NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1276

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determination for individual properties and districts. See instruction 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 an 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 Denver & Rio Grande Western Railroad Stock Car No. 5620
other names/site number 5MN.9170

2. Location

street & number 82800Q 83rd Road, Cimarron Visitor Center, Curecanti National Recreation Area (CURE) [N/A] not for publication
city or town Cimarron [N/A] vicinity

state Colorado code CO county Montrose code 085 zip code 81220

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] 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 [X] statewide [ ] locally. ([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 12/15/09

National Park Service
State or Federal agency and bureau

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

Signature of certifying official/Title — Deputy State Historic Preservation Officer — Date 11/19/09

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

[X] 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
[ ] See continuation sheet.

for Edson W. Beall — Signature of the Keeper — Date of Action 1.27.10

5. Classification

Ownership of Property
(Check as many boxes as apply)

[ ] private
[ ] public-local
[ ] public-State
[X] public-Federal

Category of Property
(Check only one box)

[ ] building(s)
[ ] district
[ ] site
[X] structure
[ ] object

Number of Resources within Property
(Do not count previously listed resources.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing.
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function
(Enter categories from instructions)

TRANSPORTATION/ rail-related

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/ museum

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation
walls
roof
other METAL/ steel
WOOD

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

DESCRIPTION

Denver & Rio Grande Western (D&RGW)[1] Stock Car No. 5620, which measures 8'6" x 33', is on exhibit at the Cimarron Visitor Center within Curecanti National Recreation Area (NRA), an interpretive facility constructed at the former location of the D&RGW rail yard in the townsite of Cimarron, Colorado. The car is one of a number of historic transportation-related resources within Curecanti NRA. Although the historic rolling stock never leaves Curecanti NRA, the National Park Service (NPS) may occasionally rotate Stock Car No. 5620 with other railroad cars on exhibit at the historic D&RG Pratt Truss Bridge (currently listed on the National Register as D&RG Narrow Gauge Trestle, NRIS #76000172),[2] also within the boundaries of Curecanti NRA. The car may also be sometimes moved to the visitor center maintenance area for repairs and preservation treatments. (For ease of reading, Denver & Rio Grande [D&RG], Denver & Rio Grande Western [D&RGW], and Rio Grande are used interchangeably throughout the nomination.)

The park unit also has a locomotive and three pieces of rolling stock on exhibit at the D&RG Pratt Truss Bridge, which is approximately one and a half miles away from the Cimarron Visitor Center. While the Stock Car is currently at the visitor center, the center and the bridge are both appropriate locations for exhibiting the car. They provide a suitable setting and allow the stock car to convey its significance as an important vehicle needed to promote the economy of the area.

The display at the former town site interprets the role the D&RGW played in the development of the Western Slope of Colorado and the history of the narrow-gauge railway system. One of the other cars on display is Denver and Rio Grande Western Stock Car No. 5679D, a double-decker version of No. 5620 from the same series. The NPS designed the exhibit to appear as a railroad siding equipped with loading facilities onto which cattle cars and other railroad cars were temporarily sidetracked. In order to create the period setting, the NPS utilized narrow-gauge rails and ties, and reconstructed a loading dock, livestock corral, and drive chute.[3]

Specifications

D&RGW Stock Car No. 5620 is an all-wood rolling stock car that typically carried sheep, cattle, horses, mules, and hogs. Originally constructed in 1904 by the American Car and Foundry Company (AC&F) for the Denver and Rio Grande Railway Company (D&RG), the car remained in use until the Rio Grande ceased operating in 1968.[4] The railroad rebuilt the car in 1925, a common practice as stock cars wore out much quicker than other revenue producing rolling stock due to the materials used, primarily wood, and their lightweight construction design.[5]

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[1] The Denver & Rio Grande Western Railroad Company (D&RGW) had several predecessors. The railroad first incorporated in 1870 as the Denver & Rio Grande Railway Company (D&RG) and became the Denver & Rio Grande Railroad Company in 1886. Beginning in 1921 the railroad operated as the Denver and Rio Grande Western Railroad Company. The name of the railroad equipment includes the title of the contemporary railroad associated with either the construction or rebuilding of the resource, in this case the rebuilding, at the designated period of significance.

[2] In the 1976 National Register nomination the bridge is incorrectly identified as a trestle. The correct engineering terminology for the span of bridge is Pratt truss. The National Register nomination should be amended to update the nomination and correct the name.

[3] John Reed, "Curecanti National Recreation Area Interpretive Plan," (Rocky Mountain Region, National Park Service, Denver, 1980, microfilm), 18.

[4] D&RGW Form 3495, n.d., Robert W. Richardson Railroad Library, Colorado Railroad Museum (hereafter cited as CRM), Golden, Colo. Photocopy on file at Curecanti National Recreation Area (hereafter cited as CURE), Gunnison, Colo.

[5] Robert Sloan, *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*, (Winona, MN: BHI Publications, 2000), 71.

This single-deck stock car has a wood frame supported by a truss rod system with walls of horizontal wood slats on the right and left sides.[6] The walls of the A and B ends of the car are constructed of horizontal boards. Corners of the car are reinforced with metal straps. Grab irons and sill steps exist on all four corners. Both the right and left sides of the car are the same, with a single sliding door of a double chevron pattern set in the middle of each wall. There is a door of approximately 21½" x 29¼" on the B end.

The car is 30' long over the end sills and 7'11" wide over the side sills.[7] The floor of the car is wood and there are wood sills on the sides and ends. A wooden roofwalk is attached to the top of the slightly gabled metal roof. The car rides on arch bar trucks with 26" cast iron wheels. The truck sides are mild steel bar with separate cast journal boxes while the truck bolsters are cast steel with barber side bearings. The car is equipped with both hand and air brakes. When originally built, the LT WT (light weight or the weight of the car while empty) was 22500 pounds, the capacity 50000 pounds, and the Load Limit 55000 pounds.

Paint Schemes

The stock car is currently painted black with white lettering, the appropriate color scheme for the date of rebuilding. In addition, the car sports the "Flying Rio Grande" herald applied to stock cars starting in 1940.

Alterations

The D&RGW paid $685.99 for each of the cars in this series.[8] After initial construction the American Car and Foundry Company shipped the car on a standard-gauge flat car to the railroad's shops in Pueblo, Colorado, for installation of brake rigging. The stock car was originally painted Prince's Mineral Brown with white lettering and had a different style door.[9] In 1912 the railroad added safety features to the car, including additional grab irons and ladders, conforming to new safety-standards required by the Supplemental Safety Appliance Act of 1910.[10] The modifications cost $23.77.[11] The original doors on the car were replaced by the double-chevron reinforced doors sometime between 1917 and 1925.[12]

In 1925, the D&RGW's Alamosa shops completely rebuilt this car along with others in the same series and changed the paint scheme to black and white.[13] While the amount of rebuilding depended on the

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[6] Note: In the following description railroad terms are used to describe the parts of the rolling stock. The end of the car with the hand brake or brake staff is the B end. The A end is opposite of the B end. The left and right side of the car are determined by standing facing the B end.

[7] These measurements are slightly different than the previous page- the 33' x 8'6" measurements indicate the maximum length and width of the car. "Over the sills" means the floor level measurements while the maximum measurements include roof walk extensions, eaves, and couplers.

[8] D&RGW Form 3495, CRM.

[9] Sloan 71-72.

[10] D&RGW Form 3495, CRM.

[11] D&RGW Form 3495, CRM.

[12] Sloan, 71. Note: Beginning in 1917 the railroad carried out minor repairs and alterations on this series of rolling stock including replacing the sliding doors of vertical wood with the stronger sliding doors of the double chevron style. Those that had not been modified by 1925 received new doors of the improved design when they were rebuilt.

[13] D&RGW Form 3495, CRM; Sloan, 71-72; Victor J. Stone, *Taking Stock: Narrow Gauge Stock Cars of the Denver & Rio Grande: 1873-1968* (Hampshire, England: Creedstone Publications, 1992) 43. Note: Prior to Stock Car No. 5620's rebuild, the Interstate Commerce Commission and the D&RG inventoried it in 1920 and noted the car was double decked. Though

condition of each individual car, rebuilding usually amounted to stripping a car down to its trucks and other metal components, salvaging any wooden structural members were still sound, and then building a "new" car. Although author Robert Sloan reports the series also "underwent a major reshopping in 1946,"[14] the NPS was not able to locate any documentation of work done on this car at that time and railroad historian Victor Stone has not found any evidence to support this claim either.[15]

In 1970 the railroad sold this car to a salvage company who subsequently transferred the car to the Cumbres & Toltec Scenic Railroad (C&TS). The NPS bought the stock car from the C&TS in 1981.[16] After acquiring the car the NPS covered the roof with sheet metal. The roof material is not historically accurate; however, the slightly pitched metal roof protects the car from heavy snow loads and harsh winters. A railroad restoration specialist recommended retaining the metal roof in 1997.[17] The car does display some wood rot.

