

HISTORY COLORADO

COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

SECTION I

Name of Property

Historic Name Denver & Rio Grande Western Railroad Outfit Tool Car No. 04351

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[] address not for publication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.1528

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

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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 1897

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)

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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, 37.8079 - 107.6637

Verbal Boundary Description of Nominated Property

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

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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 tool car

Period of Significance: 1897-1927, 1897-1968

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 265488 Northing 4187837 NAD83

Property Name Denver & Rio Grande Western Railroad Outfit Tool Car No. 04351

DESCRIPTION and ALTERATIONS

DESCRIPTION

Denver & Rio Grande Western Railroad (D&RGW) Outfit Tool Car 04351 is a boxcar originally built in 1897 that was reassigned as a work car in 1914, and in 1927 specifically as an outfit tool car to carry tools, parts, and supplies for rail crews in wrecker service along the rail line. *Outfit* refers to a group of people working together. The car is 30'-2" x 7'-6" and has a wood frame of six longitudinal and two end sills held in tension by wrought iron truss rods spanning two king posts on needle beams (cross members) under the car. 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 four springs at the ends of each truck bolster, rated for 20-tons. 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 vertical 3.25" tongue-and-groove sheathing, which also conceals the frame side sills. It has a 4'-10"-wide sliding door covering a 4'-6"-wide by 5'-6.75"-high opening centered on each side of the car and a 1'-11"-wide by 2'-6.5"-high sliding door covering an opening centered to the top of the A end for loading long items such as lumber. 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.

The car is painted gray with large black lettering to the left of the freight door on both sides that reads "G. B. & L./04351", which is also duplicated in smaller size at the upper right corner of both ends. The non-historic "G. B. & L." stands for the fictitious Georgetown Breckenridge & Leadville RR that Lindsey Ashby, the current owner, painted on some of the cars he acquired in the 1970s.

The car has a single layer wood roof covered with a Corrugated Murphy (brand name) sheet metal roof. This type of Murphy roof has rectangular corrugations or connecting ribs for the flat sections of the roof (Swanson, p. 12). The roof has the wood blocks for a wood running board (roof walk) along the apex, but is missing the boards for the walk. The brake wheel shaft extends from the stirrup bolted to the B end sill to the brake wheel about 1.5' above the running board.

The interior of the car has a floor of shiplap wood planks and horizontal tongue-and-groove boards lining on all walls halfway from floor to ceiling. Non-historic heavy duty shelves from floor to ceiling line the walls on both sides of the doors. Surface-mounted electrical wiring connects to lights and outlets.

ALTERATIONS

Originally, Outfit Tool Car 04351 was Boxcar 4351, rebuilt in 1897 by D&RG from an earlier boxcar. It had link-and-pin couplers and Westinghouse straight-air brakes. 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, p. 12). The car was painted red oxide with white lettering. Typically the lettering was "D. & R. G." on each side, left of the door, and the number "4351" on each side to the right of the door. Each end had "D. & R. G./4351", or simply the number, at the top left corner of each end. The car weighed about 18,200 pounds, 1400 pounds lighter before safety upgrades added extra metal.

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)

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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 (Sloan, 2nd ed., p. 11).

Only a few changes were made in converting Boxcar 4351 to Outfit Tool Car 04351 in 1914: adding the leading 0 to the number and painting "TOOL/CAR" to the right of each door. Sometime after November 1921, the letter W was added to the name to signify the reorganization of the railroad (see TRANSPORTATION below). In 1939 the railroad adopted a new logo, the so-called "flying Rio Grande," for all its cars and a color scheme of light gray with black lettering for its work cars. D&RGW was slow to repaint work cars, but sometime after 1939, probably when the car was in the shop for maintenance, Tool Car 04351 was painted in light gray with black lettering: "*Rio Grande/Tool Car*" to the right of each door and a small "D&RGW/04351" at the upper right corners of the ends (Sloan, 2nd ed., p. 7; Grandt, vol. X, p. 105).

