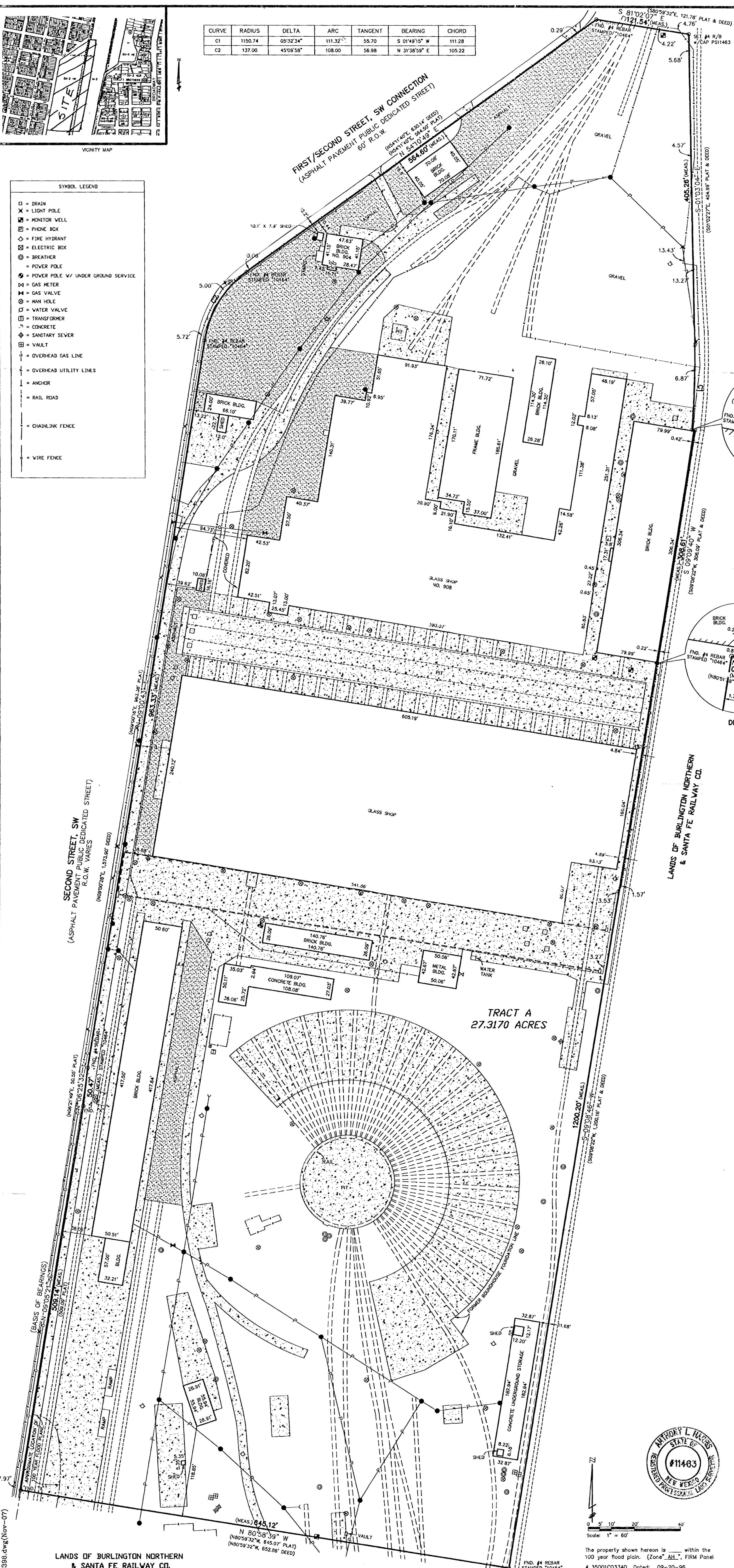


CURVE	RADIUS	DELTA	ARC	TANGENT	BEARING	CHORD
C1	1150.74	05°32'34"	111.32'	55.70	S 01°49'15" W	111.28
C2	137.00	45°09'58"	108.00	58.98	N 31°38'59" E	105.22

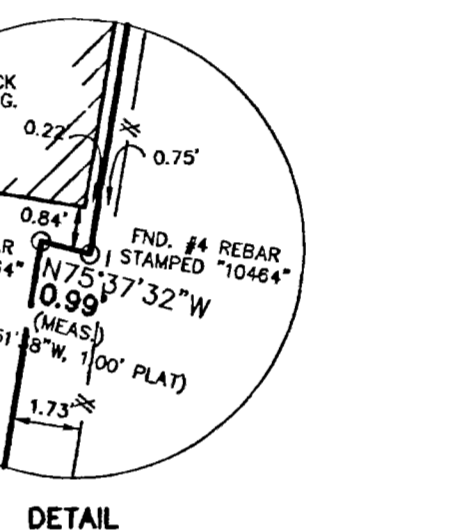
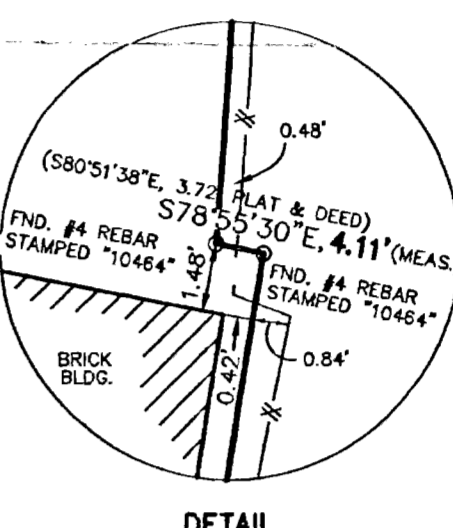
**ALL.T.A. / A.C.S.M. LAND TITLE SURVEY**  
**OF**  
**TRACT A**  
**A.T.&S.F. RAILWAY COMPANY MACHINE SHOP**  
**ALBUQUERQUE**  
**BERNALILLO COUNTY, NEW MEXICO**  
**NOVEMBER, 2007**

- SYMBOL LEGEND**
- = DRAIN
  - X = LIGHT POLE
  - ⊠ = MONITOR WELL
  - ⊞ = PHONE BOX
  - ⊕ = FIRE HYDRANT
  - ⊞ = ELECTRIC BOX
  - ⊞ = BREATHER
  - ⊞ = POWER POLE
  - ⊞ = POWER POLE W/ UNDER GROUND SERVICE
  - ⊞ = GAS METER
  - ⊞ = GAS VALVE
  - ⊞ = MAN HOLE
  - ⊞ = WATER VALVE
  - ⊞ = TRANSFORMER
  - ⊞ = CONCRETE
  - ⊞ = SANITARY SEWER
  - ⊞ = VAULT
  - ⊞ = OVERHEAD GAS LINE
  - ⊞ = OVERHEAD UTILITY LINES
  - ⊞ = ANCHOR
  - ⊞ = RAIL ROAD
  - ⊞ = CHAINLINK FENCE
  - ⊞ = WIRE FENCE



**LEGAL DESCRIPTION**

TRACT "A" OF THE PLAT OF TRACT A, A.T. & S.F. RAILWAY COMPANY MACHINE SHOP, ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, AS IN THE OFFICE OF THE COUNTY CLERK OF THE SAME IS SHOWN AND DESIGNATED ON THE PLAT THEREOF, FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON JANUARY 25, 1996, IN PLATBOOK 96C, FOLIO 44.



**GENERAL NOTES:**

- 1: THE PLAT OF TRACT A, A.T.&S.F. RAILWAY COMPANY MACHINE SHOP, WAS USED TO ESTABLISH THE HEREON BOUNDARY.
- 2: LEGAL DESCRIPTION AND EASEMENTS ARE BASED ON THE TITLE BINDER SUPPLIED BY LANDAMERICA ALBUQUERQUE TITLE COMMITMENT NO. 6212001150
- 3: OWNER OF RECORD PER TITLE BINDER SUPPLIED BY OLD LOCOMOTIVE SHOPS, LLC, IS THE BURLINGTON NORTHERN AND SANTA FE RAILWAY Co., A DELAWARE CORP.
- 4: ONLY THE S.W. CORNER OF THE PROPERTY IS WITHIN THE 100 YEAR FLOOD PLANE. ALL OTHER AREAS ARE NOT SHOWN IN THE 100 YEAR FLOOD PLANE.
- 5: UTILITIES SHOWN WITHIN THE PROPERTY WERE FOR THE USE OF THE RAILROAD, BUT BEING SUPPLIED BY A PUBLIC UTILITY.

STATE OF NEW MEXICO )  
COUNTY OF BERNALILLO ) S.S.  
CERTIFY TO: CITY OF ALBUQUERQUE AND LANDAMERICA ALBUQUERQUE TITLE CO.

I, ANTHONY L. HARRIS, A PROFESSIONAL SURVEYOR, LICENSED UNDER THE LAWS OF THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THERE ARE NO ENCROACHMENTS FROM THIS PROPERTY TO ADJOINING PROPERTIES OR FROM ADJOINING PROPERTIES TO THIS PROPERTY UNLESS HEREON SHOWN. I FURTHER CERTIFY THAT THIS MAP OR PLAT AND SURVEY ON WHICH IT IS BASED WERE MADE (i) IN ACCORDANCE WITH MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1997, AND INCLUDES ITEMS 1, 3, & 9, 10, 11, 13 OF TABLE A THEREOF, AND (ii) PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA AND ACSM) IN EFFECT ON THE DATE OF THIS CERTIFICATION) ON A URBAN SURVEY. THIS SURVEY ACCURATELY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE PROPERTY AND THAT ALL ARE WITHIN THE BOUNDARY LINES AND APPLICABLE SET BACK LINES AFFECTING THE PROPERTY, THAT THE LAND HAS PEDESTRIAN AND VEHICULAR ACCESS TO PHYSICALLY OPEN AND PUBLICLY DEDICATED STREETS, THE FRONT OF THE SURVEY REFLECTS BOUNDARY LINES OF THE DESCRIBED LAND WHICH "CLOSE" BY ENGINEERING CALCULATION, THAT ALL UTILITY SERVICES NECESSARY FOR THE OPERATION OF THE PROPERTY ENTER THE PROPERTY THROUGH AN ADJACENT PUBLIC RIGHT OF WAY OR RECORDED EASEMENT.



GIVEN UNDER MY HAND AND SEAL AT ALBUQUERQUE, NEW MEXICO THIS 19th DAY OF NOVEMBER, 2007.  
**Anthony L. Harris**  
ANTHONY L. HARRIS, N.M.P.S. #11463

Scale: 1" = 60'  
The property shown hereon is within the 100 year flood plain. (Zone "AH", FIRM Panel # 35001C03340, Dated: 09-20-96.

LANDS OF BURLINGTON NORTHERN & SANTA FE RAILWAY CO.

Anthony L. Harris, N.M.P.S. #11463 HARRIS SURVEYING, INC.  
2412-D Monroe Street, NE • Albuquerque, New Mexico 87110  
Telephone (505) 889-8056 • FAX (505) 889-8845

Atchison Topeka & Santa Fe Railway Locomotive Shops  
Name of Property

Bernalillo, New Mexico  
County and State

shop and after the boiler shop's completion in 1923, to that building. Its' historic integrity is high but the condition is poor due to failed roofing and decking.

**Tender repair shop (tank shop), built 1925, EA Harrison AT & SF architect. AF Robinson, chief AT & SF bridge engineer, photos 22-23:**

The tender repair shop, attached to the boiler shop on the north, opens into that building with a through track that curves. Complete disassembly and repair of tenders took place here. This could include partial or complete replacement of side sheets, interior baffles, frame repair or replacement, pump, piping, plumbing repairs and the like.

It is the smallest of the three monumental-scale concrete buildings in the complex. Its siblings, the machine shop and boiler shop, aim their abstracted Neo-classical facades toward the rail line and adjacent neighborhoods. The tender repair shop's similarly detailed concrete façade aims at downtown Albuquerque, several blocks northward.

Below the frieze are one door opening (no door) and two other original openings now filled with concrete block masonry. Even before the block fills, the asymmetrically composed story featured two equal size openings flanking a larger one, the three separated by two piers, one narrow and one wide. Together the three openings once accommodated four tracks into the building. The AT & SF working drawings note "Future Door" in each of the openings, and it is not clear whether any doors were installed during the period of significance. One non-historic, coiling overhead door remains in an opening partially filled with concrete block.

The construction is similar to the boiler shop except for the central roof monitor on the tender repair shop and a single personnel door, rather than an array of equipment doors, in each of the curtain walls at the east and west sides. The latter is partly covered by the abutting cab paint shop; the former largely hidden by the nearby sheet metal house. The curtain walls are eight bays long and have a low concrete base. The interior is open in plan except for a small office space on the east wall.

Despite filled openings and the cab paint shop's obscuring part of its west side, the tender repair shop has substantial historic integrity. Its condition is fair, owing mainly to vandalism.

**Waste & paint rooms, built 1920, photo 24:**

The waste and paint rooms stand near the boundary of the district north of the tender repair shop on 1<sup>st</sup> St. It is a low, one-story building of poured concrete throughout with 3 by 6 pane fixed steel windows. The slightly gabled roof has brief eaves. The east elevation is the front and its pair of doors leads into the paint room. The doors are steel, partially glazed, and topped by a fixed-glass transom of 12 lights. The door-transom opening is flanked by 3 by 6 window units. There are five openings on both the north and south elevations. The opening at the west end of the south elevation is wider than the 3 by 6 window units and includes a pair of steel, glazed doors. There have been no exterior alterations; the integrity of this 1,584 square foot building is intact.



Atchison Topeka & Santa Fe Railway Locomotive Shops  
Name of Property

Bernalillo, New Mexico  
County and State

story. The original brass pole (with trap doors) from the second-floor dormitory down to the apparatus room is gone but the hatch opening remains.

This is the oldest remaining fire station in the city and one of the most accomplished picturesque revival buildings constructed in Albuquerque during the 1920s (Wilson 1986). Despite the alterations described above the fire station's historic integrity is substantial. Its condition is deteriorating but it stands plumb and sheds water except at the tile roof areas.

**Pattern house (assembly hall), built 1920, photo 26:**

The pattern house building was used for storing patterns for the fabrication of machine parts. It is all concrete, 40 feet by 70 feet in plan, one story, and has a slightly gabled roof with brief eaves. The exterior walls and two rows of interior columns support the roof. The pattern house's lack of large windows sets it apart from all other concrete buildings in the district. The north and south elevations include central pairs of paneled metal doors flanked by two windows set toward the outside corners. The windows have been covered with corrugated metal. The east and west elevations include four windows evenly spaced and the same size as the other units. These are also covered with corrugated metal. This building appears to have no exterior alterations; the historic integrity is high.

