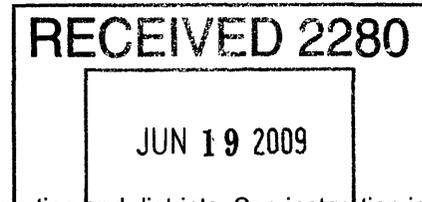


United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form

5608



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 68) for details. Each item by marking "x" in the appropriate box or by entering the information requested. If an item is not applicable, 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 Box Outfit Car No. 04414

other names/site number Maintenance of Way Car; 5MN.9167

2. Location

street & number 82800Q 83rd Road, Cimarron Visitor Center, Curecanti National Recreation Center (CURE) [N/A] not for publication

city or town Cimarron [N/A] vicinity

state Colorado code CO county Montrose code 085 zip code 81220

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

Signature of certifying official/Title

Date

[Handwritten signature]

6/18/09

State or Federal agency and bureau

National Park Service

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

Signature of certifying official/Title

Deputy State Historic Preservation Officer

Date

[Handwritten signature]

5/4/09

Office of Archaeology and Historic Preservation, Colorado Historical Society

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register
[] See continuation sheet.
[] determined eligible for the National Register
[] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register
[] other, explain
[] See continuation sheet.

Signature of the Keeper

Date of Action

[Handwritten signature]

7/23/09

Name of Property

County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and 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)

RECREATION AND CULTURE: museum

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation
walls WOOD: weatherboard
roof METAL
other METAL: steel
GLASS

Narrative Description

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

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Denver & Rio Grande Railroad Box Outfit Car No. 04414
Montrose County/ Colorado

Section number 7 Page 1

DESCRIPTION

Denver & Rio Grande (D&RG)¹ Box Outfit Car No. 04414, which measures 7'5" x 30', is on exhibit at the Cimarron Visitor Center within Curecanti National Recreation Area, an interpretive facility constructed at the former location of the D&RGW rail yard in the townsite of Cimarron, Colorado. The car is one of a number of historic transportation-related resources within Curecanti National Recreation Area. Although the historic rolling stock never leave Curecanti National Recreation Area, the National Park Service may occasionally rotate Box Outfit Car No. 04414 with other railroad cars on exhibit at the historic D&RG Pratt Truss Bridge (currently listed on the National Register as D&RG Narrow Gauge Trestle, NRIS #76000172),² also within the boundaries of Curecanti NRA. The car is also sometimes moved to the visitor center maintenance area for repairs and preservation treatments. (For ease of reading, Denver & Rio Grande, Denver & Rio Grande Western, and Rio Grande are used interchangeably throughout the nomination.)

The park unit also has a locomotive and three pieces of rolling stock on exhibit at the D&RG Pratt Truss Bridge, which is approximately one and a half miles away from the Cimarron Visitor Center. While the box outfit car is currently at the visitor center, the center and the bridge are appropriate locations for exhibiting the car. They both provide a suitable setting and allow the box outfit car to convey its significance as an important vehicle needed to maintain the railroad's right of way.

The four pieces of narrow-gauge rolling stock at Cimarron are used to interpret the role the D&RGW played in the development of the Western Slope of Colorado and the history of the narrow-gauge railway system. The National Park Service (NPS) designed the exhibit to appear as a railroad siding equipped with loading facilities onto which cattle cars and other railroad cars were temporarily sidetracked. In order to create the period setting, the NPS utilized narrow-gauge rails and ties, and reconstructed a loading dock, livestock corral, and drive chute.³

Specifications

D&RG Box Outfit Car No. 04414 is an unpowered Maintenance of Way (MOW) narrow-gauge railway car. Originally built in 1899 by the railroad as a boxcar, in 1914 the 20-ton car was converted by D&RG for use by the Bridge and Building Department.⁴ The boxcar is 30' long over the end sills and rides on cast steel arch bar trucks with 26" wheels. The car is painted light gray with black lettering as it was when it retired. The car is in fair condition and has had few alterations since its conversion in 1914.

The car's exterior walls are vertical wood siding. Both the left and right sides of the car have a single batten door in the center, where sliding freight doors were formerly located prior to its 1914

¹ The Denver & Rio Grande Western Railroad Company (D&RGW) had several predecessors. The railroad first incorporated in 1870 as the Denver & Rio Grande Railway Company (D&RG) and became the Denver & Rio Grande Railroad Company in 1886. Beginning in 1921 the railroad operated as the Denver and Rio Grande Western Railroad Company. The name of the railroad equipment includes the title of the contemporary railroad associated with either the construction or rebuilding of the resource, in this case the car's conversion, at the designated period of significance

² In the 1976 National Register nomination the bridge is incorrectly identified as a trestle. The correct engineering terminology for the span of bridge is Pratt truss. The nomination form should be amended to update the information and correct the name. This nomination form will consistently refer to the bridge by its correct name: Pratt truss.

³ John Reed, "Curecanti National Recreation Area Interpretive Plan," (Rocky Mountain Region, National Park Service, Denver, 1980, microfilm), 18.

⁴ Denver & Rio Grande Form 3495, Card No. 751, 30 September 1914, Private Collection of John Tudek. Photocopy on file at CURE.

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United States Department of the Interior
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Denver & Rio Grande Railroad Box Outfit Car No. 04414
Montrose County/ Colorado

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conversion.⁵ The doors sit between two matching four-light windows. There is a grab iron ladder with a stirrup on the A end of the right side (see photo 2); a single grab iron and stirrup is located on the B end. On the left side, the grab iron ladder and stirrup are on the B end and a single grab iron and stirrup are on the A end. The B end has a grab iron ladder leading up to the roof walk near the left corner and a single grab iron near the right corner; on the A end the grab iron ladder is near the corner with the right side and the single grab iron is on the corner with the left side.

The slightly gabled roof is covered with gravel-coated tar paper and has a projecting metal stove stack and a roofwalk. The roofwalk, a three board platform, runs the length of the roof from the A end to the B end. The freight trucks underneath the car are functioning, however they are not original.⁶ There are two different types of siding on the exterior which is to be expected as railroad cars required constant repair.

