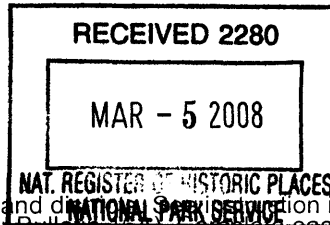


United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determination for individual properties and districts. See section 1.1 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 Greeley, Salt Lake and Pacific Railroad- Stout Branch

other names/site number Colorado and Southern (C&S) Ingleside Branch; C&S Rex Branch; 5LR.9960.8

2. Location

street & number approx. 1/2 mile south of the intersection of Highway 287 and Larimer County Rd. 28 [N/A] not for publication

city or town Laporte [X] vicinity

state Colorado code CO county Larimer code 069 zip code 80535

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 [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title: Mark Wolfe, Deputy State Historic Preservation Officer; Date: 2/25/08

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

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

Signature of certifying official/Title Date

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.

Signature of the Keeper: Jason H. Ball; Date of Action: 4.16.08

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing

Noncontributing

0	0	buildings
0	0	sites
4	0	structures
1	0	objects
5	0	Total

Name of related multiple property listing.

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

Railroads in Colorado 1858-1948

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)

VACANT/ not in use

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

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

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ ColoradoSection number 7 Page 1
Railroads in Colorado 1858-1948 MPS**DESCRIPTION**

The Greeley, Salt Lake and Pacific Railroad – Stout Branch is located in Larimer County, Colorado. The district extends approximately 8/10 of a mile and follows the original grade and right-of-way of the Greeley, Salt Lake and Pacific Railroad that originally extended from Fort Collins to Stout, Colorado, with later branches to Ingleside and Rex, Colorado. The historic right-of-way width is 100 feet, extending 50 feet each side of the center line of the right-of-way. The property is the last intact segment of the original line built by the Greeley, Salt Lake and Pacific Railroad Company in 1881-82.

The district comprises the right-of-way (land); the railroad alignment and railroad bed, approximately 500 feet of which still contains original track, and other portions of which contain ties and ballast; three bridges; and two milepost markers. Landscape features of the railroad alignment include a prominent cut in a rock outcropping (known as Point of Rocks), historic ditches, and the Cache la Poudre River.

The nominated segment of railroad line runs roughly east-west through undeveloped land along the south bank of the Cache la Poudre River. Near the center of the district, the railroad grade crosses two historic ditches, the New Mercer and the Larimer County Canal #2. It passes through a narrow cut in the rocks (Point of Rocks) and continues through a relatively narrow right-of-way, with the Poudre River to the north, and steep slopes rising to a bluff on the south. The area is thickly vegetated with trees and shrubs. At either end of the nominated segment, the landscape opens up into actively farmed hay meadows.

Construction History & Alterations

The line was originally constructed by the Greeley, Salt Lake and Pacific Railroad Company (GSL&P) in 1881-82, as the first leg of a route that was intended to go from Fort Collins, through Poudre Canyon and eventually to Salt Lake City. Before the line reached the mouth of the canyon, the Union Pacific bought a sandstone quarry at Stout, and a spur was added to the line at Bellvue to transport sandstone from the quarries at Stout to Fort Collins and Greeley (see map, Figure 1). By 1918, the Stout line had been abandoned, but by then another spur had opened to the north, to the quarries at Ingleside. (The Poudre Canyon railroad line was never completed.) In 1926, an 1892 railroad turntable from Wheatland, Wyoming, was brought to LaPorte and installed as a bridge over the New Mercer Ditch, about one mile west of Overland Trail.

This portion of the Stout and Ingleside (later Rex) Branch lines was used to transport stone for almost 100 years. The track and bed were most likely repaired from time to time, and the bridges reinforced to accommodate heavier locomotives, but the alignment remained the same. Upon abandonment of the line in the 1980s, sections of it were converted to new land uses, and most of the railroad alignment and rail bed were destroyed. However, this segment of the line was left intact, and a 500-foot section of track was never removed.

