

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 00000319

Date Listed: 8/23/2000

Grand Canyon Railway
Property Name

Coconino
County

AZ
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Paul R. Lynn

Signature of the Keeper

8/23/00

Date of Action

=====

Amended Items in Nomination:

Ownership:

Add public-federal to the ownership block.

Resource Count:

The total contributing resources should read: 79

Significance:

Criterion C is added under the areas of Architecture and Engineering.
[The current nomination minimally justifies the significance of the district under these themes. Architectural significance is associated with the extant depot and end point rail facilities that illustrate the AT & SF RR's efforts to establish an appealing corporate image focused on attracting tourists to their Grand Canyon transportation services (see previous individual/district listings for further justification). Under Engineering the rail line itself illustrates historic period engineering features typical of railroad development in the Southwest, including solutions to specific engineering challenges posed by the local topography.]

These revisions were confirmed with the AZ SHPO/NPS FPO.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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NATIONAL REGISTER, HISTORY
EDUCATION
NPS SERVICE

319
Resub

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 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 GRAND CANYON RAILWAY

other names/site number _____

2. Location

street & number _____ not for publication

city or town From Williams, Arizona to Grand Canyon National Park vicinity

state Arizona code AZ county Coconino code 005 zip code 86046-86023

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

Michael F. Kucera, FPO Jan. 25, 2000 Walter Steell
 Signature of certifying official/Title Date

USDA Forest Service Date: 7-25-00 National Park Service
 State of Federal agency and bureau

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

James W. Gowan, FPO 14 DECEMBER 1999
 Signature of commenting official/Title Date

ARIZONA STATE PARKS
 State or Federal agency and bureau

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 W. R. Lynn Date of Action 8/23/00

Property Name
Grand Canyon Railway

County, State
Coconino, Arizona

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resource in the count.)	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>1</u>	<u>17</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>17</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>61</u>	<u>3</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>77</u>	<u>20</u> 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

5

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related

7. Description

Architectural Classification

Classical Revival

Other

Materials

(Enter categories from instructions)

foundation

CONCRETE

walls

CONCRETE, WOOD: log

roof

CONCRETE, WOOD: shingle,

METAL

other

Narrative Description

(Describe the historic and current condition of the property on one or more 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.)

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

Period of Significance

1898-1948

Significant Dates

24 Feb 1898 SF&GCRR began construction

17 Sep 1901 ST&SFRy reached Grand Canyon

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Santa Fe & Grand Canyon Railroad

Atchison, Topeka & Santa Fe Railway

Narrative Statement of Significance

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

5 pages

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) 3 pages

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:

=====
10. Geographical Data
=====

Acreage of Property 1,682

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>12</u>	<u>391700</u>	<u>3901360</u>	3	<u>12</u>	<u>393020</u>	<u>3901880</u>
2	<u>12</u>	<u>392720</u>	<u>3901770</u>	4	<u>12</u>	<u>393530</u>	<u>3901990</u>

X 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 Al Richmond

organization Western Images date 12 January 1998

street & number 6774 E. Vail Drive telephone 520-523-7209

city or town Flagstaff state AZ zip code 86004

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets 3 pages plus USGS maps and photographs

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
Nine (9) 7.5 minute series

A **sketch map** for historic districts and properties having large acreage or numerous resources.
Two (2)

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 the SHPO or FPO.)

name Grand Canyon Railway

street & number 1601 W. Route 66 telephone 520-773-1976

city or town Flagstaff state AZ zip code 86001

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SUMMARY:

The Grand Canyon Railway runs on the historic right of way as built by the Santa Fe and Grand Canyon Railroad, and the Atchison, Topeka, and Santa Fe Railway between 1898 and 1901.

It is located on the rolling terrain of the Coconino Plateau in northern Arizona within the boundaries of the Colorado Plateau. Its southern terminus is the Historic District of the City of Williams where it connects with the Burlington Northern Santa Fe Railway at an elevation of 6800 feet MSL. From Williams, the railroad proceeds in a generally northerly direction through Ponderosa pine and Piñon-Juniper forests, and then drops down into the high desert plains to the low point of 5765 feet MSL at Miller Wash (MP 36.0). The line then begins a gradual ascent to Anita, the site of the original destination of the SF&GCRR, where an abandoned spur track leads to the dormant Anita Mines. It then continues on a steep 3% grade up through Piñon-Juniper and Ponderosa pine forests to Apex (MP 52.0). Here, the Saginaw & Manistee Lumber Company operated a logging camp. The right of way then descends into the serpentine course of Coconino Canyon and once through this area climbs to the south rim of the Grand Canyon at an elevation of 6820 feet MSL. Here, the railroad enters the national park and the Grand Canyon Historic District. The main line is 63.789 miles in length, is entirely standard gauge, and passes through eleven extant or abandoned sidings and stations.

After rehabilitation of the main line to original or better condition in 1989, the line has continued in service as a alternate means of transportation into the National Park. It will continue to so serve for the foreseeable future.

Table: Buildings, Structures, and Sites located along the Grand Canyon Railway

Numbers correspond to items in Section 7 narrative

(C) Indicates a contributing item

(N) Indicates a non-contributing item

BUILDINGS

- 1 (C). Fray Marcos
- 2 (C). Bunkhouse
- 80 (C). Grand Canyon depot
- 86 (N). RR utility building
- 87 (N). Harvey dorm
- 88-102 (N). Harvey cabins

STRUCTURES

- 4 (N). Engine facilities
- 5 (C). MP 1.1 Bridge
- 6 (N). Santa Fe overpass
- 7 (C). MP 4 Bridge
- 8 (C). MP 4.4 Bridge
- 9 (C). MP 4.6 Bridge
- 10 (C). MP 5.5 Bridge

SITES

- 3 (C). Williams wye
- 12 (C). Pitt station
- 13 (C). Cinder pit wye
- 15 (C). Red Lake station
- 21 (C). Bly station
- 26 (C). MP 18 section
- 28 (C). Quivero station

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- | | |
|------------------------|--------------------------|
| 11 (C). MP 6.1 Bridge | 40 (C). Valle station |
| 14 (C). MP 8.7 Bridge | 50 (C). Willaha station |
| 16 (C). MP 9.8 Bridge | 56 (C). Woodin station |
| 17 (C). MP 11.1 Bridge | 58 (C). Anita station |
| 18 (C). MP 13.2 Bridge | 59 (C). Anita mine spur |
| 19 (C). MP 14.1 Bridge | 60 (C). Water track |
| 20 (C). MP 14.5 Bridge | 61 (C). Hopi station |
| 22 (C). MP 15.4 Bridge | 62 (C). Apex station |
| 23 (C). MP 15.8 Bridge | 74 (C). Coconino station |
| 24 (C). MP 16.9 Bridge | 76 (C). Hilltop crossing |
| 25 (C). MP 17.2 Bridge | 81 (C). Grand Canyon wye |
| 27 (C). MP 18.9 Bridge | |
| 29 (C). MP 20.8 Bridge | |
| 30 (C). MP 21.1 Bridge | |
| 31 (C). MP 21.3 Bridge | |
| 32 (C). MP 21.8 Bridge | |
| 33 (C). MP 22.2 Bridge | |
| 34 (C). MP 22.4 Bridge | |
| 35 (C). MP 23.3 Bridge | |
| 36 (C). MP 23.6 Bridge | |
| 37 (C). MP 24.4 Bridge | |
| 38 (C). MP 25.4 Bridge | |
| 39 (C). MP 25.9 Bridge | |
| 41 (C). MP 33.1 Bridge | |
| 42 (C). MP 33.8 Bridge | |
| 43 (C). MP 34.9 Bridge | |
| 44 (C). MP 35.0 Bridge | |
| 45 (C). MP 35.2 Bridge | |
| 46 (C). MP 35.5 Bridge | |
| 47 (C). MP 35.6 Bridge | |
| 48 (C). MP 36.1 Bridge | |
| 49 (C). MP 35.2 Bridge | |
| 51 (C). MP 38.1 Bridge | |
| 52 (C). MP 38.8 Bridge | |
| 53 (C). MP 39.7 Bridge | |
| 54 (C). MP 39.9 Bridge | |
| 55 (C). MP 43.8 Bridge | |
| 57 (C). MP 44.1 Bridge | |
| 63 (C). MP 53.9 Bridge | |
| 64 (C). MP 54.1 Bridge | |
| 65 (C). MP 54.3 Bridge | |
| 66 (C). MP 54.1 Bridge | |
| 67 (C). MP 54.3 Bridge | |

