

north building profiles

ONE
ALBUQUE
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metropolitan
redevelopment



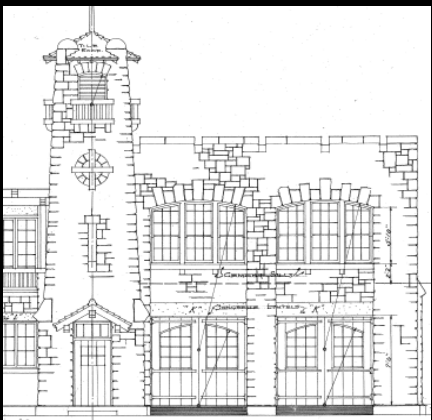
THE RAIL YARDS



Waste and Paint Rooms (1920)

Height: One Story
Dimensions: 66 X 24 feet
Area: 1584 square feet

This low, one-story building of poured concrete has 3 by 6 pane fixed steel windows and a slightly gabled roof. The doors are steel, partially glazed, and topped by a fixed-glass transom of 12 windows. There are five openings on both the north and south elevations.

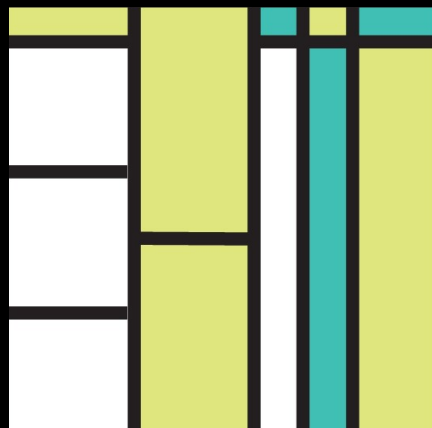


Fire House (1920)

This iconic building housed the AT&SF Fire Department and is the oldest surviving fire station in Albuquerque.

Height: 2 story, int. clearance/floor 11'
Dimensions: 47' X 41'
Area: 3936 square feet

Designed in the Romanesque Revival style, the two-story building is constructed of random-laid red sandstone blocks, includes a crenellated parapet, hose-drying tower, and the original brass fireman's pole.



Pattern House (1920)

The pattern house building was used for storing patterns for the fabrication of machine parts.

Height: 1 story
Dimensions: 40 feet by 70 feet
Area: 2800 square feet

This one story structure 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 buildings in the district.



credit: janet maes gagliano



credit: james janis

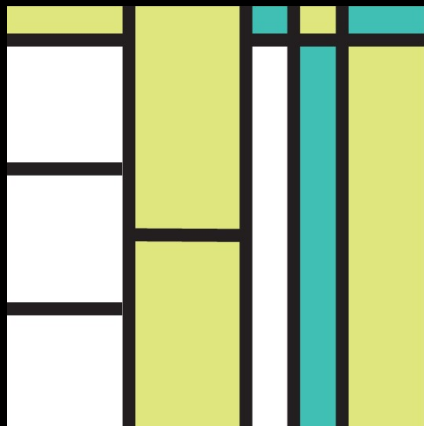


credit: ellen hyde

Transfer Table (1922)

The transfer table creates a courtyard between the glass curtain walls and is a central gathering space on the property. It served as the main mover of equipment on the east-west axis in the heart of the complex. A motorized cab would move equipment between the bays of the machine, boiler, and blacksmith shops.

Area: 60 feet by 604 feet



Blacksmith Shop (1917)

The blacksmith shop provided for the heating and forging of metal, primarily iron and steel, and for machining of parts.

Height: 32', interior clearance 17' to 27'

Dimensions: 80 X 306 feet

Area: 24,865 sq. ft.

The Blacksmith shop is a one-story steel-frame building with stepped brick facades on the north and south ends. The steel roof trusses are supported by steel columns for an open interior.



credit: ken romig

Flue Shop (1920)

Here, flues removed from the engine's boilers were cleaned. Flues carried hot gas and smoke through the boiler to the smoke box.

Height: @ beams:16'-6", btwn beams: 21'

Dimensions: 45'-0' X 147'-0"

Area: 8,878 square feet

The building is constructed of reinforced concrete and covered with a shallow-pitch gable roof. The interior concrete piers are surmounted by poured-concrete beams that extend the width to provide an open floor plan.



credit: ellen hyde

Boiler Shop (1923)

Served by a 30-ton bridge-crane, repair and rebuilding of boilers and fireboxes took place in the boiler shop.