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ Colorado

Section number 7 Page 2
Railroads in Colorado 1858-1948 MPS

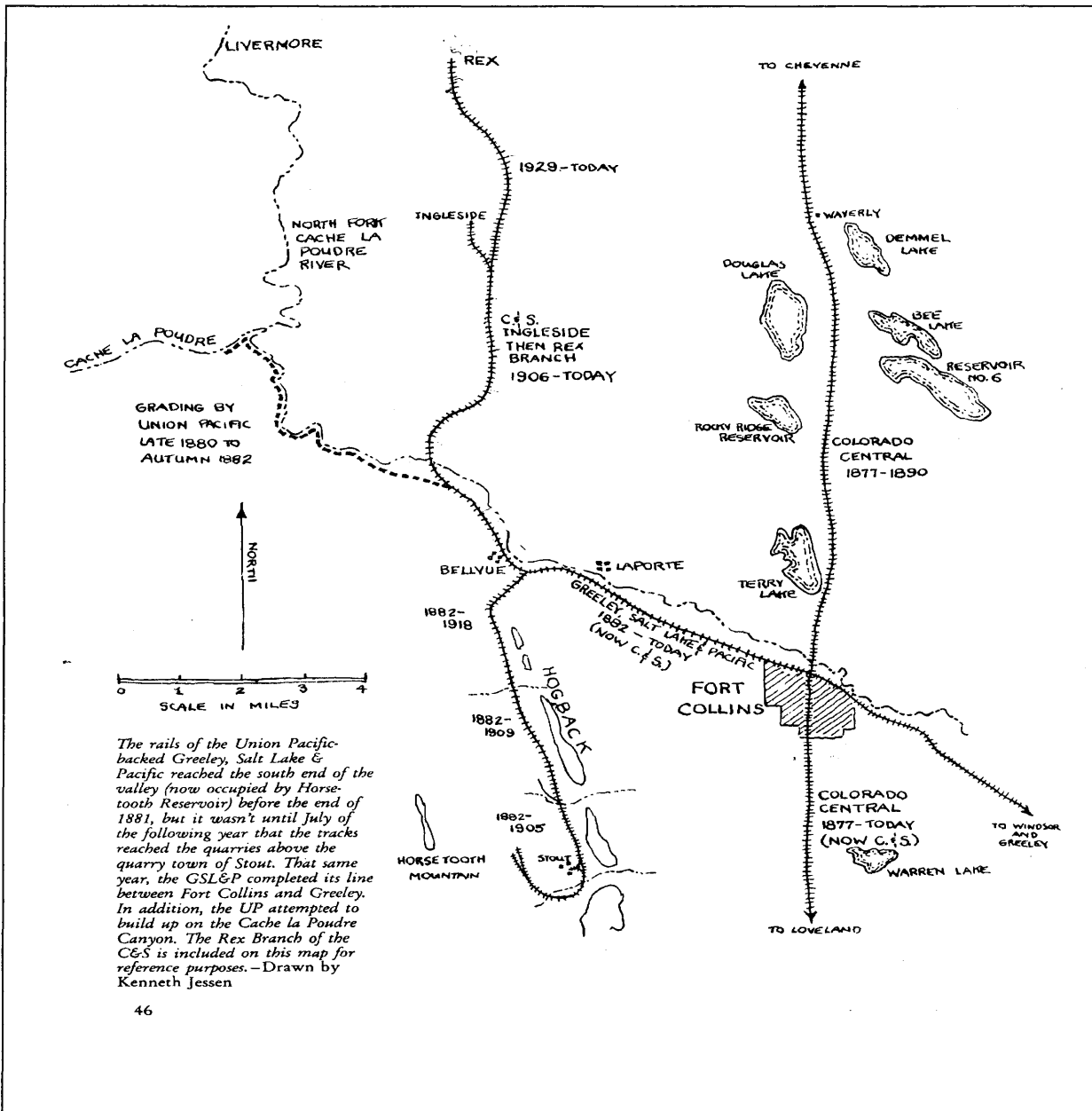


Figure 1: Map from *Railroads of Northern Colorado* (1982). Nominated segment lies between LaPorte and Bellvue

Contributing Resources

Railroad tracks and roadbed: The width of the railroad roadbed varies according to the terrain and proximity to the river and ditches. In most places, the railroad roadbed is about 20 feet wide and is raised about 6 feet above the surrounding landscape.

National Register of Historic Places Continuation Sheet

United States Department of the Interior
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Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ Colorado

Section number 7 Page 3
Railroads in Colorado 1858-1948 MPS



Figure 2: Tie plate, tie, rail and ballast

Ballast, consisting of either cinders or crushed stone, is found the length of the segment. About one-quarter of the segment still retains railroad ties resting on the ballast. Ties vary in size, approximately 6 to 8 feet long, 6 to 8 inches wide, and 6 to 8 inches thick.

