

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

JUL 6 1979

DATE ENTERED

AUG 10 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Ex-D&RGW Engine #168 (T-12 Class narrow gauge steam locomotive)

AND/OR COMMON

Rio Grande Engine #168

2 LOCATION

STREET & NUMBER

9 South Sierra Madre

-- NOT FOR PUBLICATION

CITY, TOWN

Colorado Springs

CONGRESSIONAL DISTRICT

5

STATE

Colorado

-- VICINITY OF

CODE

08

COUNTY

El Paso

CODE

041

3 CLASSIFICATION**CATEGORY** DISTRICT BUILDING(S) STRUCTURE SITE OBJECT**OWNERSHIP** PUBLIC PRIVATE BOTH**PUBLIC ACQUISITION** IN PROCESS BEING CONSIDERED**STATUS** OCCUPIED UNOCCUPIED WORK IN PROGRESS**ACCESSIBLE** YES: RESTRICTED YES: UNRESTRICTED NO**PRESENT USE** AGRICULTURE COMMERCIAL EDUCATIONAL ENTERTAINMENT GOVERNMENT INDUSTRIAL MILITARY MUSEUM PARK PRIVATE RESIDENCE RELIGIOUS SCIENTIFIC TRANSPORTATION OTHER:**4 OWNER OF PROPERTY**

NAME

City of Colorado Springs, Colorado

STREET & NUMBER

City Hall; 107 North Nevada

CITY, TOWN

Colorado Springs

STATE

Colorado

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

El Paso County Assessor's Office (Map pg. 64182)

STREET & NUMBER

27 East Vermijo Street

CITY, TOWN

Colorado Springs

STATE

Colorado 80901

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Colorado Inventory of Historic Sites (21/04/0054)

DATE

Ongoing

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Colorado Historical Society; 1300 Broadway

CITY, TOWN

Denver

STATE

Colorado 80203

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		Not applicable

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in Antlers Park at 9 South Sierra Madre in Colorado Springs, Engine No. 168 is a small, three-foot (narrow) gauge system locomotive built in 1883 at the Baldwin Locomotive Works in Philadelphia, Pennsylvania. The engine is a ten-wheeler in the 4-6-0 pattern (i.e.: a four wheel pilot truck, six driving wheels, and no trailing truck) and was known by the Denver and Rio Grande Railway (for which it was built) as a Class 45N or Class T-12 engine; the builder's number was 6670. The total length of the engine and tender is fifty-three feet, four inches and when fully-loaded with coal weighed 117,950 pounds, of which 70,550 was for the engine alone. Coal-fired, the boiler had a pressure of 160 pounds per square inch and a tractive power of 11,500 pounds. The driving wheels are forty-five inches in diameter with a twenty-inch stroke. The engine also has a "diamond" smokestack and a long wooden pilot (cowcatcher), both added in the 1930s to create a nineteenth century stereotype, but the plans for restoration call for the removal of these additions to reveal the original cast iron stack and the original, shorter steel pilot.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1883-1933

BUILDER/ARCHITECT Baldwin Locomotive Works
Philadelphia, Pennsylvania

STATEMENT OF SIGNIFICANCE

The oldest surviving locomotive of the Denver and Rio Grande Railway, Engine 168 is significant for its association with the line's role in the development of early transportation in Colorado. As a narrow gauge locomotive it is significant for the engineering that permitted railroads to enter the mountain fastness.

The Denver and Rio Grande Railway began building its main line in the early 1870s in an effort to run narrow gauge rails from Denver to Mexico City, but over the next decade the company modified its plans so that it became a railroad primarily serving the intermountain West, notably Colorado and Utah. As the line became particularly important in connecting the mining towns of central Colorado, it found that it needed a class of locomotive capable of pulling passenger cars through the narrow, high-walled canyons, along the precipitous cliffs, and over the high passes. In 1883 the line purchased twelve locomotives of the T-12 Class and put them to work in the mountains of south-central Colorado where they hauled trains over rugged Marshall Pass on the continental divide between Salida and Montrose. It was here in 1883 that Engine 168 hauled the first passenger train that ran from Denver, Colorado, to Ogden, Utah. Engine 168 and its compatriots worked this area for another twenty-five years until the D&RG put in a standard gauge line from Salida via Leadville to Grand Junction. After that the T-12 locomotives were transferred south and west where they operated for another twenty-five years in southwestern Colorado and northern New Mexico. It was during this time in 1909 that Engine 168 hauled a special train whose passengers included President William Howard Taft to the dedication of the Gunnison Tunnel (a property now pending inclusion in the Register).

In 1933, after fifty years of continuous operation, the railroad retired the T-12 class to the yards in Alamosa and five years later decided to scrap them. It was, however, decided to save at least one locomotive--#168--and present it to the City of Colorado Springs partly in memory of William Jackson Palmer, the founder of both the city and the railroad. The engine has been on display in Antlers Park since 1964.