Height: 46' at north side (int. clear 36');
56' at south side (int. clear 44')

Dimensions: 136' X 410'

Area: 58,100 sq. ft. w/ 6,400 canopy

Reinforced-concrete walls on the east and west facades and glass-curtain walls on the north and south sides. The boiler shop has two bays. The shorter bay has 13 rows of skylights.



credit: greg smith



credit: janet maes gagliano



credit: janet maes gagliano

A 6,400 square foot steel canopy is attached at the west end of the boiler shop. On the roof are three linear skylights and twelve cast-iron "Dickinson ventilators." The canopy has four bays oriented north-south for rail access by locomotives ready for testing. The two western bays remain open-air. The other two bays were enclosed and equipped as painting booths for rolling stock by the AT & SF after 1957.



credit: janet maes gagliano



credit: ellen hyde

Tender Repair (1925)

The tender repair shop, attached to the north side of the boiler shop, is where shop workers disassembled and repaired tenders. A tender is the car that contained the train's fuel such as coal, oil, or wood.

Height: ext. 47'-8", int. clearance 34'-6"

Dimensions: 86' X 190'

Area: 18,560 square feet

The construction is similar to the boiler shop with reinforced-concrete walls on the east and west facades and glass-curtain walls on the north and south sides.



credit: greg smith

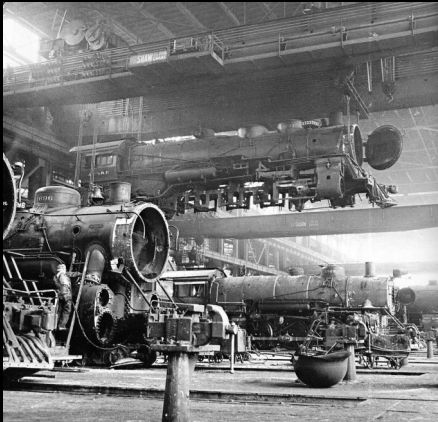


Machine Shop (1921)

In the erecting bays of the machine shop, the engine was completely dismantled and the parts sent for cleaning, inspection, and repair to various departments.

With a 250-ton capacity overhead traveling crane, boilers were lifted and removed from their frames.

Height: 71' 7"
Dimensions: 604 X 239 feet
Area: 165,000 square feet



credit: riley russill



credit: adian martin

There are four interior working bays: the erecting bay, the heavy machinery bay, the light machinery bay, and the bench bay.

The east- and west-end walls are poured concrete with large window areas. The roof is supported on steel trusses and consists of a low-pitched gable roof over the highest interior space, the erecting bay, and a low-pitched shed roof over the remainder of the building



James Lopez



James Lopez

Rail Yards Plaza (2019)

The City of Albuquerque has added an outdoor plaza at the Rail Yards transforming the area between the Flue, Tender Repair, and Boiler Shop into an outdoor plaza that will serve as a community gathering space.

The new plaza features new concrete pads for food trucks fully wired to provide power to users, new lighting, grass areas with irrigation and landscaped planters. Paying homage to the site's former use as a rail facility, designers worked to integrate existing rail tracks into the plaza.



The Atchison, Topeka & Santa Fe Railway Locomotive Shop Complex, originally built in the 1880s, was redeveloped between 1914 and 1925.

The shops were designed for major overhauls of steam locomotives. In the nineteenth century, this might be necessary after as few as 40,000 miles, but after 1900, with the introduction of more durable parts and features designed to reduce maintenance, some engines ran as much as 400,000 miles before receiving major repairs.

The glass curtain walls, open steel frame construction, and system of cranes and transfer tables represented state of the industrial design which was faster to construct, provided for large open expanses, natural light, the efficient transport of various parts, and increased productivity.

In the erecting bays of the machine shop, the engine was completely dismantled and the parts sent for cleaning, inspection, and repair to various departments housed in the other bays of the machine and boiler shops and in the blacksmith, flue, tender repair, welding, and babbitt shops.

The largest building, the machine shop, is 165,000 sq. ft. and has an interior clearance of 57 feet. A 250-ton capacity overhead crane lifted boilers and removed them from their frames. During its heyday in the 1920s, approximately 1,000 people were employed at the shops; 25% of Albuquerque's workforce. During WWII, the shops employed a peak of 1,500 employees.

The communities of Barelvas, South Broadway and San Jose transformed as railyard workers built modest homes and established commercial districts.

Over the 15-year life of an average locomotive, it was rebuilt or received major shop repairs once every 12 to 18 months. The Albuquerque shops serviced 40 locomotives in a normal month.

After WWII, as the railroad industry switched to diesel technology, shops, such as those in Albuquerque, were no longer needed and employment declined. The shops were phased out in the late





THE RAIL YARDS

Request for Expressions of Interest

- P Pattern House
- F Fire House
- W Waste and Paint Rooms



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