

ATTACHMENT E:

DESCRIPTION OF ROLLING STOCK AND BUILDINGS

Colorado and Southern Engine No. 9

Colorado and Southern Engine No. 9 with its tender, Business Car No. 911, Baggage/Mail Car No. 13, and Passenger Coach No. 76 are all contributing structures in the Georgetown Loop Railroad site. Each of these pieces of equipment operated for various periods of time over the Georgetown Loop section of the Colorado and Southern Railway and thus contributes to the transportation and engineering significance of this historic site.

Colorado and Southern Engine No. 9 and its tender were constructed in 1884 by the Cooke Locomotive Works. The narrow gauge locomotive was built originally for the Denver, South Park and Pacific Railroad and was later sold to the Colorado Central, the forerunner of the Colorado and Southern Railway. The locomotive was used extensively throughout the narrow gauge system of the C&S, including the Georgetown Loop over the Devil's Gate High Bridge. The locomotive operated in both freight and passenger service. C&S No. 9 secured its place in Colorado railway history when on April 10, 1937 it brought the last passenger train from Leadville to Denver.

Colorado and Southern Business Car No. 911

C&S Business Car No. 911 operated throughout the company's rail network as an office on wheels. The car was built for the Union Pacific Railroad and joined the roster of the Colorado and Central which was owned by the Union Pacific. The car was used by company executives on business trips and as a private car to ferry important visitors over the route. As the railway's premier scenic attraction, the car likely made numerous trips over the Georgetown Loop to impress guests with the engineering accomplishments of the Colorado and Southern.

C&S Baggage/Mail Car No. 13

C&S Baggage/Mail Car No. 13 also ran the length of the company's narrow gauge system. The Railway Post Office cars were important parts of all passenger trains. Not only did the cars bring much appreciated mail to residents along the rail line; mail contracts also provided a significant source of income to the railroad, often turning an unprofitable route into a profitable operation. While No. 13 ran most often on the Leadville to Denver line, it was usually seen behind Locomotive No. 9 and trailed behind it on many trips over the Georgetown Loop.

C&S Passenger Coach No. 76

C&S Passenger Coach No. 76 was constructed in 1902 by the American Car & Foundry Company. The car was of a standard design for its time and saw service on all parts of the Colorado and Southern narrow gauge system. It could haul 44 passengers in relative comfort, with a coal stove providing heat in the winter and open windows providing air conditioning in the summer. Declining revenues lead to the discontinuance of passenger service over the Georgetown Loop in 1927.

Caboose 0586

A narrow gauge caboose is available to be modified for passenger use.

Gondola Car 824

A narrow gauge gondola car is available to be modified for passenger use.

Flat Car 6302

A narrow gauge flat car is available to be modified into an open passenger car. It could be capable of carrying up to 44 people.

The Potential for Additional Rolling Stock

The Colorado Historical Society is presently under negotiation with a number of individuals and organizations concerning the use of rolling stock. At the present time, three steam locomotives, two electric/diesel, and six passenger cars have been identified for possible use on the Loop. Once agreement documents are finalized, additional information will be forthcoming.

Morrison Valley Center

The Morrison Valley Center was constructed in 1985. It is 1,713 gross square feet. It is in excellent condition and is used as a ticketing and orientation center. A short film is shown to visitors about the history of the park.

Morrison Valley Center Loading Platform

Constructed in 1985 it is 1,944 gross square feet. It is the loading platform for the train on the Georgetown end.

Lebanon Loading Platform

Constructed in 1989 it is 1,324 gross square feet. It is the loading platform for the mine tour stop.

Mine Manager's Office

The Mine Manager's Office, the Change House, the Blacksmith Shop, and the Tool Shed were all reconstructed on their original 1870s sites between 1978 and 1979.

The mine manager's office is 291 gross square feet, it was occupied by Julius Pohle for the duration of the mine's operations, is furnished with office items and mining paraphernalia of the era. Pohle, a native of Germany, came to Colorado in 1870 to inspect the mine properties acquired in Georgetown by the Lebanon Mining Company. When the company announced plans to develop the mines and Pohle became the company's chief representative and resident director.

Pohle's work in Georgetown was significant for two reasons. First, although many Colorado mines were owned and managed by eastern or European companies, few sent company officials to the mining site to direct operations. Most relied on local contacts with mining experience. Second, as an analytical chemist and former state geologist of New York, Pohle represented a new breed of mine manager in Colorado, replacing the more practically trained prospector and placer miner.

Pohle was well respected for his careful, systematic management of the Lebanon Mine. His skill and knowledge were recognized by his neighbors in 1880 when he was appointed ore commissioner to the 1882 Mining Exposition in Denver. Trustees of the Lebanon Mining Company awarded his successful direction by naming him president and superintendent in 1883. Soon he directed his attention to solving the problem of

water in the mineshafts, inventing and patenting a pneumatic air pump, which had no moving parts. The Ingersoll-Sergeant Drill Company of New York purchased his invention, and in 1888 Pohle left Georgetown and joined Ingersoll-Sergeant to perfect and market the Pohle air pump.