From an engineering standpoint Engine 168 is significant as an example of the technology that permitted the first railroad construction in relatively inaccessible areas. The narrow canyons, precipitous mountainsides, and exposed passes above timberline all stymied the first attempts to build standard gauge lines into the Rockies, but roads like the Rio Grande used the narrow gauge technology to round sharp curves and thus created the serpentine switchbacks needed to haul passengers and freight through the mountains. Engine 168 with its smaller than standard gauge dimensions, equipment, and power is an object whose engineering features reflect an essential technology of an earlier day.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Beebe, Lucius, and Charles Clegg, Rio Grande; Mainline of the Rockies, Berkeley: Howell-North Books, 1962.
 Lemassena, Robert A., Rio Grande... To The Pacific, Denver: Sundance Limited, 1974.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME Colorado Springs

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	1 3	5 1 4 9 8 0	4 2 9 8 1 8 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION

The boundaries of the locomotive itself.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

E. M. (Mel) McFarland, President

ORGANIZATION

Colorado Midland Chapter N.R.H.S.

DATE

November, 1978

STREET & NUMBER

P.O. Box 824

TELEPHONE

(303) 633-1311 or (303) 382-5635 (work)

CITY OR TOWN

Colorado Springs

STATE

Colorado 80901

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Arthur C. Jensen

TITLE

DATE

June 22, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Carol Shull
 KEEPER OF THE NATIONAL REGISTER

DATE

8-10-79

ATTEST:

William H. Crabbam
 CHIEF OF REGISTRATION

DATE

8-9-79



Rio Grande Engine #168

Colorado Springs, Colorado, *El Paso County*

November 1978

Photographer: E. M. McFarland

Negatives in possession of Colorado State
Historic Preservation Office

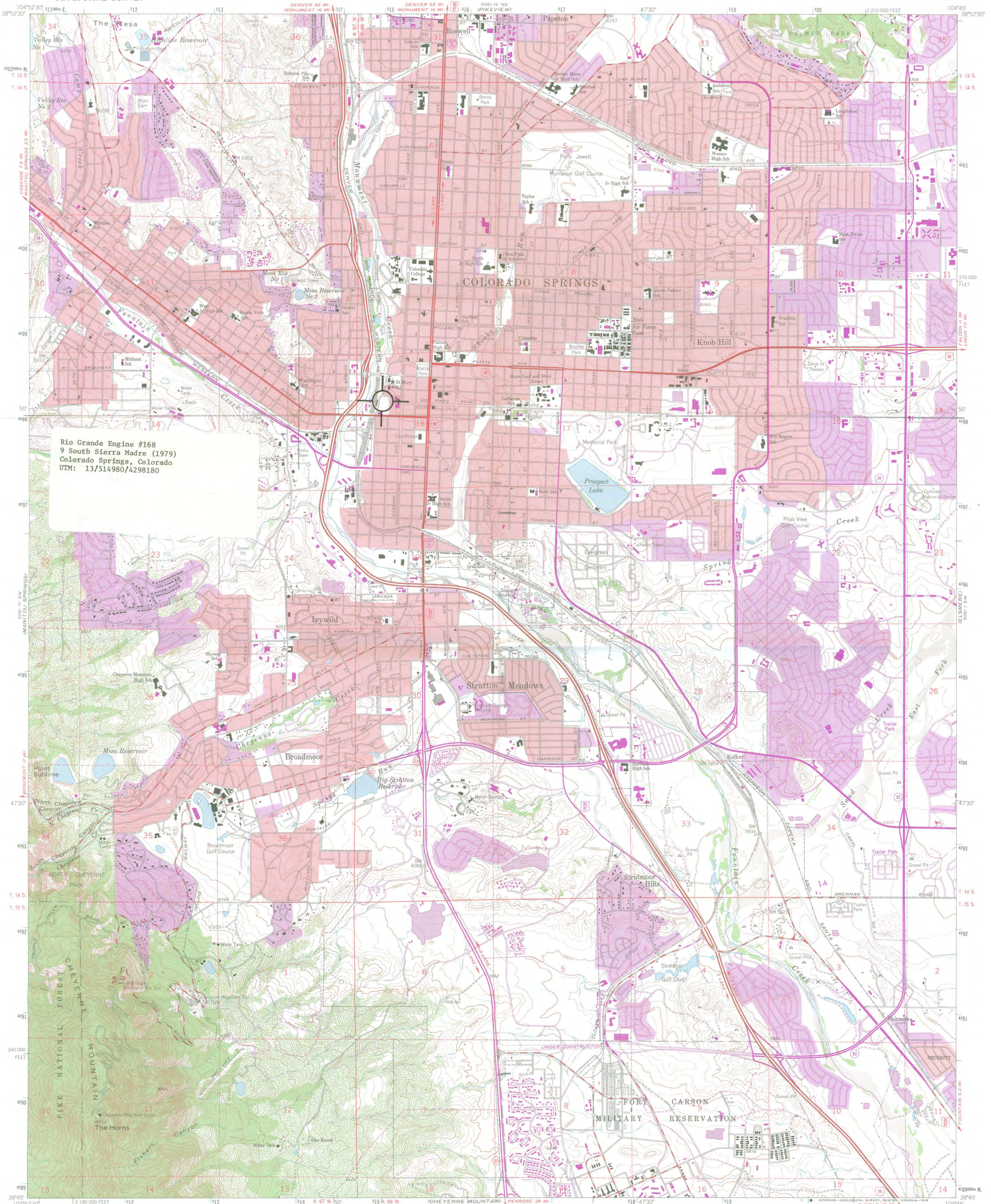
DOE
AUG 10 1979

JUL 6 1979

10/1

23-208

5



Rio Grande Engine #168
9 South Sierra Madre (1979)
Colorado Springs, Colorado
UTM: 13/514980/4298180