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- 68 (C). MP 55.1 Bridge
- 69 (C). MP 55.2 Bridge
- 70 (C). MP 56.6 Bridge
- 71 (C). MP 56.8 Bridge
- 72 (C). MP 56.9 Bridge
- 73 (C). MP 57.1 Bridge
- 75 (C). MP 57.5 Bridge
- 77 (C). MP 61.0 Bridge
- 78 (C). MP 61.7 Bridge
- 79 (C). MP 63.2 Bridge
- 82 (C). North leg bridge
- 83 (C). Stone retaining wall
- 84 (C). Jesus Morales stone wall
- 85 (N). Footbridge

DESCRIPTION:

Williams Depot and Fray Marcos Hotel (1). The Grand Canyon Railway begins at the historic Fred Harvey hotel and Santa Fe depot in the Williams Historic District. These tracks are the historic main line of the Atlantic & Pacific, Santa Fe Pacific, and Atchison, Topeka, and Santa Fe railroads. The AT&SF Railway Company built the hotel as part of the Fred Harvey chain of hotels and Harvey House restaurants throughout the southwest. It is named after Fray Marcos de Niza, a Franciscan friar who in 1539 started the quest for the Seven Cities of Cibola with his discoveries of what turned out to be the Zuni pueblos. When the doors of the Fray Marcos opened in March, 1908 it represented state of the art facilities and comfort for its customers. Originally the hotel opened with twenty-one rooms and later expanded with an additional twenty-two room north wing. Today it houses the Grand Canyon Railway Museum, offices of the dispatcher, trainmaster, facilities maintenance, and warehousing. The hotel is the largest and oldest poured concrete structure in Arizona. This is a previously listed contributing resource to the existing National Register property and is a contributing resource to this nomination.

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During much of the line's history this depot served as the southern terminus. Here in the station the dispatcher, station agent, telegrapher and other officials worked both the north-south and east-west rail traffic. Located to the south and east of the depot the Williams yards handled freight traffic. To the east the Santa Fe facilities included the roundhouse, shops, fueling and watering towers, section house, bunk house, and the connection of the Grand Canyon line to the main line. Combined use of all of these facilities has been in effect by agreements from the time of the Santa Fe & Grand Canyon and the Santa Fe Pacific railroads. Most of these tracks and structures have long since been removed. Extant tracks (see Additional Documentation page 4) include: private car track, car spur, coach tracks 1 & 2, passing siding, and the wye.

One such exception is the standard Santa Fe bunk house (2) with attendant wash house which is located just north of the Grand Canyon Railway main line and just east of Grand Canyon Boulevard. It is nearly complete and the only remaining example of the hundreds of such structures along the Santa Fe. The bunk house is a poured concrete building of ten rooms with a porch that runs the length of the building between the two end rooms and a breezeway between the two middle rooms. Roof supports along the porch are of reinforced, poured concrete. The poured concrete wash house is located just to the south of the bunk house centered on the west half of the building. The bunk house measures approximately 119 by 21 feet and the wash house 35 by 12 feet. The floor plan is of an elongated "U" shape with the two largest rooms on the ends forming the uprights of the "U," the other eight rooms and breezeway form the base of the "U," and the six foot wide porch runs the length of the building between the two end rooms.

The ten rooms of the bunk house are mirror images with five on either end divided by the breezeway; end rooms are the largest (10 X 21 feet) with entry onto the porch, next are three rooms of similar size (12 X 15 feet) with entry onto the porch, middle rooms (9 X 15 feet) with entry onto the nine foot wide breezeway. Each room came equipped with a wood/coal-burning stove vented to flues in the poured concrete walls and six chimneys on the roof. Floors of the rooms and porch are of poured concrete. The roof is constructed of wooden joists covered with lumber and corrugated metal. Santa Fe added the wash house in 1935. This building provided shared toilet, shower, and laundry facilities for the occupants of the bunk house.

This contributing resource is extant and within the boundaries of the Grand Canyon Railway.

In the following mile-by-mile description of the line, several locations are included although considered non-contributing from the historic vantage point. However, when the ever-changing nature of the line is taken into consideration, they are part and parcel of the on-going history of the railroad.

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Milepost 0.0-0.3: Turnout for Mainline Leg of the Williams Wye (3). It became necessary to build a wye at both ends of this spur line in order to turn the trains around. The Santa Fe & Grand Canyon Railroad built the wye in Williams and the Atchison, Topeka and Santa Fe Railway built the one at Grand Canyon. The turnout (switch) begins the mainline of the Grand Canyon Railway and forms the mainline leg of the wye. This is actually milepost 0 for the Grand Canyon Railway and marks the location where the Santa Fe & Grand Canyon RR tied into the Santa Fe Pacific main line. Construction of the turnout established the beginnings of the line in 1898. Because this is a spur line originated from a railroad of a different company, the milepost numbers begin at 0 and have nothing to do with those of the east-west main line. At milepost 0.3 the train will cross Rodeo Road and this is the location of the apex of the wye. The east leg and base (original main line of SFP) are visible off to the east. This contributing resource is extant, in service, and within the boundaries of the Grand Canyon Railway.

Milepost 0.98: Engine and Car Facilities (4). Considered as a non-contributing structure but part of the on-going historical context of the railroad. On the east side of the tracks the large building is the company's new engine shop and the future site of the car yards and servicing facility. This well equipped shop is capable of handling the largest locomotives and services all of the company's steam and diesel engines and cars. New and used equipment from abandoned railroad shops such as the Union Pacific Omaha shop provides the mechanical department with a capacity to manufacture necessary parts unavailable on the market. A drop table allows removal of the running gear on engines and trucks on the rolling stock for maintenance. The mechanical department has the capability and experience to completely overhaul or rebuild a steam engine here. This includes boiler work most other shops in the country will not attempt. Cars can be completely overhauled or rebuilt as necessary to include electrical and wood work.

This noncontributing resource is within the boundaries of the Grand Canyon Railway.

Milepost 1.1: Open deck bridge (5). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 1.3: Williams Yard Limit. Grand Canyon Railway yards at Williams have a speed limit of up to twenty miles per hour. All traffic within the yards cannot exceed the restricted speed for safety reasons. The crews in the yards take care of daily business via radio communication with the dispatcher but all trains operating on the

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main line require written orders called track warrants. Train movements are also controlled by bulletins and instructions issued as necessary. Keep in mind this is a full time railroad and subject to all federal and state rules and regulations.

Milepost 1.3: Santa Fe Overpass (6). Considered as a non-contributing structure but part of the on-going historical context of the railroad. In 1960-61 the Santa Fe Railway constructed this by-pass around the north side of Williams. Traffic through Johnson Canyon to the west of Williams with its many twists, turns, bridges and tunnels slowed main line traffic considerably. This high speed ribbon rail double track replaced the old main line through Williams. When the Santa Fe began to use the new tracks they closed the depot at Williams and opened a new one just to the east of town known as Williams Junction. From 1961 to 1968 all passenger traffic to the Canyon departed from and returned to Williams Junction. In 1969 the Santa Fe closed this station also and demolished it after discontinuation of passenger service to the Grand Canyon. Station Agent Glenn Irvin had the unpleasant duty of closing both the Williams and Williams Junction depots.

Milepost 2.6-4.0: 3% Grade. This 1.4-mile long grade is as steep as the ruling Apex grade but not nearly as long.

Milepost 4.0: Cataract Creek . At milepost four is a 182-foot long pile and frame ballast deck bridge (7) which is the longest bridge on the line. This intermittent stream bed carries water in season to the north and west through Cataract Canyon, down through the rim, creating the magnificent blue streams and waterfalls of Havasu Canyon, the ancestral home of the Havasupai Indians, and on into the Colorado River. This extant bridge is a contributing resource within the boundaries of the Grand Canyon railway.

