

A dirt trail winds through a dry, grassy landscape. The trail is light brown and curves gently to the right. The ground is covered in dry, yellowish-brown grass. On the left side of the trail, there are dark green trees and shrubs. On the right side, there are more trees, some of which are dark green and others are lighter green. In the background, there are rolling hills under a clear blue sky.

# Building Creative Heritage Trails:

## Remembering Santa Fe's Rail History through Rail Trails

Tim Rogers  
Trails Program Manager  
Santa Fe Conservation Trust  
Building Creative Communities Conference  
Nov. 4, 2015

# “Creative Trail Alignments”

- Arroyos
- Acequias
- Rivers (and Lakes)
- Rail Lines (Active and Abandoned)
- Utility Lines
- Property Lines
- NOT Roads (per se)



# Rail-to-Trail

Salida CO



# Rail-with-Trail

Madison WI








Cloud-Climbing Rail Trail, Cloudcroft NM



Cloud-Climbing Rail Trail  
A MONUMENT TO THE HISTORY OF RAILROADING

# SALADO CANYON TRESTLE

Alamogordo & Sacramento  
Mountain Railroad

  
The Salado Canyon Trestle is 98 feet long and about 20 feet high.

The Salado Canyon section of the A&SMRR line is notable in the fact that the track here makes a double horseshoe. Under some circumstances one could view the engine going east while sitting in the caboose going west or see trains on three different segments at once.


A&SMRR "is among the legendary railroads of the west" and "one of the most spectacular among western railroads," according to David E. Myrick in his book "New Mexico's Railroads, A Historic Survey" University of New Mexico Press (1993).

Construction on the Alamogordo & Sacramento Railroad started in Alamogordo in June of 1898.

Reached Toboggan in November, 1898.

Reached Cloudcroft in October, 1899.

A&SMRR was the highest altitude standard gauge railroad in the world at the turn of the 20th century.

  
There are 58 pile or frame trestles, averaging 120 feet in length, on the A&SMRR.



SALADO CANYON TRESTLE 2002 (ENDREWS WITH CRESSL)

This page was prepared by  
the Alamogordo & Sacramento  
Mountain Railroad Association  
in cooperation with the  
U.S. Forest Service  
Alamogordo & Sacramento  
National Forest  
A contribution by Andy Aronson



# Rail Trails in Santa Fe

- Transportation
- Recreation
- Preservation
- Restoration
- Interpretation

# Other Uses of Abandoned Rail Lines in Santa Fe

- Driveways
  - Roads
  - Other Motorized Use: “Jumps”
  - Shooting Gallery
- 
- No Use: Forgotten
  - No Use: Gone
  - Mis-Interpretation





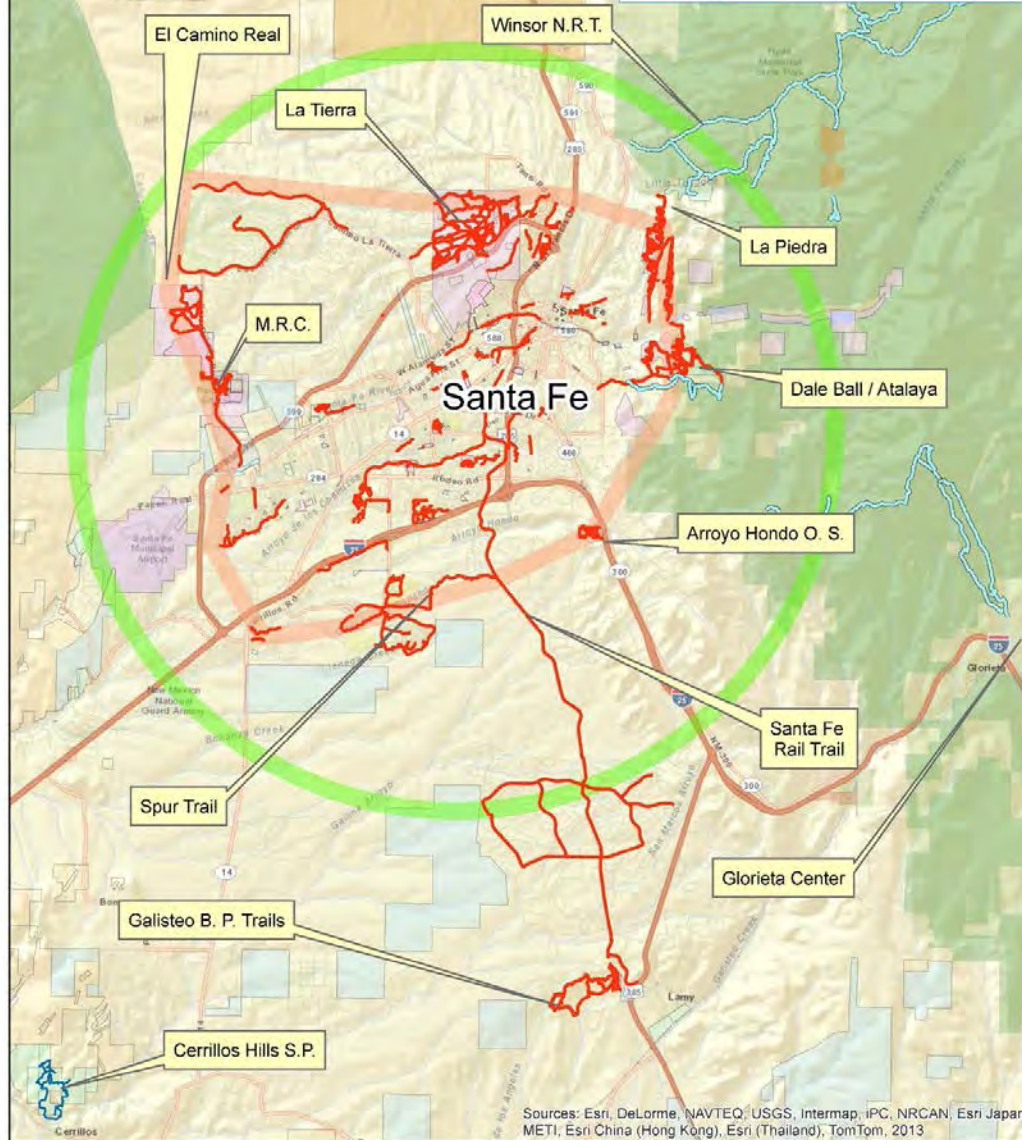
Cloud-Climbing Rail Trail, Cloudcroft NM

# Background: Selected Trail Planning Activities for Santa Fe

- Metropolitan Bicycle Master Plan (adopted 2012)
- Re-Mike (Summer 2012)
- Grand Unified Trail System (2014 and on)



# Grand Unified Trails System (GUTS): Trails & Trail Systems



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



G.U.T.S.

0 2.5 5 10 Miles



# Santa Fe's National Historic Trails

- El Camino Real
- Old Spanish Trail
- Santa Fe Trail









Railyard Park





Rio Grande Ave.