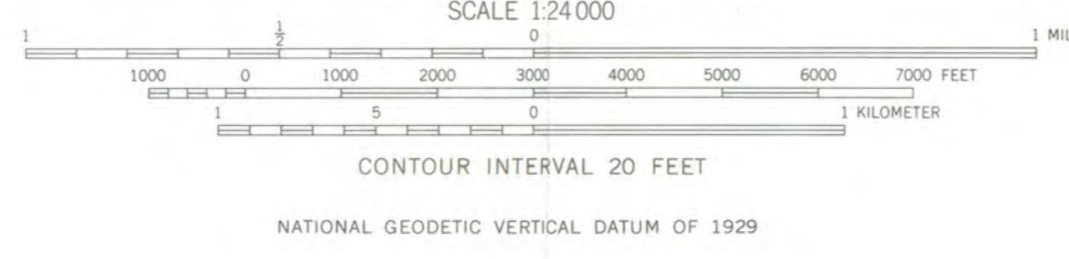
Mapped, edited, and published by the Geological Survey
in cooperation with U. S. Corps of Engineers

Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs
taken 1947. Field checked 1948. Revised from aerial photographs
taken 1960. Field checked 1961.

Polyconic projection. 1927 North American datum.
10,000-foot grid based on Colorado coordinate system, central zone
1000 meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue.

Red tint indicates areas in which only landmark buildings are shown.
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked.

Revisions shown in purple. Information from aerial photographs
taken 1969 and 1975. This information not field checked.
Purple tint indicates extension of urban areas.



ROAD CLASSIFICATION

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

COLORADO SPRINGS, CO. NATIONAL REGISTER
RECEIVED JUL 6 1979
N3845-W10445/7.5
1961
PHOTOREVISED 1969 AND 1975
AMS 5061 IV SE-SERIES V877

MOUNT BIG CHIEF
5061 IV SE

AUG 10 1979

National Register of Historic Places

Note to the record

Additional Documentation: 2015

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

D&RGW Locomotive No. 168

Request for Move Approval

Background

The Denver and Rio Grande Western Railroad (D&RGW) Locomotive No. 168 (5EP.203) has been on display in Antlers Park, in Colorado Springs, Colorado, since December 1964. The City of Colorado Springs owns the steam engine and is working with the Cumbres & Toltec Scenic Railroad (C&TS) to return the engine to service on the historic D&RG line between Antonito, Colorado and Chama, New Mexico. The locomotive will be moved from the park and placed in Antonito. After it is put into working order, it will pull trains on the same narrow gauge line where it operated more than a hundred years ago.

Locomotive No. 168 (consisting of the engine and tender) was listed in the National Register of Historic Places on August 10, 1979. The planned change in location requires a new assessment of the locomotive's historic integrity in terms of the National Register standards, particularly related to the resource's proposed new location and setting. This proposed amendment addresses the historic integrity issues as related to the National Register listing.

Locomotive Information

The engine is one of two surviving locomotives of twelve similar T-12 Class narrow gauge engines constructed by the Baldwin Locomotive Works for the D&RG in 1883. [The other extant engine, No. 169 (5AL.312.1), sits on display in Cole Park in Alamosa. It was listed in the National Register on March 12, 2001.]¹

Locomotive No. 168 was listed in the National Register under Criteria A and C for its significance in the areas of Transportation and Engineering. The National Register nomination notes that No. 168 pulled trains within the D&RG narrow gauge system from 1883 until 1933, with notable trips in 1883 when it hauled the first D&RG train from Denver to Ogden, Utah, and in 1909 when it hauled a special train carrying President William Howard Taft to Montrose for the dedication of the Gunnison Tunnel. After 1908, No. 168 primarily worked in southwestern Colorado and New Mexico on either of the D&RG's Chili Line to Santa Fe or the San Juan Extension.

The National Register form explains No. 168's rarity:

In 1933...the railroad retired the T-12 class to the yards in Alamosa and five years later decided to scrap them. It was, however, decided to save at least one locomotive, 168, and

¹ No. 169 was listed in the National Register for significance in the areas of Transportation of and Engineering. It does not retain historic integrity of setting because it is removed from the original railroad line on which it operated.

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Continuation Sheet

D&RGW Locomotive No. 168

Nomination Amendment, pg. 2

present it to the City of Colorado Springs partly in memory of William Jackson Palmer, the founder of both the city and the railroad.²

Existing Setting

The locomotive sits in Antlers Park, an urban park in downtown Colorado Springs. The park includes a grass lawn and trees with a large picnic pavilion, concrete sidewalks with raised brick planters and the locomotive. A short cast-iron fence surrounds the engine, which is on a segment of track placed on a raised graveled berm that suggests a railroad bed.

