

# HISTORY COLORADO

## COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

### SECTION I

#### Name of Property

Historic Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

Other Names \_\_\_\_\_

#### Address of Property

[ ] address not for publication

Street Address Silverton Northern track on Cement Street between 7th and 10th streets

City Silverton

County San Juan

Zip 81433

#### Present Owner of Property

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name Lindsey Ashby, for Loco Lease II, LLC

Address Box 397, 1304 Main St

Phone \_\_\_\_\_

City Georgetown

State CO

Zip 89444

#### Owner Consent for Nomination

(attach signed consent from each owner of property - see attached form)

#### Preparer of Nomination

Name George F Niederauer (for owner)

Date 30 May 2014

Organization Durango Railroad Historical Society

Address Box 654

Phone \_\_\_\_\_

City Durango

State CO

Zip 81302

#### FOR OFFICIAL USE:

Site Number 5SA.1525

5/30/2014 Nomination Received

9/19/2014 Review Board Recommendation

Approval  Denial

9/25/2015

HC Board State Register Listing

Approved  Denied

Listing Criteria  A  B  C  D  E

**Certification of Listing:** Vice-President of Preservation Programs, HISTORY COLORADO

Date

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

**SECTION II**

---

**Local Historic Designation**

Has the property received local historic designation?

no

yes ---  individually designated  designated as part of a historic district

Date designated \_\_\_\_\_

Designated by \_\_\_\_\_ (Name of municipality or county)

**Use of Property**

Historic Transportation: railroad

Current Historical display

**Original Owner** Denver & Rio Grande Railroad, then Denver & Rio Grande Western Railroad

Source of Information Robert Sloan, *A Century + Ten of D&RGW Narrow Gauge Freight Cars*,

1871–1981, 2nd ed. (BHI Publications: 2008); D&RGW rosters of equipment for various years (CO Railroad Museum)

**Year of Construction** Original 1899 as Boxcar 4332 / Rebuilt 1914 as Outfit Bunk Car 04432

Source of Information Robert Sloan, *A Century + Ten of D&RGW Narrow Gauge Freight Cars*,

1871-1981, 2nd ed. (BHI Publications: 2008); Steve Swanson and Mike Horner, *D&RGW NG Work/Box Outfit Cars: A Roster and History with Detailed Drawings* (Golden, Colorado: 2009).

**Architect, Builder, Engineer, Artist or Designer** Ohio Falls Car Manufacturing Company of Indiana

Source of Information Robert Sloan, *A Century + Ten of D&RGW Narrow Gauge Freight Cars*, 1871-1981, 1st ed., 2000

**Locational Status**

Original location of structure(s)

Structure(s) moved to current location

Date of move Moved from Colorado Railroad Museum(Golden) to Silverton in May 2014.

**SECTION III**

---

**Description and Alterations**

(describe the current and original appearance of the property and any alterations on one or more continuation sheets)

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

**SECTION IV**

---

**Significance of Property**

**Nomination Criteria**

- A** - property is associated with events that have made a significant contribution to history
- B** - property is connected with persons significant in history
- C** - property has distinctive characteristics of a type, period, method of construction or artisan
- D** - property is of geographic importance
- E** - property contains the possibility of important discoveries related to prehistory or history

**Areas of Significance**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Agriculture                        | <input type="checkbox"/> Economics                     | <input type="checkbox"/> Landscape                 |
| <input type="checkbox"/> Architecture                       | <input type="checkbox"/> Education                     | <input type="checkbox"/> Architecture              |
| <input type="checkbox"/> Archaeology – prehistoric          | <input checked="" type="checkbox"/> Engineering        | <input type="checkbox"/> Law                       |
| <input type="checkbox"/> Archaeology – historic             | <input type="checkbox"/> Entertainment/ Recreation     | <input type="checkbox"/> Literature                |
| <input type="checkbox"/> Art                                | <input type="checkbox"/> Ethnic Heritage               | <input type="checkbox"/> Military                  |
| <input type="checkbox"/> Commerce                           | <input type="checkbox"/> Exploration/ Settlement       | <input type="checkbox"/> Performing Arts           |
| <input type="checkbox"/> Communications                     | <input type="checkbox"/> Geography/ Community Identity | <input type="checkbox"/> Politics/ Government      |
| <input type="checkbox"/> Community Planning and Development | <input type="checkbox"/> Health/Medicine               | <input type="checkbox"/> Religion                  |
| <input type="checkbox"/> Conservation                       | <input type="checkbox"/> Industry                      | <input type="checkbox"/> Science                   |
|   | <input type="checkbox"/> Invention                     | <input type="checkbox"/> Social History            |
|   |  | <input checked="" type="checkbox"/> Transportation |

