

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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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*Rio Grande Engine #168*

HISTORIC

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

AND/OR COMMON

Rio Grande Engine #168

LOCATION

STREET & NUMBER

9 South Sierra Madre

— NOT FOR PUBLICATION

CITY, TOWN

Colorado Springs

CONGRESSIONAL DISTRICT

5

STATE

Colorado

CODE

08

COUNTY

El Paso

CODE

041

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:

OWNER OF PROPERTY

NAME

City of Colorado Springs, Colorado

STREET & NUMBER

City Hall; 107 North Nevada

CITY, TOWN

Colorado Springs

VICINITY OF

STATE

Colorado

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 13 5149810 429811810
 ZONE EASTING NORTHING

B
 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

William C. Johnson

TITLE

DATE

June 22, 1979

FOR NPS USE ONLY

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

John Paul Shull
 KEEPER OF THE NATIONAL REGISTER

DATE

8-10-79

ATTEST:

William H. Graham
 CHIEF OF REGISTRATION

DATE

8-9-79