## Quiz Yourself About Santa Fe's Train History

**Introduction**

When the Santa Fe Railway arrived in Santa Fe, it brought with it a new way of life. The city was transformed from a small village into a major center of commerce and industry. The railway brought goods and people from all over the world to Santa Fe, and it brought Santa Fe to the rest of the world.

**History**

The Santa Fe Railway was founded in 1876 by William W. Wittich. It was the first transcontinental railway to serve the American Southwest. The railway played a major role in the development of the region, and it helped to establish Santa Fe as a major center of commerce and industry.

**Architecture**

The Santa Fe Railway has a rich architectural heritage. The company's buildings are a mix of styles, from traditional Spanish Colonial to modernist. The architecture reflects the company's commitment to quality and its desire to create a unique identity.

**Art**

The Santa Fe Railway has a long history of collecting art. The company's art collection includes works by some of the most famous artists of the 20th century. The art collection is a testament to the company's commitment to culture and its desire to create a lasting legacy.

**Entertaining Train Rides**

The Santa Fe Railway offers a variety of entertaining train rides. These rides are a great way to experience the beauty of the region and to learn about the history of the railway. The rides are a must-see for anyone visiting Santa Fe.

**Conclusion**

The Santa Fe Railway is a vital part of the city's history and identity. It has shaped the city's development and it continues to play a major role in the region's economy and culture. The railway is a source of pride for the people of Santa Fe, and it is a testament to the company's commitment to quality and its desire to create a lasting legacy.

**Quiz Questions**

1. When was the Santa Fe Railway founded?
2. Who founded the Santa Fe Railway?
3. What was the first transcontinental railway to serve the American Southwest?
4. What role did the Santa Fe Railway play in the development of the region?
5. How did the Santa Fe Railway help to establish Santa Fe as a major center of commerce and industry?
6. What architectural styles are found in the Santa Fe Railway's buildings?
7. What is the Santa Fe Railway's commitment to quality?
8. What is the Santa Fe Railway's desire to create a unique identity?
9. What is the Santa Fe Railway's long history of collecting art?
10. What is the Santa Fe Railway's commitment to culture?
11. What is the Santa Fe Railway's desire to create a lasting legacy?
12. What are the Santa Fe Railway's entertaining train rides?



# Quiz Yourself

## History

When the railroad was built, trains replaced the covered wagon and the Santa Fe Trail lost its importance. When roads were built for automobiles, the trains lost their importance.

- 1 In 1879, the first train entered New Mexico after it traveled from Topeka, Kansas and on through Colorado. What was the name of the train, and what town was it near when it enter New Mexico?
- 2 Movie stars rode the Super Chief, a luxury train that ran weekly between Chicago and Los Angeles. Where in New Mexico did the Super Chief encourage movie stars to stop and stay for awhile?
- 3 What three railroads served Santa Fe?
- 4 The Lamy spur line was built to get freight and passengers from Lamy to Santa Fe. The building of the spur line in 1880 was paid for by whom?

- 3 Atchison, Topeka and Santa Fe; Denver and Rio Grande; and the New Mexico Central.



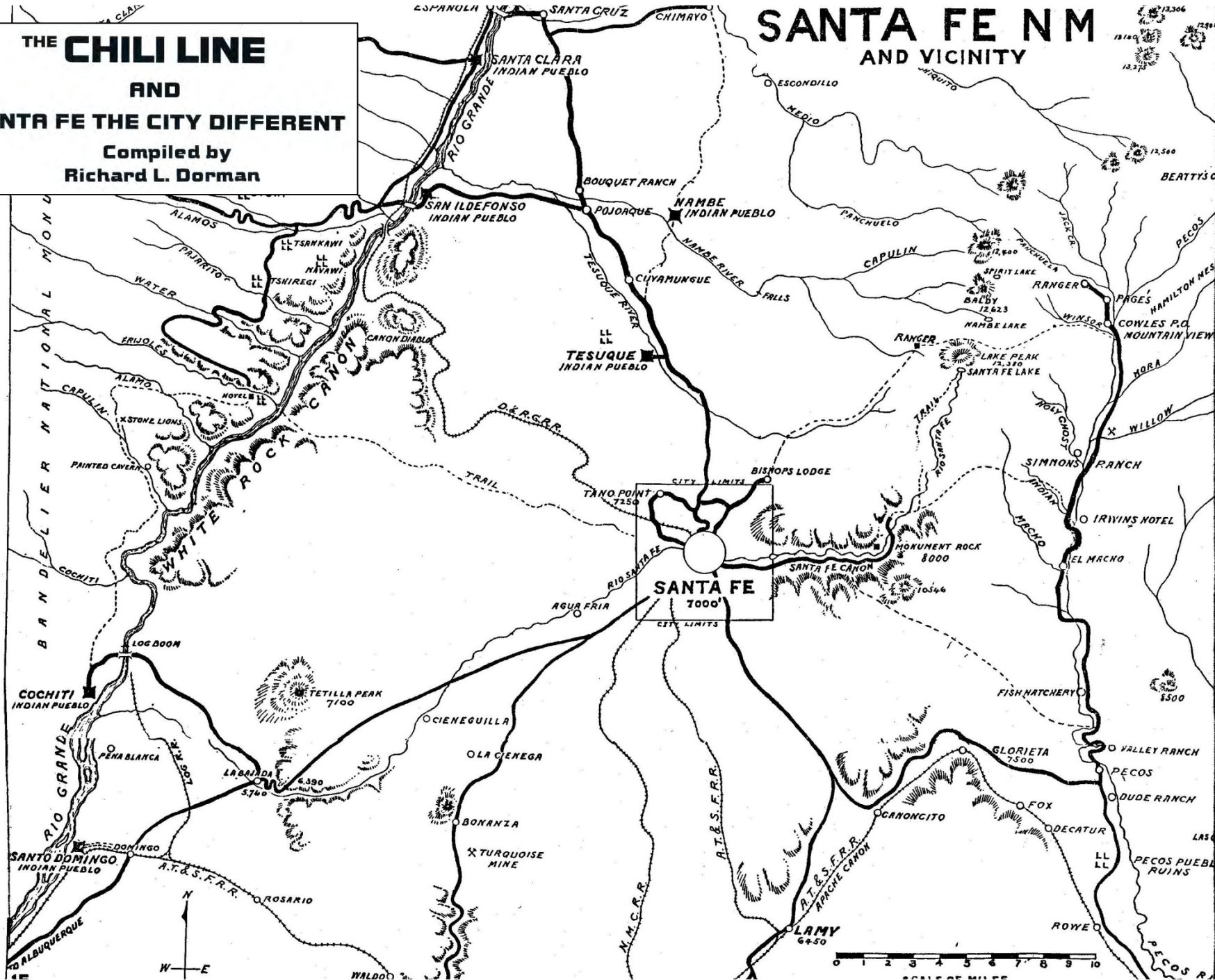
# Abandoned Rail Lines in and around Santa Fe