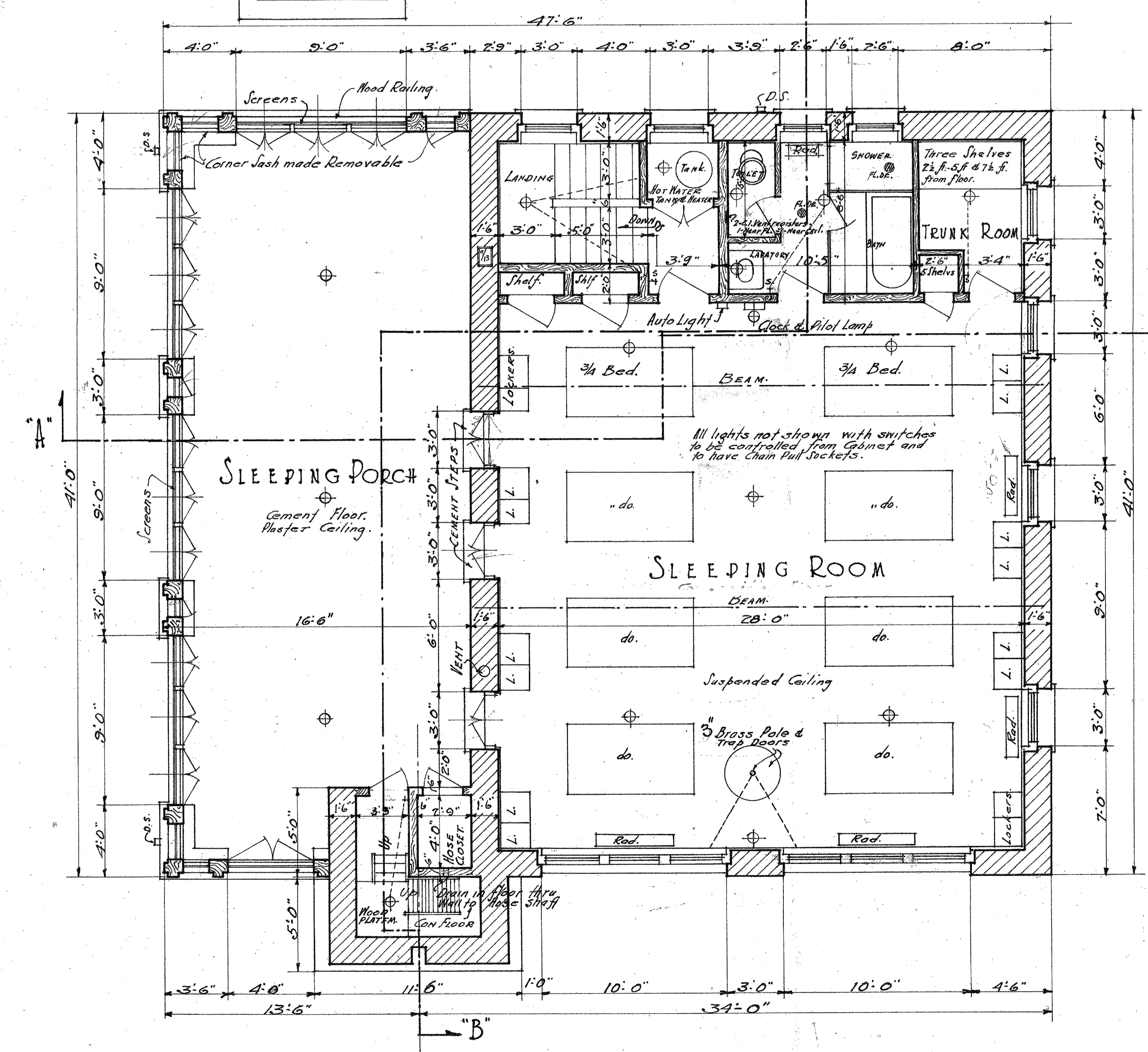
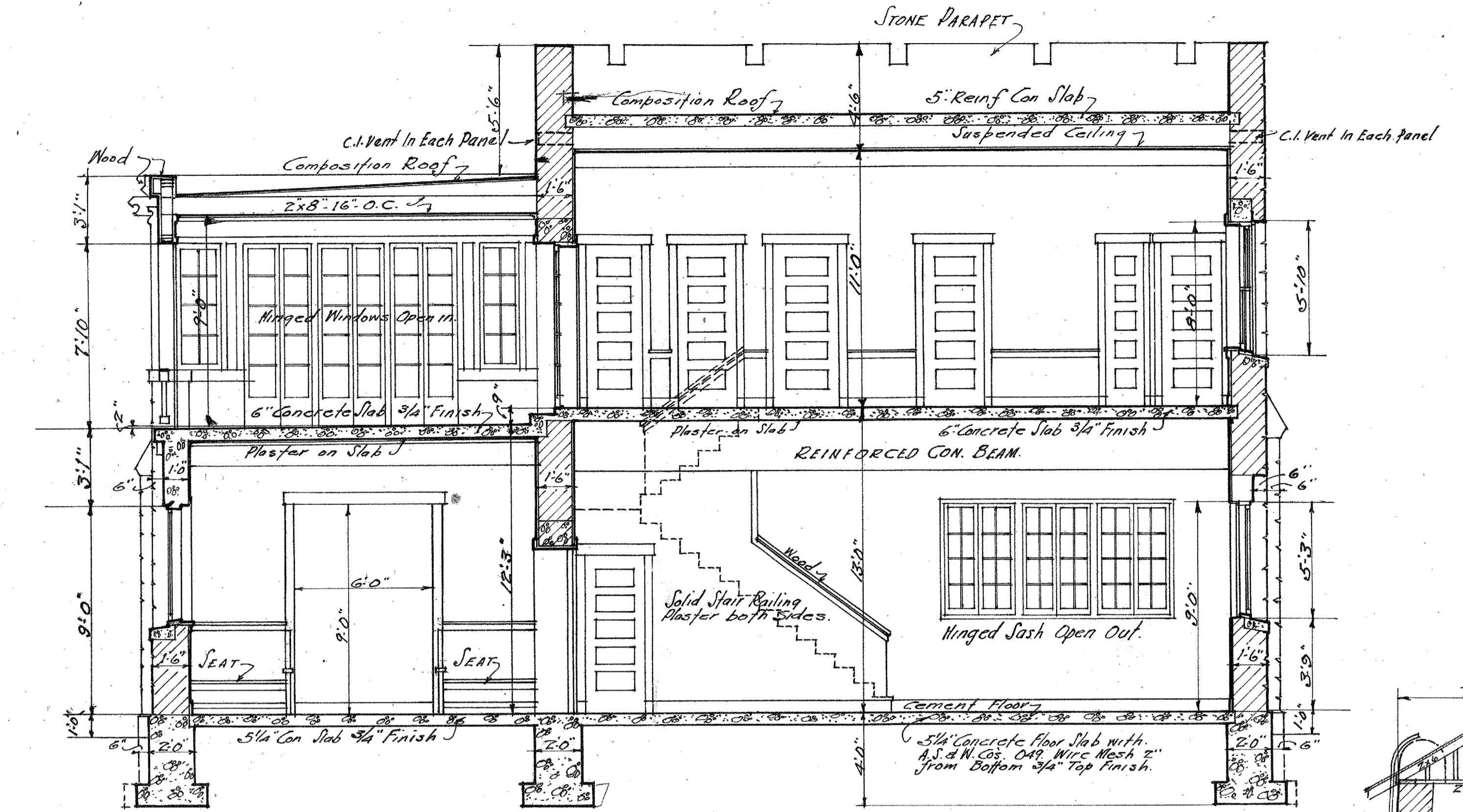
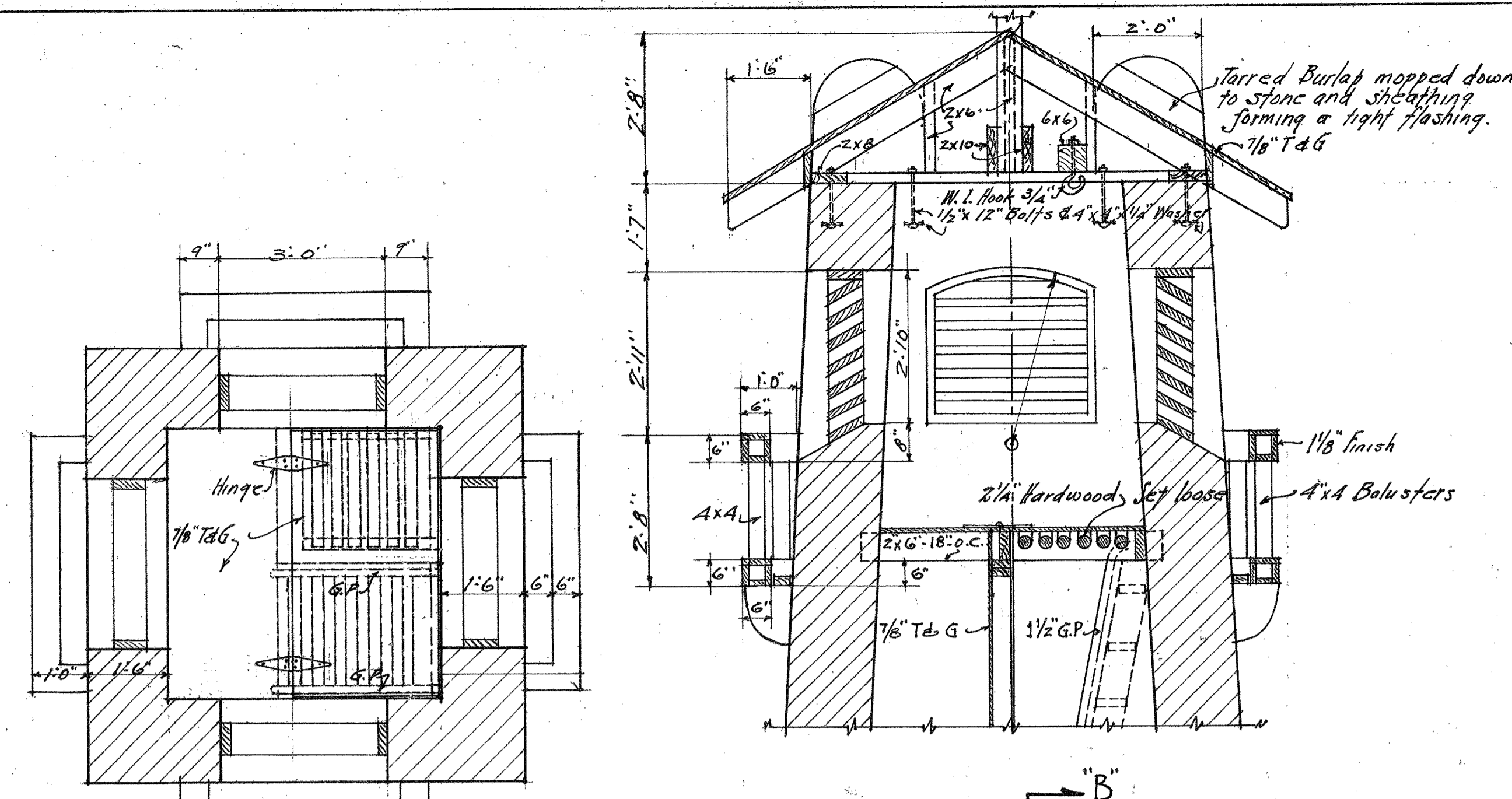
**North washroom (locker and wash room/lavatory), built 1915, photos 27-28:**

This is a one-story, rectangular building built of American bond brick. Its gabled roof has tri-level, stepped parapets with concrete coping at the ends, and its eaves extend beyond the parapet at the long sides. The windows have segmental-arch heads and brick sills. Remaining original windows and doors are wood in varying states of deterioration. The 1,964 square foot building is severely undermined at the south end with associated masonry cracking. The roofing is failing, making it more unstable. Its condition is poor, historic integrity high.

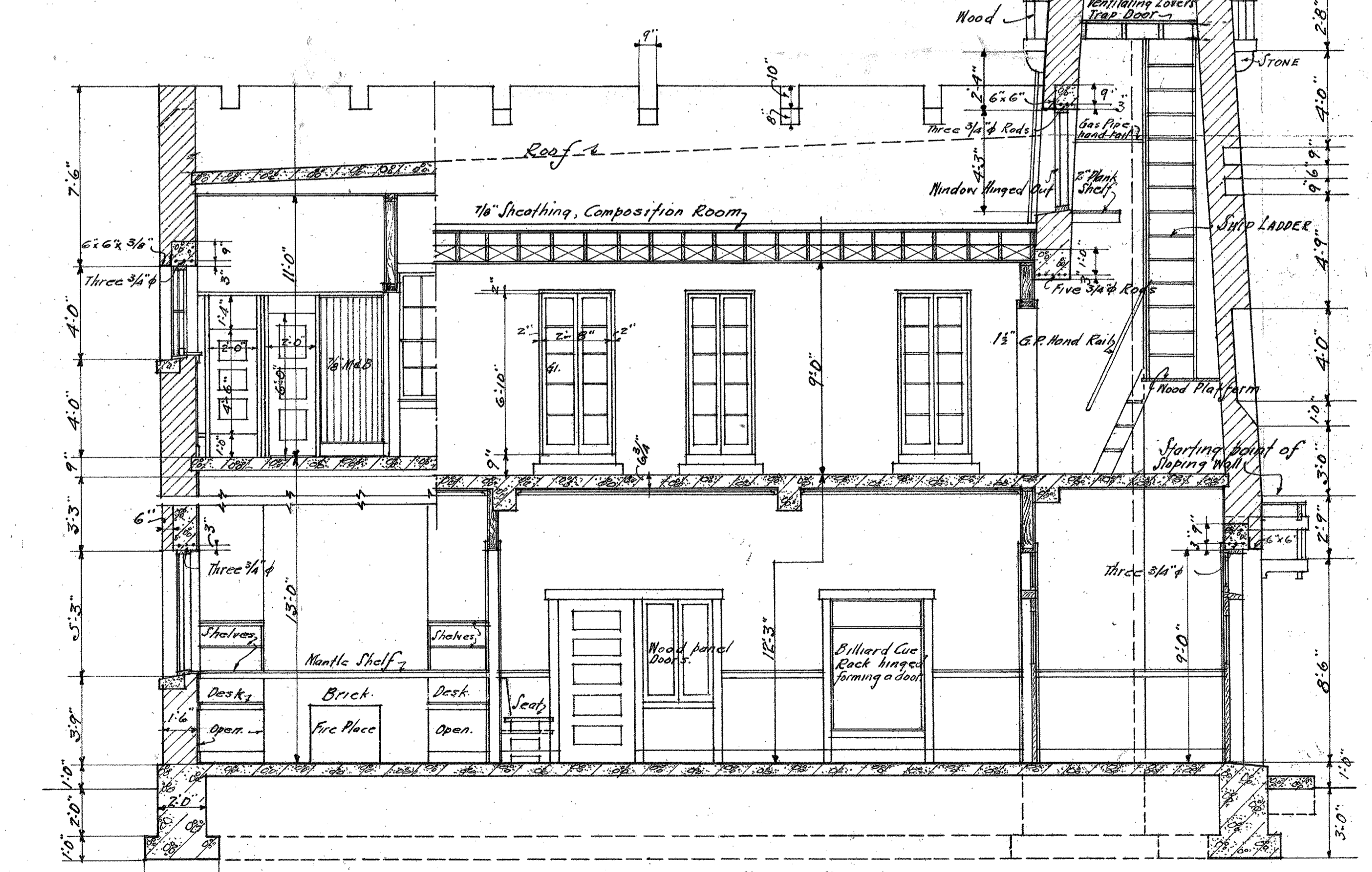
**Storehouse, built 1915, photos 29-31:**

The storehouse was used not only for storage of supplies used in the shops, but also was the primary storage facility supporting railroad operations on the AT & SF's New Mexico Division.

The storehouse is a one-story, poured concrete building on a raised concrete platform standing near and parallel to 2<sup>nd</sup> Street south of the machine shop. Its long facades, which are oriented north-south, have sixteen bays. Its short facades have two bays, all marked by pilasters. A nearly full length monitor tops the slightly gabled roof; both have brief eaves. It has a poured concrete roof and exterior walls with a double row of interior columns below the monitor. The columns support concrete beams running crosswise; these carry longitudinal beams, purlins, and the roof deck



SECTION THRU BUILDING ON LINE "A-A"

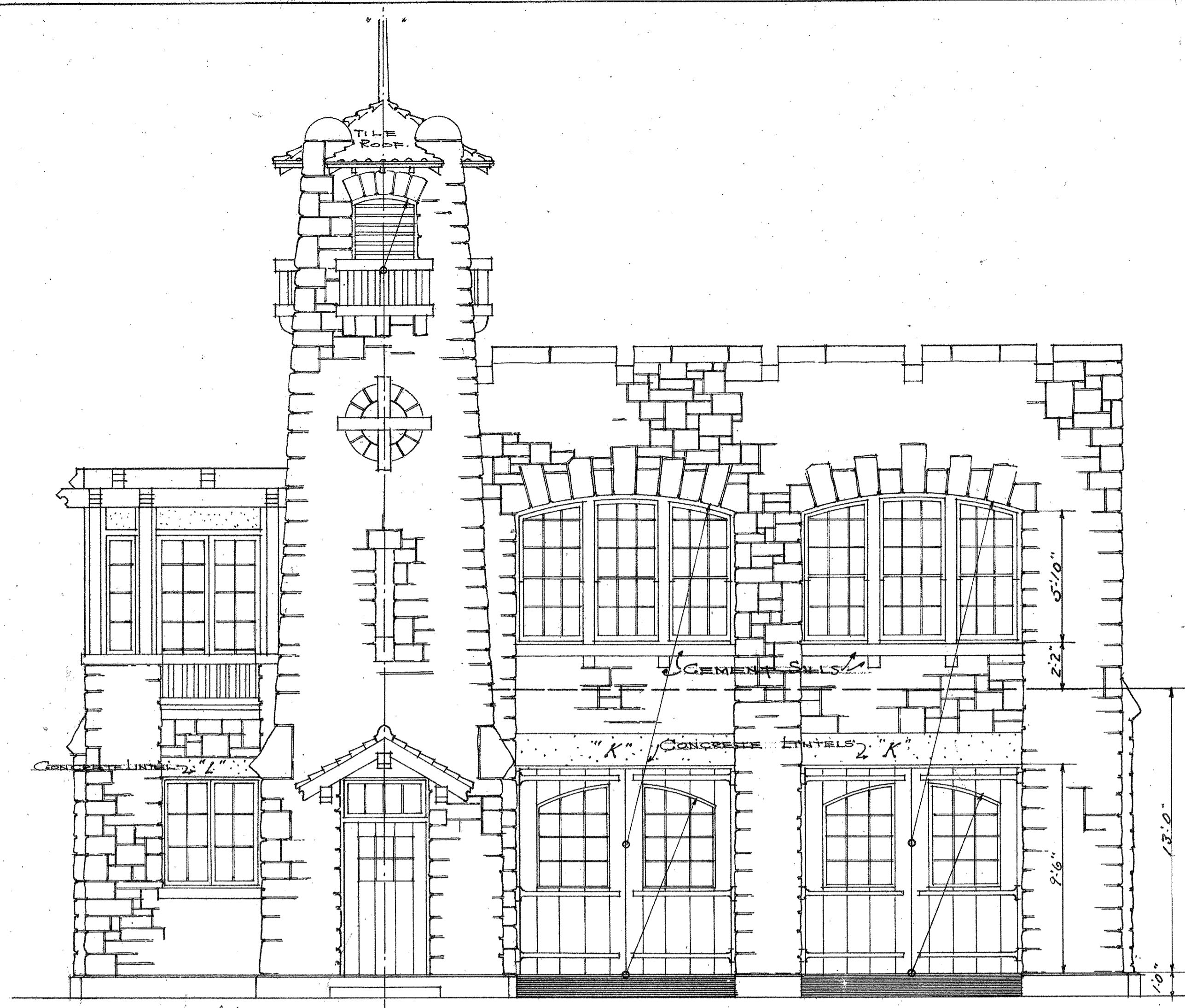


SECTION ON LINE "B-B"

