



C&TS Dispatch

Vol. 25 No. 3

Fall 2012

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the Friends
on the internet at
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*Screen capture from the south facing web camera now available for viewing on the Friends Forum web pages.
More information on page 3*

C&TS Dispatch

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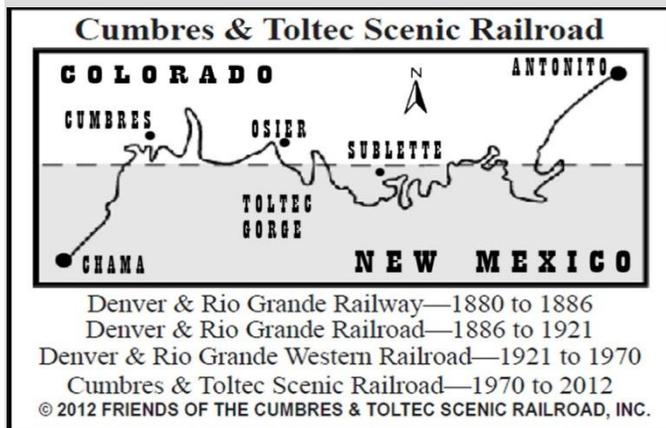
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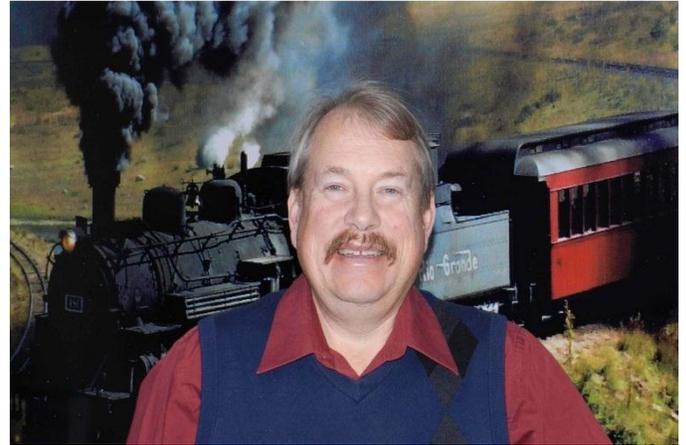
The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic railroad Inc., 4421 McLeod Rd.NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit corporation.

The Friends is the official museum arm 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. As the museum arm, 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 \$30.00 per year, outside the USA membership is \$40.00. 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.



PRESIDENT'S COLUMN



On the Threshold of Another Chapter

As I start to peck away at the keyboard with another column the Cumbres & Toltec Scenic Railroad Commission is being faced with the thought of finding someone or some entity to manage the operations of the railroad. As my wife Judy and I were driving back to Wisconsin on August 30th I received a couple of calls relative to what had transpired earlier in the day.

What we had learned was that during a morning meeting Al Harper; President & owner of American Heritage Railways had given Commission Chairman Randy Randall their six month notice that Heritage Rail Management, LLC was terminating their agreement to manage the Cumbres & Toltec.

Well, that was a heckuva way to start a vacation. Needless to say there was a flourish of e-mails about the subject and of course a great deal being said on a number of blogs that follow the railroad. One has to admit that there is never a lack of drama on the C&TS.

So, here we are again. It was just a year ago that the Commission was going through the exercise of finding a replacement for the C&TS Management Corp. who after six years of managing the railroad had indicated they were departing at the end of 2011. So as a result of an extensive search and interview process, the Commission did select AHR as the most suited respondent to manage the C&TS.

To say the least, this news was disheartening. In my almost eight years of association with the Friends and the railroad,

stability is something very important that so many have been searching for when it comes to the railroad's operation. Management companies come and go so many of us had hoped this latest move would be a long term solution. It didn't, so the Commission is back to square one.

I will not attempt to opine on what went wrong as everyone will have a different take on the situation. There will be finger-pointing and allegations but they really don't serve any real purpose because we need to move forward. Collectively, the Commission and its stakeholders need to find solutions to the task at hand.

