NPS Form 10-900 OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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This form is for use in nominating or requesting determination for individual properties and districts. See instruction 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 Denver & Rio Grande Railroad Locomotive No. 169

other names/site number 5AL312.1

2. Location

street & number along Chamber Drive within Cole Park [N/A] not for publication

city or town Alamosa [N/A] vicinity

state Colorado code CO county Alamosa code 003 zip code 81101

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.)

Georgianna Contiguglia State Historic Preservation Officer Feb 1, 2001
Signature of certifying official/Title Date

State Historic Preservation Office, 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:

[ ] 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.

for Edson H. Beall
Signature of the Keeper Date of Action 3/13/01

5. Classification

Ownership of Property
(Check as many boxes as apply)

[ ] private
[X] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[ ] building(s)
[ ] district
[ ] site
[X] structure
[ ] object

Number of Resources within Property
(Do not count previously listed resources.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function
(Enter categories from instructions)

Transportation: rail related

Current Functions
(Enter categories from instructions)

Not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Narrow Gauge Steam Locomotive

Materials
(Enter categories from instructions)

foundation
walls
roof
other Metal/iron

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

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] **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.

[X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object, or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Transportation
Engineering

Periods of Significance
1883-1941

Significant Dates
1883
1839

Significant Person(s)
(Complete if Criterion B is marked above).
N/A

Cultural Affiliation
N/A

Architect/Builder
Baldwin Locomotive Works

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

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:

[X] State Historic Preservation Office
[ ] Other State Agency
[ ] Federal Agency
[ ] Local Government
[ ] University
[X] Other

Name of repository:
Colorado Historical Society
Alamosa County Chamber of Commerce

10. Geographical Data

Acreage of Property less than one

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

	Zone	Easting	Northing
1.	13	423730	4147110
2.			
3.			
4.			

[ ] 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 Holly Felmlee, Executive Director / Chuck Proudfoot, President
organization Alamosa Uptown River Association / Friends of the 169 date 19 May 2000
street & number Cole Park telephone 719-589-3681 x.103
city or town Alamosa state Colorado zip code 81101

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 Alamosa County Chamber of Commerce
street & number Cole Park telephone 719-589-3681 x.101
city or town Alamosa state Colorado zip code 81101

DESCRIPTION

Denver & Rio Grande Railroad (D&RG) Locomotive No. 169 is a narrow gauge, coal fired, ten wheeler, steam locomotive built in 1883 by Baldwin Locomotive Works. The locomotive is located in Cole Park within Alamosa. It is positioned at the southeastern end of the park, near the intersection of Chamber Drive and Fourth Street. Locomotive No. 169 and a D&RG narrow gauge business car [not part of the nomination] sit on a small length of track facing south surrounded by an expanse of grass. Both cars and the track are behind a six-foot chain link fence topped by three strands of barbed wire. Gates provide access into the fenced area which is always secured with padlocks. To the north, across an alley, is the Chamber of Commerce-Alamosa Visitor Center. Immediately to the west is the Alamosa City Hall building.

Locomotive 169 is a narrow gauge, steam locomotive of the "ten wheeler" type, or 4-6-0 wheel arrangement. The "4-6-0" designation using the Whyte system, means that it has four smaller leading or pony truck wheels, six driving wheels, and no trailing truck wheels. The locomotive has two major parts; the engine and boiler assembly that provide the power, and the tender that carries the fuel and water for the engine. The two parts are semi-permanently connected together with two pins and a drawbar. The entire locomotive has an overall length of 53 feet 2 5/8 inches, a width of 7 feet 8 inches, and is 12 feet 3 3/4 inches in height. The locomotive operating weight is 107,400 pounds, while the engine only is 60,000 pounds and the tender only, fully loaded with coal and water is 47,400 pounds.

The engine portion has two major components, the boiler and the running gear. The running gear consists of all of the parts needed to make the locomotive move. These include the two 14-inch diameter by 20-inch stroke steam cylinders, which convert the steam pressure to reciprocating motion. This drives the main rods to convert the reciprocating motion to rotary motion which rotates the 46-inch diameter main driving wheels. The other two sets of driving wheels are driven by side rods. The steam admission and exhaust from each end of the cylinders is controlled by a balanced slide or "D" valve above each cylinder. Each valve is actuated by Stephenson Valve gear mounted inside the frame. The drivers are held in position by the frame and axle bearings. The frame has springs and equalizer links to allow the drivers to adjust for uneven rails and make sure all wheels share their proper load. The frame also supports the boiler, the pony truck and pilot at the front, and the drawbar connection for the tender at the rear.

The boiler is the large horizontal cylinder mounted above the frame running most of the length of the frame. It is designed to generate the steam necessary to power the locomotive. The boiler is designed to operate at a pressure of 160 pounds per square inch and contains approximately 1,200 gallons of water plus steam. The boiler is an internal firebox, fire tube type of boiler. This means the firebox is surrounded by water on the top and sides.

Locomotive 169 is a hand fired, coal burning, engine. From the firebox at the rear of the boiler the hot gases from the fire go forward through the inside of 141 two-inch diameter tubes to the smokebox.