Like all rolling stock, the stock car received some minor alterations during its lifetime due to the routine maintenance and repair/replacement of broken parts needed to keep them in service. The NPS performed a little restoration on the car with some stabilization and general maintenance by reconditioning original parts whenever possible or using in-kind replacement materials. Because the NPS has made no changes to the stock car it has integrity in materials and workmanship. For example, this car was rebuilt by the railroad - a common practice for this type of car which wore out easily due to its open design - by combining both new and salvaged material. It still retains the exterior materials dating from its period of significance.

D&RGW Stock Car No. 5620 retains a high level of historic integrity in the aspects of design, materials, workmanship, feeling, setting, location, and association. The car retains all of the design and character that it had at the end of its service on the D&RGW. It is easily recognizable to anyone who saw it in service or who has seen pictures of it as Stock Car No.5620.

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during at least part of its career Stock Car No. 5620 was double decked, it emerged from its 1926 rebuild as a single-decked car. See Division Valuation Form 310, 12 October 1920, Interstate Commerce Commission and D&RG, Account 53, Narrow Gauge, Book 1, page 193, CRM. Photocopy on file at CURE.

[14] Sloan, 72.

[15] Stone, 43.

[16] Invoice, Cumbres & Toltec Scenic Railroad, 4 June 1981. Photocopy on file at CURE.

[17] Andrew Dahm, "Survey of D&RGW Equipment on Display at Cimarron, Colorado," 2 July 1997, 32. Photocopy on file at CURE.

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.)

[X] **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.

[X] **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.)

Property is:

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or 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

Periods of Significance
1925-1959

Significant Dates
1925

Significant Person(s)
(Complete if Criterion B is marked above).
N/A

Cultural Affiliation
N/A

Architect/Builder
AMERICAN CAR & FOUNDRY COMPANY
DENVER & RIO GRANDE WESTERN RAILROAD

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

9. Major Bibliographical References

Bibliography
(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:
[X] State Historic Preservation Office

[ ] Other State Agency

[ ] Federal Agency

[ ] Local Government

[ ] University

[X] Other

Name of repository:
Colorado Historical Society
Curecanti Visitor Center, Curecanti National Recreation Area (CURE)

SIGNIFICANCE

Denver & Rio Grande Western (D&RGW) Railroad Stock Car No. 5620 is eligible for the National Register at the *State* level of significance under Criterion A in the area of ***Transportation*** for its association with the contributions made by the D&RGW to the development of Colorado (and portions of adjoining the states of New Mexico and Utah) within the broad pattern of western railroad development and its association with the important Third Division- Second District segment of the railroad. Although most often thought of as a mining-related railroad, the D&RGW serviced many industries with its narrow-gauge routes. One of the more important of these industries was agriculture, particularly ranching. The raising of livestock, especially sheep, was an important activity in Colorado and the American West. The railroad moved livestock between summer and winter pastures, a seasonal operation typical of high-country ranching, and also delivered livestock to market. Livestock operations took place in various locations around the state, in particular the southern San Luis Valley and the Gunnison area, including Cimarron-Curecanti. In addition to transporting local stock, the D&RGW served as a link for cattle moving through Colorado to eastern markets.

Increasing use of trucks and the need to transfer livestock from narrow-gauge cars to standard-gauge for travel beyond the D&RGW's shrinking narrow-gauge system led to a gradual decline in the use of narrow-gauge stockcars. The period of significance for Transportation starts in 1925, with the re-building of the car. [18] As the historically significant activities associated with the school extend into a period less than fifty years before the nomination date, and because these recent activities are not considered to be exceptionally important, the period of significance ends in 1959, in keeping with National Register guidelines.

Stock Car No.5620 is also eligible under Criterion C at the *Local* level of significance in the area of ***Engineering*** as an example of a once common rail car type in operation in livestock producing areas of the railroad's narrow-gauge system. Built by American Car and Foundry in 1904 as part of a series of 350 cars, the wood cars were specifically designed to ship cattle or sheep.[19] The all-wood construction typifies early twentieth-century rail car construction. The horizontal-slat sides with large openings between boards provide air, light, and an outside view for the car's occupants. The period of significance for Criterion C is 1925, the year in which the car was rebuilt.

HISTORICAL BACKGROUND

Denver & Rio Grande Western and Narrow Gauge

While many railroads eventually came to Colorado, no railroad would come to be identified with, and symbolize the greatness of the state, more than the Denver & Rio Grande (D&RG). No railroad was to make as significant a contribution to the economic development of the Colorado-Utah region than the D&RG (later the D&RGW). Indeed, it was often said that wherever the Rio Grande went, development and settlement followed.[20]

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[18] D&RGW Form 3495, CRM; Sloan, 72.

[19] D&RGW Form 3495, CRM; Sloan, 72.

[20] James H. Baker, ed., *History of Colorado* (Denver: Linderman Co., Inc., 1927), 818; O. Meredith Wilson, *The Denver and Rio Grande Project, 1870-1901: A History of the First Thirty years of the Denver and Rio Grande Railroad* (Salt Lake City: Howe Brothers, 1982), 62 and 114.

Incorporated in 1870, the Denver and Rio Grande Railway was the dream of William Jackson Palmer, a Civil War veteran turned railroad man. In a time when most railroads were busy building East to West, Palmer envisioned a North-South line linking Denver and El Paso, Texas, and, eventually, Mexico City. Palmer, an avid believer in the West's vast mineral and agricultural potential, especially for the raising of livestock, desired to build a transportation system that would tap into the wealth these resources could provide.

Rich gold and silver deposits were locked in the remote vastness of the mountains, but successful development of mines required reliable transportation. Palmer also recognized the unique quality of the wheat that could be grown in the high and dry mountain valleys. This type of hard, high protein wheat would eventually come to be in high demand by the milling industry. But, as Palmer and other enthusiastic boosters of the future state freely admitted, "Colorado without railroads is comparatively worthless."[21]

Railroad building in the Rocky Mountain West offered challenges not faced elsewhere in the country. Geography and topography presented formidable demands and barriers to railroad design and construction. The mountains and the steep-walled narrow valleys of western Colorado, especially environmental factors influencing curvature and gradient, tested the skills of engineers to develop equipment types that could operate in such settings.

One solution to the formidable construction challenges that Palmer faced was to build his railroad as a narrow-gauge line. At this time, there was no standardized track gauge - the distance between the inside of the rail heads - in America. While President Lincoln recommended a five-foot gauge for the nation's first transcontinental railroad, there were other gauges in use - including a six-foot gauge on the Erie. Indeed, it was not until 1886 that a "standard gauge" of four-foot eight-and-one-half inches became the norm for American railroads.

Narrower-gauged railroads had become popular in Europe, however, and what was called "narrow-gauge fever" spread to the United States during the 1870s. In 1876, for example, there were 81 narrow-gauge railroads operating in 26 states, but nowhere were they more effective and longer lived than in the Rocky Mountain West.[22] Howard Schuyler, a Palmer associate, visited the two-foot gauge Festiniog Railway in North Wales and compared its operation favorably with what the Rio Grande was considering. Palmer himself traveled to England on his honeymoon and talked with narrow-gauge advocates there. Subsequently, Palmer decided to adopt a three-foot gauge for his "Baby Road," as it was affectionately known by its supporters. The Rio Grande was to be the first major narrow-gauge railroad in the United States, and the first north-south line west of the Mississippi River.[23]

Narrow-gauge railroading promised several initial advantages. Proponents of narrow gauge argued strongly about the substantial cost savings that would be realized in construction and operating costs versus those for standard gauge. By following the local topography as tightly as possible, costs in mountainous terrain were estimated to be about one-fifth of what standard gauge costs would be. In broken and rolling country, the type of country where the Rio Grande would start, costs were estimated to be about one-half that of standard gauge.

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[21] Robert G. Athearn, *Rebel of the Rockies: A History of The Denver and Rio Grande Western Railroad* (New Haven: Yale University Press, 1964; reprint, as *The Denver and Rio Grande Western Railroad,* Lincoln: University of Nebraska Press, 1977), 4–5.