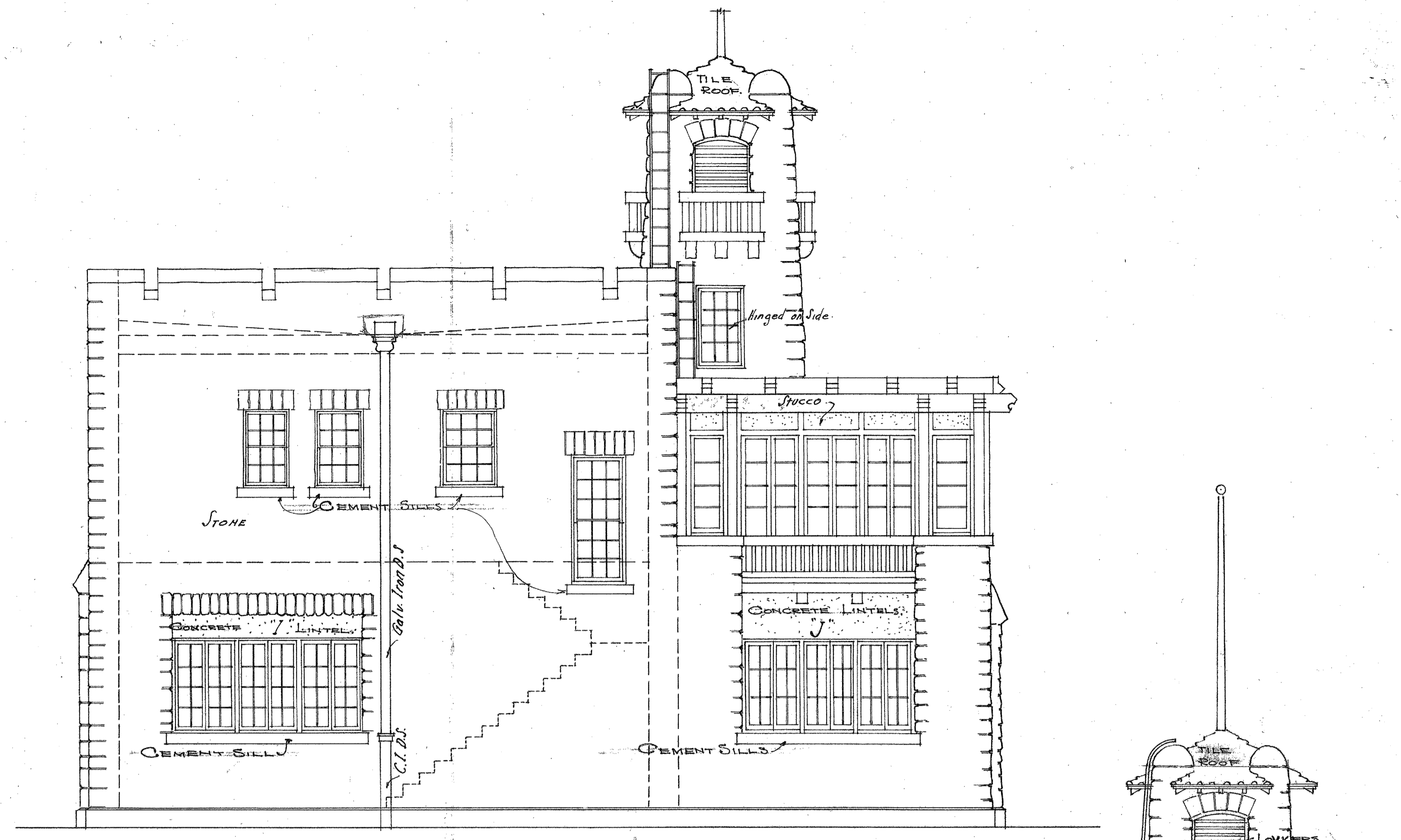
SECOND FLOOR PLAN

DRAWN BY G.S.S.	THE A-T-S-F-Ry-Co.	SHEET NO. 2
TRACED BY G.S.S.	NEW FIRE DEPARTMENT BUILDING - CHICAGO	OF SERIES
CHECKED BY	ALBUQUERQUE - NEW-MEXICO	FIRST ISSUE
BY	<i>E. Harrison</i> ARCHITECT	FILE NO. 8506
REVISED.	<i>C. J. Bell</i> CHIEF ENGINEER SYSTEM	

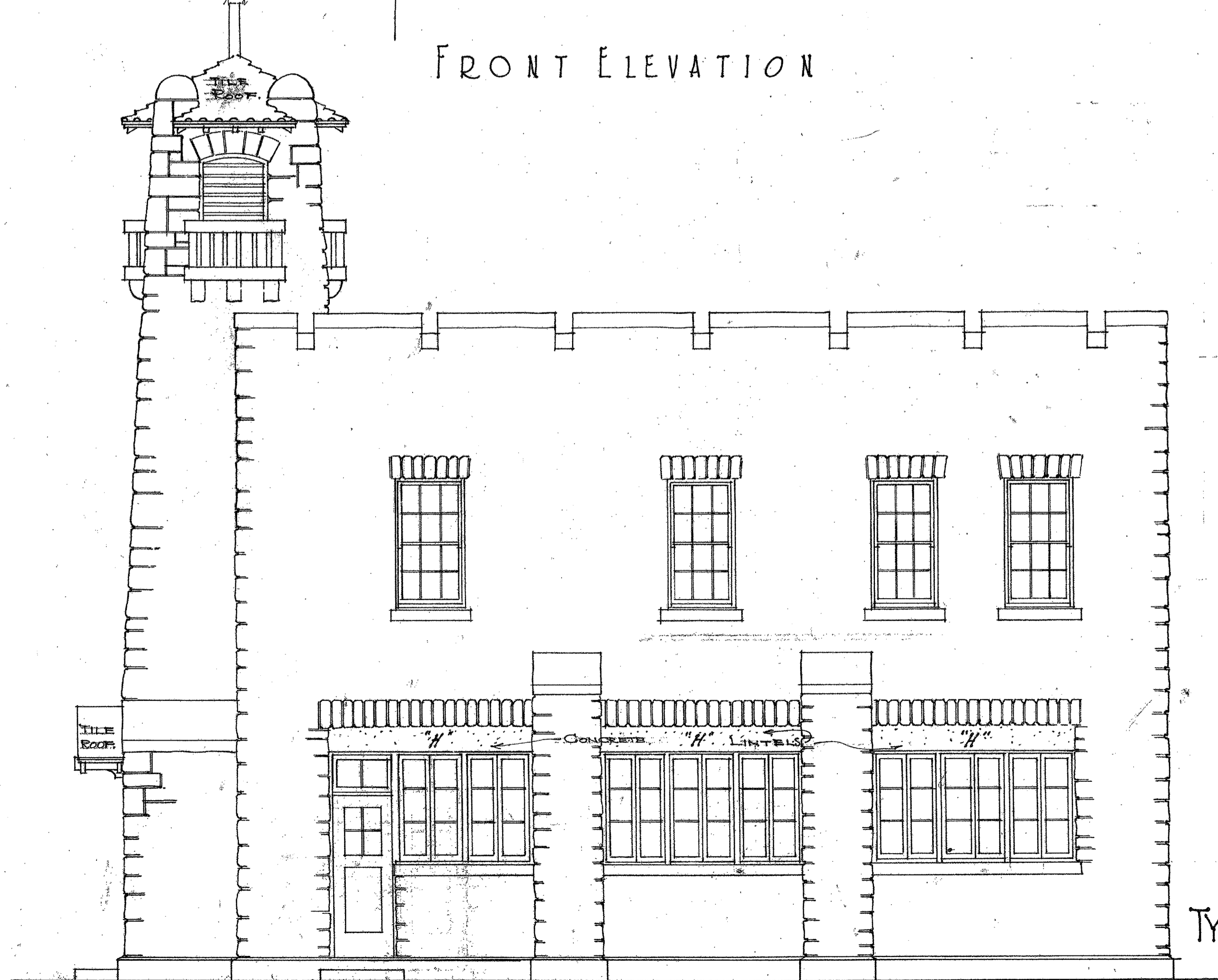




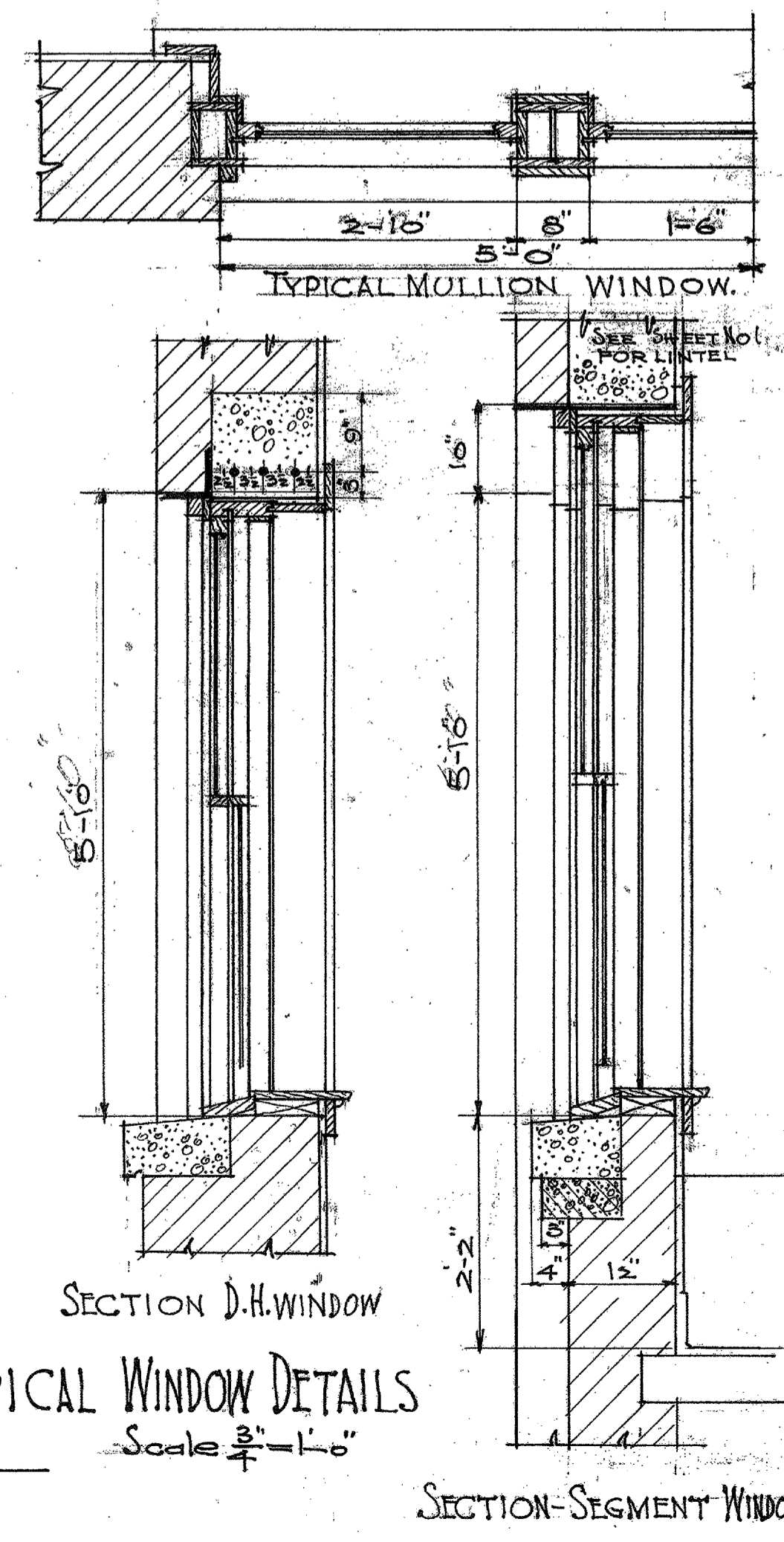
FRONT ELEVATION



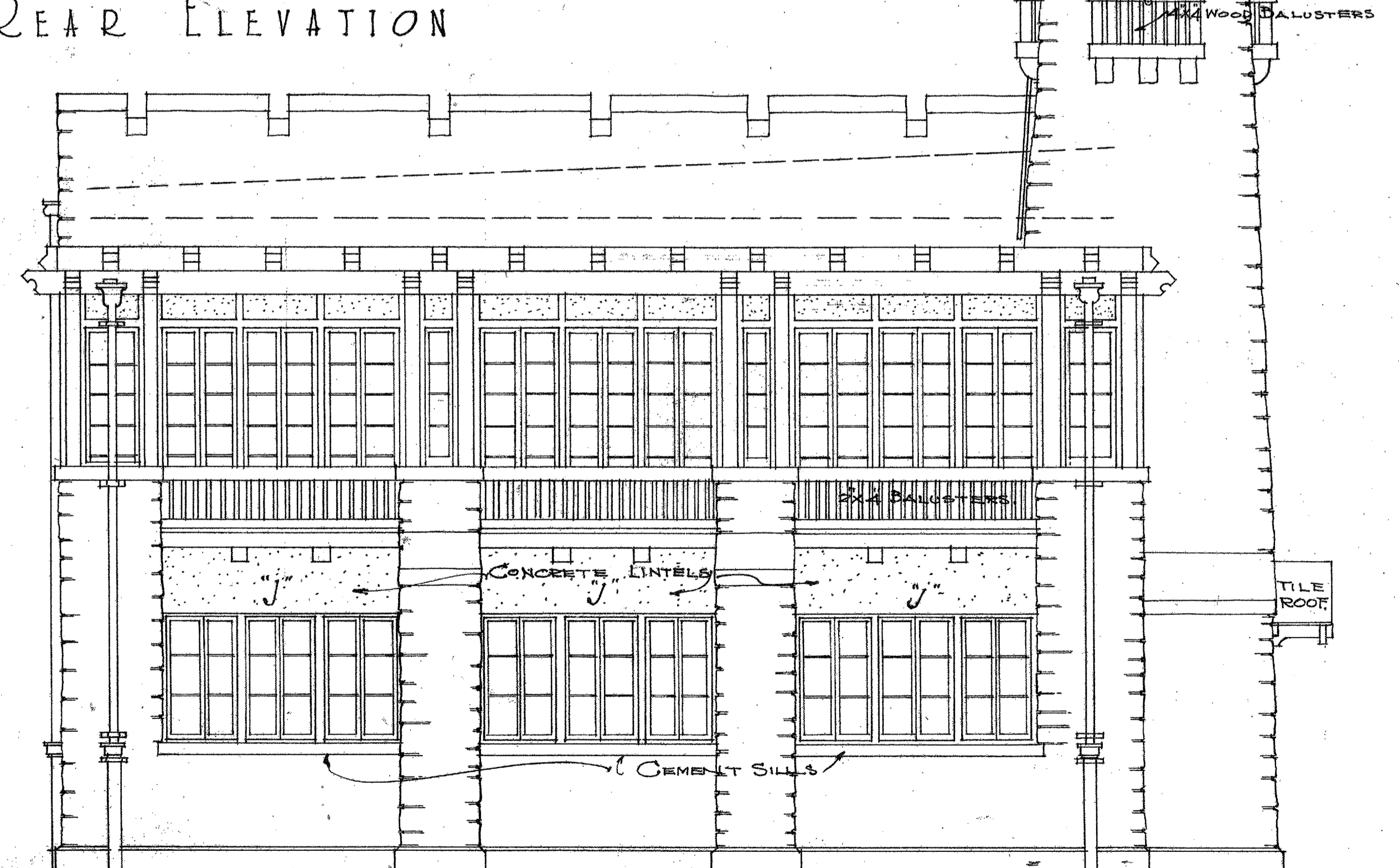
REAR ELEVATION



EAST ELEVATION



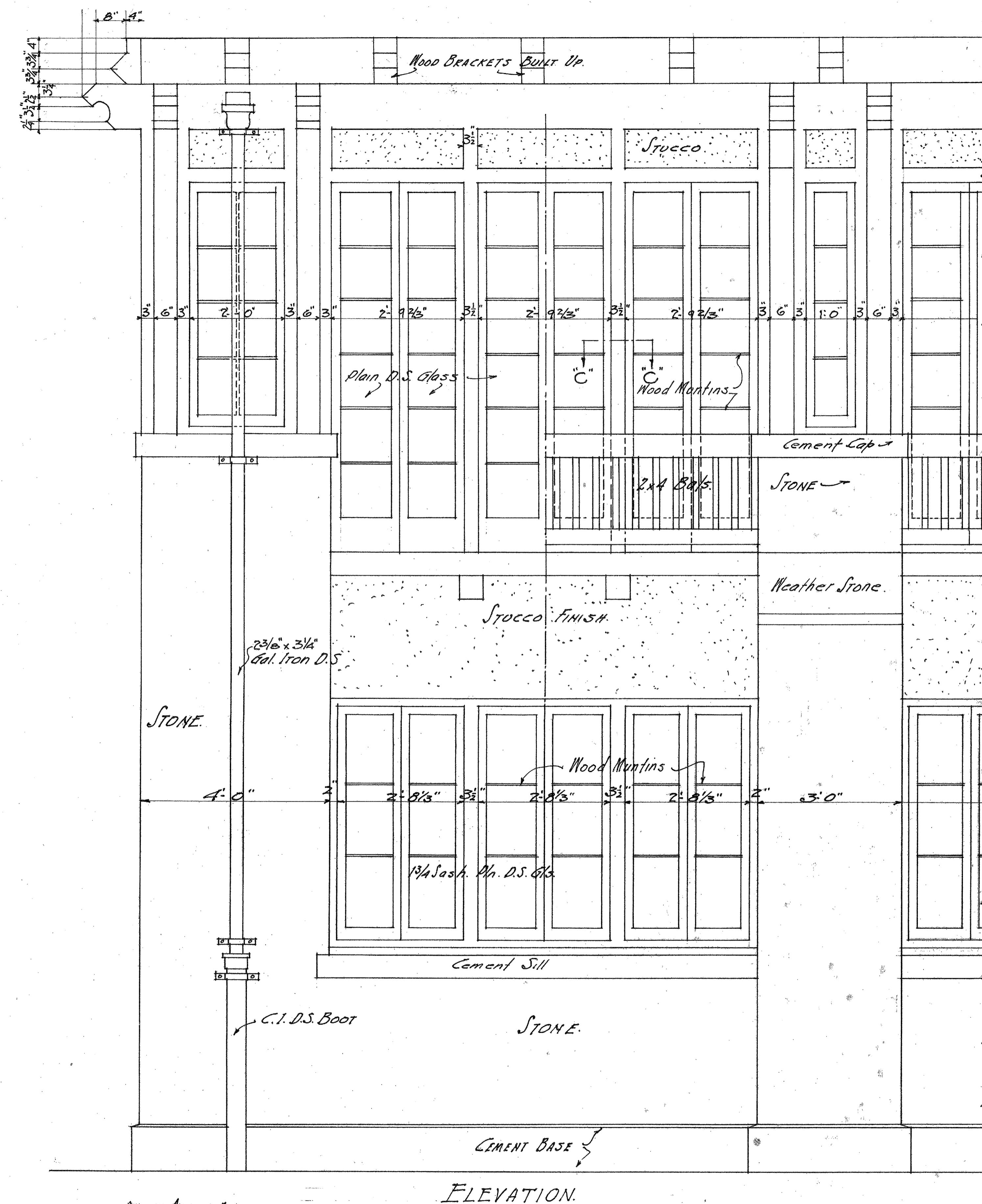
TYPICAL WINDOW DETAILS  
Scale 3/4" = 1'-0"