Milepost 4.4: Ballast deck bridge (8). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 4.6: Open deck bridge (9). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 5.0: Williams City Limit. Northern border of the city. Reconstruction of the track and roadbed began at this location on 29 March 1989 by the new Grand Canyon Railway.

Milepost 5.4: Cinder Pit. To the east two large cinder cones can be seen on the horizon and the one on the left with a large scar on its south flank is the pit. In 1906

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the Santa Fe got the Arizona Supreme Court to condemn this property in their favor for the purpose of mining volcanic cinders to be used as ballast during the rebuilding of the line. The AT&SF constructed a spur to the pit and began hauling cinders for use along the line.

In the early years Chinese and Japanese laborers loaded the ballast into gondola cars with hand shovels and unloaded them in the same manner. Later the railroad installed an oil fired steam shovel in the pit to handle the loading and ballast cars with dump gates on the bottom distributed the cinders along the line where needed. Santa Fe abandoned use of the pit about 1924 and currently leases it to the State of Arizona for use on the highways.

Milepost 5.5: Open deck bridge (10). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 5.9: Pitt Section. Both the Pitt station and section are referred to on all extant plans as being located at milepost 6.5 but due to relocation of the section during rebuilding in 1905 the section remains are seen here on the east side. A former location of a section house, standard Santa Fe concrete 21' X 114' ten room bunkhouse and gang. Prior to 1906 company records referred to the section as MP 6.5. Origin of the name "Pitt" is unknown but it is probably a corruption of Cinder Pit as the name came into use at the same time the Santa Fe acquired and opened the pit. The railroad abandoned the section on 1 April 1947 but remains of the concrete bunkhouse can still be seen overgrown with junipers. The Santa Fe bulldozed it and the others along the line to save on property taxes.

Milepost 6.1: Ballast deck bridge (11). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 6.5: Pitt Station (12). Actual former station location with the siding off to the east side. Once the location of a 36-car siding (based on 85-foot Pullman car with allowance for a four unit diesel and heater unit) and a telephone. Originally built as a spur in 1899 the railroad upgraded it to a passing track (siding) in 1905. It served as such until retirement in 1942.

This extant contributing resource is within the boundaries of the Grand Canyon Railway.

Milepost 7.0: Cinder Pit Wye (13). Built in 1906 to service the cinder pit to the east of the highway. Just to the north of this milepost the abandoned roadbed for the south leg of the wye to the cinder pit curves into the brush to the east. At MP 7.1 the roadbed for the north leg is more visible. Retired about 1924.

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Although the location of the turnouts are on the right-of-way and visible, for the most part this contributing resource is not within the boundaries of the Grand Canyon Railway.

Milepost 8.7: Open deck bridge (14). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 9.0: Red Lake Station (15). The previous location of a telephone and a 31-car siding primarily used for cattle and sheep loading. Named for a lake across the highway to the east which takes on reddish hues from Moenkopi silt washed in during rains. The community boasted a post office for a short time in 1888 and a telegraph office operated for a short period in the early 1900s. Originally built as a spur in 1899 crews extended and upgraded it to a siding in 1905 and to its present size in 1928. Probably abandoned in 1956 with tracks retired in 1974.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 9.8: Open deck bridge (16). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 11.1: Open deck bridge (17). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 13.2: Open deck bridge (18). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 14.1: Open deck bridge (19). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 14.5: Open deck bridge (20). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 14.7: Bly Station (21)—Beale Road. Formerly the location of a nine-car spur and a telephone. Built for Fletcher D. Bly by the Santa Fe in 1917. The contract included a concrete water tank and corrals for sheep loading. Retired by the railroad on 12 December 1941 they used the material from the spur for construction of the spur at MP 18.

The trail seen disappearing into the scrub up the hill to the west at this point is the remains of the Beale Road. Someone standing here in September 1857 would have been treated to a sight which would have been equal to many circuses of the

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day. Lt. Edward F. Beale crossed here with a caravan of camels and their Turkish and Greek handlers dressed in native clothing. The Army commissioned this naval lieutenant to test the feasibility of camels for service in the arid southwest. Several reasons, including the Civil War and misunderstanding of the animal's capabilities, doomed the project and descendants of these foreign four legged visitors could be seen wandering the deserts of western Arizona as late as the 1930s. Beale's road from Ft. Smith, Arkansas to California saw heavy service from 1860 to 1882. Yesterday's Route 66 and today's Interstate 40 basically follow the route Beale surveyed and carved along the 35th parallel.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 15.4: Ballast deck bridge (22). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 15.8: Open deck bridge (23). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 16.9: Open deck bridge (24). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 17.2: Open deck bridge (25). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 18.2: MP 18 Section (26). Previously the location of a section house, bunkhouse, gang, and a telephone. After abolishment of the sections at Valle and Anita in 1941 and 1942, the section at MP 18 became responsible for maintenance of track from MP 10.0 to MP 45.0. The Williams section covered MP 0.0 to MP 10.0 and the Grand Canyon section covered MP 45.0 to 63.8. The railroad abolished this section on 15 June 1954. At this time and until abandonment of the line the sections at Williams and Grand Canyon split responsibilities for maintenance at MP 39.0. The company installed a 610-foot spur at this location in 1941 and in turn retired it in 1974. Remains of the concrete bunkhouse are easily seen to the east of the tracks.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 18.9: Ballast deck bridge (27). An extant contributing resource within the boundaries of the Grand Canyon railway.

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Milepost 20.5: Quivero Station (28). Originally built in 1899 and named Prado, or "meadow" in Spanish. This pretty meadow once served as the location of a 23-car siding and a telephone. Renamed Quivero in August of 1908 because there is a larger Prado station near Corona, California. Supposedly named for Quivera, one of the mythical cities of Cibola Coronado searched for in 1540. The reasons for choosing this name or the change of the ending from "a" to "o" are unknown.

Originally built as a spur, the Santa Fe rebuilt it as a siding in 1905 and extended it in 1929 and again in 1931 to 23-car capacity. Retirement of siding tracks and turnouts came in 1974. Santa Fe built the loading pens about 1917, rebuilt them in 1936, and in 1974 retired and sold them in place. Local cattle and sheep ranches still use them.

The Grand Canyon Railway rebuilt the 910-foot spur in 1992 as a passing track for maintenance of way equipment. The extant station and siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 20.8: Open deck bridge (29). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 21.1: Open deck bridge (30). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 21.3: Open deck bridge (31). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 21.8: Open deck bridge (32). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 22.2: Open deck bridge (33). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 22.4: Open deck bridge (34). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 23.3: Open deck bridge (35). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 23.6: Ballast deck bridge (36). An extant contributing resource within the boundaries of the Grand Canyon railway.

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Milepost 24.4: Ballast deck bridge (37). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 25.4: Ballast deck bridge (38). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 25.9: Ballast deck bridge (39). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 29.0: Valle Station (40). Former location of a section house, bunkhouse, gang, telephone and a 37-car siding for cattle and sheep loading. Originally built as a spur in 1899, the Santa Fe rebuilt it as a siding in 1905 and extended it in March, 1929. The railroad built the loading chutes for the Grand Canyon Sheep Company in 1919.

Named in Spanish for Spring Valley. This station occasionally appears in the record as Abra Crossing. Abra ceased to be used in the 1930s and is probably an Anglo corruption of cabra, the Spanish word for sheep.

It is presently the headquarters of the Bar Heart Ranch. The owners purchased all of the cattle loading facilities in 1941 when the railroad retired them in place. Cattle are still loaded from this location today but all transportation is handled by truck.

The Santa Fe abolished the section on 19 January 1941 and retired the siding track and turnouts in 1974. Remains of the concrete section gang bunkhouse are easily seen to the west of the tracks inside the fence line. The bunkhouse area, extant station, and former sidings of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 29.1: Spring Valley Wash. At the north end of the Bar Heart Ranch the train pulls out onto a concrete bridge and fill arrangement spanning Spring Valley Wash. In the early years of the line this wash had been crossed by the line's longest pile and frame trestle. It exceeded three hundred feet in length and fifty feet in height. Apparently the Santa Fe engineers believed the system now in use to be easier and cheaper to maintain and therefore replaced the wooden bridge. Existing records do not note the date of construction.

