

# HISTORY COLORADO

## COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

### SECTION I

#### Name of Property

Historic Name Colorado & Southern Railway Gondola No. 4319

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

#### Address of Property

[ ] address not for publication

Street Address Como Roundhouse Complex 990 CR 33

City Como County Park Zip 80432

#### Present Owner of Property

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

Name City of Central

Address 141 Nevada Street Phone 303-582-5251

City Central City State Colorado Zip 80427

#### Owner Consent for Nomination

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

#### Preparer of Nomination

Name Tim Bain Date 25 October 2018

Organization South Park Rail Society

Address 2253 N. Downing St., Phone 604-551-5110

City Denver State CO Zip 80205

#### FOR OFFICIAL USE:

Site Number 5PA.6291

1/14/2019 Nomination Received

5/17/2019 Review Board Recommendation

Approval  Denial

5/22/2019 HC Board State Register Listing

Approved  Denied

Listing Criteria  A  B  C  D  E

*Dr. Shelby K. Norton*

*28 May 2019*

Certification of Listing: Deputy State Historic Preservation Officer, HISTORY COLORADO

Date

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Colorado & Southern Railway Gondola No. 4319

**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** Colorado & Southern Railroad Co.

Source of Information Robert W. Richardson Library / Derrell Poole, *Narrow Gauge Pictorial Vol. 8*

Ken Martin, *Narrow Gauge Pictorial Vol 8* / Harry W. Brunk, *Narrow Gauge Shortline Gazette*

**Year of Construction** 1902

Source of Information Robert W. Richardson Library / Railway Historian Derrell Poole

Railway Historian Ken Martin / Harry W. Brunk, *Narrow Gauge Shortline Gazette*

**Architect, Builder, Engineer, Artist or Designer** sssssColorado & Southern Railroad Co.

Source of Information Railway Historian Derrell Poole and Ken Martin / R.W. Richardson Library

**Locational Status**

Original location of structure(s)

Structure(s) moved to current location

Date of move Moved from William Russell Park in Central City to Como on June 6, 2018

**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

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## SECTION IV

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### 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 –<br>prehistoric             | <input checked="" type="checkbox"/> Engineering           | <input type="checkbox"/> Law                       |
| <input type="checkbox"/> Archaeology –<br>historic                | <input type="checkbox"/> Entertainment/<br>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/<br>Settlement       | <input type="checkbox"/> Performing Arts           |
| <input type="checkbox"/> Communications                           | <input type="checkbox"/> Geography/<br>Community Identity | <input type="checkbox"/> Politics/<br>Government   |
| <input type="checkbox"/> Community<br>Planning and<br>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 checked="" 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

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### Locational Information

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

USGS Topographic Quad Map Fairplay, 1958 Section 24, Lat 39 18'58"N - Long 105 53'35"W

### Verbal Boundary Description of Nominated Property

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

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

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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  structure  object  area

Architectural Style/Engineering Type: Rolling Stock- Gondola

Period of Significance: 1902-41

Level of Significance:  Local  State  National

Multiple Property Submission: n/a

Acreage n/a

P.M. 6th Township 8S Range 76W Section 33 Quarter Sections NE, NE, NW

UTM Reference: Zone 13S Easting 423194 Northing 4352224 NAD83

Property Name Colorado & Southern Railway Gondola No. 4319

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## **DESCRIPTION and ALTERATIONS**

### **DESCRIPTION**

Colorado & Southern Railway Gondola No. 4319 is a narrow gauge railcar built in Denver by the Colorado & Southern Railway (C&S) in early 1902. Today, the railcar is housed within the original Colorado & Southern Roundhouse located in Como, Park County. Colorado & Southern Railway Gondola No. 4319 is part of a growing railway museum that includes not only the trains but also the original railway buildings such as the stone roundhouse, train depot, and railway hotel, all of which are listed together in the National Register of Historic Places (5PA.30, listed May 20, 1983). Colorado & Southern Railway Gondola No. 4319 operated in this railyard in the first half of the twentieth century.

