

Rail History Walk

Route Map with Points of Historic Interpretation

(see reverse side)



An easy walk in and around Santa Fe's Downtown Railyard

Total Distance: 1.75 miles



iVámonos!
2020

2 Romero St.
"Wye"

3 Original location of
AT&SF Depot

4 Old Water Tower

5 State Archives
Bldg., Chili Line
Loading Dock

6 Santa Fe Depot /
Rail History Quiz
& Model RR

7 Tomasita's
(Union
Station)

8 Gross-Kelly
Warehouse
with Tracks

9 Turntable

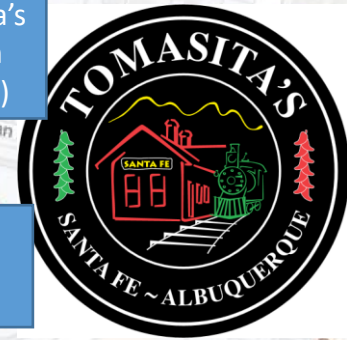
10 Railyard Park
Railway Gardens
/ NM Central RR
Main Line

14 Dual-Gauge
Track

13 Santa Fe
Rail (w/ Trail)

11 Caboose

12 Acequia Trail
Underpass /
NM Central RR



Guide to Stops on the Rail History Walk

- 1 Start/Finish: **New Mexico Railroad History Celebration at El Museo Cultural de Santa Fe**, 555 Camino de la Familia, Santa Fe NM. Formerly Southwest Distributing, a beer warehouse.
- 2 **Romero St. "Wye"** constructed circa 1882 to turn equipment without use of a turntable, with a spur that extended nearly to Agua Fria St.
- 3 Site of **original Santa Fe Depot**, built by Atchison Topeka & Santa Fe Railway (AT&SF) in 1880 to serve the new rail line from Lamy, functioned as a freight depot only after 1909.
- 4 Site of old **Water Tower** and view of **Santa Fe Builders Supply Company** building, built c. 1887, a/k/a SanBusco Center, now NM School for the Arts.
- 5 **State Archives Building**, soon to be Vladem Contemporary Art. Constructed as the Charles Ilfeld building, a wholesale grocery warehouse that opened in 1936. Loading dock served Denver & Rio Grande Western (D&RG) (a/k/a the "Chili Line") and AT&SF railroads.
- 6 **Santa Fe Depot**, built by AT&SF in 1909 in California Mission style, with separate ladies' and men's waiting rooms, ticket office, and baggage room. Outside is a **"Rail History Quiz"** plaque, inside are a **Model Railroad** by Eric Brock and tourism info. office operated by XXXXXXXX.
- 7 **Tomasita's Restaurant**: Site of "Union Station," built in 1903 for the standard-gauge Santa Fe Central RR and the narrow-gauge D&RG, with separate mens' and ladies' waiting rooms, ticket office, and baggage room. To the south were a freight depot and a 60-ton track scale.
- 8 **Gross-Kelly Warehouse**, built in 1913 as a wholesale grocery warehouse, the first building in New Mexico to be constructed in the "Pueblo revival" style; historic rails still in place.
- 9 Across Guadalupe St. is the site of a 70' **turntable** built in 1903 by the King Bridge Co. of Cleveland, OHio. The NM Central (NMCRR), successor to the Santa Fe Central, was unable to gain City support to build a roundhouse and bring its shops to Santa Fe from Estancia.
- 10 The 13-acre **Railyard Park**, completed by the City and Trust for Public Land in 2008, is cared for by the Railyard Park Conservancy and protected under a conservation easement held by the Santa Fe Conservation Trust. The "Railway Gardens" area, with historic interpretation along a trail approximating the NMCRR's main line, has served various industries with rail spurs including oil distributors, an ice house, a stock yard, and a transfer track between NMCRR and AT&SF.
- 11 **Caboose 1440**, accessible via the Acequia Trail, was built by D&RG in its Denver "Burnham" shops in 1944. It saw duty on the rear of D&RG freight trains across Colorado and Utah and was preserved thanks to Keep Santa Fe Beautiful, the Texas Historical Foundation, and many other donors.
- 12 **Acequia Trail Underpass**, built in 2017-18 is just past where the NMCRR main line crossed over the AT&SF tracks to head west, along today's Acequia Trail, and then south toward the Galisteo Basin. This line also served joint NMCRR / D&RG stock yards, primarily for sheep. After the NMCRR ceased in 1926, it served as a spur to carry fuel and other freight to the "Baca St. Railyard" area.
- 13 **Santa Fe Rail Trail** is a rail-with-trail built as part of the Railyard Park along the original main line for the AT&SF Railroad, now used by the NM Rail Runner Express commuter train. To the south, the Rail Trail links 12 miles to US285, just short of Lamy junction with the main rail line.
- 14 **Dual-gauge Track** was built by the Santa Fe Central to accommodate both standard- and narrow-gauge trains; this was the location of an interchange between NMCRR and AT&SFRR.



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Route Map & Guide

