

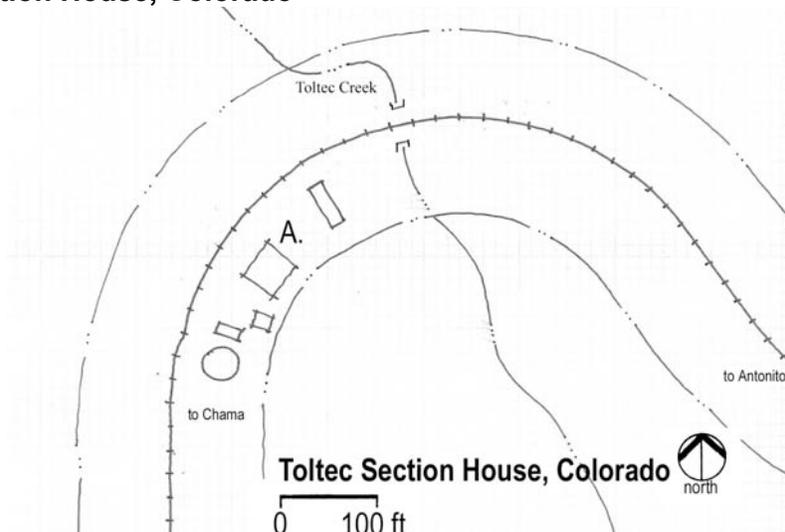
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**9. Toltec Section House, Colorado**



Toltec Section House, CO	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Section House Site			1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

a. Section House Site (MP 313.40)

The second Toltec site is at Toltec Section House, Colorado, three miles past Toltec Siding and just beyond Calico Cut. This location is now marked with a sign calling it "Toltec Creek." A section house was located at this point and was of the same design as those existing at Sublette, Osier and Cumbres. A bunk house and water tank were also constructed at this location, along with several railcar bodies used for storage, a coal house and privy. The section house was removed in 1938, and the other structures in 1925 (Osterwald). This site is a contributing resource.

**10. Phantom Curve, Colorado**

Phantom Curve, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Geologic Formation			1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

a. Phantom Curve, (MP 312.30)

So named because the geologic forms in the center of the loop create eerie shadows at sunset. The forms are composed of breccias of the Conejos Formation that have been weathered by wind, snow and rain (Osterwald).

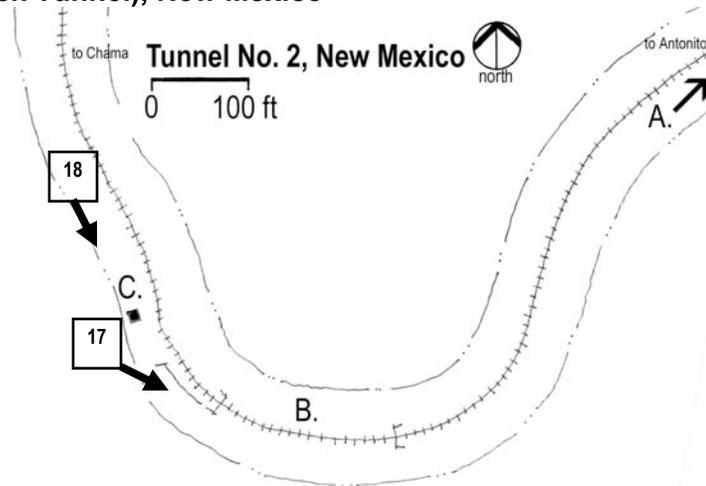
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**11. Tunnel No. 2 (Rock Tunnel), New Mexico**



Tunnel No. 2, New Mexico	Contributing			Noncontributing	
	Buildings	Structures	Objects	Buildings	Structures
a. Telegraphone Booth	1	0			
b. Tunnel No. 2 (Rock Tunnel)		1			
c. Garfield Monument			1		
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>

a. Telegraphone Booth (MP 314.7)

The Telegraphone booth is an example of several similar buildings along the line used for communication with the dispatcher in Alamosa. All have earthen foundations, wood structures and roofs. The building at Rock Tunnel was restored by the Friends in 2005 and is in good condition. This building is a contributing resource.

b. Rock Tunnel (MP 315.2)

Tunnel No. 2, or Rock Tunnel, bores through a ridge of gneiss and schist of sufficient stability that wood lining is not required as at Tunnel No. 1. It is possible to see the natural rock interior from the train (Osterwald).

At either end of the tunnel is a telltale, a structure developed by railroads to alert trainmen on top of rail cars to the upcoming tunnel. The structures at Tunnels 1 and 2 are constructed of a metal pipe frame, which forms an arch over the track. At the top of the arch, multiple ropes hang from the pipe with weights at the end of each rope. Should trainmen be on top of the cars—setting brakes for example—the ropes would knock them down before the train entered the tunnel.

