

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: NEW MEXICO also Colo.	
COUNTY: RIO ARRIBA	
FOR NPS USE ONLY	
ENTRY NUMBER FEB 16 1973	DATE

1. NAME

COMMON:
Cumbres and Toltec Scenic Railroad

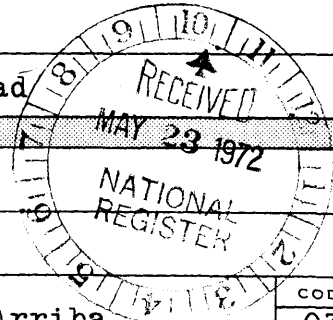
AND/OR HISTORIC:
Denver and Rio Grande Western Railroad

2. LOCATION

STREET AND NUMBER:
Rio Arriba County

CITY OR TOWN:
Chama

STATE: New Mexico CODE: 35 COUNTY: Rio Arriba CODE: 039



3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Tourism</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
State of New Mexico / New Mexico Railroad Authority

STREET AND NUMBER:
State Capitol

CITY OR TOWN: Santa Fe STATE: New Mexico CODE: 35

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Attorney General's Office

STREET AND NUMBER:
State Capitol

CITY OR TOWN: Denver STATE: Colorado CODE: 08

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic Preservation Program

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Recreation and Historic Preservation; State Planning Office

STREET AND NUMBER:
200 West De Vargas Street

CITY OR TOWN: Santa Fe STATE: New Mexico CODE: 35

SEE INSTRUCTIONS

STATE: _____

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Cumbres and Toltec Scenic Railroad consists of 64 miles of three-foot gauge railroad track situated along the Colorado-New Mexico border between Antonito, Colorado and Chama, New Mexico. In addition, there are nine coal-burning steam locomotives, one hundred thirty cars of all types including maintenance equipment; a typical railroad yard at Chama, New Mexico, and the various sidings, water tanks, and related lineside structures associated with operation of a steam-powered railroad.

The condition of the rails and roadbed is generally good, as is the condition of the two operating and three repairable locomotives. Most of the rolling stock is in fair-to-poor condition, and the lineside structures are deteriorating badly.

At Antonito, the eastern terminus, there is a small frame depot, built in 1971. This was designed to conform with the architecture of the other structures along the line, which is typical of western railroad design of the 1880's. Condition of the Antonito depot is excellent. A wye, a passing siding, and a new handcar shed complete the inventory at Antonito.

At Lava, there is a telephone shed and a water tank. The shed is in poor condition, and the tank, which was burned in 1971, is being rebuilt and restored. there is also a turning loop at Lava.

At Bighorn, there is a passing siding, a wye, and a telephone shed. The shed is in fair condition.

At Sublette, there are two frame section houses, a handcar shed, a passing siding, and a buried water tank with a trackside standpipe. The buildings range in condition from fair to good.

At Toltec, there is a passing siding and a telephone shed, which is in fair condition.

At Osier, there is a frame section house, a handcar shed, a water tank, a passing siding, and some stock loading pens. The structures range in condition from poor to good.

At Los Pinos, there is a passing siding, and a water tank which is in good condition.

At Cumbres, there is a frame section house, a handcar shed, a buried water tank with a tarckside standpipe, two passing sidings, and a wye which is covered by wooden snowsheds. The snowsheds and the section house are in very poor condition.

(continued)

SEE INSTRUCTIONS

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7. Description

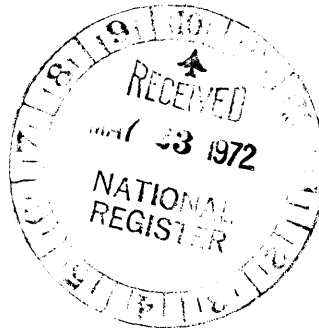
At Coxo there is a telephone shed in fair condition.

At Cresco there is a water tank, a telephone shed and a passing siding. The structures are in poor condition.

At Lobato there is a passing siding and some stock loading pens which are in poor condition.

At Chama, the western terminus, there is a yard facility with 16,961 feet of sidings, a water tank, a coaling tower, a sand house, an ash pit, stock loading pens, a wye, a frame depot and sundry related structures. Condition of the structures ranges from poor to good.

The physical appearance of the railroad is much the same today as it was in 1880, when the line was built, except for the size of the locomotives and the weight of the rail. The overall scene in the remote areas has not drastically changed in over 80 years.



