

Friends Grant Writing Group Created

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Caroline and Linda each provided the group with enough basic information to start the process. Working from home, various foundations were researched for their potential for funding a variety of Friends projects and interpretive activities. The projects committee deemed it appropriate to appoint a liaison, with Ed Lowrance joining the group in October. Additionally, Cal Smith, who routinely volunteers in Antonito during work sessions, became a member during that month. It should be noted that for the last two years Cal has successfully written grants funded by the Amherst Railway Society.

During the week of January 10, 2005, Linda, Caroline, Ed, and Nan met in Albuquerque to create a template for future grants. The group was especially interested in working with new Friends President, Tim Tennant, whose background includes corporate, non-profit, and government grant writing and fundraising. In so doing, the GWG completed their first application to a private foundation in the amount of \$22,843 to fund the completion of the first phase of the Antonito CRF. The outcome of the request should be known by late April. In addition to this, Linda Smith was working on completing the Friends joint application with the C&TS Railroad Commission to the National Park Service. The grant application, funded as "Save America's Treasures," was written for \$1 million for preservation of the rail corridor and requested funds for track work to restore the C&TS ride time to its historic duration. The outcome of this proposal will not be known until late this year. It is of note that also present in Albuquerque were Linda's husband, Ted, and Nan's husband, Les, both of whom assisted in the Friends office.

While in the area, the GWG had the opportunity to meet with top New Mexico Historic Preservation Officer (SHPO) Katherine Slick and New Mexico SHPO grant writer and Friends member, Ken Earle. This meeting was made possible and arranged by Friends member Dick Cowles. President Tennant, the GWG, and Dick all felt the meeting

was extremely important and productive. Throughout 2005, the group will continue working on a variety of other grants to fund preservation, restoration, interpretive, and capital projects for the Friends.

—Nan Clark

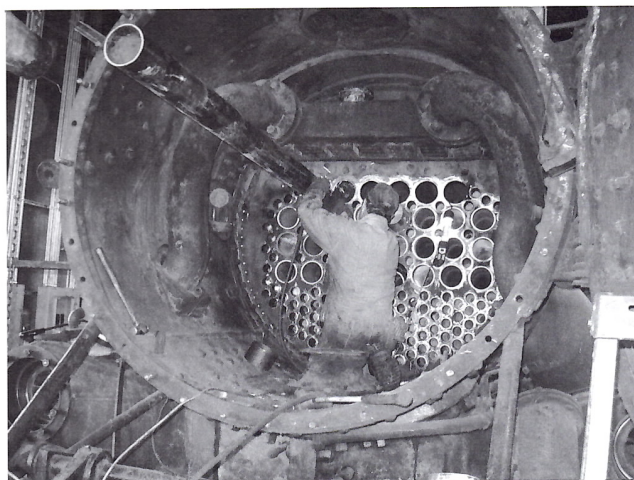
Friends to Grant \$70,000 to Commission for Locomotive 489 Repairs

The Friends is pleased to announce a grant to the C&TS Railroad Commission of \$70,000 toward repairs of locomotive 489. This funding will be used for ordering long lead-time parts for the project. This gift will be dispersed from the Another Century of Narrow Gauge Steam fund. RGRPC management is estimating that the 489 could be up and operational by the end of September.

Candelaria Fund Gift for Planning of Museum/Interpretive Center

The Candelaria Fund of San Francisco has awarded the Friends a grant in the amount of \$15,000 to be used toward the study and planning of a potential Museum/Interpretive Center for Chama. We are appreciative of The Candelaria Fund's generosity in helping to fund this initiative and thank Friends members Richard and Caroline Tower for their assistance in making this gift a reality.

A task force has been assembled to undertake the study of constructing a facility in Chama for the purpose of enhancing the Friends interpretive and preservation efforts. The reason for the attention to this project at this time coincides with a window of funding opportunity that exists through the New Mexico Department of Transportation. The Statewide Transportation Improvement Program (STIP) provides funding through the federal government's Transportation Equity Act for the 21st Century (TEA-21). This program provides a 75% federal funding mechanism requiring a 25% match from local sources. In the case of this project, the 25% match would ultimately come from the Friends. As the task force advances with this study, we will provide the membership with updates as to the project's progress.



Rick Rivas smoothing holes in 488's flue sheet prior to installing flues.

in the district and class of service in which they are to be used.

Locomotives receiving class 5 repairs must be put in condition to perform not less than one-fourth term of service in the district and class of service in which they are to be used.

The preceding was taken from *American Machinists' Handbook and Dictionary of Shop Terms*, 8th Edition by Fred H. Colvin and Frank A. Stanley (New York: McGraw-Hill Book Company, Inc.), 1945.

This author is unsure what time period is intended by "term of service." This could mean the normal flue time on a locomotive which under the previous Part 230 was 48 months of service, not to exceed 60 calendar months. The "class of service" would be passenger, freight or switching.

FEDERAL INSPECTION FOLLOW-UP

On February 8, a Federal Railroad Administration Inspector and Starfire Engineering witnessed the hydrostatic test of

Tommy Garcia (l), Steve Montano, and Rick Rivas bring drivers into the frame of 488.

locomotive 488. Following the test, the water was drained, and the washout plugs and the steam dome cover were removed for an internal inspection per 49 CFR §240.36 by the FRA inspector. One radial staybolt was found broken. This was replaced; the washout plugs and steam dome cover were replaced and the boiler refilled with water for the steam test the next day.