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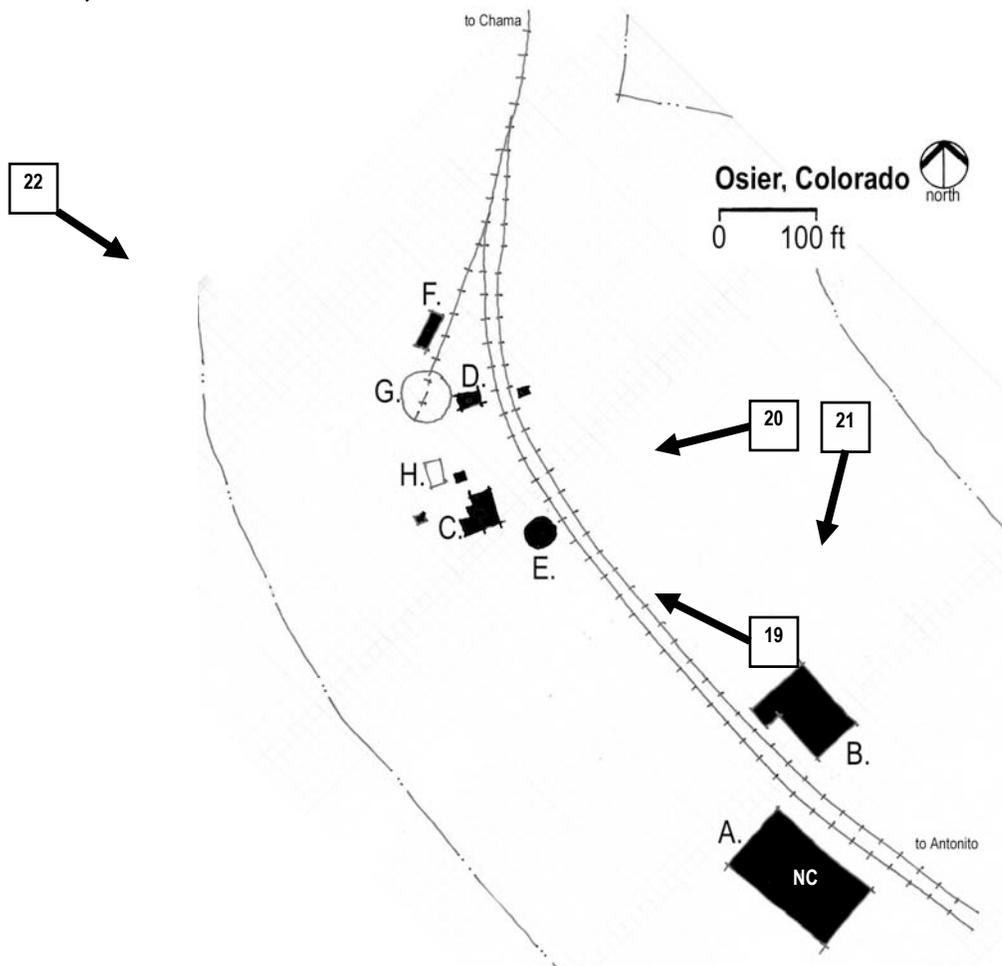
Directly west of the tunnel, the track crosses a sheer rock cliff. Early photos indicate that the track crossed this cliff on a short wood trestle. This was replaced with a stone retaining wall and makes for a particularly dramatic exit from the west portal of the tunnel.

Tunnels No. 1 and No. 2 are the only tunnels along the D&RG narrow gauge lines. The tunnel was inspected in 2001 and is in good condition. This structure is a contributing resource.

c. Garfield Monument (MP 315.32)

This monument was dedicated in 1881 to President James Garfield, who was assassinated within six months of assuming office. Members of the Association of General Passenger and Ticket Agents, who held a memorial service at this location upon hearing the news, paid for the monument (Osterwald). It is constructed of stone on a concrete base. This object is a contributing resource.

12. Osier, Colorado



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Osier, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Dining Hall				1	
b. Livestock Loading Pens		1			
c. Section House	1				
d. Depot	1				
e. Water Tank		1			
f. Coal Platform		1			
g. Turntable Site			1		
h. Bunk House Site			1		
<b>Total</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>

a. Dining Hall

A new dining hall was constructed in 1989 along the track to the south of the historic depot and section house. It uses modern construction methods with a concrete foundation, wood-frame walls and an asphalt shingle roof. This building is a noncontributing resource.

b. Livestock Loading Pens

Livestock pens were located in prominent towns along the narrow gauge and at points near summer pasture lands as at Osier. These pens feature a number of corrals connected by gates to a loading chute or chutes. The fences are typically constructed of wood rails and posts, both variously peeled and unpeeled logs, hewn and sawn planks, depending upon the materials being available at the time of construction and repair. The loading pens at Osier are in good condition, having been partially restored in 2005. This structure is a contributing resource.

c. Section House

The section house is representative of a standard D&RG design, three of which survive in the district. The building at Osier, built in 1881, features several additions at the back of the building made by the D&RG at unknown dates. It was formerly used as the dining hall from 1971 to 1988. The building has concrete foundations, wood-frame walls and a wood shingle roof. This building was renovated in 1993-2004 and is in good condition. Valuation maps indicate several outbuildings—notably privies—existed at Osier; the remains of two survive. This building is a contributing resource.

d. Depot

The depot is representative of an early D&RG design constructed in 1881. In the 1970s, it was converted to a restroom for lunchtime patrons. This building was renovated between

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1995 and 2001 and is in good condition. The building has an earthen foundation, wood frame walls and roof, and wood shingles. This building is a contributing resource.

e. Water Tank

The water tank at Osier is representative of a standard D&RG design and holds 50,000 gallons. The tower is gravity fed by a spring. This structure has concrete foundations, a wood structure and wood shingle roof. The tank was built in 1880, restored in 2001, and is in good condition. This building is a contributing resource.

f. Coal Platform

The coal platform is typical of early structures located along the railroad for the purpose of storing coal for locomotives. Coal was shoveled into the bin by hand from adjacent gondolas, and later moved to locomotive tenders the same way. In later years, this site was used to stockpile coal used in snow removal operations and for stranded trains. The bin is of wood construction resting on wood foundations. The structure is in poor condition. This structure is a contributing resource.

g. Turntable Site

A covered turntable was located in Osier prior to 1927 (Osterwald). This was located at the end of the existing spur beyond the coal bin. The turntable itself was 50'-0" long and enclosed in a 60'-0" diameter wood shed, all dating from 1888. The site is a contributing resource.

h. Bunk House Site

A log bunk house similar to those existing at Sublette and Chama was located beyond the turntable site. This site is a contributing resource.