The one room interior consists of beaded wood siding set horizontally on the walls and a ceiling of beaded wood siding running the length of the car. Wood planks cover the floor. On the left wall is a coal stove with a stove pipe that exits through the ceiling. The stove pipe is shorter than when the car was photographed in service. There is sheet metal on the wall behind the stove and above on the ceiling. The asbestos coating used for fireproofing has been removed from the metal surface. A two-door floor-to-ceiling closet stands to one side of the stove with a pantry unit and dry sink on the other side.

Like all rolling stock, box outfit cars received some minor alterations during their lifetime due to routine maintenance and repair/ replacement of broken parts needed to keep them in service. The National Park Service performed some restoration work and carried out general maintenance on the car by reconditioning original parts whenever possible or using in-kind replacement materials.

Paint Schemes

Box Outfit Car No. 04414 is currently painted in the light gray car body and black lettering scheme that the Rio Grande adopted for its MOW fleet in 1939.⁷ The interior is painted a pale pea green, a standard color used by the railroad for the interiors of outfit cars and cabooses. Similar cars have been reported as having a cream-yellow interior shade. The interior furnishings - storage cabinets and sink — are painted a light gray.

Alterations

The D&RG constructed No. 04414 as a 30' boxcar numbered 4414 in June 1899 at a cost of \$585.50.⁸ It is possible that the 30' car was rebuilt from an earlier 24' D&RG boxcar constructed between 1881 and 1883 by either Billmeyer & Small or assembled by the D&RG car shops from a kit.⁹ If the car was

⁵ Note: In the description railroad terms are used to describe the parts of the rolling stock. The end of the car with the hand brake or brake staff is the B end. The A end is opposite the B end. The left and right side of the car are determined by standing facing the B end.

⁶ See D&RG Box Outfit Car No. 04414 Service and Retirement in Section 8 for more information.

⁷ Robert Sloan, *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*, (N.p., 2000), 215.

⁸ D&RG Form 3495, Private Collection of John Tudek.

⁹ There has been a lot of conflicting information written about the history of the Rio Grande's 4000-series narrow gauge boxcars. In addition, there are discrepancies among previous NPS reports about this particular car's date of construction and dates regarding alterations. Jim Eager attempted to clarify the history of the series in "The Rio Grande's Narrow Gauge

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rebuilt, only a few of the parts would have been reused such as the air brake system, some of the door hardware and other iron fittings, and any wood that was in good condition.¹⁰

Boxcar No. 4414 was removed from revenue service in September 1914 and converted to a Bridge and Building Box Outfit Car for \$93.34.¹¹ Such conversions amounted to cutting windows into the sides, replacing the large sliding freight doors with smaller personnel doors, and outfitting the car with bunk beds, sinks, and cooking facilities - often a surplus cabooses stove - in order to house workmen. When the car was modified the railroad added the letter "O" for "outfit" to the car's number. Following railroad protocol the O prefix was recorded as the number 0. The car left the D&RG shops with a new look, new function, and new name - Box Outfit Car No. 04414.

In 1915 the railroad added safety features to the car, including additional grab irons and ladders, conforming to new safety standards required by the Supplemental Safety Appliance Act of 1910.¹² The modifications cost \$23.77.¹³

The overall condition of Outfit Car No. 04414 is fair. The ceiling sustained some minor water damage from leaks around the roofwalk mounting bolts. Although worn, the floor is sound. The coupler block on the A end is damaged and the coupler block on the B end is largely gone. The windows are missing screens.

D&RG Box Outfit Car No. 04414 retains a high level of historic integrity in the aspects of design, materials, workmanship, feeling, setting, location, and association. In the aspect of integrity in workmanship, the car has two different types of siding, reflective of railroad employee's practice of utilizing available materials for their non-revenue producing cars. The car retains the design and character that it had at the end of its service on the D&RGW. It is easily recognizable to anyone who saw it in service or who has seen pictures of it as Box Outfit Car No. 04414.

'4000-Series' Boxcars," *The Prospector* 2, no. 4 (2003), 21-32.

¹⁰ Eager, 23.

¹¹ D&RG Form 3495, Private Collection of John Tudek.

¹² D&RG Form 3495, Private Collection of John Tudek.

¹³ D&RG Form 3495, Private Collection of John Tudek.

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

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
- # _____

Areas of Significance

(Enter categories from instructions)

ENGINEERING
TRANSPORTATION

Periods of Significance

1914-1959

Significant Dates

1914

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

DENVER & RIO GRANDE RAILROAD

Primary location of additional data:

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

Name of repository:
Colorado Historical Society
Cimarron Visitor Center, CURE

**National Register of Historic Places
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Montrose County/ ColoradoSection number 8 Page 4**SIGNIFICANCE**

Denver & Rio Grande Railroad (D&RG) Maintenance of Way (MOW) Box Outfit Car No. 04414 is eligible for listing in the National Register of Historic Places at the State level of significance under Criterion C the area of **Engineering** as an excellent intact example of a once common narrow-gauge MOW railroad car. MOW operations required a collection of equipment that was unique in design and could meet specific needs, for example, ditchers, weed burners, water cars, speeders, snow plows, and modified freight cars which provided work crews with office space, storage for tools, and a place to sleep. In 1914 the D&RG modified the former boxcar to serve as part of work trains used to maintain the rail line and associated structures. During its MOW career, Box Outfit Car No. 04414 served as a kitchen, enginemen's diner, and sleeper car.

The modification of retired revenue cars for MOW service typifies railroad practices. As non-revenue rolling stock, the railroad spent little money or employee time on maintaining this type of car; they were seen as disposable. With little maintenance and the decrease in need due to the shrinking size of the narrow-gauge lines, the numbers of these cars constantly diminished. In 1939, the railroad used 106 of the 4000-series cars as box outfits, and in 1951, the railroad used 73 as work cars. By 1968 when the railroad ceased operations, No. 04414 was one of only 16 box outfit cars still on the active roster. There are approximately 50 D&RG 4000 series box outfit cars still extant. However, only three of the bunk/ sleeper type car are in good condition. The period of significance for Engineering is 1914, the year the D&RG modified the car for MOW service.