[22] Stewart H. Holbrook, *The Story of American Railroads* (New York: Crown Publishers, 1947), 360.

[23] LeRoy R. Hafen, *Colorado and Its People: A Narrative and Topical History of the Centennial State*, vol. 2 (New York: Lewis Historical Publishing Co., Inc., 1948), 647.

Roadbeds, cuts, trestles, and tunnels could be constructed with less dirt work in rugged terrain with the narrower gauge. Lighter, less expensive rails could be used to support smaller and lighter locomotives and rolling stock that could more easily negotiate the sharp curves that would be needed to reach deep into the mountains. Also, it was anticipated that some of the branch lines of the railroad that linked the mines to their sources of supply would be built by the mining companies themselves. Thus, the narrower gauge would lower their construction costs, too. Finally, since Palmer had little competition at first, he anticipated that his gauge selection would become the standard for other railroads entering Colorado.[24]

The decade of the 1880s was a peak period in terms of Colorado railroad construction. About 3,100 miles of track were constructed, with the majority being in the western mountains. By the summer of 1882, the railroad reached into the Black Canyon of the Gunnison on its way to Montrose and Grand Junction - part of the original main line from Denver to Salt Lake City and Ogden in Utah. The company's 1882 annual report to its stockholders indicated that the stretch through the Black Canyon required heavier work than on any other stretch of railroad in the country, and that the rock work required to navigate the canyon was more expensive than even that portion of the line from Durango to Silverton through the towering San Juan Mountains.[25]

In spite of numerous successes in many states, narrow-gauge railroading in America never lived up to the hype of its promoters. Perhaps William Jackson Palmer admitted as much in 1881 when the Rio Grande began to convert parts of its original line, between Denver and Pueblo, to dual gauge and ordered its first batch of standard gauge equipment. In 1890 the railroad completed a standard gauge line to Grand Junction via Tennessee Pass. As a result of the new line, the Rio Grande could offer standard gauge service between Denver and Salt Lake City and the narrow-gauge main line from Salida to Grand Junction was demoted to secondary status.

While initial construction costs of the narrow gauge were an apparent advantage, little was after that. Costs to operate the railroad in terms of train crew size, and the building of the physical plant, such as depots, maintenance, watering and coaling facilities, differed little between the two gauges. In addition, narrow-gauge cars only carried about two-thirds of the capacity of standard gauge cars. When standard gauge became the dominant track gauge in the country, break-bulk points - places where the transfer of cargo occurred between the two gauges - proved costly in terms of labor and time. Finally, the automobile and the truck began to eat away at what little profits remained for the narrow-gauge lines by furnishing cheaper and more readily accessible means of transportation.

For nearly a century, the Denver & Rio Grande's narrow-gauge lines served Colorado well. While most of the line had been converted to standard gauge, the "slim gauge" still contributed to the state's economy through World War II, hauling mail, manufactured goods, commodities, and people. Following the war, freight revenues continued to increase due to the growth of industries along the D&RGW line, however passenger traffic declined. During the 1950s the D&RGW was involved in a series of legal disputes with the Union Pacific (UP) as the former attempted to expand its operations. While taking on the powerful UP, the D&RGW abandoned lines failing to produce revenue in a manner described by Robert Athearn as "the process of pruning dead branches from the main trunk in the interest of efficiency."[26]

In 1948 the railroad abandoned a portion of its famous Black Canyon of the Gunnison route — part of

[24] George W. Hilton, *American Narrow Gauge Railroads* (Stanford: Stanford University Press, 1990), 49–51; Athearn, 14.
[25] Hafen, 535; Denver and Rio Grande Railway Co., *Annual Report* (New York: William Mann and Son, 1882), 89.
[26] Athearn, 344–345.

the original main line constructed in 1882 by the D&RG.[27] Narrow-gauge trackage continued to diminish over the years until finally in 1967, due to heavy financial losses, the Rio Grande decided to abandon the remaining portions of its narrow-gauge mainline between Alamosa and Durango, Colorado, and the branch from Durango to Farmington, New Mexico. By the end of 1968, the last Rio Grande narrow-gauge train made its final run.[28]

Black Canyon of the Gunnison Route

The ride through the Black Canyon of the Gunnison was one of the most scenic portions of the narrow-gauge main line from Salida to Montrose, and it became popular with tourists. The awe inspiring route through the canyon was fifteen miles long, beginning on the eastern end in Sapinero and ending at the western end in Cimarron. A spectacular outcropping of rock in the canyon known as the Curecanti Needle was even featured as part of the railroad's herald for forty years. It was one reason that the "Baby Road" considered itself "the Scenic Line of the World."

Beginning in Pueblo, the D&RG reached Salida in 1880, Gunnison in 1881, Cimarron in August 1882, and Montrose a month later. Though the line did carry some trans-continental traffic until 1890,[29] most of the traffic consisted of ore and coal from the San Juan and Gunnison areas, and increasing numbers of livestock as that industry grew in the region. The Black Canyon of the Gunnison Route connected the silver mines of the San Juans and the Rockies to smelters in Leadville and Pueblo, then to Denver and markets in the east.[30] Traffic decreased on the line following the Silver Crash of 1893, however traffic from the San Juans resumed shortly after when the area experienced an increase in gold mining.[31] While hard rock minerals fluctuated, coal remained a constant cargo, moving both east and west, for over half a century. Gunnison coal fueled mills, smelters, railroads, and heated homes.[32]

After the opening of the D&RG standard gauge lines and the subsequent decrease in through passenger traffic, the railroad moved into the leisure travel industry by providing daytime runs through the canyon - a service which would continue until the 1930s.[33] At first, the D&RGW offered the scenic narrow-gauge route as an option for passengers traveling the Denver to Utah route. Later the railroad created popular travel packages which included riding the Marshall Pass–Black Canyon of the Gunnison line. Until the turn of the twentieth century, passengers left Salida at 6:30 in the morning on narrow-gauge passenger cars, having traveled overnight on standard gauge trains from Denver, and arrived in Grand Junction at 6:00 in the evening where they would switch back to standard gauge cars and continue on to Salt Lake City.[34] The D&RG then moved from providing a scenic connecting service for through passengers to promoting purely sight-seeing excursions. For example, boarding in Denver, tourists stopped at the resort town of Colorado Springs and then continued on to Pueblo. From Pueblo they rode the Black Canyon line to Montrose where they caught the Rio Grande Southern which delivered them to Durango. From there, passengers rode to Alamosa on the Cumbres Pass Route and then continued back to Denver completing a circle.

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[27] Athearn, 345.
[28] Athearn, 345.
[29] In 1890 the D&RG converted their narrow gauge line to Grand Junction via Tennessee pass to standard gauge thereby diverting through traffic from the Marshall Pass-Black Canon main line.
[30] Cornelius W. Hauck, "Transcontinental II: Black Canyon Revisited," *Colorado Railroad Annual,* no. 8 (1970): 101.
[31] Hauck, 101.
[32] Hauck, 105.
[33] Hauck, 108.
[34] Hauck, 108.

Cimarron served as an important stop on the D&RG's original line from Denver, Colorado, to Salt Lake City and Ogden, Utah. What began as a tent city when the railroad was under construction grew into a town of 300-500 people whose lives and schedules revolved around the arrival and departure of trains.[35] Services for passengers included a quick twenty-minute meal in the restaurant or, for those who wanted a longer rest, an overnight stay in the railroad's hotel. At Cimarron, the railroad added locomotives to west-bound trains to assist in their climb up the difficult four-percent grade over Cerro Summit towards Montrose. In addition to serving as a "helper station," Cimarron became an important stop for loading cattle and sheep headed to markets via the railroad. Buildings formerly at the site that are no longer extant include the hotel, a depot, a roundhouse, and other railroad structures.

Traffic over the line decreased gradually. The mining industry declined and thus ore shipments dropped off. More and more connecting lines converted to standard gauge limiting the line to just local traffic. The Depression took its toll on the travel industry and train tourism. When the D&RGW completed the Dotsero cut-off in 1934, the railroad diverted even more traffic - including scheduled passenger service - through the Moffat Tunnel.[36] During the 1940s, except for occasional passenger excursions, the principal traffic on the line consisted of seasonal sheep and cattle movements.[37] Due to the high operating costs associated with the steep four-percent grade and decreasing sheep traffic, the railroad began to abandon the route through the Black Canyon in 1949 starting with the twenty-six mile section between Sapinero and Cedar Creek.[38] In 1952 the railroad closed the tracks from Montrose to Cedar Creek.[39] In 1954 the D&RGW abandoned the line between Poncha Springs and Sapinero thus closing the entire line.

