DIRECTORY OF
RAILROAD PROPERTIES

IN THE
COLORADO STATE REGISTER
OF
HISTORIC PROPERTIES

Third Edition
March 2003

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
COLORADO HISTORICAL SOCIETY
PLEASERESPECT PRIVATESPECIAL NOTE

The properties listed in this directory have been identified and recognized as significant cultural resources in Colorado. The majority are privately owned and may not be open to the public. Therefore, please respect the 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 In some cases, private owners have requested that such information not be published.

Participating in the protection and preservation of Colorado's cultural resources presents an opportunity for all of us. If you have any questions, comments, or additional information regarding the properties in this directory, please contact our office at 303-866-3392.

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The Colorado State Register of Historic Properties includes all properties designated under the Colorado State Register nomination process **AND** all properties listed in the National Register of Historic Places. As an aid to determining the type of resources listed, the entries in this booklet are classified by resource type and historic designation.

**State Register**

Listing for a building, structure, site, object, or district designated through the Colorado State Register nomination process. A district contains a group of related sites, buildings, structures, or objects. The elements within a district are united historically or aesthetically by plan or physical development. The first State Register listings occurred in 1991, though all previously listed National Register properties were automatically added to the State Register.

**National Register**

Listing for a building, structure, site, object or district designated through the National Register of Historic Properties nomination process. A district contains a group of related sites, buildings, structures, or objects. The elements within a district are united historically or aesthetically by plan or physical development. The first National Register listings occurred in 1966.

**National Historic Landmark**

Properties recognized by the Secretary of the Interior as possessing national significance. The Landmarks program was established in 1935. The first Colorado Landmark was established in 1960.

**DIRECTORY PROPERTY LISTING FORMAT**

Format:

HISTORIC NAME/NAMES (Current Name)  
Address or location  
Designation Type, Date Listed, Site Number  
Significance statement

Example:

DENVER AND RIO GRANDE RAILROAD - ANTONITO TO CUMBRES  
(Cumbres and Toltec Scenic Railroad)  
Antonito, Colo., to Chama, N.M., via Cumbres Pass, Archuleta and Conejos Counties  
National Register 1/16/1973, 5AA664/5CN65

This narrow-gauge railroad exists as one of only two operating sections of what was once a state-wide network of three-foot gauge tracks built and operated by the Denver and 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.
RAILROAD DEPOTS

ALAMOSA DENVER & RIO GRANDE RAILROAD DEPOT (Alamosa County Offices)
610 State St., Alamosa, Alamosa County
National Register 2/11/1993, 5AL251

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

BOONE SANTA FE RAILROAD DEPOT (Boone Town Hall)
100 Baker Ave., Boone, Pueblo County
National Register 6/27/1997, 5PE2151

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

BORAEAS RAILROAD STATION SITE
Boreas Pass Rd., Pike National Forest, northwest of Como, Park County
National Register 10/28/1993, 5PA585/5ST494

The site, located at an elevation of 11,498 feet, was a key element of the Denver, South Park & Pacific Railroad’s route that ran from Como to Breckenridge and then 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 one- and-one-half story log section.

CALHAN ROCK ISLAND RAILROAD DEPOT
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 depots of the Rock Island Railroad in Colorado 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 DENVER & RIO GRANDE RAILROAD DEPOT (Cañon National Bank)
816 Royal Gorge Blvd., Cañon City, Fremont County, State Register 12/10/97, 5FN585

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 SANTA FE DEPOT
South 4th St., Cañon City, Fremont County
State Register 3/8/1995, 5FN589

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.
CASTLE ROCK DEPOT
420 Elbert, Castle Rock, Douglas County
National Register 10/11/1974, 5DA216
The 1875 Castle Rock depot is a rare example of a stone depot constructed by the Denver and Rio Grande Railroad. Castle Rock quarries yielded the high quality rhyolite stone of which the depot is constructed. The building was moved to its present location in 1970 to serve as a private residence.

COLORADO SPRINGS ATCHISON, TOPEKA & SANTA FE DEPOT
555 E. Pikes Peak Ave., Colorado Springs, El Paso County
National Register 9/10/1979, 5EP199
Architect E.A. Harrison of Chicago designed the circa 1917 Jacobethan Revival style depot. The Santa Fe 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, 5PA30
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 and Pacific Railroad which 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.