The tracks themselves consist of 33-foot lengths of standard-gauge, 80-pound rails which are jointed with steel splice bars. The mark "C F & I 1907" is found on some of the rail. Steel tie plates fastened with spikes secure the rails to the ties. Some of the tie plates are stamped with patent numbers and dates of 1930 or 1931 (Figure 2).

Approximately 500 feet of rails still exist in the center portion of the segment.

The railroad tracks and roadbed retain integrity of setting, location, design, materials, workmanship, feeling and association from the historic district's period of significance.

Bridge # 1: Bridge # 1 crosses the Larimer County #2 Canal approximately 450 feet west of the easternmost boundary of the district. The ditch runs at a slight angle to the railroad, which makes a slight turn at this point, from northwest to west. The 26'-long by 10'-wide bridge rests on massive stone and concrete abutments and a single center pier constructed of 14" by 14" timbers. The stonework consists of large, rock-faced ashlar blocks 30" by 30" by 10" thick laid up in regular courses. Wing walls of dressed stone angle off to the sides on the north side of the bridge. It is possible that these dressed sandstone blocks came from the quarry at Stout. The bridge superstructure is comprised of 30" (top to bottom) steel girders which rest on the abutments and pier. The floor system is open, with ties laid directly on the steel girders, about 12" on center. Along each edge of the bridge, 6" by 6" timber side rails are bolted to the ties. Ties still bear the marks of the steel plates that once attached the rails. Bridge #1 retains integrity of setting, location, design, materials, workmanship, feeling and association from the historic district's period of significance, and is a contributing resource in the district.

Bridge # 2: A second, longer bridge is located approximately 225 feet to the west of Bridge # 1, and spans the New Mercer Ditch. Bridge # 2 is 70' long by 10' wide. This bridge is a former standard-gauge railroad turntable which was constructed by the Lassig Bridge and Iron Works of Chicago in 1892 (Figure 3). According to Colorado and Southern Railway Company plans, the turntable, which had been used in Wheatland, Wyoming, was remodeled, shipped to LaPorte, and installed at Mile Post 78.94, Ingleside Branch in 1926. The bridge was probably updated at this time to accommodate heavier locomotives.

The bridge rests on massive timber abutments consisting of pilings driven into the ditch which support 14" by 14" timbers. Short timber wing walls angle off to the sides to contain the approach fill. Two timber piers are located at the center of the span. The bridge superstructure is a deck plate girder turntable, with the girder ends tapered from the central section to the ends. At its widest point, which extends approximately 32 feet, the girder is 57" from top to bottom, narrowing to 33" at each end. The central-pivot turntable mechanism can be seen at the center of the bridge. The floor system is open, with 8" by 8" ties, 12" to 14" on center, resting directly on the steel girders. Ties still bear the marks of

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National Park Service

Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ Colorado

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Railroads in Colorado 1858-1948 MPS

the steel plates that once attached the rails. Replacement 6 x 6 timber side rails are bolted to the ties along each edge of the bridge.



Figure 3: Stamp showing manufacturer and date of construction, Bridge #2

According to Kenton Forrest of the Colorado Railroad Museum, this bridge is the only remaining in situ standard-gauge, deck-plate-girder turntable in the state of Colorado. Bridge #2 retains integrity of setting, location, design, materials, workmanship, feeling and association from the historic district's period of significance.

Mile Post Marker #1: This milepost marker is a small, 9" by 11", rectangular, metal sign on a standard metal fence post, with the number "79" painted on it in black. Milepost markers are one of several types of small-scale signs that were located along the railroad grade. As noted in *Railroads in Colorado*, "these utilitarian structures were instrumental in the continued operation of the line" (F 154).

Bridge # 3: Bridge # 3 is a 15'-long by 10'-wide wooden bridge located at the western end of the district. The substructure is constructed of horizontally laid 8" by 15" timbers which extend approximately 2' on either side of the bridge. The remains of two timber piers are visible at the center of the span. The superstructure consists of one 8" steel I-beam turned on its side and one 8"-diameter log spanning the abutments. Ties are placed directly over the girders creating an open roadway, although ties have been infilled with additional timbers to allow livestock to cross. Bridge #3 retains integrity of setting, location, design, materials, workmanship, feeling and association from the historic district's period of significance.