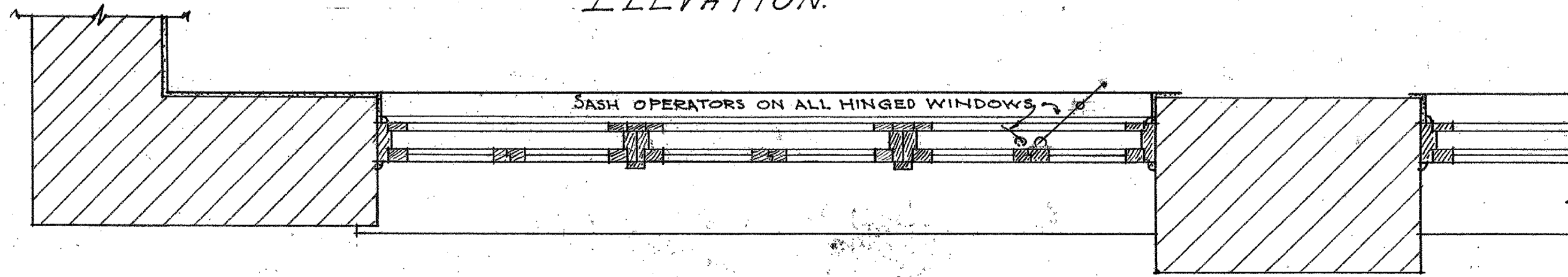
WEST ELEVATION

DRAWN BY G.S.	-THE A.T.&S.F.Ry.Co-	SHEET No. OF 6 SHEETS	3
TRACED BY G.S.	-NEW FIRE DEPARTMENT BUILDING-	CITY OF	CHICAGO
CHECKED BY	-ALBUQUERQUE-NEW-MEXICO-	FILE No.	8506
REVISED	<i>C. Harrison</i> ARCHITECT	<i>P. J. Kelly</i> CHIEF ENGINEER SYSTEM	



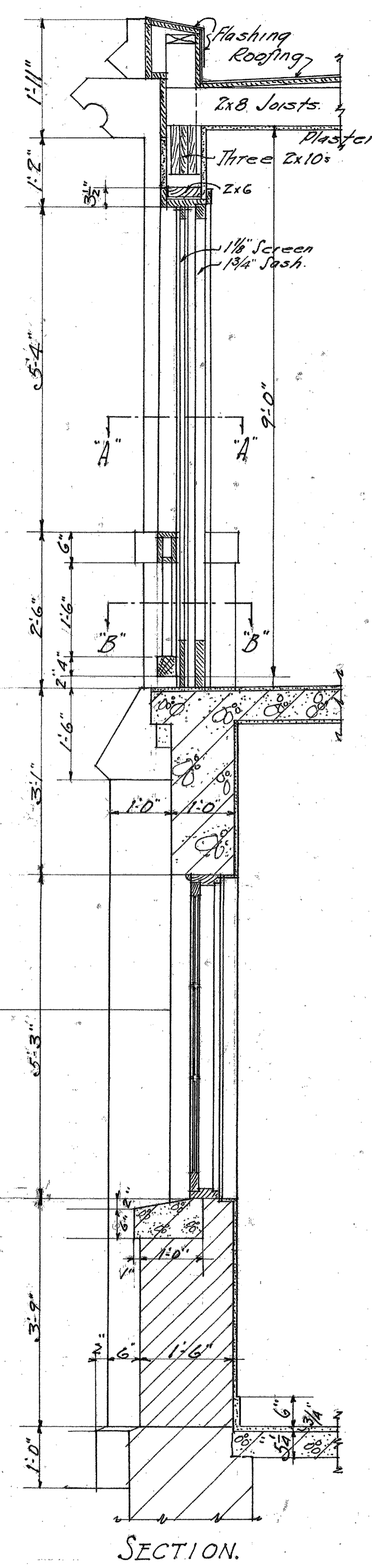


ELEVATION.

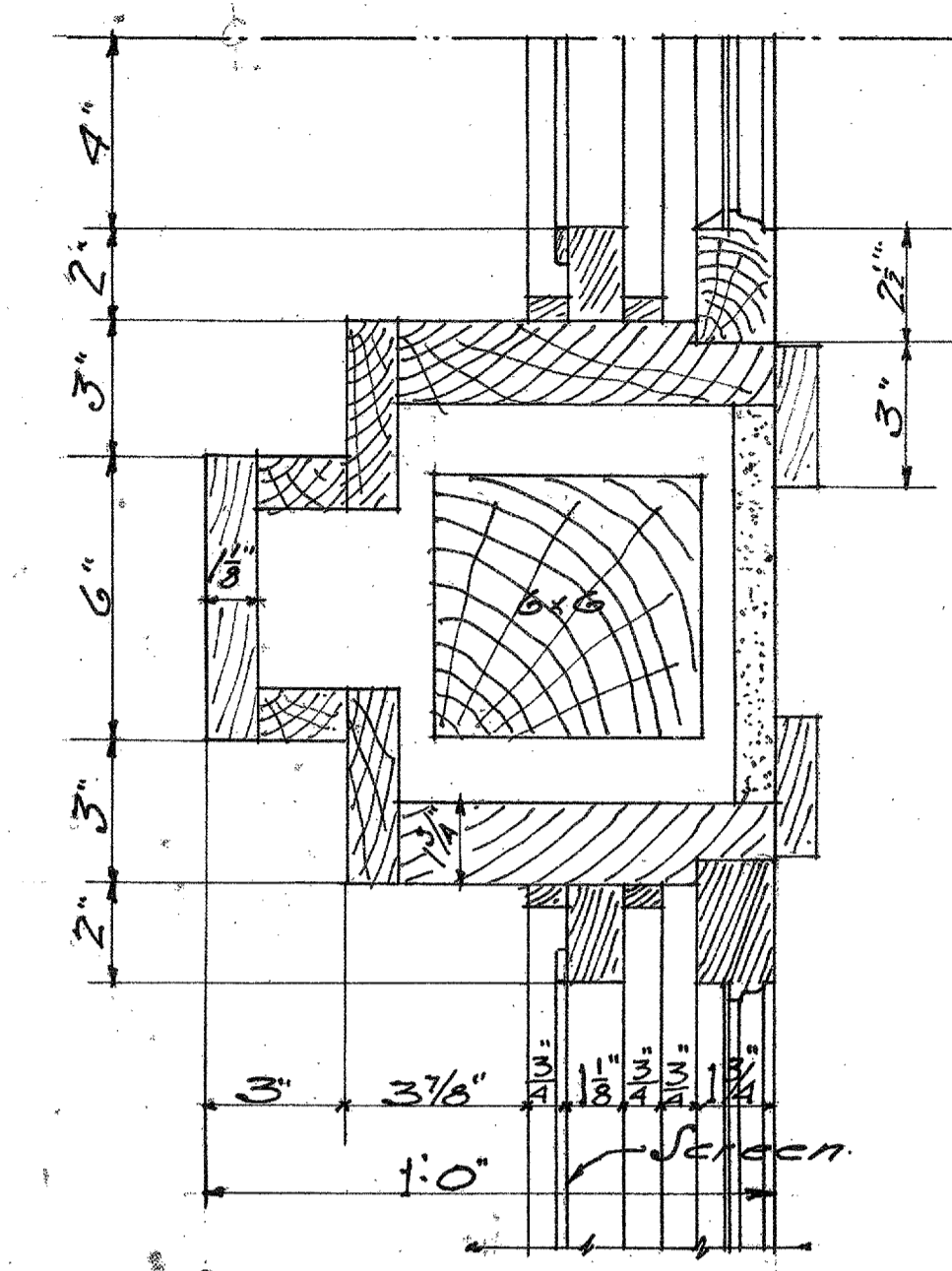


PLAN.

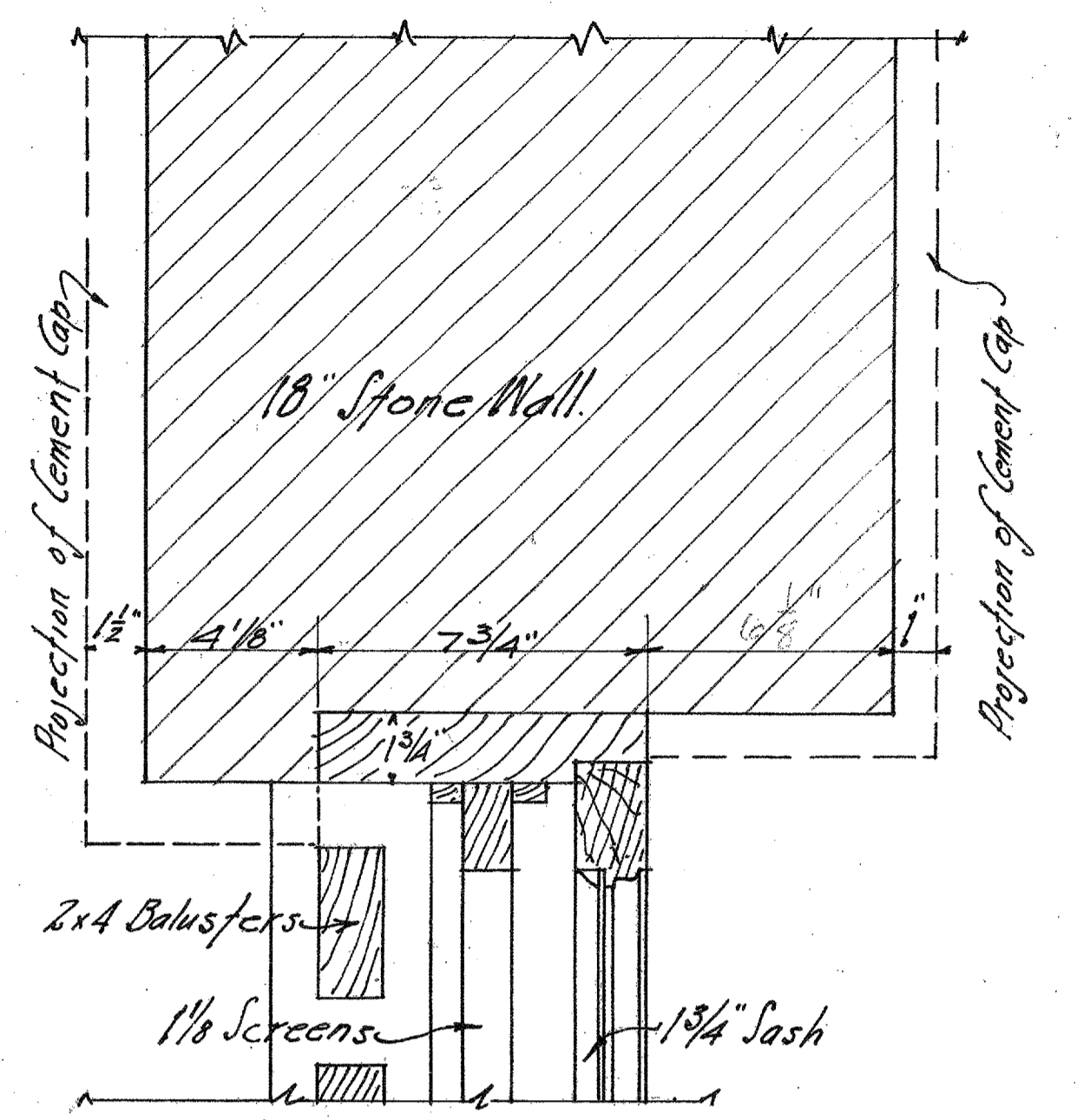
DETAIL OF SLEEPING PORCH  
Scale 3/4"=1'-0"



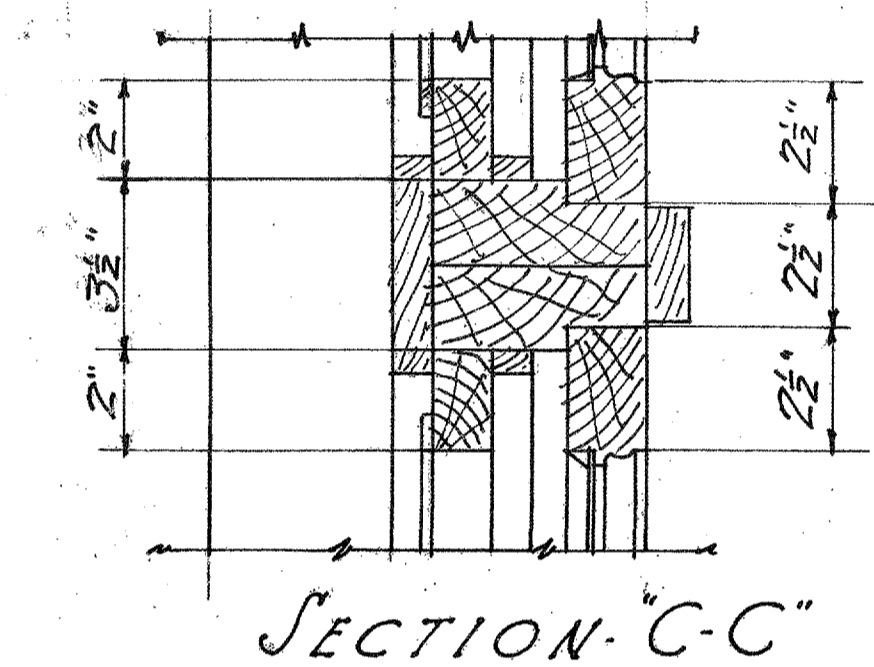
SECTION.



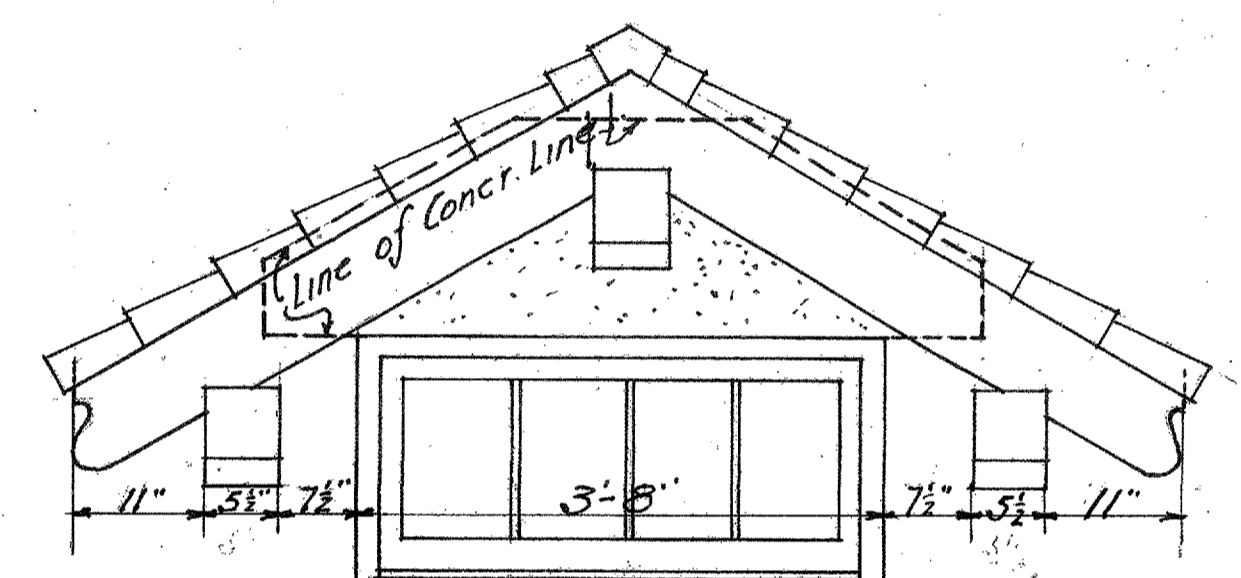
SECTION-A-A



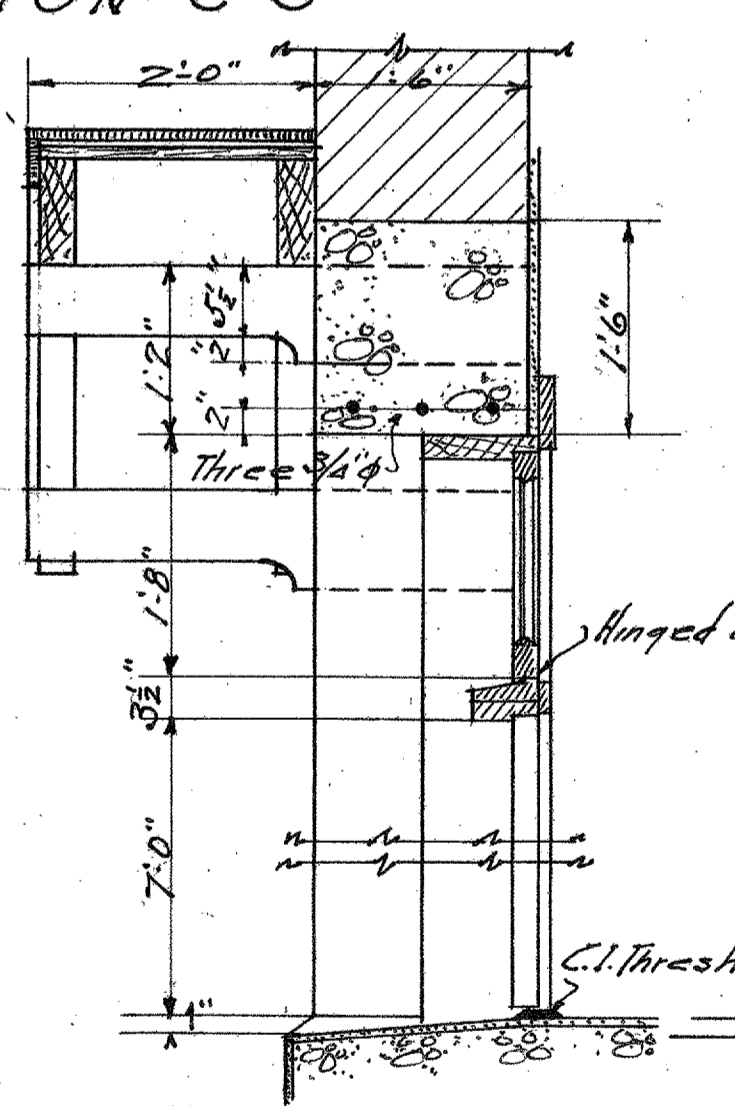
SECTION-B-B



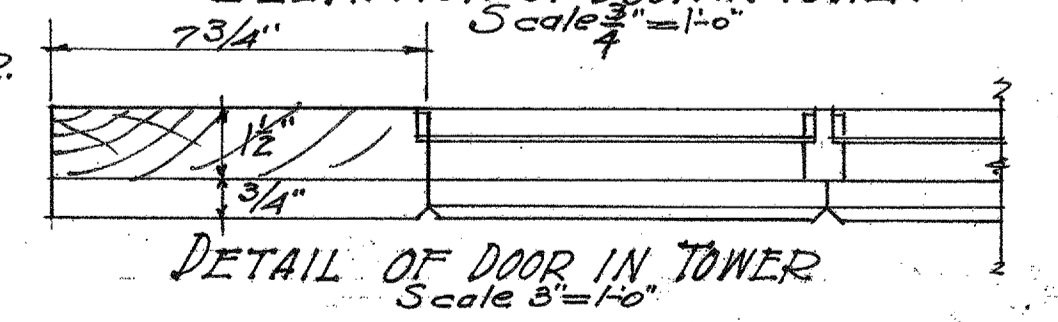
SECTION-C-C



ELEVATION OF DOOR IN TOWER.  
Scale 3/4"=1'-0"