Denver & Rio Grande Western and the Stock Industry

D&RGW Stock Car No. 5620 and the re-created stock pen area at the Cimarron Visitor Center are important reminders of the role railroads played in the development of Colorado's livestock industry. Though often thought of as being solely a mining-oriented railroad, the Denver & Rio Grande provided a major impetus to the expansion of the state's agricultural industry, including animal husbandry. The railroad gave local cattle and sheep growers access to a nation-wide market, and the ability to transport their herds between alpine pastures in the summer and lower elevations in the winter.

The introduction of cattle to Gunnison County may have occurred as early as the 1700s when Spanish expeditions brought domesticated animals with them while they searched for minerals and possible trade routes.[40] Texas cattleman attempted to raise Longhorns in the area in the 1860s and the federal government introduced milk cows to Ute Indians at the Los Piños Agency in 1868.[41] However, it was not until the period from 1859 to 1870 that cattle ranching in the area took off when the camps and towns associated with the region's increasing mining and mineral processing activities created a demand for meat and animal products.[42] In addition to cows, ranchers raised horses, mules, oxen, goats, and sheep.

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[35] National Park Service, "Narrow Gauge Railroad Through the Canyon," National Park Service, http://www.nps.gov/cure/historyculture/railroad.htm (accessed 20 March 2008).
[36] Hauck, 108.
[37] Hauck, 108.
[38] Athearn, 345; Tivis Wilkins, *Colorado Railroads: Chronological Development* (Boulder, CO: Pruett Publishing Co., 1974), 245.
[39] Wilkins, 254.
[40] Duane Vandenbusche, *The Gunnison Country* (Gunnison: B&B Printers, 1980), 304.
[41] Vandenbusche, 304–305.
[42] Stephen F. Mehls, *Colorado Mountains Historic Context* (Denver: Colorado Historical Society, 1984), 82.

The livestock industry really blossomed after the arrival of Palmer's railroad in 1881. In 1882, only a year after the line's completion, a Montrose rancher named William Boot shipped the first carloads of Gunnison cattle to market in Denver over the Marshall Pass route.[43] By 1920, the Denver stock market was the largest west of Forth Worth, Texas, and railroads like the D&RG - by providing a steady supply of livestock - made such an achievement possible. Denver became so prominent in the industry the American National Livestock Association selected the city as their national headquarters and the Packers and Stockyards Administration of the U.S. Department of Agriculture established a regional office there as well.[44]

In the 1890s the number of operators attempting to graze sheep in the Gunnison area increased. The influx led to battles between stockmen and sheep growers. The Gunnison County Stockgrowers' Association represented the interest of the cattle ranchers. In addition to banding together to curtail sheep operations, stop cattle rustling, and inhibit the spread of diseased cattle, the stockgrowers' organization promoted cooperation among ranchers for round-ups, sponsored community events, negotiated shipping rates with the railroads, and forced the railway companies - including the Denver & Rio Grande - to pay for stock killed by trains.[45]

Ranchers also cooperated by carrying out "cattle pools"- an annual tradition created with the arrival of the railroads. Operators usually carried out cattle pools in the fall after the herds were driven back down from summering in high mountain pastures. Men started in small groups, rounded up the cattle in a designated area, and then drove them to nearby rail-heads meeting as they joined up with other small groups along the way. Once the round-up reached their destination, the stock would be loaded onto waiting railcars and shipped east. The Powderhorn Pool was one such effort. It took place southwest of Gunnison in the Powerderhorn Valley. A former participant, who was 89 when he described the event in 1949, said "it was formed to aid the small cattle raiser in shipping ... and handed down from father to son. . . ".[46]

Ranching in the high country peaked by about 1910 and then slowly started to decline though the industry temporarily recovered during both World War I and World War II, when demands for meat and agricultural products created temporary booms for area farmers and ranchers. Less stock traffic meant decreased revenue for the D&RGW. After World War II the meat packing industry decentralized, the newly developing interstate highway system encouraged the use of trucks for hauling stock, and the increasing abandonment of narrow-gauge lines resulted in the added expense of transferring stock from narrow-gauge cars to standard-gauge cars in order to bring them to market. As a result of these developments, the D&RGW's role in shipping cattle and livestock declined as did the railroad's need for cattle trains and stock cars.

Over a two-week period in May 1949, the D&RGW operated the final sheep runs over the railroad's narrow-gauge tracks between Cimarron and Sapinero. The trains carried 45,000 ewes and lambs from Montrose to high mountain pastures for summer grazing.[47] Shortly afterwards, the railroad removed the tracks on the segment between Curecanti and Sapinero. In October 1953 the participants of the

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[43] Vandenbusche, 309.
[44] J'Nell L. Pate, email communication, 3 May 2007, printout at CURE; Amy R. Blechinger, email communication, 16 July 2007, printout at CURE; J'Nell L. Pate, *Livestock Hotels: America's Historic Stockyards* (Forth Worth: TCU Press, 2005), 114.
[45] Vandenbusche, 315.
[46] Carleton Sills as quoted in *Taking Stock*, 243.
[47] "Final Narrow Gauge Sheep Run Starting," *Montrose Press*, 8 May 1949.

Powderhorn Pool ended a thirty-year tradition by loading their combined herd onto stock cars in Iola for the last time.[48] The next year, the D&RGW ripped up the tracks from Sapinero to Poncha Springs - the last stop before Salida - leaving no narrow-gauge trackage between Montrose and Poncha Springs.

Denver & Rio Grande Western Stock Car No. 5620 Service and Retirement

In the early twentieth century the Denver & Rio Grande launched a major acquisition program producing some 1,700 narrow-gauge freight cars of larger size and capacity than those previously used.[49] Twenty years of neglect, heightened by the depression of 1893, necessitated the dismantling of 2,000 pieces of old and worn out D&RG narrow-gauge rolling stock.[50] Stock Car No. 5620 is part of an original group of 350 all-wood stock replacement cars in the 5500–5849 series ordered by the D&RG from the American Car and Foundry Company of St. Louis, Missouri.[51] Constructed in 1904, the car could typically accommodate 17 or 18 large cows or 20 to 30 sheep.[52]

Being of a more open and lighter method of construction than other types of rolling stock, stock cars typically wore out faster.[53] The demands on engines and rolling stock were particularly high during stock rushes when the stock trains ran day and night in an effort to keep the animals watered and fed between range and market. When not in use during the spring and fall stock rushes, the railroad used its stock cars as conventional box cars to haul other commodities such as coke, silver or gold bullion, and lumber from the region's extensive logging industry.[54]

Starting in 1925 this series was rebuilt by the railroad at its Alamosa shops as part of a massive car rebuilding and standardization overhaul effort by the D&RG.[55] The railroad rebuilt this particular stock car in the same year.[56] The cars, worn out by age, needed "...reinforcement of the body bolsters in order to put them in serviceable condition."[57]

The stock cars of the Rio Grande came in a variety of body types, some with quite subtle differences. These variations are explored at length in Victor Stone's exhaustive study *Taking Stock*. Stone speculates that one of the reasons for the slightly different designs is that some of the cars may have been refurbished before a standard plan was established.[58] Stone created his own system of classifying the body types of the rebuilds. He classified D&RGW No. 5620 as being of the "B2" body style - based on the consistent use of narrow boards on the sides of the car - in comparison to the "B1" standard style which had a single wide board on the lower part of the side and narrow boards making up the remainder of the wall.[59] According to Stone, the "B2" body style represented an estimated 85 to

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[48] Hauck, 111.
[49] Stone, 36.
[50] Stone, 25.
[51] Stone, 25.
[52] Mallory H. Ferrell, "Stock Rush: Narrow Gauge Stock Cars of the Rio Grande," *Finescale Railroader 2004: Narrow Gauge Annual 7* (September 2003): 7.
[53] Sloan, 71.
[54] Stone, 16, 20, and 70.
[55] Stone, 43.
[56] D&RGW, Form 3495, CRM.
[57] Stone, 43.
[58] Stone, 43.
[59] Stone, 128.