A Corrugated Murphy sheet metal roof was added to the wood roof, perhaps when the boxcar was converted to an outfit car in 1914 or at some later time when it was in the shop for maintenance. In 1913 the Camel Door Company patented a door with these features: steel frame, starter and closing handle, slide guard, and redesigned rollers. D&RG, or D&RGW, bought the hardware and either added it to the original doors or made new wood doors with the new hardware at some unknown date (Swanson, 13th page).

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, and this car was repaired with only the smaller boards and filler boards of odd sizes as needed (Swanson, 9). When Lindsey Ashby began operating the Georgetown Loop Railroad, the car was moved to Silver Plume, Colorado, in the early- to mid-1970s for use as a storage car. It was repainted in light gray, and the black lettering was changed to "G B & L/04351" to the left of the doors and simply "TOOL/CAR" to the right. He added electric service to the interior car and many shelves for storing parts and other items. In about 2004 the car was moved to the Colorado Railroad Museum for storage and display. The car no longer carried the "TOOL/CAR" lettering on either side and had a non-historical "KEEP OFF" painted above each of the four set of steps. The brake wheel shaft had been made shorter by a foot or more.

INTEGRITY

Outfit Tool Car 04351 is a typical example of a 4000 series boxcar converted for use as a work car 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 Tool Car 04351 retains a very high degree of integrity because it retains the original structural design and original materials are generally intact (with historic normal maintenance by replacing deteriorated wood and an upgraded roof). Except for gray paint and lettering it looks virtually as it did in 1897, albeit a bit worn. The Tool car has shown some age and will require replacement of the running board and minor restoration of sheathing, then fresh paint with proper lettering for the mid 1920s to 1930s period, when the car still had the fresh appearance as the newly repurposed red tool car. Having moved the car to the Silverton Northern track with a potential to run on the Durango & Silverton Narrow Gauge Railroad track gives it

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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 a Tool Car used on the Silverton Branch of D&RGW.

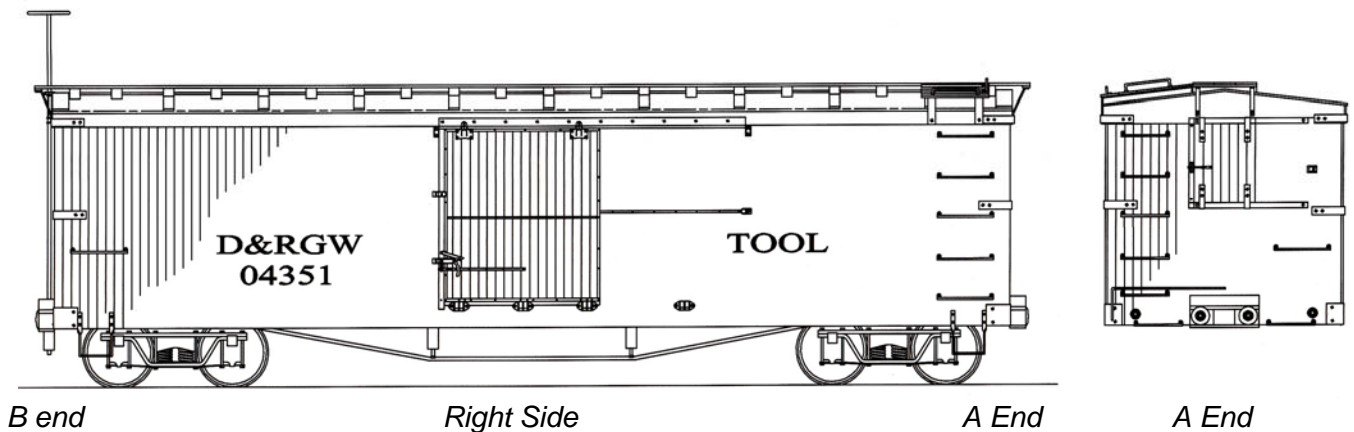


Figure 1. Drawing of Outfit Tool Car 04351, as it would have appeared with primary lettering of the late 1930s – still close to that appearance today. The B end shows the original longer brake shaft and the brake wheel above the roof, while the A end shows the small door. Not shown is the small lettering “D&RGW/04351” 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 #04351 [pages unnumbered, figures in order of car number])

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SIGNIFICANCE STATEMENT

D&RGW Outfit Tool Car 04351 is locally significant under Criterion C for Engineering from 1897, when it was originally built as revenue Boxcar 4351, to 1914, when mandatory safety upgrades were added and, either then or later, when the roof and doors were upgraded. It is locally significant under Criterion A for Transportation from 1897 to 1968 for its service first as a revenue boxcar from 1897 to 1914 and second as a non-revenue work car from 1914 to 1968.