Antlers Park is directly east across the street (South Sierra Madre Street) from functioning railroad tracks and the former D&RG Depot (5EP.618). The Park abuts the rear of the Antlers Hotel, a modern hotel that was constructed in the 1960s, roughly in the location of the original Antlers Hotel. The original hotel was conceived and developed by Palmer in 1883, burned down in 1898, rebuilt in 1901 and torn down in 1964. The historic hotel faced the depot. A train passenger would disembark the train and exit the depot to face the grand front lawn and exterior of the hotel. The modern, 1964-vintage, hotel is oriented 180 degrees opposite of the historic hotel that once graced the site. Photographs of the setting are included at the end of this discussion.

New Location and Setting

The proposed move will return the engine to the narrow gauge line where it once operated. When transformed to operating condition, the locomotive will travel between Antonito and Chama on a segment of the D&RG San Juan Extension. When it is at rest, the engine will most often be in the Antonito rail yard and will remain on the track within the yard. Otherwise it will be in the Chama yard. Photographs illustrating the new setting in the Antonito yard are included at the end of this discussion.

The San Juan Extension connected Alamosa to Durango via Antonito and Chama. It operated from 1880 to 1965. A segment of the Extension, a 64-mile route between Antonito and Chama (5AA.664, 5CN.65), is one of the only two surviving segments of what was once the vast narrow gauge network of the D&RG Railroad.³ The 64-mile segment of the Extension was listed as a district in the National Register in January 16, 1973. On April 24, 2007, revisions to the original listing established the district as nationally significant with a period of significance spanning the operations of the D&RG from 1880 to 1965. On

² McFarland, E.M., *National Register Form Ex-D&RGW Engine # 168 (T-12 Class Narrow Gauge Steam Locomotive)*; listed 8/10/1979. On file with Office of Archaeology and Historic Preservation, History Colorado.

³ The other segment is the Durango to Silverton route (also known as the Durango-Silverton Narrow Gauge Railroad, 5LP.302, 5SA.14, National Register listed October 15, 1966, National Historic Landmark July 4, 1961).

United States Department of the Interior
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D&RGW Locomotive No. 168

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October 16, 2012, the 64-mile-long segment of the route between Antonito and Chama was designated a National Historic Landmark (NHL).

The NHL documentation provides this description of the significance of the route:

The railroad is nationally significant as an outstanding representation of the original 1,000-mile narrow gauge railroad network that opened the Central Rocky Mountain Region for development, and as the country's longest and most complete representation of late nineteenth- and early twentieth-century railroading.⁴

The NHL documentation also addresses the integrity of the line, stating that the route "...exhibits a high degree of overall integrity of location, design, materials, setting, workmanship, feeling and association." It also discusses how the current operation of the C&TS compliments and furthers the resource's historic integrity:

The Denver & Rio Grande San Juan Extension exhibits physical and cultural integrity and continuity found only rarely in any kind of landscape, system, built environment, or heritage resource. That is largely due to the circumstances responsible for the preservation of the railroad, and the manner in which it has been operated for the last 40 years. As other portions of the D&RG were converted to standard gauge, the San Juan Extension survived intact and continued to be operated as it was in the early twentieth century, serving as a railroad main line until 1968. The Cumbres & Toltec Scenic Railroad began regular heritage railroad operations in 1971 and has operated as a tourist line every year since then. In 1971, a substantial proportion of the original physical plant and equipment built for and used by the original D&RG-San Juan Extension remained in place and, in most cases, in use. The railroad was essentially the same property first laid out by the D&RG Railroad in 1880 and modernized over the succeeding 50 years. Since then, the C&TS and affiliated groups have repatriated original D&RG narrow gauge rolling stock, engaged in complex and long-running restoration projects, and augmented the railroad's collections of archives, artifacts, and original fabric. In size, scale, intensity, geography, operating characteristics, and overall passenger experience, the C&TS closely replicates American railroad travel as it would have been throughout the period when railroads were the nation's primary means of transportation. Taking the better part of a

⁴ Hayes, Keith E. and John P. Hankey, *National Historic Landmark Documentation for Denver and Rio Grande Railroad San Juan Extension*. 3/13/2012. On file with Office of Archaeology and Historic Preservation, History Colorado.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

D&RGW Locomotive No. 168

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day to traverse 64 miles would have been familiar to railroad passengers throughout the United States at any time between the 1840s and the 1940s. Most of the landscapes the C&TS traverses and the viewsapes it offers are little changed from the 1880s, and remain protected as parts of Federally administered land and a national forest. Few railroad heritage sites offer this combination of physical integrity, railroad experience, landscape and viewscape, and an overall sense of what railroad mobility meant to generations of Americans throughout the continental United States.⁵

The Antonito yard, where the locomotive will principally reside, abuts the NHL boundary. Although the original Antonito Depot (5CN.499) is included within the NHL boundary as a contributing building, a large portion of the rail yard is not within the boundary. When the D&RG sold the property in 1969, it retained the original depot and the land immediately surrounding it. Without a depot, the C&TS needed to make a number of improvements to the yard in the 1970s to allow the C&TS to operate. These improvements include a new (constructed mid-1970s) depot built to resemble an 1882-era depot, a rolling stock maintenance facility, a water tank, and narrow gauge track connecting to the new buildings. The 1970s-vintage track in the Antonito yard consists of a balloon loop used to turn trains, engine service spurs and several sidings. The yard is a working component of the current railroad operation. It is just south and west of the historic depot building and the town of Antonito.