The open-top, enclosed-side gondola railcar is 30' long x 7'-6" wide (at the deck) and has a wood frame of six longitudinal and two end sills held in tension by four wrought-iron truss rods running end to end and spanning queen posts on two needle beams (cross members) under the car – typical of wood-frame freight cars of that time period.

The frame is made up of wood timbers and is supported by cast-iron body bolsters, which are pinned to the truck bolsters. The car body rides on two four-wheel arch bar trucks with eight springs (four double coils) at the ends of each truck bolster. The trucks appear to be the originals that the railcar was built with. The car weighs about 18,700 pounds and is rated to carry 25 tons (Colorado & Southern Shop Records).

The deck is made of 1.75"-wide shiplap planks spiked to the sills. Six steel-stake pocket rings are bolted to each side sill. Iron strap steps are bolted to the end of each side sill and have grab irons (hand holds) that are mounted just above them and just around the corner on the end sills. The brake wheel shaft extends from the stirrup bolted to the end sill beam to the brake wheel about 3' above the top of the end wall. The car has its original as-built Westinghouse automatic air brakes with brake cylinders. It is equipped with automatic knuckle couplers.

The car has traces of red iron oxide paint and white lettering. The side boards are clearly marked with large white letters that show the car number "4319." This lettering scheme was added in the 1980s and is not correct or original to the railcar. Photos of the railcar taken in 1941 (HP1-2) clearly show the last paint scheme applied by the Colorado & Southern Railway.

### **ALTERATIONS**

Colorado & Southern Railway Gondola No. 4319 remained mostly unaltered during its 39 years of service on the Colorado & Southern Railway. However, in 1986, while in ownership of Gilpin County for a tourist railway, C&S No. 4319 received some modifications during the process of being converted into a passenger car for a tourist operation in Central City. These alterations included cutting the side boards on one side to create a passenger door by adding hinges to the original side boards and laying plywood over the top of the original shiplap deck planks to form a smooth floor. The railcar also received a crudely built roof to protect the passengers from the weather. At the same time, the railcar received some non-historic lettering and was painted a much brighter red than the original "caboose red" color.

The tourist railway in Central City operated for only two years before shutting down in 1989. In 1990, the roof was removed from Gondola No. 4319 without causing any damage to the original structure.

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### INTEGRITY

Colorado & Southern Railway Gondola No. 4319 is one of the hundreds of coal cars built in Denver, and it is a typical example of a Class 1-type gondola railcar built by the C&S car shops in 1902. Gondola No. 4319 should not be confused with the far more common “High Side” type gondola cars that were built by the Denver & Rio Grande Railroad (D&RG) (See *Figure 1*). Over 100 examples of these “Rio Grande” cars still exist today. However, the C&S Gondola No. 4319 is the only known surviving example of the unique “Low Side” gondolas that were built by the Colorado & Southern Railway. The reason original Colorado & Southern equipment is so rare is because the C&S abandoned all of its narrow gauge railways and equipment nearly thirty years before the D&RG did and long before anyone was really thinking of preserving historic railway equipment.

The Colorado & Southern built its new railcars with the most modern railway couplers and air-brake systems available at the time. Because of this, Gondola No. 4319 was never subject to a “rebuild” or modified with new components. The two newer classes of gondola railcars C&S built after Gondola No. 4319 had newer steel-frame trucks and eventually even steel car body frames, but none of these “upgrades” were ever added to any of the original Class 1 railway gondola cars like the No. 4319. In 1941, when the railway retired Gondola No. 4319, it remained almost completely in “as-built” original condition.

The alterations done to Gondola No. 4319 in 1986 consisted mostly of “additions.” Most of these additions have already been removed from the car, and the few that remain will also be removed during a future restoration process, leaving 80-90% of the railcar’s original material in place and preserved. The location of Gondola No. 4319 in the Colorado & Southern railyard in Como and inside the original C&S stone roundhouse gives it a high degree of integrity of location, setting, association, and feeling, because the railcar passed through this same railyard many times during its working career from 1902 to 1938, when the rail in Como was removed. Although slightly altered to accommodate tourist use, the car’s materials, design, and workmanship also remain at a high level of integrity.



