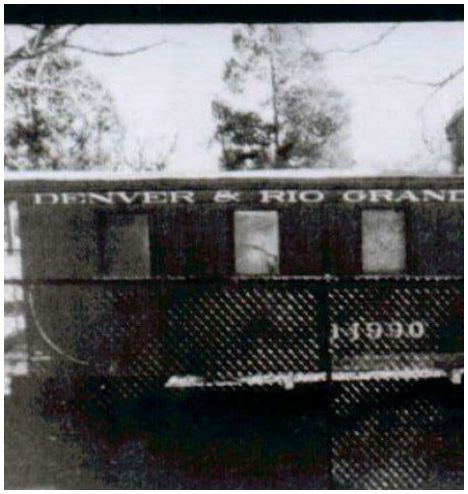

RAILROAD RESOURCES

DRAFT NOVEMBER 11, 2022

SUBMITTED DECEMBER 16, 2022

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GRANTOR
History of Colorado, State Historical Fund
- Jenny Deichman, Survey Specialist
- Korbin Pugh, Grant Contracts Specialist & Property Protection Coordinator

GRANTEE
City of Boulder Parks and Recreation
- Mark Davison, Senior Planning Manager
- Tina Briggs, Parks Planner
- Regina Elsner, Planner II
- Jeff Haley, PLA, Planning, Design and Community Engagement Manager

CONSULTANTS
MUNDUS BISHOP
- Tina Bishop, PLA, Principal
- Brittany Schroeder, Associate, Landscape Designer

IMAGE CREDITS
Current-day (2022) photographs provided by Mundus Bishop. Historic photographs (pre-2020) provided by the City of Boulder or from online archives at the Carnegie Branch Library for Local History and Boulder Historical Society Collection, unless otherwise noted.

STATEMENT
The Resource Assessment Report documents the history, significance, integrity and current condition of the resource. It does not evaluate for listing in the National Register of Historic Places. If the resource has been previously listed or evaluated it is referenced and footnoted.

This project is / was paid for in part by a History Colorado State Historical Fund grant. The content and opinions contained herein do not necessarily reflect the views or policies of History Colorado.

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Figure 1-1. Boulder Railroad Resources on display in Central Park, 1995 (source: Simmons and Simmons, Historic Building Inventory Record - Railroad Train, Boulder Survey of Historic Places - Scattered Resources)

COMMON TERMINOLOGY

State/National Register Terminology[1 2]

Area of Significance - an aspect of historic development in which a property made contributions for which it meets the National Register criteria, such as architecture, entertainment or recreation.

Character-Defining Features - the elements that account for the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment.

Compatible Feature - a prominent or distinctive aspect, quality, or characteristic of a cultural landscape that contributes significantly to its physical character. Land use patterns, vegetation, furnishings, decorative details and materials may be such features.

Contributing Resource - a building, site, structure, object, or feature adding to the significance of a property.

Designation Boundary - the boundary defined by the Landmarks Board and City Council that encompasses a historic property. This boundary represents a physical area in which any future alterations have historic preservation review associated with them.

Eligibility - ability of a property to meet the State/National Register criteria.

Evaluation Criteria - the established criteria for evaluating the eligibility of properties for inclusion in the State/ National Register of Historic Places.

Historic Context - information about historic properties based on a shared theme, specific time period and geographical area.

Landscape Characteristics - the tangible and intangible aspects of a landscape from a historic period; these aspects individually and collectively give a space its historic character and aid in understanding its historical importance.

Local Landmark - a local area or building that has been determined to have a special character and historic, architectural, or aesthetic or value to the city.

Period of Significance - the span of time in which a property attained the significance for which it meets the State and/or National Register criteria, and/or Local Landmarks criteria.

Property Type - a grouping of properties defined by common physical and associative attributes.

Integrity[3]

Integrity is the ability of a property to convey its significance. It is assessed to determine if the characteristics that shaped the property during the period of significance are present as they were historically.

Location is the place where the historic property was constructed or the place where the historic event occurred.

Setting is the physical environment of a historic property.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

1 US Department of the Interior, National Park Service, *How to Complete the National Registration Bulletin* (Washington DC: National Park Service Cultural Resources, 1997), Appendix IV.

2 US Department of the Interior, National Park Service, The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes (Washington DC: Cultural Resource Stewardship and Partnerships,1996).

3 Ibid.

PROPERTY OVERVIEW

Property Name:	Colorado & Northwestern Railroad Locomotive No. 30 Denver & Rio Grande Western Railroad Coach No. 280 Denver & Rio Grande Western Railroad Caboose No. 04990
Location:	Colorado Railroad Museum (CRRM)
Property Address:	17155 W. 44th Avenue Golden, CO, 80302
Latitude/Longitude:	39.7715 / -105.1934
Legal Property Description:	NA
Parcel Tag:	NA
Acreage / Square Footage:	NA
Date of Construction & Builders:	C&NW Locomotive No. 30 - 1898, Brooks Locomotive Works of Dunkirk D&RGW Coach No. 280 - 1880, Jackson and Sharp D&RGW Caboose No. 04990 - 1895, Ohio Falls Car Manufacturing Company

DESIGNATION, ELIGIBILITY, & CLASSIFICATION SUMMARY

Current Designation Level

___ Local Landmark
_x_ State Register of Historic Properties (SRHP)
___ National Register of Historic Properties (NRHP)

State & National Register Eligibility

State Register of Historic Properties	National Register of Historic Properties
_x_ Listed	___ Listed
___ Determined Eligible	_x_ Determined Eligible
___ Delisted	___ Delisted

Period of Significance

Date Range: 1898 to 1952 (Locomotive No. 30)
Date Range: 1881 to 1951 (Coach No. 280)
Date Range: 1895 to 1951 (Caboose No.04990)

Property Types

___ District(s)	_x_ Structure(s)
___ Sites(s)	___ Object(s)
___ Buildings(s)	___ Feature(s)

Individual Character-Defining Features of Property Types

District(s)	Structure(s)
_____	C&NW No. 30
_____	D&RGW No. 280
	D&RGW No. 04990
Site(s)	**Object(s)**
_____	_____
_____	_____
Building(s)	**Feature(s)**
_____	_____
_____	_____

Ordinance & Listing Information

City of Boulder
Local Landmark No: _____
Ordinance No: _____
Ordinance Date: _____
State ID: 5BL.7292 (Locomotive No. 30)
5BL.7293 (Coach No. 280)
5BL.7294 (Caboose No.04990)
National Historic Landmark No: _____

Areas of Significance

Transportation
Engineering (Locomotive No. 30 & Coach No. 280 only)

Property Integrity: Aspects

___ Location	_x_ Workmanship
___ Setting	_x_ Feeling
_x_ Design	_x_ Association
_x_ Materials	

NRHP Evaluation Criteria[4]

_x_ Criteria A: The property is associated with event that have made a significant contribution to the broad patterns of our history
___ Criteria B: The property is associated with the lives of persons significant in our past
_x*_ Criteria C: The 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 may lack individual distinction
___ Criteria D: The property has yielded, or may be likely to yield, information important in prehistory or history

DESIGNATION BOUNDARY

The designation boundary for each of the three Railroad Resources only includes the structures, and does not extend beyond the structure.