These tubes are surrounded by water. The smokebox is the area in front of the boiler, above the steam cylinders and below the smoke stack. The steam cylinders exhaust via a nozzle inside the smokebox pointed up the smoke stack. The exhaust steam is used to create the draft for the fire. There are netting and baffles in the smokebox to break up and cool the sparks before going up the stack.

The top of the locomotive above the boiler includes a simulated oil headlight, a diamond smokestack, the sand dome that provides sand for traction, the steam dome which contains the throttle valve and supports the safety pop valves, the whistle, the bell, and the studs that held the turbogenerator which provided electricity for the lights. The cab at the rear and sides of the boiler provides a protected area that houses the appurtenances to safely operate the locomotive. Located on the left side of the boiler is one nine-and-one-half-inch air compressor that supplies air for the air brakes.

The tender is oak framed with a galvanized metal tank and has a U-shaped water tank with a coal pocket located in the front center of it. The water tank holds 2,000 gallons of water to refill the boiler as water is boiled off as steam is used. The coal area holds about six tons of coal. On top of the water tank at the rear is the location of the round main air reservoir for the air brakes. The tender appears, as far as records have been kept, to be the original one for the locomotive and is in very poor condition.

Alterations

Locomotives had many alterations during their lifetime due to parts breaking or wearing out and being replaced, or due to modern appliances being installed to enhance safety. Steam locomotives had to have a major rebuild about every 5 years due to normal wear.

Records of changes to the 47 class engines by date are lost. The Denver and Rio Grande Railroad did however create a summary list of changes to the locomotives over time. During 1903, the 169 had the link and pin couplers removed and Janny style automatic couplers installed. This was part of a nationwide change required of all railroads. In 1917, major work was done on the locomotive. The original iron boiler was replaced by a carbon steel boiler. This was required because of a law taking effect in 1917 increasing the safety factor for all railroad steam boilers. An electric headlight was installed, as well as a turbogenerator. The air compressor was moved to the left side. The smokebox was lengthened; spark arresting baffles and netting installed inside. In 1928, cab curtains and storm windows were added, along with some building up of the tender. In 1930-31, an automatic fire door (16") was installed.

In the process of being refurbished for display at the New York World's Fair in 1939, several appliances, applied to the locomotive over time, were removed in order to return the locomotive to its "as constructed" condition. These included the air tank on the tender deck, the turbogenerator and the electric headlight. A fake oil headlight was installed for the World's Fair as well as a fake "diamond" stack. (The locomotive was delivered to the D&RG with a straight stack and extended smokebox and never had a diamond stack during its operational life.)

The City of Alamosa and the Alamosa County Chamber of Commerce have endeavored to maintain Locomotive 169 in the same state in which it was presented to the City in 1941. Many of the repairs made in the years 1941 to 1969 were made by D&RGW crews based in Alamosa. During that time and in the years following, retired rail workers assisted the city in maintaining the locomotive. In the last 20 years the locomotive saw maintenance by persons who had never worked on a locomotive before—city work crews who mostly repainted the equipment and attached lights at Christmas. Because of this some of the recent repairs were made with materials not consistent with railroad practice. (For example, the cab roof was repaired with regular roofing lumber.)

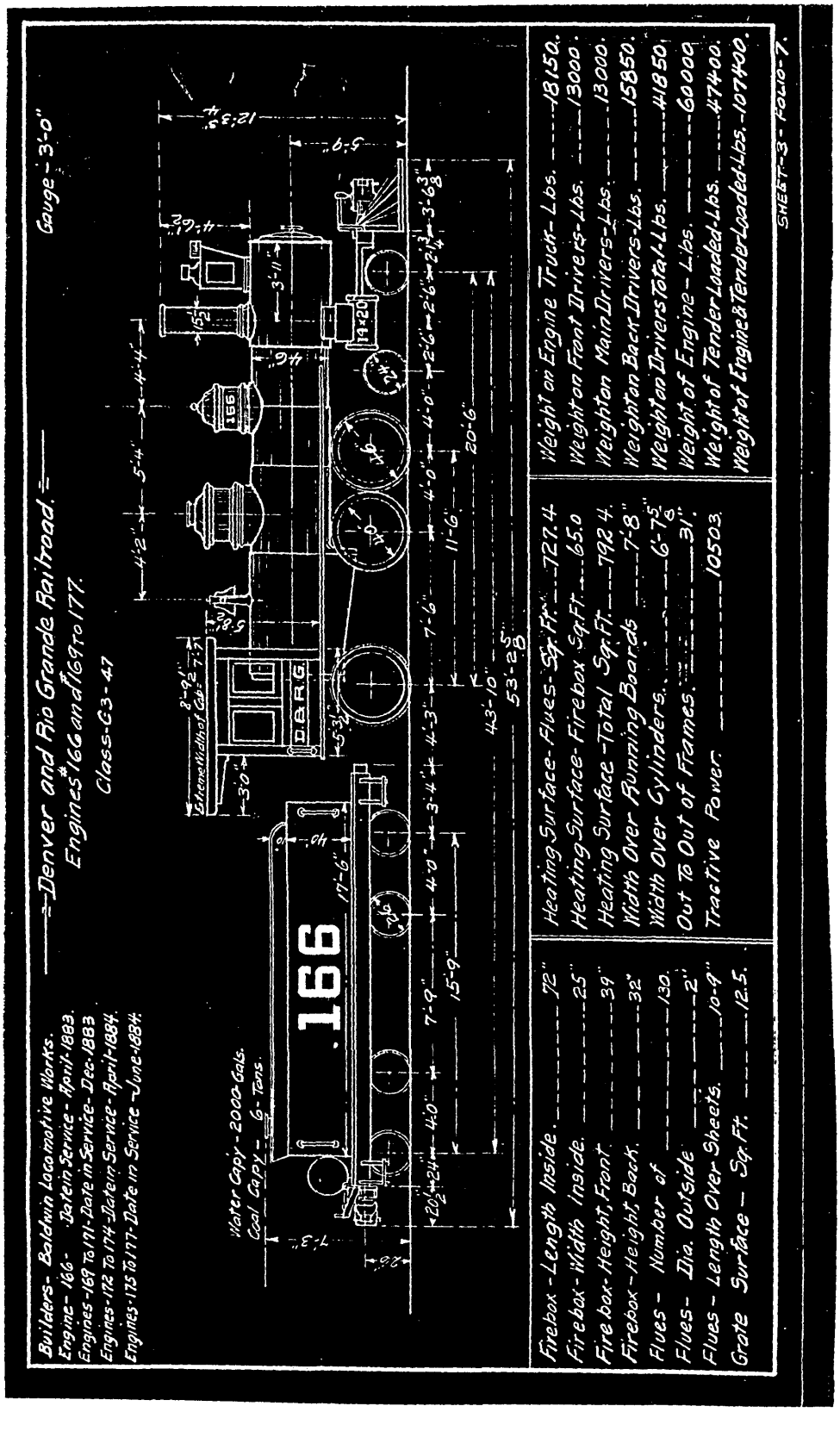
Locomotive 169 retains almost all of the design and character that it had when in service on the Denver and Rio Grande Western Railroad. It is easily recognizable to anyone who has seen historic photographs of it. Its integrity is excellent due to the "back dated" overhaul it received in 1939 and its subsequent display in the dry climate of the San Luis Valley.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Denver & Rio Grande Railroad Locomotive No. 169
Alamosa County, Colorado