Figure 1. *The differences between the common Denver & Rio Grande Railroad “High Side” gondolas and the Colorado & Southern Railway gondolas can be clearly seen in this photo showing the D&RG car on the left. (Photo from South Park Rail Society, June 2018. Photo by Tim Bain)*

Property Name Colorado & Southern Railway Gondola No. 4319

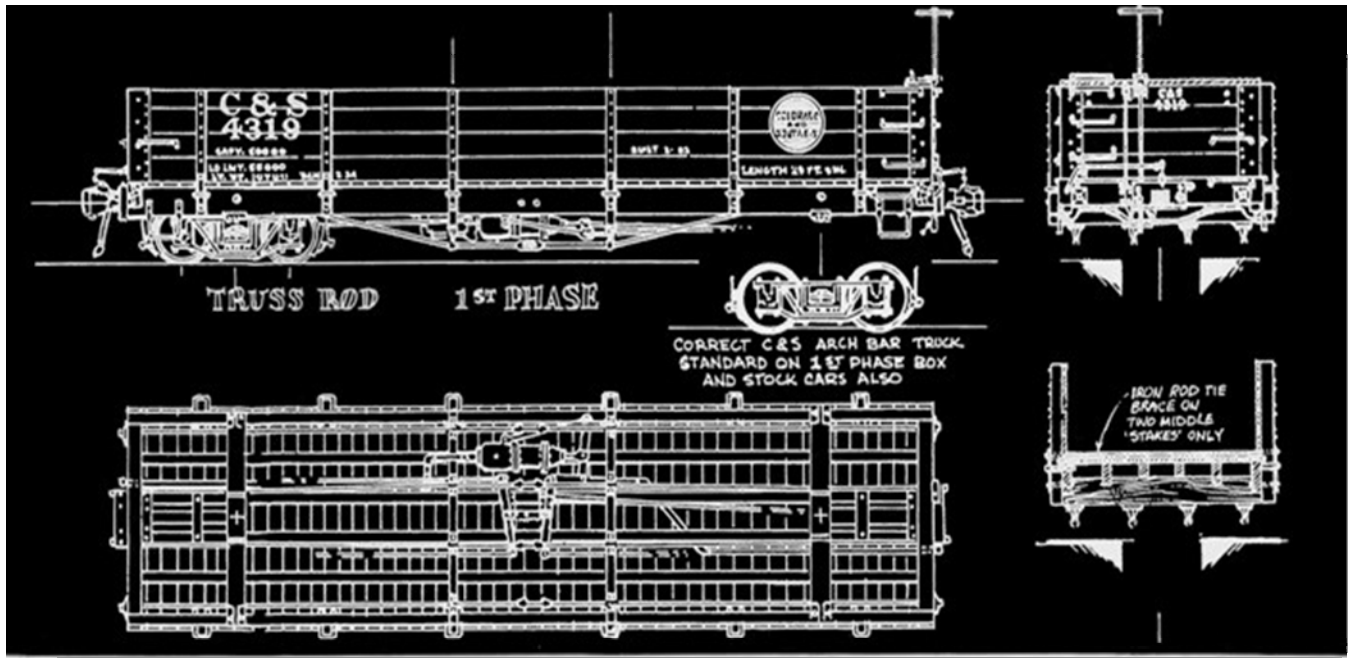


Figure 2. Drawing of Colorado & Southern Gondola No. 4319 close to current condition, with primary lettering of the late 1930s including data for capacity, length, weight, and rebuild date at the bottom right of each side. (Drawing by Harry Brunk of the Narrow Gauge and Short Line Gazette Magazine)

**Property Name** Colorado & Southern Railway Gondola No. 4319

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### **SIGNIFICANCE STATEMENT**