- Denver and Rio Grande Western, Santa Fe Branch (“Chili Line”)
- New Mexico Central Railroad (“Frijoles Line”)
- Bruns Army Hospital Line
- Abandoned Segments of the AT&SF/Santa Fe Southern RR (a/k/a “Lamy Spur”)

# THE CHILI LINE AND SANTA FE THE CITY DIFFERENT

Compiled by  
Richard L. Dorman

## SANTA FE NM AND VICINITY

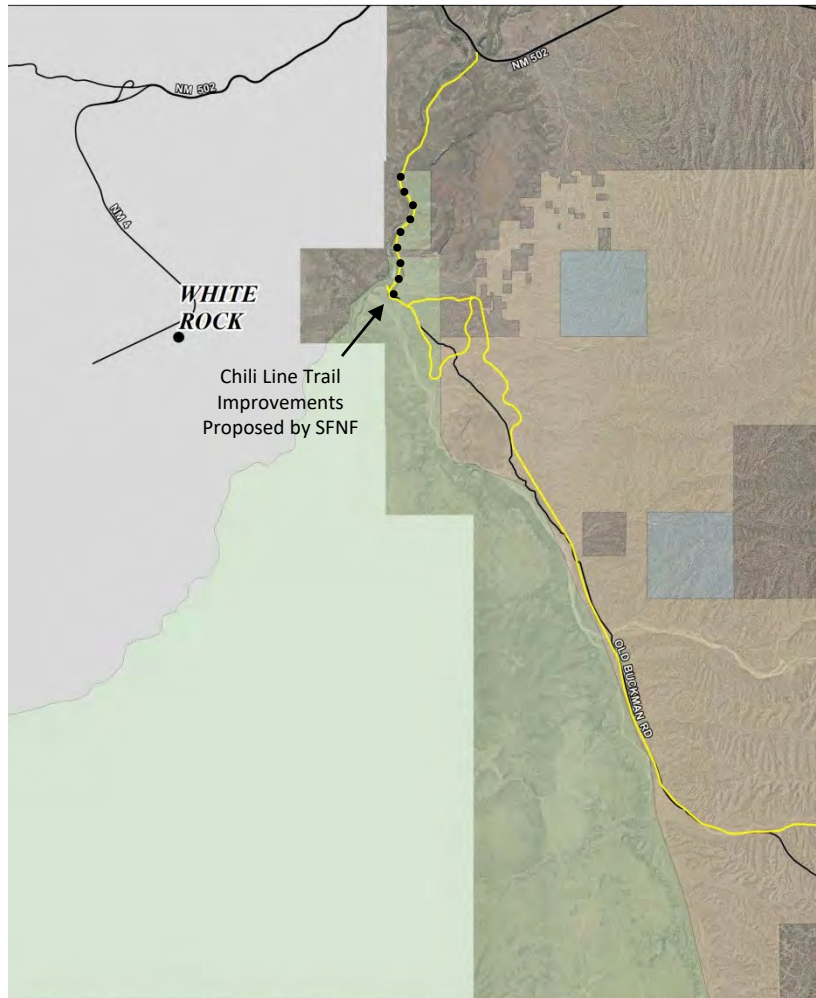




# “The Chili Line:” Denver & Rio Grande Western RR: Narrow Gauge, Active 1887-1941



Photo courtesy of  
<http://ngchililine.org>



## Abandoned Railroads near Santa Fe

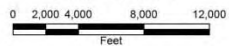
### Legend

#### Abandoned Railroads

- D&RGW Chili Line Railway
- New Mexico Central Railway
- Other Abandoned Railways
- Active RR Line
- City Limits
- Major Roads
- Towns and City

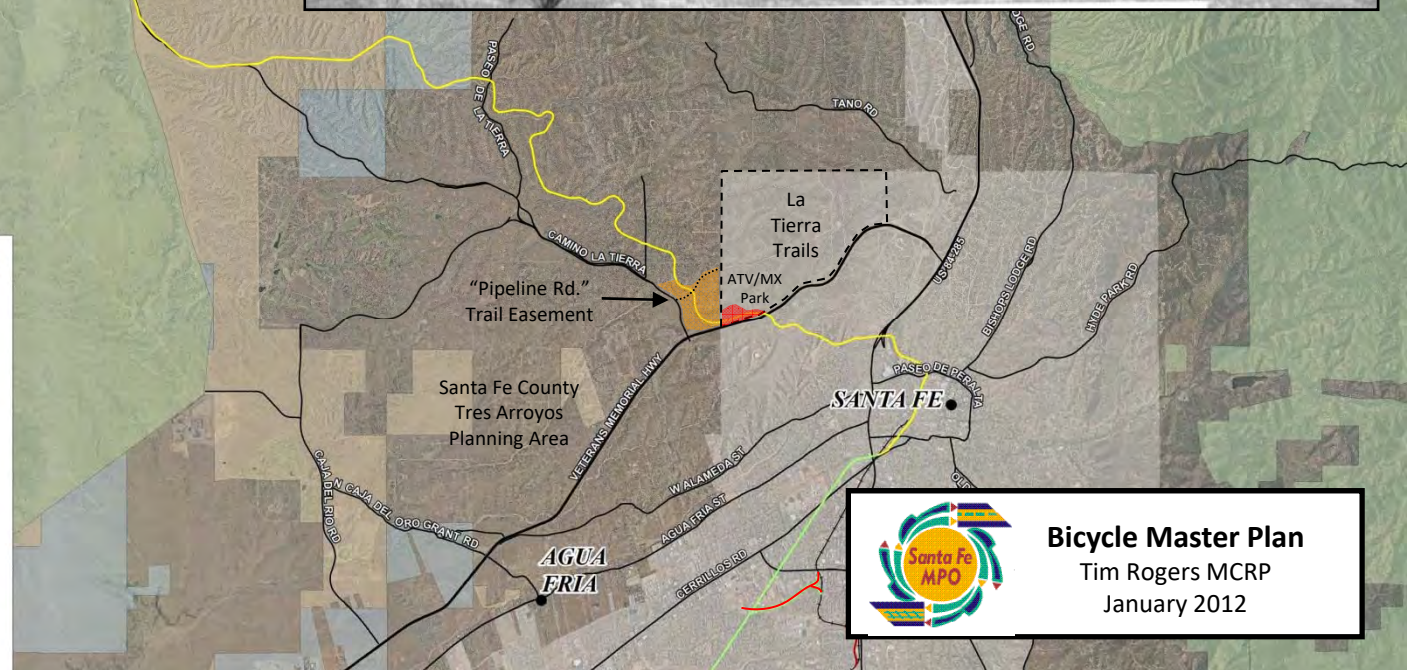
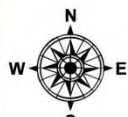
1:48,000

1 inch = 4,000 feet



Aerial Photography from 2008

This information is for reference only. The City of Santa Fe assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary.



