APPENDICES

APPENDIX A: PUBLIC OUTREACH SUMMARY

Overview

This Appendix to the Rail Yards Master Plan contains information about the public outreach efforts made by the planning team as part of the process to develop the Rail Yards Master Plan. The City and Samitaur relied heavily on input received during the process to inform the concepts and goals of the Master Plan, so it was important to design a robust and engaging public input process that provided ample opportunities for interested parties to receive information and offer meaningful feedback.

Means of Notification and Communication

The City undertook extensive notification efforts in order to reach a wide audience and invite broad participation in the planning process. Initial means of notifying the public of the kick-off meetings for the Master Planning process included:

- **Direct mail (nearly 4,000 pieces) to all property owners and residents in the Barelas and South Broadway neighborhoods, and notification of all Downtown area neighborhood associations.** The mail piece included a letter from Mayor Richard J. Berry, City Councilor Isaac Benton, and City Councilor Debbie O'Malley that invited them to the Master Plan kick-off meetings in August, 2012, and explained how to stay engaged in the process. Also included in the mailing was a postcard to return to the Project Coordinator to request to be added to the notification list and a brochure containing background information about the project and the seven "guiding principles" of the project.

- **Article in the August, 2012, Neighborhood Newsletter** (distributed to all contacts on file with the City's Office of Neighborhood Coordination). The article contained information about the kick-off meetings, the seven guiding principles of the project, and the address for the Rail Yards website.

- **Media Advisory on August 20, 2012.** The media advisory contained information about the kick-off meetings and invited the public to attend the meetings to have a chance to win a guided tour of the site.

- **Rail Yards Website.** The City maintains a website containing information about the project, including its history and updates about the Master Planning process. The website also provides an opportunity for the public to submit comments directly to the planning team, through an online form.

Follow-up communication was maintained via an email distribution list managed by the City's Master Plan Project Coordinator, Petra Morris. Ms. Morris sent emails to notify people when new materials, such as meeting summaries, were available on the Rail Yards website and with information and reminders about upcoming meetings and tour opportunities. Ms. Morris also served as the primary point of contact for people with questions about the process or who wanted to submit comments for consideration.

Public Meetings & Site Tours

In order to ensure an open and participatory dialogue, the City engaged local consultants Tim Karpoff & Associates to facilitate the series of public meetings that were used to receive input and communicate initial concepts for the Master Plan.

The facilitation team moderated and recorded the discussions at the kick-off meetings in August and the first presentation of the Master Plan concepts on October 25, 2012. The team also helped host

Rail Yards Master Plan
Public Meetings

Kick-Off Meetings
Thursday, August 23, 2012, 6 PM
National Hispanic Cultural Center

Saturday, August 25, 2012, 10 AM
Barelas Community Center

Saturday, August 25, 2012, 2 PM
South Broadway Cultural Center

Presentation of Initial Master Plan Concepts
Thursday, October 25, 2012, 6 PM
Barelas Community Center

Open House / Tours of Site
Saturday, December 1, 2012, 10 AM–2
Albuquerque Rail Yards

the December 1, 2012, Open House at the Rail Yards, during which facilitation team members oriented newcomers to and veterans of the process to the activities of the planning effort. After each of the meetings, the facilitators provided a summary report documenting the input received. These reports, included herein in their entirety, were shared with the public through email distribution and the website, and were used by the planning team in developing the Master Plan.
With its many features and structures of varying construction, sizes, and historic uses, the Rail Yards site can be difficult to fully understand and appreciate without having experienced it for oneself. Therefore, in addition to public meetings, tours of the site were offered during the Master Plan process to provide the public with opportunities to gain a firsthand understanding of the site so that they could be more informed when commenting on the Master Plan's proposals. For safety and liability reasons, tours had to be limited in size and number, but approximately 300 people had the opportunity to tour the site as part of the Master Plan process.

All in all, hundreds of people participated in the public meetings and tours, including residents of the adjacent neighborhoods, people representing organizations with a specific interest in the project, former employees of the AT&SF/BNSF railroad shops, and individuals from across the city and region who are interested in how the site will be redeveloped. Many people attended the initial kick-off meetings as well as follow-up meetings, which provided continuity in the process and afforded the planning team the opportunity to develop relationships with interested individuals and parties.

Targeted Stakeholder Meetings

Following the public kick-off meetings in August, the planning team met with specific stakeholders to solicit feedback on issues affecting particular aspects of the redevelopment of the Rail Yards. The organization and individuals the team met with were:

- Albuquerque Convention and Visitors Bureau
- Albuquerque Economic Development
- Albuquerque Hispano Chamber of Commerce
- Barelas Neighborhood Association / Barelas Community Coalition*

- Bernalillo County Economic Development staff
- City of Albuquerque
- Mayor Richard J. Berry
- Department of Family & Community Service staff and Affordable Housing Committee representative
- Transit Department Staff
- City of Albuquerque Economic Development staff
- Downtown Action Team
- Economic Forum
- Mid Region Council or Governments
- New Mexico Steam Locomotive 2926 / Railroad Historic Society
- South Broadway Neighborhood Association*
- WHEELS Museum

* NOTE: In addition to sit-down meetings with the neighborhoods, the planning team went on tours of the Barelas and South Broadway neighborhoods, guided by residents, in order to understand the sensitive interfaces with and important connections to the site. As with feedback received from the public, the planning team took into consideration the ideas and input received via the targeted stakeholder meetings in developing the initial Master Plan concepts. A summary of these meetings is provided in Section 3.