CREEDER RIO GRANDE DEPOT
(Creede Museum)
201 Wall St., Creede, Mineral County
State Register 11/9/1994, 5ML24
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 early 20th century Colorado. The depot, built in 1903 as a replacement for the original facility, served as the hub of this transportation activity until the its closure in 1949.

DENVER UNION STATION
17th at Wynkoop, Denver City and County
National Register 11/20/1974, 5DV114
Denver’s Union Station consists of a Neo-Classical central section, constructed in 1914, with flanking wings from a previous 1881 depot. The station 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.

CRESTED BUTTE DENVER & RIO GRANDE RAILROAD DEPOT
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 on the well maintained wood frame building remain intact. After serving as a residence for several years, it was donated to the Crested Butte Society in 1973 and continues to house office space for community groups.

ENGLEWOOD DEPOT
3090 S. Galapago St., Englewood, Arapahoe County
State Register 11/9/1994, 5AH778
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 DENVER & RIO GRANDE WESTERN RAILROAD DEPOT
119 Pitkin Ave., Grand Junction, Mesa County
National Register 9/8/1992, 5ME4163

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 D&RGW railroad system as well as to the growth of Grand Junction.

GREELEY UNION PACIFIC RAILROAD DEPOT
7th Ave. & 9th St., Greeley, Weld County
National Register 11/4/1993, 5WL764

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 (Grover Museum)
600 Chatoga Ave., Grover, Weld County
State Register 8/11/1993, 5WL777

The Grover Depot, a two-story rectangular frame building with a gable roof, was built in 1887 by the Burlington Railroad Company. The building is a rare Colorado example of a first generation, two-story railroad depot and may well be the only surviving example of its type in Colorado. 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 (Hayden Heritage Center)
300 West Pearl St., Hayden, Routt County
National Register 10/22/1992, 5RT892

The Denver and Salt Lake Railroad's arrival in Hayden in 1913 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 SANTA FE DEPOT
302 S. Main St., Holly, Prowers County
National Register 7/28/1995, 5PW73

The Atchison, Topeka and Santa Fe Railroad built the brick, second generation depot in 1912. This Mission style building was 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.

JEFFERSON DENVER SOUTH PARK & PACIFIC RAILROAD DEPOT
US Hwy. 285 at County Rd. 35, Jefferson Park County
National Register 12/31/1998, 5PA81

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 19th and early 20th centuries.

KENOSHA PASS RAILROAD STATION
Off US Hwy. 285, Jefferson vicinity, Park County
State Register 3/12/1996, 5PA80

The circa 1879 Kenosha Pass Railroad Station site is important for its association with the Denver, South Park & Pacific Railroad's crossing of Kenosha Pass. The wye at the site facilitated the movement of railroad rolling stock and provided a turn-around point for helper engines. Rail service over the line was discontinued in 1938.
KIT CARSON UNION PACIFIC RAILROAD DEPOT
(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. Although moved from its original track side 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.

LA JARA DEPOT (La Jara Town Hall)
Broadway & Main, La Jara, Conejos County
National Register 5/12/1975, 5CN67

La Jara traces its birth to the arrival of the Denver and 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 truck replaced the railroad as the primary mode of transportation and the railroad eventually closed the depot. In 1970 the town acquired the building and transformed it into the town hall.

LAS ANIMAS SANTA FE RAILROAD DEPOT
333 8th St., Las Animas, Bent County
State Register 5/14/1997, 5BN415

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, 5LN221

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, 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 COLORADO & SOUTHERN RAILROAD DEPOT
405 Railroad Ave., Loveland, Larimer County
National Register 6/14/1982, 5LR488

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, 5BL356

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.

MOFFAT STATION
2101 15th St., Denver City and County
National Register 10/22/1976, 5DV195

The 1906 depot served as the Denver terminus of David Moffat's railroad over Rollins Pass. The Denver, Northwestern and Pacific Railroad, the depot served passengers and freight until declining traffic brought its closure in the 1940s.
LA VETA PASS NARROW GAUGE RAILROAD DEPOT
East of La Veta Pass Summit, south side of road, Huerfano County
National Register 6/6/1980, 5HF5
The simple L-shaped stuccoed stone depot dates to 1877. The Denver and 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, particularly in isolated regions like the summit of La Veta Pass.