The yard retains its original sense of setting and feeling. It is located in the San Luis Valley in a broad flat grassland area at an elevation of 7,888 feet. Construction of yard facilities involved little to no landform alteration, preserving the sweeping vistas in all directions. As the NHL documentation notes, the size, scale, intensity, geography, operating characteristics and overall passenger experience of the C&TS closely continues the railroad travel experience as it was throughout the period of significance.

Evaluation of the Effect of the Change in Setting

National Register publications include a short treatise on integrity requirements for rolling stock.⁶ The publication emphasizes the importance of the authenticity of the setting and location when considering historic integrity, indicating a preferred setting would be on railroad track at or near its historic location.

⁵ Hayes, Keith E. and John P. Hankey. *National Historic Landmark Documentation for Denver and Rio Grande Railroad San Juan Extension*. 3/13/2012. On file with Office of Archaeology and Historic Preservation, History Colorado.

⁶ Wyatt, Barbara. *National Register Policy Clarification; Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock*. 4/9/2009. National Park Service. Accessed at <http://www.nps.gov/nr/feature/places/pdfs/13000265.pdf> in October, 2014.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

D&RGW Locomotive No. 168

Nomination Amendment, pg. 5

Locomotive No. 168 will be removed from a display in an urban park and returned to the narrow gauge track in its original location and setting. The relocation will not require any alterations to the historic features of the San Juan Extension, nor will it require any ground disturbance with associated potential to impact archaeological resources.

The locomotive will run on essentially the same narrow gauge track that it travelled over 100 years ago. The historic route has retained a very high degree of integrity in terms of location and setting. The move will greatly improve the historic integrity of the locomotive in terms of setting and location, because it will reestablish the tie between the engine and the D&RG.

Relocation, Criteria Consideration B: Moved Properties, and Other Aspects of Integrity

Relocation

In order to move this resource from Colorado Springs, the locomotive will be placed on a truck and driven to the Antonito yard. It will be restored following the Secretary of the Interior's Guidelines. Once it returns to working order, it will pull trains on the same narrow gauge line where it operated more than a hundred years ago.

Relocation impacts on integrity

Criteria Consideration B, which particularly addresses moved properties, is applicable to this amendment. The relocation of the locomotive will not change the integrity of its design, materials, workmanship, or feeling. In its new location, the integrity of association with the D&RG railroad will be strengthened by returning the locomotive to the surviving remnants of the railroad (which is a National Historic Landmark possessing high historic integrity) where it historically ran.

United States Department of the Interior
National Park Service

National Register of Historic Places
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D&RGW Locomotive No. 168

Nomination Amendment, pg. 6

Select Bibliography

Felmlee, Holly and Chuck Proudfoot. *Denver and Rio Grande Locomotive No. 169*; National Register Nomination Form. Listed 3/12/2001. On file with Office of Archaeology and Historic Preservation, History Colorado.

Hayes, Keith E. and John P. Hankey. *National Historic Landmark Documentation for Denver and Rio Grande Railroad San Juan Extension*. 3/13/2012. On file with Office of Archaeology and Historic Preservation, History Colorado.

McFarland, E.M. *Ex-D&RGW Engine # 168 (T-12 Class Narrow Gauge Steam Locomotive)*; National Register Nomination Form. Listed 8/10/1979. On file with Office of Archaeology and Historic Preservation, History Colorado.

Wyatt, Barbara. National Register Policy Clarification; Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock. 4/9/2009. National Park Service. Accessed at <http://www.nps.gov/nr/feature/places/pdfs/13000265.pdf> in October, 2014.

National Register regulations related to moving a property listed in the National Register, accessed at From <http://www.nps.gov/nr/regulations.htm#6014> in October 2014.

National Register Bulletin; How to Apply National Register Criteria. Accessed at http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_8.htm in October 2014.

Secretary of the Interior's Standards for Rehabilitation. Accessed at <http://www.nps.gov/tps/standards/rehabilitation.htm> in October 2014.

United States Department of the Interior
National Park Service

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Continuation Sheet

D&RGW Locomotive No. 168

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D&RGW Locomotive No. 168, in situ in Colorado Springs, November 2014



Looking from the depot across South Sierra Madre Street to the Locomotive with the Antlers Hotel in the background.

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D&RGW Locomotive No. 168

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Locomotive No. 168, looking west toward the depot.

United States Department of the Interior
National Park Service

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D&RGW Locomotive No. 168

Nomination Amendment, pg. 9

Proposed new location for D&RGW Locomotive No.168



View of the Antonito Yard, looking east. The modern Depot is on the left and the maintenance facility for the rolling stock is in the center of the photograph, behind the rolling stock. The original Depot is behind (east of) the most distant visible building in just left of center in this photograph.

When it is pulling trains, Locomotive 168 will arrive and depart from the Depot. When it is idle, Locomotive 168 would rest on the side track in front of the maintenance facility, near the rolling stock pictured here. All of the track is narrow gauge.

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Continuation Sheet

D&RGW Locomotive No. 168

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A second view of the Antonito yard, looking east with the water tank in the foreground, and the maintenance facility with rolling stock in the background.