Box Outfit Car No. 04414 is also eligible under Criterion A at the State level of significance in the area of **Transportation** for its association with the Denver & Rio Grande Railroad, later known as the Denver & Rio Grande Western (D&RGW)¹⁴, and for its contributions to the development of Colorado (and portions of the adjoining states of New Mexico and Utah) within the broad pattern of western railroad development. Over its lifetime, the car helped maintain important narrow-gauge segments of the railroad's lines - a crucial task. The railroad utilized MOW cars for building or repairing critical engineering features, such as bridges and trackage, and as part of wreck trains that kept the lines clear and open from accidents or natural blockages like rock slides or washouts. MOW operations required a collection of equipment that was unique in design and intended to meet specific needs. The period of significance begins in 1914 with the date of the car's conversion. Although the car was originally constructed in 1899, the former boxcar was outfitted to serve the railroad as a non-revenue-producing MOW car in 1914.¹⁵ As the historically significant activities associated with the car extend into a period less than fifty years before the nomination date, and because these recent activities are not considered to be exceptionally important, the period of significance ends in 1959 in keeping with National Register guidelines.

Denver & Rio Grande Western and Narrow Gauge

While many railroads eventually came to Colorado, no railroad would come to be identified with, and symbolize the greatness of the state, more than the Denver & Rio Grande (D&RG). No railroad was to make as significant a contribution to the economic development of the Colorado-Utah region than the D&RG (later the D&RGW). Indeed, it was often said that wherever the Rio Grande went, development

¹⁴ The Denver & Rio Grande Western Railroad Company (D&RGW) had several predecessors. The railroad first incorporated in 1870 as the Denver & Rio Grande Railway Company (D&RG) and became the Denver & Rio Grande Railroad Company in 1886. Beginning in 1921 the railroad operated as the Denver and Rio Grande Western Railroad Company. The name of the railroad equipment includes the title of the contemporary railroad associated with either the construction or rebuilding of the resource, in this case the car's conversion, at the designated period of significance

¹⁵ D&RGW Form 3495, CRM; Sloan, 72.

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and settlement followed.¹⁶

Incorporated in 1870, the Denver and Rio Grande Railway was the dream of William Jackson Palmer, a Civil War veteran turned railroad man. In a time when most railroads were busy building East to West, Palmer envisioned a North-South line linking Denver and El Paso, Texas, and, eventually, Mexico City. Palmer, an avid believer in the West's vast mineral and agricultural potential, especially for the raising of livestock, desired to build a transportation system that would tap into the wealth these resources could provide.

Rich gold and silver deposits were locked in the remote vastness of the mountains, but successful development of mines required reliable transportation. Palmer also recognized the unique quality of the wheat that could be grown in the high and dry mountain valleys. This type of hard, high protein wheat would eventually come to be in high demand by the milling industry. But, as Palmer and other enthusiastic boosters of the future state freely admitted, "Colorado without railroads is comparatively worthless."¹⁷

Railroad building in the Rocky Mountain West offered challenges not faced elsewhere in the country. Geography and topography presented formidable demands and barriers to railroad design and construction. The mountains and the steep-walled narrow valleys of western Colorado, especially environmental factors influencing curvature and gradient, tested the skills of engineers to develop equipment types that could operate in such settings.

One solution to the formidable construction challenges that Palmer faced was to build his railroad as a narrow-gauge line. At this time, there was no standardized track gauge - the distance between the inside of the rail heads - in America. While President Lincoln recommended a five-foot gauge for the nation's first transcontinental railroad, there were other gauges in use - including a six-foot gauge on the Erie. Indeed, it was not until 1886 that a "standard gauge" of four-foot eight-and-one-half inches became the norm for American railroads.

Narrower-gauged railroads had become popular in Europe, however, and what was called "narrow-gauge fever" spread to the United States during the 1870s. In 1876, for example, there were 81 narrow-gauge railroads operating in 26 states, but nowhere were they more effective and longer lived than in the Rocky Mountain West.¹⁸ Howard Schuyler, a Palmer associate, visited the two-foot gauge Festiniog Railway in North Wales and compared its operation favorably with what the Rio Grande was considering. Palmer himself traveled to England on his honeymoon and talked with narrow-gauge advocates there. Subsequently, Palmer decided to adopt a three-foot gauge for his "Baby Road," as it was affectionately known by its supporters. The Rio Grande was to be the first major narrow-gauge railroad in the United States, and the first north-south line west of the Mississippi River.¹⁹

Narrow-gauge railroading promised several initial advantages. Proponents of narrow gauge argued

¹⁶ James H. Baker, ed., *History of Colorado* (Denver: Linderman Co., Inc., 1927), 818; O. Meredith Wilson, *The Denver and Rio Grande Project, 1870-1901: A History of the First Thirty years of the Denver and Rio Grande Railroad* (Salt Lake City: Howe Brothers, 1982), 62 and 114.

¹⁷ Robert G. Athearn, *Rebel of the Rockies: A History of The Denver and Rio Grande Western Railroad* (New Haven: Yale University Press, 1964; reprint, as *The Denver and Rio Grande Western Railroad*, Lincoln: University of Nebraska Press, 1977), 4-5.

¹⁸ Stewart H. Holbrook, *The Story of American Railroads* (New York: Crown Publishers, 1947), 360.

¹⁹ LeRoy R. Hafen, *Colorado and Its People: A Narrative and Topical History of the Centennial State*, vol. 2 (New York: Lewis Historical Publishing Co., Inc., 1948), 647.

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strongly about the substantial cost savings that would be realized in construction and operating costs versus those for standard gauge. By following the local topography as tightly as possible, costs in mountainous terrain were estimated to be about one-fifth of what standard gauge costs would be. In broken and rolling country, the type of country where the Rio Grande would start, costs were estimated to be about one-half that of standard gauge.