MONTROSE DENVER & RIO GRANDE DEPOT (Montrose Depot Museum)
20 N. Rio Grande Ave., Montrose, Montrose County
National Register 6/3/1982, 5MN1661
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.

PUEBLO RIO GRANDE FREIGHT HOUSE
223 & 301 W. B St., Pueblo, Pueblo County
State Register 6/10/1998, 5PE1519
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, 5PE494
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 imposing structure, 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, and Santa Fe, the Missouri Pacific, and the Chicago, Rock Island & Pacific Railroads.

SAN ACACIO SAN LUIS SOUTHERN RAILWAY DEPOT
North of Colo. Hwy. 142, San Acacio, Costilla County
State Register 12/9/1998, 5CT22
Built in 1910, it is the largest depot constructed by the San Luis Southern Railway, a 32-mile standard gauge railroad built to serve the towns and farms planned by the 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
Off I-70, south side of Silver Plume
Clear Creek County
National Register 5/6/1971, 5CC4
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 attacked by the engineering and scenic qualities of the loop passage. The loop and the depot were abandoned in 1939, but both once again operate as part of an historical interpretive complex.
STEAMBOAT SPRINGS DEPOT
39265 Routt County Rd. #33B
Steamboat Springs, Routt County
National Register 12/20/1978, 5RT73

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 UNION PACIFIC RAILROAD DEPOT
113 N. Front St., Sterling, Logan County
National Register 2/6/1986, 5LO188

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 to its present site in 1984.

VICTOR MIDLAND TERMINAL RAILROAD DEPOT
230 N. Fourth St., Victor, Teller County
National Register 5/17/1984, 5TL136

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 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, 5ML23

First established as a resort community, the Denver and 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 19th century.
**RAILROAD TRACKS & ROADBEDS**

**ALPINE TUNNEL HISTORIC DISTRICT**
Northeast of Pitkin, Gunnison and Chaffee Counties
National Register 4/1/1996, 5GN2598/5CF838

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, as well as the Alpine Tunnel itself. Constructed in 1880-1881, the district illustrates the engineering and operational challenges faced by the Colorado mountain railroads in the late 19th and early 20th centuries.

**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, the Colorado Springs & Cripple Creek District Railway was converted to an auto toll road known as the Corley Mountain Highway during the early 1920s. Referred to as the Gold Camp Road since it was 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.

**CREEDE BRANCH, DENVER & RIO GRANDE WESTERN RAILROAD**
South Fork to Creede, Rio Grande and Mineral Counties, National Register 11/27/2002, RN.515.8/5ML.273.1

The 22.8-mile long Creede Branch originated significant rail traffic from the railroad’s 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 20th century railroad construction. It retains its 1902 alignment, railbed and jointed rail with ties, as well as the contemporary bridges, two depots, water tank, and related track-side setting.

**DENVER, BOULDER & WESTERN RAILWAY / SWITZERLAND TRAIL OF AMERICA**
Ward to Eldora, Boulder County
National Register 9/18/1980, 5BL358

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.

marks the spot which is named for a nearby creek crossed by the railroad.
DENVER & RIO GRANDE RAILROAD -
ANTONITO TO CUMBRES
(Cumbres and Toltec Scenic Railroad)
Antonito, Colo. to Chama, N.M. via Cumbres
Pass, Archuleta and Conejos Counties
National Register 1/16/1973, 5AA664/5CN65

This narrow-gauge railroad exists as one of
only two operating sections of what was once a
state-wide network of three-foot gauge tracks
built and operated by the Denver and 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.

DENVER & NEW ORLEANS RAILROAD
SEGMENT
Along Elbert Rd., south of Elbert, El Paso County
State Register 12/13/1995, 5EP868/5EL299.1

The Denver and New Orleans Railroad
operated over this now abandoned grade
between 1881 and 1936. The Denver and New
Orleans was the first standard gauge railroad to
operate between Denver, Colorado Springs and
Pueblo.

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, 5LP302

The 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
accomplishments of late 19th 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.