Section number 7 Page 4



STATEMENT OF SIGNIFICANCE

As one of the oldest surviving locomotives of the Denver & Rio Grande (D&RG) Railroad, Locomotive No. 169 is eligible to the National Register under criterion A in the area of transportation. Built in 1883, this narrow gauge locomotive is significant for its association with the railway's role in opening up the Rocky Mountain West to settlement, mining and commercial development. The locomotive was chosen to represent the D&RG and older steam engines as part of a transportation exhibit at the 1939-40 World's Fair in New York. No. 169 is also eligible under criterion C for its engineering significance, as a rare remaining example of a special type of narrow gauge steam locomotive. This engine was part of the Class T-12 series built with a large wheel size that made it one of the fastest narrow gauge engines built.

Transportation

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 particularly important in connecting the mining towns of central Colorado, it found that it needed a class of locomotive capable of pulling cars over high passes, along precipitous cliffs, and through the narrow, high-walled canyons. In 1883, the D&RG 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. These engines worked this area for more than twenty-five years until the D&RG put in a standard gauge line from Salida via Leadville to Grand Junction. The T-12 locomotives were transferred and operated for another twenty-five years in southwestern Colorado and northern New Mexico. In 1933, after more than fifty years of continuous operation, the railroad began to retire the T-12 class to the yards in Alamosa and five years later decided to scrap them. Only two were saved from this fate—the 168 and 169. (No. 168, a National Register listed property, has been in Antlers Park in Colorado Springs since 1964.)

During its operational life of 55 years, No. 169 played an important role in providing transportation for the D&RGW railroad. It was assigned to every division of the D&RG, working out of Denver, Pueblo, Alamosa, Salida, and Grand Junction. It was also assigned to the "Chili line" train, which ran regularly between Alamosa, Colorado and Santa Fe, New Mexico. Thus 169 operated in two states. Other notable locomotives with similar extensive "track records" are Locomotive 168 (the other T-12 survivor) and the Denver Boulder and Western Number 30. However, engine 30 journeyed around the state due to its sale to three other narrow gauge railroads. The 169 worked all of its life for the D&RGW.

Engineering

Locomotive engineering changed significantly during the life of the 169, and many of those changes are represented in this engine. In the 1880s, each locomotive was custom built to fit the perceived needs of

each railroad by its master mechanic or chief of locomotive acquisition. At the time of 169's construction, T-12s were considered state of the art locomotives. The "ten wheel" design was considered the best wheel arrangement for passenger locomotives because the four-wheel lead truck worked best on uneven track, which was common. Also, six driver wheels allowed for heavier locomotives and larger boilers. The larger driver wheels meant increased pulling capacity and speed, thereby moving more passengers more quickly.

Another engineering change in locomotive design is represented in the smokestack of the T-12s. The T-12s were the first locomotives ordered by the D&RG that came equipped with "shotgun" stacks rather than diamond stacks. This represents the shift in locomotive design due to improvements in cinder arresting designs in the smokebox. The diamond stack required more maintenance than the shotgun stack, and so soon became obsolete. However, interestingly enough, the D&RGW had a diamond stack put on the 169 for its World's Fair appearance, even though the railroad wanted the engine to look as authentic and original as possible.