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

**National Register of Historic Places
Continuation Sheet**

D&RGW Locomotive No. 168

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Current Location:

Antlers Park
9 South Sierra Madre
Colorado Springs, El Paso County



D&RG Locomotive No. 168 (SEP.203), located in Antlers Park at 9 South Sierra Madre

Map from 1979 nomination

United States Department of the Interior
National Park Service

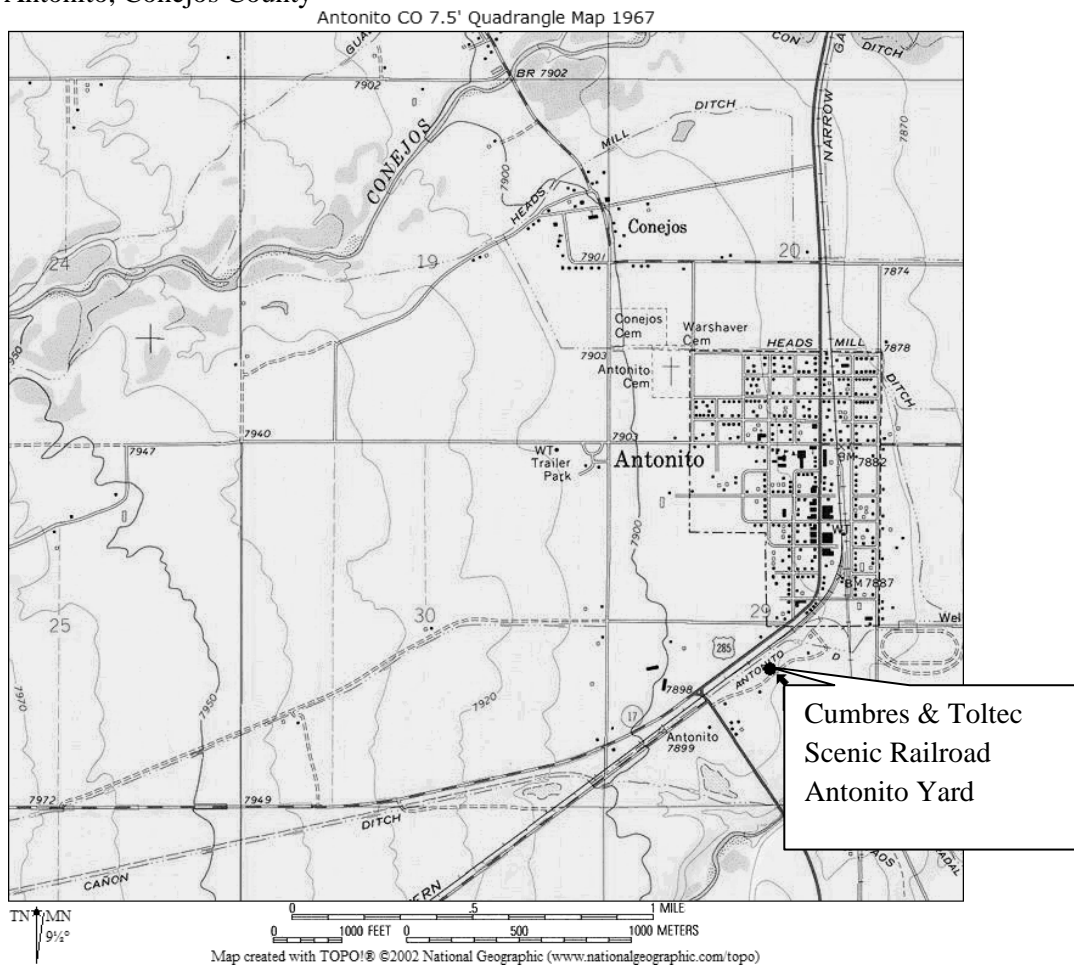
National Register of Historic Places
Continuation Sheet

D&RGW Locomotive No. 168

Nomination Amendment, pg. 12

Proposed New Location:

Cumbres & Toltec Scenic Railroad Antonito Yard
5234 B Hwy US 285
Antonito, Conejos County



Verbal Boundary Description:

The boundary includes only the D&RGW Locomotive No.168, proposed to be located at the Antonito Yard of the Cumbres & Toltec Scenic Railroad at 5234 B Hwy US 285. No real property is included in this boundary.

Geographical Data:

Acreage: less than 1

P.M.: 13 Township: 33N Range: 9E Section: 29 Quarter Sections: NW SE
UTM Reference (NAD 83) Zone: 13 Easting: 410209 Northing: 4103098

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: PROPOSED MOVE

PROPERTY NAME: Rio Grande Engine No. 168

MULTIPLE NAME:

STATE & COUNTY: COLORADO, El Paso

DATE RECEIVED: 5/29/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/14/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 79000601

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

Moving the Denver and Rio Grande Western Railroad Locomotive No. 168 from Antlers Park in Colorado Springs to the narrow gauge line in the rail yard of Antonito, Colorado, is approved. The locomotive will be returned to service, running between Antonito and Chama. When not operating, it will remain on the track of either the Antonito or Chama yard, although its home is considered the Antonito yard. The new location is superior to the site in Antlers Park where it had been since 1964.