Roadbeds, cuts, trestles, and tunnels could be constructed with less dirt work in rugged terrain with the narrower gauge. Lighter, less expensive rails could be used to support smaller and lighter locomotives and rolling stock that could more easily negotiate the sharp curves that would be needed to reach deep into the mountains. Also, it was anticipated that some of the branch lines of the railroad that linked the mines to their sources of supply would be built by the mining companies themselves. Thus, the narrower gauge would lower their construction costs, too. Finally, since Palmer had little competition at first, he anticipated that his gauge selection would become the standard for other railroads entering Colorado.²⁰

The decade of the 1880s was a peak period in terms of Colorado railroad construction. About 3,100 miles of track were constructed, with the majority being in the western mountains. By the summer of 1882, the railroad reached into the Black Canyon of the Gunnison on its way to Montrose and Grand Junction - part of the original main line from Denver to Salt Lake City and Ogden in Utah. The company's 1882 annual report to its stockholders indicated that the stretch through the Black Canyon required heavier work than on any other stretch of railroad in the country, and that the rock work required to navigate the canyon was more expensive than even that portion of the line from Durango to Silverton through the towering San Juan Mountains.²¹

In spite of numerous successes in many states, narrow-gauge railroading in America never lived up to the hype of its promoters. Perhaps William Jackson Palmer admitted as much in 1881 when the Rio Grande began to convert parts of its original line, between Denver and Pueblo, to dual gauge and ordered its first batch of standard gauge equipment. In 1890 the railroad completed a standard gauge line to Grand Junction via Tennessee Pass. As a result of the new line, the Rio Grande could offer standard gauge service between Denver and Salt Lake City and the narrow-gauge main line from Salida to Grand Junction was demoted to secondary status.

While initial construction costs of the narrow gauge were an apparent advantage, little was after that. Costs to operate the railroad in terms of train crew size, and the building of the physical plant, such as depots, maintenance, watering and coaling facilities, differed little between the two gauges. In addition, narrow-gauge cars only carried about two-thirds of the capacity of standard gauge cars. When standard gauge became the dominant track gauge in the country, break-bulk points - places where the transfer of cargo occurred between the two gauges - proved costly in terms of labor and time. Finally, the automobile and the truck began to eat away at what little profits remained for the narrow-gauge lines by furnishing cheaper and more readily accessible means of transportation.

For nearly a century, the Denver & Rio Grande's narrow-gauge lines served Colorado well. While most of the line had been converted to standard gauge, the "slim gauge" still contributed to the state's economy through World War II, hauling mail, manufactured goods, commodities, and people. Following the war, freight revenues continued to increase due to the growth of industries along the D&RGW line, however passenger traffic declined. During the 1950s the D&RGW was involved in a series of legal disputes with the Union Pacific (UP) as the former attempted to expand its operations.

²⁰ George W. Hilton, *American Narrow Gauge Railroads* (Stanford: Stanford University Press, 1990), 49-51; Athearn, 14.

²¹ Hafen, 535; Denver and Rio Grande Railway Co., *Annual Report* (New York: William Mann and Son, 1882), 89.

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While taking on the powerful UP, the D&RGW abandoned lines failing to produce revenue in a manner described by Robert Athearn as “the process of pruning dead branches from the main trunk in the interest of efficiency.”²²

In 1948 the railroad abandoned a portion of its famous Black Canyon of the Gunnison route — part of the original main line constructed in 1882 by the D&RG.²³ Narrow-gauge trackage continued to diminish over the years until finally in 1967, due to heavy financial losses, the Rio Grande decided to abandon the remaining portions of its narrow-gauge mainline between Alamosa and Durango, Colorado, and the branch from Durango to Farmington, New Mexico. By the end of 1968, the last Rio Grande narrow-gauge train made its final run.²⁴

Black Canyon of the Gunnison Route

The ride through the Black Canyon of the Gunnison was one of the most scenic portions of the narrow-gauge main line from Salida to Montrose, and it became popular with tourists. The awe inspiring route through the canyon was fifteen miles long, beginning on the eastern end in Sapinero and ending at the western end in Cimarron. A spectacular outcropping of rock in the canyon known as the Curecanti Needle was even featured as part of the railroad’s herald for forty years. It was one reason that the “Baby Road” considered itself “the Scenic Line of the World.”

Beginning in Pueblo, the D&RG reached Salida in 1880, Gunnison in 1881, Cimarron in August 1882, and Montrose a month later. Though the line did carry some trans-continental traffic until 1890,²⁵ most of the traffic consisted of ore and coal from the San Juan and Gunnison areas, and increasing numbers of livestock as that industry grew in the region. The Black Canyon of the Gunnison Route connected the silver mines of the San Juans and the Rockies to smelters in Leadville and Pueblo, then to Denver and markets in the east.²⁶ Traffic decreased on the line following the Silver Crash of 1893, however traffic from the San Juans resumed shortly after when the area experienced an increase in gold mining.²⁷ While hard rock minerals fluctuated, coal remained a constant cargo, moving both east and west, for over half a century. Gunnison coal fueled mills, smelters, railroads, and heated homes.²⁸ After the opening of the D&RG standard gauge lines and the subsequent decrease in through passenger traffic, the railroad moved into the leisure travel industry by providing daytime runs through the canyon - a service which would continue until the 1930s.²⁹ At first, the D&RGW offered the scenic narrow-gauge route as an option for passengers traveling the Denver to Utah route. Later the railroad created popular travel packages which included riding the Marshall Pass–Black Canyon of the Gunnison line. Until the turn of the twentieth century, passengers left Salida at 6:30 in the morning on narrow-gauge passenger cars, having traveled overnight on standard gauge trains from Denver, and arrived in Grand Junction at 6:00 in the evening where they would switch back to standard gauge cars and continue on to Salt Lake City.³⁰ The D&RG then moved from providing a scenic connecting service for through passengers to promoting purely sight-seeing excursions. For example, boarding in Denver,

²² Athearn, 344–345.

²³ Athearn, 345.

²⁴ Athearn, 345.

²⁵ In 1890 the D&RG converted their narrow gauge line to Grand Junction via Tennessee pass to standard gauge thereby diverting through traffic from the Marshall Pass-Black Canon main line.

²⁶ Cornelius W. Hauck, “Transcontinental II: Black Canyon Revisited,” *Colorado Railroad Annual*, no. 8 (1970): 101.

²⁷ Hauck, 101.

²⁸ Hauck, 105.

