



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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

1. Name of Property

historic name Burlington and Quincy High Line Hill City to Keystone Branch
other names/site number Black Hills Central Railroad / 1880 Train

2. Location

street & number The district starts at 222 Railroad Avenue, and continues along the right of way of the track until it reaches the Keystone Depot on the North end of Main St. not for publication N/A
city or town Hill City Vicinity X
state South Dakota Code SD county Pennington code 103 zip code 57745

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jay D. Voigt 12-17-2002
Signature of certifying official Date
South Dakota SHPO
State or Federal agency and bureau

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

Signature of commenting or other official Date

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, SD

County and State

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 - See continuation sheet
- determined eligible for the National Register.
 - See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,
(explain:)

Signature of the Keeper: Edson H. Beall Date of Action: 2/5/03

5. Classification

Ownership of Property (Check as many boxes as apply)

- Private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

Contributing	Noncontributing	
<u>4</u>	<u>9</u>	Buildings
<u>1</u>	<u>6</u>	Sites
<u>15</u>	<u>6</u>	Structures
<u>20</u>	<u>15</u>	Objects
		Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) South Dakota's Railroads

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

7. Description

Architectural Classification (Enter categories from instructions)

No style

Materials (Enter categories from instructions)

Foundation _____
Roof _____
Walls _____
Other Metal

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

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

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

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

Areas of Significance (Enter categories from instructions)

Transportation _____
 Engineering _____
 Architecture _____

Period of Significance

1893-1952 _____

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, SD

County and State

Significant Dates 1890, 1952

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder Unknown

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

See Continuation Sheets

9. Major Bibliographical References

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

Previous documentation on file (NPS)

- Preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- Designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: N/A

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, SD

County and State

10. Geographical Data

Acreage of Property Approximately 35 acres

UTM References

(place additional UTM references on a continuation sheet.)

1	<u>13</u>	<u>614506</u>	<u>4864852</u>	3	<u>13</u>	<u>614597</u>	<u>4865209</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>13</u>	<u>614459</u>	<u>4864870</u>	4	<u>13</u>	<u>614911</u>	<u>4865344</u>

See continuation sheet

Maps: Hill City and Mount Rushmore

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet

11. Form Prepared By

name/title Meg Warder and Michelle C. Saxman
organization 1880 Train and SD SHPO date _____
street & number PO Box 10 telephone (605) 574-2222
city or town Hill City state SD zip code 57745

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

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

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

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, SD

County and State

Property Owner

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

Name Meg Warder

street & number PO Box 144 telephone (605) 574-2222

city or town Hill City state SD zip code 57745

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Narrative Description:

The Black Hills Central Railroad (BHCR) operates on what was known as the Chicago Burlington and Quincy (CB&Q) High Line. The 9.54 miles of track for this spur is located in the Black Hills of South Dakota and runs between two small towns, Hill City and Keystone. Both of the communities started as mining boomtowns in the 1890s. The construction of the line began in Hill City in 1893 and finished on January 25, 1900 in Keystone. The line is surrounded by beautiful pine and spruce tree laden Black Hills. The route has many vistas which include Harney Peak, the highest point between the Alps and the Rockies, Elkhorn Mountains and Granite Cliffs. These mountains contain a number of animals including goats and mountain lions.

The rail line in Hill City has the original depot, semaphore, and water tower footings. There are three original section houses in the yard. There are four steam engines and seven railroad cars that represent the era of the train. The train still operates today as an historic steam train that mimics the experience of riding a train in the late 1800s and early 1900s. The BHCR is the only portion of the High Line (Edgemont to Deadwood, South Dakota) that is still in place. It is the oldest tourist train in the country that has been continuously running on an original line.

At the north end of the yard in Hill City are three contributing original switch houses that have been moved a few feet away from the track for safety reasons. There is also the engine shop where all of the car and engine restoration takes place. The Engine House is a non-contributing structure. At the yard in Hill City there are four steam engines. There are six operating railroad cars and one that is under restoration. The car under restoration, car #133, car #112, and the Dover's Caboose are contributing resources. Three of the engines #104, #7, and #110 are contributing resources.

The track heads out of town to the northwest heading up Tin Mill Hill. This is one of the steepest grades of track that a standard gauge train must climb in North America. Onward towards Keystone the train track lies nearly parallel to Pennington County Road 323 and the track follows Battle Creek the last few miles.