Colorado & Southern Railway Gondola No. 4319 is locally significant under Criterion C for Engineering as a good example of a C&S "Low Side" narrow gauge gondola railcar from 1902 when it was originally built. These "Colorado Built" narrow gauge railcars incorporated the very latest technology of the time. Built in January/February of 1902, Colorado & Southern No. 4319 was one of the very early examples of the railcars that were built in the railway's Denver Car Shops. Today, only three intact original examples of the railcars produced by the Colorado & Southern's Car Shops are known to have survived, with No. 4319 being the oldest and the only gondola type known to still exist. The only other two remaining intact freight cars built by the Colorado & Southern identified as still in existence are Refrigerated Car No.1113 (built 1909) currently located in Golden, Colorado, and Boxcar No.8313 (built 1910) currently located in Skagway, Alaska. Gondola No. 4319 is also locally significant under Criterion A for Transportation from 1902 to 1941 for its service as a revenue railcar for the Colorado & Southern Railroad. Freight cars have made up the majority of railcars operating on American rail lines and have been essential for moving goods across the country.

### **ENGINEERING**

Colorado & Southern No. 4319 is a gondola car, a railcar type built with side walls around a flat deck with no top. Colorado & Southern No. 4319 is one of 302 gondola cars built by the Colorado & Southern Railway between 1902 and 1910. They all were of the same 30'-long design but were divided into three classes: Class 1 (numbered 4246–4407) had older-style arch-bar trucks rated for 25-ton capacity; Class 2 (numbered 4408–4497) had the newer Bettendorf steel-frame trucks rated for 25-ton capacity; and Class 3 (numbered 4498–4547) adopted the newer steel-car body frame design along with the Bettendorf steel-frame trucks rated for 25-ton capacity.

As a Class 1 gondola type railcar, C&S No. 4319 represents the period of construction in the nineteenth and early-twentieth centuries when rail cars were entirely built of wood, before riveted steel replaced wood as a construction material. It represents the culmination of the development of wood narrow gauge railcars and revealed the limit for wood construction. Furthermore, narrow gauge freight cars were often wrecked, salvaged for parts, or rebuilt into entirely new cars. As an open-top freight car, No.4319 is particularly rare for having survived with a high percentage of its original material intact, as such cars are more prone to deterioration from the elements. Today, none of the C&S Class 2 or Class 3 gondola-type railcars are known to have survived, and No. 4319 is the only known Class 1 to survive to the present day.

### **TRANSPORTATION**

Colorado & Southern No. 4319 is also locally significant under Criterion A for Transportation for the years of its service as a revenue car for C&S, from 1902-41. The gondola would have hauled diverse products into and out of the mountains and valleys of central Colorado, thereby playing an important role in moving goods across the state. The gondolas' main cargos were usually coal or mining ores, but the railway would have also used these railcars to haul ties and hardware for track maintenance or even logs, poles, timber, and lumber. All kinds of large mining, construction, industrial, and agricultural equipment were transported in these cars. Some gondola railcars later had their superstructure removed to become flatcars. However, Colorado & Southern No. 4319 never had these changes made, and it remains today much as it has for over 117 years.

### **HISTORICAL BACKGROUND**

Colorado & Southern Railway Gondola No. 4319 is one of only three identified intact, original narrow gauge freight cars that the C&S built in Colorado. The C&S ran from Denver westward into the Rocky Mountains to pioneer mining towns, such as Georgetown, Breckenridge, and Leadville, and also traveled over the Continental Divide through the fabled Alpine Tunnel to Gunnison County.



**Property Name** Colorado & Southern Railway Gondola No. 4319

The Colorado & Southern emerged from the Denver, South Park & Pacific Railroad (DSP&P), organized in 1872 by former Colorado Governor John Evans among many others and opened to the public in 1874. The DSP&P generally fared well in its various competitions with other rail lines, such as the Denver & Rio Grande. However, operations through the troublesome Alpine Tunnel drained the financial resources of the DSP&P to the point that it was taken over by the railway baron Jay Gould, made a subsidiary of Union Pacific, and then reorganized and renamed the Colorado & Southern Railway in 1899.