ENGINEERING

Between 1895 and 1908 D&RG registered 550 boxcars as Class 6 boxcars (30' long, 20-ton capacity), of which at least 435 were rebuilt from older Class 3 24' boxcars. Boxcar 4351 was one of ninety-five that D&RG rebuilt in 1897, either at Alamosa or Salida, and is the only surviving 1897 boxcar in its series 4300–4374. 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 I boxcars built in 1871 that were only 12' long and could haul 5 tons on four wheels. Class 2 boxcars, built in 1871–74 were 23'-7" long and carried 8 tons on two 4-wheel trucks with double springs. By far the largest fleet of D&RG boxcars, numbering over 2700, were the 10-ton cars in Class 3 (24' long) and Class 4 (28' long), 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 550 cars of Class 6, which included Tool Car 04351, another fifty 30', 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 Tool Car 04351 is typical example of a 4000 series boxcar converted with minimal changes for use by MOW crews.

Although Outfit Tool Car 04351 represents a late nineteenth-century boxcar repurposed for the twentieth century, it also very much represents Boxcar 4351, retaining the overall shape, construction, and features from the original construction in 1897 and typical upgrades that were made on many of the boxcars kept in revenue service over many decades. Only the coloring and lettering are different.

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

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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 Grand 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 (New Mexico).

In its original configuration Boxcar 4351 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).

Boxcar 4351 was placed in work car service by September 30, 1914. In the 1920 ICC Valuation Survey it was listed as a boxcar caboose. On January 1, 1927, it replaced Tool Car 04909 on the Chama Wrecker Train, and the portable electric light and four 50-ton jacks equipment were transferred to it from 04909. Derailments and wrecks were far too common on the D&RGW, especially in the early part of the twentieth century before track improvements were made in the mid to late 1930s. D&RGW maintained wrecker trains at Gunnison, Alamosa, Salida, Chama, and Durango. They would be called into service when needed. The Chama Wreck train (or Chama Wrecker) consisted of only the Tool Car 04351 and the Rail and Tie Car 06084. When necessary the larger work trains at the two ends of the 4th Division,

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Alamosa to Durango, could be called to duty along the 4th Division. The Alamosa Wreck Train had a derrick car, cable car, block car, wheel and tie car, kitchen-dinner car, and sleeper car, as well as a tool car. The Durango Wrecker Train had boom car, ditcher, kitchen car, and sleeper car, as well as two tool cars and a rail and tie car. Besides the electric light and 50-ton jacks, Tool Car 04351 would house other tools, materials, parts, and supplies needed for the work of fixing the track and getting cars back on track. When not needed in service, the cars would be parked in a rail yard (Swanson, 6th page, page for Car #04351 [pages unnumbered, text in order of car number]) (Sloan, 2nd ed., p. 260).

Outfit Tool Car 04351 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. In about 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 that perhaps as many as 18 of the 550 Class 6 boxcars exist in series 4000 exist today, all as outfit cars, with only two of them as tool cars. Outfit Tool Car 04351 is significant as the only surviving 1897 boxcar and one of the few examples of tool 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.

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BIBLIOGRAPHY

- Ashby, Lindsey, Telephone conversation with George Niederauer, February 2014.
- Blanchard, Rick, Mike Conder, 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. R.E. Sloan. Winona, Minnesota, 2008.
- Swanson, Steve, and Mike Horner, *D&RGW NG Work/Box Outfit Cars: A Roster and History with Detailed Drawings*, Golden, Colorado, 2009.