The Chicago Burlington and Quincy spur was in use from 1893 to 1982 to haul freight and passengers. Starting in 1957, the first official BHCR tourist excursion train operated on a newly laid third rail narrow gauge track. Narrow gauge track is 36 inches wide. The narrow gauge line went to the town site of Oblivion, which is the halfway point of the original CB&Q spur.

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The excursion continues today all the way to Keystone on the original standard gauge track. Standard gauge track is four feet eight and one half inches wide. The spur has thirteen bridges between Hill City and Keystone all original except for three which were replaced with original materials and design. The third rail for narrow gauge equipment that was added in 1956-1957 has been removed.

The right of way is approximately 25 feet from the center of the track on each side. This right of way extends from the Hill City terminus to Keystone. The rail bed is earth and gravel with many original ties and rails in place. The line is in good operational condition. The condition of the track is due to the upkeep and maintenance from the current owners. There is also a telegraph line, dating back to the early days, adjacent to the track with many poles still standing. The line ends with the non-contributing Keystone depot that was built in 2000.

1. Bridge
Contributing
Built 1890

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 72 feet long.

2. Bridge
Contributing
Built 1893

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 42 feet and three inches long.

3. Bridge
Contributing
Built 1893

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 22 feet long.

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4. Bridge
Contributing
Built 1893

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 41 feet and 6 inches in length.

5. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 44 feet 6 inches in length.

6. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 42 feet 6 inches in length.

7. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 41 feet 8 inches in length.

8. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 97 feet 6 inches in length.

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9. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 85 feet in length.

10. Bridge
Contributing
Built 1899-1900

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 56 feet in length.

11. Bridge
Non-Contributing
Built 2001

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 65 feet in length.

12. Bridge
Non-Contributing
Built 2001

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 58 feet in length.

13. Bridge
Non-Contributing
Built 2001

The bridge is a timber-pile trestle. A trestle is a framework of timbers consisting of vertical supports and horizontal crosspieces supporting the bridge deck. The bridge is 56 feet 9 inches in length.

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, South Dakota

County and State

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(8-88)

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14. Semaphore
Contributing
Built c. 1990

The track signal is a metal pole that has movable arm to convey track occupancy.

15. Switching Stand
Contributing
Built 1889-90

A device used to transfer rolling stock from one track to another.

16. Switching Stand
Contributing
Built 1889-90

A device used to transfer rolling stock from one track to another.

17. Switching Stand
Contributing
Built 1889-90

A device used to transfer rolling stock from one track to another.

18. Switching Stand
Contributing
Built 1889-90

A device used to transfer rolling stock from one track to another.

19. Concrete Pad
Non-Contributing
Built 1994

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, South Dakota

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20. Fuel Tank
Non-Contributing
Built 1992

21. Engine House
Non-Contributing
Built 1960
Addition 1994

The Engine House is a large gable end metal pole barn. It features large garage doors.

22. Storage
Non-Contributing

23. Privy
Contributing
Built 1890

The privy is a small clapboard sided building. It features a shed roof with asphalt shingles.

24. Section House
Contributing
Built 1890

The section house features a side gable roof with asphalt shingles. The building has clapboard siding with two-over-two windows, a simple entrance door and a large sliding door.

25. Section House
Contributing
Built 1890

The section house features a side gable roof with asphalt shingles. The building has clapboard siding with two-over-two windows, a simple entrance door and a large sliding door.

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

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26. Restaurant
Non-Contributing
Built 1930s

These World War II-era Hospital cars were acquired from Igloo Army Depot. The cars were converted for use as a restaurant in the 1990s. These cars are not associated with the Burlington and Quincy High Line Hill City to Keystone Branch.

27. Caboose
Non-Contributing
Built 1920

The Burlington Northern Caboose No. 10866 was originally a Northern Pacific Railroad caboose built in 1920s. The caboose is not associated with the Burlington and Quincy High Line Hill City to Keystone Branch.

28. Storage
Non-Contributing

29. Restrooms
Non-Contributing
Built 1996

30. Pumphouse
Contributing
Built c. 1890

The pumphouse is simple side gable building with clapboard siding. It has only one opening, this opening allows access to the equipment.

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

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31. Water Tower
Non-Contributing
Hill City
Built 1890
Reconstructed 1991

The water tower was reconstructed, but the footings are original.

