

PRIORITIES FOR PRIMARY VISUAL PRESERVATION
AND
PRIORITIES FOR FUTURE BUILDING EXPANSION & ADDITIONS
on the
CUMBRES & TOLTEC SCENIC RAILROAD
Chama, New Mexico

OCT 28, 1994

45402

These two drawings reflect the unanimous decision of the Cumbres & Toltec Scenic Railroad Commission regarding views to preserve and locations on the site where probable construction will take place in Chama. The Commission's action was taken on September 9, 1994. These exhibits were necessary to demonstrate the use of the site while following the intent of the provision outlined by the Secretary of Interior's Standards for Historical Preservation. In an effort to establish clear Historical Guidelines the attached exhibits reflect issues involving view and structures in the Chama main yard area.

The concern here is that the Major or Primary views be kept without major obstructions or changes from new construction (or where construction must take place it would be very compatible with the existing historical structures). Views not listed do not render them unimportant but of lesser importance when viewing the overall yard area. There are numerous small scenes that contribute to the overall visitor's historic perspective. See the individual drawings for further explanation of each view or building area.

It does, however, demonstrate anticipated long range needs. Priorities (in the order of #1 being the highest) indicate potential use order and consideration for known needs. This does not preclude building in any other area but tries to establish acceptable areas for construction that preserve the site integrity and provide the best utility for the operation of the railroad.

These exhibits will be used when developing projects in the Chama main yard area.

Area 4 is reserved for expanded shop fa. and engine house extensions.

Area 5 follows much the same lines as the engine house constructed in 1899 after the great fire, and is reserved for expanded engine facilities and maintenance areas - possibly accessed by two track levels (engine house and lower tracks).

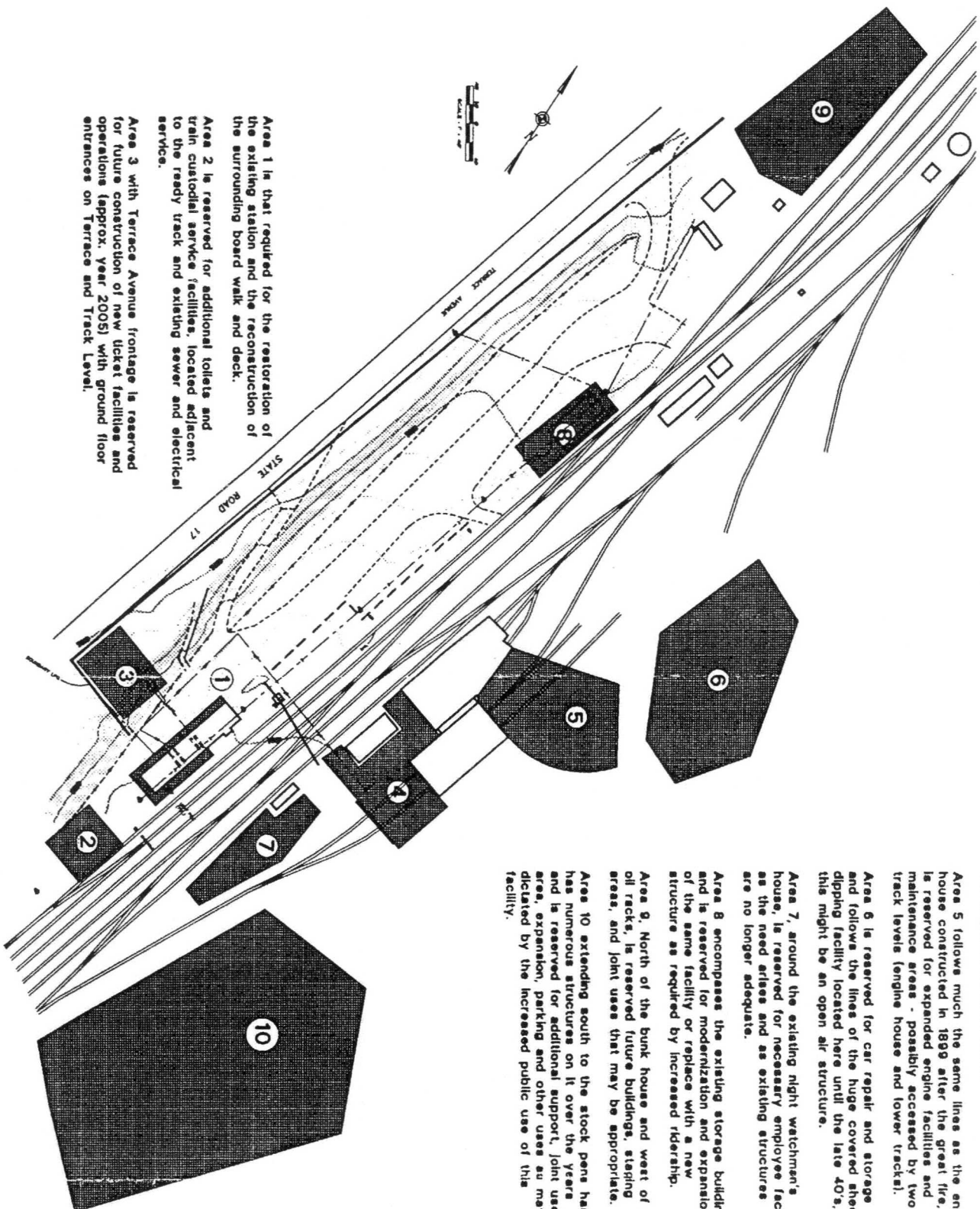
Area 6 is reserved for car repair and storage and follows the lines of the huge covered sheep dipping facility located here until the late 40's. this might be an open air structure.