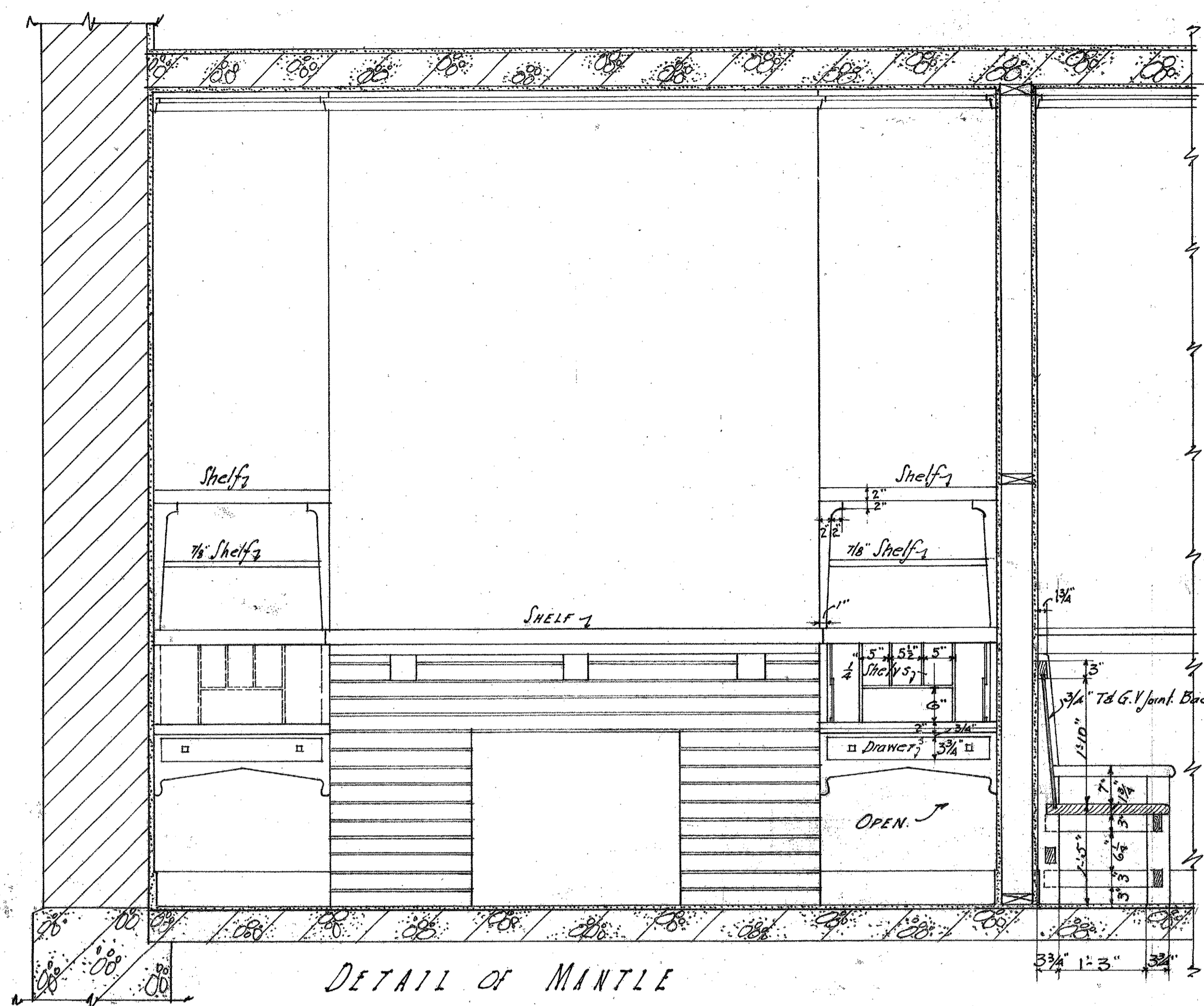
SECTION-DOOR IN TOWER  
Scale 3/4"=1'-0"



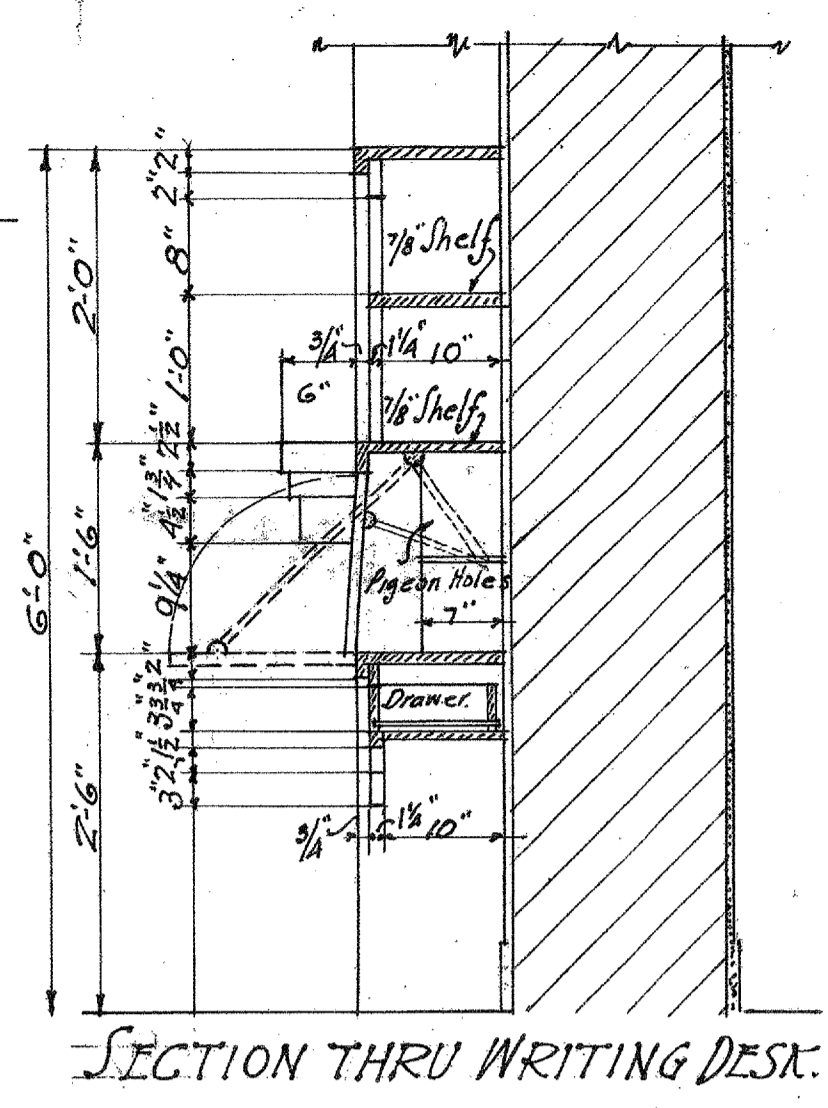
DETAIL OF DOOR IN TOWER  
Scale 3/4"=1'-0"

DRAWN BY a.s.	THE T. C. S. F. R. Co.	SHEET No. 4
TRACED BY a.s.	NEW FIRE DEPARTMENT BUILDING	of 6 SHEETS
CHECKED BY	ALBUQUERQUE NEW MEXICO	CHICAGO
ARCHITECT	ARCHITECT	FIRST ISSUE
REVISOR	ARCHITECT	FILE No. 8306

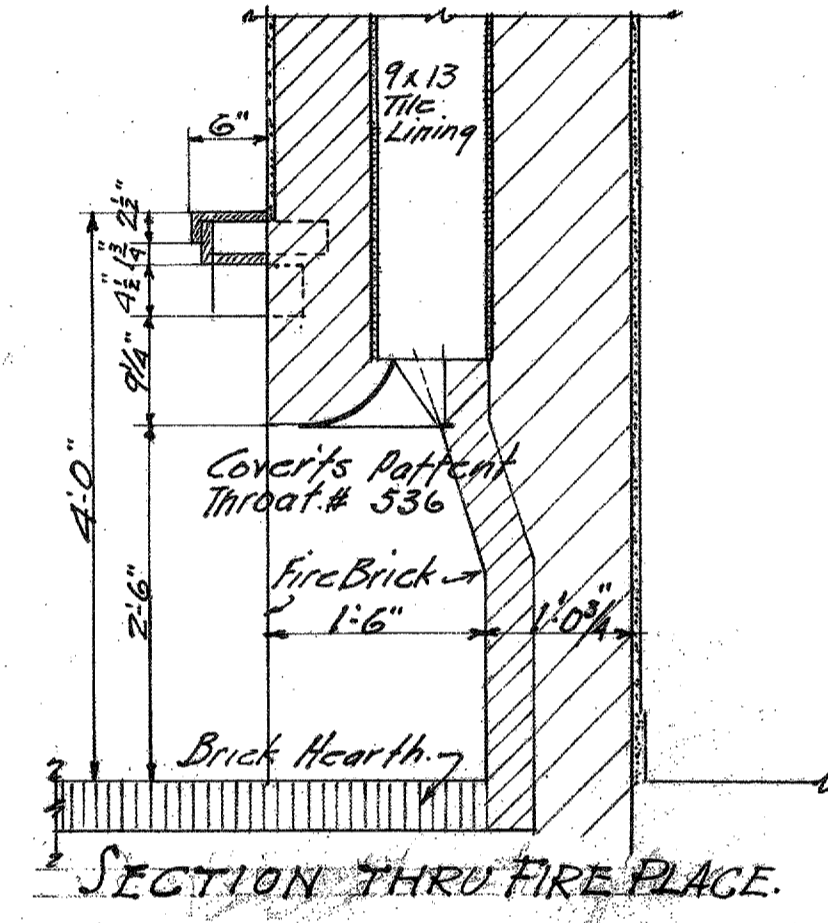




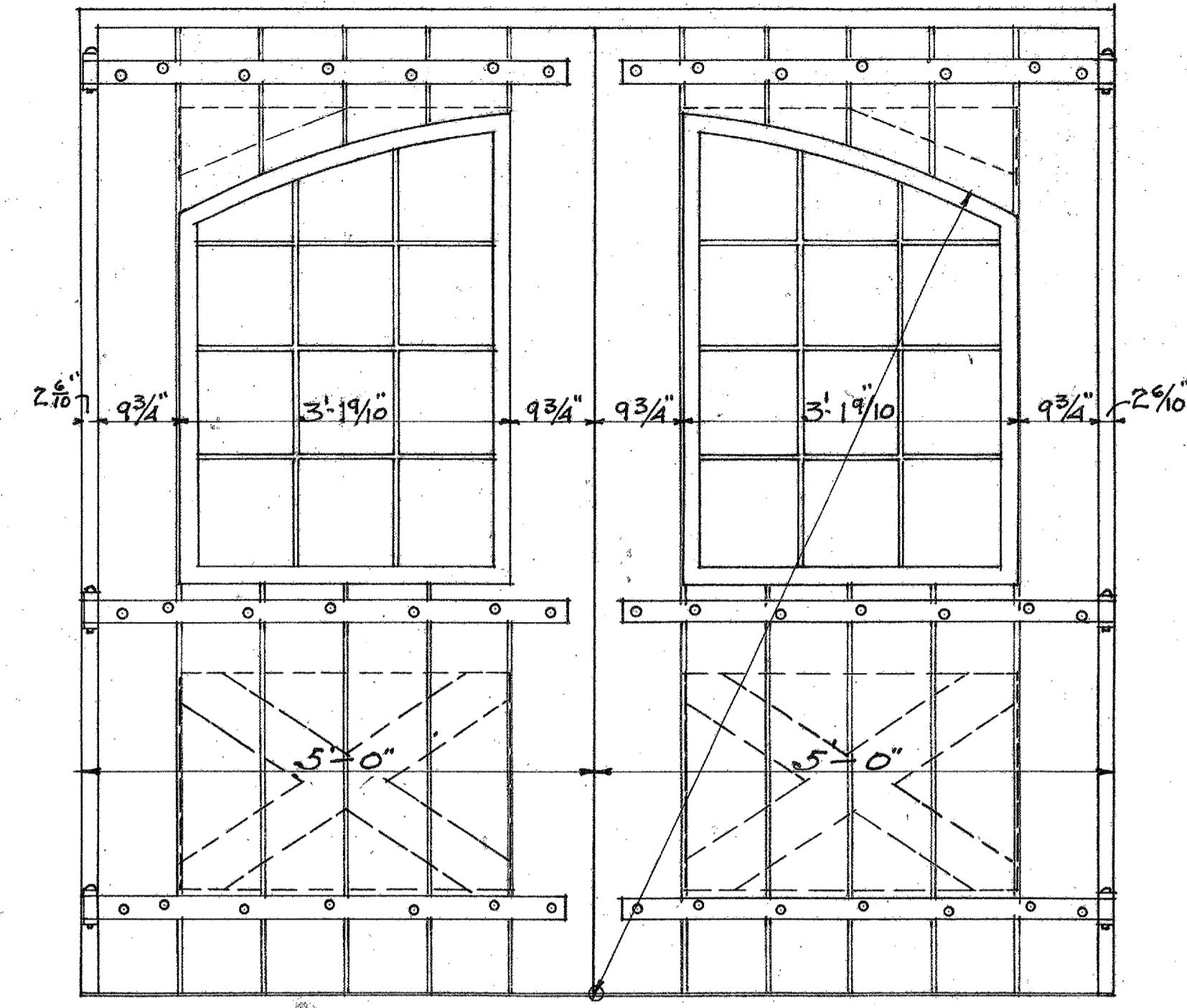
DETAIL OF MANTLE



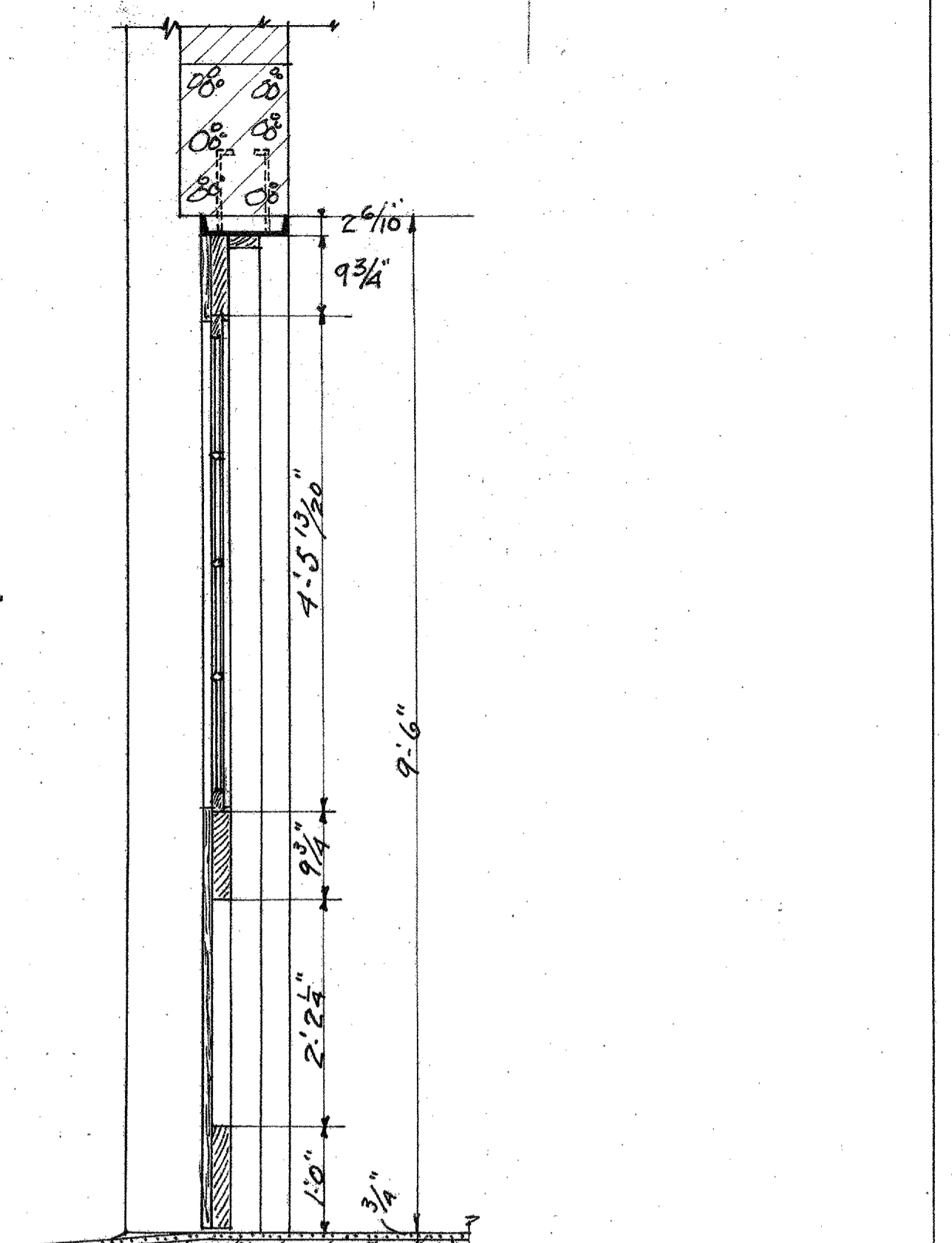
SECTION THRU WRITING DESK.