90 percent of the 1925 rebuilds.[60]

Due to the decrease in demand the Rio Grande began to retire its fleet of stock cars in 1953.[61] However, Car No. 5620 remained in service and was photographed at Henry, Colorado, located some five miles southwest of Alamosa, in May 1962.[62] By June 1968 the last of the railroad's 5500-series stock cars were on the selling block. These cars had a book value at retirement of $919.27.[63]

In June 1970 the Rio Grande decided to sell off those portions of the line from Antonito, Colorado, to Chama, New Mexico, including all remaining equipment and structures, to the highest bidder. At the time of the 1970 disposals, D&RGW Stock Car No.5620 and her sister car, No.5679D, were inventoried as being at Chama.[64] Both were part of a group of 103 cars scheduled to be dismantled by the American Compressed Steel Corporation of New Jersey; but the two cars were spared from the scrapper by a unique partnership between the states of Colorado and New Mexico.[65] The states acquired the 64-mile railroad line, many historic structures, and pieces of equipment, and preserved what is now known as the Cumbres & Toltec Scenic Railroad (C&TS).[66] (Also known by its historic name, the D&RG San Juan Extension, the 64-mile railroad line was listed on the National Register on 2/16/1973 and amended to the national level of significance on 4/24/2007, NRIS #73000462,)

In September 1970, the railroad began transferring many pieces of equipment to the new partnership. Among the pieces of equipment that went to the C&TS were the two stock cars - No. 5620 and No. 5679D. The NPS purchased the cars from the C&TS in June 1981, along with one pair of narrow-gauge trucks, for $4,600.[67] The stock cars have been on display in Cimarron since their acquisition.

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[60] Stone, 128.
[61] Stone, 81.
[62] Stone, 185.
[63] D&RGW Form R.P.C. 4, Record of Property Changes–Equipment, Acct. No. 53, Engr. Page 791, Group 7 Series Nos. 5500-5849, Sheet No. 2. Photocopy on file at CURE; D&RGW Form 5075, Acct. No. 53, Stock Cars, Sheets 7 and 9. Photocopy on file at CURE.
[64] List of "Cars on Hand," D&RGW, 7 July 1970, CRM.
[65] Stone, 91.
[66] Wilson, 4–5.
[67] Wilson, 5; Invoice, Cumbres & Toltec Scenic Railroad, 4 June 1981. Photocopy on file at CURE.

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Montrose Press, 8 May 1949.

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Robert W. Richardson Railroad Library, Colorado Railroad Museum, Golden, CO.

Sloan, Robert. *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*. Winona, MN: BHI Publications, 2000.

Stone, Victor J. *Taking Stock: Narrow Gauge Stock Cars of the Denver & Rio Grande: 1873-1968*. Hampshire, England: Creedstone Publications, 1992.

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Wilson, O. Meredith. *The Denver and Rio Grande Project, 1870-1901: A History of the First Thirty Years of the Denver and Rio Grande Railroad.* Salt Lake City: Howe Brothers, 1982.

10. Geographical Data

Acreage of Property less than one

UTM References
(Place additional UTM references on a continuation sheet.) (NAD 27)

	Zone	Easting	Northing
1.	13	277033	4257830
2.			
3.			
4.			

The UTMS were derived by OAHP from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management

[ ] See continuation sheet

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

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

11. Form Prepared By

name/title Jacqui Ainlay-Conley, Graduate Researcher; Frank Carl Barna, Historian (for the property owner-Forest Frost NPS contact)

organization National Park Service; Bureau of Land Management date February 17, 2009

street & number 12795 W. Alameda Pkwy.; 2850 Youngfield St. telephone (303) 969-2157

city or town Lakewood state Colorado zip code 80210; 80228

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)

Property Owner

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

name National Park Service- Curecanti National Recreation Area (CURE) Connie Rudd- Superintendent

street & number 102 Elk Creek telephone (970) 641- 3127

city or town Gunnison state Colorado zip code 81230

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 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 Projects (1024-0018), Washington, DC 20503.

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The boundary of D&RGW Stock Car No. 5620 extends only to the railroad car itself. The stock car, whose measurements are 8' 6" x 33'1", is located at the Cimarron Visitor Center rail exhibit, the visitor center maintenance area, or the D&RG Pratt Truss Bridge (Currently listed in the National Register as D&RG Narrow Gauge Trestle, NRIS #76000172) — all within the Curecanti National Recreation Area.

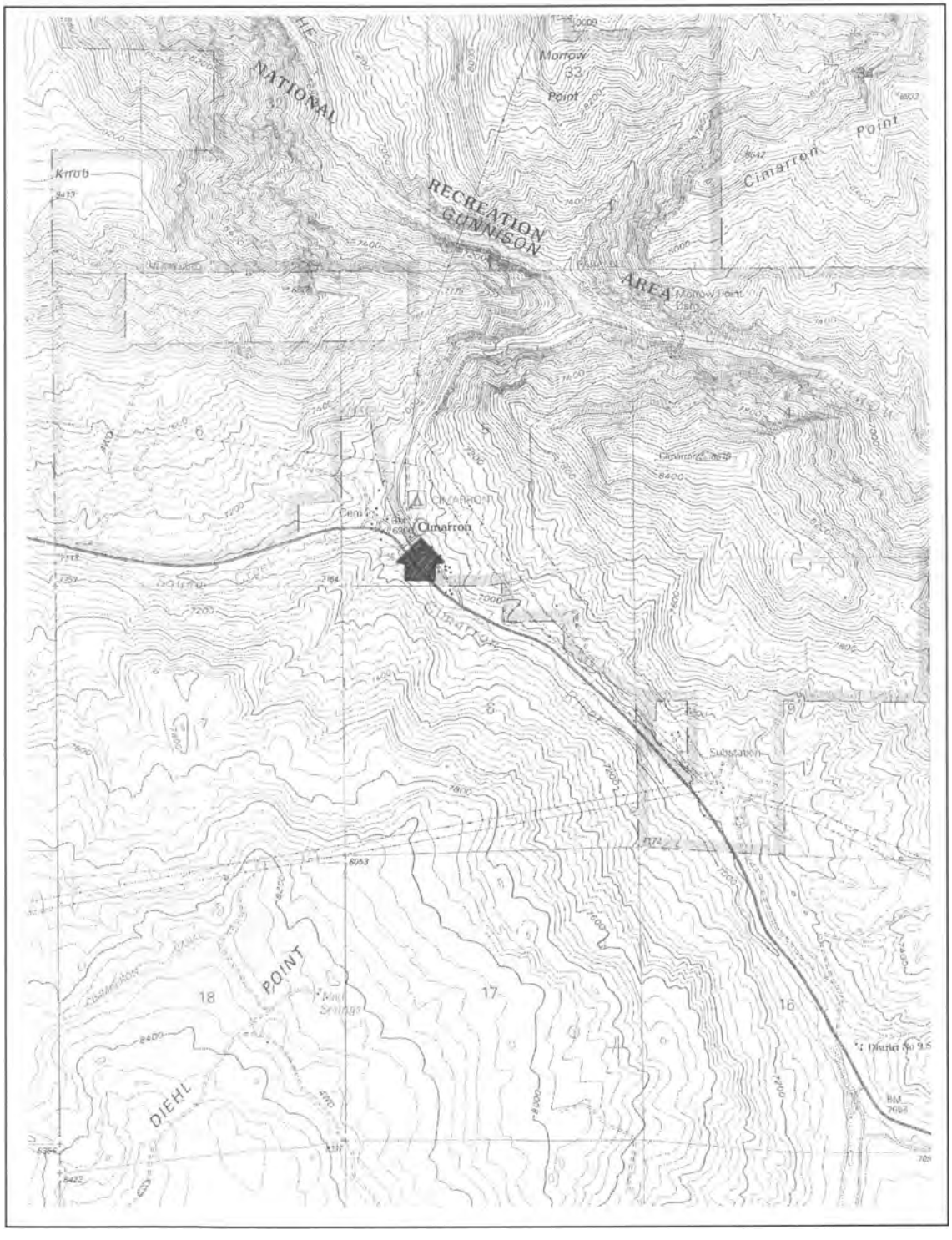
Note: The stock car is currently located at the Curecanti Visitor Center. As such, the UTM points noted within this nomination are associated with the visitor center location.

BOUNDARY JUSTIFICATION

The boundary of this historic resource extends only to the railroad car itself. The stock car is one of six pieces of rolling stock — in addition to one locomotive with a tender — on display within Curecanti National Recreation Area. The National Park Service exhibits the railroad cars and locomotive as part of its interpretative programming on the history of the D&RGW and the company's famous Black Canyon of the Gunnison Route. Although the rolling stock do not leave the recreation area, park staff may occasionally rotate the cars at the Cimarron Visitor Center with cars on exhibit at the Pratt truss bridge. In addition, the cars may be moved to the visitor center maintenance area for repairs and preservation treatment.