New railcars were built for the narrow gauge "South Park Line," but the entire railway south of Como and Fairplay still lost money to the railway's main competition, the D&RG. As a result, the Colorado & Southern Railway proposed to abandon the southern portion of its line, and, by 1915, it became clear that trains would not run again through the Alpine Tunnel to Gunnison. The first recorded rail removal was in November 1918, and the 1920s saw further abandonment and removal of various branch lines.

The great economic depression of the 1930s brought more financial trouble to the Colorado & Southern, and the northern sections of track leading from Denver were also abandoned. This trend continued until the last run of the Colorado & Southern's narrow gauge line was made in Leadville on August 25, 1943.

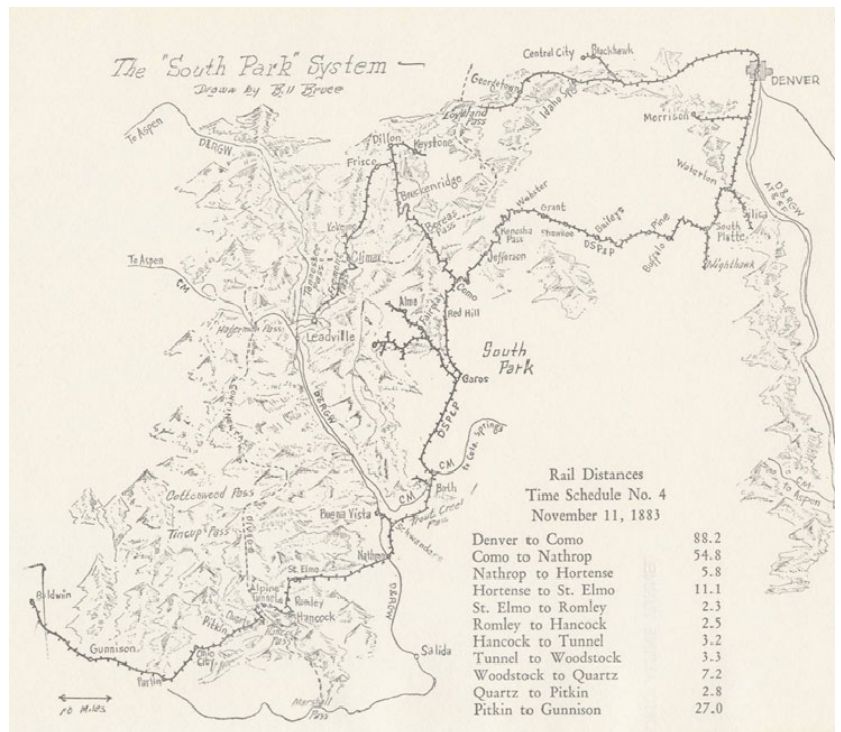


Figure 3. Map showing the entire route of the Denver, South Park & Pacific RR which became known as the Colorado & Southern Railway after 1899. Map drawn by Bill Bruce

Nearly all of the narrow gauge Colorado & Southern's railway equipment was scrapped in order to provide raw materials for the World War II effort. What was not scrapped was sent to Alaska to help operate the White Pass & Yukon Railway that was under the control of the U.S. Army for the duration of the war. Because of this, very little equipment from the original Colorado & Southern Railway has survived to today.

However, a few years before the final run, the Colorado & Southern Railroad's Denver shops repainted Gondola No. 4319 and donated it along with a locomotive and combine passenger car to Gilpin County in 1941. The train was placed on display on the original railway grade, just east of the site of the Central City depot, where it remained for over 25 years.

From 1968 to 1981, the Colorado Central Narrow Gauge tourist railroad operated over the rebuilt railway grade in Central City. Although the Colorado Central Narrow Gauge did not use the Colorado & Southern No. 4319, the gondola was occasionally moved around on the yard track. Following the end of Colorado Central operations, the rails were torn up, and C&S No. 4319 was placed back in its original display location until the fall of 1986.