To the east side of the tracks on the north bank of the wash an excellent example of folded Kaibab limestone is visible. When this plateau underwent tectonic uplifting much of the horizontal strata in the region yielded to the great pressures and folded as seen here. Most recently, this location has been the epicenter of two earthquakes measuring up to 5.6 on the Richter scale.

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Milepost 33.1: Open deck bridge (41). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 33.8: Open deck bridge (42). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 34.8-36.0: Miller Wash. In this section the track crosses Miller Wash several times. Four bridges span this intermittent stream in little more than a mile. Prior to 1916 the roadbed followed the wash instead of cutting through the limestone hills. The old right-of-way can still be seen from both sides of the train winding along with the stream bed. An accident in 1916 resulted in the straightening of the line and removal of one half mile of curving track.

Milepost 34.9: Open deck bridge (43). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 35.0: Open deck bridge (44). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 35.2: Ballast deck bridge (45). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 35.5: Ballast deck bridge (46). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 35.6: Ballast deck bridge (47). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 36.1: Ballast deck bridge (48). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 35.2: Open deck bridge (49). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 37.7: Willaha Station (50). A former location of a section bunkhouse, telephone, and a 24-car siding for cattle, sheep and ore loading. Named after a Supai Indian word meaning "watering place." Originally built as a spur in 1899 the Santa Fe extended and upgraded it to a siding in 1905. The railroad built the water cistern, warehouse, bunkhouse, and corrals for the C. L. DeRyder ranch in 1919 and renovated them in 1940. Leases extended to the Azurite Copper Company in 1903

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and the Houge Mining Company in 1907 provided for copper ore loading. The date of section abolishment is unknown but the Santa Fe retired the siding track and turnouts in 1974. Walls of the ranch bunkhouse remain and the corrals continue in use for the loading and shipping of cattle.

The Grand Canyon Railway rebuilt the 1300-foot siding in 1990 for use as a passing track for trains and maintenance of way equipment. Ballast loading operations are also conducted.

The extant station and siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 38.1: Ballast deck bridge (51). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 38.8: Open deck bridge (52). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 39.7: Ballast deck bridge (53). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 39.9: Open deck bridge (54). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 40.7: Phone Line Ends. At one time the telegraph and telephone line from Williams to the Grand Canyon ran the entire length on the west side of the tracks. Today it extends only to this point where it takes off to the west to service a ranch some ten miles out.

Milepost 42.1: Copper Queen Claims. Mining of copper at these claims in the hills to the east started in 1901 along with the Anita mines. The same people who mined the vast copper pits in Jerome worked these breccia pipes for the very rich ore produced here. Although the ore assayed very high the mines did not contain a sufficient amount to make them profitable and they failed. Ores from these mines were shipped on the Grand Canyon Railway.

Milepost 43.8: Open deck bridge (55). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 43.8: Woodin Station (56). Originally the location of a one-car spur for cattle and sheep loading and upgraded to three car capacity on 15 December 1937. Built by the Santa Fe in 1917 for the Pittman Valley Land and Cattle Company and later

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leased to the Grand Canyon Sheep Company in 1930 and again in 1937 to the Babbitt Brothers Trading Company. Unknown as to the origin of the name but in all probability the Santa Fe named it after W. H. Woodin, president of the American Car and Foundry Company, which built railroad cars. The railway retired the spur track and turnout in 1974.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 44.1: Open deck bridge (57). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 44.8: Anita Station (58). The original destination of the railroad for the purpose of servicing company mining interests Anita is the former location of a section house, bunkhouse, gang, telephone, stock yards, Forest Service headquarters (Anita-Moqui District), school, post office, 40-car wye, 12-car water track, ore loading ramp, the 2.87-mile spur to the Anita Mines, a 1,250-foot siding (later shortened in September, 1917 to a four-car spur for the Forest Service), two water tanks and a fair sized community. Named for Thomas Lombard's daughter (one of the principals of the SF&GCRR) and originally called Anita Junction when built in 1899.

William Lockridge contracted with the Santa Fe for construction of the ore ramp in 1918. They also built the cattle yards in 1909 for the historic CO Bar Cattle Company (Babbitt Brothers) and enlarged it in 1913. The railroad retired the yards in place in 1974 and sold them to the CO Bar. They are still used to load cattle on trucks for shipment to market.

On 31 January 1942 the railroad abolished the section and by 1956 all structures except for the stock yard and ore ramp had been removed. In 1942 the railroad retired the spur track and in 1972 the water siding and wye. Remains of the station and concrete bunkhouse are easily seen to the west of the tracks just north of the crossing.

The extant station, former siding, and turnouts to the wye portions of this contributing resource is within the boundaries of the Grand Canyon Railway.

Milepost 45.0: Spur to Anita Mines (59). The Santa Fe & Grand Canyon Railroad began construction of the line in 1898 for the primary purpose of servicing the mines in the Anita vicinity. They built a 2.78-mile long spur from this point northeast into the hills where the claims are located. At the end of track the Anita Copper Company loaded copper ore into cars from a tipple. Ruins of this tipple and mines can still be seen today.

Only the location of the former turnout portion of this contributing resource is within the boundaries of the Grand Canyon Railway.

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Milepost 45.4: CO Bar Corral and Water Track (60). The Santa Fe also built the concrete cistern in this complex for the CO Bar in 1909. At the same time, they constructed the 12-car water track which supplied water by gravity flow to Anita.

Only the location of the former water track portion of this contributing resource is within the boundaries of the Grand Canyon Railway.

Milepost 45.7-52.0: Apex Grade. The grade starts out on an easy slope and curves up the steeper Kaibab limestone outcrops. To the east tree covered ledges are home to the Anita mines (a noncontributing resource not within the boundaries of the railroad) whose rich ores attracted this railroad to the region. At 3%, several grades in this section make this the longest, continuous grade on the line.

Milepost 50.0: Hopi Station (61). A previous location of a 23-car siding and telephone. The Santa Fe most likely established this siding as a doubling track for the five mile long Anita-Apex grade. They later used it as a set out for the logging trains from Apex. It is named after the Hopi Indians. Established about 1901 as a spur and later extended in 1905 and again in 1928 as a siding. The railroad retired the siding on 14 November 1942 with the removal of rails, switches and switch ties.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 52.0: Apex Station (62). The former location of a section house, bunkhouse, gang, telephone and a 31-car siding. Originally built as a passing track in 1901 at the top of the Anita-Apex grade. In 1928 it became the center for the Saginaw and Manistee Lumber Company logging operations in the Anita-Moqui district of the Kaibab National Forest. The remains of their headquarters camp can be reached by following the roadbed for one mile to the east.

The Saginaw contracted with the Santa Fe for the building of an 85-car wye and spur which they extended twenty-six miles to the east during the course of their logging contract. The Santa Fe also built them an additional 27-car siding in 1930. All logging operations ceased in 1936 and the Saginaw & Manistee Company abandoned all of their camps and moved on to other leases to the south.

Apex has been referred to as the high point on the line but in actuality Grand Canyon station is higher. The name originated from the fact that Apex is at the top of the longest 3% grade on the line. On 1 June 1930 the Santa Fe abolished the section and in 1942 retired the wye and interchange track with removal of rails, switches and ties. The siding remained in service until retired in 1954. Remains of the concrete bunkhouse are still standing and easily seen to the west of the tracks.

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Present location of a 200-foot spur track built by the Grand Canyon Railway in 1992 as a maintenance of way passing track.

The extant station, former sidings, and turnouts to the wye portions of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 53.9: Ballast deck bridge (63). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 54.0-58.0: Coconino Canyon. The canyon follows Coconino Wash, cut down over the millennia through layers of Kaibab limestone and into the Toroweap Formation. After passing Coconino station the grade increases for the run up to the south rim of the Grand Canyon.

