

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

SEP 26 1988

Continuation sheet

Item number

Page 85

#1189 AT & SF Roundhouse, 100' NE of Grand Avenue & Gallinas River,  
Ill. 32.

4. Owner: John Ochterbeck, 724 Lee Dr., Las Vegas, N.M.

6. In Existing Survey: State Register #345.

7. Description: Three-quarters of hollow circle-shape, 675 feet around inside curve; unknown foundation material; 19 inch concreted walls (outside and one end), 13 inch brick walls (inside and one end); large industrial metal windows (outside), large sliding wooden doors and clerestory window (inside facade); brick floors. Located at the southern termination of Railroad Avenue, next to the tracks and the Gallinas River.

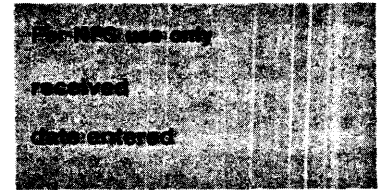
8. Significance: The economic importance to Las Vegas of the trade developed around the railroad was enhanced by the location here of a railroad division headquarters. The construction of a nine-stall roundhouse in 1880 meant that mechanics, as well as traveling trainmen, would make Las Vegas home. As rail traffic grew through the years, the original roundhouse was enlarged to sixteen stalls in 1899 and then replaced in 1917 by a new thirty-four stall roundhouse at a cost of approximately \$200,000. Up-to-date industrial design dictated the unadorned functionalism of a reinforced concrete structure with large expanses of glass.

At its peak, 380 men were employed around the clock in three shifts, including boiler makers, pipe fitters, sheet metal workers, electricians, machinists, and inspectors. Major locomotive overhauls for the region were undertaken in the large locomotive works in Albuquerque while the Las Vegas roundhouse concentrated on the routine inspection of locomotives which had just completed the trip from Raton or Albuquerque. A "boiler form," as this inspection was called, involved the examination and repair as needed of all welded joints, valves, fittings, springs, couplings, and bushings. The decline in railroad traffic caused by the development of highways and by the Great Depression meant fewer jobs at the roundhouse. Finally, the appearance of more durable locomotive parts, and the substitution of diesel for steam locomotives allowed engines to run straight through from La Junta, Colorado to Albuquerque, leading to the closing of the Las Vegas roundhouse.

With windows secured with sheets of corrugated metal, it is now used as a farm supply warehouse and stands as a mute reminder of the major role the railroad once played in the economy of the city.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet

Item number

Page 86

AT & SF Roundhouse

10. Acreage: 2. UTM Reference: 13 480540 3937930

Boundary: Unplatted. A line ten feet beyond the outside curve of the building and outside of an imaginary line connecting the two outside corners.