**13. Cascade Creek, Colorado (MP 319.91)**

Cascade Creek, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Deck Plate Girder Trestle		1			
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

a. Deck Plate Girder Trestle

The bridge at Cascade Creek was constructed in 1889 and replaced an earlier wood trestle built at this location. According to Osterwald as well as Wilson and Glover, the components for the bridge were ordered in 1881 from the Keystone Bridge Company, and parts were

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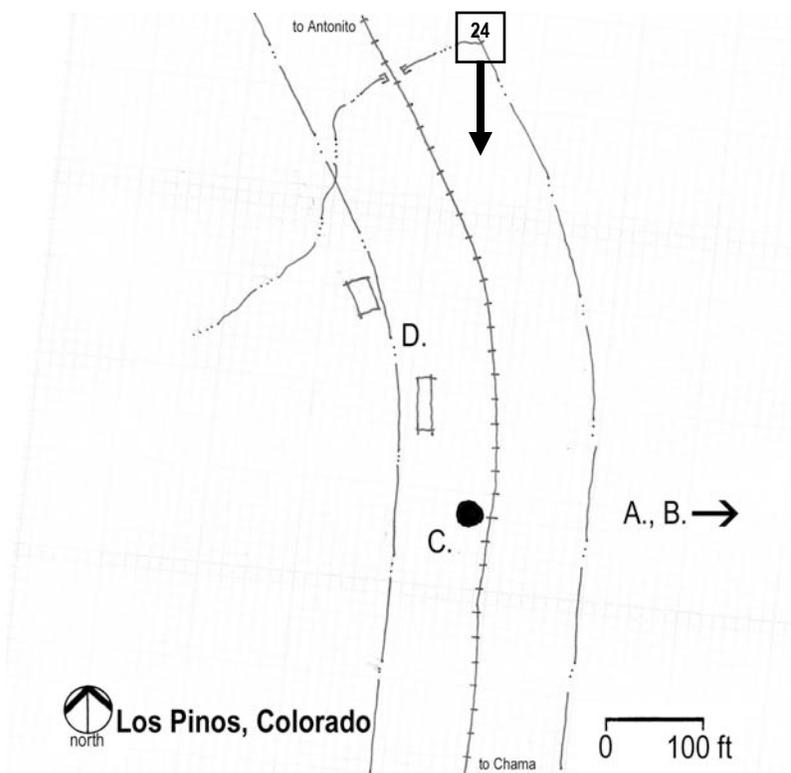
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used at other locations throughout the D&RG system until the replacement components were received and installed in 1889. (Replacement components were built by the Detroit Bridge and Iron Works according to Glover). This structure is in good condition and is a contributing resource.

Cascade Trestle is the highest bridge on the line and consists of eight spans resting on seven riveted steel bents, which in turn rest on stone foundation piers. Wilson and Glover note that the design is unusual in that there is no lateral bracing between bents—the Lobato trestle is similar in this respect. Both bridges were designed by Charles Shaler Smith (1836-1886), an engineer who designed one of the Confederacy's largest powder mills in Augusta, Georgia. Other notable bridges designed by Smith include Kentucky River/ Dixville, KY; Missouri River/ St. Charles, MO; Mississippi River/ Minneapolis, MN; Mississippi River/ Eads Bridge, St. Louis, MO; and numerous bridges for the Atchison, Topeka & Santa Fe and Atlantic & Pacific railroads (Glover).

**14. Los Pinos, Colorado**



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Los Pinos, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Telegraphone Booth	1				
b. Trestle		1			
c. Water Tank		1			
d. Section House Site			1		
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>

a. Telegraphone Booth (MP 322.9)

The Telegraphone booth is an example of several similar buildings along the line used for communication with the dispatcher in Alamosa. All have earthen foundations, wood structures and roofs. The Friends restored the building at Los Pinos in 2005. It is a contributing resource.

b. Trestle (MP 324.52)

A trestle carries the track across the Rio de Los Pinos in the middle of a broad valley. The bridge is an eleven-panel wood pile trestle with a ballasted deck typical of D&RG standard bridge designs (Osterwald). The structure is in good condition and is a contributing resource.

c. Water Tank (MP 325.50)

The water tank at Los Pinos is representative of a standard D&RG design and holds 50,000 gallons. The tower is gravity fed by a spring and has concrete foundations, wood construction and a wood shingle roof. This structure is in fair condition and is a contributing resource.

d. Section House Site

A section house was located at this point and was of the same design as those existing at Sublette, Osier and Cumbres. Today stone foundations mark the location of this building, which was removed in 1938 (Osterwald). Valuation maps also indicate a bunk house and several outbuildings, including a coal house and several privies. All were removed with the section house in 1938 (Osterwald). This site is a contributing resource.