Public Outreach Materials

A separate appendix contains the following reference materials documenting the public outreach and feedback of the Master Plan process:

- Agenda from each of the public meetings;
- List of participants at each of the public meetings;
- Facilitators' summary report from each of the public meetings;
- Summary of targeted stakeholder meetings;
- Brochure that was developed to introduce people to the Master Plan process (English and Spanish versions);
- Frequently Asked Questions document that was developed to answer common questions that arose during the planning process.

APPENDIX B: PHOTOGRAPHIC SURVEY OF HISTORIC STRUCTURES

Included is a photographic summary of thoughts/information compiled specific to the Rail Yards site. There is much historic documentation at our disposal. Rather than compiling an exhaustive list, we've focused on information that would be pertinent in the future adaptive reuse of the site. Some is technical pulled from literature, some based on site observation.

The current configuration of the Locomotive repair facilities were constructed between 1915 and 1922 and represented the height in modern industrial design and achievement at their time. The buildings were advanced, the so-called 'Machine Shop' is the largest structure and contains the following advances;

MACHINE SHOP

Built in 1921. Contains 165,000sf including partial mezzanine in Bay #1. Divided into 4 bays, with an exterior 5th bay at the South for unloading.

Entirely glazed north and south façades. ¼" thick, single glazed panels, 14"x20", set in steel sashes. Partially glazed East and West façades set into reinforced concrete frames.

The Lower 18' of the north façade contains continuous bi-fold steel frame doors, supported on rollers, that allowed the locomotives to move from Machine Shop to the exterior Transfer Platform.

Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop skylights allowing no direct sun. Single glazed, ribbed, wire glass. Skylights are also mechanically operable on one side only. Almost all panels are broken, resulting from apparent vandalism (target practice).

2 large mechanical rooms contained two large electrical fans providing 90,000cfm and 68,000cfm respectively, capable of 3 complete air changes per hour. Air was forced across steam heated coils when req'd for heating load. Ductwork throughout structure followed column lines to the distribution point 7' above floor.

Flooring: 6" concrete slab, finished to a true surface, primed with a 1/8" bituminous coating, upon which 3" creosoted (distillate derived

entirely from tars produced from the carbonization of bituminous coal) end-grain wood blocks were laid, with pitch interlaid between for waterproofing. Wood floor is in poor condition and creosote is carcinogenic.

Steel Frame Structure, columns designed to support 16 tons each. Each column is supported on a concrete foundation supported upon creosoted wooded piles, driven on average 26' into the earth. Frame also supports various cranes, still intact, not known if still operable, largest crane supports 250 tons.

Building contained 3 electric Otis elevators serving one Mezzanine Level that was historically used for offices and files. Elevators have been removed, only shafts remain.

Roof is double sheathed with built-up roofing. Roof surface is in poor condition although the Machine Shop roof looks to be in better shape than other buildings on-site.

Machine Shop, View Towards West Elevation

Machine Shop, Bay #1 - Below board formed, cast in place, concrete mezzanine.

Machine Shop, Bay #2, Pyramidal skylights run between bays 2 and 3.

Machine Shop, Bay #3.

North interior elevation showing large operarable doors.

Machine Shop, Bay #4, 57' clear height to underside of truss structure. Floor troughs can be seen across slab.

HVAC Duct distribution from Central Plant.

North interior elevation.

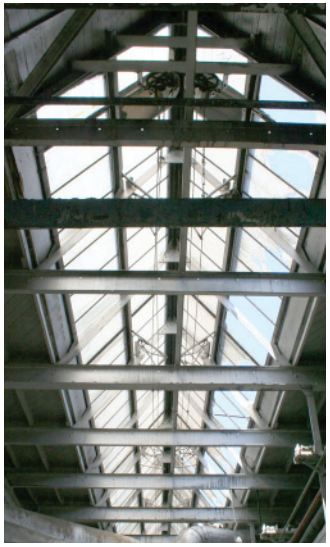
Machine Shop, Bay #4 - View from within floor trough.

North elevation, Operable doors.

North elevation, Operable doors.

North elevation, Completely glazed façade.

Machine Shop, North elevation, View from Transfer Table.



Skylight detail.

Gear/Pulley mechanism for skylight operation.

Crank mechanism for skylight operation.

Machine Shop, Pyramidal skylights over Bays 2 and 3.

Longitudinal view from mezzanine catwalk.

Mezzanine elevator machine room (cab has been removed).

Transverse view from mezzanine.

Machine Shop, View up toward mezzanine level.

View of Bay #4 from roof clerestory.

Machine Shop, View from Room looking North.

Wired skylight glazing.

Pyramidal skylights.

Clerestory skylight at Bay #4.

Built-up roofing, positive slope to South.

Machine Shop, Bay #4, Main 250 ton crane.

Crane structure extends to 2nd Street.

Flooring, 3" thick creosoted end-grain wood blocks.

Bay #4 columns supported on deep piles, dampened by springs.

Bay #4, Floor trough.

South bay, Exterior loading crane.

Machine Shop, South Elevation, View across turntable.

West Elevation, Cast in Place Concrete Frame.

Southeast corner, adjacent active BNSF rail lines .

BOILER SHOP

Built in 1923. Contains 58,100sf. Divided into 2 bays. Entirely glazed south façade and partially glazed north façade. ¼" thick, single glazed panels, 14"x20", set in steel sashes. Partially glazed East and West façades set into reinforced concrete frames. The Lower 18' of the south façade contains continuous bi-fold steel frame doors, supported on rollers, that allowed the locomotives to move from Boiler Shop to the exterior Transfer Platform.
Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop skylights allowing no direct sun over Northern bay only. Single glazed, ribbed, wire glass. Skylights are also mechanically operable on one side only.