A train easement was created by the City of Boulder in 1998, defining the area where the rolling stock were displayed within the boundaries of Central Park (Figure 1-2). The Railroad Resources are currently on loan to the Colorado Railroad Museum in Golden, Colorado.

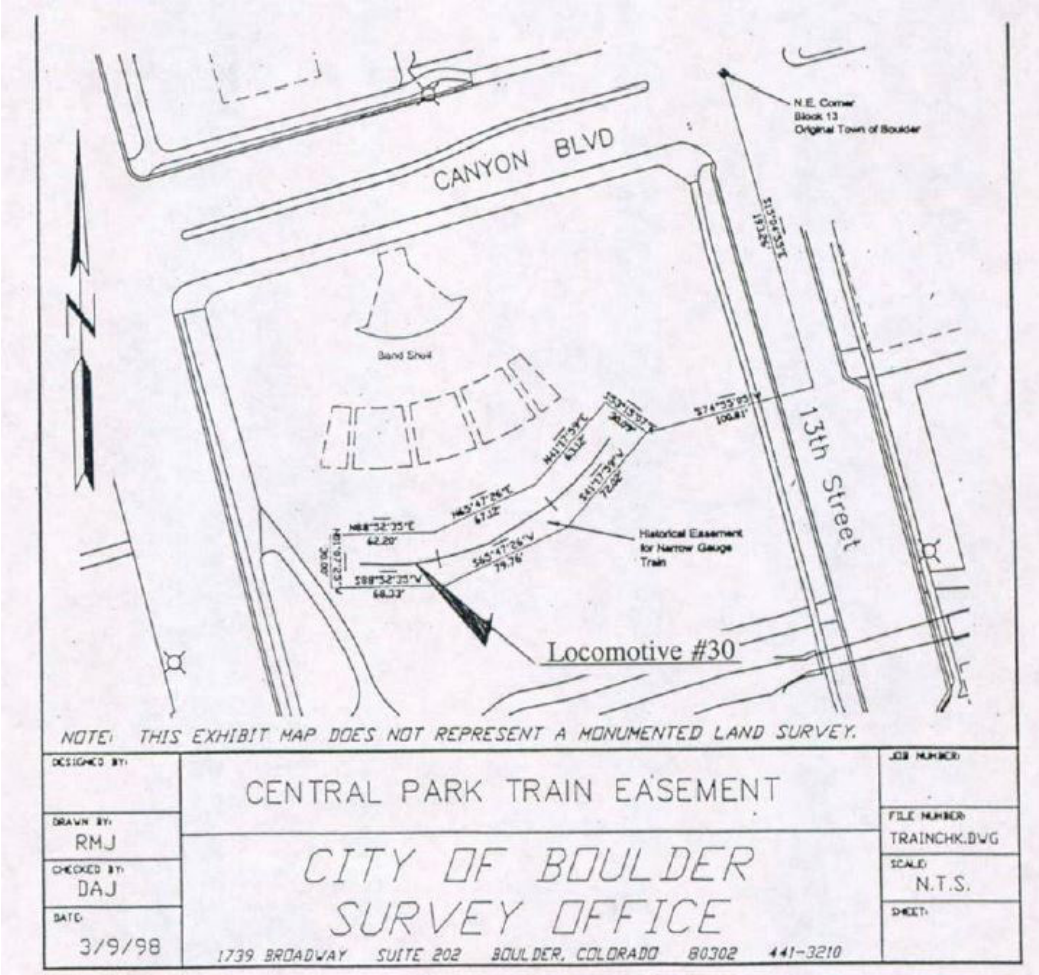

Figure 1-2. Train Easement for the Railroad Resources defined in 1998 for their display in Central Park (source: Locomotive No. 30 SRHP Nomination Form).

HISTORY & SIGNIFICANCE

Historic Context

Statement of Context

The three railroad resources within Boulder's collection include a locomotive, caboose and coach: Colorado and Northwestern Railroad Locomotive No. 30, Denver & Rio Grande Western Railroad Coach No. 280, and Denver & Rio Grande Western Railroad Caboose No. 04990. All operated on the narrow-gauge Switzerland Trail and other narrow-gauge mountain railways in the Rocky Mountains. Originally built in the late 1800s, these resources are significant for their role in the expansion of transportation with Colorado and the Rocky Mountains. The railroad resources are associated with the themes of transportation with areas of significance in rolling stock. Two are associated with the theme of engineering — Denver & Rio Grande Western Railroad Coach No. 280 and Denver & Rio Grande Western Railroad Caboose No. 04990. All three were acquired by the City of Boulder in 1953 in recognition of Boulder's connection to the Switzerland Trail and to late nineteenth-century and early twentieth-century mining. The three were placed in Central Park within a historic easement as railway lines passed through the park at one time. Now housed at the Colorado Railroad Museum in Golden, Colorado, the three resources are rare extant examples of narrow-gauge rolling stock associated with the unique mountain railways of Colorado and the West.

Background History

By 1881 when the first of Boulder's historic rolling stock, Denver & Rio Grande Western Railroad Coach No. 280, was built, railway development in Colorado had been underway for several decades. Discovery of gold in Colorado in 1858 spurred campaigns to expand the nation's railways westward in the mid-1880s, building upon an already growing desire for a transcontinental railroad. As steam revolutionized transportation technology in the 1850s, the railroad became the nation's preferred major transportation choice. Thousands of miles of line were laid in eastern states, surpassing canals and rivers as the dominant means of transportation. Realizing a transcontinental railroad stalled until the 1860s. In 1863 Union Pacific Railroad Company laid track from Omaha, Nebraska, made possible by two transportation-related acts, and generous bond subsidies and land grants. While eastern railroads had been developed with private funds, western efforts relied on federal dollars and subsidies. Colorado's first tracks of the transcontinental line were laid in 1867 when Union Pacific extended the route through the state's northeastern corner.