**Significance Statement**

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

**Bibliography**

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**SECTION V**

---

**Locational Information**

Lot(s) N/A Block N/A Addition \_\_\_\_\_

USGS Topographic Quad Map Silverton, 1955, SW ¼ of Section 17, Twp 35N 9W, 37.8080 - 107.6636

**Verbal Boundary Description of Nominated Property**

(describe the boundaries of the nominated property on a continuation sheet)

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

**SECTION VI**

**Photograph Log for Black and White Photographs**

(prepare a photograph log on one or more continuation sheets)

**SECTION VII**

**ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION**

**Owner Consent Form**

**Black and White Photographs**

**Color Prints or Digital Images**

**Sketch Map(s)**

**Photocopy of USGS Map Section**

**Optional Materials**

**Use of Nomination Materials**

Upon submission to the Office of Archaeology and Historic Preservation, all nomination forms and supporting materials become public records pursuant to CRS Title 24, and may be accessed, copied, and used for personal or commercial purposes in accordance with state law unless otherwise specifically exempted. History Colorado may reproduce, publish, display, perform, prepare derivative works or otherwise use the nomination materials for History Colorado and/or State Register purposes.

**For Office Use Only**

Property Type: [ ] building(s) [ ] district [ ] site [X] structure [ ] object [ ] area

Architectural Style/Engineering Type: Railroad Box Car/ Outfit Bunk Car

Period of Significance: 1899-1914, 1899-1968

Level of Significance: [X] Local [ ] State [ ] National

Multiple Property Submission: n/a

Acreage n/a

P.M. NM Township 41N Range 7w Section 17 Quarter Sections SE NW SW

UTM Reference: Zone 13 Easting 265496 Northing 4187846 NAD83

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

## DESCRIPTION and ALTERATIONS

### DESCRIPTION

Denver & Rio Grande Western Railroad (D&RGW) Outfit Bunk Car 04432 (also called a Kitchen-Bunk car) is a converted revenue (i.e., income-producing) boxcar originally built in 1899 and repurposed in 1914 as living quarters for rail workers servicing railroad water facilities along the rail line. *Outfit* refers to a group of people working together. The car is 30'-2" long x 7'-6" wide and has a wood frame of six longitudinal and two end sills held in tension by wrought iron truss rods, each spanning two king posts on needle beams (cross members) bolted under the sills. The frame is supported by metal body bolsters, which are pinned to the truck bolsters. The body rides on two 4-wheel arch bar trucks with one large spring at both ends of each truck bolster. The car has Westinghouse automatic air brakes and automatic knuckle couplers. The car weighs about 19,600 pounds and is rated to carry 40,000 pounds in an interior space of 1197 cubic feet (Sloan, 2nd ed., pp. 47, 66).

The wood body of the car is built with walls of posts and diagonal braces covered with a mixture of vertical 5.25" and 3.25" tongue-and-groove sheathing, which also conceals the frame side sills. Both sides of the car feature a slightly off-center 2'-4"-wide single-leaf wood door with a central single light. The small door for loading lumber at the B end (or rear) has been covered over with the same sheathing. Both sides have a four-light fixed wood window to the right of the door to provide light for the bedrooms.

An iron stirrup step hangs from the sill at each corner of the car. At diagonally opposite corners iron rungs are evenly spaced directly above the steps and just around the corner on the end wall to facilitate access to the roof. The other two steps have iron handholds above them. Below each door is another iron stirrup step, with iron handholds at either side of the door.

The car is painted with red oxide paint. Historic white lettering on the right side of the car reads "D. & R. G. W./04432" and "WATER SERVICE." Smaller "D. & R. G. W./04432" lettering is at the upper right corner of the B end. Non-historic small lettering "KEEP OFF" is painted above each corner step, probably dating to 2004 when the car was moved to the Colorado Railroad Museum. Small lettering "GLRR" is painted near the left end of each side; it stands for the fictitious Georgetown & Leadville RR that the owner painted on some of his cars. Non-historic electrical outlets are placed near the bottom of the two doors and near the top of one door.

The car has a single-layer wood roof covered with rolled asphalt roofing. One small exposed area shows 3/4" plywood under the asphalt. The roof has a metal smokestack in the middle for a coal stove in the car and a wood running board (roof walk) along the apex. The brake wheel and its shaft, which would extend from the stirrup bolted to the B end sill to about 2' above the running board, were removed, perhaps to reduce the height in transporting the car, and temporarily placed in storage.