Mechanical rooms similar in concept to that of the Machine Shop although much smaller due to the fact that the Boiler Shop is 1/3 the area.

Flooring: 6" concrete slab, finished to a true surface, primed with a 1/8" bituminous coating, upon which 3" creosoted (distillate derived entirely from tars produced from the carbonization of bituminous coal) end-grain wood blocks were laid, with pitch interlaid between for waterproofing. Wood floor is in poor condition and creosote is carcinogenic.

Steel Frame Structure. Frame supports various cranes, still intact, not known if still operable.

Exposed wood plank ceiling is intact, although severe damage can be seen at the southern edge of the South Bay.

Roof is double sheathed with built-up roofing. Roof surface is in poor condition, and in some cases, completely void where the plank ceiling has been damaged.

Various auxiliary buildings are directly connected to the Boiler Shop, e.g. Tank Shop, Flue Shop, and Paint Shop. The Paint Shop is not worthy of restoration and should be removed.

Electric Transformer, not original to the site, has been located at the Western edge of Bay #2 and looks to be still active.

North elevation, Exterior courtyard in foreground.

West elevation, Glazing inset to concrete frame.

Northeast corner, Reinforced concrete @ fully glazed perimeter wall.

Paint Shop attached to West elevation, Transfer Table in foreground.

Boiler Shop, South elevation, View from Transfer Table.

Boiler Shop, Bay #1, Fully Glazed southern elevation, Crane at rear. Floor troughs seen across floor.

Boiler Shop, Bay #1, Fully Glazed southern elevation with 18' tall operable doors.

Boiler Shop, Bay #2, Pyramidal skylights

Boiler Shop, Bay #2, Pyramidal skylights, entrance to Flue Shop at immediate right.

Crane operator workstation, Bay #2.

Damaged flooring, 3" thick creosoted end-grain wood blocks

Boiler Shop, Cranes at Bay #1.

Crane Controls.

Stair access to mechanical rooms, at columns lines between Bays #1 and #2.

Boiler Shop, View from South Operable Doors

BLACKSMITH SHOP

Built in 1917, with the exception of the Storehouse, the Blacksmith Shop is the oldest remaining building on-site. Contains 24,879sf.

Predominantly glazed east and west façades set between vertical bands of masonry. This is the only masonry building remaining on the site.

North and South façades are primarily masonry with much smaller openings, except for a large bi-fold central door at both façades. Interior of masonry walls have been painted white.

South elevation abuts Transfer Table, and West elevation abuts Very little provision for mechanically operated natural ventilation, fan units were integrated into the East and West façades in subsequent years.

No Rooftop skylights.
No Mechanical rooms.
Flooring: Concrete slab on grade.

Steel Frame Structure. Columns are themselves built up trusses. No cranes evident in space. Truss shape is unique.

Exposed wood plank ceiling is intact, water damage is evident although ceiling is in relatively good condition.

Seismic retrofitting is evident at exterior masonry walls at attachments to steel support structure.

Central rail lines remain through center of bay, recessed into the concrete floor.

Blacksmith Shop, South Elevation.

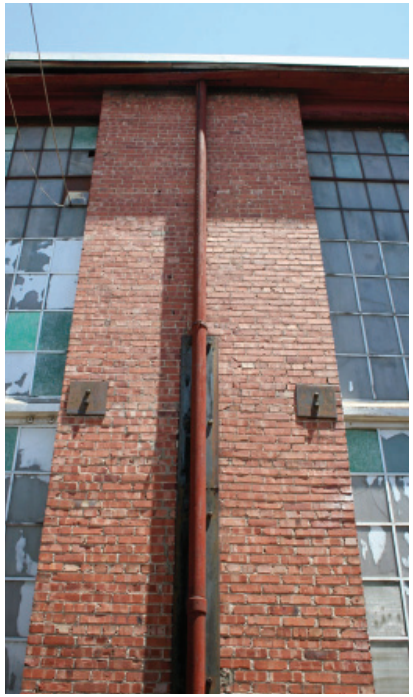
Blacksmith Shop, Steel Trusses, Wood Plank Ceiling, Glazed East and West elevations.

South Elevation showing proximity to Boiler Shop to the West.

Interior View toward South Elevation Masonry wall.

North Elevation from adjacent parcel.

Fan equipment at Glazed Elevation.



West/East Elevation, Seismic upgrades.

Steel 'trussed' column.

Exterior walkway between Blacksmith Shop (Left) and Flue Shop (Right), Machine Shop/Transfer Table shown in background.

Blacksmith Shop, Steel Truss at column surrounded by masonry wall.

FLUE SHOP

Built in 1920. Contains 8,878sf.

All concrete cast in place construction makes it unique to the complex with the exception of the Storehouse and some less significant miscellaneous site buildings.

Predominantly glazed east and west façades set between vertical bands of concrete.

North façade is primarily cast in place concrete with two large openings, South of building opens directly to adjoining Boiler Shop. East elevation abuts Blacksmith Shop/exterior walkway and West elevation abuts exterior courtyard. Courtyard surface is hardscape but cracked with weeds. A few trees have grown up over the years.

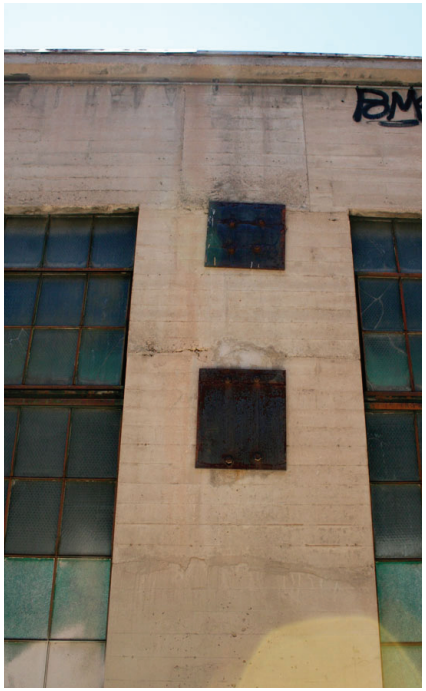
Mechanically operated natural ventilation made possible by operable clerestory skylights.