²⁹ Hauck, 108.

³⁰ Hauck, 108.

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tourists stopped at the resort town of Colorado Springs and then continued on to Pueblo. From Pueblo they rode the Black Canyon line to Montrose where they caught the Rio Grande Southern which delivered them to Durango. From there, passengers rode to Alamosa on the Cumbres Pass Route and then continued back to Denver completing a circle.

Cimarron served as an important stop on the D&RG's original line from Denver, Colorado, to Salt Lake City and Ogden, Utah. What began as a tent city when the railroad was under construction grew into a town of 300-500 people whose lives and schedules revolved around the arrival and departure of trains.³¹ Services for passengers included a quick twenty-minute meal in the restaurant or, for those who wanted a longer rest, an overnight stay in the railroad's hotel. At Cimarron, the railroad added locomotives to west-bound trains to assist in their climb up the difficult four-percent grade over Cerro Summit towards Montrose. In addition to serving as a "helper station," Cimarron became an important stop for loading cattle and sheep headed to markets via the railroad. Buildings formerly at the site that are no longer extant include the hotel, a depot, a roundhouse, and other railroad structures.

Traffic over the line decreased gradually. The mining industry declined and thus ore shipments dropped off. More and more connecting lines converted to standard gauge limiting the line to just local traffic. The Depression took its toll on the travel industry and train tourism. When the D&RGW completed the Dotsero cut-off in 1934, the railroad diverted even more traffic - including scheduled passenger service - through the Moffat Tunnel.³² During the 1940s, except for occasional passenger excursions, the principal traffic on the line consisted of seasonal sheep and cattle movements.³³ Due to the high operating costs associated with the steep four-percent grade and decreasing sheep traffic, the railroad began to abandon the route through the Black Canyon in 1949 starting with the twenty-six mile section between Sapinero and Cedar Creek.³⁴ In 1952 the railroad closed the tracks from Montrose to Cedar Creek.³⁵ In 1954 the D&RGW abandoned the line between Poncha Springs and Sapinero thus closing the entire line.

D&RG Box Outfit Car No. 04414 MOW Service and Retirement

The D&RG used MOW cars such as Box Outfit Car No. 04414 throughout its system to develop and maintain the physical features necessary for operations. The railroad utilized MOW cars for building or repairing critical engineering features, such as bridges and trackage, and as part of wreck trains that kept the lines clear and open from accidents or natural blockages like rock slides or washouts. MOW operations required a collection of equipment that was unique in design and intended to meet specific needs, for example, ditchers, weed burners, water cars, speeders, snow plows, inspection, and section gang cars. Outfit cars provided maintenance crews with sleeping and dining accommodations in the field. During its MOW career, No. 04414 is known to have served as an enginemen's diner and a sleeper car.³⁶

As was true of most railroads, the D&RG developed its fleet of MOW equipment mostly from existing

³¹ National Park Service, "Narrow Gauge Railroad Through the Canyon," National Park Service, <http://www.nps.gov/cure/historyculture/railroad.htm> (accessed 20 March 2008).

³² Hauck, 108.

³³ Hauck, 108.

³⁴ Athearn, 345; Tivis Wilkins, *Colorado Railroads: Chronological Development* (Boulder, CO: Pruett Publishing Co., 1974), 245.

³⁵ Wilkins, 254.

³⁶ Sloan, 217; and Robert L. Grandt, ed., *Numbered Working Cars of the D&RGW*, vol. 10 of *Narrow Gauge Pictorial* (N.p., 1993), 113.

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cars that had worn out or were otherwise no longer suitable for revenue service. Many outfit cars, like No. 04414, were converted from obsolete boxcars. In fact, No. 04414 was on its third life when it became a box outfit car. As Boxcar No. 4414, it was one of at least 435 30-foot, 20-ton cars rebuilt from early Rio Grande 24-foot box cars between 1896 and 1908.³⁷ These rebuilt boxcars cars were numbered 4100-4499, 4500-4549, and 4900-4999.

By 1916 nine of the 4000 series had been converted from revenue boxcars, including Box Outfit No. 04414, which saw conversion in 1914. In 1923, the railroad turned 120 of the 4000 series cars into sleepers, kitchen cars, rail and tie cars, offices, and others.³⁸ By 1928, the D&RGW had made 135 from the series into working cars.³⁹ Such cars were typically rehabilitated by the railroads' own shops for specific purposes and then often customized by their crews to suit personal preferences, thus each car was unique.

The railroads regularly repainted and renumbered modified cars to clearly distinguish them in their new roles. Letter prefixes were usually added to the car's original number to indicate its use as a work car or as a non-revenue producer.⁴⁰ Each prefix had a different meaning; for example O for outfit and W for water. On converted freight cars the letter O was almost always replaced by the number 0, as was the case with Box Outfit Car No. 04414.⁴¹

Box Outfit Car No.04414 is an excellent surviving example of one type of MOW equipment constructed and used by the Denver and Rio Grande. These cars were often just one step away from being scrapped. Because such cars evolved from worn-out revenue cars they sat at the bottom of the railroad's maintenance priorities and, as the narrow-gauge system shrank in size, the railroad needed fewer such cars so rosters were constantly being reduced. In 1939, 106 of the 4000-series were still in use as work cars; the number declined to 73 in 1951.⁴² By 1968, No. 04414 was one of only 16 box outfit cars from the 4000 series left on the D&RGW roster when operations on the narrow gauge ended - only a total of 69 MOW vehicles of all types remained in service.⁴³ According to Steve Swanson, a railroad enthusiast and researcher who is currently traveling the state photographing and measuring the 4000 series cars, one box outfit car is sitting in a ranch/farm field between Shiprock, New Mexico, and Hesperus, Colorado.

Minimal primary documentation is available on work cars in contrast to documentation on locomotives and cabooses. In addition, secondary sources are sometimes misleading.⁴⁴ What has been determined about Box Outfit Car No. 04414 includes the following: The Interstate Commerce Commission (ICC) and the D&RG inventoried the car in Sunetha, Colorado, on October 4, 1920, as a Bunk Car.⁴⁵ When the ICC and the railroad inventoried Box Outfit Car No. 04414 in Alamosa,

³⁷ Eager, 25.