## Bicycle Master Plan

Tim Rogers MCRP

January 2012





### A RAILROAD NICKNAMED FOR ITS FREIGHT

THE CHILI LINE WAS THE SANTA FE BRANCH OF THE DENVER AND RIO GRANDE WESTERN RAILROAD. IT RAN FROM 1880 UNTIL 1941 ON A THREE FOOT NARROW GAUGE TRACK FROM ANTONITO, COLORADO TO SANTA FE, NEW MEXICO.

CARGO INCLUDED LIVESTOCK, WOOL, FRUIT, CHILI, BEANS, SUGAR, FLOUR, MANUFACTURED GOODS AND TIMBER. REMNANTS OF THE RAILROAD GRADE ARE VISIBLE ALONG BUCKMAN RD. NEAR ALAMO ARROYO, DIABLO CANYON AND THE RIO GRANDE NEAR TOWN.

PLEASE PRESERVE AND RESPECT THIS HISTORIC REMNANT AND STAY OFF OF THE RAILROAD GRADE.



# Abandoned Railroads near Santa Fe

## Legend

### Abandoned Railroads

D&RGW Chili Line Railway

New Mexico Central Railway

Other Abandoned Railroads

Active RR Lines

City Limits

Major Roads

Towns and City

1:48,000

1 inch = 4,000 feet

0 2,000 4,000 8,000 12,000  
Feet

Aerial Photography from 2008

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## New Mexico Central Railroad: Standard Gauge

Active 1903-1926\*  
(Santa Fe – Kennedy Section  
Abandoned in 1929)

\*Operated as Santa Fe Central RR,  
1903-1908

Railyard Park Rail Trail

Acequia Trail

Trail to W. Railyard /  
Flagman Way

Trail to College Heights  
Cul de Sac

Rancho Viejo  
"District Trail"

= 5 Built Sections  
of multi-use trail



**Bicycle Master Plan**

Tim Rogers MCRP

January 2012

CERRILLOS

MADRID

"KENNEDY"

GALISTEO

LAMY





At Rancho Viejo, there exists a pathway through time. Over the millennia, these pasture plains have been tracked by the Anasazi early turquoise miners, sheepherder, Native American warriors, Spanish Conquistadors, missionaries, homesteaders and traders, as well as U. S. and Mexican armies.

Enduring freezing cold and dry heat, these hearty souls traveled across the Old Ranch in carts and wagons, on horseback and on foot. They brought with them wild and domestic animals such as sheep, cattle and horses of the royal herd that grazed upon the fertile grasses. This land was traded, granted, sold and bought many times over. At times, it provided a place to build shelter. Other times, it was a reward or an asset.



#### The Earliest Signs of Man

Hunters and gatherers arrived here as early as 5500 BC, building campsites and pueblos, but remains of their settlements date back only to the pueblos of 1300 AD. One pueblo, abandoned around 1350, had a block of 300 fresco decorated rooms and a kiva for worship.

#### Vargas and the Conquistadors

By the 1500's Spanish Conquistadors in full armor crossed the land on their way to find gold and silver in the hills. In 1692, Don Diego de Vargas with his soldiers armed and ready for battle traveled through Rancho Viejo seeking to reconquer the Spanish province following the Pueblo Revolt in 1680. He returned the following year to recolonize, trekking through this land with 800 families, 900 head of sheep, 2,000 horses and 1,000 mules.



#### Rail Becomes King

Eventually, the railroad came bringing homesteaders who were hungry for land and a new life. Beginning in 1902, a railroad branch line was laid from Santa Fe through Rancho Viejo, and is believed to follow an alignment of an old road to Galisteo. Originally named the Santa Fe,

Albuquerque and Pacific Railroad Company, but later known as the Santa Fe Central, the railroad hauled pinto beans and coal rather than carloads of gold, silver and livestock as envisioned by its promoters. With few passengers and limited freight, the railroad succumbed to bankruptcy and was abandoned in 1929, leaving only its roadbed visible from this trailhead.

#### Hollywood

More recently, it has been rumored that Hollywood cowboys followed the paths of the Conquistadors across the lands of Rancho Viejo making movies like "The Lone Ranger," "The Man From Laramie," and "Silverado."

#### Enjoy the Trails

Today, the trails at Rancho Viejo celebrate the people who have preceded us in history. The land is peaceful and its drama is to be found in its panoramic vistas, rolling hills, rich arroyos, wildlife and abundant native pinon, juniper, chamisa... and the light whistling of the wind. History has a foothold here, and we are all just visitors in time.



These trails are open for those who wish to:



These are not allowed:



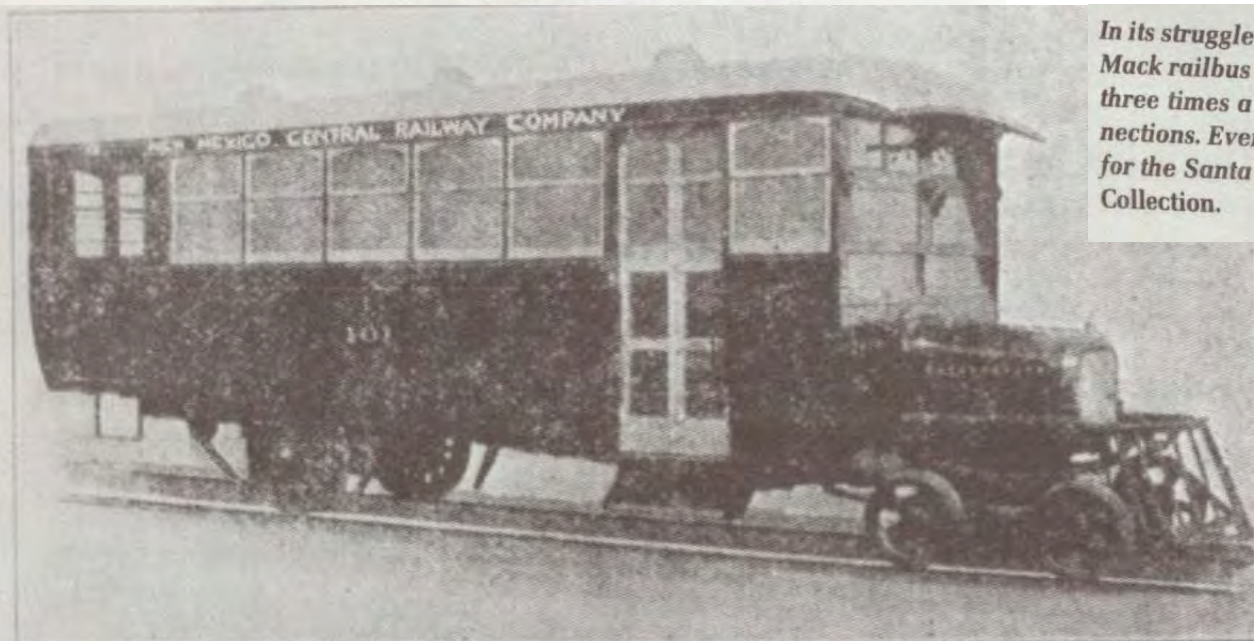




*The New Mexico Central had a mixture of second-hand locomotives. This one, built for the El Paso and Northeastern by Baldwin, was acquired in 1919. The curved cab window confirms prior EP&NE ownership. Photograph H. J. Maxwell Collection.*