Milepost 54.1: Ballast deck bridge (64). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 54.3: Open deck bridge (65). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 55.0-56.0: Switchbacks. An interesting situation occurs in this mile of track. The right-of-way follows the bed of the wash and the meander of the stream doubles back on itself. Because of the depth of the canyon the only way to keep track of the two 180° changes of direction the track makes here is by using a compass or watching the sun's position.

Milepost 54.1: Ballast deck bridge (66). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 54.3: Open deck bridge (67). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 55.1: Ballast deck bridge (68). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 55.2: Ballast deck bridge (69). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 56.6: Ballast deck bridge (70). An extant contributing resource within the boundaries of the Grand Canyon railway.

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Milepost 56.8: Ballast deck bridge (71). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 56.9: Ballast deck bridge (72). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 57.1: Ballast deck bridge (73). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 57.2: Coconino Station (74). Once the location of a 34-car siding, built in 1900 as a passing track, and a telephone. In 1916 a rancher named Henderson contracted with the railroad for construction of a concrete box water tank for his cattle which is still seen to the east of the track down the slope. This station served temporarily as the northern terminus of the line and transfer point for the Grand Canyon stage while construction by the SF&GCRR and later the AT&SFRy moved north to the rim. The railroad used this siding at least part of the time to set out water cars from the Grand Canyon. Its name comes from the wash in which it is located. Retirement of the siding probably occurred in 1954.

The extant station and former siding of this contributing resource are within the boundaries of the Grand Canyon Railway.

Milepost 57.5: Ballast deck bridge (75). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 58.9: Hilltop Crossing (76). In the early days of the railroad William. W. "Billy" Bass had arranged with the Santa Fe for a flag stop here to collect his customers for the trip by coach to his camp at Havasupai Point. The conductor scheduled a stop to detrain passengers on the northbound trains. If Bass had returning passengers he simply flagged the southbound and put them on board for the trip to Williams. Also the probable location of the "airfield" (just southeast of the crossing) from which the first plane to land within the Canyon took off in 1922 with Elsworth Kolb as passenger.

A contributing resource, this extant site is within the boundaries of the Grand Canyon Railway.

Milepost 59.2: Highland Mary. In 1916 Sanford Rowe patented this land as the Highland Mary claim along with the Highland Mary mill site further up the line at what is now known as Rowe's Well. Tom (a Santa Fe engineer) and Mattie Gordon purchased the land in 1937 and built the home of native rock and wood.

Over the years the property passed through several hands. From 1958 to

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1969 the Western Gold & Uranium Company used the property for quarters to house employees of the Orphan Mine on the south rim of the Canyon in the National Park. The company sold the house and property to the present owners in 1978. Erik, Sue, and Fabienne Gueissaz now call it home.

Milepost 59.9: National Park Boundary and Grand Canyon Yard Limit. At this point the line passes into the Grand Canyon National Park. A fence line extending east and west denotes the boundary line. The right-of-way follows Bright Angel Wash for the remainder of the trip.

Milepost 60.7: Rowe's Well (often referred to as Rowe Well and Rowes Well). Sanford Rowe bought out the Williams livery business of W. W. Bass in 1892 and spent the next several years supplying the south rim business people with their freight requirements. He staked some mineral claims about three miles west and south of the village and built a small log hotel there. Over the years it grew into a tourist complex with a hotel, cabins and an entertainment facility which included a bowling alley and dance floor. A popular spot with the residents of the village the "watering hole" provided some relief from the ever-present tourists. Here, they could get away and have a friendly drink, bowl a few lines and do some dancing.

By the late 1950s many of the wooden frame and log buildings had deteriorated to a condition beyond repair (according to the Park Service) and demolition became necessary to "ensure safety and the esthetics of the natural scene." In April of 1961 the Park removed the last structures and all that remains today of Rowe's Well is a picnic ramada next to the tracks.

Milepost 61.0: Ballast deck bridge (77). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 61.7: Ballast deck bridge (78). An extant contributing resource within the boundaries of the Grand Canyon railway.

Milepost 62.6: Water Treatment Plant. Built in 1972 to replace the original 1926 plant built by the Santa Fe. This is a modern and efficient facility but the filters of the old plant are still in use. The National Park Service preserves the original facility as a historic engineering work to showcase pioneer treatment of sewage and reuse of effluent under semi-arid conditions. As with the old plant, this one continues to provide non-potable water for sanitary plumbing and watering of plants.

Milepost 63.2: Ballast deck bridge (79). An extant contributing resource within the boundaries of the Grand Canyon railway.

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Milepost 63.3: Bright Angel Fault. The track begins a turn to the east and comes to a crossing. At this point the Grand Canyon itself is visible to the north. The Bright Angel Fault traverses the entire canyon and created this viewpoint. From Coconino Canyon the train has been following this fault up Bright Angel Wash.

Milepost 63.4: Grand Canyon Yards and Historic District. From this point the right of way enters the yards, and continues up past the Bright Angel Lodge and powerhouse to the depot.

Milepost 63.7: Grand Canyon Station. Passengers arrive today much as did those who rode the first train from Williams to the Grand Canyon on 17 September 1901. The primary difference is that today's passengers arrive at a newer station (1910) in the historic district of the Grand Canyon National Park. Virtually all of the buildings around the yards were built by the Santa Fe Railway over a period of fifty-five years.

During the years of operation this station served as the northern terminus of the railway with passenger and freight station facilities, telegraph, several tracks used as set outs for trains, a wye for reversing train direction (the west leg has a grade of 3.7, the steepest on the line), water tracks for off-loading water into cisterns and tanks, and a section gang. The extant depot (80) and wye (81) are previously listed contributing resources. An ballast deck bridge (82) on the north leg of the wye is an extant contributing resource within the boundaries of the Grand Canyon railway.

Tracks are numbered from 1 to 41 yet the Canyon yards never had forty-one tracks at any one time. To complicate matters the Santa Fe relocated, renumbered or combined several tracks over the years. To confuse the issue even more, tracks had assigned names related to their function such as, old flume, garbage, oil, gasoline, barn, engine, engine storage, house, and power house spur. In 1950, engineering drawings set the car capacity for the yards at 226 with the stem of the wye able to hold a sixteen-car passenger train with a four unit passenger/freight diesel and heater unit.

On 16 May 1969 the Santa Fe terminated all services and closed the station. The section house and bunkhouse had been located along the east side of the wye. Abolishment of the section came on 26 May 1969 and from this time on the Williams section handled all maintenance on the line. Between 13 and 20 June 1974 the last retirements of track occurred with removal of tracks 3, 4, 17, 21, 23, 27, 29, 33, 35 and 37.

Currently, extant tracks numbered 1-7, the wye, tail track, Maswik spur, and depot siding form the Grand Canyon yards (see Additional Documentation page 4).

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Although in some cases renumbered or renamed, these are the same tracks as laid out by the AT&SFRy and left in place when they abandoned the line.

Albeit within the National Park, the Grand Canyon Railway maintains the yards, depot and crossings as did the Santa Fe before them. When ridership increases other historic tracks in the yards will be overhauled and placed back into service. In anticipation of light rail service, the railroad has upgraded the tracks along the tail of the wye at the Park Service Maswik depot and transportation center.

Contributing structures within the track boundaries and part of the existing National Register property include the stone retaining wall (83) north of the depot tracks and the Jesus Morales stone wall (84) at the east end of the depot tracks (northern terminus of the railroad).

Buildings and structures that are non-contributing to this nomination but part of the existing National Register property are within the track boundaries. These include: a footbridge over Bright Angel Wash (85), a railroad utility building [building 548] (86), Fred Harvey Officer's Dorm [building 578] (87), and several Fred Harvey cabins [buildings 581-588 (88-95) and 610-616 (96-102)].

On 30 July 1968 the AT&SFRy halted passenger service on the Grand Canyon line. Cattle and mining shipments ceased in 1972. During June of 1974, the Santa Fe ran two work extra trains to the Grand Canyon for purposes of reclaiming some of the rails and fittings for reuse in other locations. From this point on, the line lay dormant without any maintenance whatsoever.

A privately owned company chartered as the Grand Canyon Railway renewed the trackage and began regularly scheduled passenger service from Williams to the Grand Canyon on 17 September 1989. It continues to this date.