USGS TOPOGRAPHIC MAP
Cimarron Quadrangle, Colorado
7.5 Minute Series

UTM: Zone 13 / 277033E / 4257830N
PLSS: 6th PM, T48N, R6W, Sec. 5
NW¼, NW¼, SE¼, SW¼
Elevation: 6906 feet



PHOTOGRAPH LOG

The following information pertains to photograph numbers 1 & 2:

Photographer: Forest Frost
Date of Photographs: July 2008
Negatives: TIFF images on CD on file with the National Park Service

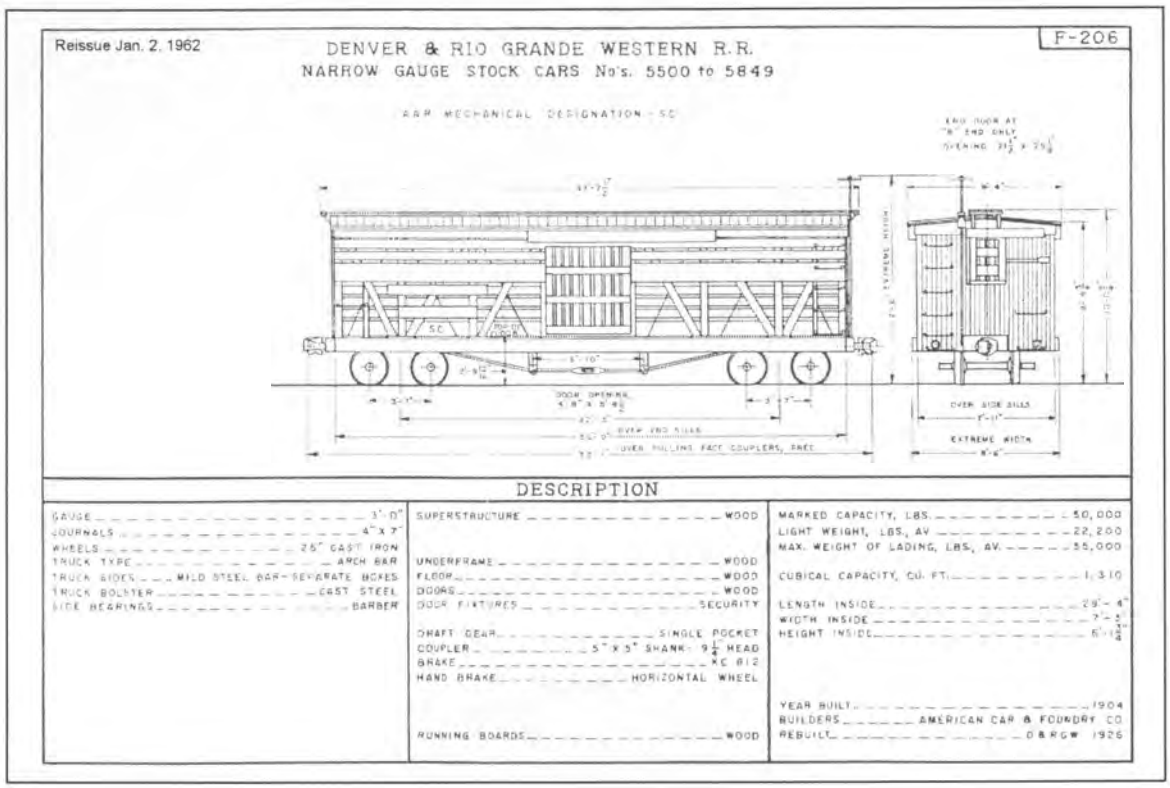
Photo No.	Photographic Information
1	Oblique view of D&RGW Stock Car No. 5620
2	View of 'B' end of D&RGW Stock Car No. 5620

PHOTOGRAPH LOG - HISTORIC

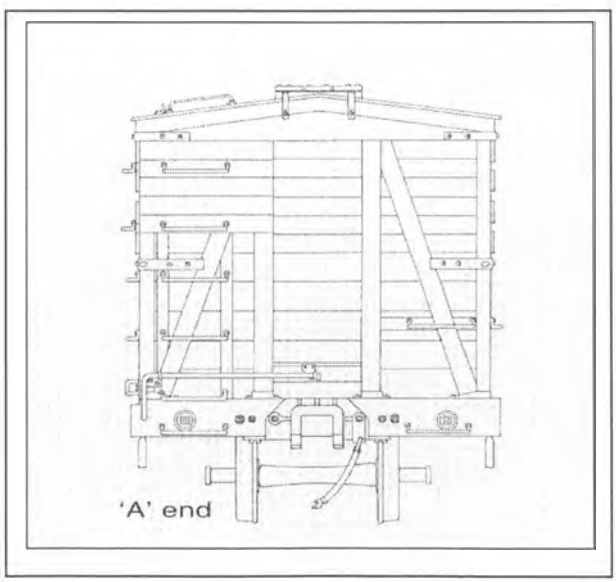
These photographs may not be included in Internet posted documents and other publishing venues due to copyright restrictions.

Photo No.	Photographic Information
H1	Diagram of D&RGW Narrow-gauge Stock Cars No's. 5500–5849 as constructed. Robert W. Richardson Railroad Library, Colorado Railroad Museum, Golden, Colorado.
H2	"A" end of standard Body Style "B2," as defined by Stone, after the 1926 D&RGW stock car rebuilding effort. Drawings by Kevin Dawson from Stone, *Taking Stock*, 129.
H3	"B" end of standard Body Style "B2," as defined by Stone, after the 1926 D&RGW stock car rebuilding effort. Drawings by Kevin Dawson from Stone, *Taking Stock*, 129.
H4	Side elevation of standard Body Style "B2," as defined by Stone, after the 1926 D&RGW stock car rebuilding effort. Drawings by Kevin Dawson from Stone, *Taking Stock*, 129.
H5	Cimarron Roundhouse. Photograph by Charles Goodman, August 1885 Denver Public Library, Western History Collection- photo CHS.Z3
H6	Reconstructed livestock loading corrals at Cimarron. Photograph by Lisa Lynch for NPS, 1995. On file at Curecanti NRA.
H7	D&RGW train unloading sheep at Cimarron, Colorado, three weeks before the line closed. Photograph by Otto C. Perry, May 8, 1949. Denver Public Library, Western History Collection. Photo number OP-8024.
H8	Sheep in yards at Cimarron, Colorado. Photograph by Bob Zellars, circa 1945. Colorado Historical Society- Photo number CHS.X5843. Found on Denver Public Library- Western History Collection website.
H9	The 1949 Powderhorn Pool at the D&RGW depot in Iola, Colorado. The trains ceased running through the town in 1953, thus ending the need for the annual event. Photograph by George Perrin, October 7, 1949. Colorado Historical Society.
H10	D&RGW Stock Car No.5620 at Henry, Colorado, on May 26, 1962. Photograph by Henry E. Bender, from the J.P. Hereford Collection, as it appears in Stone, *Taking Stock*, 185.

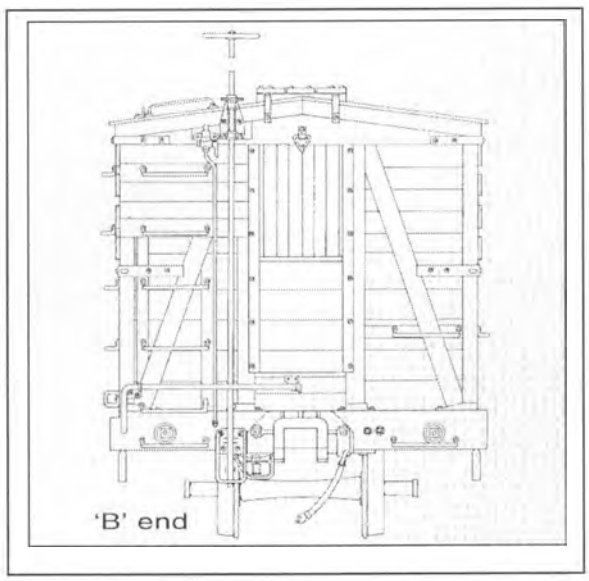
H1


Reissue Jan. 2, 1962
DENVER & RIO GRANDE WESTERN R.R.
NARROW GAUGE STOCK CARS Nos. 5500 to 5849
F-206
DESCRIPTION
GAUGE 3'-0"
JOURNALS 4" X 7"
WHEELS 25" CAST IRON
TRUCK TYPE ARCH BAR
TRUCK SIDES MILD STEEL BAR-SEPARATE BOXES
TRUCK BOLSTER CAST STEEL
SIDE BEARINGS BARBER
SUPERSTRUCTURE WOOD
UNDERFRAME WOOD
FLOOR WOOD
DOORS WOOD
DOOR FIXTURES SECURITY
DRAFT GEAR SINGLE POCKET
COUPLER 5" X 5" SHANK- 9 1/4" HEAD
BRAKE AC 812
HAND BRAKE HORIZONTAL WHEEL
RUNNING BOARDS WOOD
MARKED CAPACITY, LBS. 50,000
LIGHT WEIGHT, LBS., AV 22,200
MAX. WEIGHT OF LADING, LBS., AV. 55,000
CUBICAL CAPACITY, CU. FT. 1,310
LENGTH INSIDE 29'-4"
WIDTH INSIDE 7'-5 1/4"
HEIGHT INSIDE 6'-1 1/4"
YEAR BUILT 1904
BUILDERS AMERICAN CAR & FOUNDRY CO
REBUILT D&RGW 1926