Landscape Features: The railroad alignment follows the south bank of the Cache la Poudre River. In some places the centerline of the alignment is within 15 feet of the river. It crosses two historic ditches, the New Mercer and the Larimer County Canal #2, as well as a smaller, unnamed ditch. Thirty feet beyond Mile Post Marker #1, the number "79" is painted on a rock face to the north of the rail bed. The numbers are painted in black on a 10" by 14" inch white-painted, rectangular background. At MP 79, the railroad alignment cuts through a rock outcropping, leaving only a narrow, 16-foot right-of-way. This cut reflects the desire of the railroad to maintain constant grade (Fraser, F 145).

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Greeley, Salt Lake & Pacific Railroad- Stout Branch
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Railroads in Colorado 1858-1948 MPS

RESOURCE SUMMARY

Contributing Resources: 4 Structures & 1 Object

Railroad Tracks and Roadbed (east end)

Bridge #1

Bridge #2

Bridge #3

Milepost Marker #1

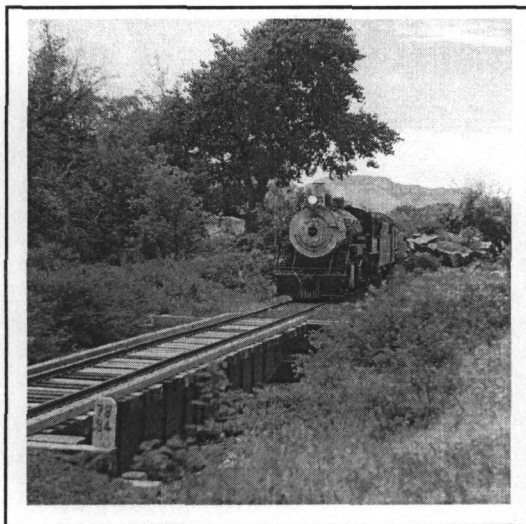


Figure 4: Locomotive crossing Bridge #2, heading east. Circa 1955.

Greeley, Salt Lake & Pacific Railroad- Stout Branch
Name of Property

Larimer County/ Colorado
County/State

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.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

COMMERCE

INDUSTRY

Periods of Significance

1881-1958

Significant Dates

1881

1882

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

GREELEY, SALT LAKE & PACIFIC RAILROAD

UNION PACIFIC RAILROAD

COLORADO AND SOUTHERN RAILWAY

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:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

National Register of Historic Places Continuation Sheet

United States Department of the Interior National Park Service

Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ Colorado

Section number 8 Page 6
Railroads in Colorado 1858-1948 MPS

SIGNIFICANCE

The Greeley, Salt Lake and Pacific Railroad - Stout Branch meets the registration requirements under Criterion A as set forth in *Railroads in Colorado, 1858-1948*, Multiple Property Documentation Form (MPDF). The district is eligible in the area of **Transportation** for its association with railroad operations in northern Colorado, specifically the early efforts to connect northern Colorado with the transcontinental railroad by building a route through Poudre Canyon and west to Salt Lake City, and later use of the railroad to transport raw materials.

The district is also eligible in the areas of **Commerce and Industry** for its significant role in the commercial and industrial development of northeastern Colorado. The rail line transported sandstone and limestone from quarries west of Fort Collins to building sites and sugar factories in Larimer County and beyond. The period of significance begins in 1881 when the line was constructed and placed in operation, and continues until 1958, a date fifty years of age in keeping with National Register criteria.

This short segment represents several trends in Colorado transportation history, including the search for a transcontinental railroad route through Colorado and the importance of the railroads in developing local industries including stone quarrying, manufacture of railroad ties and the sugar beet industry. The Greeley, Salt Lake and Pacific Railroad – Stout Branch segment provides an opportunity to document, preserve and interpret a disappearing part of the transportation, commercial and industrial history of Larimer County and northern Colorado.