## New Mexico Central Railroad 1903-1926

Photos and captions from  
Myrick, David F. New Mexico's Railroads:  
An Historical Survey. Colorado Railroad  
Historical Foundation, Inc., 1970 (revised  
1990)



*In its struggle for survival, the New Mexico Central purchased the Mack railbus which, effective June 1, 1924, provided faster service three times a week from Santa Fe to Torrance with Chicago connections. Even with this improvement, the local line was no match for the Santa Fe's fine trains from nearby Lamy. Fred M. Springer Collection.*

Type of Gasoline Cars used between Torrance and Santa Fe, New Mexico

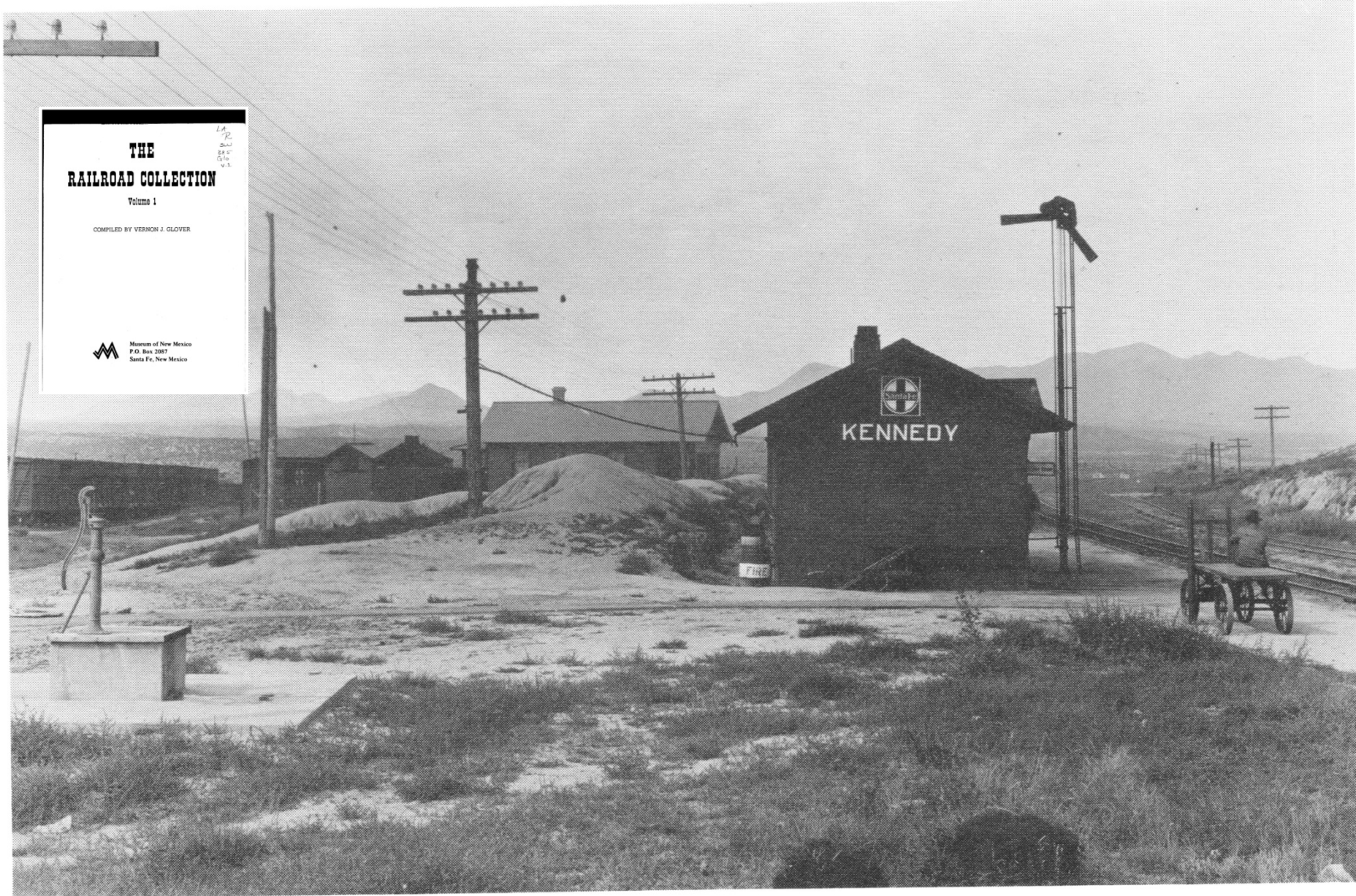


### Bicycle Master Plan

Tim Rogers MCRP  
January 2012







9374 A.T.&S.F. depot at Kennedy, junction with the New Mexico Central, ca. 1915. By T. Harmon Parkhurst.



# THE RAILROAD COLLECTION

Volume 1

COMPILED BY VERNON J. GLOVER



Museum of New Mexico  
P.O. Box 2087  
Santa Fe, New Mexico

Capacity of Siding	SOUTH BOUND				TIME TABLE				NORTH BOUND				Altitude
	Second Class	First Class	Distance From Santa Fe	Station Numbers	No. 6	Telegraph Signals	Distance From Torrance	First Class	Second Class	Water, Coal Wye, etc.			
	No. 72	No. 2						No. 1	No. 71				
	Mixed	Passenger						Passenger	Mixed				
	Lv. Tuesday Thursday and Saturday	Lv. Monday Wednesday and Friday						Ar. Tuesday Thursday and Saturday	Ar. Monday Wednesday and Friday				
	Lv. 9:35 AM	Lv. 10:45 AM	0	0	D	SANTA FE	Go	Ar. 1:35 PM	Ar. 3:45 PM	CWT	7013		
20	9:37	10:50	1.1	1		1.1 STOCK YARDS		114.6	1:27	3:37			
		10:52	1.6	2		0.5 CRANDALL STAT'N U. S. IND. SCHOOL		114.1	f 1:25	f 3:35			
		11:00	5.5	5		3.9 DONACIANA		110.2	f 1:15	f 3:25	6616		
		11:25	16.0	16		10.5 VEGA BLANCA		99.7	f 12:45	f 2:50	6355		
	s   11:40		21.8	22	D	5.8 KENNEDY	KY	93.9	s   12:20	s   2:25	6008		
		11:59	27.9	28		6.1 CLARK	CR	87.8	f 12:01 PM	f 2:00	6073		
		12:25 PM	33.4	33		5.5 WILLIAMS SPUR		82.3	f 11:45	f 1:35	W		
	T 12:45 1:05		40.8	41		7.4 STANLEY	BA	74.9	s   11:25	s  T 1:10 12:45	6317		
		1:20	44.9	45		4.1 OTTO		70.8	f 11:10	f   12:30	6204		
	1:40		52.4	52		7.5 MORIARTY	MY	63.3	s   10:50	s   12:10 PM	6204		
		2:00	60.6	61		8.2 McINTOSH	MC	55.1	f 10:25	f   11:35	6136		
		2:10	64.1	64		3.5 ANTELOPE		51.6	f 10:15	f 11:25	6121		
	2:35		68.5	68	D	4.4 ESTANCIA	AN	47.2	s   10:05	s   11:10	§ CWT 6093		
	3:05		80.0	80	D	11.5 WILLARD	WD	35.7	s   9:25	s   9:45	6086		
		3:35	91.7	92		11.7 PROGRESSO	PG	24.0	f 8:50	f   9:05	6167		
		3:55	99.2	99		7.5 BIANCA		16.5	f 8:30	f 8:45	6244		
	4:10		104.7	105		5.5 CEDARVALE	RO	11.0	s   8:15	f   8:30			
		4:20	108.6	109		3.9 CAMALEON		7.1	f 8:05	f 8:20			
45	Ar. 5:10 PM	Ar. 4:45 PM	115.7	116	D	7.1 TORRANCE	X	.0	Lv. 7:45 AM	Lv. 8:00 AM	CWY 6430		
	Ar. Tuesday Thursday and Saturday	Ar. Monday Wednesday and Friday							Lv. Tuesday Thursday and Saturday	Lv. Monday Wednesday and Friday			
	7:35	6:00				115.7			5:50	7:45			