As noted above, the only other T-12 locomotive in existence is No. 168. Presented to the city of Colorado Springs by the railroad, it is located near the Antler's-Adams Mark Hotel in a setting not unlike that of the 169.

Historical Background

History of Alamosa and the Denver & Rio Grande Railroad

Alamosa started as a railroad town. In 1877, Alexander Cameron Hunt, former territorial governor of Colorado, went scouting through the southern Rockies for a railroad hub for the Denver & Rio Grande Railway. In a letter to General Jackson Palmer, dated January 15, 1877, he wrote:

> ...in the very center of the finest body of arable land to be found in Colorado, or in the Rocky Mountains, I believe I can say with safety, that no other locality with equal advantages can be found between the Gulf of Mexico and the British possessions. The spot where I have stopped the rails is upon the South West bank of the Rio Grande, nearly equi-distant from the two ranges of mountains. Thus far no one seems to have hit upon that central location, that seems to me to be in the control of the first Railroad reaching that particular point where all of these rival places must come to for supplies, & for means of getting to and from the world of commerce.

Hunt detailed the agricultural, mining, and timber business in the area, painting a picture of a wealth of natural resources just waiting for the railroad to provide shipping.

The Denver & Rio Grande Railway was incorporated in October 1870 by General William Jackson

Palmer. It was the fifth railroad in Colorado, and was begun as a narrow gauge route because Palmer believed that it would be cheaper to build and operate, and be better suited to the canyons and mountains. By October of 1871, the route had been built 76 miles to Colorado Springs; the intention was to continue 850 miles on south to El Paso, Texas, and then eventually to Mexico City. However, the plans were changed by various outside forces (notably the Santa Fe Railroad) and the D&RG did not reach El Paso.

Although in his letter Hunt chastised Palmer for paying little attention to his scouting project, Palmer took quick action on Hunt's recommendations. He submitted a proposal to his company on July 25, 1877 regarding an Alamosa Extension to the D&RG railway and his vision of Alamosa was ambitious. The railroad had already been built over the Sangre de Cristo mountain range and was on its way

> to the principal river in Colorado, where a permanent city with facilities for extensive outfitting and distribution can grow up, a rapid increase in the tonnage and travel is certain to result, both from the building of the proposed new town which will be the center of a large agricultural tract easily watered, and from the beneficial effect of the approach of the railroad and telegraph facilities upon the whole of that country.

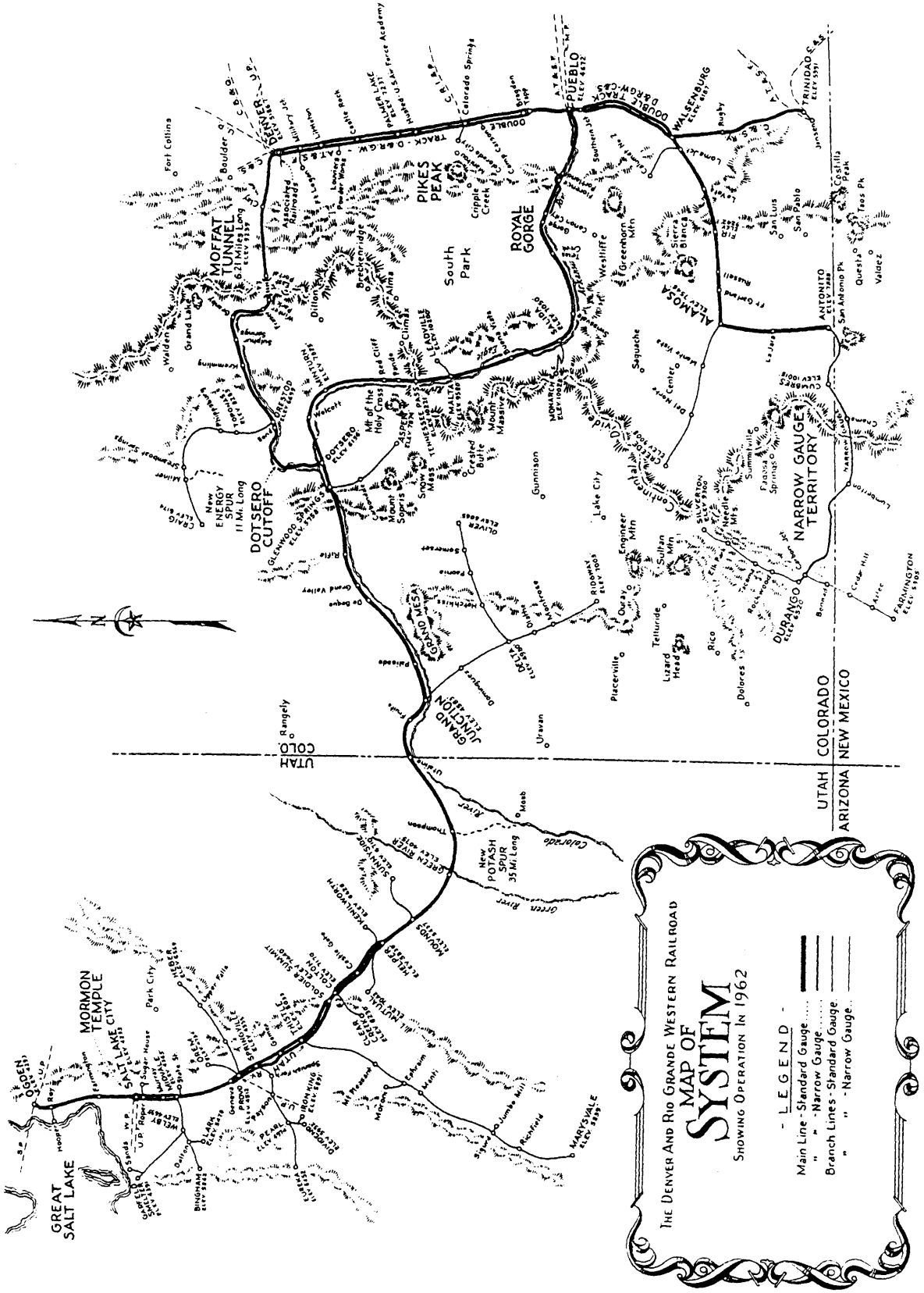
The Denver & Rio Grande Railway followed Palmer's recommendations. A small trading settlement was about to get a lot of attention. In April 1878, Hunt filed a plat for the City of Alamosa at the Conejos County courthouse. (Alamosa County would not exist until 1913.)