Historical Background

As discussed in the *Railroads in Colorado 1858-1948* MPDF, the Greeley, Salt Lake and Pacific Railroad Company (GSL&P) was incorporated in 1881 with the backing of the Union Pacific. The charter of the GSL&P called for construction of a line "from Greeley to Fort Collins and up the Poudre Canyon, across North Park, eventually reaching Utah" (Jessen, 48). The goal was linking up with the transcontinental railroad line at Salt Lake City. Through GSL&P, the Union Pacific was competing with the Denver, Salt Lake and Western Railroad (backed by the Chicago, Burlington and Quincy), which had already begun surveying a route up Poudre Canyon, reaching Chambers Lake by December 1880. In fact, GSL&P was one of three railroad companies vying to lay track up Poudre Canyon, which had been described in the *Chicago Tribune* as "the only available route for a broad gauge road across the range" (Jessen, 47).

What is now known as the Stout Branch (also called Ingleside Branch or Rex Branch) was originally surveyed by GSL&P in 1881 as the first leg of the Poudre Canyon route. However, another use for the line soon diverted the attention of the railroad. In 1880, the Union Pacific had purchased 160 acres of land at Stout for a sandstone quarry (now under Horsetooth Reservoir), and demand for the high quality and much sought-after sandstone from the quarries at Stout was growing. Recognizing that a spur could be built from the GSL&P line to the quarry, the railroad accelerated work on the line from Fort Collins to Bellvue, where a switch was installed for the quarry branch. Track laying began in October 1881 and was completed all the way to the quarry by May 1882. The 15.4-mile "Stout Branch" from Fort Collins to Stout cost \$200,000 to construct and included 32 bridges and trestles. The connection from Fort Collins to Greeley was completed in October 1882. Meanwhile, grading work in the Poudre Canyon continued until fall of 1882, when the Union Pacific elected to give up on the challenging project.

In 1890, the GSL&P merged with the Union Pacific, Denver and Gulf Railroad Company, which was in turn reorganized as the Colorado and Southern Railway in 1899. The Colorado and Southern Railway

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ ColoradoSection number 8 Page 7
Railroads in Colorado 1858-1948 MPS

came under the financial control of the Chicago Burlington and Quincy Railroad in the early 1900s, but continued to operate under its own name until 1963 when it became the Burlington Northern Railroad (Fraser, E 63).

Stone quarrying was listed as a principal industry of Larimer County in Ansel Watrous' *History of Larimer County, Colorado*, published in 1911. According to Watrous,

The quarries are located at Bellvue, Stout and Arkins and at one time between 1882 and 1890 more than one thousand men were employed in them getting out building stone, paving blocks, curbing and flaggings and many of the finest buildings in Denver, Omaha, and Kansas City, were constructed of white, gray and red sand stone taken from these quarries (152).

Watrous notes that "thousands of carloads of stone" were shipped by the Union Pacific to the above-named cities, as well as Fort Collins, Greeley and Cheyenne.

Another early use for the Stout Branch was hauling ties from the Poudre River. Each spring, ties were floated down the Poudre from logging camps at Chambers Lake. They were retrieved from the river at LaPorte, and loaded onto railroad cars and shipped to Fort Collins for processing. This practice continued until the late 1880s (Jessen, interview).

By the early 1900s, the demand for sandstone began to decline since concrete and steel were replacing sandstone for building materials and paving. When the Union Pacific's Stout quarry began to play out, the line was removed section by section, starting at Stout in 1905. By 1918 the entire Stout branch was gone. However, what was now the Colorado and Southern Railway line continued to function due to a spur built from Bellvue north through Owl Canyon to limestone quarries at Ingleside (1906) and later Rex (1929).

In 1902, a group Fort Collins businessmen involved in the sugar beet business invested in a limestone deposit in the Owl Canyon area north of Laporte, known as Ingleside, and by 1904 "immense limestone quarries" were opened there (Watrous, 152). Limestone was a critical ingredient in the sugar beet industry, since large quantities of slaked or burnt limestone were used in the process of converting raw beet juice to granulated sugar. By the early 1900s, sugar processing was a major industry in northern Colorado, with plants in Fort Collins, Loveland, Greeley and many other locations. Limestone was transported to the sugar factories from quarries such as Ingleside, and reduced to slaked lime in special kilns at the factory sites. The Fort Collins sugar factory alone was reported to use 6,000 – 7,000 tons of limestone each year (Watrous, 152).

To service the new quarry at Ingleside, the Colorado and Southern Railway built a branch line from Bellvue to Ingleside. The 9.9-mile line was completed in 1906 at a cost of \$100,000 (Jessen, 177). In 1929 the rail line was extended 4.7 miles north to new limestone quarries at Rex. The rail to Ingleside became a spur, and was dismantled in 1931.