GEORGETOWN LOOP RAILROAD
Georgetown to Silver Plume,
Clear Creek County
National Register 12/18/1970, 5CC9

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, was
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.
David H. Moffat, one of the most important financiers and industrialists in late 19th and early 20th century Colorado, was associated with the Denver, Northwestern and Pacific Railway which brought the first rail service over the Continental Divide from Denver to Middle Park. Utilizing the 19th century Rollinsville and Middle Park Wagon Road, construction on the railbed over 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.
BRIDGES & TRESTLES

BRIDGE NO. 10 / ADELAIDE BRIDGE
Phantom Canyon Rd., approximately 15 miles north of US Hwy. 50, Florence, Fremont County
National Register 2/4/1985, 5FN106

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, 5MN1839

Bridge 239 formerly consisted of four spans on the Denver and Rio Grande narrow gauge line through the Black Canyon of the Gunnison. Only the 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.

MAROON CREEK BRIDGE
Colo. Hwy. 82, Aspen vicinity, Pitkin County
National Register 2/4/1985, 5PT136

In 1887, the Colorado Midland Railroad and the Denver and 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 reached 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 19th century.

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, 5SM2030.14

Constructed between 1910 and 1912, this 146-foot long wooden bridge is associated with the Rio Grande Southern Railway. Built on a sharp 24-degree curve, its engineering reflects the suitability of the narrow gauge lines in Colorado's difficult mountainous terrain.

FLORIDA RIVER BRIDGE 437A
Rancho Florida Rd., Durango vicinity, La Plata County
State Register 12/13/1995, 5LP3864

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 Durango and Alamosa. 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.
MISCELLANEOUS RIGHT-OF-WAY STRUCTURES

DENVER TRAMWAY POWERHOUSE
(REI - Recreational Equipment, Inc.)
1416 Platte St., Denver City and County
National Register 09/08/2001, 5DV541

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 20th 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 & RIO GRANDE RAILROAD SOUTH FORK WATER TANK
Near US Hwy. 160, South Fork, Rio Grande County
State Register 03/13/2002, 5RN352

The circa 1881 tank provided water for countless steam locomotives from its construction in 1881 until the end of steam locomotive operations in 1956. Tanks of identical design, materials and construction were built throughout the D&RG system in the last two decades of the 19th century. Only a handful of these structures survive on the D&RG, and this tank is the only surviving example along the 66-mile Creede Branch.

UNION PACIFIC PUMPHOUSE
1st St., Kit Carson, Cheyenne County
State Register 6/14/1995, 5CH114

Associated with the settlement of the area and the development of the railroad, the circa 1880 pumphouse is an unusual example of a masonry railroad utility building. It originally housed the machinery which 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, 5SM951.8

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.
RAILROAD LOCOMOTIVES & ROLLING STOCK

Locomotives

COLORADO & NORTHWESTERN RAILROAD
LOCOMOTIVE NO. 30
Central Park, 13th and Broadway, Boulder, Boulder County
State Register 9/9/1998, 5BL7292

Built in 1898 by the Brooks LocomotiveWorks, Colorado & Northwestern RailroadLocomotive No. 30 is the only survivinglocomotive that operated on the NationalRegister 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 Southernrailroads. It remained in service with the RioGrande Southern until 1951.

DENVER & RIO GRANDE ENGINE 463
US Hwy. 285, Antonito, Costilla County
National Register 5/12/1975, 5CN68

Built in 1903 by the Baldwin LocomotiveWorks of Philadelphia, Engine No. 463 is one ofonly two remaining locomotives of the K-27 series originally built for and operated by theDenver & 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 was to remain 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, 5AL312.1

Built in 1883, 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-wheel design was considered the best arrangement for passenger locomotives, as the four-wheel lead truck worked best on uneven track. The 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 08/14/2002, 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 RailroadMuseum, Golden, Jefferson County
State Register 12/11/1996, 5JF1013.10

Built in 1937, by the Davenport LocomotiveWorks in Iowa, Locomotive No. 50 served in Oregon until 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, 5JF1013.9

Built in 1882, the locomotive served 66 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.

DENVER & RIO GRANDE WESTERN RAILROAD LOCOMOTIVE NO. 683
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County
State Register 9/11/1996, 5JF1013.11

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 Railroad standard gauge steam locomotive; all others have been scrapped.

DENVER & RIO GRANDE WESTERN RAILROAD LOCOMOTIVE NO. 3006
Eighth Ave. and Osage St., Union Pacific Railroad Burhham Yard, Denver City and County
State Register 12/13/2000, 5DV7137

Denver & Rio Grande Western Railroad (D&RGW) 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 GP-30 type constructed by General Motors Corporation. The D&RGW used No. 3006, and the other GP-30s, 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.