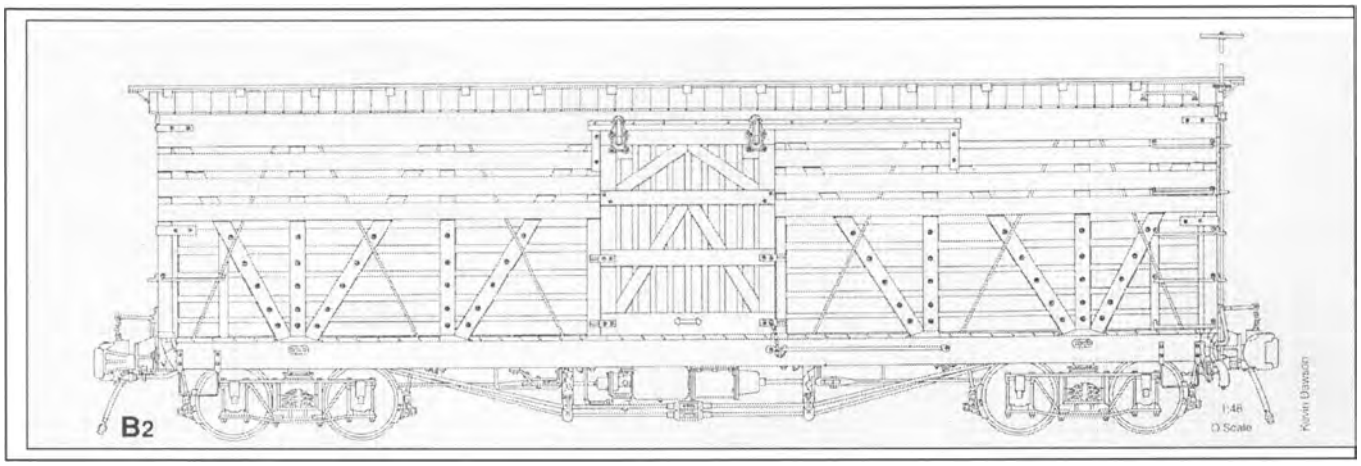
H2


'A' end

H3


'B' end

H4



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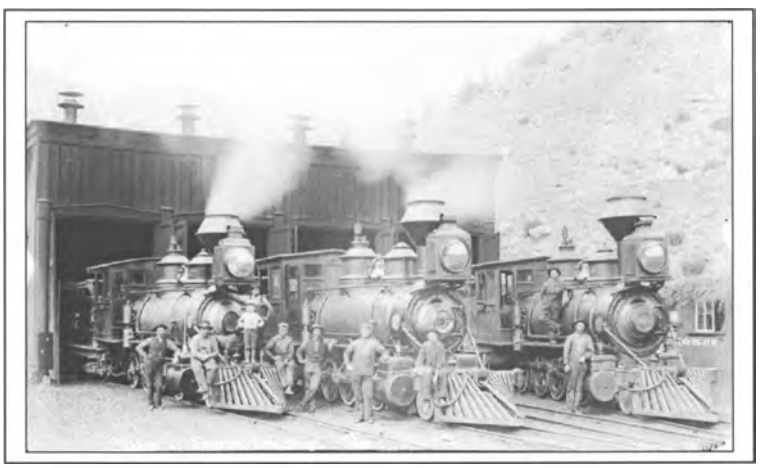

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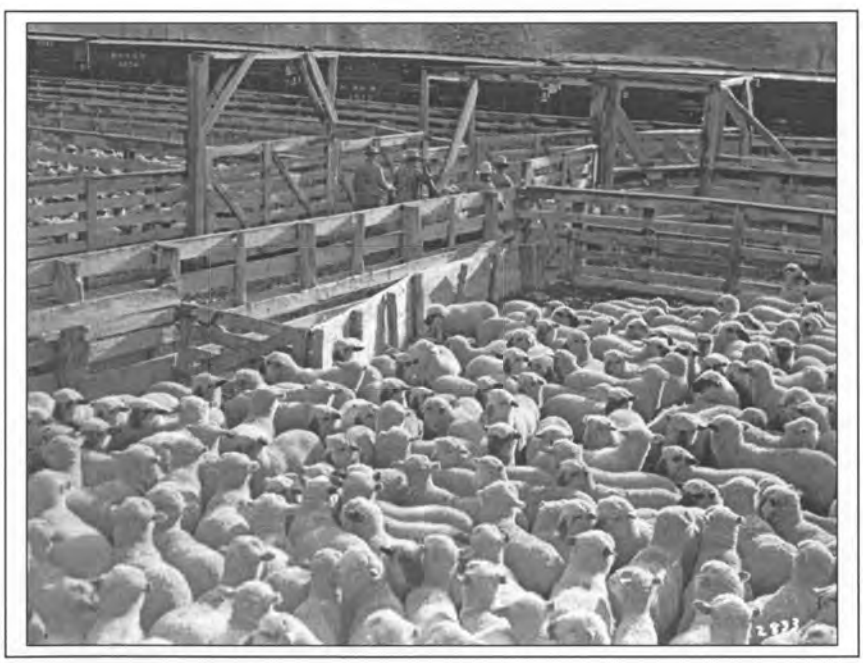

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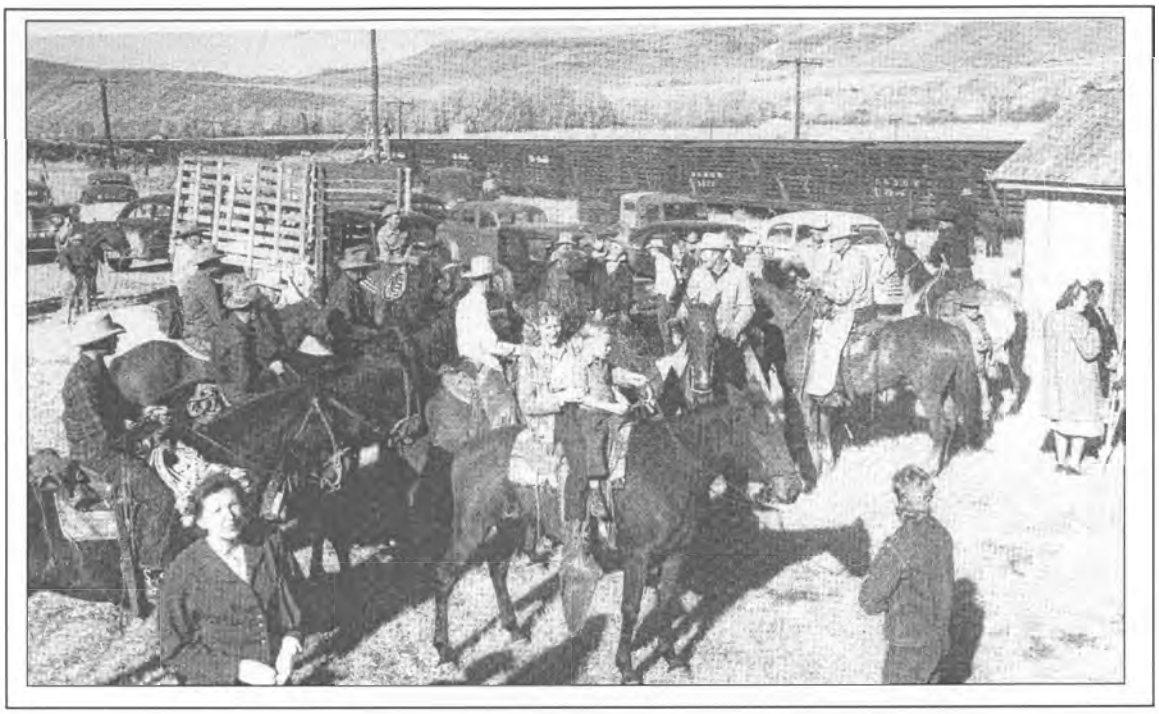