The interior of the car has a subfloor of 1.5" tongue-and-groove wood planks across the frame overlaid with a longitudinal and a lateral layer of 0.75" tongue-and-groove boards, and topped with flooring that appears to be badly deteriorated linoleum. Tongue-and-groove boards line the walls horizontally from floor to ceiling and longitudinally along the flat ceiling. Each end has a lateral partition of 0.75" tongue-and-groove boards with a door, made with 0.75" boards, about 8' from the end wall, forming two bedrooms. The right side has an interior four-light sliding wood window to the left of the interior door to provide light for the center room. Surface mounted electrical wiring connects to lights and outlets. Various furnishings, mostly modern and probably added in the 1970s when the bunk car housed workers at the Georgetown Loop Railroad, include an old stove and table which appear to be original to

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

the repurposed car, and other stuff, such as bedding and personal items not historically associated with the car, are strewn about, and a wall and the ceiling show evidence for the placement of the stove and stack, but the entire stack is missing.

### ALTERATIONS

Originally, Outfit Bunk Car 04432 was Boxcar 4432, built in 1899 by the Ohio Falls Car Manufacturing Company of Indiana. It had 4'-10" sliding doors covering 4'-6"-wide x 5'-6.75"-high openings centered on each side of the car and a 2'-6" x 2'-4" door centered to the top of the B end for loading long items such as lumber. It had link-and-pin couplers and Westinghouse straight-air brakes.

As was common practice to make a roof waterproof, the original single layer wood roof was probably covered with tarpaper and cloth that was sealed with elastic bitumen, such as Elaterite, to make it waterproof (Swanson, 12th page, pages unnumbered). The car was painted red oxide with white lettering. Typically the lettering was "D. & R. G." on the each side, left of the door, and the number "4432" on each side to the right of the door. Each end had "D. & R. G./4432", or simply the number, at the top left corner of each end. The car weighed about 17,500 pounds, 2100 pounds lighter, before safety upgrades added extra metal and before the interior was made into living quarters with added flooring, wall lining, ceiling, partitions, stove, and table.

To comply with the 1903 Safety Appliance Act, the car was converted in 1904 to Westinghouse automatic air brakes and automatic knuckle couplers. Interstate Commerce Commission (ICC) regulations in 1911 required certain safety improvements: standardization in placement of running boards, handholds, ladders, steps, coupler unlocking bars, and other devices. Because D&RG lines crossed into New Mexico it was an interstate carrier and was required to implement ICC regulations within a certain period of time, which could be a few years if they affected hundreds of cars. For example, steps were required at all four corners, rather than two; spacing of step rungs was reduced from 20" to 16"; and running board width was increased to 24" from previous 12" to 18". These improvements were probably made by 1914 on Boxcar 4432, while it was being converted to a bunk car (Sloan, 2nd ed., p. 11).

A few external changes were made in converting Boxcar 4432 to Outfit Bunk Car 04432. The two sliding doors were replaced by hinged personnel doors attached to the left side of the freight door opening, and the rest of the freight door opening was framed and sheathed. The small door for lumber loading at the B end was removed and the opening was sheathed over. Three windows were added, two fixed and one sliding. Original siding was 5.25" tongue-and-groove with V edging and a center bead. By the time D&RGW did general car rebuilding in the 1920s, it had adopted 3.25" tongue-and-groove with V edging, so repairs were made with 3.25" boards and filler boards of odd sizes as needed (Swanson, p. 9). The bunk car was assigned to water service for the railroad, so that name was painted on both sides of the car, to the right of the doors. This may be the time when the roof was covered with rolled asphalt roofing.

Many internal changes were made in converting Boxcar 4432 to Outfit Bunk Car 04432. Added were a multi-layered floor, additional tongue-and-groove siding from mid height (normal for boxcars) to the ceiling, a flat ceiling, partitions with doors for two bedrooms, a stove for cooking and heating, and maybe other furnishings to make it useful as living quarters.

When Lindsey Ashby, the current owner, began operating the Georgetown Loop Railroad, the car was moved to Silver Plume, Colorado for use as a bunk car for crews working on that railroad. It was

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

repainted with red oxide, and lettering was added only on the right side, because it faced the public on I-70. The brake wheel shaft was shortened or replaced with a shorter one, and the stove stack was removed. Electric service was added to the car, as shown by the exterior electrical outlets by the doors and several lights and outlets on the interior. Other items were added, including a bulletin board, fire extinguisher, shelves and various furnishings. About 2004 the car was moved to the Colorado Railroad Museum in Golden for storage and display. He added non-historical lettering "KEEP OFF" to keep the public off for safety and "GLRR" to identify it as owned by him.