RECOM./CRITERIA A, C, or Con B
REVIEWER Darbara Byatt DISCIPLINE Historian
TELEPHONE 202-354-2252 DATE 7-14-15

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

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

National Register of Historic Places

Note to the record

Additional Documentation: 2015

United States Department of the Interior
National Park Service

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D&RGW Locomotive No. 168

Nomination Amendment, pg. 13

Documentation of New Location



D&RGW Locomotive No.168 (5EP.203/5CN.1650) in the Cumbres & Toltec Scenic Railroad's yard in Antonito. Water tank and maintenance facility in background. The locomotive was placed in the yard on September 24, 2015. Photo taken October 12, 2015.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

D&RGW Locomotive No. 168

Nomination Amendment, pg. 14

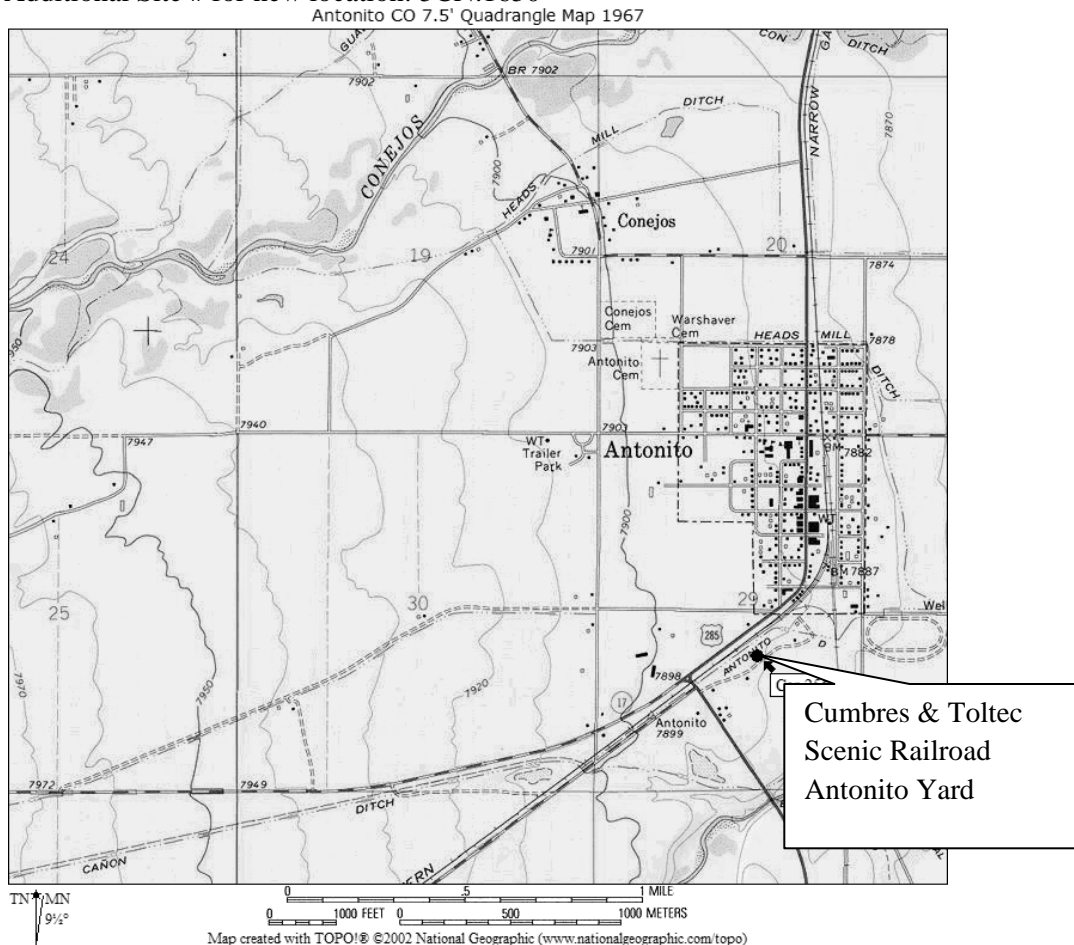
New Location:

Cumbres & Toltec Scenic Railroad Antonito Yard

5234 B Hwy US 285

Antonito, Conejos County

Additional Site # for new location: 5CN.1650



Verbal Boundary Description:

The boundary includes only the D&RGW Locomotive No.168, located at the Antonito Yard of the Cumbres & Toltec Scenic Railroad at 5234 B Hwy US 285. No real property is included in this boundary.

Geographical Data:

Acreage: less than 1

P.M.: 13 Township: 33N Range: 9E Section: 29 Quarter Sections: NW SE
UTM Reference (NAD 83) Zone: 13 Easting: 410209 Northing: 4103098



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Rio Grande Engine No. 168

MULTIPLE NAME:

STATE & COUNTY: COLORADO, Conejos

DATE RECEIVED: 10/16/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 12/01/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 79000601

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Approved

RECOM./CRITERIA Accept

REVIEWER Eileen Beall

DISCIPLINE History

TELEPHONE

DATE 12-1-15

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

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

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

ENTRIES IN THE NATIONAL REGISTER

COLORADO

STATE

Date Entered AUG 10 1979

<u>Name</u>	<u>Location</u>
Westminster University	Westminster Adams County
Rio Grande Engine No. 168	Colorado Springs El Paso County
Field, Thomas-M., House (Colorado State Home for Dependent Children)	Denver Denver County

Also Notified

Honorable William L. Armstrong

Honorable Gary Hart
Honorable James P. Johnson
Honorable Ken Kramer
Honorable Patricia Schroeder

State Historic Preservation Officer
Mr. Arthur C. Townsend
Colorado Heritage Center
1300 Broadway
Denver, Colorado 80203

NR Byers/bjr 8/14/79

For further information, please call the National Register at (202)343-6401.