LA  
R  
SW  
38.5  
Glo  
v.1

LECTION

GLOVER

w Mexico

Mexico

LA  
R  
SW  
385  
Glo  
v.1



# Abandoned N.M. Central Railbed, south of Arroyo Hondo (view from Oshara)



**Bicycle Master Plan**  
Tim Rogers MCRP  
January 2012



Sat. July 7, 2012, It's...  
**FORGOTTEN  
BUT NOT  
GONE**

A study ride in  
conjunction  
with the  
RE: MIKE project  
<http://remikeable.com>

for more  
info. on this ride  
contact  
[timro@hotmail.com](mailto:timro@hotmail.com)  
629-5647

A Very Slow Bike Ride  
through Santa Fe's  
Past, Present & Future  
Starring...

**N.M. Central Railroad**  
as "The Kennedy Line"  
**Arroyo de los Pinos**  
as "The Vanishing Ditch"

with... Acequia Madre – Santa Fe Southern R.R. –  
Brunn Hosp. Rail Line - Arroyo de los Pinos, S. Branch

Bring a bike - preferably w/ off-road capability,  
Meet @ Tomasita's near the Railyard Depot, 9 a.m.



Pasó por acá...

# New Mexico Central Railroad

...ran here,

1903 –  
1926

For more  
information, come to

**RE:MIKE** 

St. Michael's Village West  
Fri., Sept. 21 –  
Sun. Sept. 23

[www.remikeable.com](http://www.remikeable.com)





Pasó por acá...

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St. Michael's Village West  
Fri., Sept. 21 –  
Sun. Sept. 23

[www.remikeable.com](http://www.remikeable.com)





Pasó por acá...

# Bruns Army Hospital Rail Line

...ran here, c. 1942-46

For more information, come to

**RE:MIKE**



St. Michael's Village West  
Fri., Sept. 21 – Sun. Sept. 23

[www.remikeable.com](http://www.remikeable.com)



Bruns Hospital  
(SFUAD)

Future Site of  
LaFarge Library 

Bruns Hospital Line

AT&SF RR  
(SF Southern)





Rail Trail and Bruns Army Hospital Line





Bruns Army Hospital Line at Fifth St.





NMCRR north of St. Michael's Dr.



NMCRR rail bed,  
s. of Rabbit Rd.





# Chili Line Railbed: Motocross Track within La Tierra Trails

## Frijoles Arroyo and NM599 in background



### Bicycle Master Plan

Tim Rogers MCRP

January 2012





Welcome to  
**Santa Fe Ranch  
Recreation Area**  
Managed by the Teco Field Office

Management Department Bureau of Land Management  
Stay on Designated Routes

- Motorist off road travel prohibited.
- All Offs require an approved spark
- Natural resource removal allowed by permit only

**Report illegal activity**  
Bureau of Land Management  
Teco Field Office (713) 251-8881  
teco@blm.gov

The Bureau of Land Management is committed to providing quality recreation and scenic views. We encourage you to help us protect our resources and enjoy them for generations to come.



# How are historic rail lines remembered?

- Keep the train running
- Maintain / rebuild
- Protect
- Provide Interpretation
- Re-purpose as trail





Cumbres & Toltec Scenic R.R. (D&RGWRR)





Santa Fe Southern Railway



# Abandoned Santa Fe Southern (left), Railrunner (right)





# Existing Rail Trails in Santa Fe

- Santa Fe Rail Trail (Rail-with-Trail)
- Acequia Trail (& Future Underpass)
- Acequia Trail Spur to Flagman Way
- Railyard Park “Chili Line” Trail
- Rancho Viejo “District Trail”
- Informal Rail Trails
  - Bruns Army Hospital Line
  - Chili Line



# Santa Fe Rail Trail (City section)







Santa Fe Rail Trail (City section)