³⁸ Sloan, 216.

³⁹ Sloan, 216.

⁴⁰ Sloan, 215.

⁴¹ Sloan, 215.

⁴² Sloan, 216; and Grandt, 234.

⁴³ D&RGW, Car Accounting Inventory Card, n.d. Photocopy on file at CURE.

⁴⁴ According to a report submitted to NPS in 1983, this car was used in the Salida-Gunnison area and was transferred to a Durango Bridge and Building Outfit Train in 1952. However, primary research has disproven other information given in the report's historical chronology of the car. See William Jones, "Historic Structure Preservation Guide, Cimarron Rail Exhibit, Curecanti National Recreation Area," (1983), 21. Photocopy on file at CURE.

⁴⁵ Division of Valuation Form 310, 4 October 1920, Interstate Commerce Commission and D&RG, Account 57, Narrow Gauge, Book 1, Robert W. Richardson Railroad Library, Colorado Railroad Museum. Photocopy on file at CURE.

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Colorado, in January 1956, it was listed as a Kitchen and Bunk Car in poor condition.⁴⁶ The only known photo of No. 04414 in service was taken in 1966 at Durango, Colorado.⁴⁷ After 1968, the car was "scrapped" by the railroad and the trucks removed. Mr. James Coleman of Gunnison, Colorado, purchased the car from the D&RGW in 1971.⁴⁸ In 1981, the National Park Service bought the outfit car and set it on trucks acquired from Chama, New Mexico.⁴⁹

There are approximately 50 D&RG 4000-series box outfit cars still extant in Colorado and northern New Mexico.⁵⁰ None of the cars are known to be in service. The conditions vary from poor, for those sitting in farm and ranch fields, to good for the nine other cars known to be on exhibit for the public. In addition to the car at Curecanti National Recreation Area, the 4000 series box outfit cars on display include seven at the Cumbres & Toltec Scenic Railroad in Chama, New Mexico, and two at the Durango & Silverton's Narrow Gauge Railroad & Museum's Freight Yard Museum in Silverton, Colorado. Only two of the seven D&RG 4000-series box outfit cars belonging to the Cumbres & Toltec are sleeper or bunk cars similar to No. 04414. These include No. 04258, a section men bunk car, and No. 04407, a sleeper. The others include a cable car, a block car (carried blocking for use with a derrick), a tool car, and a water service car (used by crews who maintained the water tanks and water sources along the line). One of the Durango & Silverton's D&RG 4000 series box outfit cars is a bunk car, No. 04965. The other car, No. 04466, is a kitchen car.

The seven D&RG 4000-series box outfit cars belonging to the Cumbres & Toltec are contributing resources to the Denver & Rio Grande San Juan Extension, listed on the National Register. The two cars belonging to the Durango and Silverton have not been evaluated for eligibility to the National Register. A search of the OAHP database revealed no narrow-gauge MOW cars or box outfit cars, though there are a few standard-gauge box outfit cars.

⁴⁶ Grandt, 228.

⁴⁷ Grandt, 113.

⁴⁸ Jones, 21.

⁴⁹ Jones, 21.

⁵⁰ Steve Swanson and John Tudek, telephone conversation with Jacqui Ainlay-Conley, 4 February 2009. Steve Swanson is a railroad enthusiast and researcher who is currently photographing and measuring the 4000 series cars in order to produce a series of drawings. John Tudek is a volunteer at the Robert W. Richardson Railroad Library, Colorado Railroad Museum, Golden, Colorado.

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10. Geographical Data

Acreage of Property less than one

UTM References

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

- 1. 13 277026 4257846
 Zone Easting Northing
- 2. Zone Easting Northing
- 3. Zone Easting Northing
- 4. Zone Easting Northing

The UTMS were derived by OAHF from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHF by the U.S. Bureau of Land Management

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jacqui Ainlay-Conley, Historian; Frank Carl Barna, Historian (for the property owner)

organization National Park Service; Bureau of Land Management date July 7, 2008

street & number 12795 W. Alameda Pkwy; 2850 Youngfield St telephone 303-969-2882

city or town Lakewood state Colorado zip code 80210; 80228

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 National Park Service- Curecanti National Recreation Area (CURE) Connie Rudd- Superintendent

street & number 102 Elk Creek telephone (970) 641-2337

city or town Gunnison state Colorado zip code 81230

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127, and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Montrose County/ ColoradoSection number 10 Page 13**GEOGRAPHICAL DATA****VERBAL BOUNDARY DESCRIPTION**

The boundary of D&RG Box Outfit Car No. 04414 extends only to the railroad car itself. The box outfit car, whose measurements are 7'5" x 30', is located at the Cimarron Visitor Center rail exhibit, the visitor center maintenance area, or the D&RG Pratt Truss Bridge (listed on the National Register as D&RG Narrow Gauge Trestle, NRIS #76000172) — all within the Curecanti National Recreation Area. Note: D&RG Box Outfit Car No. 04414 is currently located at the Curecanti Visitor Center. As such, the UTM points noted within this nomination are associated with the visitor center location.

BOUNDARY JUSTIFICATION

The boundary of D&RG Box Outfit Car No. 04414 extends only to the railroad car itself. The box outfit car is one of six pieces of rolling stock — in addition to one locomotive with a tender — on display within Curecanti National Recreation Area. The National Park Service exhibits the railroad cars and locomotive as part of its interpretative programming on the history of the D&RG/D&RGW and the company's famous Black Canyon of the Gunnison Route. Although the rolling stock do not leave the recreation area, park staff may occasionally rotate the cars at the Cimarron Visitor Center with cars on exhibit at the Pratt truss bridge. In addition, the cars may be moved to the visitor center maintenance area for repairs and preservation work.