Property Name Colorado & Southern Railway Gondola No. 4319

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In 1986, Colorado & Southern No. 4319 was sold to the Colorado Historical Society (CHS, now History Colorado) for use on the Georgetown Loop Railroad. This plan did not come to fruition, CHS sold the train back to Central City, and all of the equipment was moved to temporary storage alongside Colorado Highway 119 in Blackhawk. Throughout all of this, Colorado & Southern No. 4319 remained essentially untouched and unchanged, having received only an occasional coat of paint since 1941.

All of this changed over the winter of 1986-87 when a second plan to rebuild the track out of Central City came into being, and the display train was restored to operating condition in Black Hawk over the winter before being returned to Central City. C&S No. 4319 received some questionable modifications and repairs, as discussed above, during the process of being converted into a passenger car for this tourist operation.

The new tourist line in Central City operated for only two years before shutting down in 1989. In 1990, the train, along with Colorado & Southern No. 4319, was moved to the Cour d'Alene Mine in Central City where it was displayed for several years. Later in 1999, the locomotive and combine passenger car were leased to what was then Harvey's Casino for display, but Colorado & Southern No. 4319 was not part of the lease. The gondola was, instead, moved to William Russel Park on the west side of Central City.

After nineteen years of sitting on display in William Russel Park, an agreement was reached between the City of Central and the South Park Rail Society that saw C&S Gondola No. 4319 moved to the Como Railway Museum complex in Park County, Colorado, where it is currently scheduled to be restored and placed on display inside the original 1881 C&S roundhouse.

*Figure 4. Colorado & Southern Gondola Railcar No. 4319, seen here with its non-historic roof, carrying passengers behind C&S Locomotive 71 in 1989. (Photo from South Park Rail Society Collection)*

Property Name Colorado & Southern Railway Gondola No. 4319

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**BIBLIOGRAPHY**

Brunk, Harry W. *Up Clear Creek On The Narrow Gauge*. Los Altos California: Benchmark Publications Ltd., 1990.

Chappell, Gordon, Cornelius W. Hauck, and Robert W. Richardson. *The South Park Line: Colorado Rail Annual No. 12*. Golden Colorado: Colorado Railroad Museum, 1974.

Poole, Derrell W. and Martin W. Kenneth. *Narrow Gauge Pictorial, Vol. VIII, Colorado & Southern Freight and Passenger Cars*. R. Robb. Oakland California: Grandt Publications, 1985

Kindig, Richard and Mac Poor. *Denver South Park & Pacific*. Denver Colorado: Rocky Mountain Railroad Club, 1959

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**GEOGRAPHICAL DATA**

**VERBAL BOUNDARY DESCRIPTION**

Colorado & Southern Railway Gondola No. 4319 is located in the original 1881 Colorado & Southern Roundhouse in the town of Como along Highway 285 in Park County, Colorado. No real property is associated with this nomination.



Location: Park County

**Sketch Map**

Photo from Google with annotation by Tim Bain, December 2018.