# Santa Fe Rail Trail (County section)





# Acequia Trail (NMCRR)







**City of Santa Fe's "Acequia Trail":  
N.M. Central R.R.**



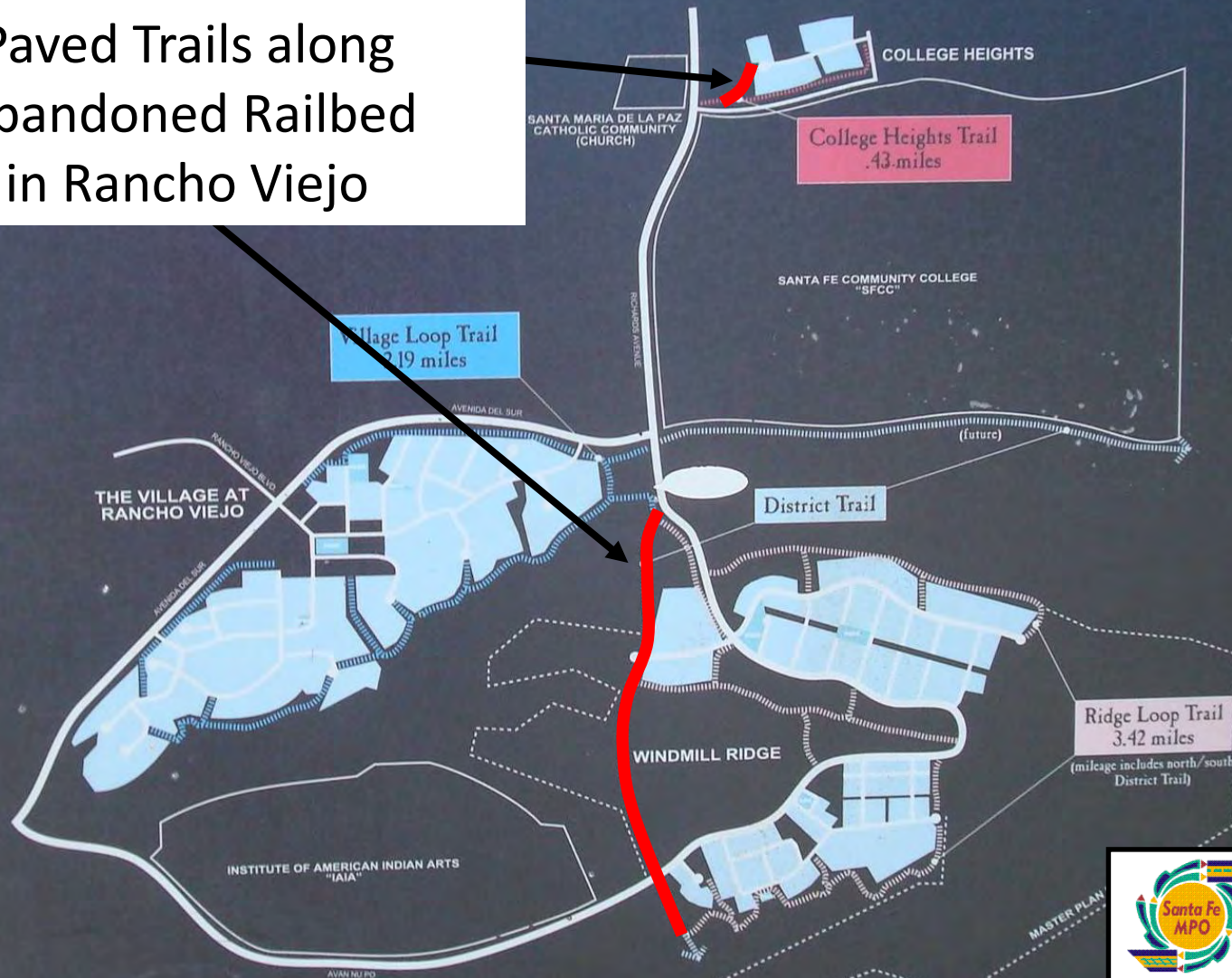
**Bicycle Master Plan**  
Tim Rogers MCRP  
January 2012



# TRAILS AT

# RANCHO VIEJO

New Mexico Central RR:  
Paved Trails along  
Abandoned Railbed  
in Rancho Viejo



**Bicycle Master Plan**  
Tim Rogers MCRP  
January 2012





**N.M. Central R.R.**

**Rancho Viejo's "District Trail"**



**Bicycle Master Plan**

Tim Rogers MCRP

January 2012



# Chili Line Railbed: Well-Used Informal Trail

## North of Frijoles Arroyo, just west of La Tierra Trails



### **Bicycle Master Plan**

Tim Rogers MCRP

January 2012



# Preserving and Remembering Abandoned Rail Lines: The Future of Rail Trails in Santa Fe








- NMCRR
  - N. of I-25
  - S. of I-25
  - Rancho Viejo to Eldorado and Beyond
- Chili Line
  - La Tierra Trails “West”
  - Camino Real Retracement Trail
  - USFS/BLM Caja del Rio
- Abandoned Lamy Spur (AT&SF/Santa FE Southern)



# Abandoned Railroads near Santa Fe

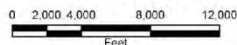
## Legend

### Abandoned Railroads

-  D&RGW Chili Line Railway
-  New Mexico Central Railway
-  Other Abandoned Railroads
-  Active RR Lines
-  City Limits
-  Major Roads
-  Towns and City

1:48,000

1 inch = 4,000 feet



Aerial Photography from 2008

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## New Mexico Central Railroad: Standard Gauge

Active 1903-1926\*  
(Santa Fe – Kennedy Section Abandoned in 1929)

\*Operated as Santa Fe Central RR, 1903-1908

Proposed Connection from Pueblos del Sol Trails to Piñon E.S., et el.

Proposed Paved NM Central Rail Trail: Rabbit Rd. to Eldorado

Proposed Soft-Surface NM Central Rail Trail: South through Calisteo Basin Preserve

Railyard Park Rail Trail

Acequia Trail

Trail to W. Railyard / Flagman Way

Trail to College Heights Cul de Sac

Rancho Viejo "District Trail"

= 5 Built Sections of multi-use trail



**Bicycle Master Plan**

Tim Rogers MCRP

January 2012



# MPO Bikeways Mapping Project

## Map Z: NM Central Line (SF County)

Pieces of a  
Regional Bikeway  
Connecting Downtown  
to Community College  
District & beyond

