

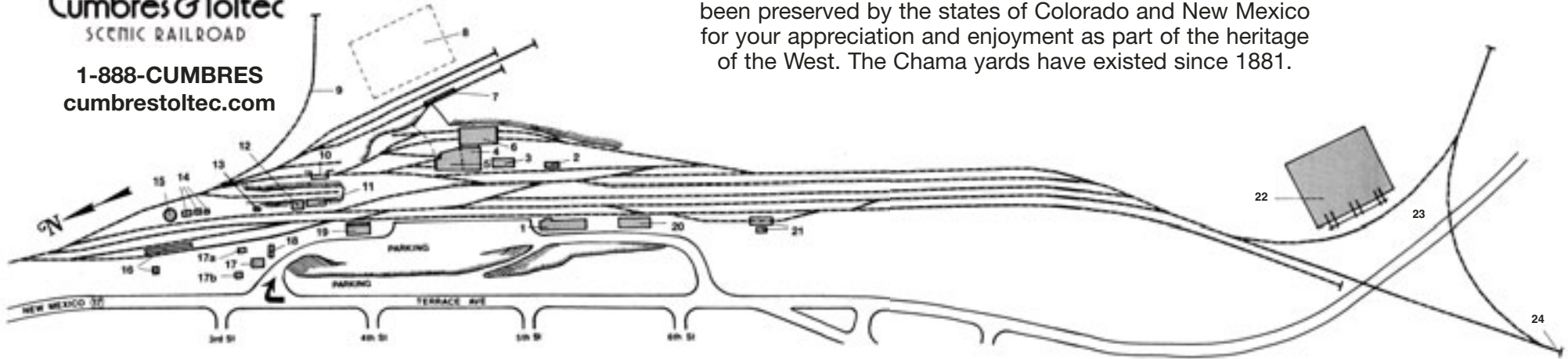


Cumbres & Toltec
SCENIC RAILROAD

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Welcome to the Cumbres & Toltec Scenic Railroad Chama, New Mexico

The Cumbres & Toltec Scenic Railroad is 64 miles of what once was a part of the Denver & Rio Grande Western Railway. It has been preserved by the states of Colorado and New Mexico for your appreciation and enjoyment as part of the heritage of the West. The Chama yards have existed since 1881.



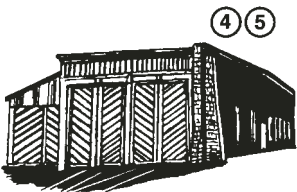
1. Depot. Built in 1899 to replace the station which burned in the town fire that same year, the Depot contained the waiting room, offices for the ticket agent, telegrapher and crew, an express freight room, baggage room, and the agent's quarters. The agent lived in the station (agents worked 24 hours per day).



2. Night Watchman's House. This refrigerator car body has been converted to living quarters.



3. Oil House. Built in 1903 to house an office and storeroom for fuel oils and lubricants, and is still used today for these purposes. The railroad uses a variety of oils, such as valve oil, super-heater oil, flange oil and other lubricants. Before electric lamps, the building also stored lamp oil for the headlights of the locomotives.



4. Machine Shop & 5. Roundhouse. Built in 1899, it houses machine tools, work benches and supplies for maintenance of the locomotives and cars. Adjoining are two stalls of a nine-stall brick structure. Between 1947 and 1955 seven stalls and a turntable were removed due to changes in operating practices. The dashed lines show the location of other stalls and part of the foundation can still be seen north of the new engine house.

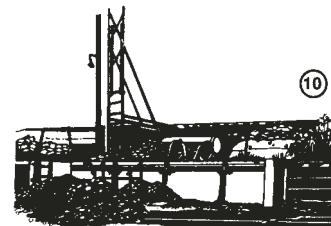


6. New Engine Shop. Erected in 1977-78, it is a modern repair facility which includes a jack to lift engines off their wheels when necessary, as well as an extensive service pit. THIS AREA IS FOR EMPLOYEES ONLY.

7. Repair Tracks. This outdoor area is for inspecting and repairing freight and maintenance cars. A timber lined pit permitted work beneath the cars and can still be seen at the end of the first track nearest the old roundhouse foundation.

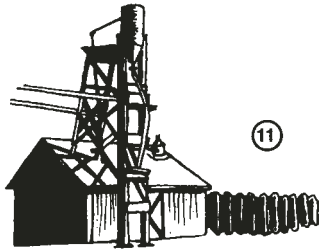
8. Site of Sheep Dip and Wool-Shearing Plant. Between 1900 and 1920 this area housed pens for 7500 sheep, 30 shearing stalls and troughs to dip the sheep to eliminate insect pests. Thousands of sheep were shipped annually from Chama to markets in the east.