Colorado boosters championed for rail lines to connect the state with the rest of the country, and to connect with its growing mining industry high up in the Rocky Mountains. While routes through the state were consistently championed, efforts faced many hurdles—rivalries, challenging mountain topography, circuitous routes, and potential mountain tunnels—and by the 1870s it was clear the national companies would not be building rail in Colorado. Rail boosters moved to build railways without them and sponsored expeditions to find a favorable mountain route. Several separate groups, including those from Denver, Golden, and Loveland organized independent Colorado railroad companies, including the state's first—the Colorado Central (CC)—and others who partnered with Union Pacific.

In the 1860s, collecting placer gold from streams and tapping easily accessible veins diminished. More technical-intensive operations to mine hard rock were needed. By the 1870s, the invention of a smelting system that successfully separated ore (gold) from hard rock and the beginning of Colorado's silver boom, including the discovery of large deposits high up in Boulder Canyon at Caribou, boosted the state's economy. Gold outyielded silver in the early 1870s, but by 1874 silver surpassed gold production. Mining required shipping large, cumbersome loads and heavy equipment into the mines and shipping heavy ores out, typically over precipitous terrain. Many Colorado mines had relied on horsedrawn transportation to some extent during producing years, but the capacity of horse, wagons, and mules was dwarfed by that of trains. Horsedrawn transportation was slow and susceptible to poor weather. Trains offered massive hauling power for mines and smelters, and rail lines would connect to mountain mines with supply lines, shipping, and Colorado's eastern towns. Rail lines were also desirable for their potential to support expansion of the growing tourism industry of the late-eighteenth century.

The introduction of the narrow-gauge railroad in Colorado in 1871 turned the tide on building rail lines into Colorado's mountainous terrain. Narrow-gauge tracks had first been built in Wales, then introduced to Colorado by the Denver & Rio Grande Western Railroad. It offered several advantages to the standard-gauge railroads. The two-foot gauge rails (laid two-feet apart) were cheaper to build (by about a third) and the narrow-gauge rails were lighter (weighing about thirty to forty pounds per yard compared to the eighty to ninety-pound rails of standard gauge. The narrow-gauge's big advantage was in the greater traction it offered in climbing steep mountain grades. The Colorado Central narrow-gauge railroad was the first to reach the region's gold mines, when they laid tracks through steep Clear Creek Canyon in 1872 to connect Golden with Blackhawk. The impact of the rail line and the advent of the new smelting system was dramatic. Lower freight rates meant precious metals exported from Blackhawk maintained their value, further increasing the value of the railroad. The CC extended track into the coal fields of Boulder Valley in 1873 linking with Blackhawk—this was a direct connection between the new smelter at Blackhawk and Boulder Valley's coal that was needed to fuel the smelter.

The 1880s and 1890s were the peak years of railroad development within the state of Colorado. Between 1880 and 1892 more track was laid than in the previous thirteen years. By 1892 Colorado had three times more miles of railroad than in 1880. By 1910, more than 5,532 miles of track serviced the state, accessing not just silver mining but connecting gold, coal, lumber, stone, agricultural products, and tourism. All three of Boulder's railroad resources were built and put into service during this time. In 1880, the Denver & Rio Grande Western Railroad Coach No. 280 was put into service in 1880 and operated on narrow-gauge lines until 1952. Beginning in 1909, Colorado and Northwestern Railroad Locomotive No. 30 served as a mountain tourism line known as 'The Switzerland of America,' or the Switzerland Trail. It was discontinued when it derailed in 1915. Locomotive 30 is indicative of rail cars of the late nineteenth and early twentieth century, as it was modified and upgraded many times to meet the demands of its industries and owners. Denver & Rio Grande Western Railroad Caboose No. 04990 was built as a boxcar in 1905, but put into service as a working caboose in 1906, and rebuilt into a standard caboose in 1919. Denver & Rio Grande Western Railroad Coach No. 280 is one of only two intact Jackson and Sharp wooden passenger cars in Colorado that remained in service until retired.

Development of the Theme or Area of Significance

The Railroad Resources represent important parts of the development of Colorado's transportation industry, particularly in the expansion of transportation into the Rocky Mountains in the late nineteenth century as part of the development of narrow-gauge railroads within the state. The technology and construction of narrow-gauge railroads and the development of rolling stock for these railroads were instrumental in the development of Colorado industries. Rail transformed the state's industries, from gold and silver mining, to agricultural products, to advancing tourism by rail. Colorado and Northwestern Railroad Locomotive No. 30 and Coach No. 280 represent important advancements in engineering in the state, particularly related to transportation and the narrow-gauge railroads of Colorado.

Statement of Significance

Colorado & Northwestern Railroad Locomotive No. 30

Colorado & Northwestern Railroad Locomotive No. 30 and its tender (Locomotive No. 30) are representative of the history of transportation in Colorado. They are significant for their association with the expansion of railroads into the Rocky Mountains during the late nineteenth century and having operated on the narrow gauge Switzerland Trail and other mountain railroads.[4]

Locomotive No. 30 is significant under NRHP Criterion A in the area of Transportation for its association with transportation history in Boulder County. Locomotive No. 30 is the only surviving engine that operated on the Colorado and Northwestern Railroad–also known as the Switzerland Trail, a line that extended from Boulder to Eldora, Gold Hill, and Ward. The Switzerland Trail is the only narrow-gauge railroad in Boulder County. Colorado and Northwestern Railroad had an important role in the development of Boulder and Boulder County's mountain mining community. Locomotive No. 30 is also significant for its association with the Colorado & Southern and the Rio Grande Southern narrow-gauge railroads.

4 Simmons and Simmons, Historic Building Inventory Record - Railroad Train, Boulder Survey of Historic Places - Scattered Resources, 1995, 2.

Locomotive No. 30 is significant under NRHP Criterion C in the area of Engineering as a locomotive built by Brooks Locomotive Works of Dunkirk, New York. Brooks Locomotive Works built many steam engines for major railroads across the United States. Locomotive No. 30 was one of three similar locomotives delivered to the Colorado and Northwestern Railroad in 1898. The other two locomotives were sold to Cerro de Pasco Copper Corporation in Lima, Peru, and eventually scrapped. Locomotive No. 30's current appearance reflects the rebuilds and modifications undertaken by the various railroads it served.[5]

Denver & Rio Grande Western Railroad Coach No. 280

Denver & Rio Grande Western Railroad Coach No. 280 (Coach No. 280) is significant under NRHP Criterion A in the area of Transportation for its association with the Denver & Rio Grande and Denver & Rio Grande Western railroads. Coach No. 280 remains as a physical reminder of the importance of narrow-gauge railroads in Colorado's development during the nineteenth and twentieth centuries.