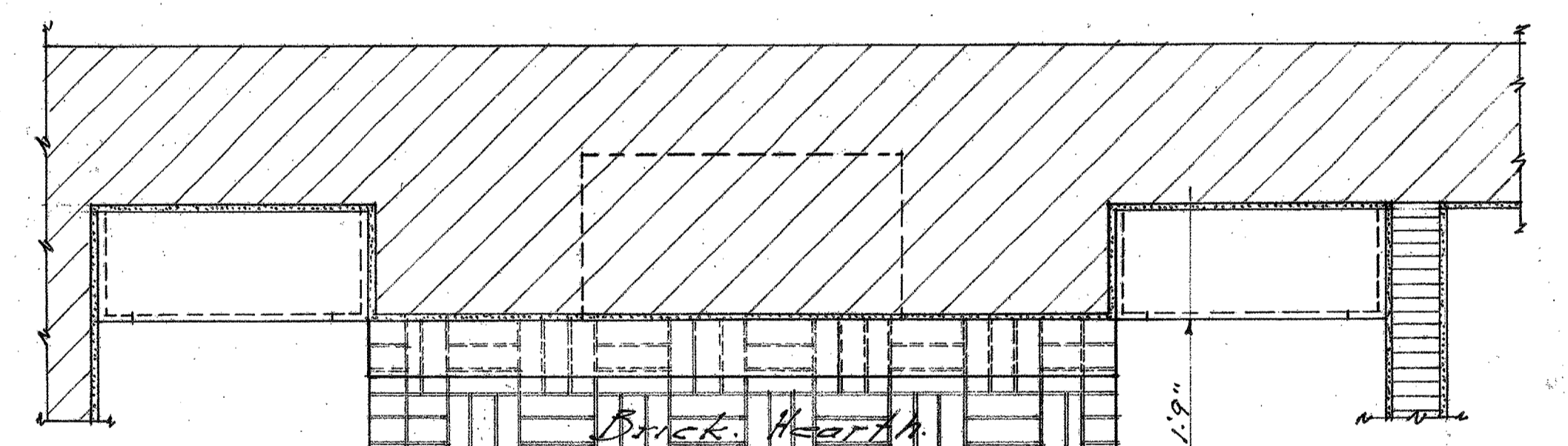
SECTION THRU FIRE PLACE.



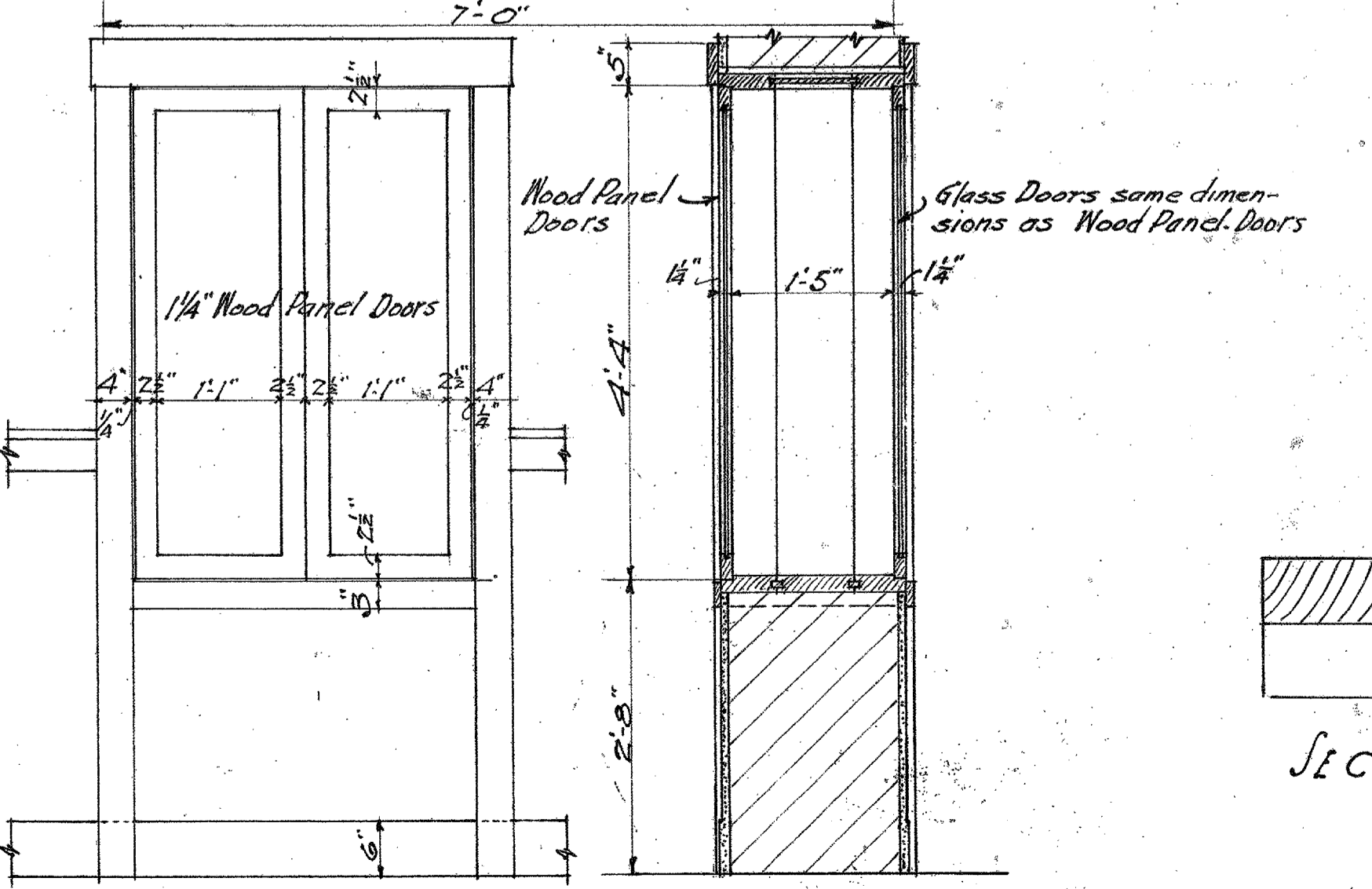
DETAIL OF MAIN ENTRANCE DOORS  
Scale 3/4" = 1 ft.



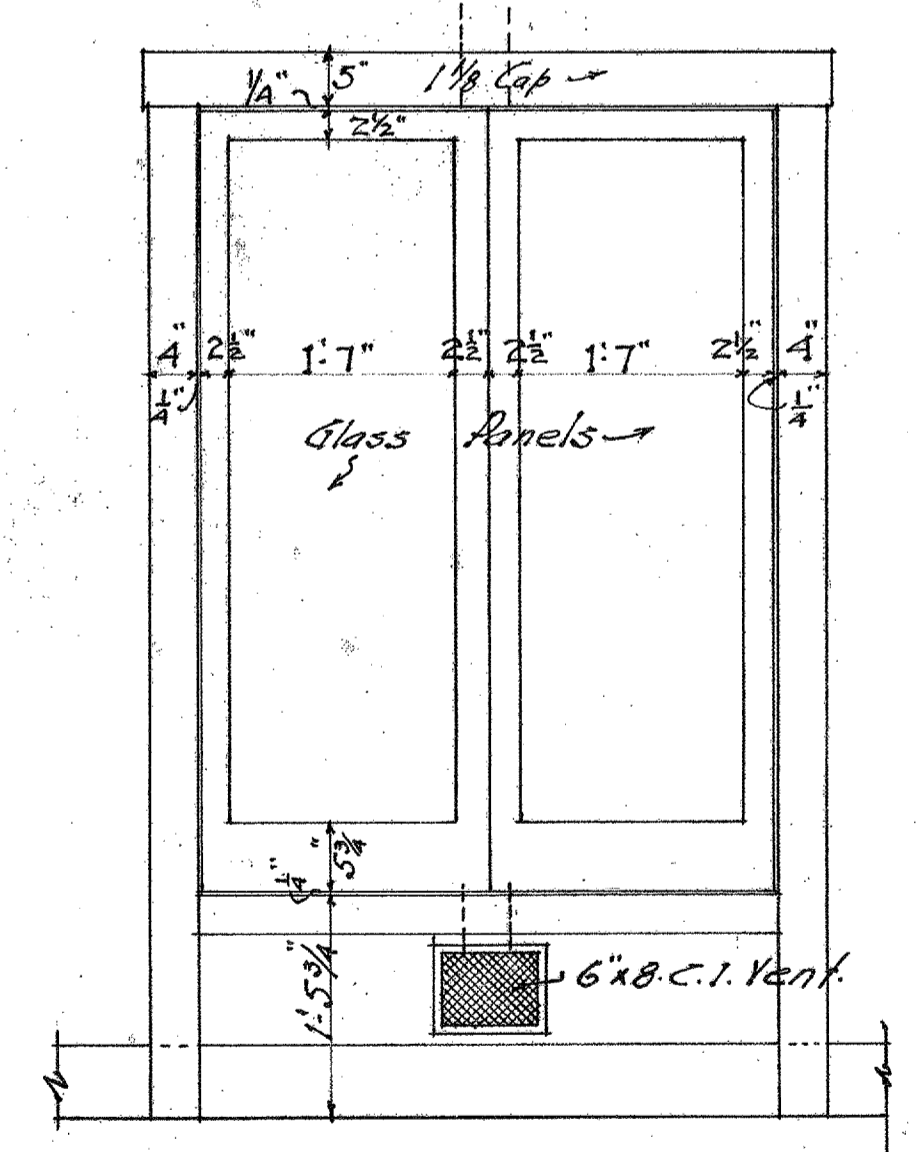
SECTION.



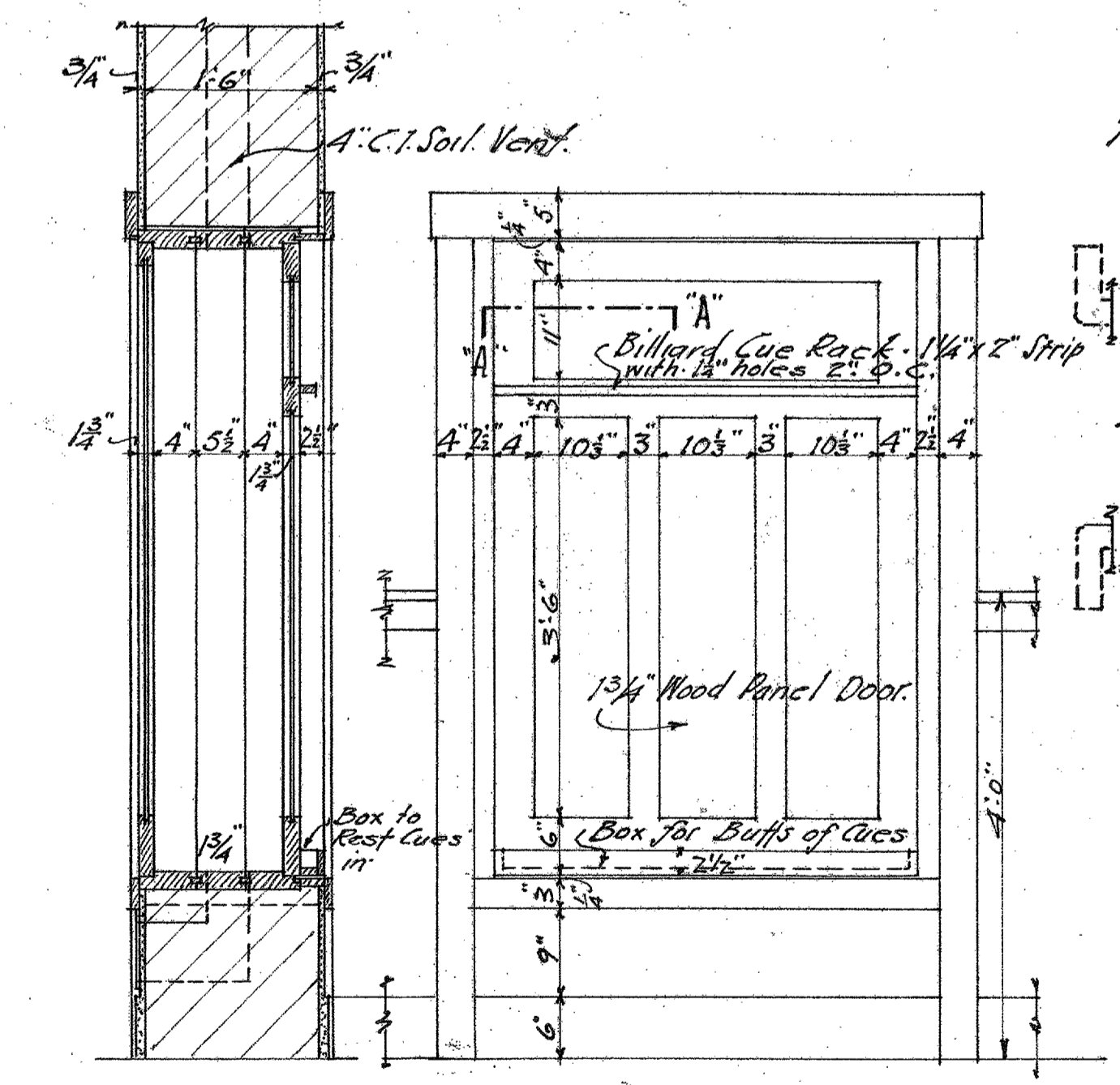
BRICK HEARTH



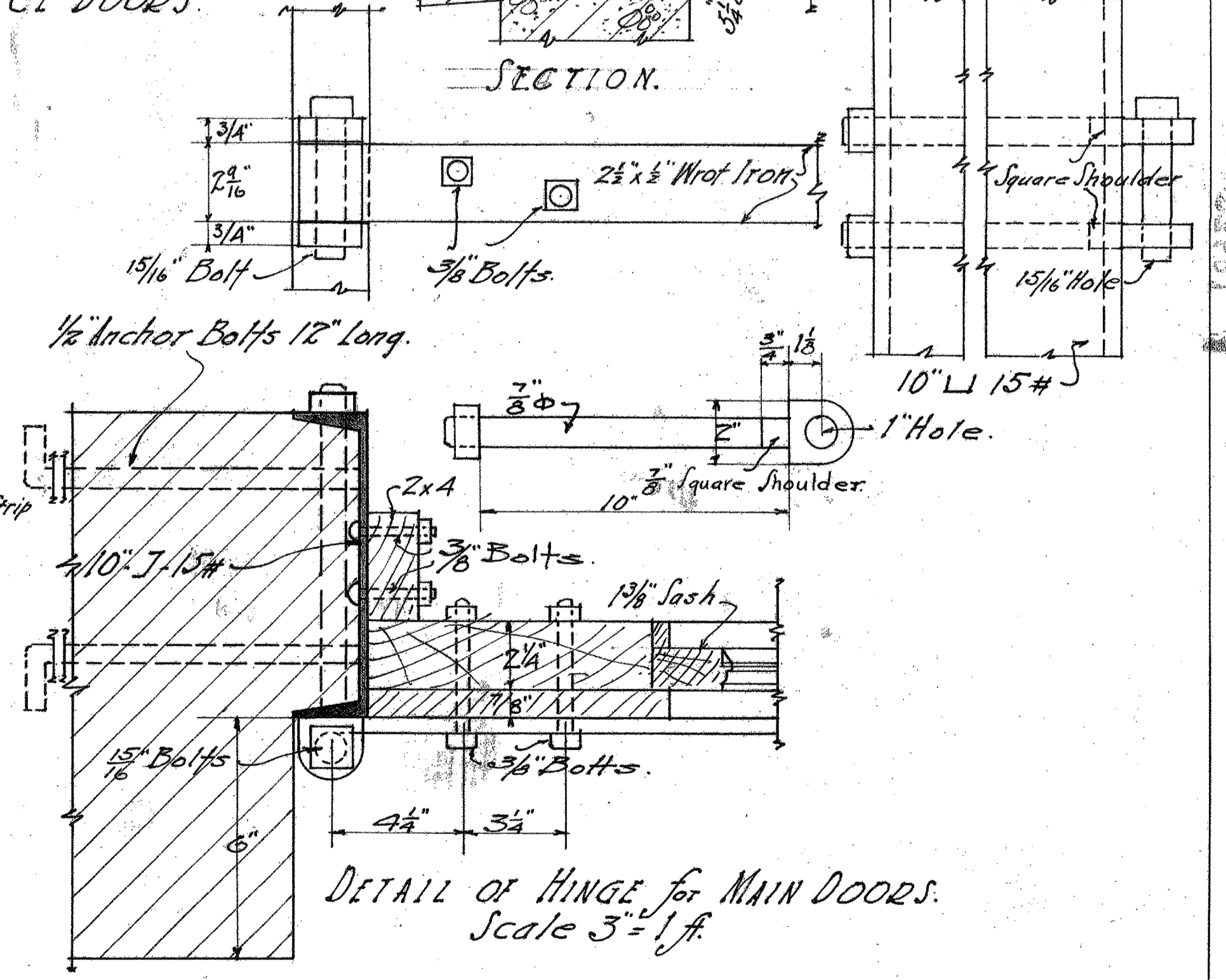
DETAIL OF SWITCH BOARD CABINET  
Scale 3/4" = 1 ft.



