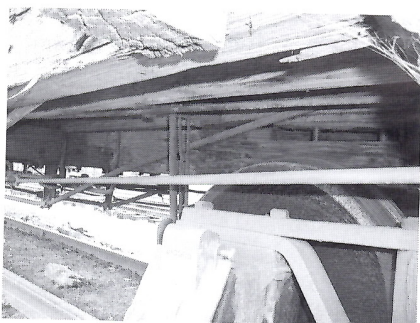
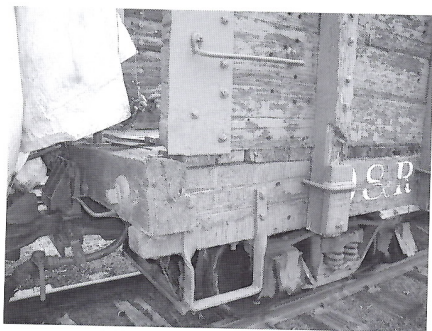




Pipe gondola 1557.



Gondola 1557, center sill separation.



Gondola 1557, A-end sill.

reconversion crew, worked to clean it up and get it to operate. Bob will be the team leader on this project.

We plan to at least begin the rehabilitation of the RIP track in Chama this year. It is the first track down in the field just below the old roundhouse foundation. It had for many years a shallow pit framed in timbers, some of which have rotted out. The pit was originally about twice as long as it is

now, and we don't know why it was shortened, but there is still about 45 feet of it left. There were some boxcars stranded back there until a few years ago, and we have permission from the railroad to restore it for our use as a place to work on cars. We must remove the old rails, and the rotten timbers, which will be replaced with

either like timbers or ties if the timbers prove prohibitive in cost, then the rails replaced. There are also some rotten ties that need to be replaced further out toward the end of the track. When complete, we should have a place where we can work on some longer term projects without interfering with the railroad's operation. Right now, pretty much any project we're working on has to be left in a movable condition.

The responses from the survey we did last summer were so varied and in some cases detailed that they essentially defied any simple vote counting exercise. We felt that the only way to get them the attention they deserve was to share them with all concerned. They have been shared with members of the Friends' Board of Directors, the Projects Committee, and the railroad.

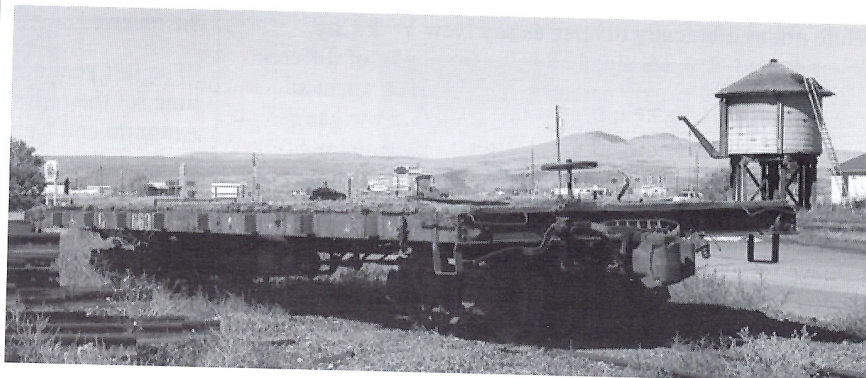
Clearly, the favorite topics of respondents, after preservation of the railroad itself, were improving and expanding interpretation and enhancing the

visitor's experience, and passenger equipment, either restoring the historic cars on the railroad, or building new cars that are more authentic in appearance. The latter is not in our (the Friends) purview, but we have passed the suggestion to the railroad.

The Projects Committee is establishing a planning subcommittee to enable us to deal with planning future projects more effectively. Up to now, most of our projects have been limited to those that could be undertaken with a minimum of advance planning and no fund raising effort. We are beginning with a raw list compiled from previous ideas plus input from the survey, the list to be discussed, culled and prioritized. Information will be available after the March board meeting.

Correction

In the volunteer roster on pages 12 and 13 of the Fall/Winter issue, Sandy Bigsby's name is missing from the list of chroniclers. She participated in session E, documenting work on the Rogers gasoline locomotive, drop bottom gondolas 791 and 811, refrigerator car 55, and boxcar 3591 reconversion.



Volunteers will replace the deck of flat car 6636.

Something to Chew On

by Keith E. Hayes, AIA

Recent Preservation Perspectives have had edible themes. Food is something we all have in common: we each eat some every day. Travelers along the Rio Grande system got one perspective of food in the eating stations and later parlor cars of Rio Grande trains, but the cuisine that was served along the railroad was quite different. D&RGW railroader John Norwood notes the ethnic diversity of the Rio Grande lines in his book *Rio Grande Narrow Gauge Recollections*.