DENVER, SOUTH PARK, & PACIFIC RAILROAD LOCOMOTIVE NO. 191
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County
State Register 12/11/1996, 5JF1013.7

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, 5EP203

After fifty years of continuous operation, Engine 168, the oldest surviving locomotive of the Denver and Rio Grande Railway, was donated to the city, partly in memory of William Jackson Palmer, founder of Colorado Springs and the Denver and Rio Grande Railway.
RIO GRANDE SOUTHERN RAILROAD
ENGINE NO. 20
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County
National Register 12/14/2000, 5JF2223

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 examples of the ten-wheeler type narrow gauge locomotive in Colorado.

SANTA FE LOCOMOTIVE NO. 2912
B St. & Victoria Ave., Pueblo Union Station, Pueblo, Pueblo County
State Register 9/13/1995, 5PE612.44

Built in 1944, 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 RAILWAY
OBSERVATION CAR NO. 111
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County
State Register 12/11/1996, 5JF1013.12

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, 5JF1013.4

This 1881 narrow gauge coach, designed by and constructed by car builder Jackson and Sharpe, 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, 5JF1013.14

The 1881 Denver and Rio Grande Railroad Coach No. 307, originally No. 83, operated for 83 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 which 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, 5DV6250

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.

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, 5DV6136

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, 5BL7293

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
Eighth Ave. and Osage St., Union Pacific Railroad Burnham Yard, Denver City and County
State Register 08/11/1999, 5DV6141

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
1025 North Gate Rd., Western Museum of Mining and Industry, Colorado Springs, El Paso County
State Register 6/9/1999, 5EP3319

Built in 1897 for the Florence & Cripple Creek Railroad, the first railroad to reach the gold mines of the Victor and Cripple 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, 5JF1013.8

The Great Western purchased this rebuilt standard gauge combination baggage and passenger car in 1904, only three years after incorporation. The car hauled passengers for the railway in the early 1900s and was the only coach owned by the GW Railway in the early years of its operation in northern Colorado.
**Freight Cars and Cabooses**

**DENVER & RIO GRANDE RAILWAY**  
**CABOOSE NO. 49**  
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County  
State Register 9/11/1996, 5JF1013.5

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, 5BL7294

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 05/16/2001, 5JF2491

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 AND RIO GRANDE WESTERN RAILROAD COVERED HOPPER NO. 18387**  
8th Ave. and Osage St., Union Pacific Burnham Yard, Denver City and County  
State Register 08/08/2001, 5DV8110

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.

**DENVER & SALT LAKE RAILWAY**  
**CABOOSE NO. 10060**  
17155 W. 44th Ave., Colorado Railroad Museum, Golden, Jefferson County  

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.
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, 5JF1013.13
The car was purchased by the D&RG in 1872 and 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, 5MF1128

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.

MINE RESCUE CAR NO. 1
Victoria & B St., behind Pueblo Union Depot
State Register 12/9/1998, 5PE2937

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, 5MT4336

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.

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, 5JF1013.2

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

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, 5JF1013.3

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.

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, 5JF1013.1

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.
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, 5GA2293
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.

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, 5DV6004
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.

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, 5DV6002
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.

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, 5DV6005
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 RGX-60283
Eight Ave. and Osage St., Union Pacific Railroad Burnham Yard, Denver City and County
State Register 3/10/1999, Boundary change 6/14/2000, 5DV7050
The D&RGW's Burnham Shops in Denver converted the retired 1939 automobile boxcar for maintenance-of-way functions. As RGX-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.
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, 5DV6003

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 & SALT LAKE RAILWAY DERRICK
NO. 10300
8th Ave. and Osage St., Union Pacific
Burnham Yard, Denver City and County
State Register 05/16/2001, 5DV8030

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.

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

COLORADO SPRINGS & INTERURBAN
CAR NO. 59
Rock Island Roundhouse, Colorado Springs, El Paso County
State Register 11/09/1994, 5EP2179
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, 5JF1048.16
The car operated over the interurban rail network which provided passenger service in the first half of the 20th 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.