### INTEGRITY

Outfit Bunk Car 04432 is a good example of a 4000 series boxcar converted for use as living quarters for maintenance-of-way (MOW) crews. Although D&RGW kept upgrading and modernizing its standard gauge lines from the 1930s onward, it aimed to abandon the narrow gauge lines. Narrow gauge equipment was neglected and maintenance was minimal. Thus, Outfit Bunk Car 04432 retains a high degree of integrity in its original structural design, features changed or added in repurposing, and intactness of original materials. The bunk car has shown some age and requires minor restoration of running board, doors, window and door trim, and sheathing, then fresh paint with proper lettering for the mid 1920s to 1930s period. It may need some restoration of the wood. Having moved the car to the Silverton Northern track with a potential to run on the Durango & Silverton Narrow Gauge Railroad track gives it a high degree of integrity in its association and setting, because 4000 series boxcars were used throughout the D&RG lines and branches and leased at times to the Rio Grande Southern and Otto Mears' three small railroads out of Silverton and because it is typical of any Tool Car used on the Silverton Branch of D&RGW.

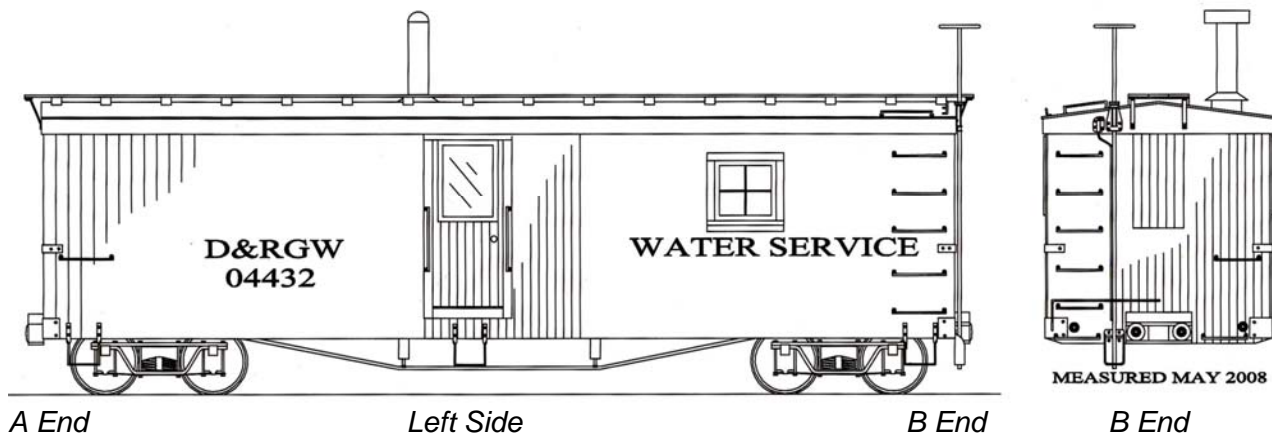


Figure 1. Drawing of Outfit Bunk Car 04432, close to current condition, with primary lettering of the late 1930s. The B end shows the brake shaft and the brake wheel above the roof and the covered over small door. Not shown is the small lettering "D&RGW/04432" at the upper right of each end and data for capacity, length, weight, and rebuild date at the bottom right of each end. (Swanson, Car #04432 [pages unnumbered, figures in order of car number])

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

## SIGNIFICANCE STATEMENT

D&RGW Outfit Bunk Car 04432 is locally significant under Criterion C for Engineering in 1899, when it was originally built as revenue Boxcar 4432, from 1913 to 1914, when mandatory safety upgrades were added, and in 1914, when it was repurposed as a non-revenue work car, serving as a bunk car for the crew maintaining water service along the lines. It is locally significant under Criterion A for Transportation from 1899 to 1968 for its service first as a revenue boxcar from 1899 to 1914 and second as a non-revenue work car from 1914 to 1968.

## ENGINEERING

Boxcar 4432 was one of 100 Class 6 boxcars (30' long, 20-ton capacity) built in 1899 by the Ohio Falls Car Manufacturing Company of Indiana for D&RG. D&RG became D&RGW in 1921 upon reorganization and merging with the Rio Grande Western lines in Utah. It represented the culmination of evolution of D&RG boxcars in the nineteenth century from the ten Class 1 boxcars built in 1871 that were only 12' long and could haul 5 tons on four wheels. Class 2 boxcars, built from 1871–74 were 23'-7" long and carried 8 tons on two sets of 4-wheel trucks with double springs. By far the largest fleet of D&RG boxcars was the more than 2700 boxcars either 26' (Class 3) or 28' (Class 4) long with a 10-ton capacity, carried on two 4-wheel trucks, built between 1876 and 1879. Between 1885 and 1895 one hundred of these cars were rebuilt by D&RG into 27'-6" long Class 5 boxcars and 550 were rebuilt into 30' long Class 6 boxcars – all with a capacity of 20 tons and 1197 cubic feet. By jumping from 10-tons to 20-tons, D&RG gained efficiency by cutting the number of boxcars in a train and potentially reducing maintenance cost by up to half. Following the 100 cars of Class 6 built in 1899, which included car 4432, another fifty 30' long, 20-ton capacity boxcars were built in 1902 as Class 7 (Sloan, 2nd ed., pp. 46–49).