"Starting at Antonito westward on the San Juan route, the population mixture to Arboles consisted of some Anglos, a few south Europeans and Hispanics, the latter accounting for from 80 to 90 percent of the inhabitants. West of Arboles the percentage dropped to about 50 percent.

"In the cattle-raising area around Gunnison, the ranch owners and cowboys retained the mannerisms and flavor of Texas-bred cowmen. In the Cimarron-Cerro Summit district, predominantly sheep country, the owners were either Mormons or Basques—and both were prototypes of their people. At the coal mining towns of the Crested Butte and Baldwin branches, it was with no difficulty you could imagine you were in villages of like kind in Italy or one of the Slavic countries. So isolated from influences of the outside U.S.A. were they that even the second and third generations had not become entirely Americanized."

These paragraphs gave us pause to realize how many folks from different ethnic backgrounds lived in the sparsely populated area. During the late 19th century, many North American railroads advertised throughout Europe to attract immigrants to settle on the land granted to them by the federal government. Anywhere there were mines, there were also men from Wales, England, and Ireland. Photographs of railroad shop crews often feature at least one African-American. My great grandmother lived with a Greek fellow for many years in Colorado. I knew him in Leadville. I think they may have first met in Salida. He was excellent at cards and ran the mercantile in Leadville when I was a kid. He gave me my first watch: a Timex!

While not as ethnically diverse as say New York City, Colorado and New Mexico had folks from a lot of different places. Norwood's early career was spent as an agent at many smaller towns along the Rio Grande narrow gauge. His love of food no doubt exposed him to the cuisine of many of these cultures over the years. All these people hailed from different climates with different food ingredients. In Colorado they shared a common—sometimes hostile—climate and short growing season that was no doubt supplemented with a few key spices from the old country.

You may not have thought of food in terms of preservation. But food changes—has changed—with the times. Where

modern diets eschew fats and limit sugars, recipes 100 years ago featured lard. Foods tended to be fresher as refrigeration limited the distances fruits, vegetables, and meats could be shipped. This also meant ingredients were more seasonal: an orange at Christmas was truly a treat along the Cumbres and Toltec where kitchens emitted the scents of everything from tamales to borscht.

There may be more to food preservation than jelly and pickles....

Keith's column appears regularly in the C&TS Dispatch.

Shoup, continued from page 1

recalls discovering the Cumbres & Toltec Scenic Railroad on a road trip in 1971 that took him through Chama. He returned ten years later to ride the train for the first time. "I was absolutely captivated by the authenticity of the equipment and structures, the rugged high country of the San Juan Mountains, and especially the skill and craft of the people that operated the railroad. I felt it had it all—adventure, romance, and the history, culture, and beauty of the Rocky Mountain West. I never imagined that one day it would become part of my career."

He indicated that the Friends is well positioned to help provide stewardship for the railroad in the years to come because of the strong leadership of retiring President Terri Shaw, the high level of commitment of the board of directors, and the efforts of the Friends' nearly 2,000 members around the world. "I'm fortunate to be inheriting a solid, well-run organization, thanks to Terri Shaw's groundwork, and the passion and energy of our board and members," Shoup said.

Shoup believes that there will continue to be a need for the Friends to provide increased financial assistance, leadership, and support in the form of traditional preservation and restoration projects. He sees the C&TS as a true national treasure, stating that he's heartened by the recent attention from the governments of Colorado and New Mexico and the renewed commitment of the C&TS Railroad Commission.

"The last year has been much more than just a difficult time for the railroad. It's been tough on the people of Antonito and Chama, tough on the businesses that depend on the railroad, and especially tough on the employees," Shoup said. "If we're to fulfill our mission of helping to preserve the C&TS as a living heritage, then we need to view the two communities as being a critical part of that vision. It's important we do more than just ask them for their cooperation."

Shoup also talked of the need for long-term planning, and his desire to hear from Friends' members and others.

"There are enormous challenges facing the railroad this year and beyond, but it's not enough to resolve the immediate crisis of getting the railroad operational this coming season, as daunting as that will be. We also need to focus on the next year and the ones that follow. I'm anxious to get started, and I would be delighted to hear from Friends members and anyone else with an interest in the railroad."

Brian assumed his position February 10. He can be contacted via email at brianshoup@cumbrestoltec.org.