The Rex and Ingleside branch lines were critical to the development of the sugar beet industry in northern Colorado. As mentioned above, slaked limestone is an essential ingredient in the purification of beet juice. Sugar beet factories in Fort Collins as well as locations further afield such as Greeley, Sterling, Fort Morgan and Ovid used limestone from the Ingleside and Rex quarries (Jessen, interview). Limestone was hauled from the quarries to the rail yards in Fort Collins, where cars could be switched and sent on other Colorado and Southern lines or Great Western Railway Company lines

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
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Larimer County/ ColoradoSection number 8 Page 8
Railroads in Colorado 1858-1948 MPS

directly to the sugar beet factories. The typical train consisted of a locomotive, 15 gondola cars and a caboose (Mitchell, interview).

In the 1950s, the sugar beet industry in northern Colorado began to decline. The Fort Collins factory closed in 1960, and others soon followed. As each sugar beet factory closed, the need for limestone declined. However, the Colorado and Southern Railway (later Burlington Northern Railroad) continued to haul limestone from the Rex Quarry and from loading docks in Owl Canyon to Fort Collins and beyond until 1982.

Starting in 1980, Burlington Northern Railroad began disposing of short branch lines that serviced local industries, and the old C&S Rex Branch was abandoned as part of this streamlining plan (Mitchell, interview). The Rex Branch was abandoned in sections starting in 1982, with the final four miles abandoned in 1988. The Rex Quarry, now owned by Colorado Lien, is still in operation, but the stone has been hauled by truck since 1982.

Statement of Integrity

As noted in *Railroads in Colorado*, many railroad lines in the state have been abandoned, and their alignments destroyed beyond recognition. Bridges and other features have been removed for salvage or allowed to deteriorate, leaving very few intact. Features that remain and retain their integrity "are considered significant for their association with specific railroad lines, and for their representation of evolving railroad trends." The segment of line being nominated is the last remaining intact segment of the Stout-Ingleside-Rex Railroad Line, and retains integrity of setting, location, design, materials, workmanship, feeling and association from its period of significance (1881 – 1958).

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ ColoradoSection number 9 Page 9
Railroads in Colorado 1858-1948 MPS**BIBLIOGRAPHY**

"70'-0" Open Engine Turntable, Lassig Bridge and Iron Works, Chicago, May 24, 1890." (Engineering plans, with notation "Used at Br. 78.94 Ingleside Br.").

Brinks, Rose L. *From Provost to Brinks, A Certain 160 Acres, LaPorte, Colorado: 128 Years of History 1858 to 1986*. Unpublished manuscript, 1987.

"Deck Plate Girder Span: Old Weatland [sic] Turntable Remodeled. M.P. 78.94 Ingleside Branch." The Colorado and Southern Ry. Co., Fort Collins Subd'n, Office of Chief Engineer, August 1926 (Engineering plans).

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Forrest, Kenton (Colorado Railroad Museum). Telephone interview, November 2007.

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_____. Telephone interview, 30 November 2007.

Mitchell, Art. Personal interview. 2 December 2007.

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Twitty, Eric. "Silver Wedge: The Sugar Beet Industry in Fort Collins." Advance Planning Department, City of Fort Collins, 2003.

Watrous, Ansel. *History of Larimer County, Colorado*. Fort Collins, CO: The Courier Printing and Publishing Company, 1911.

10. Geographical Data

Acreage of Property 10.5

UTM References

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

- 1. 13 488048 4496482
Zone Easting Northing
- 2. 13 487252 4496994
Zone Easting Northing
- 3. 13 486708 4497009
Zone Easting Northing
- 4. _____
Zone Easting Northing

The UTMS were derived by OAHF from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHF 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 Mary Humstone (for property owners)

organization _____ date December 4, 2007

street & number 4420 Bingham Hill Rd. telephone _____

city or town Fort Collins state Colorado zip code 80521

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 see continuation sheet (page 11)

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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.

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Greeley, Salt Lake & Pacific Railroad- Stout Branch
Larimer County/ Colorado

Section number 10 Page 10
Railroads in Colorado 1858-1948 MPS

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The Greeley, Salt Lake and Pacific Railroad – Stout Branch historic district follows the historic right-of-way, roadbed and tracks of the Greeley, Salt Lake and Pacific Railroad beginning at approximately MP 78.40 and extending approximately .8 mile. The boundary width extends 50' on either side of the right-of-way as measured from the right-of-way center line.