SIGNIFICANCE

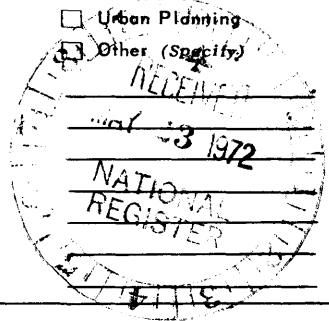
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy |
| <input checked="" type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | |



STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The railroad was certainly one of the major factors in the western expansion and economic development of the United States. Through the effects of the silver panic of 1893, the depression of the '30's, and the rising dependence on highway travel and the airline industry, the role of the railroad in transporting Americans and their goods has been pushed back to relative obscurity. Ineffective management and high labor costs have also taken their toll, with the result that the image of the railroad in America is a poor one indeed.

Perhaps the saddest part of all is the almost complete disappearance of the historical heritage of the railroad. In the rush toward more modern equipment and bigger, faster trains, the older equipment which had so much nostalgic appeal has been scrapped as fast as it could be replaced, with little thought toward preservation for future generations.

It is a pleasant surprise indeed, then, to find a railroad that is in all ways unchanged from the way it was in 1925. The Cumbres and Toltec Scenic Railroad is just that. Although the ~~trapot~~ locomotives and thirty-pound rail of the 1880's are gone, little else has changed on this remarkable railroad. The historical integrity is so well preserved that the only operating coaling tower in the United States is used to coal the engines daily during the operating season. There are other tourist railroads, but few can approach the authentic adherence to a period of half a century ago that the C&TS has.

The Cumbres and Toltec Scenic Railroad is a remnant of one of the most important parts of the Denver and Rio Grande Western Railroad, historically speaking. Due to the rugged terrain and the low density of population, northern New Mexico and southwestern Colorado remained one of the most seldom-seen parts of our land. For probably half a century, the railroad was the only means of transportation over long distances, the only source of consumer goods, and the only source of news from "the world outside" that the inhabitants of this region had. The railroad brought the people in to settle this lonely land, and the railroad took to market the incredible riches the people found here. Gold, silver, lead,

(continued)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

- I. Economic Analysis of Narrow-Gauge Rail Service Mar. 1969 (Kirschner Associates Inc.) for Four Corners Regional Commission.
- II. Alternative Study: Denver & Rio Grande Western Narrow Gauge (US Dept of Interior, National Park Service, Western Service Center)
- III. Special Report 1971 (Terrence W. Ross- Colorado and New Mexico Society for the Preservation of the Narrow Gauge) (copy enclosed)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW.	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° SEE MAP. ENCLOSED.	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1,528.5

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

STATE:	CODE	COUNTY	CODE
New Mexico	35	Rio Arriba	039
Colorado	08	Archuleta	007
Colorado	08	Conejos	021
STATE:	CODE	COUNTY:	CODE

NO
LITM
ID

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Dan Pyzek, Consultant

ORGANIZATION: Colorado & New Mexico State Railroad Authorities DATE: _____

STREET AND NUMBER: P.O. Box 561

CITY OR TOWN: Antonito, STATE: Colorado CODE: 08

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: David W. King

Title: State Liaison Officer

Date: 4/28/72

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert W. Utley
Chief, Office of Archeology and Historic Preservation

Date: 2/16/73

ATTEST: Wm. H. ...
Keeper of The National Register

Date: 2-14-73

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8. Significance

Lumber, wheat, beans, cattle, sheep and numerous other goods moved by trainload over this busy little railroad.

The tourist of today can easily comprehend the incredible difficulties of locating and building mountain railroads in the 1880s. The rugged mountains, the high passes and the deep canyons presented formidable obstacles to the surveyors and the fact that the line was indeed laid out and constructed by men using black powder, mules and dump carts is a shining example of the spirit of courage, farsightedness and perseverance with which our pioneer forebearers were endowed.



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STATE Colorado	
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3. Classification

Accessible to the public: Open for regularly scheduled public excursions.



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4. Owner of Property

Owned jointly by the states of New Mexico and Colorado. Separate applications being submitted for each state.



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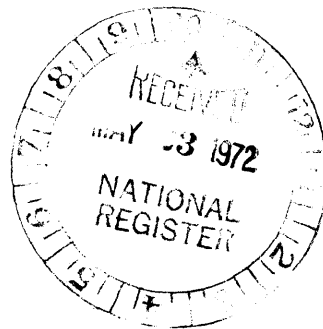
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10. Geographical Data

See attached map: Route of the Cumbres and Toltec Scenic Railroad - 1972

Latitude and longitude definition pending

O.A.H.P. clarification



Between Chama, New Mexico And Antonito, Colorado



- station
- mile post
- tunnel
- trestle
- Cumbres & Toltec Scenic RR
- Dismantled Railroad
- Main Water Courses
- Highways
- State Line

Compiled and Drawn by
Ernest W. Robart, June, 1970
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