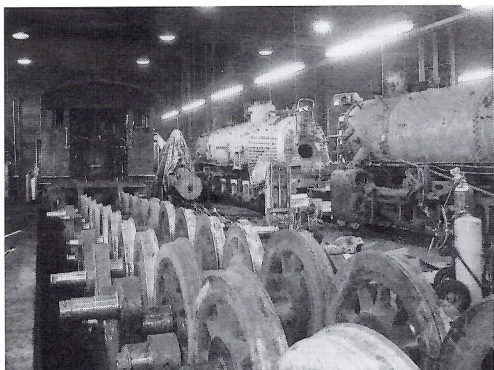
WINTER SHOP WORK 2002-2003

Photos by Tom Cardin

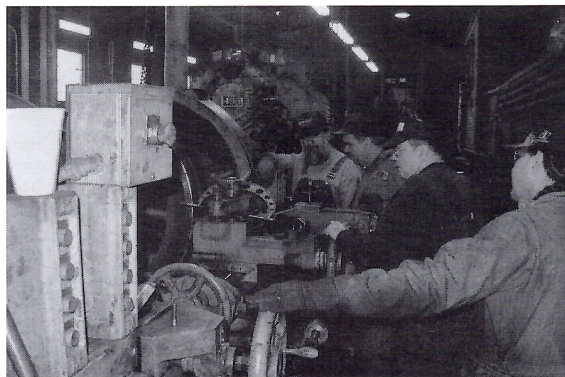
As Terri Shaw reports in "News from the Railroad" on page 3, the Railroad Commission in November 2002 hired former RGRPC employees to work on locomotives, tenders, and passenger coaches. Tom Cardin has been following the locomotive work in the Chama enginehouse, and here are some of his photos.



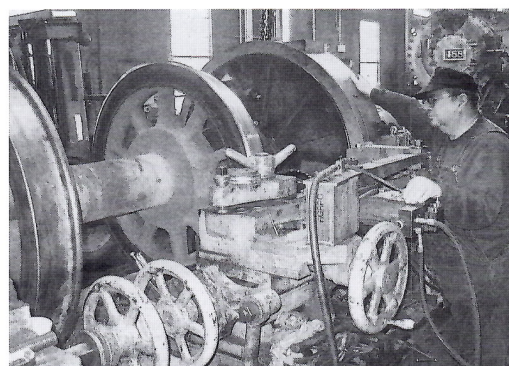
Ed Beard (l) and Steve Montano direct the moving of a driver set from engine 487 to the wheel lathe in the Chama enginehouse. (All photos January 2003.)



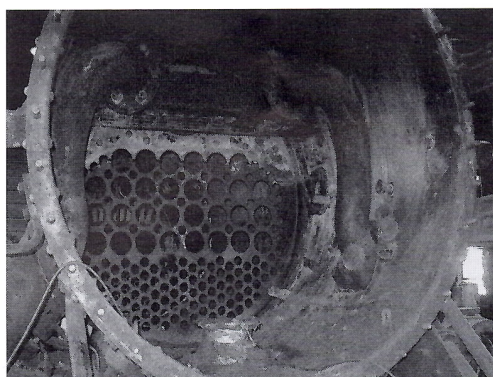
Overall view of the enginehouse with 12 sets of drivers on the house track waiting to have flanges turned and journals trued.



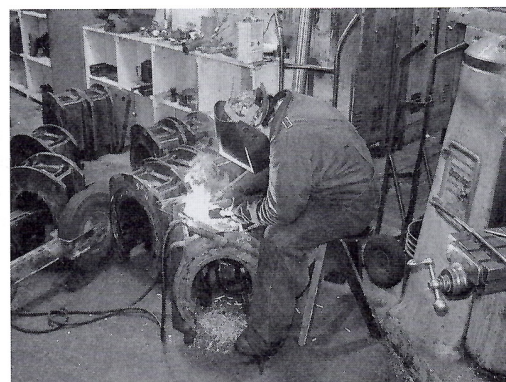
Tommy Garcia (l), Donald Martinez, and Steve Montano (r) watch Ed Beard set up the wheel lathe to turn the 487 drivers.



Ed Beard reprofiles the 487 drivers using the wheel lathe.



On 488, smoke box flue sheet sits in place for a test fit. Rivet holes will be marked, center punched, and then drilled.



Orlando Uliberri adds metal to driver boxes so they can be machined down to the correct dimensions. He also checks for cracks.

2003 Schedule of Friends' Events

Volunteer Work Sessions

May 5–9, Mini Work Session A

May 12–16, Mini Work Session B

June 16–20, Session C

June 23–27, Session D

August 4–8, Session E

August 11–15, Session F



After 18 years, the steel locomotive welcome signs as you approach Chama from any direction have been repainted. Ed and Valley Lowrance are the Friends responsible for this summer 2002 project. All the background and lettering were repainted, and the locomotive was outlined in silver and the support posts repainted. (Photo by Mary Jane Smith.)



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**

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