On February 9, both the FRA inspector and Starfire Engineering were present for the test firing of 488 per 49 CFR §240.37. No exception was taken to the steam test.

Aside from a few minor leaks and a problem with one of the safety valves, both the hydrostatic and steam tests were successful. Both the FRA inspector and Starfire Engineering were impressed with the work performed by the C&TS shop crews on the engine and tender. The FRA inspector was particular impressed with the work done on the spring rigging, commenting several times how level it is. He also made several complimentary comments on the welding to the firebox and the rear flue sheet and on the tightness of the boiler in general.

While proposed completion dates came and went, the 488 has now passed FRA muster and following its reassembly will return to service for the 2005 season. Congratulations to all the C&TS shop employees on a job well done and to those who made this possible by obtaining and administering the necessary funding.

— Mark V. Yates is Chief Dispatcher of the C&TS. Kim Smith, C&TS General Manager, contributed to this report.







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FRIENDS PUBLISH CUMBRES PASS WALKING TOUR BROCHURE

by Terri Shaw

On an overcast August morning in 2002, I walked around Cumbres Pass with two members of my exhibit planning team. We spent hours looking at every place where we thought there had been activity or a structure. We examined photos and maps. We looked for the old roads. We found evidence of the station in a place where no one thought it had been. We stood at collapsed buildings and reconstructed them in our imagination. The more we learned, the more excited we became about encouraging visitors to walk around and see all that Cumbres Pass once had been.

Cumbres Pass is a special place to many of the members I have talked to. I first got to know it as a chronicler of the snowshed reconstruction project. We would break for lunch in time to watch the train round Windy Point and pull up to the water standpipe. Train chasers are there most every day to watch that same sight. And volunteers who worked during many seasons on projects at the car inspector's house and section house would recount how people driving by would stop to find out what the buildings were. This was clearly a site that needed a guide for visitors.

In 1998 I met with the first group of volunteers for the "exhibit planning and design" project at summer work sessions. A walking tour brochure for Cumbres Pass was one of the ideas we wanted to pursue. But first we spent several years revising and expanding the walking tour brochure for the Chama and Antonito yards. When it was published [see article in Winter 2000 of the Dispatch] Cumbres was next.

In August 2001 I asked Frank Martindell and Dick Ross to look at the site, gather information about where the structures were or had been, and form some ideas about what to include in a brochure. By the 2002 session they had obtained historic maps and photos and were ready to take me on that tour I describe above.

Also in 2002 a seven-year project to repair the Cumbres section house roof and renovate the interior was drawing to a close. Interested volunteers had prompted a re-evaluation of how the building would be used when it was ready for occupation. The Friends' board adopted the recommendation of a task force that the section house be used as an interpretive center. The brochure would be the first step in a larger interpretive plan for the site.

In August 2003 Andy Ross, Dick's son, joined our planning group. We walked the site with a map that combined information from all the maps we had found

and made notes about every location that might be included in the brochure. Back in Chama, around the conference table in RGRPC's office, we discussed a numbering scheme, revised the text that Frank had drafted earlier in the year, wrote an introduction, looked for photos we could use on the cover, and experimented with a layout. Now we felt sure it could be ready for the 2004 season.

We were including in the brochure four structures that had been removed by the D&RGW – the station, the covered turntable, the water tank, and the bunkhouse. Using the clues on the ground, historic photos, and a surveying pole, Dick and Andy located the center points of the covered turntable and water tank, and the southwest corner of the station.

Now that we had found them, the question was how to mark them for visitors to find. All of us wanted to avoid putting numbered markers next to each of the features so that the site could look more natural and not like an exhibit. The brochure would guide visitors to the features with a map and drawings of each feature. The markers would suggest a feature of the structure without completely recreating it (there are no plans to rebuild any of these structures), such as a circle on the ground where the turntable had been.

That same week I also talked to volunteers Dave Ferro and Laura Kammerer, architects with training and experience in archaeological investigation. I asked them about examining these four sites for evidence of the structures that had been there before any markers were erected. They endorsed this idea and Laura agreed to lead a two-week "dig" at Cumbres in 2004.

That summer our planning group devoted part of our week to discussing how to use the section house as an interpretive center. We agreed that two broad themes of Cumbres's story were gravity and weather. We brainstormed many ideas, and then selected fifteen exhibits and activities that would develop these themes.

Back in California, I enlisted my friend Clint Wade, a graphic designer, to lay out our brochure. It would follow the same style as the Chama/Antonito Yard walking tour brochure – drawings as well as descriptions of each numbered feature of the map. Over several months, Frank did the drawings, the team researched information we still weren't sure of to fill out the text, I wrote text revisions, and worked with Clint to set the look of the map, drawings, text, and cover art.

It was printed in June 2004 and the whole team got to "see it in action" at Cumbres in August. While we were at Cumbres for parts of two days to participate in the archaeological digs, we were delighted to see visitors walking around Cumbres with brochure in hand.