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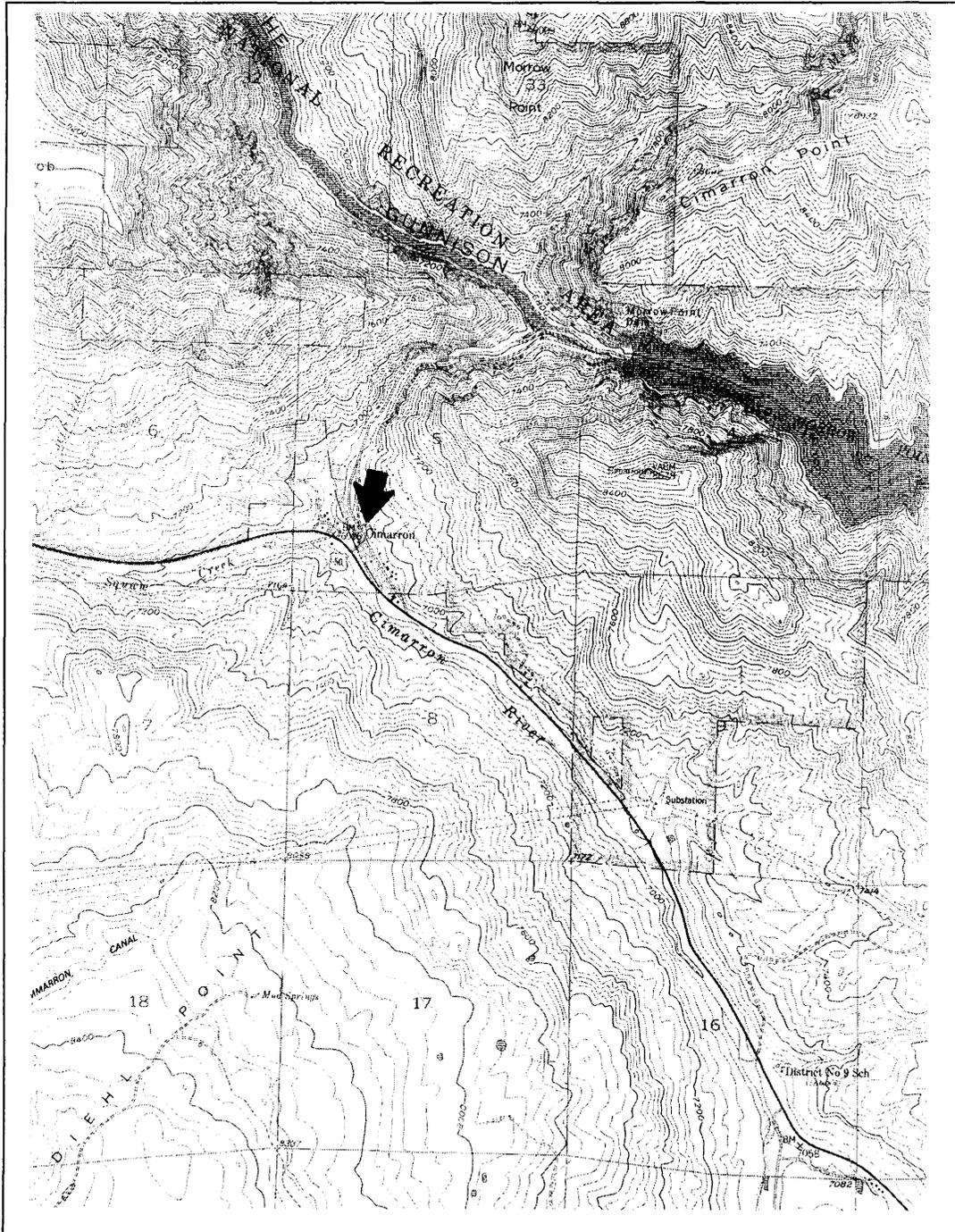
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USGS TOPOGRAPHIC MAP
Cimarron Quadrangle, Colorado
7.5 Minute Series

UTM: Zone 13 / 277026E / 4257846N
PLSS: 6th PM, T48N, R6W, Sec. 5
SE¹/₄, NE¹/₄, SW¹/₄, SW¹/₄
Elevation: 6906 feet



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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-3 except as noted:

Photographer: Forest Frost
Date of Photographs: July 2008
Negatives: tiff images on file with the National Park Service in Washington, DC

Photo No.	Photographic Information
1	Right side view of D&RGW Outfit Car #04414.
2	'A' end of D&RGW Outfit Car #04414.
3	Left side view of D&RGW Outfit Car #04414. View is partly obscured by amphitheater used for interpretive programs.

PHOTOGRAPH LOG - HISTORIC

These images may not be included in Internet posted documents and other publishing venues due to copyright restrictions.

Photo No.	Photographic Information
H1	Drawing of what No. 4414 would have looked like prior to its 1914 conversion to Box Outfit Car No. 04414. 1921 Folio of the 30' 20-ton boxcars, Nos. 4100-4499 and 4900-4999, from Sloan, 56.
H2	Box Outfit Car No. 04414 looked similar to No. 04466 when it emerged from its 1914 conversion. Drawing by Ken Pruitt as it appears in Sloan, 234.
H3	Cimarron Roundhouse- Photograph by Charles Goodman, August 1885. Source: Denver Public Library, Western History and Genealogy, Photo number CHS.Z3. Ronzio Collection.
H4	Reconstructed livestock loading corrals at Cimarron. Photograph by Lisa Lynch for NPS. Circa 1996.
H5	#04414 in Durango on May 30, 1966. Photograph by J.W. Maxwell. Source: Robert Grandt, <i>Narrow Gauge Pictorial</i> , vol. 10, 113.