**15. Apache Canyon, Colorado**

Apache Canyon, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Telegraphone Booths	1				
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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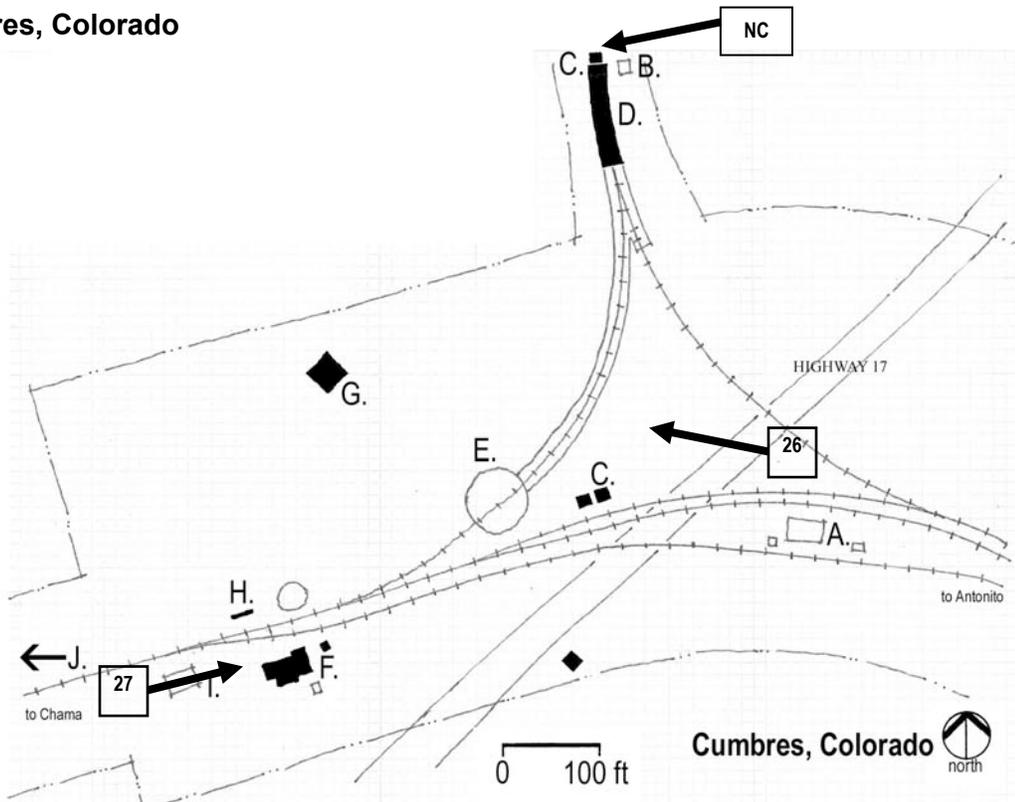
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a. Telegraphone Booth (MP 327.6)

The Telegraphone booth is an example of several similar buildings along the line used for communication with the dispatcher in Alamosa. All have earthen foundations, wood structures and roofs. The building at Apache Canyon is in good condition and was restored by the Friends in 2002. This building is a contributing resource.

**16. Cumbres, Colorado**



Cumbres, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Depot Site			1		
b. Windmill/ Pump House Site			1		
c. Storage Buildings	2			1	
d. Snowshed		1			
e. Turntable Site			1		
f. Section House	1				
g. Car Inspector's House	1				
h. Water Column		1			
i. Bunk House Site			1		
j. Trestle		1			
<b>Total</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>

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a. Depot Site

The depot site is located on the south side of existing trackage, approximately 50 feet east of where Highway 17 crosses the tracks. The depot was constructed in 1882 and demolished by the D&RG in 1954 (Osterwald). A privy was also located south of the depot at the end of a wood plank walk. A coal shed also served the depot. This site is a contributing resource.

b. Windmill/ Pump House Site

Prior to 1937, water was pumped from a nearby lake to the Cumbres water tank using wind power. A wind mill and pump house were built in 1881 or 1882. The windmill was replaced by a gasoline engine, which was removed in 1937. A portion of the enclosure survives. This site is a contributing resource.

c. Storage Buildings

Two small buildings inside the wye shelter motor cars and tools used for track maintenance. One is a standardized design of metal construction on an earth foundation typical of similar buildings used across the D&RG system after World War II. This building is in fair condition. The second building is wood construction and shows evidence of having been relocated to Cumbres, most likely from elsewhere in the district. It was restored in 2001 and is in good condition. Both buildings are contributing resources.

Another shed, located at the end of the snow shed was constructed in the 1980s using wood doors from the 1970s-era engine house in Antonito when the latter building received new steel doors. The shed is used for track maintenance equipment and is in fair condition. This structure is a noncontributing resource

d. Snowshed

The tail and west leg of the turning wye at Cumbres were at one time totally protected by a snowshed. The structure survived intact until 1979 when all but the portion over the tail of the wye collapsed. The surviving portion was stabilized and restored between 1990 and 1994 using the original design and with similar materials. This large building features wood post and beam construction on earth foundations sheathed with planks, and is representative of snowsheds that once dotted the D&RG system. Doris Osterwald documents 24 of these structures existed along the approaches to Cumbres alone! The snowshed at Cumbres is the sole standing example. This structure is a contributing resource and is in good condition.

e. Turntable Site

Between 1884 and 1910, a 50-foot long gallows-frame turntable was located on the south leg of the wye (Osterwald). The turntable was enclosed with a wood structure in 1887 and

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attached to the snow shed. Locomotive servicing facilities included a coal bin, sand house and ash pit. This site is a contributing resource.

f. Section House

The section house is representative of a standard D&RG design, three of which survive along the C&TS. Similar buildings were once located at Big Horn and Toltec. The section house has a concrete foundation, wood frame walls and a wood shingle roof. The building at Cumbres features several additions at the back of the building made by the D&RG at unknown dates. This building is sometimes mistaken for the Cumbres Depot, which was demolished in 1954. This building was stabilized and restored between 1990 and 2003 and is in good condition. A coal house survives east of the Section House. This structure has a wood foundation and is constructed of wood with a roll asphalt roof and is in good condition. The section house is a contributing resources.

g. Car Inspector's House

Prior to descending the pass, trains are required to stop and perform a test of the air brake system. At Cumbres, an inspector was assigned to help perform and verify this test. Since trains could arrive at any hour, a dwelling was provided by the railroad to house this individual and his family. It is a typical home with an earthen foundation, wood frame walls and a metal roof. This building was stabilized in 1999 by the Friends and is in fair condition. Coal sheds, well housings, livestock enclosures and privies—all now demolished—served the Car Inspector's House. This building is a contributing resource.

h. Water Column

The water column—or standpipe—is a vertical steel pipe that extends above the ground to tender height with a spout that can swing over the track. Integral to the column is a valve mechanism used to control the flow of water. It replaced a water tank that was previously at this location up to 1937 (Osterwald). Water is now stored in an underground reservoir uphill of the track, and piped to locomotive tenders via the column. The water column is in good condition and is a contributing resource.

i. Bunk House Site

A bunk house similar to the design as those existing at Sublette and Chama was located beyond the section house. This site is a contributing resource.

j. Trestle (MP 330.75)

A six-panel wood pile trestle crosses old State Highway 17 immediately west of the Section House (Osterwald). This trestle is of standard D&RG construction, is in good condition and is a contributing resource.