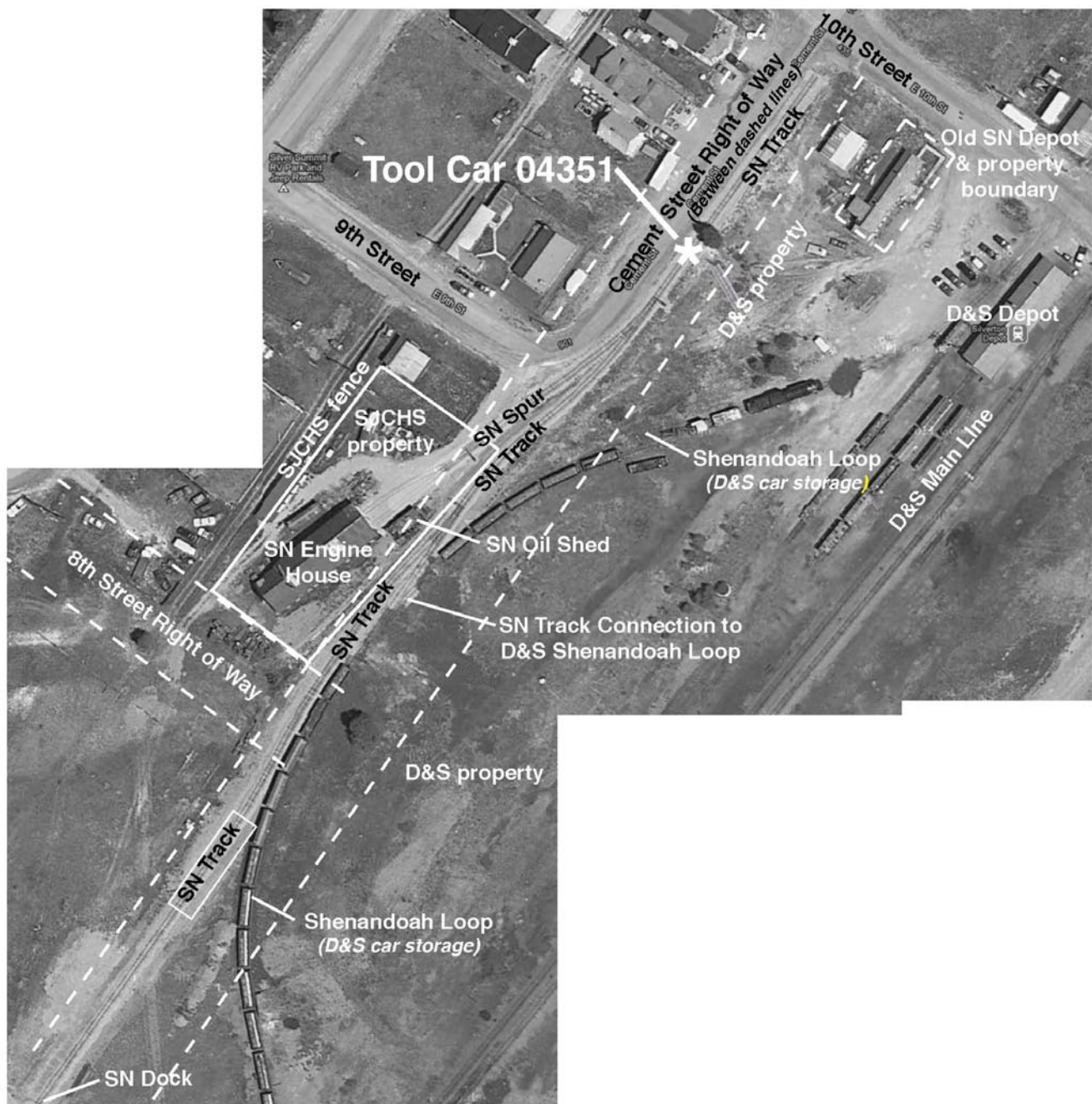
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GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

Outfit Tool Car 04351 – indicated by the large asterisk in the image below – is located on the Silverton Northern (SN) track – labeled in dashed lines – in Silverton within the Cement Street right of way between 7th and 10th streets. No real property is associated with this nomination.

