

C&TS Dispatch

Vol. 17 No. 2

SUMMER 2004

Included in this issue
is the Friends of the
Cumbres & Toltec
Scenic Railroad
2003 Annual Report

HISTORIC PRESERVATION—2004

The May Volunteer Work Sessions

by Nan Clark and Bob Tully

Twenty-four Friends carried out historic preservation projects during volunteer work session A from May 10–14. One hundred nine volunteers worked during session B from May 17–21, 2004. In this issue we present summaries and photographs recording the many accomplishments of the volunteers on the Cumbres & Toltec Scenic Railroad.

The major activity of the May work sessions was the vegetation control project. The objective of this project, first discussed in August 2003, was clearing the entire 64-mile line to improve operating conditions and increase public safety. Volunteers' achievements were beyond everyone's expectations. The only uncompleted work of the project was the removal of firewood, branches, trash and debris from along the line and uncompleted cutting in about a mile and a half area that was not readily accessible.

The May volunteers also accomplished many additional tasks. They

- Completed temporary repairs to the Chama depot roof, as well as to fascia and trim. This work became mandatory with the late winter and 40+ mph winds during the week of May 10.
- Constructed eight picnic tables, with plans to build another 12, for use

along the new sidewalk on Terrace Avenue immediately above the Chama yard.

- Cut and drilled old rail for signs and installed 13 posts with signs at strategic points around the driveway to direct traffic to a one-way pattern.
- Salvaged more than 20 bridge timbers along Terrace Ave., 12 for use in the parking lot to assist in directing traffic.
- Repaired the wood railing and installed two posts and over 100 feet of steel handrail along the new concrete steps from the yard to Terrace Avenue.

See Work Sessions, page 2

COLORADO HONORS FRIENDS

The Colorado House of Representatives has passed a resolution (04-1019) honoring the Friends of the Cumbres & Toltec Scenic Railroad, Inc. The resolution is similar to the joint memorial recently passed by the New Mexico Legislature (see Spring 2004 issue). The Colorado resolution was sponsored by Speaker Lola Spradley and 32 additional co-sponsors.

The groundwork for this resolution was done by Friends' member and former Colorado State Senator Hugh Fowler. We wish to express our deep appreciation to Speaker Spradley and the other 32 representatives along with Senator Fowler.



Work session A volunteers on the Chama depot platform. (All photos in this issue by Tom Cardin.)

C&TS Dispatch

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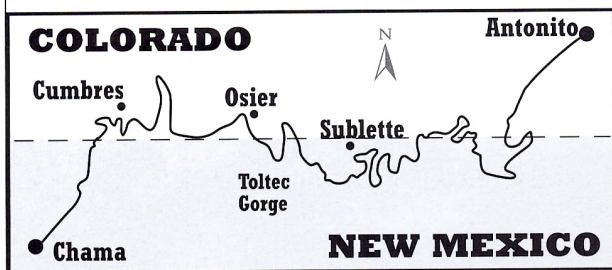
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The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the Rio Grande Railway Preservation Corporation. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$25.00 per year; outside the USA membership is \$35.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2004
 © 2004 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

Work Sessions, continued

- Built metal shelving for use outside the shop in Antonito.
- Removed 200 feet of barbed wire and chain link fence along Terrace Ave.
- Rebuilt an interior door for the Chama engine house and planned the replacement of a 12' x 14' door between the stalls and the shop.
- Replaced several decayed ties south of the inspection pit on the repair track.
- Assisted NORA in replacing the pole at the northeast corner of the depot and salvaged the connecting terminal box for latter replacement.

These projects would not have been possible without the support services of volunteers: tool car operation; food preparation and kitchen car; carpentry shop and material supply; chroniclers; forklift and end-loader operation; and registration and administration. There will be more about the May sessions in the Fall issue.