Change House

The change room or “dry” room was added to the mine complex in 1877 and provided a place for miners to leave their personal belongings and change in and out of their work garments. The change room is 335 gross square feet. Miners’ clothing included rough “circular” jackets or coats, loose woolen shirts, overalls or loose pants with suspenders, hats, and heavy boots or “brogans.” In winter, gloves and leather or wool jackets added warmth.

A second purpose of the change room was to prevent “high-grading.” With the average wage at three to five dollars a day, miners and managers were sometimes tempted to conceal high quality ore in their clothing to sell elsewhere. Requiring miners to change clothes in a company building discouraged the theft of valuable ores.

Blacksmith Shop and Tool Shed

Also built in 1877, the blacksmith shop was equipped with a forge. The company was able to sharpen drills and repair equipment on site or make small tools to fill special needs in the mine. Typical of the many types of iron mining tools and pieces of equipment are those housed in the tool shed. Probably constructed soon after the mine operations began. Such a shed was standard on mine sites. The Tool Shed is 162 gross square feet.

Silver Plume Depot and Yards

The town of Silver Plume was founded as a mining camp above Georgetown in July of 1870. Named for the Silver Plume Mine on the mountain above the town, Silver Plume was incorporated in September 1880. From the beginning, the town developed as a milling center. Area mines produced large amounts of high-quality ore, which was sent by wagon to Georgetown for transportation by train after 1877.

With the completion of the Georgetown Loop in 1884, Silver Plume greeted the new train service. The March 13 *Georgetown Courier* reported that the first locomotive was met by a “procession of benevolent organizations and citizens [which] formed on Main Street and marched to the point reached by the track layers, where addresses were made.” Passenger service began several weeks later.

The first station was nothing more than a railroad car. This opened on April 1 with J.J. Whitney, formerly of Lawson, Colorado, as agent. Meanwhile, weather conditions forced delays of several weeks in the preparation of foundations for the permanent depot, which was to be pre-cut in Denver. The Union Pacific prepared all lumber and materials to size and shipped the lot by train to Silver Plumes, thus cutting construction costs on site. The materials arrived for an intended June 1 finish. Delays were cited in July but on September 11, the *Courier* finally announced that the “Silver Plume depot is completed and in use.”

Until 1899, the depot was the only loading point in Silver Plume for passengers and goods. Excursion trains ran regularly from Denver, and the trip from Georgetown – thirty-five cents on way for a twenty-minute ride – was frequently used. The depot was a

busy place. Mail deliveries, supplies and packages for town residents arrived there, and telegraph equipment located in the stationmaster's office provided an important link with the nation. The station's activity reflected Silver Plume's status by 1890 as one of the most productive mining camps in the country.

In the late 1890s the railroad line changed ownership. The Colorado and Southern Railroad, its new owners, were determined to expand the tourist trade. Soon the tracks were extended to the western part of Silver Plume, where a large pavilion had been built. Picnic areas and other visitor amenities were provided for the excursionists. As a result, the depot became a station for local traffic only, while tourist trains passed by, going on the connections with the Sunrise Peak Aerial Tramway and the Argentine Central Railroad at the pavilion.

The slow decline of the railroad reduced business at the depot, which was abandoned by the Colorado and Southern when the Georgetown Loop closed in 1939. During the 1960s the building was used by Loveland Associates as a headquarters for the Loveland Ski Patrol. Transferred to the Colorado Historical Society in 1968, the building was leased by the Loveland Associates for several years. With the beginning of reconstruction work on the railroad and the operation of the train, the depot was returned to service as the line's ticketing and boarding facility. Restoration of the structure was completed in 1985.

The depot has always been located in the southern edge of Silver Plume, but it has been moved several times. The original site lies several hundred feet west of the present location but, as today, it was situated with its bay window facing south. Various other buildings, including houses, tanks, station house and sheds have appeared in photographs of the rail yard during the depot's history, but none of them remain.

With minor exceptions, the restored depot retains its original exterior appearance. Photographs of its first site show that the building and platform sat on lower foundations, closer to the ground than at present. The boarding platform, originally twelve feet wide, has been adapted in size and configuration to accommodate current needs.

The interior of the original depot was divided into four rooms. The freight room, with its unfinished walls, is currently used for visitor facilities. The remaining three rooms provide historical interpretation of the depot and are furnished to the period of 1885-1900. These include the waiting room with its historic paint colors and coal stove; the baggage room, filled with passengers' luggage; and the stationmaster's office, complete with telegraph, ticketing supplies and period office furniture. The Depot is 1,251 gross square feet.

Water & Fuel Tanks

A 5,000 gallon water tank was added on-site in 2000 and an 10,000 gallon fuel tank was added in 2001.

Maintenance Building/Engine House

Situated at the eastern end of the Silver Plume rail yards is the railroad and train maintenance facility. Completed in 1986, the building houses equipment and space for the repair and regular maintenance of the railroad's rolling stock. A viewing window on the southern side of the building allows visitors the opportunity to watch the train work in progress. The Maintenance Building is 4,018 gross square feet.