The only significant change in boxcars after this was to increase the capacity to 25 tons and 1267 cubic feet in the 750 cars of the 30'-long Class 8 boxcars (series 3000–3749) built in 1904 – the last class of D&RG narrow-gauge boxcars. D&RGW narrow gauge was stuck in history; meanwhile, D&RGW standard gauge cars of the same period, using steel frames and superstructure, carried twice as much in volume and weight, then grew, with all-steel cars built in 1939 that carried three times as much volume (3840 cubic feet) and two and a half times as much weight (50 tons) (D&RGW folio sheets). ICC required cars made after 1928 to have steel frames and cast (not arch bar) trucks.

D&RG was frugal when it came to maintenance-of-way (MOW) equipment. Although D&RG purchased new or built a number of specialized pieces of MOW equipment – rotary snowplow, flanger, derrick, pile driver, power shovel, ditcher, and others – most of its MOW equipment were older cars shifted from revenue to non-revenue service, including 4000-series boxcars. The degree of modification for MOW purposes varied depending on the new use of the car. Outfit Bunk Car 04432 is a good example of a 4000 series boxcar converted for use as living quarters for MOW crews.

Not only does Outfit Bunk Car 04432 represent a late nineteenth-century boxcar repurposed as a twentieth-century work car, with its personnel doors, windows, smokestack, partitions and full-height lining, it also very much represents the original boxcar, retaining the overall shape and construction from the original construction in 1899. Externally, the area of the four sides reveals over 90 percent of the surface as Boxcar 4432; including the roof and undercarriage areas makes it 95 percent. Internally, it is just the opposite; except for lining part way up the sides, everything else represents repurposing.



Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

## TRANSPORTATION

Development of the mining industry and general commerce in southwest Colorado would not have been possible on a large scale without the narrow gauge railroads built by General William Jackson Palmer (D&RG), Otto Mears (Silverton Railroad [SRR], Silverton Northern Railroad [SN], and Rio Grande Southern [RGS]), and the Gold King Mining Company (Silverton Gladstone & Northerly [SG&N]).

The 4000 series boxcars were in service on the entire D&RGW and Rio Grande Southern (RGS) narrow gauge circle (connecting Salida, Gunnison, Montrose, Ridgway, Dolores, Durango, Chama [New Mexico], Antonito, and Alamosa) with branches to Crested Butte, Ouray, Telluride, Silverton, Farmington (New Mexico), Pagosa Springs, and Santa Fe (New Mexico). In 1942 the U.S. Navy purchased the remaining Class 6 series boxcars in revenue service for use at Pearl Harbor (Sloan, p. 47). As branches and parts of the circle were abandoned, the extent of the lines after 1955 shrunk to only the San Juan Extension (Alamosa to Chama [New Mexico] to Durango) and the branches to Silverton and Farmington.

In its original configuration, Boxcar 4432 would have hauled diverse goods and products into and out of the mountains and valleys of southwest Colorado. From mining mills went sacks of ore concentrate and bullion; from agriculture went products such as beans, apples, and wool; from lumber mills went lumber and poles. Into the area came mining and agricultural equipment; building materials such as milled lumber, water and sewer pipe, cement, asphalt, roofing, paper, and tile; all kinds of manufactured goods for commercial and home use; canned and boxed food; furniture, etc.

The number of D&RG narrow gauge boxcars peaked at about 2600 in the early 1880s, declined to about 1200 in 1914, and stabilized at about 700 in the 1930s and later (Sloan, 2nd ed., p. 54). The decline was largely due to converting narrow gauge track to standard gauge from Denver to Salt Lake City, the depressed silver mines after the 1893 panic, and the general decrease in mining. After World War I competition from trucking began to take its toll. New ICC regulations in 1903 and 1911 caused D&RG to consider whether cars were worth upgrading, and as a result many were scrapped. The declining need made older 4000-series boxcars available for sale or lease to other railroads or for repurposing, while newer, larger capacity 3000-series boxcars became the primary revenue boxcars.