32. Depot
Non-Contributing
CB&Q Depot
Hill City
Built 1889-90
Altered 1960s

In 1889-90, the railroad built a two-story wood frame building. CB&Q removed the second story of the depot in the 1960s and added a freight receiving addition. The freight addition was removed in about 1985. The depot has the original tin shingles and bay windows on the east side. The original siding is also still visible on parts of the depot.

33. Storage
Non-Contributing
Built c. 1999

34. Rail Road Track
Contributing

35. Depot
Non-Contributing
Built 2000

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, South Dakota

County and State

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Statement of Significance:

The Burlington and Quincy High Line Hill City to Keystone Branch is historically significant for its role in the development of the American frontier specifically the Black Hills of South Dakota. This isolated line that the Black Hills Central Railroad operates today is the only remnant left of the 106.4 mile Burlington and Quincy High Line from Edgemont, SD to Deadwood, SD. The rail line serviced the mines, lumber industry and hauled passengers from its construction in 1890-91 to 1983. The construction of the Hill City to Keystone spur began in 1893 and has been operating continuously to present day. Dating back to 1956 the rail line is also the oldest continuously operating tourist train that runs on an original railroad line. The equipment, yard in Hill City, and track to Keystone are well preserved and carefully maintained; they also represent the physical manifestation of America's quest to grow and prosper.

Burlington and Quincy High Line Hill City to Keystone Branch is being nominated to the National Register of Historic Places are part of the "Historic Railroads in South Dakota" Multiple Property Nomination. It is related to the historic context of "Historic Railroads in South Dakota, 1872-1948" and is classified with the associated property types of railway-owned housing, bridges and other associated buildings such as a privy, sheds and signaling devices. The property is eligible under Criterion A as a reflection of the growth and operational pattern of the Burlington and Quincy railroad. This spur line demonstrates how the railroad served and influenced the towns of Hill City and Keystone. The Burlington and Quincy High Line Hill City to Keystone Branch is also eligible under Criterion C as an excellent example of early railway design, engineering and architecture.

Historical Background:

Mining was an integral part of the development of the Black Hills. People from all corners of the world moved to the area to "strike it rich". Hill City began in 1875 as a mining camp. The miners built over 200 houses. Hill City boomed again in the late 1880s when the Great English Harney Peak Tin Mining, Milling, and Manufacturing Company made Hill City its headquarters. The Company owned claims stretching from Custer to Keystone, South Dakota. The railroad crews completed the track from Edgemont, South Dakota to Hill City in November of 1890. The historic depot in the yard at Hill City was also built between 1889 and 1890. The tracks, switches, semaphore, switch houses and

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

County and State

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the footings for the water tower all date back to this same time. These objects are all in the original locations with the exception of the switch houses, which have been moved a small distance away from the track for safety reasons at unknown date. The growth of Hill City contributed to the railroad's decision to build the junction of the Chicago Burlington and Quincy spur to Keystone from Hill City.

The track was continued east from Hill City to Addie Camp in 1893. The Addie Camp branch was extended eastward along Battle Creek in 1899 and was completed to the mining camp of Keystone on January 25, 1900. The purpose of the line was to tap Keystone's and the surrounding areas mining and lumber industries. The railroad spur climbs out of Hill City to the Tin Mill on "Tin Mill Hill." It proceeds a few miles to the Good Luck Tungsten Mine. The CB&Q spur also passed and serviced the Bob Ingersoll Mine, which produced over 57 different varieties of minerals. In 1900, the railroad continued into Keystone where it serviced the Holy Terror Mine. This mine was one of the richest gold mines in the Black Hills. Tin, lithium, and tungsten mining boomed in the area through both World Wars. The rail line took ore from Keystone to Hill City until the late 1970's.

The timber industry has also thrived in the Black Hills, which has an abundance of blue spruce and ponderosa pine trees. The CB&Q Hill City to Keystone spur serviced the Nelson Sawmill, which was about halfway between Hill City and Keystone, and the Overgaard Sawmill near Keystone which flourished in the 1920's. These lumber mills supplied wood for buildings for the miners, mines, and shipped lumber out for commercial uses in other parts of the country. The lumber industry in the Black Hills continues to provide employment for many people in the area.