Property Name Colorado & Southern Railway Gondola Railcar No. 4319

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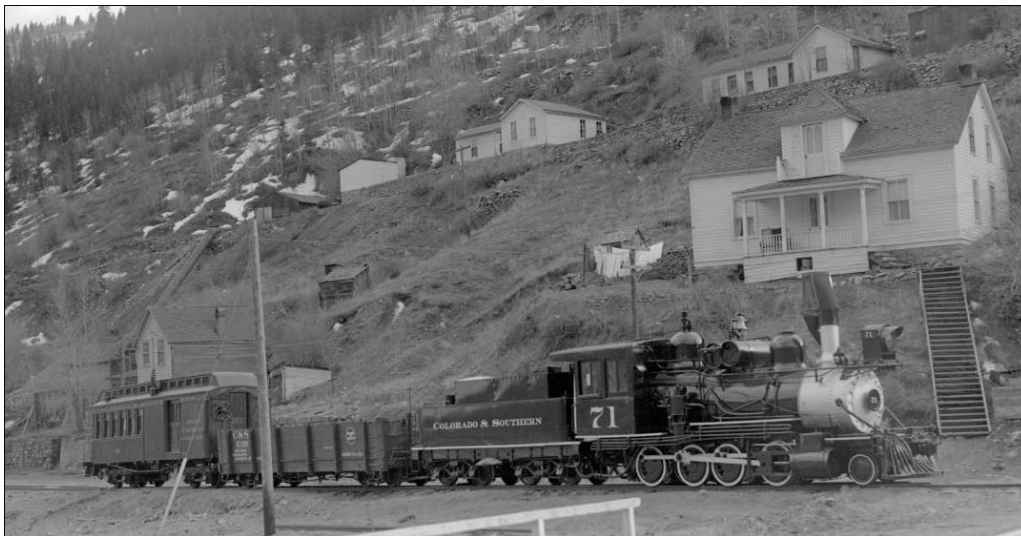
**PHOTOGRAPH LOG**

Name of Property: Colorado & Southern Railroad Gondola No. 4319  
Location: Como, Colorado  
Photographer: Tim Bain for Photos 1-2  
David Tompkins for Photos 3-4  
Erica Duvic for photos 5-6  
Date of Photographs: 6 June 2018 for photos 1-3  
18 August 2018 for photo 4  
8 April 2019 for photos 5-6

**Photo No.**      **Photographic Information**

- 1 Colorado & Southern No. 4319 B end (location of hand brake) and right side. Como roundhouse seen behind.
- 2 Colorado & Southern No. 4319 right side (referenced to A end as the front) and A end
- 3 Colorado & Southern No. 4319 left side (referenced to A end as the front)
- 4 Colorado & Southern No. 4319 seen on the left in front of Como Roundhouse
- 5 Colorado & Southern No. 4319 seen inside of Como Roundhouse (A end and right side)
- 6 Colorado & Southern No. 4319 seen inside of Como Roundhouse (A end and left side)

**HISTORIC PHOTOGRAPHS**



HP1. Colorado & Southern No. 4319 seen behind C&S Locomotive No. 71. Photograph by Richard H. Kindig, April 12, 1941.



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HP2. Colorado & Southern No. 4319 just before being donated to Gilpin County



HP3. Colorado & Southern No. 4319 on display in Central City, Colorado with non-historic paint scheme. Photo by Charlie Mutschler, April 27, 1986

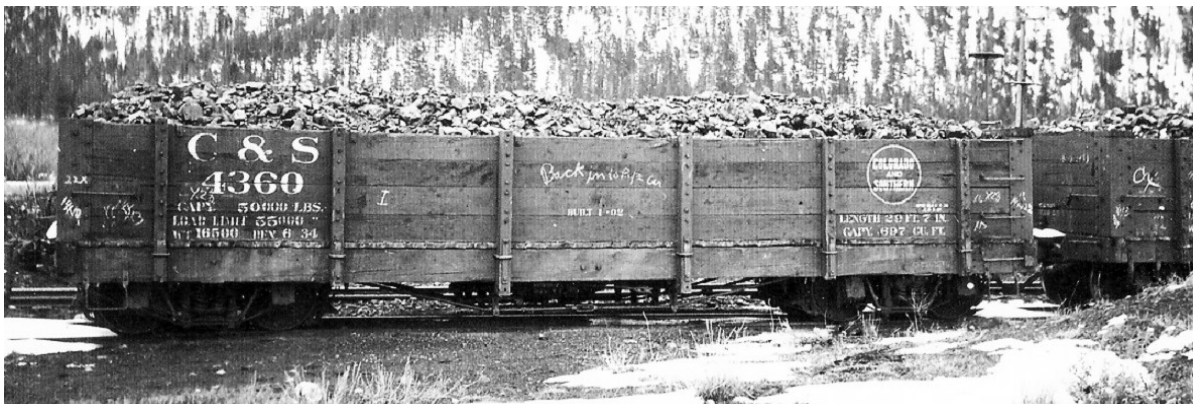
Property Name Colorado & Southern Railway Gondola Railcar No. 4319