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SUMMARY

The Grand Canyon Railway has never been simply sixty-five miles of track. This railroad opened an area of northern Arizona to mining, supported communities, cattle and sheep ranching, and logging. It is legendary for its service to the Grand Canyon. A service which continues to this day, all manner of people from the ordinary citizen to presidents and kings, from all parts of the world, have traveled over these rails to and from the Grand Canyon. The AT&SFRy based most of its passenger advertising over the years on their ability to take people to and from the Canyon in comfort. In fact, for many years the entire AT&SFRy became known as the "Grand Canyon Line." All of the railroads in this country are a part of our history and heritage but few if any can claim the history and impact of such a short section as does the Grand Canyon Railway.

The railroad is significant under Criterion A in the category of transportation.

The railroad is also significant under Criterion C in the categories of engineering and architecture.

SIGNIFICANCE

GENERAL

The Grand Canyon Railway runs on the historic right of way as built by the Santa Fe and Grand Canyon Railroad, and the Atchison, Topeka, and Santa Fe Railway between 1898 and 1901.

This is the only railroad to enter and service a national park in the United States. It did so from 1901 and continues to provide passenger service to this day. As such, it is an integral part of the Park Service's campaign to reduce automobile traffic and pollution at the south rim.

This railroad is directly responsible for the development of the Grand Canyon as a destination for Americans and visitors from around the world nineteen years prior to it becoming a National Park.

This railroad is directly responsible for the development of the Grand Canyon infrastructure on the south rim to include unique water reclamation and delivery systems, electrical power, and steam service.

Without this railroad the Historic District at the south rim would not exist as we know it.

STRUCTURES

Structures built by the Santa Fe along the right of way have been unique and varied. From the poured concrete Fray Marcos Hotel and depot in the Williams Historic District to the natural log depot and the El Tovar Hotel in the Grand Canyon Historic District, all have been part and parcel of the historic fabric which makes up the Grand Canyon Railway.

The Fray Marcos Hotel (currently in the Williams Historic District) was designed by Francis Wilson, built by the Santa Fe Railway, and managed by the Fred

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Harvey Company. It owes its existence to the Grand Canyon Railway. Passengers over-nighting in Williams from the east-west trains on the main line prior to making the trip up along the line to the Grand Canyon required a quality hotel and restaurant. For this reason construction began in 1907 and the hotel opened its doors in March 1908.

At the other end of the line the Santa Fe required an adequate depot. Instead of building one of its usual styles, it constructed the one at the Canyon (currently in the Grand Canyon Village Historic District) designed by Francis Wilson to blend into the natural scene. Begun in 1909 the Santa Fe opened it for service in 1910 as the only log depot on their entire system. Today, it is the only log depot serving and active railroad in the United States.

One building in particular, the 1919 bunk house in Williams, along with its vintage 1939 wash house, is the most complete in existence. This, and the ruins of several other bunk houses along the Grand Canyon line and one in Seligman, Arizona with no roof, are the only examples left of what housed single and married Santa Fe track workers and their families from before 1900 until the 1950s. This standard 119-foot long, poured concrete structure, can probably best be described as Santa Fe Railway Bunk House vernacular. It is a design unique to that railroad and served the length and breadth of their system. The Grand Canyon Railway has stabilized and protected the structure from further deterioration. They have also discussed the possibility of at least cosmetic restoration.

Workers lived and raised families at these sites for extended periods of time. The railroad provided a wood/coal-burning stove and the workers provided the other furnishings. Single men lived in the smaller rooms while families had the "luxury" of the larger rooms. Families raised their children at these locations, sent them to local schools, and watched many of their young men take on secure railroad jobs and move to other section houses to work and raise their own families.

While many Santa Fe track worker families lived in mobile carbody "outfits," those who lived in these standard bunk houses enjoyed some semblance of home or permanence. Although they might be transferred according to the needs of the railroad, living in these structures enabled them to have a sense of security and quality of life not available in the outfits.

Bridges along the railroad are of wooden pile and frame open deck or ballasted deck design. They span active ephemeral water courses that all eventually make their way to Cataract Creek and the Colorado River. See "Engineering," next.

ENGINEERING

The engineering of this line is no small feat in itself. Originally surveyed for Lombard, Goode and Company by William H. Lockridge, the SF&GCRR hired James Bell Girard as assistant chief engineer under chief engineer P. F. Randall to complete the work to Anita. AT&SF field engineers completed the line to the Canyon from end of track during July through August 1901 and made all line changes, additions and deletions, from then until 1974 when they terminated service.

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Engineering of the railroad required the development of grades up to 3.7%, layout of 112 standard gauge curves up to eleven degrees, layout of the Grand Canyon yards and wyes at both ends of the railroad, determination of super elevation of tracks in curves, and the location and construction of fifty-six bridges (all of wooden pile and frame open deck or ballasted deck design on concrete piers), and sixty-one culverts of concrete or wood construction. All bridges, culverts, and wyes are still in place and daily use.

This railroad has its origins in Williams at an elevation of 6700' MSL and proceeds in a generally northerly direction. After traversing several grades of up to 3%, it begins a general descent to the low point on the line of 5765 feet MSL at Mile Post 36.0. From this point the right of way begins a gradual ascent to MP 45 where several 3% grades are encountered in a seven mile stretch to MP 52. The line then drops into Coconino Canyon where it makes several 180° changes of direction before climbing to the south rim at an elevation of 6820 feet MSL. This is the high point on the railroad and the distance covered is 64.789 miles.

Frequency and steepness of grades and curves on this line made it unique and difficult to run. So much so that the Santa Fe trained its engineers and firemen on this piece of track. Reasoning that if a crew could handle this line they could run anywhere on the system. This training continued when Link developed a simulator for Santa Fe diesel locomotives. For the most difficult simulations they used films taken along this track.

HISTORY

The history of this railroad dates back to 1893 when Buckey O'Neill, sheriff of Yavapai County (which included all of today's Yavapai and Coconino counties), Mayor of Prescott, and mining investor, made overtures to Lombard, Goode and Company of New York to finance and build a railroad from Williams to what is now Anita for the purpose of extracting what was then believed to be the richest copper ore in the country. Limited construction by the Santa Fe & Grand Canyon Railroad began in 1898 and in earnest in 1899. They laid track to Anita Junction (Anita) and to Anita Camp (the mines) and another eight miles toward the Grand Canyon.

Operations began in 1900. Although the principal reason was for hauling copper ore, the railroad also carried passengers to the end of track and then to the Grand Canyon via stagecoach.

In July 1901 the company failed due to a lack of ore. The very rich ore was located in geologic features known as breccia pipes and proved very limited in quantity. They declared bankruptcy and sold out to the Atchison, Topeka and Santa Fe Railway for \$150,000. Had the company not failed and completed the line to the Canyon, Grand Canyon Village would have been known as Lombard, Arizona.

The AT&SFRy lost no time in completing the additional eleven miles of track to the Grand Canyon in order to take advantage of the tourist trade. Thus began the real history of the Grand Canyon National Park as the Santa Fe literally built the park infrastructure from the ground up. The railroad built over six hundred

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structures, including all of the hotels, restaurants, power houses, water service and reclamation facilities, laundry, housing, mule facilities, and tourist accommodations in what is now the Historic District before and after the Grand Canyon came under the jurisdiction of the National Park Service.

RANCHING

From the beginning the railroad serviced the cattle and sheep industry along its right of way. Beginning in 1909 they contracted with local ranchers to build stock pens and loading chutes at Red Lake, Bly, Prado (Quivero), Valle, Woodin and Anita. They continued to haul cattle and sheep to market from these sites until November 1972. During this time the railroad delivered water in tank cars to these ranchers from Del Rio (Santa Fe station Puro), Arizona at cost. Had the railroad not provided this service, there would not have been any extensive ranching in this area.

WATER SERVICE

The regional rainfall is unreliable at best and wells on the Kaibab Plateau are usually about 1500' deep, making them impractical to drill until recently. The Santa Fe provided water to the Grand Canyon until the railroad built the pump house and pipeline from Indian Garden and developed the revolutionary water reclamation system and infrastructure in 1932. Even after the completion of the pipeline it continued to be necessary to supplement water at the Canyon by rail until 1968. This railroad literally became a life line to the National Park and the ranchers along the line.

