

Trinidad Foundry and Machine Company  
East end Goddard Avenue  
Trinidad  
Las Animas County  
Colorado

HAER No. CO-6

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COLO,  
36-TRIN,  
2-

PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

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Historic American Engineering Record  
National Park Service  
Rocky Mountain Regional Office  
Department of the Interior  
P.O. Box 25287  
Denver, CO. 80225

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HISTORIC AMERICAN ENGINEERING RECORD  
TRINIDAD FOUNDRY AND MACHINE COMPANY

Location: East end Goddard Avenue  
Trinidad  
Las Animas County, Colorado

UTM: 13/545540  
4115280  
Quad: Trinidad East, Colorado

Date of Construction: Office Building circa 1890  
Pattern Shop circa 1890  
Foundry circa 1910, 1950  
Machine Shop circa 1910

Present Owner: Paul C. Maglia  
Helen C. Maglia  
1100 Country Club Drive  
Trinidad, Colorado 81082

Present Use: Storage

Significance: The Trinidad Foundry and Machine Company is a four building industrial complex associated with the early industrial development of Trinidad, Colorado. The foundry complex is representative of a distinctive industrial architectural type which was common during the late nineteenth and early twentieth centuries.

Historian: Kathryn M. Kuranda  
Colorado Department of Highways  
January, 1984

Introduction:

Trinidad has historically served as a commercial center for southern Colorado and northern New Mexico. In the late nineteenth and early twentieth centuries the city provided services to the region's bituminous coal fields. During this period the Trinidad Foundry & Machine Company fabricated mining equipment as well as general brass, iron and steel castings. The foundry is one of the few surviving complexes of its type in the state and was determined eligible for inclusion in the National Register of Historic Places under Criteria A and C in 1981.

Documentation of the foundry complex for the Historic American Engineering Record was necessitated by the proposed construction of Project FCU 160-5(1), Trinidad Bypass. This project is designed to relieve traffic congestion on Main Street in Trinidad and to supplement the city's inadequate river and railroad crossings. The proposed Bypass will follow an alignment southwest of the foundry complex and will not involve right-of-way from the historic site. The Federal Highway Administration is the lead agency in charge of the proposed undertaking, while the Colorado Department of Highways is the state agency responsible for the preparation of environmental studies and project engineering.

The effects of the proposed Bypass on the Trinidad Foundry & Machine Company were evaluated in accordance with Section 800.4 of the Advisory Council on Historic Preservation Regulations. It was determined that the Bypass would adversely affect the historical setting of the foundry complex. To mitigate this adverse effect, recordation to Historic American Engineering Record standards was prescribed.

Historical Background:

The Trinidad area first served as an informal way station for travelers on the Mountain Branch of the Santa Fe Trail, a route first traveled by Captain William Becknell in 1821.<sup>1</sup> Formal establishment of the town is credited to Felipe Baca, who settled in the area in the 1860's. Baca is reputed to have named the new community "Trinidad" in honor of his daughter.<sup>2</sup>

Early town development was supported by regional agriculture emphasizing farming, sheep raising and cattle ranching. Trinidad developed into a major cattle shipping center in the last quarter of the nineteenth century when the Goodnight-Loving Cattle Trail passed through the area and rail connections were established in the town by the Denver and Rio Grande Railroad (1876) and the Atchison, Topeka and Santa Fe Railway (1878).<sup>3</sup>

During the 1870's Trinidad also benefited from the development of southern Colorado's rich bituminous coal fields. The first coal mine in the Trinidad area opened in 1876, and Las Animas County soon emerged as the leading coal and coke producer in the state.<sup>4</sup> Trinidad's commercial and industrial sectors were subsequently expanded to meet the needs of the coal companies and their employees.

Promotional materials during the late nineteenth century capitalized upon the town's accessibility to transportation,

fuel and raw materials in comparing the industrial potential of Trinidad with such centers as Birmingham, Alabama, and Pittsburgh, Pennsylvania. These efforts were directed towards attracting diversified metal processing industries to the community.<sup>5</sup>

Trinidad's promotional campaign met with limited success, and by the late 1880's at least three major metal processors were operating in the area. These concerns were the Trinidad Rolling Mills and Iron Company (1888), the Copper King Smelter (1889) and the St. Helen's Smelter (1889).<sup>6</sup>