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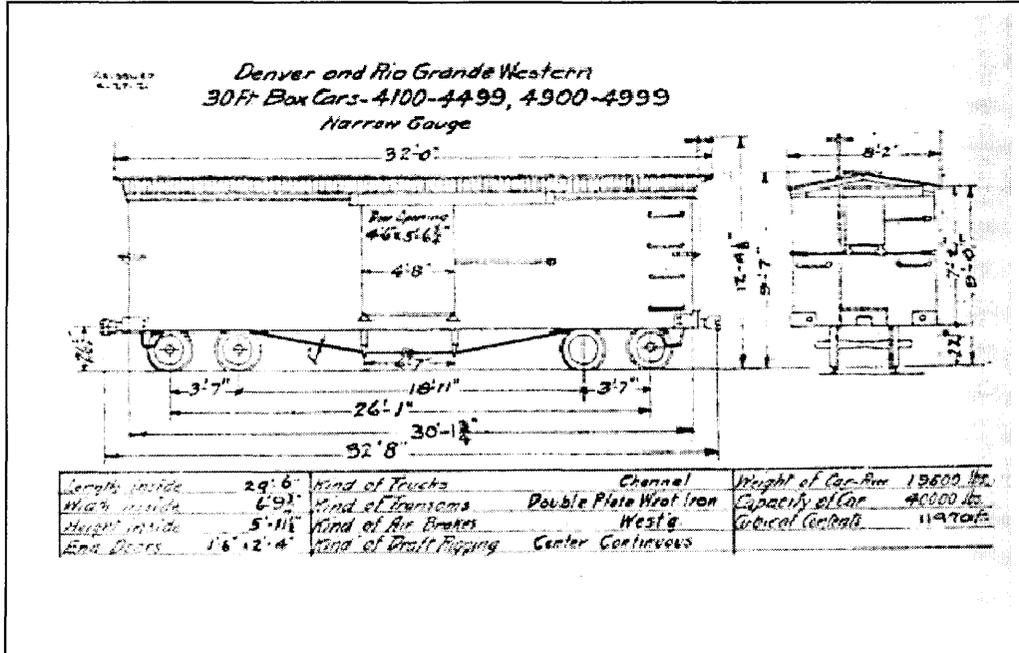
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Montrose County/ Colorado

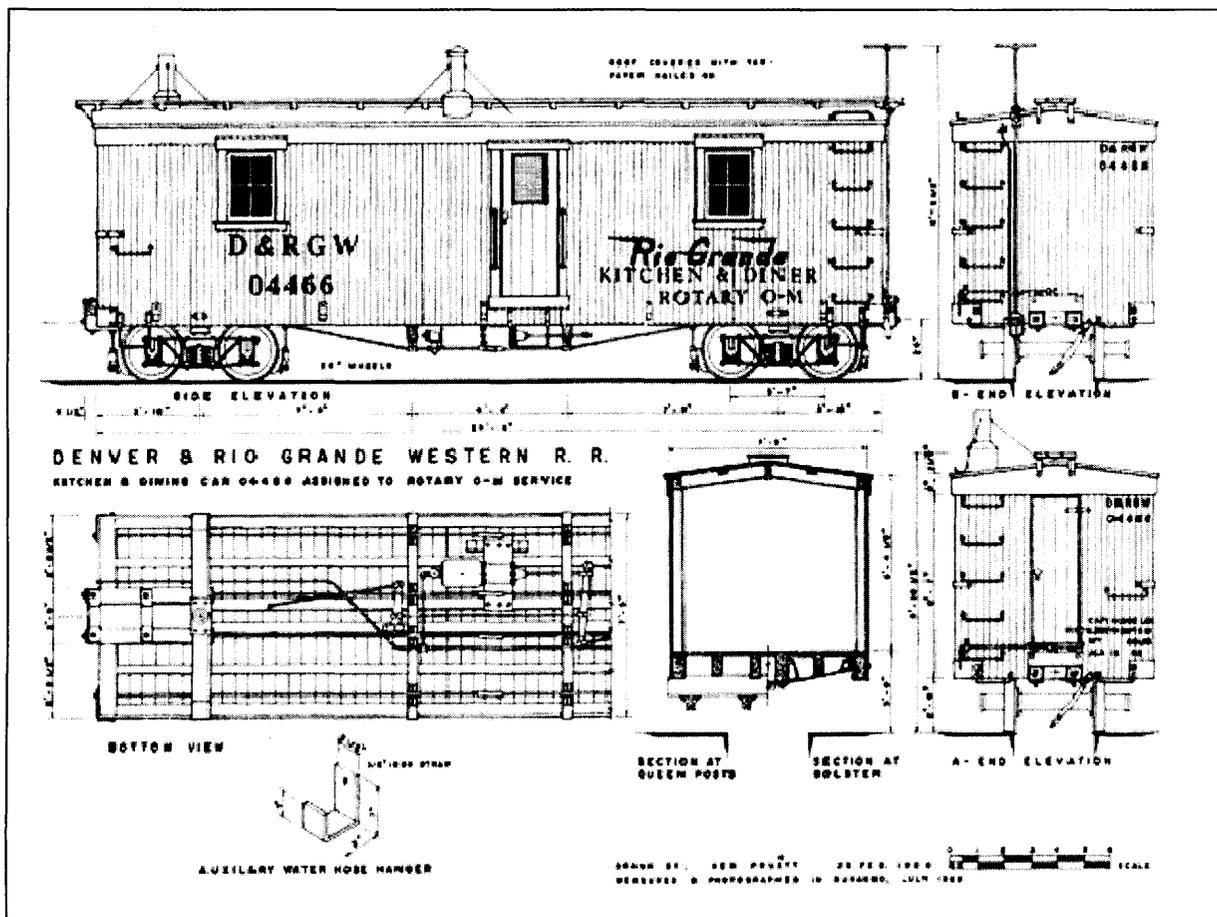
Section number ___ Page 16

Historic Photos/Images

H1



H2



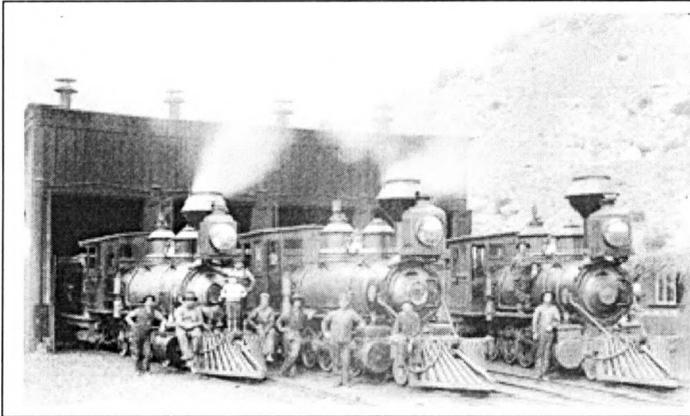
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H3



H4



H5