MINING

Although the mines at Anita rapidly played out, the mining industry did not die completely. Mines in the Canyon, the Francis Mining District, and on the south rim continued to operate on a small scale for several years. The Orphan Mine became the last to ship ore on the Grand Canyon Line in April 1969. Ores that traveled this line included copper, asbestos, gold, silver, molybdenum, and a host of other minor minerals. The most profitable turned out to be uranium.

LOGGING

From 1928 to 1936 the Saginaw and Manistee Lumber Company held a logging lease in the Kaibab National Forest east of Apex and south of the Grand Canyon. That company built twenty-six miles of temporary track and cut and hauled the logs to Apex. At the sidings built for this purpose, the AT&SF picked up the loaded log cars and delivered them to the lumber mill in Williams. During these depression years the logging activity on the Anita-Moqui district kept many people in work. A good sized community grew one mile east of Apex where the Saginaw families lived. It boasted its own school district with teachers paid for by the lumber company. The teachers, from the Arizona State Teachers College (NAU), taught the children of the loggers and Mexican track workers. In all probability, during this time

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the school served as the only unsegregated school in all of Arizona. The Saginaw & Manistee hauled out the last logs in June of 1936 and then methodically removed all tracks and structures.

TOURISM

Passengers soon became the stock in trade of the Grand Canyon Railway. Although the Santa Fe made its corporate profits from freight, these passengers became their reputation and namesake. Advertising for the entire railroad from Chicago to Los Angeles became wrapped around the Grand Canyon and the Santa Fe became known as "The Grand Canyon Line." People from all walks of life and around the world came to see the Titan of Chasms on this railroad. World leaders such as presidents, kings, queens, and princes all came to the Canyon by rail. People of notoriety, nobility, movie stars, and the ordinary citizen rubbed shoulders as they traveled to and from the south rim. Until the late 1920s, the train was the only way people could travel to and see the Grand Canyon in comfort. Although adequate passenger traffic continued through the 1950s, with the advent of travel by private auto and plane becoming more and more common place, railroad revenues declined sharply. Finally the AT&SF had to shut down their passenger operations to the Canyon. Some trains arrived with only three paying passengers on board. The last Santa Fe passenger train left the Canyon on 30 July 1968.

The Santa Fe brought the Fred Harvey Company to the Grand Canyon for the purpose of managing the tourist facilities. Although now a part of the Amfac Corporation, they still do today under agreement with the National Park Service.

LOCAL CULTURE

This railroad became a part of the daily lives of the people that worked for it, lived near it, or depended on it. Train crews became family to the people along the right of way. They delivered newspapers, groceries, and stray dogs. When off duty they hunted together and swapped stories. People told time by the passing of the trains. When they stopped running on a regular schedule lives changed considerably.

The community of Anita, already considerably reduced, vanished. Water, cattle and sheep are now hauled by truck. Ranchers now drive to Williams, Flagstaff, or the Grand Canyon in order to purchase their groceries and supplies. Between 1968 and 1989, travel to and from the Canyon was by air, bus, or private automobile.

SUMMARY

In short, this railroad was responsible for opening up of a large area north of Williams, the building of the Grand Canyon National Park facilities at the south rim, establishment of a solid tourist trade in the American Southwest, support of cattle and sheep ranching, copper and uranium mining, lumber industries, and the building of a sub culture around the railroad that continues to this day.

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county and state

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10. Geographical Data

UTM References

	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>		<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
5	12	392800	3902060	23	12	387310	3969140
6	12	393060	3908540	24	12	387580	3970600
7	12	394410	3915000	25	12	387900	3971260
8	12	394440	3915060	26	12	390000	3975720
9	12	393110	3922190	27	12	393120	3978190
10	12	391880	3928000	28	12	394320	3981000
11	12	391460	3929000	29	12	393670	3982820
12	12	393220	3935700	30	12	393340	3982120
13	12	392260	3942000	31	12	392770	3983160
14	12	391920	3943000	32	12	391640	3983960
15	12	391260	3946830	33	12	391790	3984420
16	12	389000	3949040	34	12	392000	3984700
17	12	387010	3953970	35	12	396810	3990550
18	12	386950	3954110	36	12	397090	3990450
19	12	385540	3956000	37	12	396970	3989940
20	12	385640	3957000	38	12	397260	3990580
21	12	386780	3962820	39	12	397770	3990670
22	12	387130	3968800				

Verbal Boundary Description

The Grand Canyon Railway is located in Coconino County, Arizona. It begins at the Fray Marcos Hotel and Santa Fe Depot in the Williams Historic District and runs in a generally northerly direction for 63.79 miles to the Santa Depot and includes the wye in the Grand Canyon Village Historic District at the south rim of the Grand Canyon (National Park). The Williams portion includes 160 acres along the right of way from the Fray Marcos Hotel, the Williams wye track, to just north of the Grand Canyon Railway locomotive shop. The remainder of the historic district encompasses the right of way from this point to the Santa Fe Depot at Grand Canyon for a distance of one hundred feet on both sides of the center line (200 feet total width).

The Grand Canyon Railway historic district includes all Grand Canyon Railway property along the right of way listed in the following Coconino County Assessor's Parcel Numbers:

- | | | | |
|----------------------------|------------------|------------------|-----------------|
| 200-11-2, 3, 4, 5; | 202-15-9, 9A, 11 | 202-53-4 | 502-2-2B |
| 200-12-2; | 202-31-2, 3 | 500-4-6, 7, 8, 9 | 502-10-3, 5, 6 |
| 202-2-17, 18, 18A, 20, 21; | 202-32-4 | 500-5-10, 11 | 502-11-2, 3 |
| 202-5-5; 202-8-3; | 202-39-42 | 500-14-2, 3 | 502-12-3, 3A, 4 |

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Coconino County Tax Parcel Numbers Continued:

- 502-18-3
- 502-22-1-1
- 503-1-22, 23, 24
- 503-13-3, 4
- 503-25-18
- 503-26-34

Boundary Justification

These boundaries define the length and breadth of the historic Grand Canyon Railway. The district has its point of origin at the Fray Marcos Hotel and depot and terminates at the Santa Fe log depot in Grand Canyon National Park. It includes the essential operating properties at both ends, the stations, and the right of way that connects them.

Additional Documentation

USGS Maps. Nine (9) 7.5 minute sheets (listed south to north):

- Williams North
- Howard Mesa
- Howard Lake
- Valle Tank
- Miller Tank
- Howard Hill
- Red Butte SW
- Tusayan West
- Grand Canyon

Sketch Map of the Grand Canyon Railway.

Sketch Map of the Grand Canyon Railway National Historic Landmark District.