Coach No. 280 is significant under NRHP Criterion C in the area of Engineering as a locomotive built by Jackson and Sharp of Wilmington, Delaware. It retains integrity of the design and construction methods associated with wooden passenger cars that served on Colorado's narrow-gauge railroad lines. It is one of only two intact Jackson and Sharp wooden passenger cars in Colorado that remained in service until their retirement.[6]

Denver & Rio Grande Western Railroad Caboose No. 04990

Caboose No. 04990 is significant under NRHP Criterion A in the area of Transportation for its association with the Denver & Rio Grande and Denver & Rio Grande Western railroads. Caboose No. 04990 was originally a boxcar built in 1880 and rebuilt into a caboose in 1919 by the Denver & Rio Grande Western railroad. Caboose No. 04990 remains as a physical reminder of the importance of narrow gauge railroads in Colorado's development during the nineteenth and twentieth centuries.[7]

Period of Significance

Colorado & Northwestern Railroad Locomotive No. 30

The period of significance for Colorado & Northwestern Railroad Locomotive No. 30 is from 1898 to 1952. The period begins when Locomotive No. 30 was built and delivered to Colorado in 1898. The period ends when the locomotive and its tender were retired from service on the Rio Grande Southern and placed on display in Central Park.

Denver & Rio Grande Western Railroad Coach No. 280

The period of significance for Denver & Rio Grande Western Railroad Coach No. 280 is from 1880 to 1951. The period begins when Coach No. 280 was delivered to Colorado in 1881. The period ends when it retired from service on the Denver & Rio Grande Western railroad and was later placed on display in Central Park.

Denver & Rio Grande Western Railroad Caboose No. 04990

The period of significance for Denver & Rio Grande Western Railroad Caboose No. 04990 is from 1880 to 1951. The period begins when Coach No. 280 was built as a long wooden box car for the Denver & Rio Grande Railroad. The period of significance extends through its rebuild as a caboose and ends when it retired from service on the Denver & Rio Grande Western railroad and dismantled in Alamosa.

5 Chronic, Betty. *Locomotive No. 30 Colorado State Register of Historic Properties Nomination Form*, 3-4.
6 Chronic, Betty. *Coach No. 280 Colorado State Register of Historic Properties Nomination Form*, 3-4.
7 Chronic, Betty. *Caboose No. 04990 Colorado State Register of Historic Properties Nomination Form*, 3.

Summary of Use

Historic Use

Boulder's Railroad Resources operated on various narrow-gauge railroad lines throughout Colorado. They were retired from service between 1951 and 1952.

Current Use

Locomotive No. 30 and Coach No. 280 were purchased by the City of Boulder in 1952 and placed on display in Central Park. Caboose No. 04990 was placed on display in 1975. The railroad resources were relocated to the Colorado Railroad Museum in Golden, Colorado where they were restored. Locomotive No. 30 and Caboose No. 04990 are currently displayed along walkways at the museum. Coach No. 280 is used for passenger rides, most notably their seasonal Polar Express Train Ride.

INTEGRITY

The integrity of the three Railroad Resources is assessed to determine if the characteristics that shaped the original construction within each period of significance are present as they were historically. Integrity is evaluated according to seven aspects or qualities: location, setting, design, materials, workmanship, feeling, and association. The Railroad Resources retain integrity in design, materials, workmanship, feeling and association. The Railroad Resources have diminished integrity in location and setting as they are no longer in their original locations.

Location

All three rolling stock have been relocated from their original narrow-gauge railroad lines. They were originally placed on display for public view in Central Park beginning in 1952. In 1998, the City of Boulder set aside a train easement for their placement within the park. The three Railroad Resources are currently on display for interpretation and use at the Colorado Railroad Museum in Golden, Colorado.

Setting

Since the rolling stock are no longer associated with a railway and have been relocated to a museum setting and used as interpretive displays, the three Railroad Resources do not retain integrity of setting.

Design, Materials and Workmanship

The Railroad Resources retain integrity in design, materials, and workmanship. Modifications to Locomotive No. 30, Coach No. 280, and Caboose No. 04990 over time reflect the changes undertaken by various railroads during the period of significance. Each rolling stock has been restored to its historic appearance and materials replaced in kind. Locomotive No. 30 is no longer operational and its restoration was only cosmetic. The rolling stock are routinely maintained by the Colorado Railroad Museum.

Feeling

The Railroad Resources retain their sense of feeling as historic narrow-gauge railroad resources from the nineteenth and twentieth centuries.

Association

The Railroad Resources retain association with Colorado's transportation history. Integrity of association is somewhat diminished due to the rolling stock being displayed in a museum instead of as functioning railroad features.