The Copper King Smelter was the first industrial concern to develop the East Goddard Street site which later became the Trinidad Foundry & Machine Company. Under the Copper King ownership, the Pattern Shop and Office Building were constructed as well as the rail spur adjoining the Atchison, Topeka and Santa Fe railroad tracks. The Copper King Smelter was purchased by the Milwaukee and Trinidad Smelting and Refining Company in 1891.<sup>7</sup>

By the turn of the century, competition from the Colorado Fuel and Iron Company's captive steel mills<sup>8</sup> in Pueblo, Colorado, coupled with the economic depression accompanying the Silver Panic of 1893, forced Trinidad's major metal processors to close.<sup>9</sup> The town's smaller and more diversified foundries and machine shops survived the period's adverse economic

conditions, however, and rapidly expanded during the early twentieth century. Among these secondary metal fabricators was the Trinidad Foundry & Machine Company.

The Trinidad Foundry & Machine Company was established in 1897 by Fred J. Radford, a Trinidad native. The company was originally located on Linden Street in Trinidad, and operated as a general foundry producing a diversity of iron, steel and brass castings as well as undertaking general machinery repair.<sup>10</sup>

In 1909, Radford, J. C. Hudelson, W. M. Rapp and Murdo Mackenzie incorporated the foundry and machine company for \$50,000.00.<sup>11</sup> In January of that year, the newly incorporated company purchased the East Goddard Street site developed by the Copper King Smelter. The company initiated a six month capital improvements campaign during which the Copper King facilities were substantially renovated. Site renovations also included the construction of the Foundry Building and Machine Shop. In an interview published in the January 15, 1907, issue of The Chronicle News, a Trinidad newspaper, Radford, who served as president of the company, described the refitting of the complex.

The buildings of the plant we have just acquired are now being put in shape for us. Already the masons and carpenters are at work. We also will install the best and most modern machinery that money can buy. We will have the best foundry in the state beyond question as soon as we are equipped as we aim to be in our new plant.<sup>12</sup>

Fred J. Radford owned and operated the Trinidad Foundry & Machine Company from 1897 to 1932. At its height of production, c.1910, the foundry employed forty-eight men.<sup>13</sup> During this period the company's letterhead advertised "gray iron castings, brass castings, sheet iron and boiler work, roller bearing car wheels and self oiling car wheels." The same letterhead referred to the foundry as "manufacturers of steel and wood mine cars" and equipped to repair "machinery of all kinds."<sup>14</sup>

In addition to castings and machinery repair, the foundry also engaged in bridge construction under the Radford ownership. Las Animas County Commissioners' Minutes record that the foundry regularly submitted construction bids for bridges in the county and was awarded at least eleven contracts between 1910 and 1915.<sup>15</sup> Field research conducted in conjunction with the Colorado Department of Highways' Historic Bridges Inventory has uncovered two extant examples of structures attributed to the Trinidad Foundry & Machine Company. Both bridges are located on the Las Animas County road system and adopt a truss design patented by Colby M. Avery and assigned to Frederick C. Austin in April of 1895.<sup>16</sup>

The bridges are three panel, modified Queenpost structures with single steel-tube top chords, paired, tube-end posts and eyebar verticals, diagonals and bottom chords. The top chord-end post connections are welded, while the bottom chords

are pinned. The forty-foot bridges feature monolithic concrete slab decks and substructures incorporating steel-cased concrete piers with concrete wingwalls.

Title to the Trinidad Foundry and Machine Company was held by the First National Bank of Trinidad and the First National Bank in Trinidad between 1932 and 1940. Documentary evidence related to the operation of the complex has not been uncovered for this period.

In 1936 Earl A. Harris assumed control of the industrial site. Harris, who purchased the property in 1940, operated the foundry under the name "Midcontinent Foundry and Engineering Company," a concern which specialized in large castings. In addition to markets in southern Colorado, Midcontinent Foundry and Engineering Company pursued contracts in northern Texas and New Mexico. Among the castings produced by the company were King Koal Stokers, deep well irrigation pumps, brass and bronze components for utility companies, bronze dedication plaques and air conditioner components.<sup>18</sup>

The foundry reverted from the Midcontinent Foundry and Engineering Company to the Public Trustees of Las Animas County in 1947 and remained in the hands of local financial institutions for the next decade.

The property was purchased by the present owners, Paul C. and Helen C. Maglia in 1958. The Maglias leased the facility to a number of foundry operators until the mid-1970's. Among

these operators were the Dill Brothers, who specialized in custom castings and operated the site during the 1950's and 1960's. The site has been used for storage since the mid-1970's.<sup>19</sup>

ENDNOTES

<sup>1</sup> A. W. McHendrie, "Trinidad and its Environs," The Colorado Magazine, Vol. 6, No. 5 (September 1929), p.163.

