

Property Name CF&I Mine Rescue Car No. 1

Description of Relocation Procedure

When CF&I Mine Rescue Car No. 1 was listed in the Colorado State Register in December 1998, it was located behind Pueblo's Union Depot at Victoria and "B" Streets. It was moved to the Uhrich Locomotive Works in Strasburg where it stayed for several years undergoing stabilization and restoration. After the preservation work was completed, the car was transported back to Pueblo on February 16, 2007, to the grounds of the Bessemer Historical Society's Steelworks Museum of Industry and Culture. Serving as a static display, the car was positioned on a short stretch of track that was specifically built north of the historic Dispensary/Employment Office.

Description of New Location

The railroad car is located on the grounds of the Bessemer Historical Society's Steelworks Museum of Industry and Culture and serves as a static display. It sits on about 70 feet of track, specifically built for display purposes, a little north of the historic Dispensary/Employment Office. An expanse of asphalt surrounds the segment of track.

New Verbal Boundary Description

The State Register listing includes only the structure of the Mine Rescue Car as it sits on the land behind the historic Dispensary/Employment Office. No land is included in this listing. The approximate location of the car is shown on the site plan

Alterations

The last wooden Bureau of Mines Rescue Car in existence underwent extensive restoration between October 2002 and February 2007. Utilizing historic photographs, the car was restored to its 1923 appearance as this was the year the Colorado Fuel and Iron Company (CF&I) took ownership. The following is a brief summary of the work that was done. This work was partially funded by grants from the State Historical Fund. Further documentation of the project is on file at the Colorado Historical Society's State Historical Fund office and the Office of Archaeology and Historic Preservation.

The underframe was stabilized to correct warping and sagging. The flooring was removed from approximately 75% of the car in order to expose the rotted sill timbers. Only the portions of the sill timbers beyond repair were replaced; they were spliced and glued. Approximately 75% of the vertical timbers had a few inches of rot at the bottom; the bad spots were cut out and new timber was inlaid and glued. Necessary repairs were made to the side structural components. Degraded siding above and below the belt-rail was removed. Other sections of the car siding were repaired or replaced as needed. The metal roofing and all attachments were removed, tagging all parts, to examine the roof for dry-rot, decay and water damage. The roof sheathing was reproduced (a yellow poplar especially milled to match the original) and installed. A new metal roof was installed after 19 rafters were replaced and a new sub-roof installed.

The 30 clerestory windows were too rotted to be repaired. Patterns were made and all new frames manufactured. Of the single hung windows--32 needed to be manufactured; 28 were salvaged.

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The glass was removed from the windows and the frames were repaired (if warped or out-of-square). The windows were re-glazed, sanded and primed. New wooden arches were manufactured to install above the single-hung windows. The brass window hardware was cleaned.

The existing platform and timbers on one car end were repaired. The other platform was missing. Metal work was fabricated and steps were created from oak (as were the original). The crash bars were so rusted that new ones with ornamental caps (like the original as one extant remained from which a pattern was created for casting) had to be fabricated and attached with rivet construction. All paint from the siding and platform ceiling was removed and exterior paint was applied in an appropriate historic color scheme.

On the interior, inappropriate paint and varnish were removed from all surfaces. All damaged interior surfaces, including ceiling panels and built-in components were repaired; any missing interior surfaces were replicated. Salvageable original wood veneer paneling was cleaned and stripped down; other areas that required replacement veneer wood paneling, in particular the ceiling, were prepared for the car. All the missing berths were replicated and reinstalled (only two are operable). Hardware and fixture components were cleaned and repaired. Hardware from two old Denver & Rio Grande Western passenger cars was obtained to replace any missing hardware. The original floor was removed, refinished and re-installed over new sub-flooring. A vintage coal-fired stove and toilet were found and installed and a Baker boiler reproduction was installed with appropriate pipe fittings. When the car was positioned on site, the stained glass transoms were installed.