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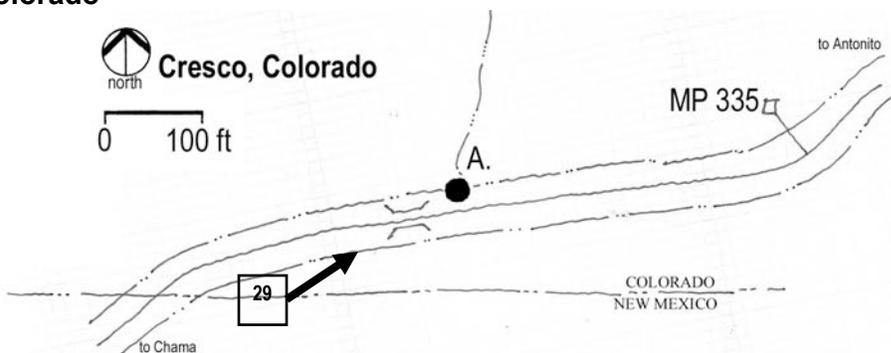
**17. Coxo, Colorado**

Coxo, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Telegraphone Booths	1	0			
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

a. Telegraphone Booth (approximately MP 332.5)

The Telegraphone booth is an example of several similar buildings along the line used for communication with the dispatcher in Alamosa. All have earthen foundations, wood structures and roofs. The building at Coxo was stabilized by the Friends in 2002 and is in fair condition. This building is a contributing resource. (See photo 28.)

**18. Cresco, Colorado**



Cresco, Colorado	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Water Tank		1			
b. Telegraphone Booth	1				
c. Section House Site			1		
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>

a. Water Tank

The water tank at Cresco is representative of a standard D&RG design and holds 50,000 gallons. It is spring-fed by a pipe, from a spring higher up the hillside. It is built of wood on concrete foundations with a wood shingle roof. This structure is in good condition and is a contributing resource. (See photo 29.)

b. Telegraphone Booth (MP 335.2)

The Telegraphone booth is an example of several similar buildings along the line used for communication with the dispatcher in Alamosa. All have earthen foundations, wood

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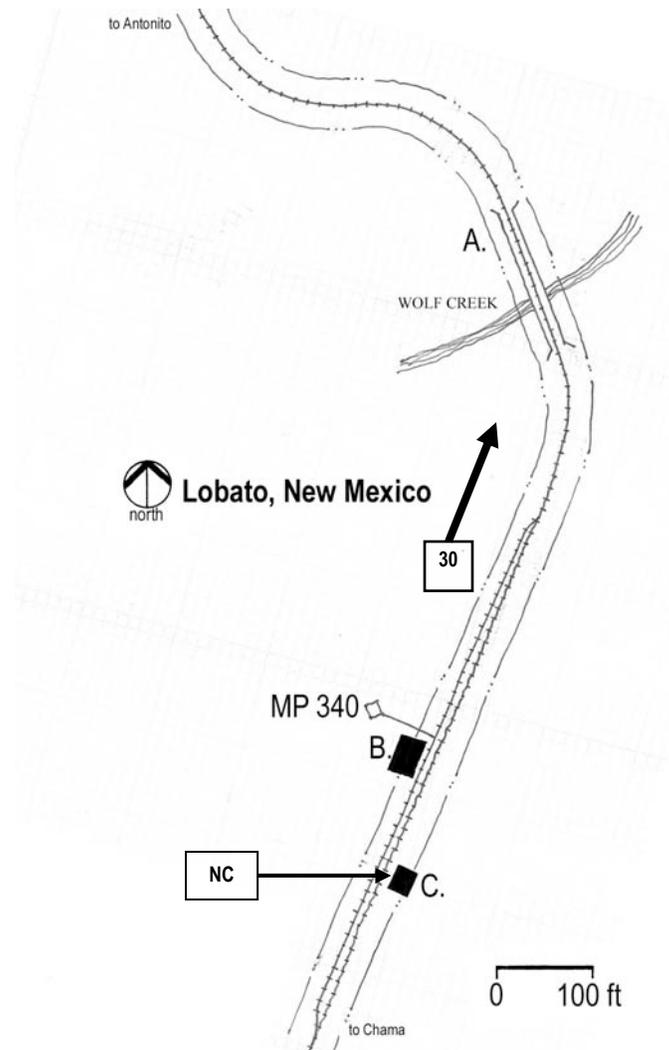
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structures, and roofs. The building at Cresco is in good condition and is a contributing resource.

c. Section House and Bunk House Site

A section house and bunk house were located south of the water tank. The section house was of the same design as those existing at Sublette, Osier and Cumbres; the bunk house resembled those at Sublette and Chama. Outbuildings at Cresco included a car body used for tool storage, a coal house, and several privies. The section house and all outbuildings were removed in 1938 (Osterwald). This site is a contributing resource.