Via NM Central and  
SF Southern RR Lines

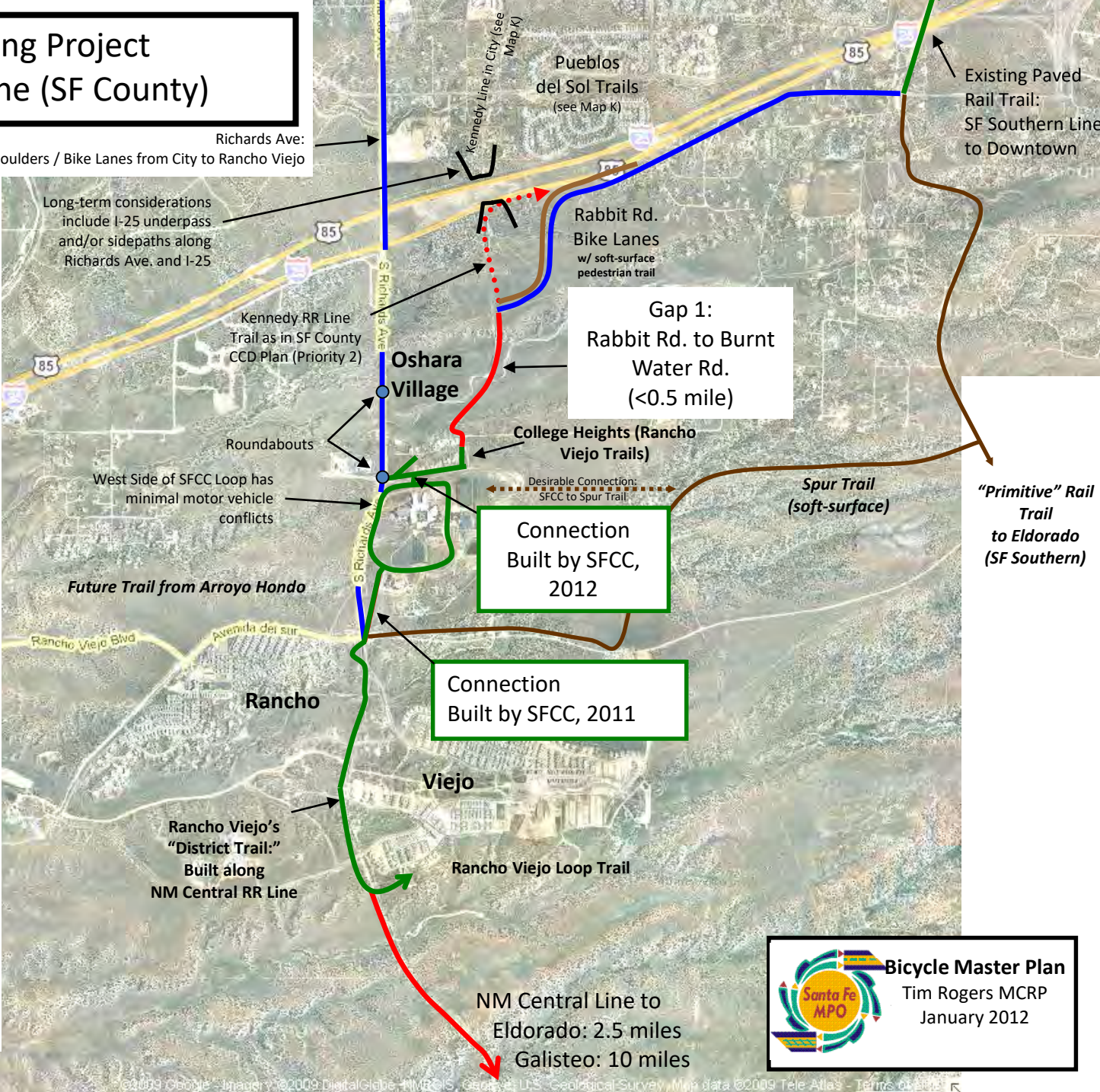
### Key

existing paved multi-use paths

proposed multi-use path  
(priority 1)

existing on-road bike lane /  
shoulder

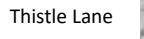
existing soft-surface side path





Map E2: To La Tierra via NM599 Underpass and La Tierra Trails

- ■ ■ ■ ■ ■ | Approx. Alignment of Chili Line  
● ● ● ● ● ● Proposed Chili Line Bike and Hike Way

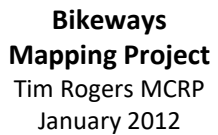


NM599  
"Equestrian"  
Underpass

City Open Space:  
Pedestrian Access

Old Earthwork /  
Scenic Overlook

City sidewalk



Background Map courtesy of DRAFT – LA TIERRA TRAILS MASTER PLAN



# Other Opportunities to Preserve and Remember Santa Fe's Abandoned Rail Lines

- NMCRR
  - Acequia Trail / St. Francis Dr. Underpass
  - Acequia Trail Bridges to Kathryn and Onate
- Chili Line
  - La Tierra Trails “Dog Park Connection”
  - Other City Open Space
  - Public Roadways (e.g. Rio Grande Ave.)
- Bruns Army Hospital Line
  - The Triangle
  - Lafarge Library / SFUAD





Chili Line Railbed along Camino de las Crucitas,  
Future Site of Trail Connecting Dog Park to La Tierra Trails



# Trails and Heritage

- Celebrate our history and culture through trails
  - Historic Trails
  - Abandoned Rail Lines
  - Abandoned / Historic Roads
  - Acequias and other Ditches
  - Others: Be Creative

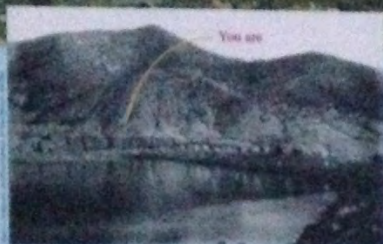




Santa Fe's "Hi-Line" -  
City Summer  
Campers walking  
along the historic  
Hydro-Power Ditch  
in Dale Ball Trails



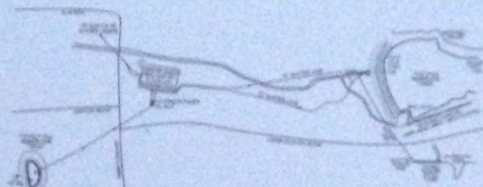
# Santa Fe's early Hydropower history



Picacho Peak above the Hydropower Ditch and Two Mile Reservoir

## Picacho Peak with Two Mile Reservoir

The Hi-Line or Hydropower Ditch diverted water from the Santa Fe River near present day Nichols Reservoir to this slotted pipe where it flowed down the Canyon to the Hydropower Building or could be siphoned to a storage tank on Talaya Hill. The tank provided water to residences whose elevation was too high to be served by gravity. Overflow spillway on the ditch created the deep erosion scars on the hillside.



1917 diagram of reservoir system and connections by Santa Fe Water and Light Co.



Hydropower Plant located in the current Water History Park

For some time, a steam generating plant downtown on Water Street had provided a modest amount of electricity to Santa Fe. In 1895, a hydroelectric plant was built on the river at the intersection of Camino Cabra and Upper Canyon Road in what is now the Water History Park.

To provide water pressure for the plant, a small concrete reservoir was built on Talaya Hill, 160 feet above the plant and 1/4 mile away. Talaya Reservoir was filled by the pipe whose slotted intake is near this sign. Water was then piped under pressure from Talaya to the plant's turbine generator below. Having turned the turbine, the water flowed into an adjacent concrete lined basin (see photo). From the basin the water flowed into mains of the city water system, and to its users.



Talaya Hill water storage tank and view of downtown



Service Basin near the Hydropower Plant, now the site of a large steel water storage tank at the corner of Upper Canyon Road and Camino Cabra

The new hydroelectric plant generated 70 kilowatts, about four times the electricity of the steam generator it replaced. Today, this would have only provided enough power for 25 homes, but back then it provided enough for the City's 6,000 residents. Why? In those days, electricity was only used for lighting; electric appliances, electric heaters, air conditioning and computers had not yet been invented.

In 1902, the "High Line" ditch was dug into the hillside above Two Mile Reservoir and diverted water from the Santa Fe River. At its lower end, on the hill above Two Mile Dam where you now stand, its water flowed down into the pipe that supplied Talaya Reservoir and the hydropower plant.



Service Basin with ditch

Talaya Reservoir was primarily used to provide a water supply for the nearby residential area on Apodaca Hill, which was too high to otherwise be serviced by the gravity water system. The power plant was taken out of service sometime before 1926. The High Line ditch was abandoned in 1943 and the hydroelectric plant's service basin was replaced by a five-million-gallon storage tank in 1970.



# Heritage and Trails

- Trails can be used to remember the past, but they are a resource that is too valuable for our health, economy, and environment to LIMIT to preservation, interpretation, or simply retracement
  - Use Historic Alignments as a Rallying Point for Trails
  - Maximize Access Points, Users / User Groups Served
  - Maximize Utility for Recreation & Transportation
  - Value / Work with Local Community's Trail Needs















## El Camino Real

Chili Line Reroute (3/24/16)

### Legend

- Alternate Alignment
- Chili Line
- Original West Alignment
- Trailhead



Courtesy of Scott Belonger,  
Loris and Associates







Put a Trail on It!





# Thank you!

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