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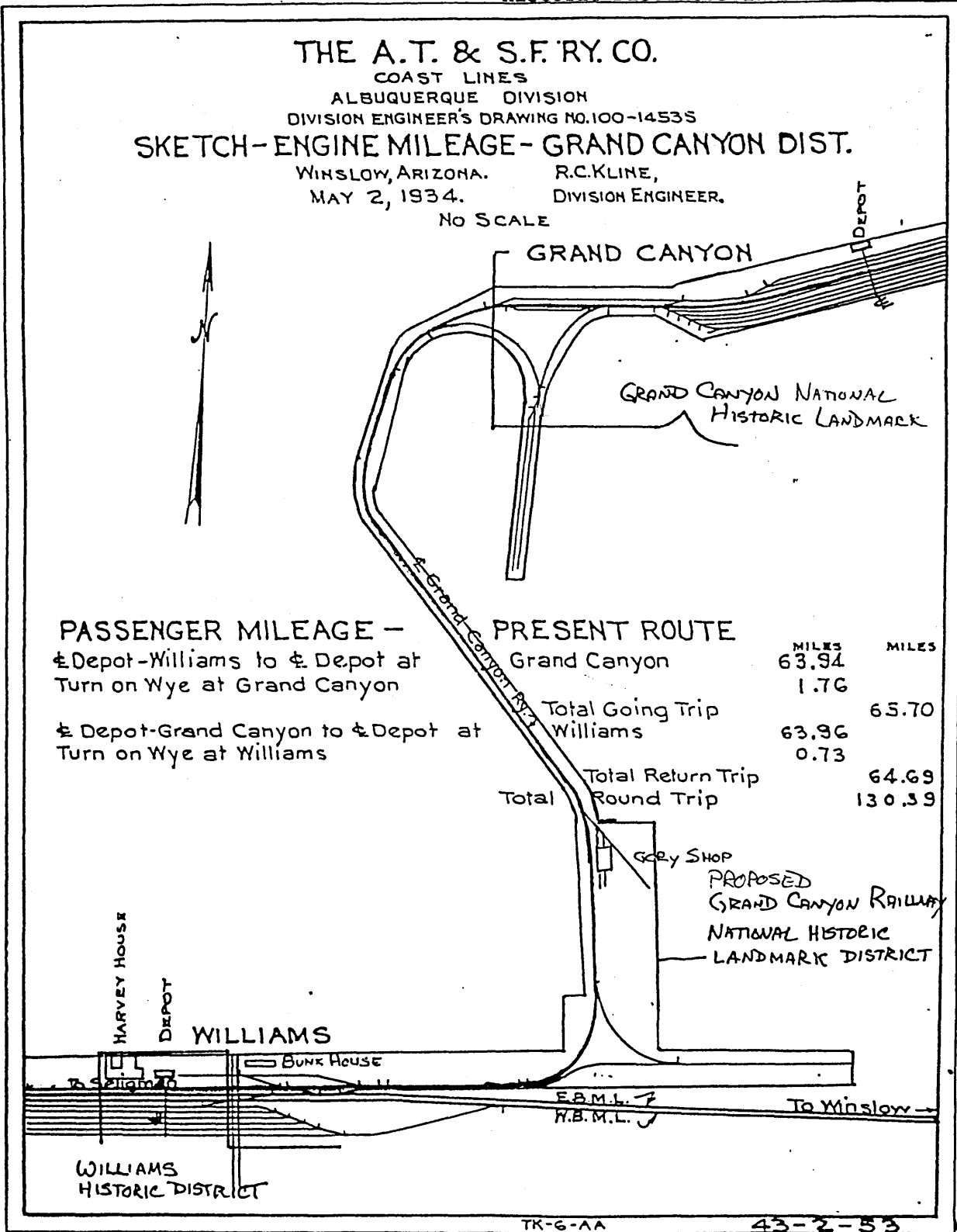
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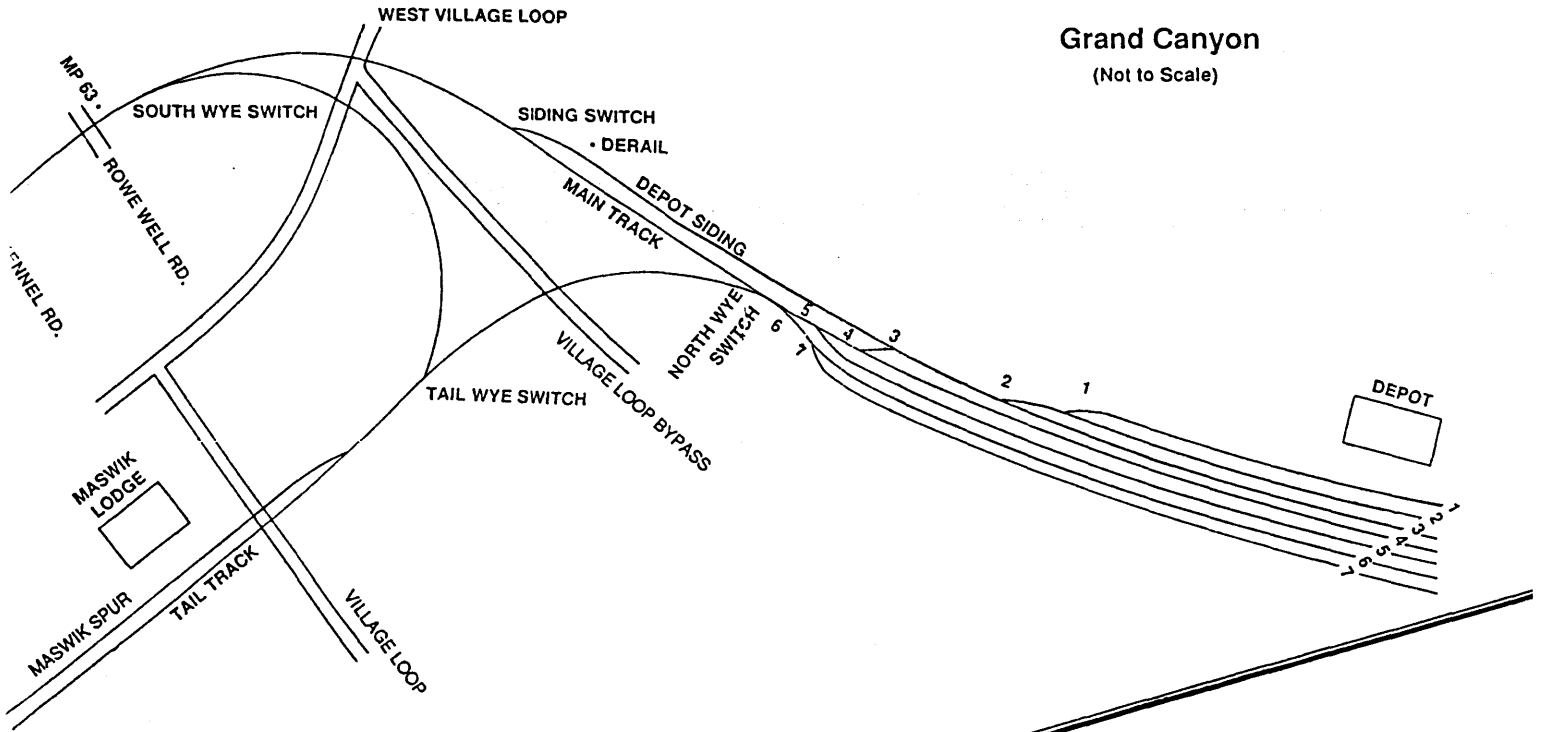
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Representative black and white photographs (twenty-five 3x5 black and white photographs).
All photographs by Al Richmond, Western Images, taken 1997. Original negatives are with
Grand Canyon Railway:

1. Historic Fray Marcos Hotel and Santa Fe Railway depot complex (1908) at Williams
2. Historic Santa Fe Bunk House (1919) at Williams
3. GCR locomotive and car shops
4. GCR locomotive and car shops with storage track to left
5. GCR main line tunnel under main line of BNSF Railway and turnout to GCR shops
6. GCR main line tunnel under main line of BNSF Railway
7. Longest bridge on the line at MP 4 (182 foot pile and frame ballast deck)
8. Pile and frame ballast deck bridge at MP 4.4
9. Valle station (MP 29) with working Bar Heart Ranch
10. Wrecked bunk house at Valle with Bar Heart Ranch buildings in rear
11. Open deck bridge at MP 21.3
12. Quivero station (MP 20.5) with active cattle pens and 910' spur track
13. Pile and frame ballast deck bridge at MP 35.5
14. Willaha station (MP 37.7) with 1300' siding
15. Anita station (MP 44.9) ore loading ramp (l) and active cattle pens (r)
16. Water tank and cattle holding pens of CO Bar Ranch at Anita
17. Apex station (MP 52.0) with 200' spur track
18. Ruins of Santa Fe bunk house at Apex
19. Pier and frame ballast deck bridge at MP 55.5
20. Pile and frame open deck bridge at MP 54.3 with GCR hyrail vehicle
21. Pile and frame open deck bridge at MP 57.1 (top view)
22. Pile and frame open deck bridge at MP 57.1 (side view)
23. Ballast deck bridge with wooden piers on north leg of Grand Canyon wye
24. Grand Canyon yards with Santa Fe power house (1927)
25. Historic Santa Fe log depot (1910) at Grand Canyon with El Tovar Hotel (1905)





WILLIAMS
(Not To Scale)