The total number of narrow gauge freight cars peaked at 6000 in 1883, and the total number of work cars peaked at 302 in 1891, most of which were repurposed revenue cars. By 1916 freight cars numbered about 3200 and work cars only 40. Pressure from the government to repair the ailing railroad after WWI (the acronym D&RGW was said to mean "Dangerous and Rapidly Growing Worse") caused the railroad to increase work cars to a new peak of 189 in 1924. Work cars were designated by their prefixes: O for outfit, W for water, X for special work cars that could only be at the end of a freight train. The letter O was used on lettered cars and became the number 0 for numbered cars. Boxcars were rebuilt for use as office, sleeper, diner, kitchen, supply, or tool cars. The biggest users of box outfit cars were the Roadway and the Building and Bridge departments. Next highest users were the Water Service and Wreck Train departments. Other uses were with trains for the Stores Department and the rotary snowplows (Sloan, 2nd ed., pp. 3, 257; Swanson, 4th page).

A reliable water supply was critical to the steam-powered narrow gauge railroad. Water boiled in a steam engine passes through the locomotive only once. Tenders carried a limited amount of water, so locomotives had to stop frequently to take on more. Typically, water towers were located about ten to fifteen miles apart, and water service cars roamed the system on a frequent basis to assure a reliable water supply. Water Service trains had two to five cars, which would be parked on a siding for the

**Property Name** Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

period of work. For example, Outfit Bunk Car 04432 served as the living quarters for the water service crew and was paired with Tool Car 04904, which housed the tools, materials, parts, and supplies needed for the work. This particular pair of cars were used to make repairs and improvements to water facilities – especially water tanks – along the main line between Alamosa and Durango, including the various branches (Silverton, Farmington, Pagosa Springs, and Santa Fe). When not needed in service, the cars would be parked in a rail yard.

Outfit Bunk Car 04432 was in service until the end of normal operations on the San Juan Extension (Alamosa to Durango) in 1968. That year it was retired and sold for scrap to the Floyd Reed Company in Alamosa. However, Lindsey Ashby purchased the car in the early 1970s and moved it to Silver Plume for use at the Georgetown Loop Railroad. Circa 2004 the car was moved to the Colorado Railroad Museum (CRRM) in Golden for storage. In May 2014 the car was moved to the Silverton Northern track along Cement Street in Silverton as a favor to CRRM, which needed the space, and to Ashby, who is reserving the car for future purchase by DRHS.

From the list in Swanson, it appears that perhaps as many as 18 of the 550 Class 6 boxcars exist today, all as outfit cars and only three of them as conversions to bunk cars. Outfit Bunk Car 04432 is significant as one of only eight of the 100 4400 series boxcars built in 1899 still existing and only one of the few examples of bunk cars still existing that did so much in work trains to support keeping the D&RGW narrow gauge lines operating for nearly a century – so important to the development of southwest Colorado.

Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

---

## BIBLIOGRAPHY

Ashby, Lindsey, Telephone conversation with George Niederauer, February 2014.

Blanchard, Rick, Mike Condor, and Tim Mulina, *Denver & Rio Grande Western Class 6 Boxcars, Vol. 1, 04100–04499 Series*. BHI Publications, Cottleville, Missouri, 2013.

Denver & Rio Grande Western Railroad Company, Folio sheets for certain standard gauge freight cars. D&RGW, Denver, 1909–1939 (on file at Colorado Railroad Museum).

Grandt, Robert L., Editor, *Narrow Gauge Pictorial, Vol. III, Gondolas, Boxcars, and Flatcars of the D&RGW*. R. Robb. Oakland, California, 1984.

\_\_\_\_\_, *Narrow Gauge Pictorial, Vol. X, Numbered Work Cars of the D&RGW*. R. Robb. Oakland, California, 1993.

Sloan, Robert E., *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*, 1st ed. R.E. Sloan. Winona, Minnesota, 2000.

\_\_\_\_\_, *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*, 2nd ed. BHI Publications, 2008.

Swanson, Steve, and Mike Horner, *D&RGW NG Work/Box Outfit Cars: A Roster and History with Detailed Drawings*, Golden, Colorado, 2009.