Unlike other buildings, lighting fixtures can be seen throughout, a small amount of mechanical ductword is visible, with registers supplying the shop. These are not original to the structure.

Ceiling, walls, beams, and slab are all cast in place concrete.

Seismic retrofitting is evident at exterior concrete walls at attachments to concrete beams. Alternatively, steel plates may have resulted from some early form of post-tensioning.

Flue Shop, View down center of Bay.



Steel plate seismic upgrades.

Operable windows.

Flue Shop, Interior view of entrance, Boiler shop shown beyond.

Flue Shop, View up toward operable clerestory windows.

TANK SHOP

Latest building constructed on site, built in 1925. Contains 18,564sf.

Building is very similar in structure to Bay #2 (northern bay) of the Boiler Shop.

Entirely glazed east and west façades, although a very low non-original concrete block with stucco building was added to the site that blocks the lower 15' of the western façade.

This stucco building should be removed. ¼" thick, single glazed panels, 14"x20", set in steel sashes throughout. Partially glazed North façade with large openings to accommodate locomotive transfer set into reinforced concrete frames. South façade opens directly to the Boiler Shop.

Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop clerestory skylights allowing no direct sun run down center of bay. Clerestory shape is distinctive from 'A' frame skylights found ni Boiler and Machine Shops. Single glazed, ribbed, wire glass. Skylights are mechanically operable on both sides.

Mechanical ductwork is visible running through the space is likely to contain asbestos. Mechanical equipment is probably located on rooftop, although this would need to be confirmed.

Flooring: Concrete slab on grade.

Steel Frame Structure. Frame supports one central 30 ton crane, manufactured by Shaw, still intact, not known if still operable. Full height, large braced frames exist in 3 locations on both East and West façades to deal with lateral loading in North/South direction. Exposed wood plank ceiling is intact, although severe damage can be seen at the western edge.

Northwest Corner, Stucco building in foreground to be removed.

Tank Shop, North elevation.

Tank Shop, Interior view, central bay with Shaw 30-ton crane in foreground.

Interior view, West fully glazed elevation with lower 15' blocked by non-original adjacent building.

FIREHOUSE

Built in 1920. Contains 3,936sf on two floors. With the exception of the mezzanine in the Machine Shop, this is the only above grade floor in the complex. The Firehouse is the only building in the complex recognized as a historic structure by the City of Albuquerque. Below find the City's description taken from their website:

"The Atchison, Topeka and Santa Fe Railway Fire Station was built in 1920 to serve the railroad's shop and roundhouse complex, located south of the passenger depot and Alvarado Hotel. It was one of the last buildings constructed by the railroad in Albuquerque, and reflected the company's interest in providing independent services and utilities for its operations.

This is Albuquerque's oldest remaining fire station. Its rustic architecture is rare in the city, conveying the railroad architect's romantic images of the Southwest. E.A. Harrison's design features a rough, sandstone exterior with an asymmetrical tower, crenellated parapet and sleeping porch. The tower itself is decorated with tiled overhangs, protruding beams, a stone insignia and ornamental globes. The building's sandstone, quarried at Laguna Pueblo, was taken from a demolished 1881 roundhouse built by the Atlantic and Pacific Railroad, a forerunner to the AT&SF. The protection of all of these features is included under its Landmark status.

The fire station was used as offices for several years following the demolition of the roundhouse. It is currently vacant but still stands as a reminder of the important role that the AT&SF industrial complex played in Albuquerque's economy through most of the 20th century."

Historic Photos, AT&SF Firehouse, Courtesy of City of Albuquerque.

Firehouse, South Elevation - Detail.

East Elevation.

Firehouse, West Elevation.

Firehouse, South Elevation.

Southwest Corner showing proximty to Tank Shop in background.

TRANSFER TABLE

Concrete-lined pit with east-west tracks and electrically powered gear-driven table with operators' cab and north/south track in a steel-plate deck. Also includes a nonpowered table with north-south track. Transfer Table was an essential part of locomotive shops operation and the complex. Electric motor housing by cab, electrical service frames Transfer Tables are rare, far more so than railway turntables. The Transfer Table made this shops complex work as a cross-axial design.

Transfer Table, West Elevation.

Transfer Table, View from West.

Transfer Table, View from East side.

Transfer Table, View from EastSouth Corner to BlackSmith Shop & Boiler Shop.

Transfer Table, View from EastSouth Corner to BlackSmith Shop & Boiler Shop.

Transfer Table, View trough the East Side.

STOREHOUSE WITH PLATFORM

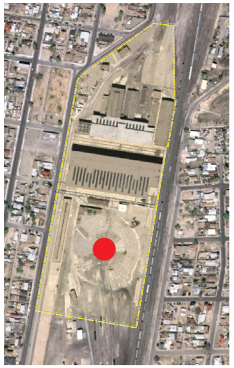
1-story, poured concrete building of 50 feet by 417 feet plan dimensions. Storehouse sits on a concrete platform with 10- foot wide runways/ loading docks on east and west sides. Platform extends south of building and beyond. Building held stores for AT&SF Railway Company administration and management- forms, tools, toilet paper- for the entire line. Storehouse is ancillary to the shops operation but served other AT&SF facilities near and far during the 1914-1953 period. Its historic integrity is high. An oil cellar is partly exposed on the platform just south of the building. Storehouse's southern bay is a space unto itself and accessible only via two exterior doors.