DETAIL OF BATTERY CABINET  
Scale 3/4" = 1 ft.



SECTION THRU DOOR AT "A-A"



DETAIL OF HINGE FOR MAIN DOORS.  
Scale 3" = 1 ft.

DRAWN BY G.Z.S.	- THE A-T-A-S-F-R-Y-Co -	SHEET No OF 6 SHEETS	5
TRACED BY G.Z.S.	- NEW FIRE DEPARTMENT BUILDING -	CHICAGO	FIRST TITLE
CHECKED BY G.Z.S.	- ALBUQUERQUE - NEW MEXICO -	FILE No	8306
REVISOR	ARCHITECT	CHIEF ENGINEER, SYSTEM	

23691

C.E.D.A. 4527





### 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 City Landmark 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, West Elevation.*





*Firehouse, South Elevation - Detail.*



*Southwest Corner showing proximity to Tank Shop in background.*



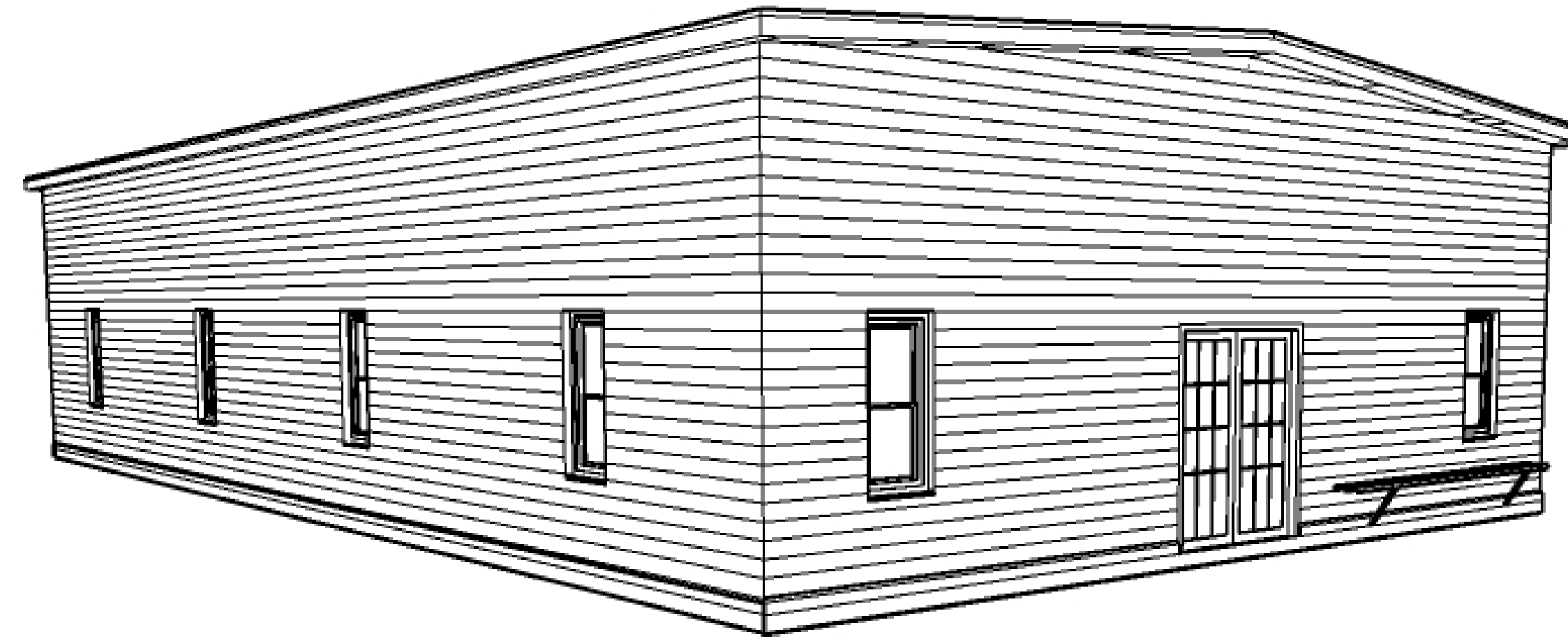
*Firehouse, South Elevation.*



*East Elevation.*

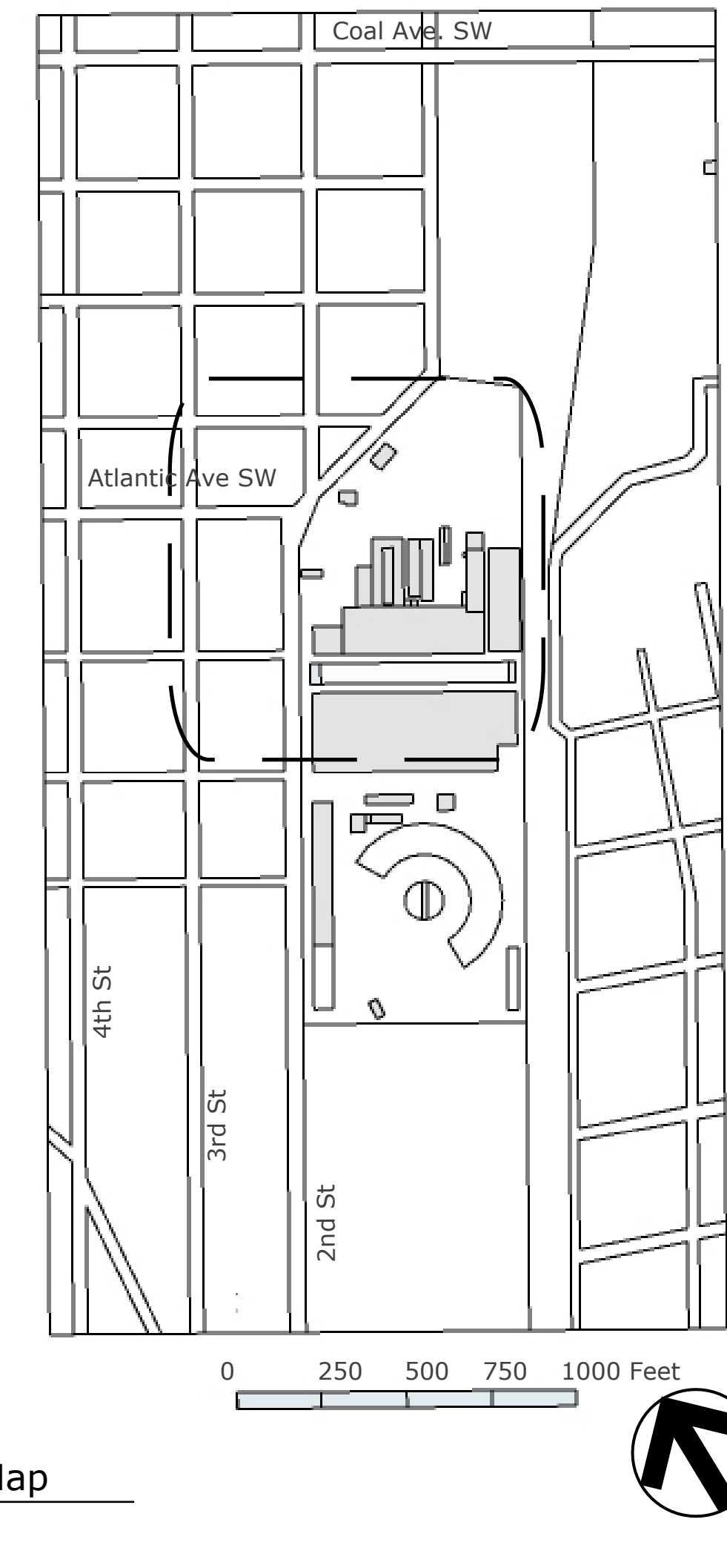
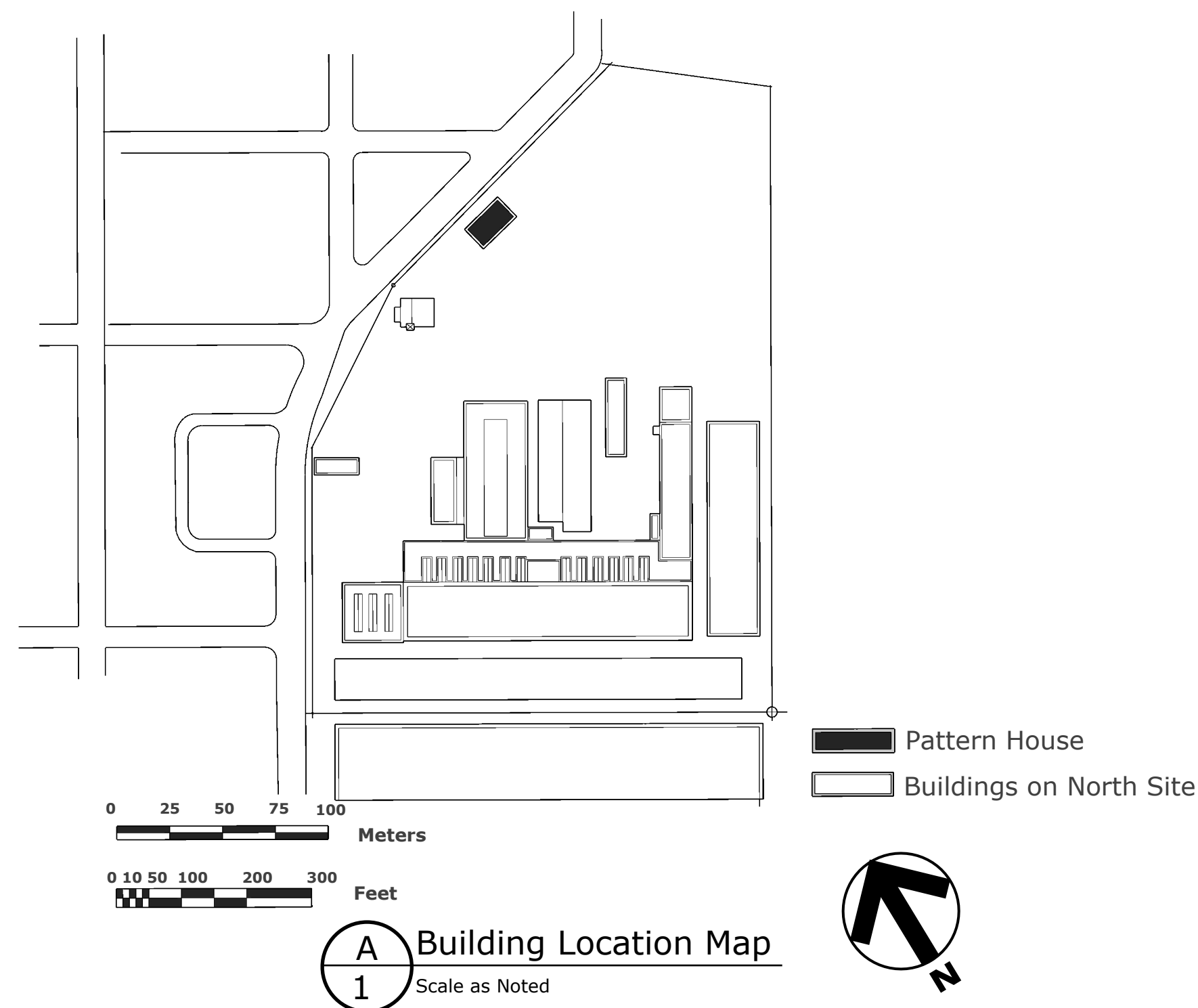
# AT&SF Rail Yards

## Albuquerque, New Mexico



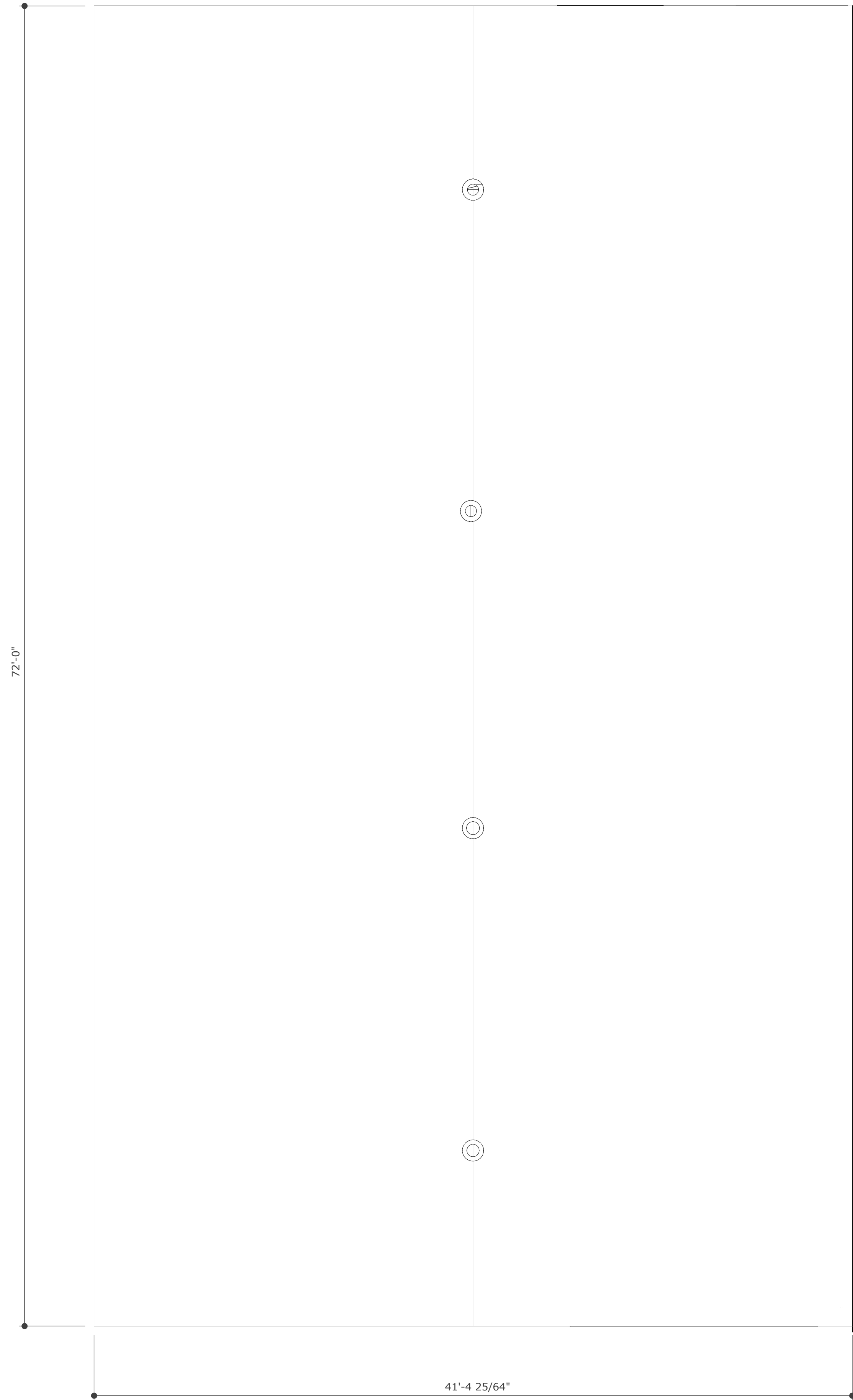
# PATTERN HOUSE

The Pattern House was one of several buildings that comprised the Atkinson Topeka and Santa Fe Rail Yards. Constructed in 1920, the Pattern House is where the various patterns were stored. Many of the parts used for the repair and maintenance of the steam locomotives were manufactured on-site. The Pattern House was constructed of poured concrete using 6 inch wood boards for formwork. The roof was also concrete with a tar and gravel surface. The 12 small windows were wood sash windows with double steel frame doors at the east and west ends of the building.