BOUNDARY JUSTIFICATION

The boundary includes the only remaining intact segment of the Greeley, Salt Lake and Pacific Railroad – Stout Branch, and includes the roadbed and rails, important landscape features, bridges and milepost markers. The boundary extends on the east and west ends to include sections of the line where the rail bed and alignment are still apparent, but no other distinguishing features remain. At the east boundary, a farm fence crosses the alignment, breaking up the linear corridor. At the west end, the land use changes from vacant to actively farmed, with the railroad right-of-way becoming increasingly indistinguishable. The north and south boundaries reflect the original railroad right-of-way.

PLSS Information:

P.M.: 6 TH , T: 8N, R: 69W, S30	SE ¹ / ₄ , SE ¹ / ₄ , SW ¹ / ₄ , SE ¹ / ₄ S ¹ / ₂ , SE ¹ / ₄ , SE ¹ / ₄ , SE ¹ / ₄ S ¹ / ₂ , SW ¹ / ₄ , SE ¹ / ₄ , SE ¹ / ₄
P.M.: 6 TH , T: 8N, R: 69W, S29	SW ¹ / ₄ , SW ¹ / ₄ , SW ¹ / ₄ , SW ¹ / ₄
P.M.: 6 TH , T: 8N, R: 69W, S31	NE ¹ / ₄ , NE ¹ / ₄ , NW ¹ / ₄ , NE ¹ / ₄ N ¹ / ₂ , NW ¹ / ₄ , NE ¹ / ₄ , NE ¹ / ₄ N ¹ / ₂ , NE ¹ / ₄ , NE ¹ / ₄ , NE ¹ / ₄
P.M.: 6 TH , T: 8N, R: 69W, S32	NE ¹ / ₄ , NE ¹ / ₄ , SE ¹ / ₄ , NW ¹ / ₄ W ¹ / ₂ , NE ¹ / ₄ , SW ¹ / ₄ , NE ¹ / ₄ SW ¹ / ₄ , NE ¹ / ₄ , NW ¹ / ₄ SE ¹ / ₄ , NE ¹ / ₄ , NW ¹ / ₄ NE ¹ / ₄ , NW ¹ / ₄ , NW ¹ / ₄ SW ¹ / ₄ , NW ¹ / ₄ , NE ¹ / ₄

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-11 except as noted:

Name of Property: Greeley, Salt Lake & Pacific Railroad- Stout Branch
 Location: Larimer County/ Colorado
 Photographer: George Burnette
 Date of Photographs: October 2007
 Negatives: Digital tif images on CD- on file with NPS in Washington, D.C.

Printed with Epson Ultrachrome K3 Ink on Epson Professional Premium Luster Photo Paper.

Photo No. Photographic Information

- 1 Bridge #1 and east end of district, view looking east
- 2 Bridge #1, showing substructure and superstructure, view looking northwest
- 3 Bridge #2, deck, view looking west
- 4 Bridge #2, deck and superstructure, view looking northwest
- 5 Bridge #2, showing turntable mechanism (underside of superstructure), view looking northwest
- 6 Point of Rocks, showing Milepost Marker #1, view looking west
- 7 Milepost Marker #2, view looking north
- 8 Section of ties just west of Point of Rocks, view looking west
- 9 Section of rails, with Cache la Poudre River to the north, view looking northwest
- 10 Bridge #3 showing substructure and deck, view looking northeast
- 11 West end of segment from Bridge # 3, view looking west

Additional Information:

Property Owners:

Rose Brinks
 PO Box 710
 LaPorte, CO 80535

Mary Humstone and George Burnette
 4420 Bingham Hill Rd
 Fort Collins, CO 80521

Marylyn Tysdal Wylie & Randall L. Wylie
 1810 Jupiter Lane
 Ennis, TX 75119

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USGS TOPOGRAPHIC MAP
Laporte and Horsetooth Reservoir
Quadrangles, Colorado
7.5 Minute Series

UTM: Zone 13 / 488048E / 4496487N (point 1)
13/ 487252E / 4496994N (point 2)
13/ 486708E / 4497007N (point 3)
Elevation: 5100 feet (see page 10 for PLSS)