Area 7, around the existing night watchmen's house, is reserved for necessary employee facilities as the need arises and as existing structures are no longer adequate.

Area 8 encompasses the existing storage building and is reserved for modernization and expansion of the same facility or replace with a new structure as required by increased ridership.

Area 9, North of the bunk house and west of the oil racks, is reserved for future buildings, sleeping areas, and joint uses that may be appropriate.

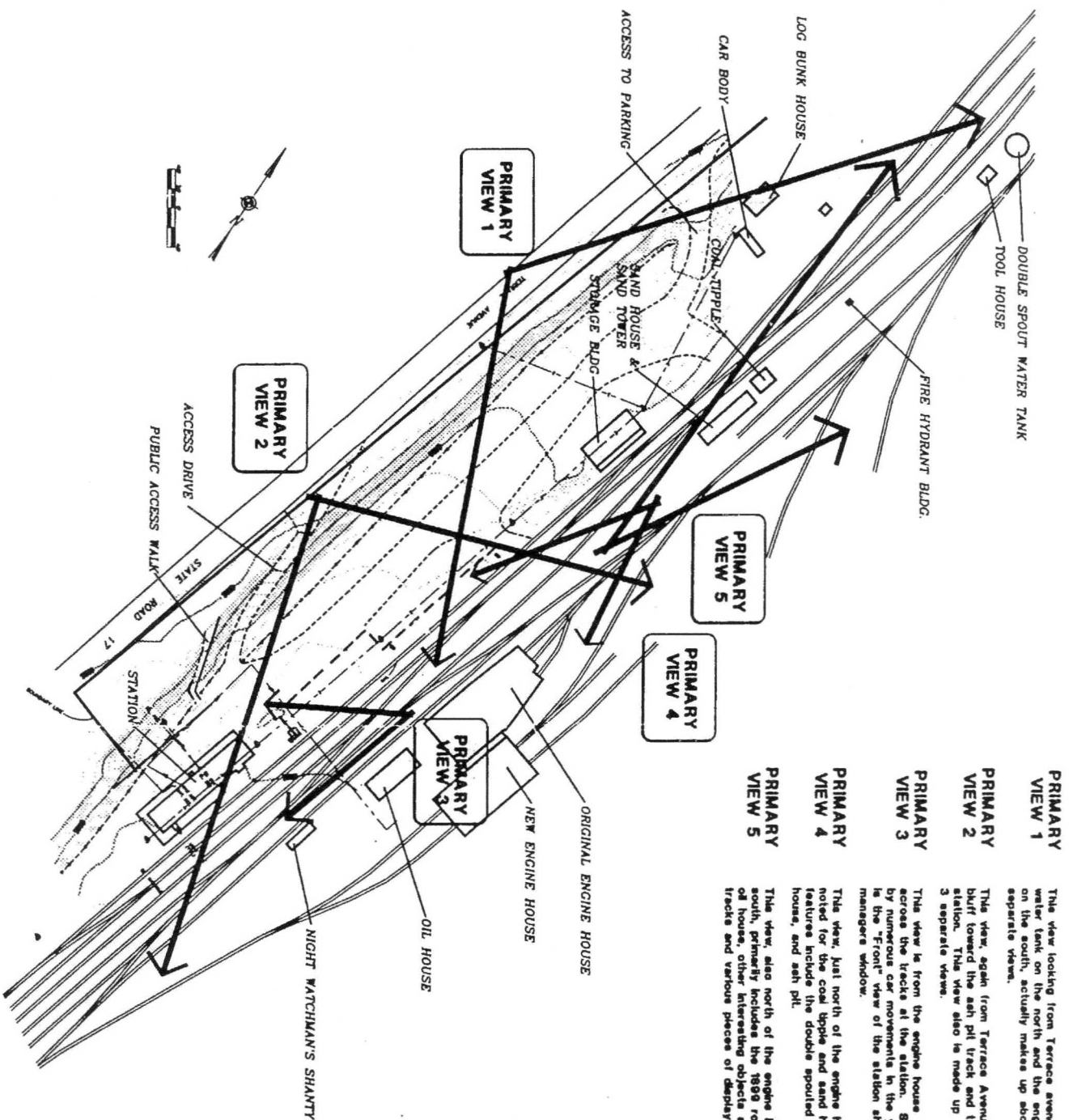
Area 10 extending south to the stock pens has has numerous structures on it over the years and is reserved for additional support, joint use area, expansion, parking and other uses as may be dictated by the increased public use of this facility.



Area 1 is that required for the restoration of the existing station and the reconstruction of the surrounding board walk and deck.

Area 2 is reserved for additional toilets and train custodial service facilities, located adjacent to the ready track and existing sewer and electrical service.

Area 3 with Terrace Avenue frontage is reserved for future construction of new ticket facilities and operations (approx. Year 2005) with ground floor entrances on Terrace and Track Level.



PRIMARY VIEW 1

This view looking from Terrace Avenue to the water tank on the north and the engine house on the south, actually makes up about three separate views.

PRIMARY VIEW 2

This view, again from Terrace Avenue, looks over the bluff toward the ash pit track and to south over the station. This view also is made up of approximately 3 separate views.

PRIMARY VIEW 3

This view is from the engine house looking back across the tracks at the station. Sometimes blocked by numerous car movements in the yard. Actually is the "front" view of the station showing station manager's window.

PRIMARY VIEW 4

This view, just north of the engine house is primarily noted for the coal tipple and sand house, other visible features include the double spouted water tank, sand house, and ash pit.

PRIMARY VIEW 5

This view, also north of the engine house but looking south, primarily includes the 1898 roundhouse and oil house, other interesting objects are the sleeping tracks and various pieces of display rolling stock.