19. **Lobato Trestle (Wolf Creek Crossing), New Mexico (MP 339.75)**



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Lobato, New Mexico	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Deck Plate Girder Trestle		1			
b. Livestock Loading Pens		1			
c. Movie Set				1	
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>01</b>

a. Deck Plate Girder Trestle

The bridge at Lobato was constructed in 1883 and replaced an earlier wood trestle built at this location. Components for the bridge were ordered from the Keystone Bridge Company (Osterwald). The bridge consists of five spans resting on four riveted steel bents, which in turn rest on stone foundation piers. This structure is in good condition and is a contributing resource.

Wilson and Glover note that the Lobato design is unusual in that there is no lateral bracing between bents—only the Cascade trestle is similar in this respect. Both bridges were designed by Charles Shaler Smith (1836-1886).

b. Livestock Loading Pens

Livestock pens were located in prominent towns along the narrow gauge and at points near summer pasture lands as at Lobato. The pens at Lobato are extensive and feature a number of corrals connected by gates to a loading chute or chutes. The fences are typically constructed of wood rails and posts, both being variously peeled and unpeeled logs, hewn- and sawn planks, depending upon the material available at the time of construction and repair. The loading pens at Lobato are in poor condition. This structure is a contributing resource. (Despite the appearance on the Lobato Trestle site map above, the pens are fully within the district boundary.)

c. Movie Set

Hollywood discovered the D&RG prior to World War II, and many films were shot along the narrow gauge prior to 1968. The railroad remains a popular location for television and movie work. The remains of a set dating from 1970 are at the east end of the siding at Lobato. It was initially constructed for the film "Shootout" starring Gregory Peck (Osterwald). This building—entirely constructed of wood—is in poor condition and is a noncontributing resource.

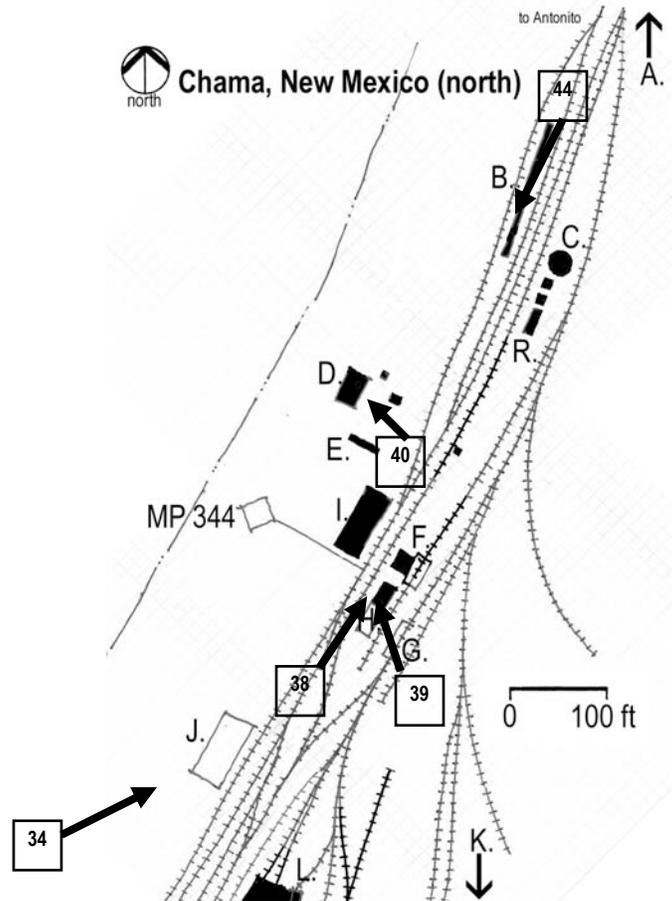
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**20. Chama, New Mexico**



Chama, New Mexico	Contributing			Noncontributing	
	Buildings	Structures	Sites	Buildings	Structures
a. Through Truss Bridge		1			
b. Oil Depot		1			
c. Water Tank		1			
d. Log Bunk House	1				
e. Car Body Bunk House	1				
f. Coaling Tipple		1			
g. Ash Pit		1			
h. Sand House/ Storage Bunker		1			
i. Warehouse	1				
j. Warehouse (site)			1		
k. Sheep Dip Pens (site)			1		
l. Roundhouse	1				

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m. Oil House	1				
n. Night Watchman's Dwelling	1				
o. Depot	1				
p. Public Toilets				1	
q. Track Scale		1			
r. Outbuildings	3			1	
s. Livestock Loading Pens		1			
<b>Total</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>

a. Through Truss Bridge (MP 343.60)

The steel through truss bridge, which crosses the Rio Chama, is the sole example of this kind of bridge in the district. Similar to a Pratt truss design, the New Jersey Iron & Steel Company built the spans in 1888. According to Wilson and Glover, the trusses were installed across the Rio Chama in 1924, but were used near Delta, Colorado, prior to that date. This structure is a contributing resource. (See photos 31 and 32.)

b. Oil Depot

Prior to World War II, an oil field was developed north of Chama along the Colorado-New Mexico border. Oil was piped to Chama, pumped into tank cars, and shipped by rail to a refinery in Alamosa. These shipments generated a considerable amount of rail traffic on the line until the refinery closed due to a fire in 1964. Tank cars would be spotted on either side of the depot for loading. What remains today of the oil depot is a steel frame structure with a wood plank walk and handrails above the oil supply piping and an operator's shack. This structure was restored in 1993, is in fair condition and is a contributing resource.

c. Water Tank

The water tank at Chama is unusual in that it has two spouts to service locomotives on two tracks simultaneously. It is pump-fed from the Rio Chama River. The tank is representative of a standard D&RG design and holds 50,000 gallons in a wood structure on concrete foundations with a wood shingle roof. This structure was restored in 1994-1995, is in good condition, and is a contributing resource.

d. Log Bunk House

Located north of the warehouse, the log bunk house is representative of a standard D&RG design, two of which still exist in the district. There is also a coal shed and privy adjacent to this building. This building was stabilized in 1999 and is in good condition. This building is a contributing resource.