By June of 1878, the railroad had reached Alamosa and was heading west to the gold and silver fields of the San Juan Mountains. A popular story, cited by Fietz and other sources, is that in June of that year, buildings were moved from the deserted town of Garland City to Alamosa via narrow gauge rail car. The Perry House claimed that it served its customers breakfast in Garland City and that night served supper in Alamosa.

By 1888, the D&RG had over 1650 miles of narrow gauge trackage, reaching to Salt Lake City, Utah, and into the northern part of New Mexico, as well as many areas of the Colorado mountains. At this time the mainline to Salt Lake City was over Marshall Pass and through the Black Canyon, with a narrow gauge line also going up the Arkansas River to Leadville and over the top of Tennessee Pass. Within another year, the decision was made to begin to change the "main line" to Salt Lake City to standard gauge, via Leadville, in response to competition from the Colorado Midland RR. This would shift the mainline to Tennessee Pass and the narrow gauge would become secondary lines. Since there would still be many, many miles of narrow gauge tracks, particularly in the southern half of Colorado, the D&RG kept its narrow gauge locomotives as well as other rolling stock. In their book, *Narrow Gauge in the Rockies*, Lucius Beebe and Charles Clegg make the statement that "the most important single fact in the economy and life of Colorado" was the D&RG Railroad, which was called "the pioneer of the narrow gauge lines."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet



from *Rebel of the Rockies, A History of the Denver and Rio Grande Western Railroad* (Yale University Press, 1962) by Robert Athearn.

To serve the needs of the railroad, Alamosa was established as a major repair facility and at one time employed over 600 workers, many of whom have descendents still living in Alamosa. When standard gauge tracks came into use beginning in 1887 and continuing through 1890, Alamosa grew to service the larger trains. According to Fietz, at the turn of the century, Alamosa was the only three-rail switching yard in the world.

In 1921, the Denver and Rio Grande Western Railroad Company of Delaware acquired all of the property of The Denver and Rio Grande Railroad Company from its receiver A. R. Baldwin. Henceforth it was known as the "D&RGW", instead of just the "D&RG". Along with these changes the new D&RGW reclassified and renumbered its locomotives in 1924.

D&RG Locomotive No. 169

The 169 was built by the Baldwin Locomotive Works of Burnham, Parry, Williams & Co, in Philadelphia, Pennsylvania. From its founding in 1831, the Baldwin Locomotive Works was a major force in the design and construction of steam locomotives. The constantly expanding plant remained in its founding city of Philadelphia. The firm supplied locomotives to nearly every railroad in the nation and many foreign lines, and has always been well represented on Colorado tracks, both narrow gauge or standard.

Between April 1883 and June 1884, Baldwin built twelve 4-6-0 narrow gauge passenger locomotives (numbered 166 to 177) for the Denver & Rio Grande as part of construction order number 7028. Locomotive #169 was built in April of 1883. Originally classed as "47" by the D&RG, these locomotives would later be classified as "T-12"—the "T" was for the ten wheels and the "12" for its approximately 12,000 pounds of tractive effort. These twelve locomotives were distinctive as they retained their original road numbers throughout their careers, surviving both the 1908 and 1924 railroad's system-wide re-numberings. The D&RG acquired these twelve locomotives to replace lighter 4-4-0 engines in passenger service over La Veta, Marshall and Cumbres passes. The 169 and the rest of the T-12s remained in passenger service for over 50 years although they were gradually bumped from the name trains by newer and more powerful locomotives.

Locomotive 169 was assigned to every division of the Denver and Rio Grande Railroad in Colorado during its operational life of 55 years. While in active service on the railroad it was assigned to Denver (the first division), to Alamosa (the fourth division), and to Salida (the third division). The 169 was joined by her sisters, Locomotives 170 and 171, in service on the fourth division out of Alamosa.