9. Storage Track. Currently, maintenance-of-way equipment is stored here.



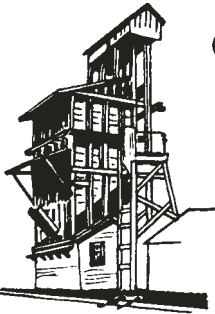
10. Ash Pit. Area where hot ashes are dumped when a locomotive's firebox is cleaned. Burning coal produces ashes that are collected in a pan under the engine's firebox. The pan must be cleaned out to allow proper draft of the fire on the grates.





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11. Sand House. A special drying stove inside the building dries the sand. Sand is then shoveled into a hopper where compressed air drives it up to the sand tower for storage.



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12. Coal Tippie. Built in 1924, this tippie is probably the only one of its kind still functional and is the only wooden one in existence. Cars carrying coal would be pushed onto the coal loading track on the east side of the tower. The coal was then dumped into bins and hoisted from the bins by buckets to the top of the structure until needed. The coal was loaded into the tender through the loading chute on the west side of the building.

13. Fire Hose Shed. The Railroad maintains its own fire protection system. The water comes from the Chama River through the same system that feeds the water tank.

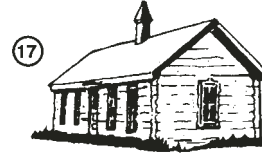
14. Tool Sheds. Typical sheds for the storage of tools used for track work. The railroad right-of-way needs constant work, tightening loose joints, replacing worn track and rotted cross-ties.

15. Water Tank. Standard D&RGW design built about 1907, with a capacity of 50,000 gallons. Unique because it has double waterspouts allowing two locomotives to water at the same time. Water is drawn from the Chama River and pumped to the tank by a pump in the engine house. It underwent major restoration work in 1994-95.

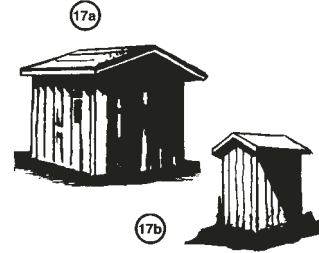
16. Oil Loading Dock. The Gramps oil fields north of Chama formerly supplied oil by pipeline to this loading facility. The oil was loaded into tank cars and taken to a refinery at Alamosa, Colorado. After 1963, oil was carried by truck. A small corrugated metal building directly behind the loading dock was the office for the loading operator.

17. Bunk House. This log bunk house was built in the early 1880s from logs hand-hewn from local trees. This building served as overnight housing for the train crews. Another example of this type of building is at Sublette, along the train route.

17a. Coal Storage. Coal storage bunker for log bunkhouse. The coal was needed for the cooking and heating stoves.



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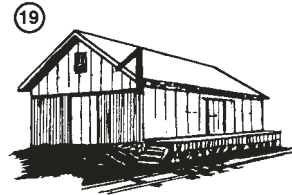


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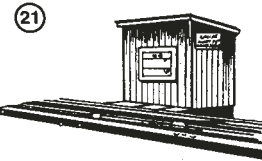
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17b. Privy. Outhouse for log bunkhouse. The last of many that were on the property before indoor plumbing.

18. Car Body. This refrigerator car body, retired from train service, is now used by the railroad operator as storage space for tools and equipment.

19. Warehouse. Metal building typical of those used all along the railroad for storage. It is now used by the railroad and the Friends for storage.

20. Restrooms. New public restroom facility built in 1996 in a historically compatible style.

21. Scales. A special track for weighing loaded freight cars to determine the shipping charge. This scale was installed in 1929, replacing an earlier one.

22. Stock Yards. At the very south end of the Chama yards are the cattle and sheep pens used to load animals aboard the trains. These stock yards are unusual in that they were built to handle both cattle and sheep.

23. Wye. The wye is an arrangement of track and switches to permit the turning around of locomotives and cars.

24. Track End. Until 1970, the track continued approximately 107 railroad miles to Durango where branches of the San Juan Extension went to Farmington, New Mexico and Silverton, Colorado.

SAFETY SHOULD BE YOUR PRIMARY CONCERN

- Don't step on rails, they are slippery.
- Watch for moving trains and cars.
- Don't climb on Cars.



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