as Canon City, north to Leadville and south to Santa Fe. In 1880, the company abandoned its last segment along the old Santa Fe trail, but by the summer of 1880, J.L. Sanderson & CO. ran a line on the Otto Mears toll road over Marshall Pass, crossing the backbone of the continent at an elevation of 10,750 ft. and another line across Alpine Pass, at 12,500 ft.

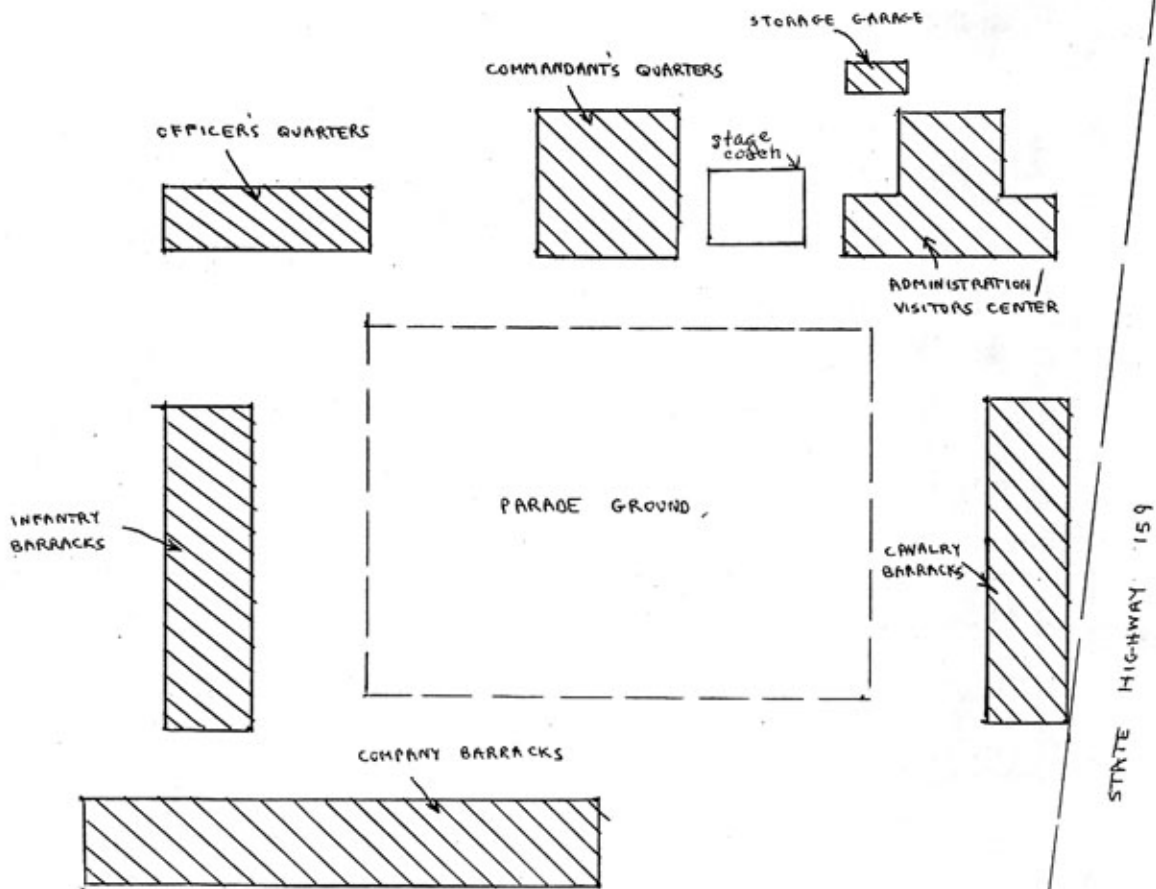
The company continued until it was sold in 1884 to the Colorado and Wyoming Stage, Mail and Express Company. The same coaches continued to be used by this line, although by this time stage use and lines in Colorado continued to decline.

STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Starecoach

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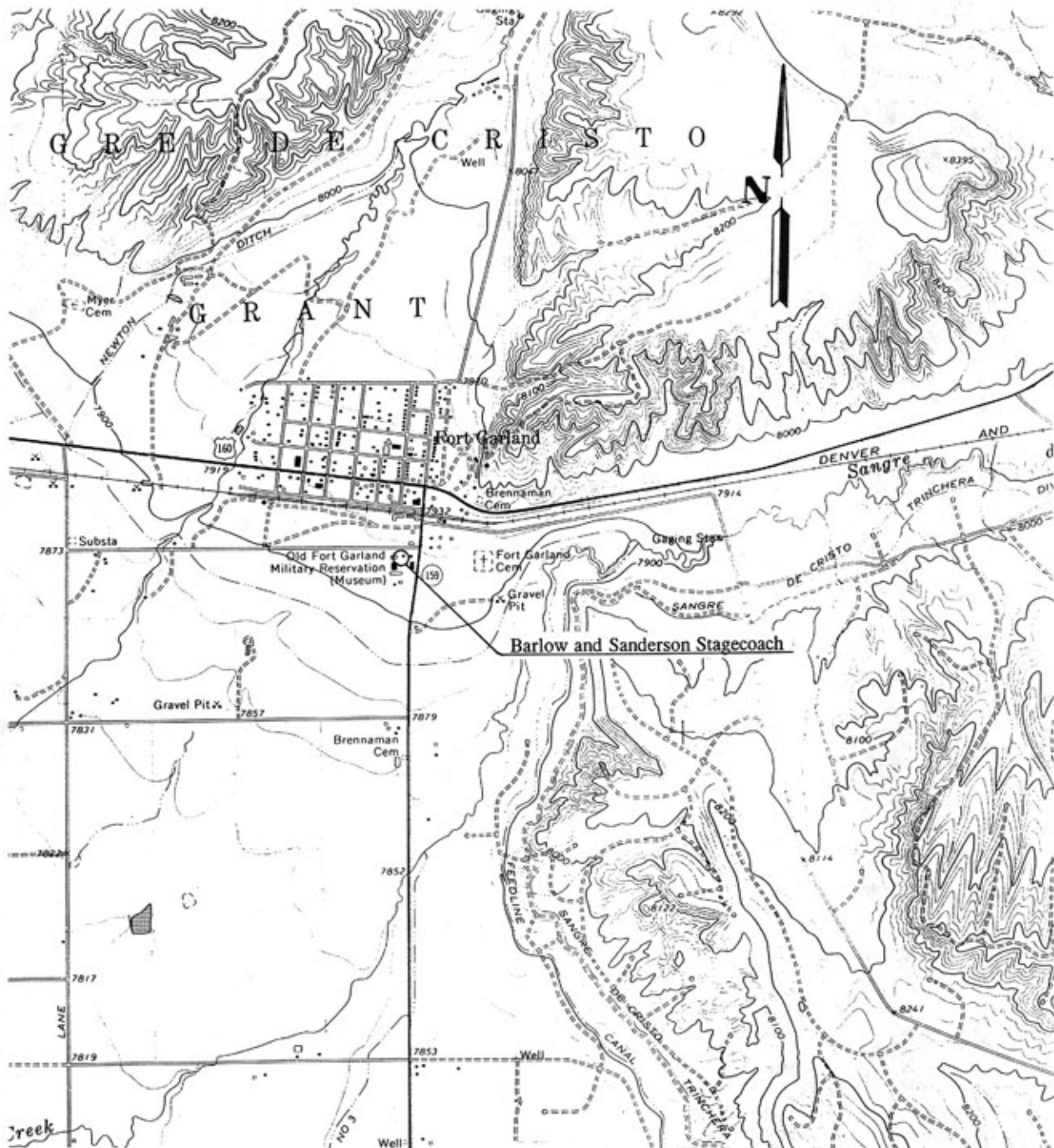
FORT GARLAND



STATE REGISTER OF HISTORIC PROPERTIES
CONTINUATION SHEET

Property Name Barlow and Sanderson Stagecoach

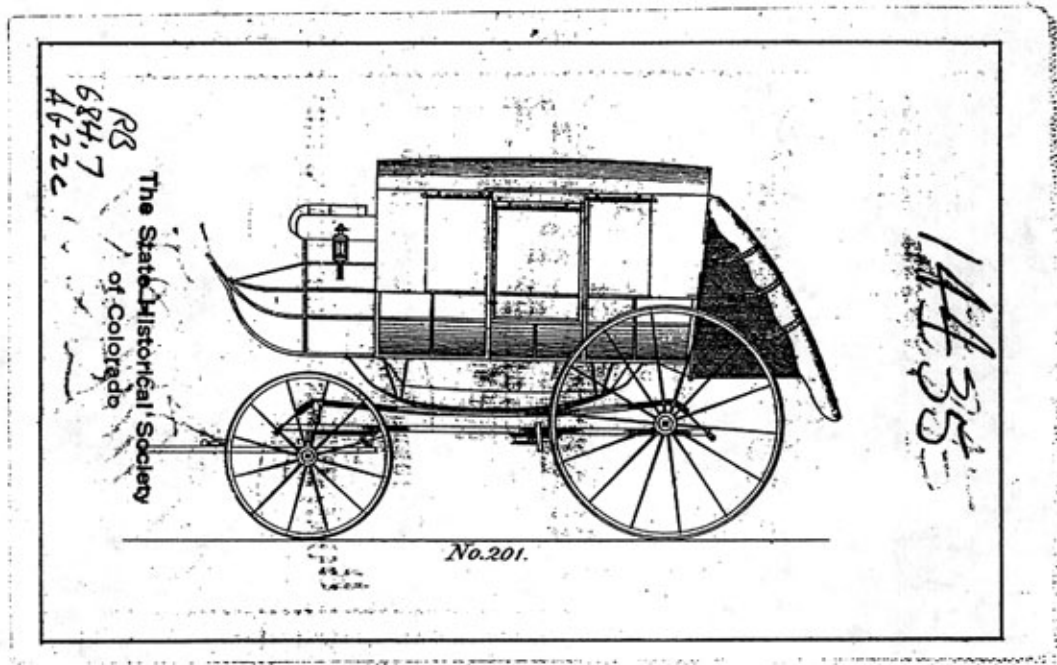
Section Number 20 Page 1



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Property Name Barlow and Sanderson Stagecoach

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From: Coaches and Wagons Catalog
Abbott, Downing Co.
1871