The 169 was assigned to the "San Juan Express" providing regular passenger service between Alamosa and Durango in the early 1900s and as late as September 1922, when it was involved in a head-on wreck while running near Toltec, New Mexico. This wreck involved engine 411 which was running "light" to the Alamosa shops for repairs. Two crew members, on the 169, the engine man and the fireman, were killed. According to the findings of the Interstate Commerce Commission, issued 13 October 1922, the

411 was at fault.

By 1926, the 169 was the regular passenger engine on the "Shavano," the regular passenger train between Salida and Montrose. It also served as one of the regular locomotives on the "Chili Line" from Alamosa and Antonito to Santa Fe, New Mexico. Photographic evidence indicates that the 169 held down the run shortly after the turn of the century and in the 1929-1936 period. There are also undated photos from the 1910s.

By 1940 all small engines had been stored, as K-class engines were operating on all the railroad lines. (Built in the years 1903, 1923, 1925, and 1928-30, the narrow gauge K-class locomotives had more power and so could pull larger trains.) In addition, rails had become predominantly standard gauge, although locomotives were still mostly steam. Consequently 169 was removed from service in 1938, its work life over. However, it was not retired, but rather stored on a dead line at the Alamosa rail yard.

Locomotive 169 was taken out of storage the following year to represent the D&RGW Railroad at the 1939-40 World's Fair in New York City and moved to Denver. It was refurbished at the Burnham shops in Denver before being shipped across the country to New York City. It was restored to its "back dated" condition and was displayed as part of the Transportation Exhibit at the fair. The D&RGW wanted to show an early locomotive in comparison to modern larger steam engines. This cross country trip makes the 169 one of two locomotives the D&RGW sent away from home rails to be ambassadors. The other was narrow gauge steam Locomotive 268, class C-16, which went to the Chicago Exposition in 1948. (The 268 was returned to service in Gunnison after the Chicago Exposition and is now on display in Gunnison, Colorado.)

After being on display at the New York World's Fair, Locomotive 169 had one last run to make. On April 12, 1941, the City of Alamosa celebrated Train Day, officially moving the 169 across town on rails placed by workers across city streets. Two sections of track were used to move the engine. As a tractor pulled her along on one section, city and railroad crews carried the other rail section ahead and laid it on the street. The 169 came to rest in Cole Park, a gift to the City of Alamosa from the Denver & Rio Grande Railroad. In 1960 it was "given" by city resolution to the Alamosa Chamber of Commerce and in 1965 it was moved to its present location across the street from its former display site.

(hlw, ed.)

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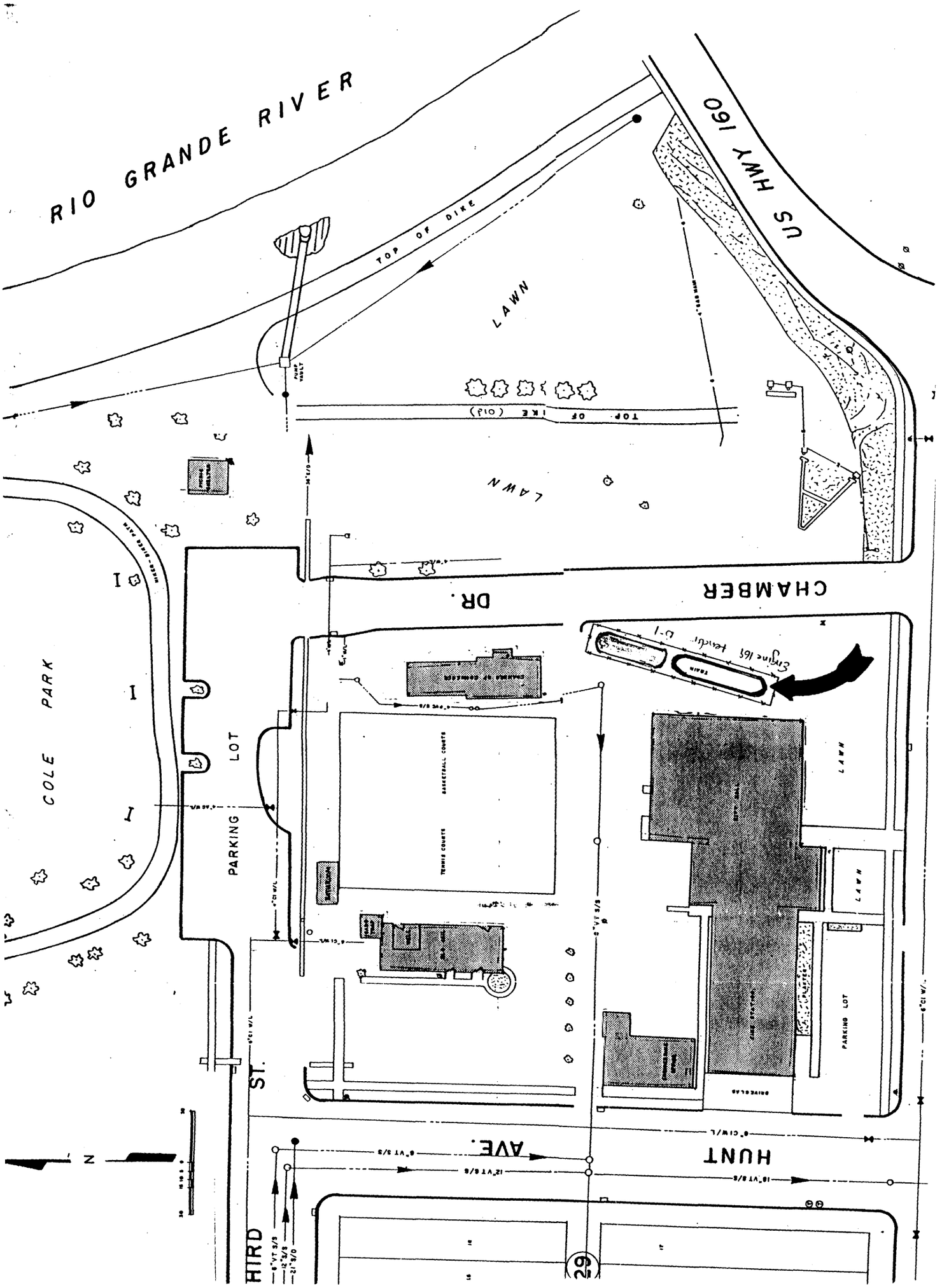
GEOGRAPHICAL DATA