<sup>2</sup> McHendrie, p.166.

<sup>3</sup> Colorado Department of Highways, "Cultural Resource Report, Trinidad Bypass" (1981).

<sup>4</sup> Delores Chacon, "Trinidad, Colorado," unpub. W.P.A. Project (4 May 1936), p.5.

<sup>5</sup> Jno Lethem, Historical and Descriptive Review of Colorado's Enterprising Cities: Their Leading Business Houses and Progressive Men (Denver: Jno Lethem, 1983), pp.39-40.

<sup>8</sup> Steel mills owned by the Colorado Fuel and Iron Company in Pueblo were supplied with fuel by CF&I Mines. This system enabled CF&I to produce iron and steel products at a much lower price than their competitors.

<sup>9</sup> Morris F. Taylor, Willard C. Loudon, Dianne Widom, Trinidad, A Centennial Town (The Colorado Bi-Centennial Commission, 1976), pp. 10-12.

<sup>10</sup> "Trinidad Machine Shops Most Complete in Southern Colorado," The Chronicle News, 15 January 1907, p.1, col.3.

<sup>11</sup> "New Foundry & Machine Co. Incorporated," The Chronicle News, 12 January 1907, p.5, col.1.

<sup>12</sup> "Trinidad Machine Shops Most Complete in Southern Colorado," The Chronicle News, 15 January 1907, p.1, col.3.

13 John Conkie, Illustrated Souvenir: Trinidad and Las Animas County (Trinidad, Colorado: Trinidad Grand Army Post Number 25, 1909) n.p.

14 Letterhead, Trinidad Foundry & Machine Company (c.1910).

15 Las Animas County Commissioners' Minutes, 1910-1915.

16 Colby M. Avery, Patent #536,680 "Truss-Bridge," April, 1895, in U.S. Patent Office Official Gazette (Washington: Government Printing Office, 1895), pp.36-37.

17 See accompanying Chain of Title for complete ownership and references.

18 "Trinidad Foundry...Supplies Machine Castings to Manufacturers in Three States," Your Town Magazine, 15 August 1939, n.p.

19 Interview. Paul C. Maglia, 30 August 1983.

Industrial Process:

Although cast iron was produced in China as early as 200 B.C., the process was not introduced to Europe until the fourteenth century.<sup>1</sup> Iron casting in Europe was made possible by the invention of the coke furnace which was capable of converting high-carbon iron to its molten state.<sup>2</sup> Although the technology surrounding ferrous process metallurgy changed radically between the fourteenth and nineteenth centuries, the fundamental requirements for iron casting remained unaltered. The process utilized large quantities of iron ore, coke, limestone and water.<sup>3</sup> The coke furnace remained the component critical in transforming ore to its fluid state.

In the casting process, iron ore serves as the basic raw material. Limestone is used as a flux to dissolve or exclude oxide formations from the metal's surface. The flux also combines with ore impurities when the latter is reduced to produce a fusible slag which can be separated from the reduced metal.<sup>4</sup> Coke, a product of burned coal, is used to fuel the furnace in the reduction process.

The Trinidad area was unusual in that all of the essential materials necessary for ferrous process metallurgy were found in the region. The area's extensive bituminous coal mines were

augmented by batteries of coke ovens -- ovens which produced 661,910 tons of coke in 1915 alone.<sup>5</sup> Trinidad also served as the major shipping center for two large southern Colorado iron fields which produced hematite, specular, magnetic and red hematite ores suitable for iron casting.<sup>6</sup> Limestone, the third critical ingredient, was also found in abundance in the Trinidad area.

During the late nineteenth and early twentieth centuries, the coke furnace used most often in the casting process was a straight stack cupola furnace. The Trinidad Foundry & Machine Company housed two cupola furnaces in its foundry building. These ten and fourteen ton furnaces<sup>7</sup> were patented by John H. Whiting in 1894. The Whiting furnaces adopted a basic cupola design described below.<sup>8</sup>

This design incorporates a straight stack composed of a circular shell of steel plates lined with firebrick. The furnace stack is open at the top and bottom. The furnace shaft stands on a bed plate with a central opening the size of the inside of the lining. The opening is controlled by hinged, cast iron doors insulated by a bed of sand. These doors are opened at the end of the reduction process to clear the furnace of residue iron, coke and slag.