Aerial view of Storehouse from roof of Machine Shop.

Storehouse, View from North.

Storehouse, View from Inside.

Storehouse, View from roof of Machine Shop.



TURNTABLE

Plate girder steel turntable with head frame, motorized, set in 120' diameter cylindrical pit c.4 feet deep with poured concrete walls. The structure served a supporting function in a complex proposed for City Landmark designation in the City's Barelas Sector Development Plan The turntable is an essential part of the complex. Currently used by BNSF Railway Co. The turntable is a key remnant of the shops complex, its historic integrity is high. Internal combustion engine and drive gear. Head frame.

Turntable, View from South.

Turntable, View from North side.

Turntable, View from South.

Turntable, View from Machine Shop Roof.

BRIDGE CRANE

15 Ton Bridge Crane Connected to South Elevation of Machine Shop.

Bridge Crane, View from West Elevation.

Bridge Crane, View from South West Corner.

Bridge Crane, View from East Elevation.

Bridge Crane, View from Machine Shop Roof, North towards South.

APPENDIX C: Albuquerque Rail Yard Resource List / Treatment Proposals (DRAFT)

The purpose of this proposal is to itemize the resources at the Albuquerque Rail Yards and describe, in general, the proposed treatment for each. The effort is conducted at the Site Development Plan phase of the project. For many of the resources, specific design proposals will not be determined until a use/tenant for the resource is determined during the development process. At that time, specific design proposals will be made for each resource.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
	Albuquerque Rail Yard		District				Contributing (NRHP Criteria A, C, and possibly D)

HPD Comments: Level of Significance: Local, State, and most likely National (comparison with other similar properties is required);
Period of Significance: 1914-1953;

Areas of Significance: Transportation, Architecture, Exploration/Settlement, Industry; Commerce; Social History.

Criterion A: Events related to **Transportation:** The process and technology of conveying passengers or materials.; **Industry:** the technology and process of managing materials, labor, and equipment to produce goods and services.;
Commerce: The business of trading goods, services, and commodities.; **Settlement:** the establishment and earliest development of new settlements or communities [early 20th Century Albuquerque]; and Social History: The history of efforts to promote the welfare of society; the history of society and the lifeways of its social groups [Rail Yard neighborhoods and Labor History];

Criterion C: Architecture, embodies the distinctive characteristics of a type, period, or method of construction [Industrial Architecture of the Early 20th Century].

Criterion D: have yielded, or may be likely to yield, information important in prehistory or history. The Roundhouse foundation site is one archaeological resource within the historic Rail Yard site and should be documented on Laboratory of Archaeology (LA) archaeological site record form. An intensive, pedestrian archaeological survey of the Rail Yard is unlikely to identify additional archaeological features. Instead we recommend testing in the areas

Notes:

1. See HCPI forms for complete descriptions of each Resource.
2. The below

G. Solar Recommendations	Resource Descriptions from HCPI forms and comments
This site should be considered as a group of buildings, man-made elements and open spaces, all being part of a complex, serving one function.	The Albuquerque Rail Yard is a historic site composed of 20 contributing and 4 noncontributing resources that include 15 contributing buildings, 4 contributing structures, 1 contributing site, three-non-contributing buildings and 1 non contributing structure (City of Albuquerque, April 2013).

where former buildings and structures once stood and could reveal whether archaeological features remain. In addition, where there is anticipated ground disturbance for future proposed undertakings, it is recommended that testing be conducted. These tests will provide evidence of whether archaeological features or buried cultural deposits have the potential to be likely to yield important information to the history of the Albuquerque Rail Yard regarding the Roundhouse construction and operations, and possibly precontact information of the area. However, at this time, it is undetermined that the Rail Yard site is eligible under Criterion D until testing can be done, prior to extensive ground moving activities on site.

Verbal Boundary Description [Boundary Description and Justification excerpted from the Draft nomination "Atchison, Topeka & Santa Fe Railway Locomotive Shops" AKA Albuquerque Rail Yard, submitted by the City of Albuquerque in January, 2013]: The boundary of this site follows the railroad right-of-way to the east and Second Street to the west. It runs north to a point where the site narrows and tracks from the yard begin to meet the railroad right-of-way. The south boundary is below the site of the 1915 roundhouse and just to the south of the motor shop; it runs perpendicularly to the right-of-way and Second Street boundaries.

Boundary Justification: The boundaries are both the property line of the former AT&SF rail yard land owned by the City of Albuquerque and the area of that AT&SF land that was used for locomotive maintenance. Although the property extended to the south, that area was primarily used for classification yards and buildings that supported the freight cars. In addition, most of the rails and the buildings in that area have been removed and razed—that area no longer represents the period of significance for the rail yards as a whole.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
1	Fire Station	K-14-1272	Building	1920		Contributing; City of Albuquerque Landmark	Contributing: (Criteria A & C)
2	Machine Shop w/Crane Runway & Lye Vat Shed	K-14-1274	Building	1921		Contributing	Contributing: (Criteria A & C)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
High Significance, Preserve	Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation and COA Guidelines for Landmark. Use not known at this time.	Not Applicable	2-story sandstone building with tower. The building housed the AT&SF Fire Department and was built using stone salvaged from the demolition of the original locomotive shops. Oldest fire station in the city, local stylistic rarity, built by AT&SF Railway Company. Battered tower with tile roofed, gabled door hood and pyramidal tile roof above. Apparatus doors removed and replaced with concrete block and steel windows. 2 Steel exterior exit stair at sleeping porch with steel door at 2nd story landing
Machine Shop & Crane Runway: High Significance, Preserve Lye Vat Shed: Low Cultural Value/ Contribution, Remove	Machine Shop & Crane Runway: Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time Lye Vat Shed: Suggested to be removed	Not Applicable 	4-bay x 26 stall steel and concrete building of 604ft x 239ft, overall plan dimensions with attached exterior crane runway with inspection pit and lye vat shed. Full length glass curtain wall and clerestory at erecting bay, skylights at others. Machine Shop was the center of engine overhauls by the AT&SF at its only locomotive "back shops" in New Mexico. Photographed in action, 1943, for the Office of War Information. Its monumental scale and corporate architectural imagery make it the Albuquerque building that best represents the AT&SF Railway's dominance in Albuquerque's development. 23 operable, hipped skylights at low roof. Mezzanine over southern bay, tool rooms and other partitioned areas, bridge cranes. Post 1953 modifications: Loading Dock, Machines removed