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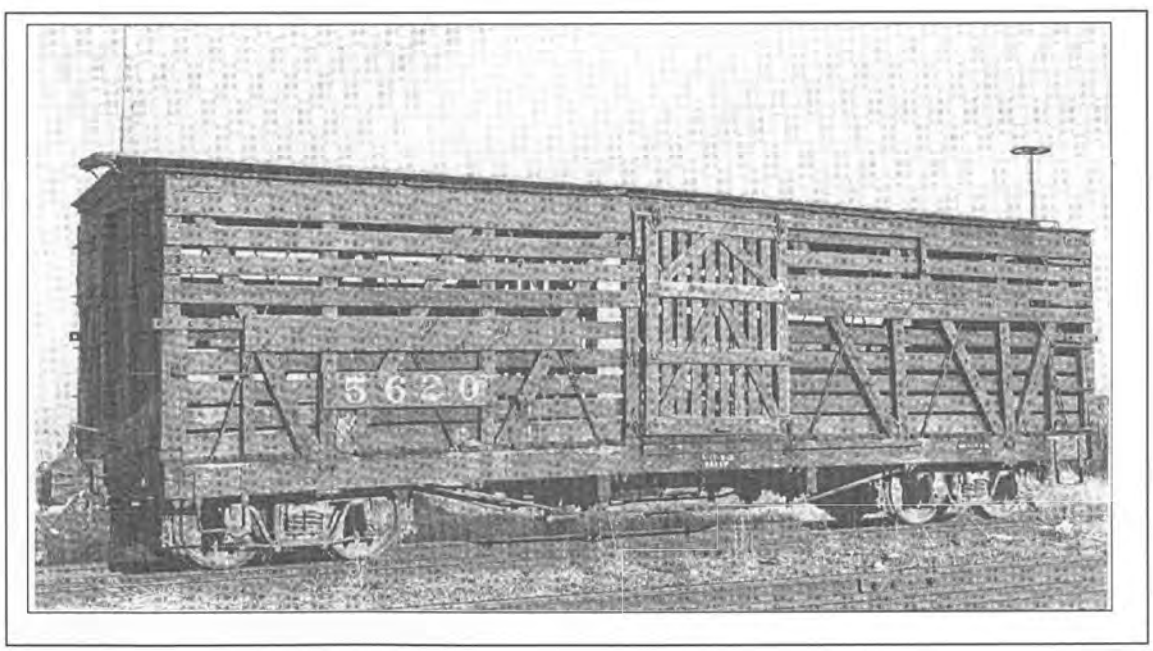

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Denver & Rio Grande Western Railroad Stock Car No. 5620

MULTIPLE NAME:

STATE & COUNTY: COLORADO, Montrose

DATE RECEIVED: 12/18/09 DATE OF PENDING LIST: 1/13/10
DATE OF 16TH DAY: 1/28/10 DATE OF 45TH DAY: 2/01/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09001276

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

√ ACCEPT ___RETURN ___REJECT 1·27·10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.


D&RGW
5620
Rio Grande
CU.FT. 1740
IL 29 FT. 4 IN.
IW 9 FT. 3 IN.
HI 6 FT. 11 IN.
REBUILT 25

Name: Denver and Rio Grande Western Railroad Stock Car No. 5620
County / State: Montrose / Colorado
Photographer: Forest Frost
Date: 2008
Negative: Digital
Description: Oblique view of D+RGW Railroad Stock Car # 5620.

Photo Number: 01 CO-Montrose County - D+RGW Railroad Stock Car No. 5620-01


D&RGW
5620
W. A. BRAKE
K-1 TRIPLE
5X5 SHANK
METAL BRK
BEAM.
MINER GEAR

Name: Denver and Rio Grande Western Railroad Stock Car No. 5620

County / State: Montrose / Colorado

Photographer: Forest Frost

Date: 2008

Negative: Digital

Description: View of 'B' end of D+RGW stock car No. 5620.

Photo Number: 02 CO-Montrose County - D+RGW Railroad Stock Car No. 5620-02

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CIMARRON QUADRANGLE
COLORADO-MONTROSE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

4461 II SW (GRIZZLY RIDGE)

4461 III SW (X LAZY F RANCH)

107°37'30" 38°30'

272 000m E.

R. 7 W. R. 6 W. 35'

CRAWFORD 16 MI. 4461 II SE (CATHEDRAL PEAK)

32'30" CRAWFORD 18 MI. 1 420 000 FEET 7.7 MI. TO COLO. 92

107°30' 38°30'

4264 000m N.

4264
4263 670 000 FEET
4262
4261
4260
T. 49 N.
T. 48 N.
27'30"
4259
4258
4257
4256
4255
25'
4254
4253
4252
4251 630 000 FEET

CRAWFORD 27 MI.

SAPINERO (U.S. 50) 18 MI.

DELTA 37 MI. MONTROSE 17 MI.

36 MI. TO U.S. 50

4460 I NW (CERRO SUMMIT)

(CURECANTI NEEDLE) 4560 IV NW

SAPINERO 16 MI. GUNNISON 37 MI

5MN9170
D&RGW Stock Car No. 5620
Montrose County, Colorado

UTMs: Zone 13
277033mE
4257830mN
6th PM, T48N R6W S5
NW, NW, SE, SW

(BUCKHORN LAKES) 4460 I SW

(WASHBOARD ROCK) 4460 I SE

(LOST LAKE) 4560 IV SW

38°22'30" 107°37'30"

271 272 273 1 400 000 FEET 274 35' R. 7 W. R. 6 W. 277 32'30" 279 000m E. 107°30' 38°22'30"

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1984

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography from aerial photographs by multiplex methods
Aerial photographs taken 1955. Field check 1956

Polyconic projection. **1927 North American Datum**
10,000-foot grid based on Colorado coordinate system, south zone

1000-meter Universal Transverse Mercator grid ticks, zone 13, shown in blue

Dashed land lines indicate approximate locations

To place on the predicted North American Datum 1983 move the projection lines 4 meters north and 55 meters east as shown by dashed corner ticks

GN MN 1°36' 28 MILS 13° 231 MILS

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

There may be private inholdings within the boundaries of the National or State reservations shown on this map

SCALE 1:24 000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

COLORADO

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Medium-duty Light-duty
Unimproved dirt
U.S. Route State Route
Heavy-duty

Revisions shown in purple and woodland compiled from aerial photographs taken 1976 and other source data
This information not field checked. Map edited 1983

CIMARRON, COLO.
38107-D5-TF-024

1956
PHOTOREVISED 1983
DMA 4460 I NE-SERIES V877

COLORADO HISTORICAL SOCIETY

NATIONAL AND STATE REGISTER PROGRAMS
225 E. 16th Ave., Suite 950 Denver, Colorado 80203-1606
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

December 1, 2009

Robert Sutton, PhD, Chief Historian
Federal Preservation Officer, National Park Service
1201 Eye Street, N.W. 8th Floor
Washington, D.C. 20005

RE: National Register Nomination

Denver & Rio Grande Western Railroad Stock Car No. 5620
Curecanti National Recreation Area (CURE), Montrose County

Dear Dr. Sutton:

We are pleased to submit for your review the nomination for Denver & Rio Grande Western Railroad Stock Car No. 5620, located in Curecanti National Recreation Area in Montrose County. This is one of two stock car nominations being sent to you for review, the final two in a series of seven rolling stock nominations which we have been working on with staff at Curecanti and the Denver Service Center over the past couple of years.

The State Historic Preservation Officer recommended that the nomination be forwarded to the National Park Service Federal Preservation Officer for review and then to the Keeper for final approval.

We look forward to the formal listing of this property. If you have any questions, please do not hesitate to contact me at (303) 866-4683 prior to my leaving the Colorado SHPO on December 30, 2009. After that date, you may call Astrid Liverman, National Register Coordinator at (303) 866-4681 with any concerns.

Sincerely,

Chris Geddes.

Chris Geddes
National and State Register Historian

Enclosure- 5MN.9170 nomination, USGS topo, digital photos, and tif images on cd