Verbal Boundary Description

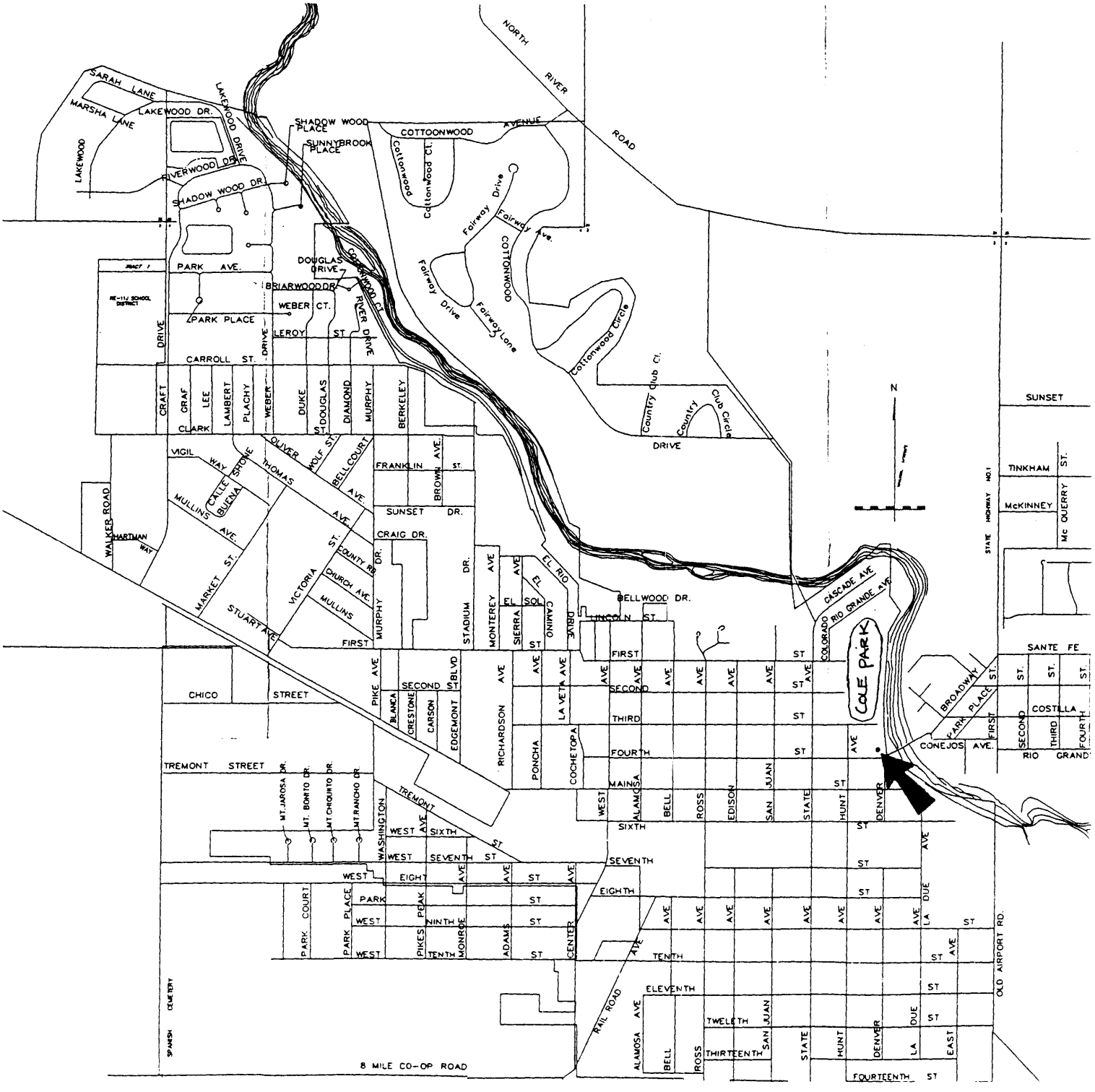
Locomotive #169 is located at the southern end of Cole Park near the northwest corner of the intersection of Chamber Drive and Fourth Street. While various maps show different configurations for Cole Park, the locomotive sits within the E ½ of SE ¼ of SE ¼ of NW ¼ of NE ¼ of Section 10, Township 37 North, Range 10 East. The nomination encompasses only the locomotive, its tender, the rails, ties, and ground upon which it stands within Cole Park.