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
3	Boiler Shop w/ Canopy	K-14-1273	Building	1923		Contributing	Contributing (Criteria A & C)
4	Tender Repair Shop aka Tank Shop	K-14-1378	Building	1925		Contributing	Contributing (Criteria A & C)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
Boiler Shop: High Significance, Preserve Canopy: Low Cultural Value/ Contribution, Remove	Boiler Shop: Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time. Preserve Canopy: the structure should be removed in order to expose the original cast in place concrete façade of the Boiler Shop.	Not Applicable 	2-bay x 7-stall steel and concrete building of 416ft by 140ft overall plan dimensions with full- length glass curtain wall and clerestory at erecting (south side) bay, skylights at heavy equipment (north side) bay. Boiler Shop is built like the Machine Shop but it's much smaller and served fewer function. Building footprint covers (and more) that of original Machine Shop. Its monumental scale, corporate architectural imagery, and relationship to the Machine Shop help present the AT&SF Railways dominance in Albuquerque's development.
High Significance, Preserve	Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time. Preserve	Not Applicable	1-bay by 8-bay steel and concrete building of 202ft by 90ft plan dimensions and one tall story. Adjoining the Boiler Shop's north side and connects internally. North façade's concrete wall akin to Boiler and Machine Shops. Tenders hold water and fuel, both of which are fed into the engine from behind. Its monumental scale, corporate architectural imagery and kinship to the Machine and Boiler Shops help represent the AT&SF's dominance in Albuquerque's development. Internal bridge crane and an office with steel and glass partitions. One through-track and opening into the Boiler Shop. Post 1953 modifications: Concrete block fill in north side door openings.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
5	Flue Shop	K-14-1377	Building	1920		Contributing	Contributing (Criteria A & C)
6	Entry Station (CWE Shops)	K-14-1378	Building	post-1957		Non-Contributing	undetermined: need more information