C&NW No. 30 Construction & Alteration History

Date	Event	Source
1898	Locomotive No. 30 built by Brooks Locomotive of Dunkirk, NY. Sold to Colorado and Northwestern Railroad for its mining operation at Climax Mine in Leadville.	City of Boulder Train History, 2
1901	Locomotive No. 30 derailed tracks during an avalanche, landing 400 feet down a mountainside. Recovered and repaired in Denver. Repairs included new headlights, smokestacks and wood cabs, and replacement of running boards.	City of Boulder Train History, 2
1909	Colorado and Northwestern Railroad bankrupted. Locomotive No. 30 retained by Denver, Boulder & Western Railroad. It served as a mountain tourism line called "The Switzerland of America."	City of Boulder Train History, 2
1915	In July, Locomotive No. 30 derailed on a downgrade by Black Swan curve between Salina and Crisman (in Fourmile Canyon, Boulder County). The engine received upgrades with cab, tender, automatic couplers and an electric headlight.	City of Boulder Train History, 2
1915 to 1919	Denver, Boulder & Western Railroad ends service on the Switzerland Trail of America.	City of Boulder Train History, 2
1920	Locomotive No. 30 sold to the Morse Brothers.	City of Boulder Train History, 2
1921	Locomotive No. 30 purchased by the Colorado & Southern Railway for use on its freight car line. Its number changed to 74 to be in sequence with the railroad's other equipment.	City of Boulder Train History, 2
1922	Locomotive No. 30 tender received new trucks (wheel assemblies) and side bunkers were raised to increase its coal capacity to eight tons. The locomotive received new Westinghouse 11" air pumps, larger air tanks and two pane windows to help it match the other engines operating on the Colorado & Southern Railway line. In April, one of Locomotive No. 30's sister engines rolled over and it was determined that the engines were top heavy. Modifications made to increase the coal capacity were removed.	City of Boulder Train History, 2
1926	George Lundberg, who worked in the mechanical department at Colorado & Southern Railway, installed customized Walschaerts valve gears in C&NW No. 30. In order to install the valve gears, the locomotive had to be completely dismantled and rebuilt.	City of Boulder Train History, 3
1931	C&NW No. 30 received more upgrades, including a new steel cab and a Pyle National headlight. Once the upgrades were completed, the locomotive was considered to be the "ultimate" in modern motive power on the Colorado & Southern Railway narrow gauge line.	City of Boulder Train History, 3
1935	Locomotive No. 30 tender rebuilt with a new coal bunker, which removed the remnant of the Brooks flared top.	City of Boulder Train History, 3
1935 to 1940	Locomotive No. 30 operated between Leadville and Climax. In 1940, its frame broke when bucking on snow. Equipment was transported to the site and it was repaired.	City of Boulder Train History, 3
1943	Colorado & Southern Railway converted to standard gauge and the narrow gauge line was abandoned. Locomotive No. 30 was relocated to Denver.	City of Boulder Train History, 3
1945	Morse Brothers purchased Locomotive No. 30.	City of Boulder Train History, 3
1948	Rio Grande Southern purchased Locomotive No. 30. It was updated in their Ridgway shop for operation on a passenger line from Ridgway to Durango.	City of Boulder Train History, 3
1949	Locomotive No. 30 requested into service by the Rocky Mountain Railroad Club for their trip from Ridgway to Durango.	City of Boulder Train History, 3
1951 to 1952	In September, Locomotive No. 30 commissioned again by the Rocky Mountain Railroad Club to pull the last steam passenger train from Telluride to Ridgway along the Silver San Juan route.	City of Boulder Train History, 3
1952	Locomotive No. 30 retired by Rio Grande Southern, purchased by Boulder residents and displayed in Central Park.	City of Boulder Train History, 3

C&NW No. 30 Construction & Alteration History (continued)

Date	Event	Source
1978	Locomotive No. 30 painted.	City of Boulder Train History, 3
1998	Locomotive No. 30 listed on Colorado State Register of Historic Places.	SRHP Nomination
2002	Boulder received a grant to restore the tender of Locomotive No. 30 to operational status.	City of Boulder Train History, 3
2003	Operational restoration work was completed on Locomotive No. 30's tender and it was returned to Central Park. The City of Boulder also decided to apply for a grant to restore the engine.	City of Boulder Train History, 4
2004	City of Boulder applied for a grant through the State Historical Fund to cosmetically restore the engine. History Colorado approached the city to make the locomotive operational to run on the Georgetown Loop. City and History Colorado entered into an agreement to make the locomotive operational.	City of Boulder Train History, 4
2006	The City and History Colorado determined that restoring the locomotive to operational status was not going to be feasible. The project was then refocused on cosmetic restoration.	City of Boulder Train History, 4
2007 to 2011	West Side Locomotive of Denver hired to complete cosmetic restoration of Locomotive No. 30.	City of Boulder Train History, 4
2012 to present	Cosmetic restoration work on the engine completed and the engine moved to the Colorado Railroad Museum in Golden.	City of Boulder Train History, 4

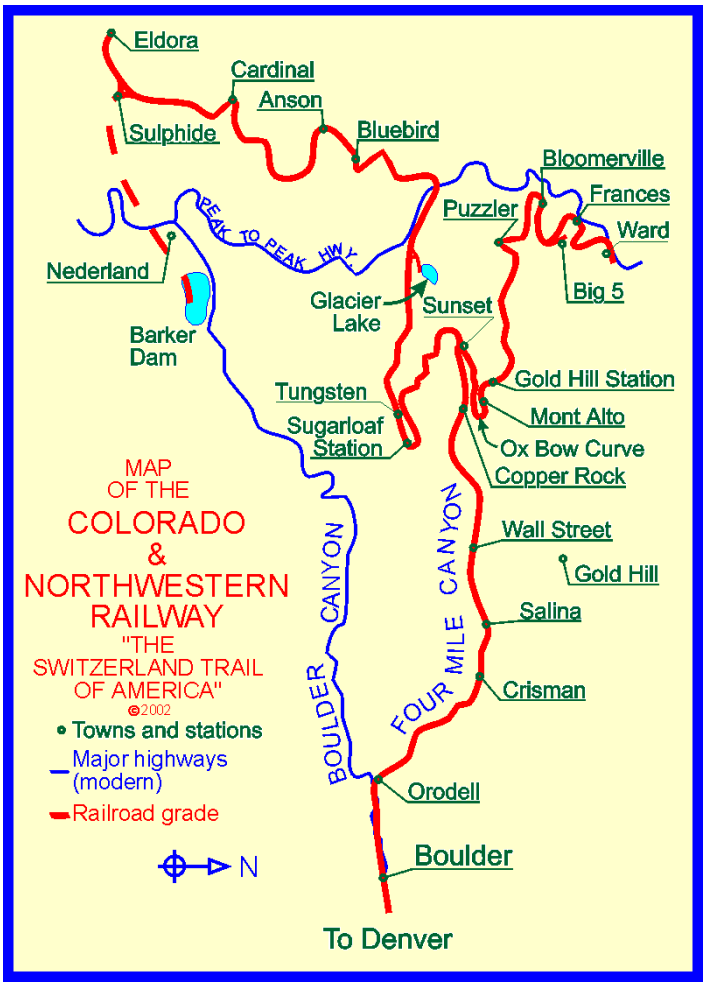

Figure 1-3. Map of the Colorado & Northwestern Railway "The Switzerland Trail of America" (source: City of Boulder Train History)

D&RGW No. 280 Construction & Alteration History

Date	Event	Source
1880	Coach No. 280 built by Jackson and Sharp of Wilmington, DE for the Denver & Rio Grande Western Railroad.	City of Boulder Train History, 6
1880-1952	Coach No. 280 served the Denver & Rio Grande Western Railroad line until it was purchased by Boulder residents.	City of Boulder Train History, 6
1949-1950	Coach No. 280 painted yellow and silver for the Chicago World's Fair	SRHP Nomination, 3
	Coach No. 280 used in the movie "A Ticket to Tomahawk."	City of Boulder Train History, 6
1952	Coach No. 280 sold to Boulder residents and displayed in Central Park.	City of Boulder Train History, 6
1998	Coach No. 280 listed on Colorado State Register of Historic Places.	SRHP Nomination
1999	Boulder's Parks and Recreation Department received a matching grant from the Colorado State Historical Fund to restore Coach No. 280.	City of Boulder Train History, 6
2001	Coach No. 280 restored and put into operation on the Georgetown Loop line.	City of Boulder Train History, 6
	Coach No. 280 displayed at the Colorado Railroad Museum at the end of the Georgetown Loop operating season.	
2009	The City of Boulder assisted the Colorado Railroad Museum with funding to restore some of the wood siding on Coach No. 280.	City of Boulder Train History, 6
2012 - present	D&RGW No. 280 on display at the Colorado Railroad Museum.	City of Boulder Train History, 6

