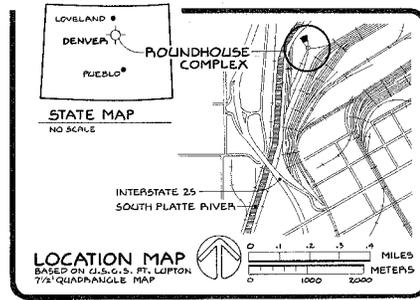
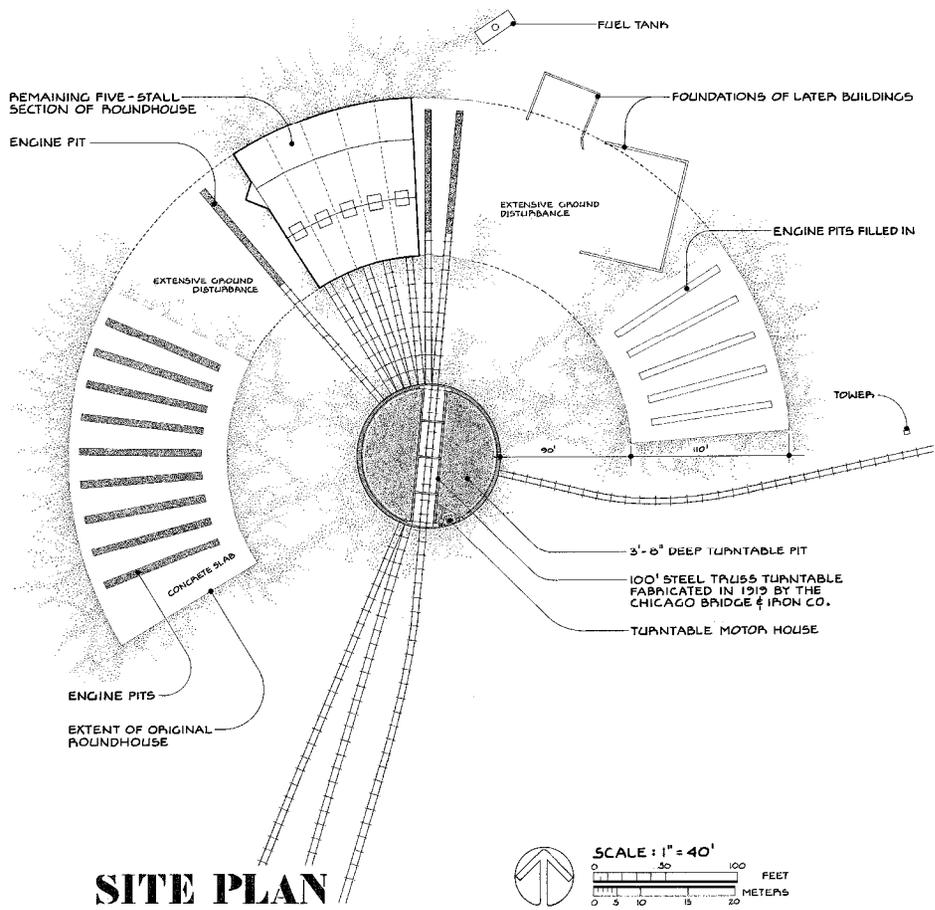


COLORADO & SOUTHERN RAILWAY DENVER ROUNDHOUSE COMPLEX • 1900



IN DECEMBER 1898, THE COLORADO & SOUTHERN RAILROAD WAS FORMED BY THE CONSOLIDATION OF TWO SUBSIDIARY LINES OF THE UNION PACIFIC RAILROAD. THE MERGER CREATED A SYSTEM OF OVER A THOUSAND MILES, INCLUDING STANDARD AND NARROW GAUGE

TRACKAGE. DURING THE FIRST YEAR, THE C&S LEASED SHOPS IN DENVER FROM THE UPRR, AND EARLY IN 1900 BEGAN CONSTRUCTION OF ITS OWN ROUNDHOUSE COMPLEX NEAR THE NORTH PLATTE RIVER ON THE SITE OF AN EARLIER ROUNDHOUSE. COSTING AROUND \$350,000 FOR BUILDINGS AND MACHINERY, THE COMPLEX INCLUDED A THIRTY-FIVE STALL ROUNDHOUSE, 64' ELECTRIC TURN-TABLE, TRANSFER TABLE, AND MACHINE, ERECTION, PAINT, CAR AND WOOD SHOPS. BUILT BY THE WILLIAM J. HILL CONSTRUCTION COMPANY OF DENVER, THE SHOPS OPENED IN AUGUST 1900. THE TURNABLE WAS REPLACED IN 1904 BY AN 80' PIVOT SPAN. THIS, IN TURN, WAS REPLACED IN 1919 BY THE EXISTING 100' STRUCTURE, ONE OF ABOUT TWENTY SUCH "BENT TRUSSES" ERECTED IN THE COUNTRY BY THE CHICAGO, BURLINGTON AND QUINCY RAILROAD, WHICH THEN OWNED THE C&S. THE COMPLEX WAS PHASED OUT OF SERVICE IN THE 1930s. TWENTY STALLS OF THE ROUNDHOUSE WERE RAZED IN THE 1940s, FIFTEEN MORE IN 1959. THE EXISTING FIVE STALL SECTION REMAINED IN USE UNTIL 1976. IT AND THE TURNABLE ARE ALL THAT REMAIN OF THE COMPLEX.