The furnace is charged with alternating layers of coke, ore and limestone. A bed of coke fills the bottom of the hearth

and extends to a level above the tuyeres (nozzles through which air is blown). Ore, coke and limestone are introduced to the furnace through the charging door which is located at the shaft mid-point. Surrounding the base of the shaft is a windowbox through which air is blown to the tuyeres. A fireclay opening, known as the breast, is located at the bottom of the furnace and houses the fire. A well is located below the tuyeres and collects the metal and slag melted in the stack above the bed. Metal and slag separate in the well. A taphole, through which the molten iron runs, is found in the furnace breast, and a spout below the taphole guides the metal into a ladle.<sup>9</sup>

The percentage of carbon found in a given metal, the way in which that metal is worked after rendering, and the way in which the rendering process is controlled determine the physical properties of the metal and subsequently its classification.

A high temperature and large quantity of fuel produce grey cast iron, the type known to have been produced by the Trinidad Foundry & Machine Company c.1910. Grey cast iron contains 1% or less carbon, is easily fusible, and produces the finest and most accurate castings.<sup>10</sup>

The Trinidad Foundry & Machine Company struck their castings in black molding sand. Black molding sand was favored because of its fine texture and consistent quality after

repeated castings. Molds utilized in the casting process were designed in the Trinidad Foundry Pattern Shop and fabricated in-house.

ENDNOTES

- 1 John L. Bray, Ferrous Process Metallurgy (N.Y.: John Wiley & Sons, Inc., 1954), pp.53-54.
- 2 Bray, p.54.
- 3 Bray, p.1.
- 4 A. K. Osborne, An Encyclopedia of the Iron and Steel Industry (N.Y.: Philosophical Library, Inc., 1956), p.166.
- 5 Delores Chacon, "Trinidad, Colorado," unpub. W.P.A. project (May, 1936), pp.13--20.
- 6 Rocky Mountain News, Colorado Condensed, Industrial Information for Capitalists and Immigrants (Denver: News Printing Company, 1881), pp.15-16.
- 7 "Trinidad Machine Shops Most Complete in Southern Colorado," The Chronicle News, 15 January 1907, p.1, col.3.
- 8 John H. Whiting, U.S. Patent #526,914, Oct.2, 1894 in Official Gazette of the United States Patent Office, Vol.78, October 2 to December 25, Inclusive, 1894 (Washington: Government Printing Office, 1895), p.78.
- 9 Osborne, pp.99-100.
- 10 Joseph Gwilt, The Encyclopedia of Architecture, rept. 1867 ed. (N.Y.: Crown Publishing Co., 1982), p.513.

Building Descriptions:

The following descriptions reflect the present condition of structures found on the Trinidad Foundry & Machine Company site. Individual building discussions include architectural descriptions and descriptions of surviving foundry machinery. Building names reflect the historical use of the structure.

Office Building, c.1890

The Office Building is a symmetrical, one-story, brick structure supported by a coursed limestone foundation and terminating in a hipped roof incorporating a flat deck. The building's limestone foundation extends approximately four feet above the ground level and projects slightly from the building's brick face. Exterior foundation walls and brick walls are joined by a three brick belt course. Exterior walls are constructed in seven-course American bond.

The building's windows are supported by segmental arches with slightly projecting brick window hoods and drip moldings. Windows include limestone sills with hammer-brushed faces and chiselled margins. Windows were originally two-light-over-two-light sash enframed by molding surrounds. Original window openings have been sheathed in corrugated fiber glass.

The principal entrance to the building is located in the central bay of the northwest elevation. The entry design is

similar to that employed in the building's windows and includes a brick door hood with drip moldings and a limestone sill.

The interior finishes of the building originally included plain lime plaster walls accented by simple oak woodwork. Although fragments of these finishes survive, the majority have been altered to unpainted sheetrock and acoustic panel ceilings. An original interior feature which survives intact is a three story vault, measuring approximately eight-feet-by-ten-feet. This vault is located in the center of the building. The basement level of the vault is constructed in coursed limestone with hammer-brushed faces. The ceiling of the vault is constructed in a shallow brick arch. The second story vault level is built in brick with lime plaster finishes.