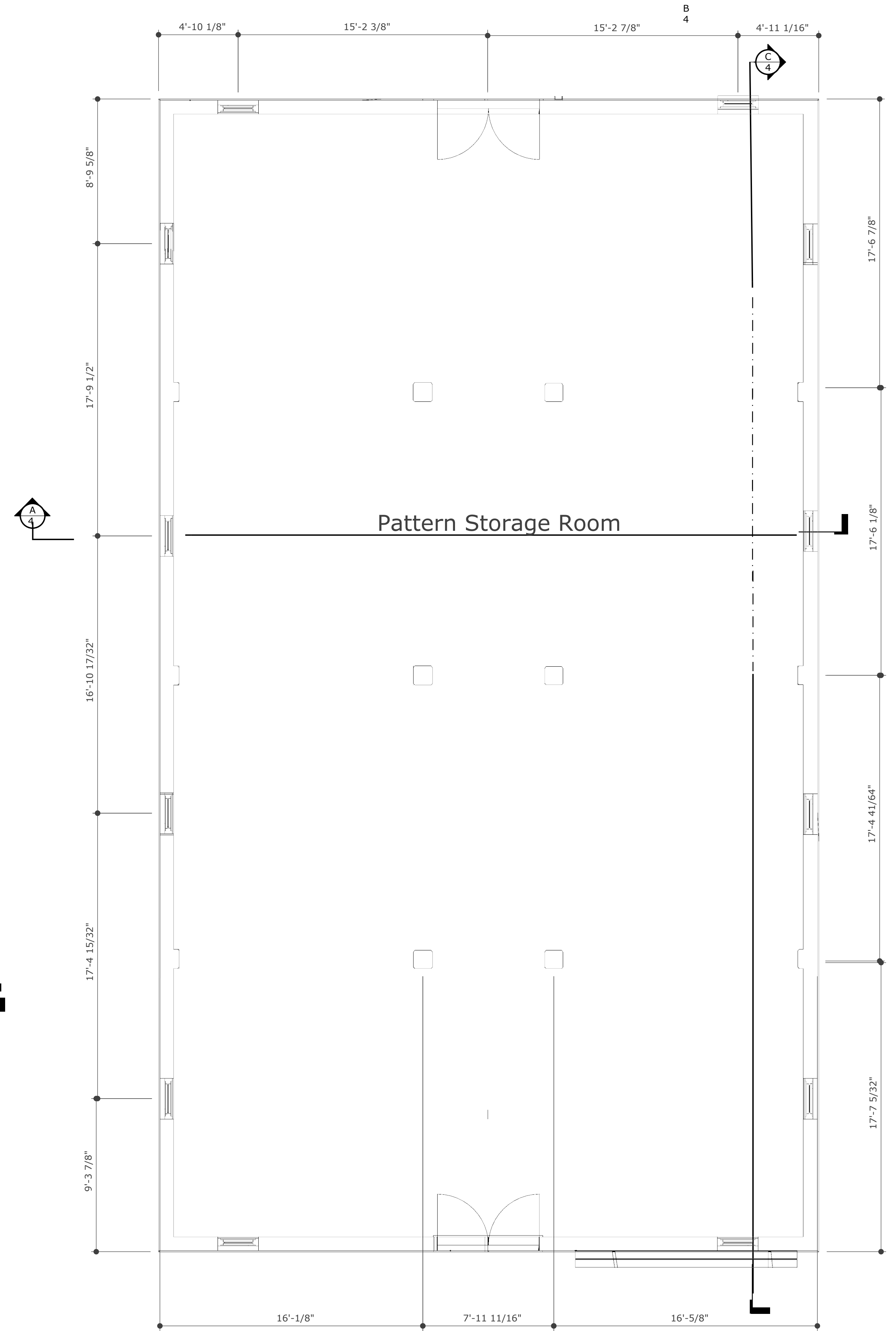
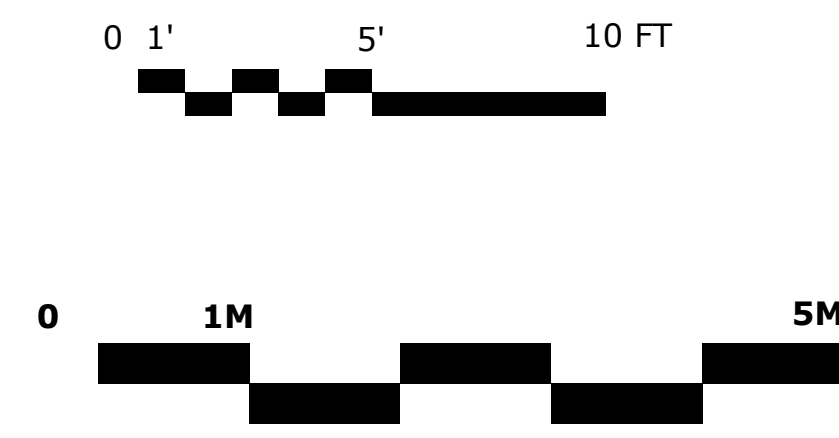


Drawn By: Leslie Stratford Najji



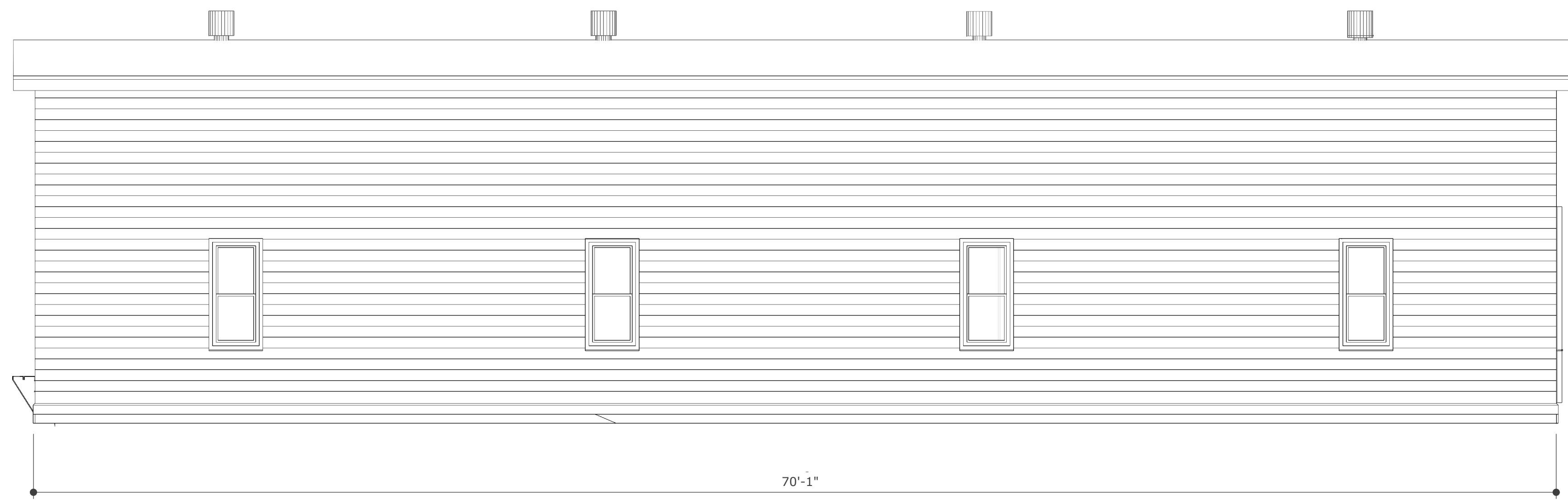


**A** Roof Plan  
 2 1/4" = 1'-0"



**B** Floor Plan  
 2 1/4" = 1'-0"

Drawn By: Leslie Stratford Najji



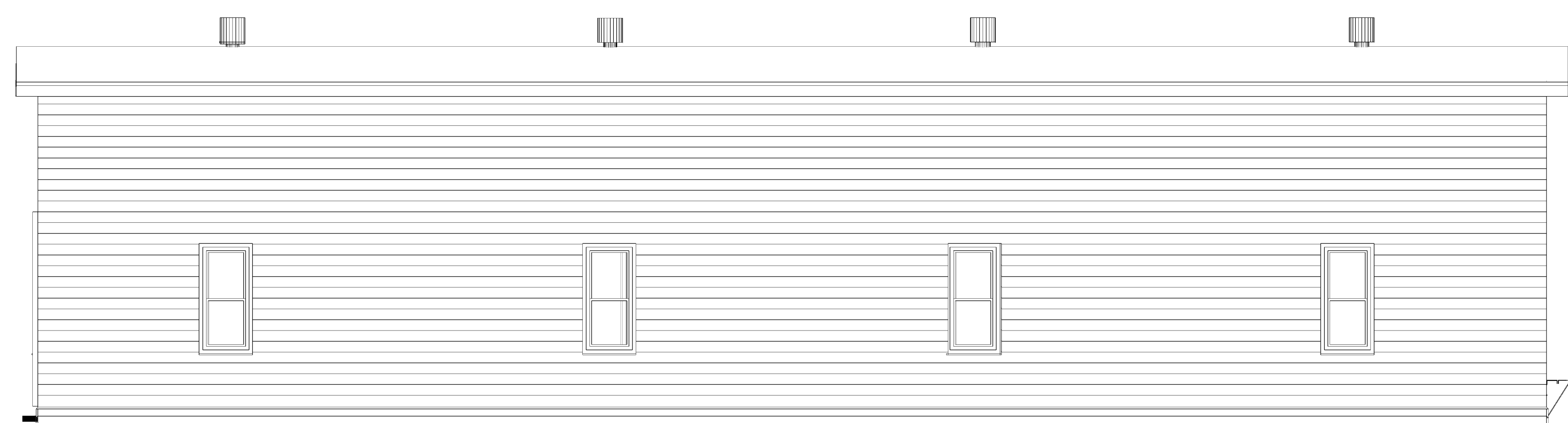
**A** North Elevation  
 3  $\frac{1}{4}'' = 1'-0''$



**B** East Elevation  
 3  $\frac{1}{4}'' = 1'-0''$



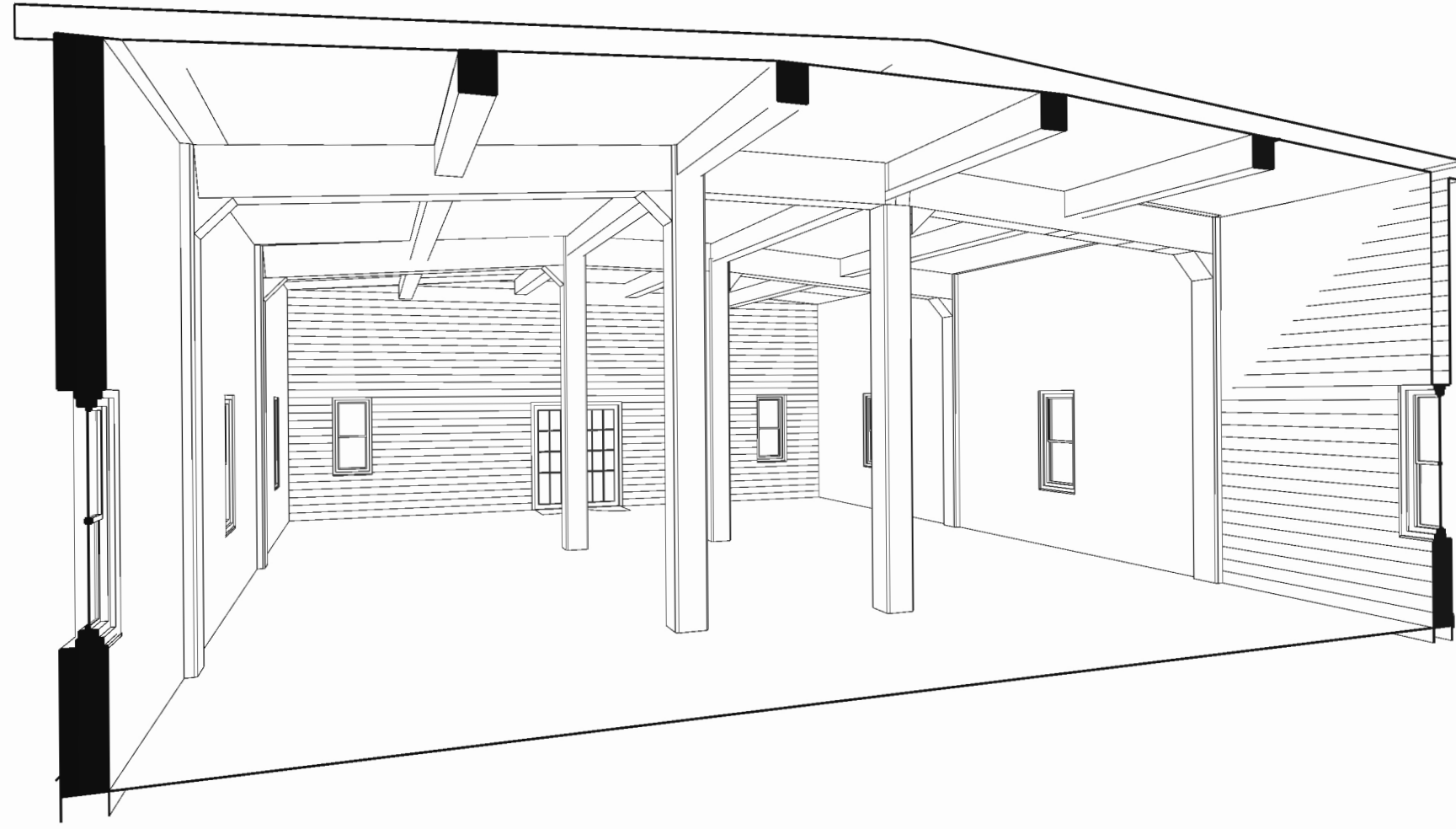
**C** West Elevation  
 3  $\frac{1}{4}'' = 1'-0''$



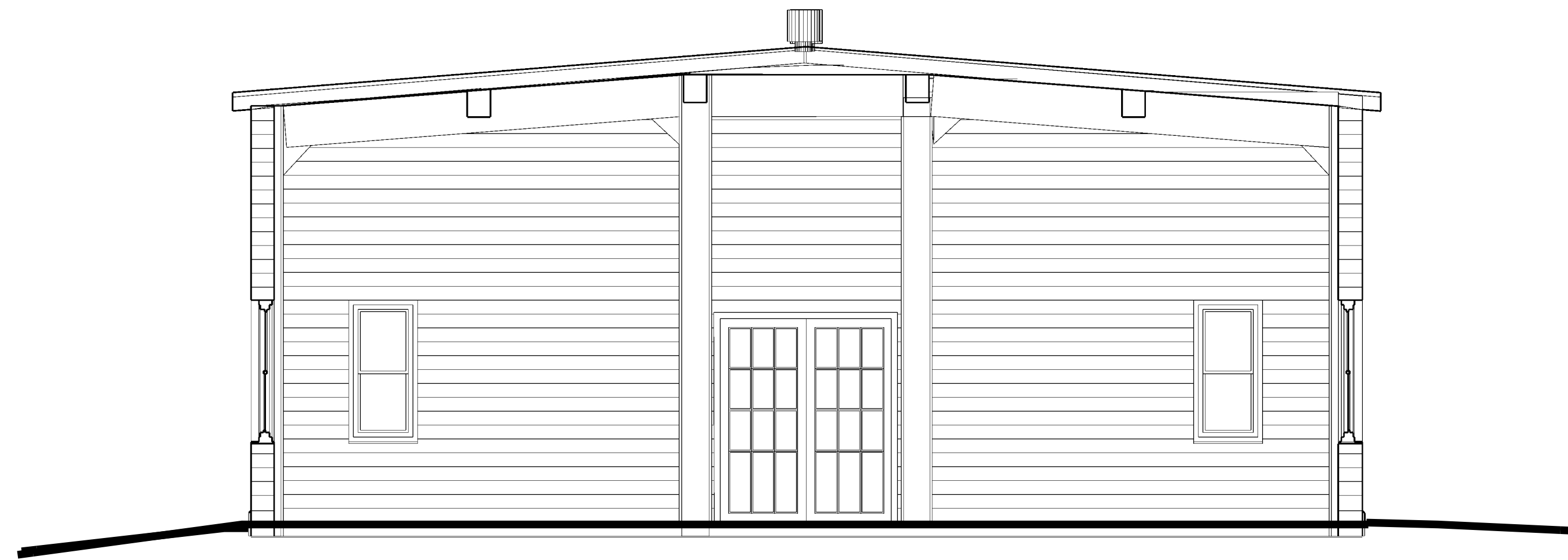
**D** South Elevation  
 3  $\frac{1}{4}'' = 1'-0''$



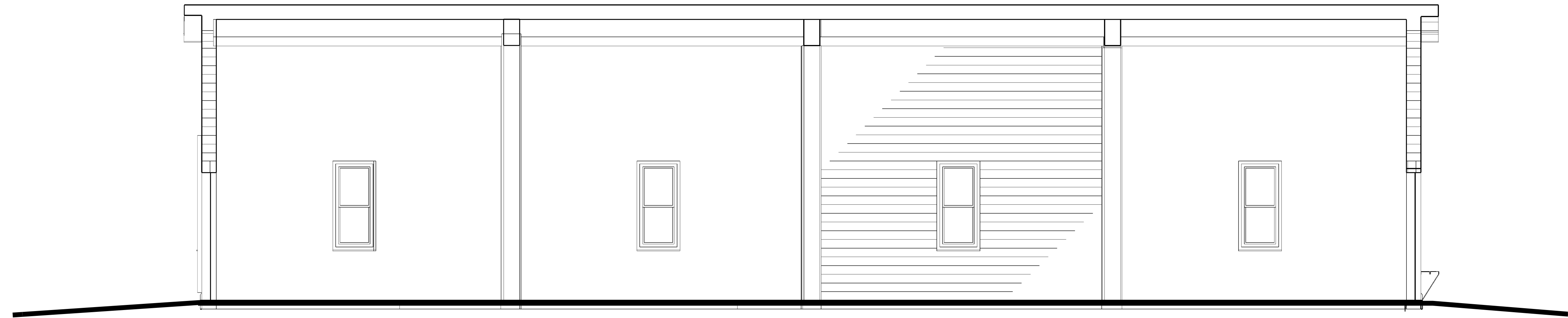
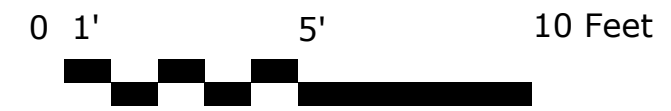




**B** Perspective Section  
4 Not To Scale



**A** Cross Section  
4 1/4" = 1'-0"



**C** Cross Section  
4 1/4" = 1'-0"