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e. Car Body Bunk House

Adjacent to the log bunk house is a boxcar body without trucks, resting on the ground. As boxcars aged and became unusable on the railroad, they were often recycled as line side structures. In this case, the body was used as a bunk house. Like the railroad cars, this building is of wood construction, but with rolled asphalt roofing. It was stabilized in 2002, is in good condition and is a contributing resource.

f. Coaling Tipple

The Chama coaling tipple is the sole survivor of three nearly identical structures constructed in 1924 on the D&RG system (others were constructed at Gunnison and Durango). It replaced a predecessor structure and automated the process of moving coal from waiting railcars to the storage bin and locomotive tenders (Osterwald). Located south of the water tank, the tower consists of a concrete bin below a raised track at the rear of the building, an elevator consisting of two buckets moving up and down the rear of the tower, and an elevated bunker above a gabled shed enclosing the elevator machinery. Carloads of coal are dumped into the concrete bin where they are fed to alternate buckets that raise the coal to a point at the top of the elevator, where the buckets automatically tip, dumping the coal into the elevated bunker. The elevated bunker stores the coal for locomotives. Engine crews dispense the coal through a single door and chute into the waiting locomotive tenders. The elevated bunker is constructed of large timbers and wood sheathing. The top of the elevator is protected by a small, wood sheathed gable-form shed, and the machinery house is a wood-frame enclosure. Machinery within the shed was manufactured by Fairbanks-Morse. The structure is founded on wood piles and mudsills, and appears to be leaning with age. The elevator machinery was restored by the Friends. It is operational, and it is demonstrated on occasion. The coaling tipple is the subject of ongoing restoration and study by the Friends. It is in fair condition and is a contributing resource. The remains of the concrete foundation for the predecessor coal trestle are visible south of the sand storage bunker. (Based on a comparison with photos 38 and 39, the relative positions of resources F, H and I on the Chama North site map above appear to be off by about 100 feet.)

g. Locomotive Ash Pit

East of the elevated coal loading track, the track leading to the roundhouse crosses a depressed concrete pit on steel beams and columns. Locomotive crews use this area to dump hot ashes from the locomotive's fireboxes and store them until cool, whereupon they are moved to an adjacent rail car for disposal. This structure is in good condition and is a contributing resource.

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h. Sand House and Storage Bunker

South of the coal tiple is the sand house, used to store, dry and dispense sand to locomotives that use the sand for traction on slippery rail. The sand house is a wood-frame shed on earth foundations, built with a gable roof. Inside is a large stove with a raised sieve used to filter and dry wet sand (wet sand is subject to clumping and will clog the pipes on locomotives that dispense the sand at the rail, in front of the drive wheels). South of the sand house is a storage bunker constructed of wood posts with horizontal used cross ties set behind and used to store the wet sand waiting to be dried. In front of the sand house is a vertical frame structure that supports an elevated holding tank. Once the sand is dried inside, it is placed in a hopper where compressed air (tapped from the locomotive) blows the sand through a pipe to the elevated holding tank. Sand then flows from the hopper, via gravity, into the sand dome atop the locomotive boiler. The sand house, the bunker and its machinery were restored by the Friends in 1997 and are in good condition. This complex is a single contributing resource.

i. Warehouse

At one point three warehouses were located in Chama. The surviving building is of timber-frame construction with corrugated metal siding and roof. This building was used to store wool, an important local agricultural product, prior to shipment. A raised wood platform on trackside facilitates moving products from building to railcar and vice versa. The platform and warehouse floor were renovated in 1998. This building is in good condition and is a contributing resource.

j. Warehouse Site

A second warehouse once stood between the existing warehouse and the depot. Judging from historic photos, it was similar in size and of identical construction to the surviving building. It was demolished in 1971. This site is a contributing resource.

k. Sheep Dip Pens

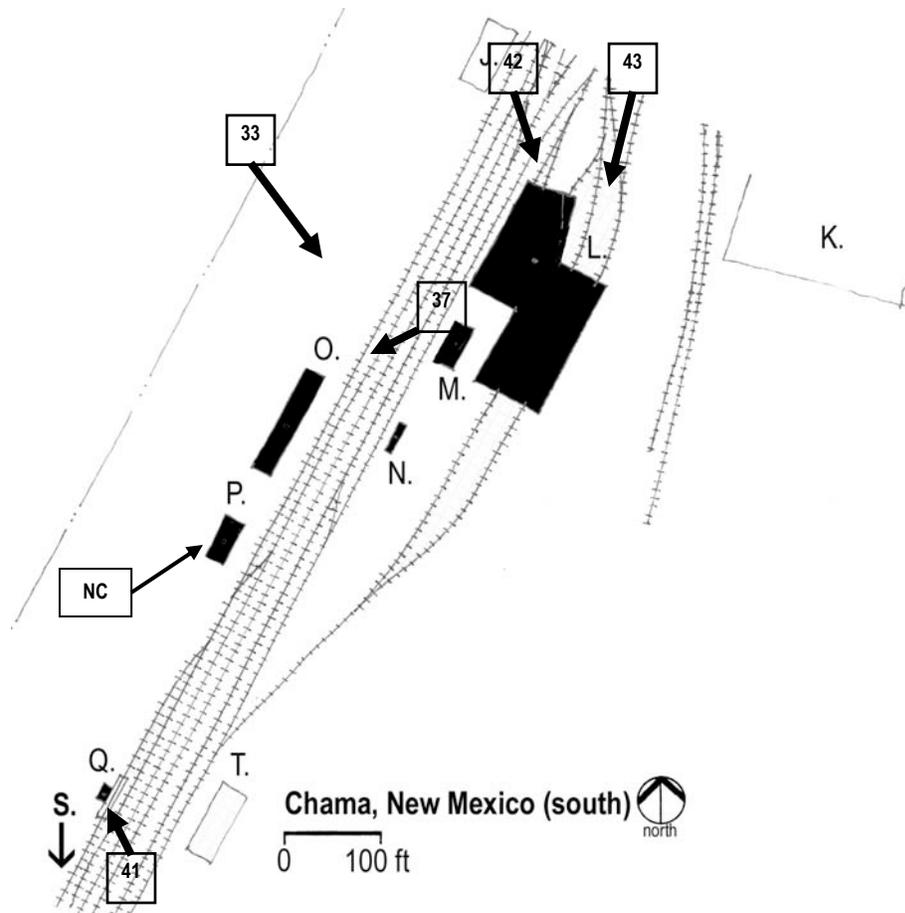
North and east of the roundhouse is the site of a large structure that covered sheep dip pens. Prior to loading sheep onto stock cars, the animals were 'bathed' in a solution that removed insects they might have collected at pasture. This large structure was constructed of wood with a wood shingle roof. Photos document a number of outside corrals adjacent to the covered portion of the facility. The pens were removed prior to the 1940s. This site is a contributing resource.