Photograph Log

The following information pertains to all photographs:

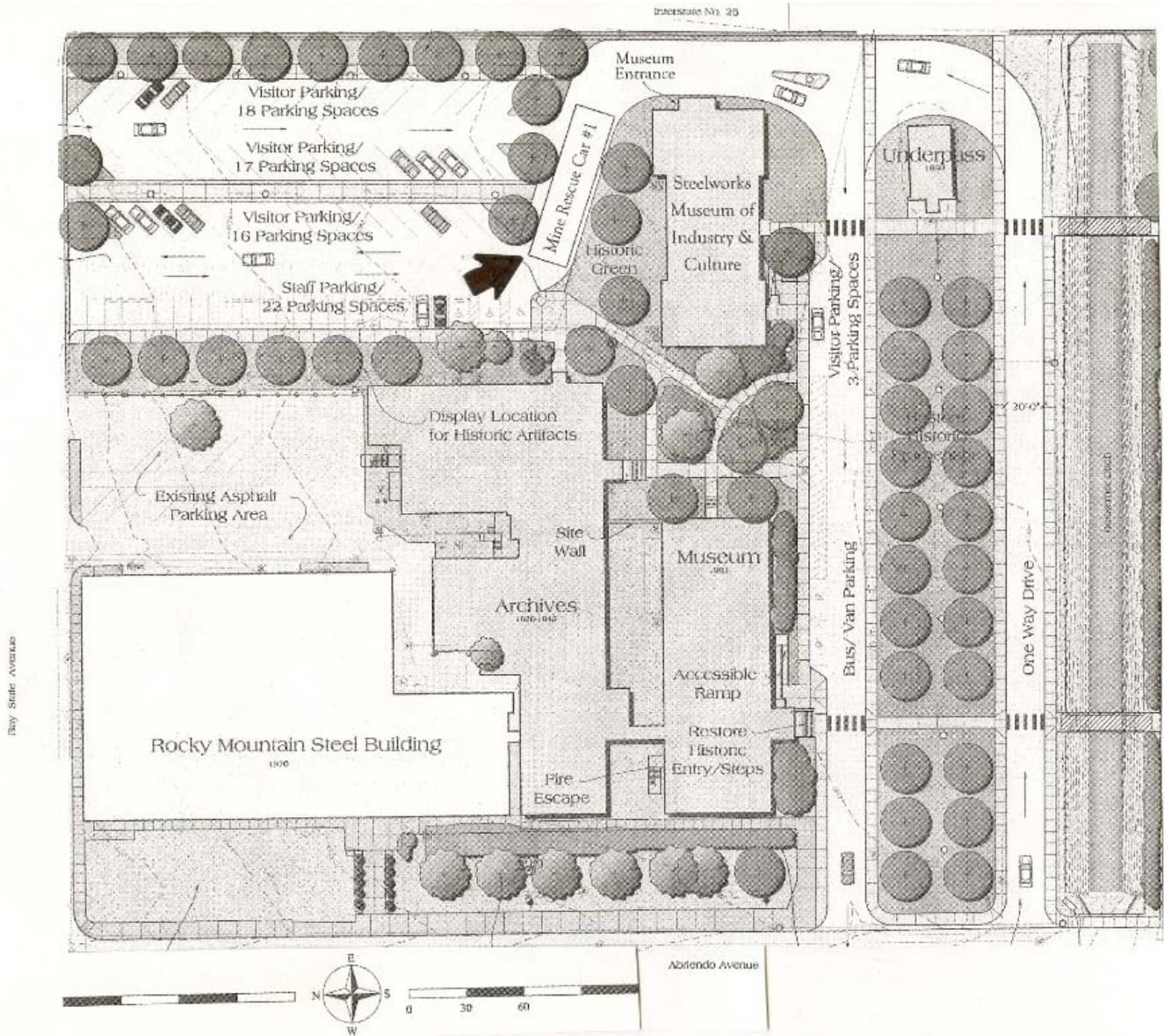
Photographer: Pattee Williams
Date of Photographs: 4/1/2007
Negatives: Digital files; CD on file in OAHP, Colorado Historical Society

Photo No. Photographic Information

- 1 North side & east end of car with dome of Office Building in the distance; camera facing SW
- 2 North side of car with Dispensary in background; facing S
- 3 North side of car with Dispensary in background; facing SE
- 4 North side of car with Office Building in background; facing W
- 5 West end of car with Dispensary at right; facing SE
- 6 South side of car with Steel Mill in the distance; facing E
- 7 East end of car; facing W
- 8 Detail - stained glass transoms on south side of car; facing NE
- 9 Interior - main room
- 10 Interior – view from main room to kitchen
- 11 Interior – wood paneling
- 12 Interior – kitchen

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SITE PLAN



This proposed Master Plan Map shows the location of the car in relation to the buildings.

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USGS Topographic Map
Southeast Pueblo Quadrangle, Colorado
7.5 Minute Series