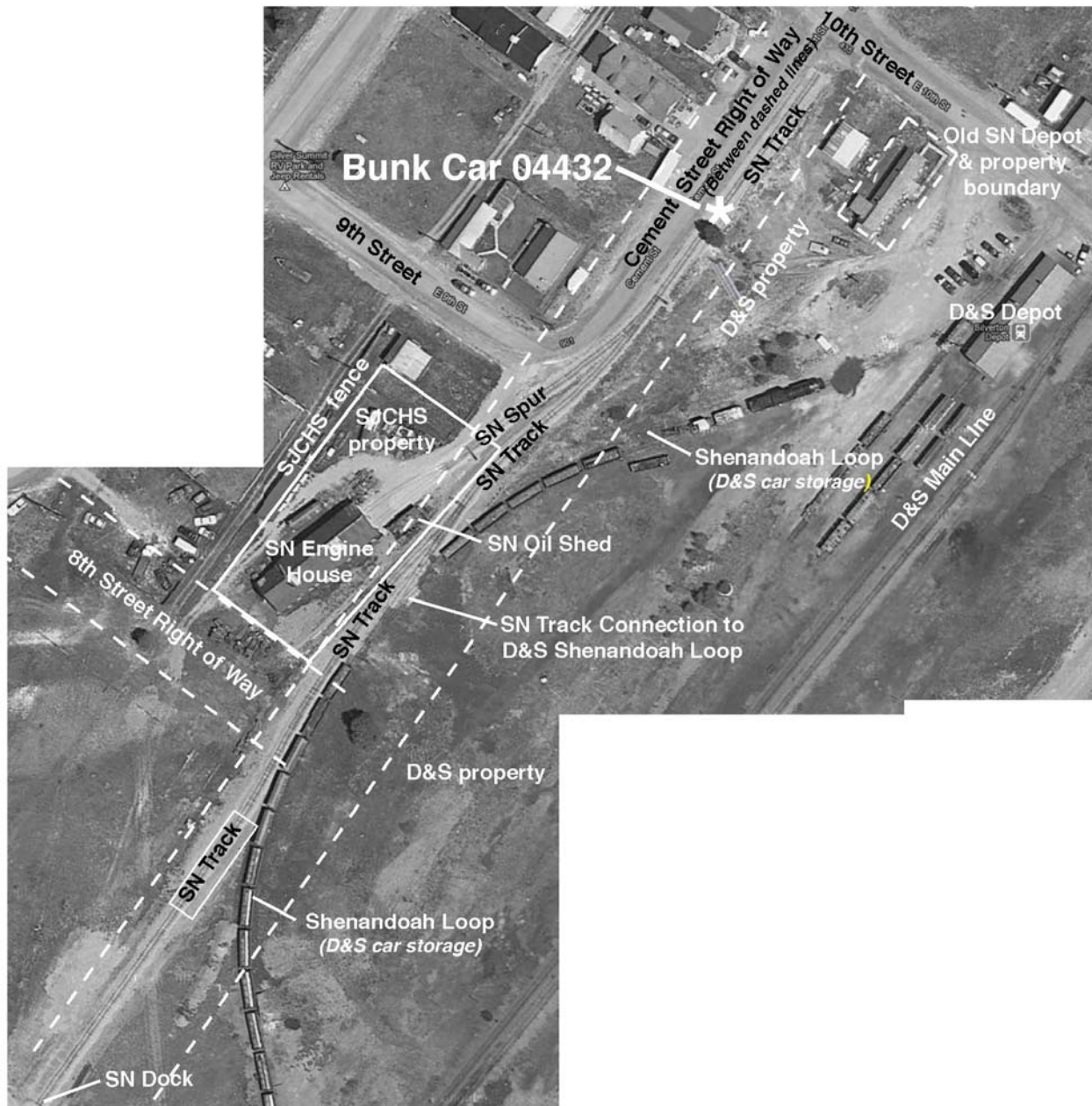
Property Name Denver & Rio Grande Western Railroad Outfit Bunk Car No. 04432

**GEOGRAPHICAL DATA**

**VERBAL BOUNDARY DESCRIPTION**

Outfit Bunk Car 04432 – large asterisk in the image below – is located on the Silverton Northern (SN) track in Silverton within the Cement Street right of way between 7th and 10th streets – labeled with dashed lines in the image below. No real property is associated with this nomination.

**Sketch Map** Photo from Google with annotation by George Niederauer, July 2014.



Property Name Denver & Rio Grande Western Railroad Bunk Car No. 04432

---

**PHOTOGRAPH LOG**

Name of Property: D&RGW Outfit Bunk Car 04432  
Location: Colorado RR Museum, Golden, Jefferson County & Silverton,  
San Juan County  
Photographer: George F. Niederauer for photos 1–4  
Jerry Hoffer for photo 5  
Date of Photographs: 7 May 2014 for photos 1–4  
15 June 2014 for photo 5  
Digital color TIF files on CD

Photo No.                      Photographic Information

- 1 Right side (referenced to A end as the front)
- 2 A end
- 3 Left side (referenced to A end as the front)
- 4 B end (location of hand brake)
- 5 Bunk Car 04432 on the Silverton Northern track in Silverton