DENVER TRAMWAY STREETCAR #.04
Arvada (address restricted), Adams County
State Register 6/14/2000, 5AM1322
Denver Tramway Co. Streetcar #.04 operated for thirty-nine years on the Denver & Inter-mountain 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.

FORT COLLINS MUNICIPAL RAILWAY BIRNEY
SAFETY STREET CAR #21
1801 W. Mountain Ave., Fort Collins, Larimer County
National Register 1/5/1984, 5LR495
The American Car Company of St. Louis, Missouri, built the trolley car in 1919 as designed by Charles O. Birney. The car operated in Fort Collins from 1919 to 1951 and was retired to Library Park where it deteriorated for 24 years before being restored to operating condition during the 1970s.
NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the official list of the nation's historic and archaeological resources worthy of preservation. The register is a national inventory to which public agencies as well as private citizens may refer. It contains buildings, districts, historic and prehistoric sites, structures, and objects significant on a national, state, or local level.

The National Register is administered by the National Park Service under the Secretary of the Interior. In each state, a state preservation office, guided by a State Historic Preservation Officer (SHPO), conducts the program and related preservation activities. In Colorado, the Office of Archaeology and Historic Preservation (OAHP), a part of the Colorado Historical Society, administers these programs.

The National Register is intended primarily for use as a planning tool to encourage preservation without restraint upon private property interests. Listing of a property does not impose any responsibilities upon the private property owner for maintenance or restoration. A private owner may alter or demolish a National Register site without consultation with OAHP or the National Park Service. However, the result of any such action that compromises the historic character of a site may cause the property to be removed from the register.

BENEFITS OF LISTING

The National Register formally recognizes properties possessing a documented level of significance and that contribute to the understanding and appreciation of the history or prehistory of a community, the state, or the nation.

By honoring such important sites, the National Register accomplishes the following:

- Increases pride of ownership and expands community interest and appreciation of its cultural resources;
- Stimulates local preservation planning;
- Develops local interest and support of neighborhood and commercial revitalization;
- Creates a body of information available for community promotion purposes by such local and state agencies as chambers of commerce and tourism departments;
- Encourages the renovation of income-producing properties and revitalization of historic commercial districts and residential neighborhoods through tax incentives. These incentives include investment tax credits toward approved renovation costs of listed commercial, industrial, or rental residential buildings;
- Qualifies a property to compete for grants from Colorado's State Historical Fund. These grants may be used for acquisition and development, education, and survey and planning projects;
- Permits easement donations. Buildings, structures, and open spaces listed on the National Register qualify under the Federal Income Tax Regulations and the Colorado conservation easement statute as certified properties for the donation of a conservation easement. Such a donation enables the property owner to protect a property in perpetuity and allows for a charitable contribution deduction;
- Provides limited protection to listed or eligible sites from adverse actions by federal agencies or agencies using federal funds. Such agencies must request the comments of the SHPO as well as the Advisory Council on Historic Preservation before beginning projects affecting historic properties. The purpose of this consultation is not to impede or halt development, but rather to assure that the value of historic properties is given direct consideration in federal project planning decisions;
- Qualifies a property to receive federal assistance for historic preservation, when funds are available. Funds are presently unavailable.
RESTRICTIONS

There are no restrictions imposed by the National Register as to what private property owners may or may not do with their property. Listing in the register does not give anyone else the right to impose restrictions. National Register listing does not dictate use or zoning. Private property owners may alter or demolish a listed property subject only to applicable local government regulations.

NOMINATION CRITERIA

The criteria established for the evaluation of sites and documentation standards required for recordation have been set by the National Park Service and are uniform throughout the nation. All nominated sites must be over 50 years old with their original historic character well preserved and the integrity of setting and materials retained. Buildings or districts that are in a state of ruin do not qualify unless it can be demonstrated that the site has historic archaeological potential. Nominations must be based on one or more of the following areas of significance:

A. Association with events that have made a significant contribution to the broad patterns of our history.
B. Association with the lives of persons significant in our past.
C. 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. Has yielded, or is likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with an historic person or event; or
C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life; or
D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a reconstruction master plan, and when no other building or structure with the same association has survived; or
F. A property primarily commemorative in intent of design, age, tradition, or symbolic value has invested it with its own historical significance; or
G. A property achieving significance within the past 50 years if it is of exceptional importance.
NOMINATION PROCESS