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
High Significance, Preserve	Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time. Preserve	Not Applicable	1-story building of reinforced concrete with a concrete block addition at north end and two smaller concrete block additions at west side. Original building has 10 bays of full height windows and connects with Boiler Shops at south end. The reinforced concrete construction is total- foundation, walls and roof. Flues carry hot combustion gases from the locomotive fire, heating water and steam in the boiler and superheater. It retains sufficient historic integrity, represents advanced small shop design character consistent with the site's large shops, and served an essential function in the shops' operations. Original building has a 45ft clear span roof of reinforced concrete. Post 1953 additions: North & West Concrete block additions
Not specifically addressed.	Suggested to be removed	Not Applicable	One-story wood frame hut wit textured plywood siding and a flat, projecting roof. The building was part of the AT&SF's Central Work Equipment (CWE) shops, an operation located at the site after the steam locomotive work had ended. Not related to the work of the site — steam locomotives.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
7	Cab Paint Shop aka CWE Shops office	K-14-1379	Building	1921		Non-Contributing	non-contributing
8	Blacksmith Shop	K-14-1286	Building	1917		Contributing	Contributing (Criteria A & C)
9	Storehouse w/Platform	K-14-1281	Building	1915		Contributing	Contributing (Criterion A)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
Low Cultural Value/ Contribution, Remove	Suggested to be removed	Not Applicable	1 story building of poured concrete and concrete construction attached to the Boiler Shop and Tender Repair Shop. Originally smaller and open, it is divided into offices and has additions to the north and east Building's use changed from Cab Paint Shop to pipe house to asbestos house to the office for Central Work Equipment (CWE) Shops, AT&SF's post steam use. greatly altered after the locamotive operations ceased, Lacks historic integrity.
High Significance, Preserve	Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time. Preserve	Not Applicable	1-story brick bearing and steel frame building of 80 feet by 306 feet plan dimensions. Free standing alongside railway tracks. Parapet steps five levels at north and south ends, concrete coping. Large forge in side southeast corner. Warren roof trusses with lower chords. (HCPI form)
High Significance, Preserve	Adaptive Re-Use; Treatment to follow Secretary of the Interior's (SOI) Standards and Guidelines for Rehabilitation. Use not known at this time. Preserve	Not Applicable	1-story, poured concrete building of 50 feet by 417 feet plan dimensions. Storehouse sits on a concrete platform with 10- foot wide runways/ loading docks on east and west sides. Platform extends south of building and beyond. Building held stores for AT&SF Railway Company administration and management- forms, tools, toilet paper- for the entire line. Storehouse is ancillary to the shops operation but served other AT&SF facilities near and far during the 1914-1953 period. Its historic integrity is high. An oil cellar is partly exposed on the platform just south of the building. Storehouse's southern bay is a space unto itself and accessible only via two exterior doors.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
10	Babbitt Shop	K-14-1289	Building	1921		Contributing	Contributing (Criterion A)
11	Welding Shop	K-14-1288	Building	1922		Contributing	Contributing (Criterion A)
12	Transfer Table	K-14-1275	Structure	1919		Contributing	Contributing (Criteria A & C)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
Connected to Welding Shop; At least one of these buildings should be PRESERVED, while the other could potentially be PRESENTED. Preserve or Remove.	The building and also a rail line that extends to this shop from the Machine Shop should be preserved	Not Applicable	1-story poured concrete building of 36 feet by 50 feet plan dimensions Connected to the Machine Shop by a track, later blocked by construction of a loading dock.
Connected to Babbitt Shop; At least one of these buildings should be PRESERVED, while the other could potentially be PRESENTED. Preserve or Remove.	As a concern the structure might block the view of the proposed reconstructed Round House but Samitaur will agree with the City's position. Conclusion: Preserve/Rehab	Not Applicable	1-story poured concrete building with wood-frame additions at west end, 110 feet by 27 feet in plan dimensions overall. Adjoins Babbitt Shop on west end. Large window openings with steel sash and door groupings Like the Machine and Boiler Shops, it has bi-fold doors into main work area. Structurally, building resembles the Flue Shop except for lacking a roof monitor. One rooftop metal chimney. Seven metal "passive" rooftop ventilators. Wood addition.
High Significance, Preserve	Adaptive Re-Use; Use not known at this time.	Not Applicable	Concrete-lined pit with east-west tracks and electrically powered gear-driven table with operators' cab and north/south track in a steel-plate deck. Also includes a non-powered table with north-south track. Transfer Table was an essential part of locomotive shops operation and the complex. Electric motor housing by cab, electrical service frames Transfer Tables are rare, far more so than railway turntables. The Transfer Table made this shops complex work as a cross-axial design modifications: removal of additional tables.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
13	Roundhouse Foundation	K-14-1380	Site	1915		Contributing	Contributing (Criterion A); Undetermined Criterion D, archaeological testing many be required to establish potential to yield important information pertaining to the demolished roundhouse, site development, or possible prehistoric resources.
14	Turntable (Roundhouse remnant)	K-14-1381	Structure	1915		Contributing	Contributing: (Criteria A & C)
15	Sheet Metal House aka Sheet Iron Shed	K-14-1284	Building	pre-1919		Contributing	Contributing (Criteria A & C)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
The reinstatement of its physical existence on the site is very important; Reconstruct within footprint, shape, volumetric space, not as a replication	See Roundhouse #A	Not Applicable	Roundhouse demolished; Exposed concrete, brick and metal traces of sub-grade foundation of demolished roundhouse, approximately 113,135 square feet footprint. This was surely the largest roundhouse in New Mexico.
It is still functioning, attractive, and a very important element in every main train station and rail yard. In addition,it is still in use by the BNSF Railroad. High Significance, Preserve	Preserve Roundtable and associated tracks for its continued use by BNSF. Area to receive new structure and ground surface treatment following SOI Standards and Guidelines for Rehabilitation involving new addition	Archaeological survey to determine information available; further archaeological excavation may be required.	Plate girder steel turntable with head frame, motorized, set in 120' diameter cylindrical pit c.4 feet deep with poured concrete walls. The structure served a supporting function in a complex proposed for City Landmark designation in the City's Barelas Sector Development Plan. The turntable is an essential part of the complex. Currently used by BNSF Railway Co. The turntable is a key remnant of the shops complex, its historic integrity is high. Internal combustion engine and rave gear. Head frame.
Interesting, important but technically not feasible to PRESERVE. Relatively High Historic Value, Presentation	To be removed but presented	Documentation at level 2 HABS. Interpretative exhibit at location.	One-story timber and lumber frame building of 52 feet by 185 feet plan dimension and gabled roof. Siding is wood board and batten, and there is a two-story room-over-room block within. Building has an overhead monorail system that was used to move large sheets of iron in and out of storage bays with minimum manpower. Roof sheds little water. East bay of the building has a concrete runway where iron sheets were transferred by monorail to or from wheeled delivery vehicles.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
16	Pattern House aka Assembly Bldg.	K-14-1271	Building	1922		Contributing	Contributing: (Criterion A)
17	North Washroom aka Lavatory	K-14-1285	Building	1915		Contributing	Contributing (Criterion A)
18	South Washroom aka Lavatory	K-14-1287	Building	1917		Contributing	Contributing (Criterion A)