Property Name Denver & Rio Grande Western Railroad Bunk Car No. 04432

---

**HISTORIC PHOTOGRAPHS**



1. *Outfit Bunk Car 04432 in Alamosa, 1956. Photo by David Grandt (Grandt, Vol. X, p. 119).*



2. *Outfit Bunk Car 04432 in Alamosa, 1960. Photo by David Grandt (Grandt, Vol. X, p. 120).*

Property Name Denver & Rio Grande Western Railroad Bunk Car No. 04432

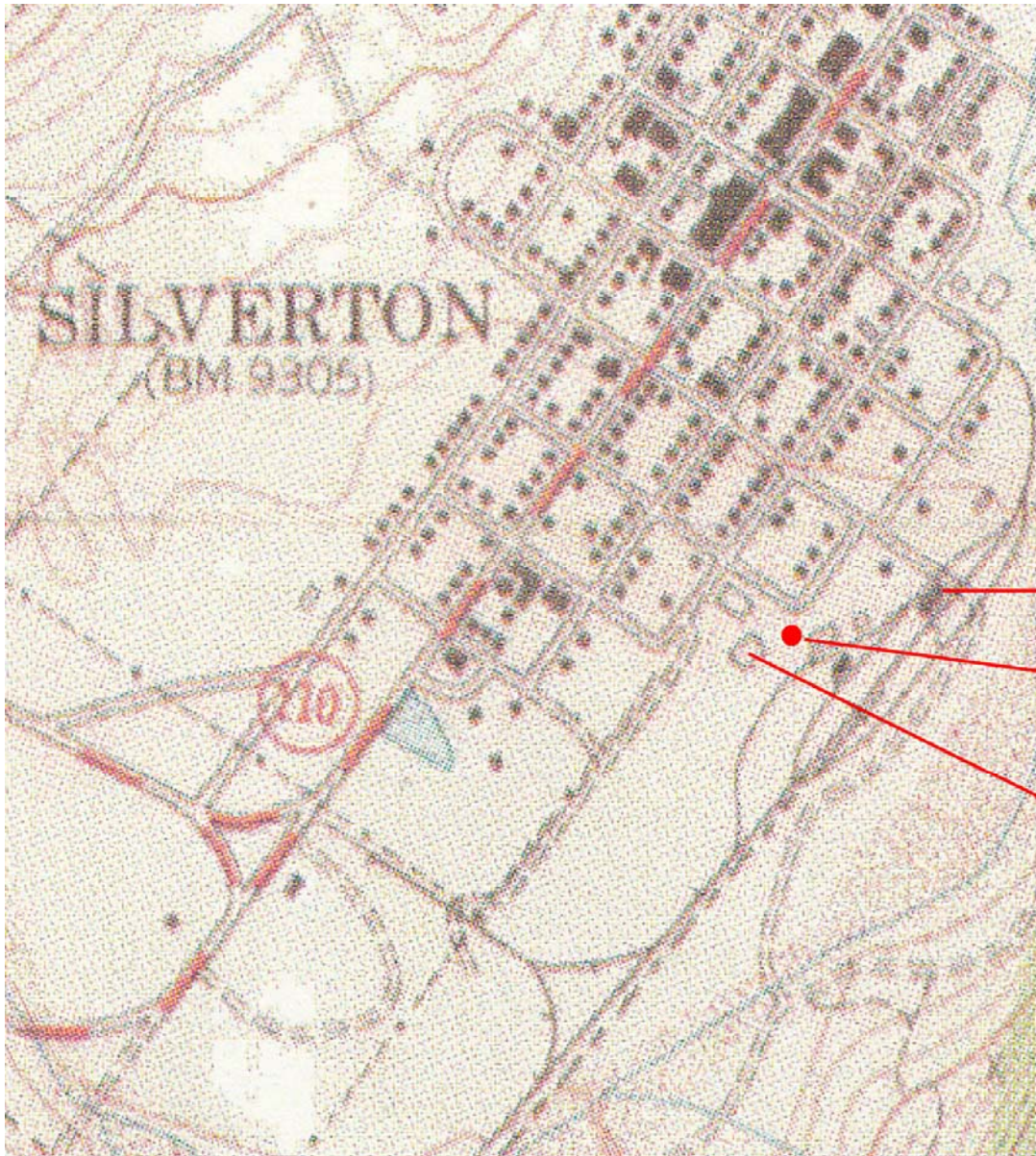
---

**USGS TOPOGRAPHIC MAP**

Quadrangle, Colorado  
7.5 Minute Series

Silverton Quadrangle, 7.5 minute, 1955

Bunk Car 94432 is on the display track that is marked with the dot on the map below.



D&S Depot

Display  
Track

SN Engine  
House