The train also provided transportation for miners and lumber crews. Citizens of Keystone and Hill City were also able to take the train between the two towns. In 1927, the 9.54-mile spur line became the rail line for the newly dedicated Mount Rushmore National Memorial by President Calvin Coolidge. President Coolidge declared the mountain as America's Shrine of Democracy. The construction of the sculpture provided additional revenues for the Burlington Northern Railroad Company. The train transported freight and escorted tours where busses provided close up views of the Memorial in progress. The success of the train today is due in part to the proximity of Mt. Rushmore. The Black Hills Central Railroad continues to serve the communities of Keystone and Hill City.

The depot on the South end of the train yard is the most original depot that exists from the High Line. There is one other depot standing in the Northern Black Hills, but it has been changed substantially.

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, South Dakota

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The depot in Hill City has remnants of the original tin roof, bay windows and siding on the East side. The north section of the Hill City yard features the water tower, which stands on its original footings.

Lying parallel to the east of the depot and water tower are the track and switches, which have not been moved and lay in the same location as in 1890. At the far north end of the yard are three switch houses that were used by early railroad crews. The buildings feature original siding and the original tin roofs. The equipment in the yard represents the year of the train during its heyday. The BHCRRL operates three steam locomotives dated 1919, 1926, and 1928. The dates on the cars are the late 1890's to 1920. This line originally called the Chicago Burlington and Quincy High Line Hill City to Keystone Branch comprises the yard in Hill City and a 9.45 mile original line to the terminus in Keystone, South Dakota. The trains that ran on the line serviced many of the mines along the route, hauled lumber and passengers between Hill City and Keystone.

The Burlington and Quincy High Line Hill City to Keystone Branch is eligible for the National Register under Criteria A and C. This historic railroad yard and line is eligible because of the interrelationship between railroad and the communities. The line exhibit groups of buildings and structures that represent the complex and massive nature of the railroad.

Bibliographical References:

The 1880 Train – The Past the Present and future of Black Hills railroading preservation. Black Hills Central Railroad.

Brown, Robert C. The Burlington's Line West Depots

Hufstetler, Mark & Michael Bedeau. South Dakota's Railroads: An Historic Context. South Dakota Historic Preservation Office. July 1998.

Parker, Watson and Hugh K. Lambert. Black Hills Ghost Towns. Swallow Press, Chicago, IL.

Chicago Burlington and Quincy Railroad plat

Burlington and Quincy High Line Hill
City to Keystone Branch

Name of Property

Pennington County, South Dakota

County and State

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Additional UTM:

5	<u>13</u>	<u>616177</u>	<u>4864827</u>	7	<u>13</u>	<u>616560</u>	<u>4864895</u>
	Zone	Easting	Northing		Zone	Easting	Northing
6	<u>13</u>	<u>616339</u>	<u>4865040</u>	8	<u>13</u>	<u>616846</u>	<u>4865159</u>
	Zone	Easting	Northing		Zone	Easting	Northing
9	<u>13</u>	<u>618400</u>	<u>4864161</u>	10	<u>13</u>	<u>620421</u>	<u>4863511</u>
	Zone	Easting	Northing		Zone	Easting	Northing
11	<u>13</u>	<u>621871</u>	<u>4862281</u>	12	<u>13</u>	<u>622557</u>	<u>4862642</u>
	Zone	Easting	Northing		Zone	Easting	Northing
13	<u>13</u>	<u>623890</u>	<u>4861818</u>	14	<u>13</u>	<u>625114</u>	<u>4861698</u>
	Zone	Easting	Northing		Zone	Easting	Northing
15	<u>13</u>	<u>625377</u>	<u>4861109</u>	16	<u>13</u>	<u>626751</u>	<u>4861064</u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary:

The Southern boundary is located in Hill City and runs along Poplar Street. The property runs parallel to railroad Ave, which serves as the western and northern boundary lines in Hill City. The eastern Boundary is Spring Creek starting roughly from Poplar Street. The boundary of the railroad property leaving Hill City to the northwest is a fifty-foot right of way. Twenty-five feet from the center of the track on both sides. The boundary of the district in Keystone ends at US Highway 16A and to the south at the US Post office building wall.

Boundary Justification

The property includes area historically associated with the original CB&Q High Line Hill City to Keystone Branch.

Section 2,

City: Keystone

Burlington and Quincy High Line Hill City to
Keystone Branch, Pennington County

#1-#13-Bridges

#34 Track

Contributing =

Non-Contributing =

As of December 2002