Boundary Justification

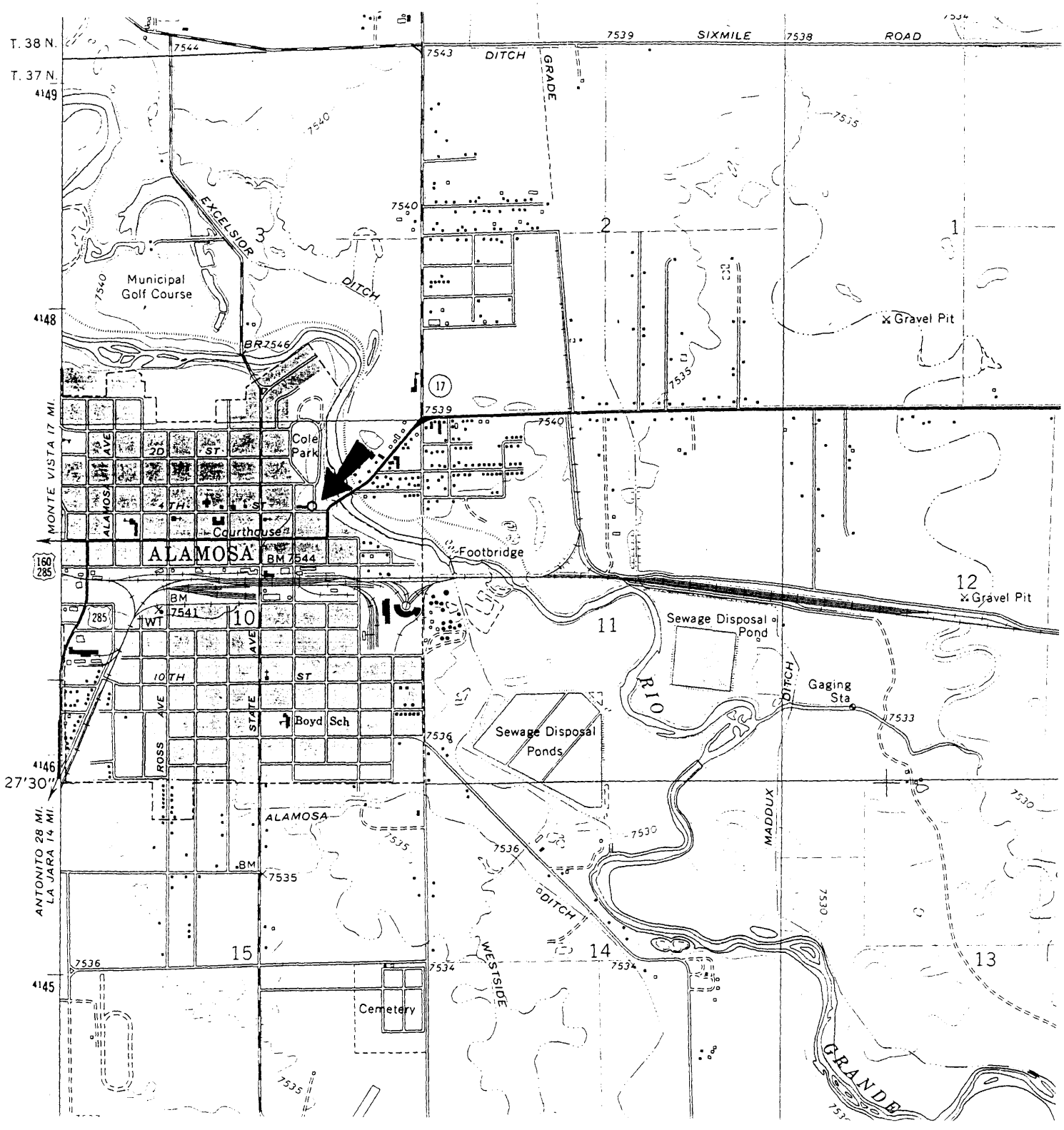
The nomination boundary was drawn to include only the locomotive with its tender, and to isolate it from unrelated adjacent structures and buildings.


RIO GRANDE RIVER
US HWY 160
TOP OF DIKE
LAWN
TOP OF DIKE (OLD)
LAWN
CHAMBER
DR.
COLE PARK
PARKING LOT
TENNIS COURTS
BASKETBALL COURTS
LAWN
LAWN
PARKING LOT
HUNT
AVE.
HIRD
ST.
29
N

Alamosa City Map



U.S.G.S. Map – Alamosa East Quadrangle (1966)



PHOTOGRAPH LOG

The following information is the same for all photographs:

name of property: Denver & Rio Grande Railroad Locomotive No. 169
county & state: Alamosa County, Colorado
photographer: Holly Felmlee
date of photograph: 15 May 2000
location of negatives: OAHP (SHPO), Colorado Historical Society, Denver, Colorado

photo #	description
#1	engine and tender, camera facing southwest
#2	side of engine, camera facing west
#3	front of engine, camera facing north
#4	side of engine, camera facing northeast
#5	tender, camera facing northwest