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I. Roundhouse

The dominant building in the middle of the Chama yard is the roundhouse, used to maintain and store locomotives. A seven-stall brick building replaced an earlier wood building that burned in 1899 (Osterwald). Originally a turntable was used to access the radiating tracks. The turntable was removed with the delivery of larger locomotives, and changing operation and maintenance practices. With the removal of the turntable in 1946, all but the western-most two stalls were demolished. The building has brick exterior walls on a concrete foundation with a post-and-beam frame at the interior supporting a flat roof and has a dirt floor. South of the western-most stall, there is a boiler room containing two boilers to power machinery used to maintain the locomotives in an adjacent machine shop. The boilers themselves were recycled from outdated locomotives.

South and east of the remaining roundhouse stall is the new engine house addition, constructed in 1977 (Wilson and Glover). This concrete block addition with a precast

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concrete roof contains two track bays for locomotive maintenance. It is connected internally to the historic roundhouse and machine shop. The roundhouse is in good condition and is a contributing resource.

m. Oil House

South of the roundhouse is a brick building used to store locomotive oil and lubricants. A corner room of the building also contains offices used by the staff responsible for locomotive maintenance. The building has a concrete foundation, masonry walls and a concrete roof (Wilson and Glover). The building dates from 1903, is in good condition, and is a contributing resource.

n. Night Watchman's Dwelling

Southeast of the oil house is another recycled car body that served as the residence for the hostler responsible for monitoring locomotive fires through the night. The building is a former refrigerator car. It is of wood-frame construction with roll asphalt roofing. This building has been restored by the Friends and is in good condition. It is a contributing resource.

o. Depot

The depot at Chama is the second such building at this location, replacing an earlier building that was consumed in the 1899 fire that also destroyed the original wood roundhouse (Osterwald). The building is of wood-frame construction with board and batten siding, double-hung windows, large eaves and a composition shingle roof. Typical of railroad depots, there is a waiting room and ticket window on one end, a telegraph operator's bay on the track side, rooms for the agent's residence, and a large room with an elevated floor for storage of freight and express items. A raised loading dock, restored in 2003, wraps the south end of the building to facilitate moving large items directly from rail cars into the freight room. Portions of the building have been adapted to offices as this building serves as the headquarters of the railroad. The waiting room appears very much as it did during D&RG operations. This building's foundation was stabilized in 1999 by the Railroad Commission. It is in good condition and is a contributing resource. (See photos 33 and 37.)

p. Public Toilets

In response to increasing ridership and the need for added amenities, public toilets were constructed south of the depot in 1999. This building features toilet facilities for men and women, along with a drinking fountain, and is similar in appearance to a small depot or outbuilding. It has a concrete foundation, wood-frame walls and an asphalt shingle roof. This building is in good condition and is a noncontributing resource.

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q. Track Scale

Some forms of freight—particularly livestock—required accurate weighing for shipment (the rancher paid for the weight moved, not the carload). The track scale is a common railroad feature very much like the scale one might see at a doctor's office. A track switch on each end routes rail cars onto the "live" rails, the rails that cross the scale mechanism (locomotives are never allowed on the "live" rails as they are too heavy for the scale mechanism). The scale itself is located inside a concrete pit, with a small wood frame shed off to the side to house the instrument. A window allows the operator to see what is being weighed. This scale was first installed in Aspen, Colorado, in 1889 and relocated to Chama in 1929 (Osterwald). This structure is in good condition and is a contributing resource.

r. Outbuildings

Four small support buildings are scattered throughout the Chama yards. These range from small sheet metal sheds used to protect fire hoses to larger buildings for speeder storage. The largest is a wood-frame building constructed by the Friends in 2002 to replicate a speeder shed located near the water tank and removed near the end of D&RG operations. This building is noncontributing. The other three buildings are contributing resources. All are in good condition.

s. Livestock Loading Pens

Livestock pens were located in prominent towns along the narrow gauge—as at Chama—and points near summer pasture lands. These pens feature a number of corrals connected by gates to a loading chute or chutes. The fences are typically constructed of wood rails and posts, both being variously peeled and unpeeled logs, hewn and sawn planks. The loading pens located at the south end of the Chama yard feature four loading chutes, with the ability to load single-deck cattle cars or double-deck sheep and pig cars. There is also a scale house. The four chutes and seven western pens and associated alleyways were restored between 1993 and 2002. This structure is in fair condition and is a contributing resource.