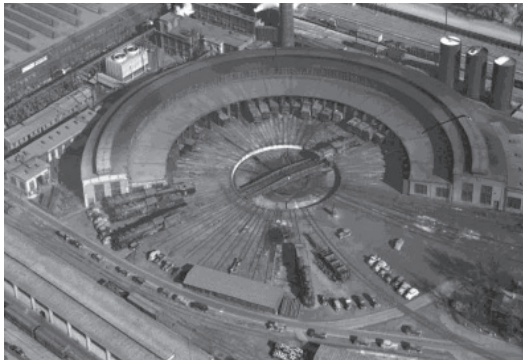
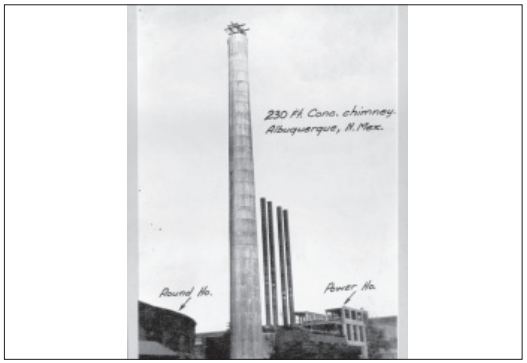
G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
It could be PRESERVED and/or PRESENTED (partially or completely, and even if with significant modifications) within the proposed development, eg. under the planted mounds	Has been added to the Master Plan scheme with the idea that it would be 1) underneath an Acoustic Mound and 2) could be significantly altered (openings cut, roof removed, etc) in order to transform into a retail use. Conclusion: Preserve/Rehab	To be determined.	One-story poured concrete building of 40 feet by 75 feet plan dimensions. Gabled roof, small openings, doors at ends. The Pattern House was later known as the Assembly Hall (1957 Sanborn map).
They contribute to the story of the site, their location makes them a visual and functional obstacle,and they have no special significance. Remove	Could be removed if the South Washroom were retained; also the building has significant structural damage. Conclusion: Remove	To be determined	1 story red brick building with gabled roof and stepped parapets at ends. 26 feet by 114 feet in plan dimension. Segmental arches at window and door openings. Locker room and toilet inside. This is one of five washrooms built on-site, two of which remain. Also known as the Locker and Washroom.
They contribute to the story of the site, their location makes them a visual and functional obstacle,and they have no special significance. Remove	CABQ suggested that this structure in combination with 2a/2b (see map) created an interesting cluster of small, people scale structures that is unique to the site. Samitaur will agree with the City's position provided other agreements could be reached. Conclusion: Preserve/Rehab	Not Applicable	One-story red brick building of 26 feet by 140 feet plan dimensions Building is divided by transverse walls into several rooms, one with a cluster of toilet stalls. This is one of two remaining brick washrooms. Five were built in locations spread throughout the complex. Windows and doors have segmented arches and brick sills. AT & SF worker stencil painted inside west room.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
19	Waste & Paint Rooms	K-14-1276	Building	1920		Contributing	Contributing (Criterion A)
20	Motor Car Garage aka Battery Shop	K-14-1282	Building	pre-1931		Contributing	Contributing (Criterion A)
21	Fire Runway	K-14-1382	Structure	pre-1922		Contributing	Contributing: (Criterion A)

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
It could be PRESERVED and/or PRESENTED (partially or completely, and even if with significant modifications) within the proposed development, eg. under the planted mounds	This building has been added to the Master Plan scheme with the idea that it would be 1) underneath an Acoustic Mound and 2) could be significantly altered (openings cut, roof removed, etc) in order to transform into a retail use. Conclusion: Preserve/Rehab	Not Applicable	One-story poured concrete building of 24 feet by 66 feet in plan dimensions. Its two rooms are connected internally and each has steel windows and doors.
This structure loses its significance if Babbit Shop, Welding Shop and Waste & Paint rooms are preserved. Remove	Preserving the structure significantly impact's Samitaur development of the southern portion of the site. Conclusion: Remove	To be determined	A one-story red brick building of 27 feet by 56 feet plan dimensions on a raised concrete foundation. Large steel windows in groups. Overhead doors on east side. The building was also known as the battery shop. Secondary building used to store utility vehicles for shops operation. Modification: small overhead door
Relatively High Historic Value, Presentation	Conclusion: Present where possible	Photographic documentation; Present a selected portion, perhaps 30' to provide interpretive exhibit with site plan and explanation of its original purpose.	Concrete paved road connecting the Fire Station with all the shops in the complex and the Roundhouse Foundation. It is part of the most significant group of railroad-built facilities in Albuquerque. Historic integrity has been compromised by paving added and removed since the shops complex steam locomotive work ended.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
22	Power House	K-14-1383	Building	pre-1957		Non-Contributing	Non-contributing
23	Water Reservoir	K-14-1384	Structure	pre-1922		Contributing	Contributing (Criterion A)
24	Welding Gas Lines	K-14-1385	Structure	pre-1922		Non-Contributing	Would like to discuss

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
This modern structure replaced the Original Power House which was demolished. It has no cultural significance. Remove	Remove	Not Applicable	One story metal building, tall, with a slightly gabled roof, three overhead doors, one personnel door, and three wall vents.
It is suggested for PRESENTATION as a concrete platform, possibly underground	Present	To be determined	Sub-grade, rectangular plan tank 33 feet wide by 103 feet long with upper walls and roof above grade. 2 huts on top. Historic integrity of the water supply system for locomotives has been compromised by removal of the filler tanks. Two huts atop roof- one is a gabled, wood sided box with eaves, exposed rafters, and corner boards.
Portion to be retained if possible to demonstrate operation of original Rail Yards facility.	To be determined	To be determined Photographic documentation; Preserve a selected portion, perhaps in conjunction with Fire Runway; Interpretive exhibit	Steel pipes that run overhead along Second Street, supported on poles of light RR track section. Welding gases were piped to certain shops from a gas plant near the north end of the complex, the gas plant has been demolished. It is a remnant of a system whose historic integrity is very low due to the gas plant demolition.

No.	Resource Name	City ID No.	TYPE	BUILT	Photo	City Eligibility	NM SHPO Eligibility
A	Round House	N/A	Building			Demolished	N/A
B	Smoke Stack	N/A	Building			Demolished	N/A

G. Solar Recommendations	Treatment Proposal	Mitigation Proposal if Applicable	SHPO/COA Review
The reinstatement of its physical existence on the site is very important; Reconstruct within footprint, shape, volumetric space, not as a replication.	Reconstruct per Section 6 of the Master Plan.	Not Applicable	
Its reconstruction should mainly represent the idea of a high, vertical element, rather than accurate replication. Reconstruct	Reconstruct per Section 6 of the Master Plan.	Not Applicable	