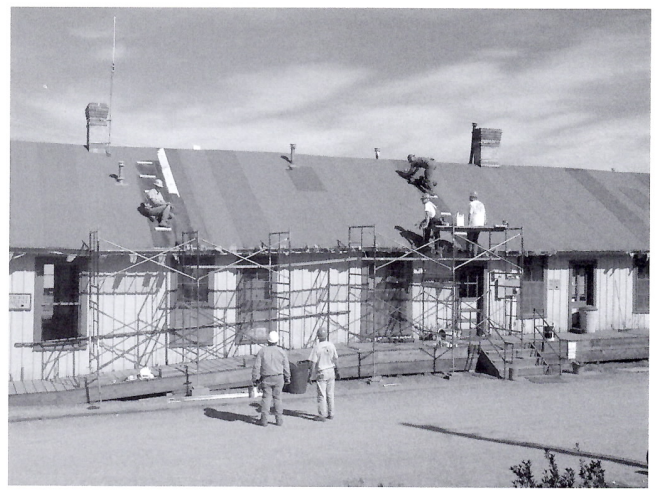
West side of Chama depot roof before repairs, showing deteriorated condition (session A).



East side of Chama depot roof with volunteers making repairs (session A).



Celebrating Roger Briggs' birthday in the Chama depot are Les Clark (l), Roger, Steve Fowler, Geof Gordon, and Mary Cardin (session A).



West side of Chama depot with volunteers making roof repairs (session B).



Volunteers have poured the concrete base for the new compressor shed (below) attached to the carpentry shop (session A).



The wood chipper in action at the north end of the Chama yard (session B).



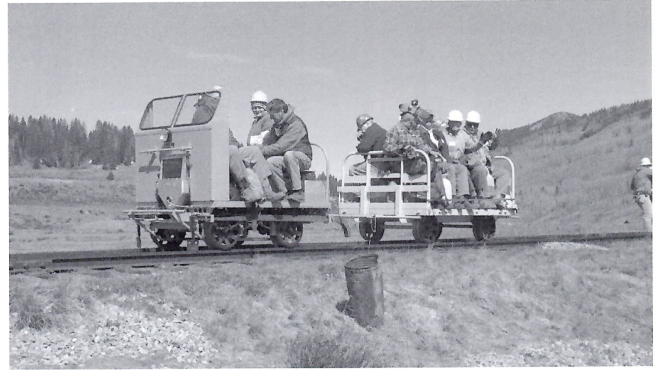
Work session B volunteers on the Chama platform. The volunteers carried out the vegetation control project along the 64-mile line.



Work Sessions, continued



The landscaping team at work in the Chama yard and volunteers installing a handrail for the new concrete walkway from Terrace Ave. to the yard (session B).



Hi-ho, hi-ho...off to the Mud Tunnel we go...to clear vegetation from the right-of-way...hi-ho, hi-ho (session B).

OPENING DAY ON THE C&TS

by Tom Cardin

Opening Day—May 29, 2004. Wow! Everyone was there in Chama including Lieutenant Governor Diane Dennish and Chama Mayor Archie Vigil. Chama AM Vets raised our flags as the Albuquerque Boys Choir sang our National Anthem.

The star of the day was engine 484—it coupled up to the train to cheers from the crowd. We have been without the sounds of 484 since 1999 but now she is up and ready, thanks to Colorado, New Mexico, the Economic Development Administration, and the Friends' Another Century of Narrow Gauge Steam campaign. All it takes is money and talent. The restoration of 484 was probably the most extensive work on any engine since Rio Grande days. It is called "a frame up restoration."

484 even has new sheet metal on the boiler and the cab sure looks nice with the new bead board, all freshly painted in green. The Friends did the woodwork in the cab and painted it. The shop crew in Chama did the locomotive and the Antonito shop crew did the tender. I'll bet you thought that the Antonito crew only did coaches, huh? 484 started up the hill at 10:00 a.m. with Jeremy Garcia at the throttle and Sonny Honegeer feeding her coal. There were a lot of grinning faces and all of them were not on the train. There are some new things in the parking area. Parking is all angle parking and the entrance is at the north end of the yard. To exit you must follow the old road past the depot, behind the shops and out to the highway. The State of New Mexico has ground up the old highway pavement to pave this road and it is a lot better that it used to be. All "train chasers" had better plan their exodus in advance as it is going to take them a bit longer to get to the first crossing.



The Albuquerque Boys Choir sings the National Anthem.



New Mexico Lieutenant Governor Diane Denish addresses the people gathered in the Chama yard for the opening day ceremony. Mayor Archie Vigil welcomed the visitors to Chama.