Pattern Shop, c.1890

The Trinidad Foundry Pattern Shop is a one-story, asymmetrical, brick structure supported by a concrete slab foundation and terminating in a gable roof sheathed in corrugated tin sheets. The roof of the structure is supported by steel I-beams faced with rectangular tie plates. The structure is built in seven-course brick bond and includes two original loading bays on the southeast elevation. These bays are supported by round arches faced in corbelled brick and terminate in drip moldings. The loading bays originally housed double entries which have been replaced with vertical

board infill and single vertical board doors. Above these doors are found multiple-light, semi-circular transoms.

The building's original fenestration pattern was defined by two-light-over-two-light sash windows terminating in segmental arches with corbelled brick window hoods and drip moldings. Several of these window bays have been altered through the introduction of brick infill and the replacement of original segmental arches with simple brick lintels.

The interior of the building was substantially altered circa 1950 at which time the building was converted to office space. Alterations during this period included the subdivision of interior spaces through the construction of cinder block partitions. None of the original interior finishes survive in the structure.

Foundry, c.1910

The Foundry Building is a one-story brick building constructed in two phases. The original building is a one-story rectangular brick structure supported by a concrete slab foundation and terminating in a gable roof clad in corrugated tin sheets. The northeast and southwest gable ends include projecting parapets which are capped in concrete. The building corners, southwest and northeast elevations are defined by plain brick pilasters. The building's asymmetrical composition includes rectangular window bays with cement-parged, brick sills. Windows are rectangular ten-light

units which have been sheathed with corrugated fiberglass panels. The southwest and northeast gable-ends of the building include rectangular, double, wooden loading-doors.

The interior of the building includes a single undivided space which is open to the structure's modified Waddell "A" truss roof. The interior brick walls are exposed.

Surviving equipment dating to the foundry operation includes two cupola coke furnaces fabricated by the Whiting Foundry Equipment Company of Chicago, Illinois, and patented in October, 1894. Also housed in the building is an operational cart trolley with grapple. This trolley runs on a fifty-three foot I-beam track running the length of the structure. The trolley and grapple have a five ton capacity. No manufacturer or patent number could be found on the trolley and grapple.

Adjoining the foundry room to the southeast is a brick single-story, shed addition housing machine shop (SW) and compressor room (NE). This addition was built c.1950. The machine shop includes symmetrically placed, double, ten-light, rectangular windows on the southeast elevation. Original interior finishes include exposed brick walls and an open prefabricated steel roof truss system. A variety of machinery is stored in the addition, none of which was associated with the original foundry operation.

A compressor room was subdivided from the northeast end of the machine shop through the erection of a cinder-block

partition. This room houses a Sullivan Compressor powered by a 100-horsepower engine. The compressor originally ran the rotary blowers to the foundry's cupola furnaces.

Machine Shop, c.1910

The final structure included in the complex is a one-story, brick Machine Shop supported by a concrete slab foundation and terminating in a gable roof. The building is similar in design to the Foundry Building and includes gable-end parapets and plain, brick pilasters. The building's original fenestration pattern was defined by double, eight-light windows which have been sheathed by corrugated fiberglass panels. The gable ends of the building include centrally-located, overhead loading doors which operate on a weighted pulley system.

The interior of the structure is undivided and includes exposed brick walls and an open, modified King Post roofing system. A surviving original feature is a metal line shaft which is suspended from the building's truss system. This line shaft originally ran the Machine Shop machinery by way of a belt system.

The structure is currently used for storage and does not include any original machinery.

CHAIN OF TITLE

Original and subsequent owners: References to the chain of title to the land upon which the structures stand are in the Office of the Recorder of Deeds, Las Animas County Courthouse, Trinidad, Colorado.

- 1889           Warranty Deed, 28 August 1889, recorded 27  
                  September 1889 in Deed Book 60, page 364.  
                  E. D. Wright, Trustee of the County of Las Animas  
                  to John C. Hoffman.
- 1891           Warranty Deed, 30 April 1891, recorded 22 May  
                  1891 in Deed Book 68, page 528.  
                  The Copper King Smelting and Refining Company to  
                  John C. Hoffman.
- 1891           Warranty Deed, 1 May 1891, recorded 22 May 1891  
                  in Deed Book 68, page 532.  
                  John C. Hoffman to Milwaukee Smelting and  
                  Refining Company.
- 1899           Warranty Deed, 19 May 1899, recorded 25 May 1899  
                  in Deed Book 98, page 350.  
                  Milwaukee Smelting and Refining Company to  
                  Hoffman & Billings Manufacturing Company.