D&RGW No. 04990 Construction & Alteration History

Date	Event	Source
1895	Caboose No. 04990 built by the Ohio Falls Car Manufacturing Company of Jeffersonville, IN. It began service as a 30-foot long boxcar for the Denver & Rio Grande Western Railroad.	City of Boulder Train History, 7
1906	Caboose No. 04990 appeared on the D&RGW equipment roster as a "working" caboose.	City of Boulder Train History, 7
1919	Caboose No. 04990 rebuilt from a boxcar into a standard caboose.	City of Boulder Train History, 7
1951	Caboose No. 04990 retired and dismantled in Alamosa, Colorado. The caboose body sold to a rancher for a shed.	City of Boulder Train History, 7
1975	Caboose No. 04990 discovered in a field near Alamosa. It was purchased by the City of Boulder and displayed in Central Park.	City of Boulder Train History, 7
1998	Caboose No. 04990 listed on Colorado State Register of Historic Places.	SRHP Nomination
2007	Caboose No. 04990 set on fire while on display in Central Park. Boulder County Railway Historical Society volunteers began restoration work Caboose No. 04990 with funding from the City of Boulder for materials.	City of Boulder Train History, 7
2009	Boulder County Railway Historical Society completed restoration of Caboose No. 04990.	City of Boulder Train History, 7
2010 - 2012	Caboose No. 04990 stored at a Boulder Parks and Recreation facility.	City of Boulder Train History, 7
2012 - present	Caboose No. 04990 on display at the Colorado Railroad Museum.	City of Boulder Train History, 7

EXISTING CONDITION

Resource Description and Resource Summary

Colorado & Northwestern Railroad Locomotive No. 30

Locomotive No. 30 is a narrow-gauge steam locomotive of the Consolidated type, or 2-8-0 wheel arrangement. The 2-8-0 designation means that it has two smaller leading or pony truck wheels, eight driving wheels, and no trailing truck wheels. The basic framework for Locomotive No. 30 remains as built, but its current appearance reflects the rebuilds and modifications made over the years by the various railroads which it served.[8]

Locomotive No. 30 is set on a narrow-gauge railroad track and is on display at the Colorado Railroad Museum in Golden, Colorado. The locomotive and its tender are in fair condition. The locomotive was recently painted and vinyl stickers with the number '74' depict its position in the railroad when it was in service on the Colorado and Southern line. The exterior has signs of metal corrosion and wood rot. Access into the locomotive is via a metal stair, set on a concrete landing (which is cracked).

Denver & Rio Grande Western Railroad Coach No. 280

Coach No. 280 is a wooden narrow-gauge coach. Its design reflects the modifications believed to have been made by the Denver & Rio Grande Western Railroad who replaced the roof ends from Duckbill to Bull-Nose, adding a small window above twelve of the original windows on both sides, and eliminating an original window on both sides.[9]

Coach No. 280 has had exterior features repaired using replacement, compatible materials. These include handrails, wheels, and hook-up doors. Some parts were replaced with salvaged material from other rolling stock. Coach No. 280 was in the Colorado Railroad Museum's shop for repairs and refurbishment during the field visit. Coach No. 280's interior retains original seats, floor, ceiling, ice/ water tank, hopper, and stoves. The interior shows signs of leaks and some seats are sagging. The interior lights were replaced with replicas.

Denver & Rio Grande Western Railroad Caboose No. 04990

Caboose No. 04990 is a wooden, narrow gauge caboose. It was rebuilt from a boxcar in 1919.

Most of Caboose No. 04990's exterior was rebuilt after it was set afire in Central Park in 2007. The exterior has signs of fire damage that have been painted over for public display. Most exterior materials have been replaced in kind with compatible materials, except for the roof shingles. Handrails, wheels, and hook-up doors have been replaced with salvaged material from other rolling stock. Caboose No. 04990 was in the Colorado Railroad Museum's shop for painting and refurbishment during the field visit. It is usually displayed on the Museum's central walkway, adjacent to another caboose near the Rockdale Display. Caboose No. 04990's interior has been gutted, and repaired for interpretive and museum use. The Museum often hosts children's activities including model train demonstrations.

8 Chronic, Betty. *Caboose No. 04990 Colorado State Register of Historic Properties Nomination Form*, 1-2.
9 Chronic, Betty. *Caboose No. 04990 Colorado State Register of Historic Properties Nomination Form*, 1-2.

Figure 1-4. View of Locomotive No. 30 on display outside the visitor center, 2022 (source: Mundus Bishop)

Figure 1-5. An exterior stair is used to engine compartment, 2022 (source: Mundus Bishop)

Figure 1-6. Locomotive No. 30's tender on display behind the engine, 2022 (source: Mundus Bishop)

Figure 1-7. Vinyl stickers placed on the exterior or engine to reflect its use on the Colorado and Southern line, 2022 (source: Mundus Bishop)

Figure 1-8. Concrete landing at the exterior stair (source: Mundus Bishop)

Figure 1-9. Metal corrosion at the step access, 2022 (source: Mundus Bishop)

Figure 1-10. Wood steps and railings recently replaced with in-kind materials on Coach No. 280, 2022 (source: Mundus Bishop)

Figure 1-11. Roof ends and coach number on Coach No. 280, 2022 (source: Mundus Bishop)

Figure 1-12. Interior of Coach No. 280, 2022 (source: Mundus Bishop)

Figure 1-13. Panel damage above storage rack in Coach No. 280, 2022 (Mundus Bishop, 2022)

Figure 1-14. Original seats in Coach No. 280, 2022 (source: Mundus Bishop)

Figure 1-15. Exterior of Caboose No. 04990, 2022 (source: Mundus Bishop)

Figure 1-16. Entrance of Caboose No. 04990, 2022 (source: Mundus Bishop)

Figure 1-17. Signs of exterior damage after the 2007 fire, 2022 (source: Mundus Bishop)

Figure 1-18. Interior of Caboose No. 04990, 2022 (source: Mundus Bishop)