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HP4. Colorado & Southern No. 4319 arriving at its new home at the Como Railway Roundhouse. Photo by Tim Bain, June 6, 2018

As of this writing, we have not been able to find any photos of Colorado & Southern No. 4319 hauling freight on the original railway. However, here are two pictures of the same class of gondola as the No. 4319 seen carrying a load of coal and a load of lumber just as Colorado & Southern No. 4319 would have done during the same time period. All of these early Class 1 gondolas were built in 1902.

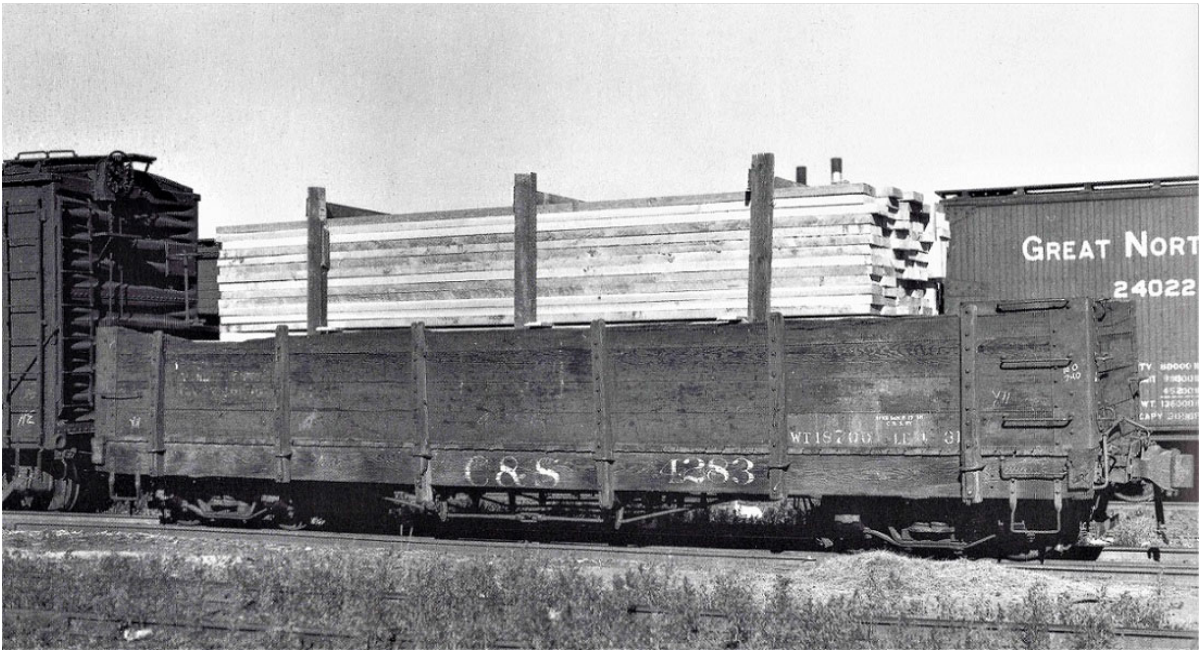


HP5. Class 1 gondola No. 4360 (identical to No. 4319) seen in 1930s with a load of coal at Dickey, Colorado. Photo by Frank O. Kelley



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HP6. Class 1 gondola No. 4283 (identical to No. 4319) seen in 1939 with a load of lumber at Denver, Colorado. Photo by Gerald Best



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**USGS TOPOGRAPHIC MAP**

Quadrangle, Colorado  
7.5 Minute Series

Colorado & Southern Gondola Railcar No. 4319 is currently located inside the original 1881 Como railway roundhouse in the small town of Como, Park County.