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



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PHOTOGRAPH LOG

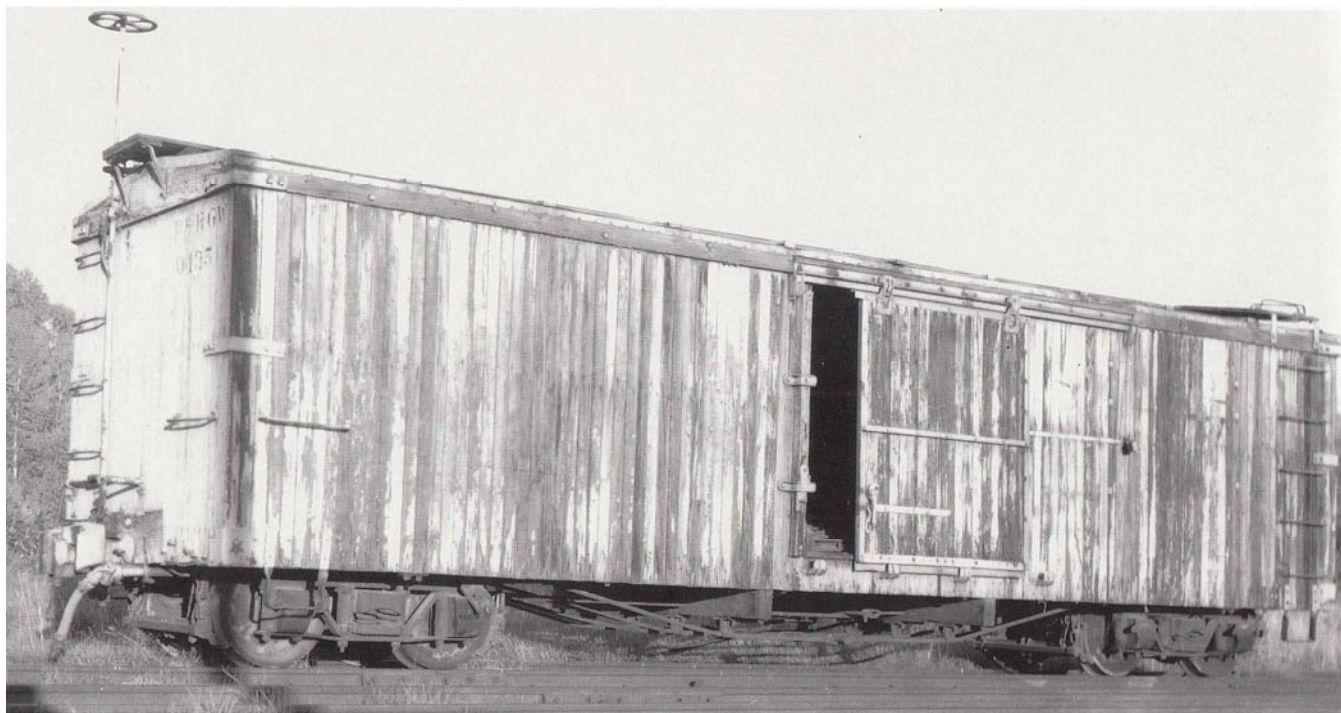
Name of Property: D&RGW outfit tool car 04351
Location: Colorado RR Museum, Golden, Jefferson County & Silverton,
San Juan County
Photographer: George F. Niederauer for photos 1–4
Jerry Hoffer for photo 5
Date of Photographs: 7 May 2014 for photos 1–4
15 June 2014 for photo 5
Digital color TIF files 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 Tool Car 04351 (at right) on the Silverton Northern track in Silverton

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HISTORIC PHOTOGRAPHS



1. *Outfit Tool Car 04351 in Chama, New Mexico, August 28, 1968. Photo by J.W. Maxwell.*
(Grandt, Vol. X, p. 104)

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2. *Outfit Tool Car 04351 in Chama, New Mexico, August 28, 1968. Photo by J.W. Maxwell. (Grandt, Vol. X, p. 105)*

Property Name Denver & Rio Grande Western Railroad Outfit Tool Car No. 04351

USGS TOPOGRAPHIC MAP

Quadrangle, Colorado
7.5 Minute Series

Silverton Quadrangle, 7.5 minute, 1955

Tool Car 04351 is on the display track that is marked with the dot on the map below.