Property

Rio Grande Engine No. 168

State

Colo. (El Paso)

Working Number

7.6.79.1620

79000601

TECHNICAL

Photos /

Maps /

CONTROL

OK ^{*pl*} *7.9.79*

HISTORIAN

Significant locomotive - oldest surviving engine from D&RG. and comparatively rare narrow gauge R.R. - location in park lacks some integrity, but it is on tracks & there are few other remaining narrow gauge tracks. I think name should be Denver & Rio Grande Engine No. 168 -

Accept
W.R. Bruce
8/8/79

ARCHITECTURAL HISTORIAN

Word "Denver" rarely used in title - Rio Grande is common name for R.R. in area.

Accept
Brannon
8.8.79

ARCHEOLOGIST

OTHER

HAER

Inventory

Review

REVIEW UNIT CHIEF

Accept
Brannon
8.9.79

BRANCH CHIEF

KEEPER

National Register Write-up

Federal Register Entry

9-4-79

Send-back

Re-submit

Entered

AUG 10 1979



HISTORY *Colorado*

79000601
RECEIVED 2280

MAY 29 2015

Nat. Register of Historic Places
National Park Service

May 21, 2015

Mr. J. Paul Loether
Deputy Keeper and Chief, NR and NHL Programs
National Register of Historic Places
1201 Eye Street, NW, 8th Floor (MS 2280)
Washington, D.C. 20005-5905

Dear Mr. Loether:

We are pleased to submit for your review the enclosed request to approve moving the National Register-listed Denver & Rio Grande Western Locomotive No.168 (5EP.203) from its current location in Colorado Springs, El Paso County to Antonito, Conejos County.

The Denver and Rio Grande Western Railroad (D&RGW) Locomotive No. 168 (5EP.203) was listed in the National Register on August 10, 1979 and has been on display in Antlers Park, in Colorado Springs, Colorado, since December 1964. The City of Colorado Springs owns the steam engine and is working with the Cumbres & Toltec Scenic Railroad (C&TS) to return the engine to service on the historic D&RGW line between Antonito, Colorado and Chama, New Mexico. The locomotive will be moved from the park and placed in an active railyard in Antonito. After it is put into working order, it will pull trains on the same narrow gauge line where it operated more than a hundred years ago. Locomotive No. 168 will be removed from a display in an urban park and returned to the narrow gauge track in its original location and setting. The move will greatly improve the historic integrity of the locomotive in terms of setting and location, because it will reestablish the tie between the engine and the D&RGW.

The Colorado Historic Preservation Review Board reviewed the move approval request at its meeting on May 15, 2015. The board voted unanimously to recommend to the State Historic Preservation Officer that the proposed move for the property met the criteria for listing in the National Register. The enclosed disk contains the true and correct copy of the move approval request for the Denver & Rio Grande Western Locomotive No. 168.

We look forward to the approval to move this property. If you have any questions, please do not hesitate to contact our National and State Register Historian, Erika Warzel, by phone at 303-866-4683 or by email at erika.warzel@state.co.us.

Sincerely,


Steve W. Turner, AIA
Deputy State Historic Preservation Officer

Enclosures
CD

WWW.HISTORYCOLORADO.ORG

HISTORY COLORADO CENTER 1200 BROADWAY DENVER CO 80203



HISTORY *Colorado*

RECEIVED 2280

OCT 16 2015

Nat. Register of Historic Places
National Park Service

October 15, 2015

Mr. J. Paul Loether
Deputy Keeper and Chief, NR and NHL Programs
National Register of Historic Places
1201 Eye Street, NW, 8th Floor (MS 2280)
Washington, D.C. 20005-5905

Dear Mr. Loether:

We are pleased to submit for your review the enclosed documentation confirming the move and new location of the National Register-listed Denver & Rio Grande Western Locomotive No.168 (5EP.203) from its former location in Colorado Springs, El Paso County to Antonito, Conejos County, as approved by your office on July 14, 2015.

The Denver and Rio Grande Western Railroad (D&RGW) Locomotive No. 168 (5EP.203) was moved to the Cumbres & Toltec Scenic Railroad's railyard in Antonito on September 24, 2015. The enclosed disk contains the true and correct copy of the photo documentation and new location information for the Denver & Rio Grande Western Locomotive No. 168.

We look forward to the approval to maintain this property in the National Register. If you have any questions, please do not hesitate to contact our National and State Register Historian, Erika Warzel, by phone at 303-866-4683 or by email at erika.warzel@state.co.us.

Sincerely,

Steve W. Turner, AIA
State Historic Preservation Officer

Enclosures
CD

WWW.HISTORYCOLORADO.ORG

HISTORY COLORADO CENTER 1200 BROADWAY DENVER CO 80203