ADDITIONAL IMAGES

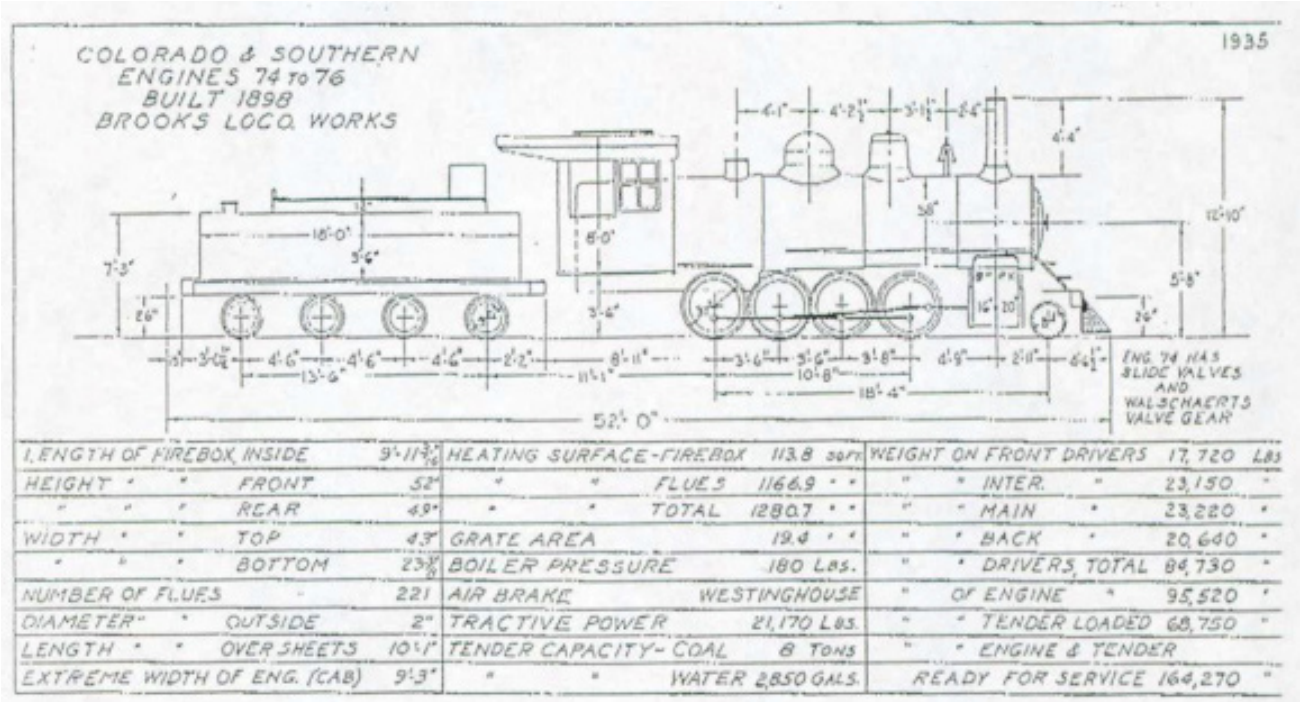

Figure 1-19. Colorado and Southern Engines 74 to 76 (C&NW No. 30), 1935 (source: Locomotive No. 30 Colorado State Register of Historic Properties Nomination, 1997.)

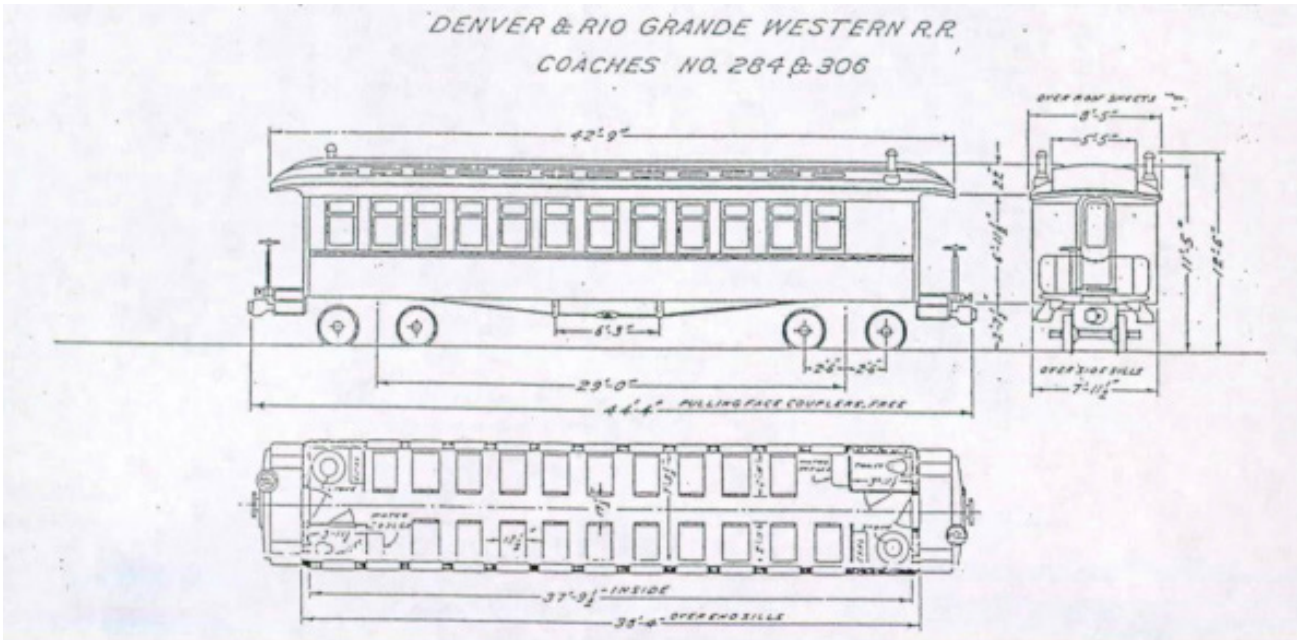

Figure 1-20. Denver and Rio Grande Western R.R. Coaches No. 284 and 306 (D&RGW No. 280), n.d. (source: Coach No. 280 Colorado State Register of Historic Properties Nomination, 1997.)