- 1906 Warrantly Deed, 31 August 1906, recorded 6  
September 1906 in Deed Book 143, page 11.  
Hoffman & Billings Manufacturing Company to F. J.  
Radford & J. C. Hudelson.
- 1906 Deed, 31 December 1906, recorded 4 January 1907  
in Deed Book 143, page 296.  
J. C. Hudelson to F. J. Radford.
- 1908 Warrantly Deed, 10 January 1908, recorded 19  
January 1908 in Deed Book 150, page 133.  
F. J. Radford to The Trinidad Foundry & Machine  
Company.
- 1918 Warrantly Deed, 1 February 1918, recorded 1 April  
1925 in Deed Book 343, page 596.  
The Trinidad Foundry & Machine Company to F. J.  
Radford.
- 1925 Warrantly Deed, 3 January 1925, recorded 1 April  
1925 in Deed Book 356, page 19.  
F. J. Radford & Irene E. Radford to Trinidad  
Foundry & Machine Company.
- 1927 Warrantly Deed, 16 September 1927, recorded 9  
November 1927 in Deed Book 399, page 575.  
Trinidad Foundry & Machine Company to Colorado &  
Southern Railway Company.

- 1927           Warranty Deed, 5 October 1927, recorded 10 May  
1928 in Deed Book 397, page 380.  
Colorado & Southern Railway Company to Trinidad  
Foundry & Machine Company.
- 1932           Warranty Deed, 28 March 1932, recorded 14 May  
1932 in Deed Book 423, page 447.  
Trinidad Foundry & Machine Company to First  
National Bank of Trinidad.
- 1936           Warranty Deed, 25 March 1936, recorded 26 March  
1936 in Deed Book 452, page 414.  
The First National Bank of Trinidad to the First  
National Bank in Trinidad.
- 1936           Quitclaim Deed, 13 May 1936, recorded 14 May 1936  
in Deed Book 452, page 496.  
The First National Bank in Trinidad to the First  
National Bank of Trinidad.
- 1940           Corporate Warantee Deed, 26 July 1940, recorded 2  
September 1944 in Deed Book 505, page 73.  
The First National Bank of Trinidad to Earl A.  
Harris.
- 1946           Warranty Deed, 30 January 1946, recorded 8  
February 1946 in Deed Book 521, page 352  
Earl A. Harris to Pete Klay.

- 1946           Warranty Deed, 23 July 1946, recorded 25 July  
1946 in Deed Book 525, page 185.  
Pete Klay to Richard R. Rhodes.
- 1946           Warranty Deed, 12 December 1946, recorded 11  
January 1947 in Deed Book 525, page 534.  
Richard R. Rhodes to The Midcontinent Foundry &  
Engineering Company.
- 1947           Deed of Trust, 7 January 1947, recorded 11  
January 1947 in Deed Book 527, page 188.  
The Midcontinent Foundry & Engineering Company to  
Public Trustee, County of Las Animas.
- 1947           Public Trustees Deed (Default on 1947 Deed of  
Trust) 7 April 1947, recorded 9 April 1947 in  
Deed Book 552, page 298.  
Public Trustee, County of Las Animas to Trinidad  
National Bank.
- 1953           Quitclaim Deed, 16 February 1953, recorded 7  
March 1953 in Deed Book 590, page 58.  
Trinidad National Bank to Reconstruction Finance  
Corporation.
- 1958           Bill of Sale, 6 October 1958, recorded 17 April  
1959 in Deed Book 623, page 473.  
Small Business Administration (Successor in  
interest to Reconstruction Finance Corporation)  
to Paul C. Maglia and Helen C. Maglia.

1958

Quitclaim Deed, 6 October 1958, recorded 17 April

1959 in Deed Book 649, page 646.

Small Business Administration to Paul C. Maglia  
and Helen C. Maglia.

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- Rocky Mountain News. Colorado Condensed. Denver: News Printing Company, 1881.
- "Rolling Mill Opens." The Daily Advertiser 11 June 1892. p.4.
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- Taylor, Morris F. Deanne Widom, Willard C. Loudon. Trinidad, A Centennial Town. The Colorado Bi-Centennial Commission, 1976.
- "The Streater Foundry." Tri Weekly Lyre, 2 December 1889, p.4.
- "Trinidad Foundry...Supplies Machine Castings to Manufacturers in Three States." Your Town Magazine 15 August 1939, n.p.
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Whitney, W. H. Directory of Trinidad, Colorado, Together with a Resume of its Advantages as a Mining, Manufacturing and Distributing Center. Trinidad: Advertisers Steam Job Print, 1888.