It is the responsibility of the OAHP initially to determine if sites appear to meet the National Register criteria. For an evaluation, basic information must be submitted on a state inventory form with a photograph(s) and a map locating the site. Anyone may request such an evaluation of a property. However, once a site is determined potentially eligible, nomination of a private property cannot proceed without owner consent. Nomination consists of the following procedure:

1. If it is determined by the OAHP that the property appears to meet the criteria for listing in the National Register, the OAHP recommends that the owner or interested party proceed with the full documentation and nomination of the site. The information must be recorded on a National Register nomination form and must conform to standards established by the National Park Service. The staff of the OAHP will provide guidance to all those preparing nominations.

2. The OAHP schedules the presentation of the nomination to the Colorado Historic Preservation Review Board which meets three or four times a year. The Review Board, appointed by the Governor and the SHPO, is an independent body composed of both lay members and professionals representing the disciplines of prehistoric and historic archaeology, history, and architecture. Owners of properties being nominated individually are notified 30 days in advance in order to give the owner an adequate period for comment. Notification of owners within districts consisting of more than 50 properties is by public notice, printed in the largest circulation newspaper in the vicinity of the district, at least 30 days prior to the Review Board meeting. The owner of a property which is nominated individually must consent to nomination. With the nomination of districts, 51% of owners of properties within the boundaries must object by notarized letter to halt formal listing.

3. If the Review Board approves the nomination and the SHPO concurs with eligibility, the nomination is then forwarded to the Keeper of the National Register in Washington, D.C. who makes the final decision concerning listing. The National Register staff in Washington reviews and acts on the nomination within 45 working days of receipt of the form.

4. The SHPO is notified of the decision of the Keeper of the National Register and subsequently notifies the owner(s) of the approval of the nomination and listing of the property or returns the nomination for additional information.
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 future education and enjoyment of Colorado's residents and visitors. Properties listed in the Colorado State Register include individual buildings, structures, objects, districts and historic and archaeological sites. The Colorado 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 Colorado State Register. Properties listed in the National Register of Historic Places are automatically placed in the Colorado State Register. They may also be nominated separately to the Colorado State Register without inclusion in the National Register.

BENEFITS OF LISTING

The Colorado State Register formally recognizes properties possessing a documented level of significance and that contribute to the understanding and appreciation of the history or prehistory of a community, the state, or the nation. By honoring such important sites, the Colorado State Register provides the following:

- Formal recognition of a property's importance to the history of the community and the state.
- A body of information for local community planning, tourist promotion, neighborhood revitalization.
- A sense of community history and local pride.
- Eligibility to compete for grants from Colorado's State Historical Fund. These grants may be used for acquisition and development, education, and survey and planning projects.
- Eligibility to apply for state tax credits for restoration, rehabilitation, or preservation of Colorado State Register properties.
- Limited protection from state agency actions that would affect the property. Agencies must solicit the comments of the Colorado Historical Society to assure that Colorado State Register properties are given consideration in the state planning process.

Listing in the Colorado State Register imposes no restrictions on what private property owners may do with their property.

NOMINATION CRITERIA

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register includes the following:

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

NOMINATION PROCESS

Properties may be nominated to the Colorado State Register by the owner, a local government, an agency or the Colorado Historical Society. However, all nominations must contain the owner's signed and notarized approval of the nomination. The nominator must submit sufficient information to the Society on the Colorado State Register nomination form.
along with any accompanying documentation necessary to establish the property's historical significance and eligibility for inclusion based on Colorado State Register criteria.

When a completed nomination is received by the Society, the nomination form is reviewed for sufficiency within 14 days. Incomplete nominations are returned to the applicants for additional information. Complete nominations are scheduled for the next Colorado State Register Review Board meeting and the owners and nominators are notified as to the date, time, and location of the review board meeting.

The Colorado State Register Review Board is composed of citizen members and professionals from the disciplines of prehistoric and historic archaeology, history, architecture and architectural history. The Review Board meets at least three times a year to consider nominations. These meetings are open to the public.

At the conclusion of the Review Board meeting, the Board recommends to the Colorado Historical Society Board of Directors the approval or denial of the nominated properties for inclusion in the Colorado State Register. Within thirty days of the recommendation, the Society Board of Directors determines whether the nominated properties are to be listed in the Colorado State Register.