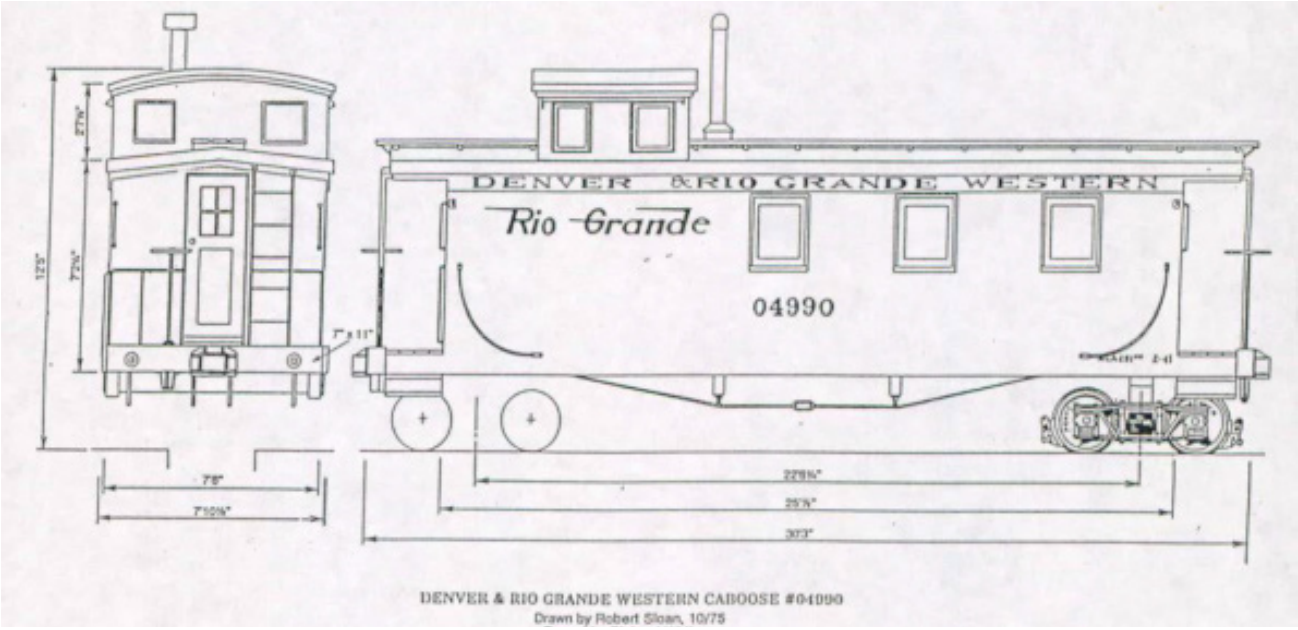

Figure 1-21. Denver and Rio Grande Western Caboose #04990 (D&RGW No. 04990), Robert Sloan, 1975. (source: Caboose No. 04990 Colorado State Register of Historic Properties Nomination, 1997.)

TREATMENT

Preservation is the selected treatment approach for Railroad Resources, which provides for the protection and repair of the three rolling stock. This treatment guidance provides actions and recommendations to guide the preservation of the Railroad Resources as historic rolling stock owned by the City of Boulder.

Treatment guidance is based upon review of historic documentation, assessment of condition and integrity, and discussions with city staff and staff associated with the Railroad Mining Museum, where the rolling stock are currently housed and displayed. Treatment recommendations identify where measures for preservation and repair are need to retain historic character and integrity. Future work planned for Railroad Resources shall be guided by *The Secretary of the Interior's Standards for the Treatment of Historic Properties.*

Treatment recommendations do not include operations or property management actions, funding scenarios, partnership opportunities, programming, or future planning. Treatment recommendations do not include implementation strategies or cost estimating.

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing system and other code-required work to make properties functional is appropriate within a preservation project.

Guiding Principles and General Treatment Guidance

The three railroad resources — Colorado and Northwestern Railroad Locomotive No. 30, Denver & Rio Grande Western Railroad Coach No. 280, and Denver & Rio Grande Western Railroad Caboose No. 04990 — are the last remaining vestiges of the railroad industry's rolling stock in the City of Boulder. The rolling stock represent Colorado's transportation history and engineering ingenuity, and remain as physical reminders of the importance of narrow-gauge railroads in Colorado's development during the nineteenth and twentieth century.

Guiding Principles

- Preserve, protect, and repair the Railroad Resources as significant historic features.
- Consider eliminating the historic train easement in Central Park as the rolling stock are no longer associated with the park.
- Continue partnerships with like-minded organizations, i.e., Colorado Railroad Museum, to assist in interpretation, display, and care of the rolling stock.

Treatment Guidance

Treatment guidance provides recommendations for the preservation and repair of the Railroad Resources.

General
Consider eliminating the train easement within Central Park.

Structures
The three rolling stock structures are associated with Colorado's railroad transportation history, particularly with narrow-gauge tracks, and are important features to preserve.

- Preserve and repair each structure for continued interpretive use and display.
- Conduct a detailed assessment of each rolling stock to identify and prioritize repairs needed to maintain the integrity of each rolling stock and to allow for continued interpretive use.

Top Priorities

The following actions to improve or repair physical features or landscape characteristics are the top recommended priorities. These actions meet the following criteria: impact for safety / stabilization; threat of loss of integrity; poor condition; potential impact due to enhancement; critical path / adjacency to other planned work; relevancy to other current plans.

1 - Conduct repairs for the safety and stabilization of the rolling stock.
    - Denver & Rio Grande Western Railroad Coach No. 280: Repair interiors including seats and walls using in-kind materials.

2 - Consider retaining the rolling stock at the Colorado Railroad Museum with an agreement that provides for their preservation, repair, and maintenance and allows for interpretation and community use.

Table 1-3: Railroad Resources Treatment Matrix

Projects	Fiscally Constrained	Action	Vision

RESOURCES

Chronic, Betty. *Locomotive No. 30 Colorado State Register of Historic Properties Nomination Form*. Boulder, CO: Historic Boulder, 1998.

Chronic, Betty. *Coach No. 280 Colorado State Register of Historic Properties Nomination Form*. Boulder, CO: Historic Boulder, 1998.

Chronic, Betty. *Caboose No. 04990 Colorado State Register of Historic Properties Nomination Form*. Boulder, CO: Historic Boulder, 1998.

Simmons, R. Laurie & Thomas H. Simmons. *Historic Building Inventory Record - Railroad Train, Boulder Survey of Historic Places - Scattered Resources.* Denver, CO: Front Range Research Associates, 1995.

United States Department of the Interior, National Park Service. *How to Apply the National Register Criteria for Evaluation.* Washington DC: National Park Service Cultural Resources, 1997.

United States Department of the Interior, National Park Service. *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington DC: Cultural Resource Stewardship and Partnerships,1996.

United States Department of the Interior, National Park Service. *Railroads in Colorado 1858-1948 National Register of Historic Places Multiple Property Documentation Form*. Loveland, CO: Fraser design, 1997.