The central issue in my mind entails just what is the right model under which the Cumbres & Toltec should be managed? If you look at the past, the railroad has had operators who had to take all the financial risk and try to derive a profit from the basic business enterprise. Railroads are very capital intensive and this model fell by the wayside when the railroad's overall infrastructure started to fall apart. The railroad finally advanced to a model whereby the Commission assumed the overall financial risk and paid a "management company" to oversee day-to-day operations. The Commission as part of their responsibility would seek the funding required to meet capital needs for such things like track, locomotive and car fleet upkeep.

This particular model has now lasted for a number of years and has seen entities such as RGRPC, CTSMC and now HRM come and go. There have been varied reasons relative to why these companies left but the real point is that the railroad is crossing that junction again and must plot a path forward.

At the Commission Meeting on Thursday September 20th the Commissioners approved the termination of HRM's contract to operate the C&TS on October 31, 2012. This is four months sooner than the March 1, 2013 resignation date that HRM had given to the Commission on August 30th.

In an afternoon planning discussion, the Commission met with a number of individuals to solicit input on potential paths forward for the railroad. Those individuals who are currently involved in operations of the C&TS or had operational roles previously were asked and provided ideas. As I close this column I can assure you that the task at hand is being worked on. You may see a different model assembled to oversee day

to day operations of the railroad. That is a possibility and one the Commission has to wrestle with.

There are questions that need answers. There is a ball of clay that needs to be shaped and formed into a recognizable and efficient model by which the Cumbres & Toltec can be managed. It will take some brain power but it will happen. Stay tuned as we are on the cusp of yet another chapter in the railroad's life.

Tim Tennant

New Webcams on our forum web page

A group of Friends members have been quietly working on a project to provide live-streaming web camera views of the Chama yard activity. With funding provided by an anonymous group of donors and the research, installation and technical work done by a crew consisting of; John Eng (Team Leader), Jason Rose (Tech support), Joe Kanocz, Bob McCain, and Marshall Smith, this project is ready for public use. The cameras are now on line for your enjoyment.

The main page for the Friends forum is; www.coloradonewmexicosteamtrain.org there is also a link on the Friends main page; <http://www.cumbrestoltec.org>

Stop by and view the yard activities as they happen.

A more detailed account of this project will be posted in the next issue of the Dispatch.

Dear Friends,

Nancy and I were surprised to receive the beautiful picture and plaque in recognition of our years spent on the Osier Project. We appreciate the award and have found a special place to display it in our home.

However, we want everyone to remember that the Osier Project was accomplished with the help of many, including the members of the Square Nail Gang. This project would not have come to fruition without their hard work, encouragement, and support. We cannot express the value of their contributions to our lives. We value the friendships we have formed with the members of the Square Nail Gang and many other Friends members.

We are looking forward to helping on many other Friends projects in the future.

Sincerely, Ted and Nancy Norcross

2012 Work Sessions C, D & E

2012 Summer Work Sessions

Submitted by Jason Rose

The Friends' 2012 Summer Work Sessions came to a conclusion on Friday, August 17, wrapping up another exciting and productive year on the Cumbres & Toltec Scenic Railroad. Long-time and newly-acquired friends put the finishing touches on their projects and bid farewell... until next summer.

While many projects were either completed or advanced towards completion, there remains much to do. As soon as rolling stock and structures are repaired and teams move on to other objectives, the Rocky Mountain weather gets busy destroying what the Friends have preserved. The struggle against the elements is never-ending and the passage of time is relentless. More help is needed. While the contributions from all members are valuable and essential, only about one quarter of the membership makes the trek to Chama and Antonito to lend a hand at the summer work sessions. Please consider joining the effort. The satisfaction and sense of accomplishment at the end of a work session is something that all fans of the Rio Grande should experience.

2012 Highlights

The headline project for the summer was the continued progress on the new Antonito Car Shelter, previously referred to as "pole-henge." Over the winter and spring, the storage tracks and their switches were constructed, leveled, and ballasted. More track work, including aligning, tamping and raising tracks 2 and 3 to the same height as track 1, will be completed next year. At the end of the summer all of the trusses had been assembled and mounted. A remarkable amount of work was accomplished in a short time by the volunteers.

Cook Car #053 had its siding installed and primed in the Antonito Car Repair Facility. Also in Antonito, the display train led by #495 was re-lettered, landscaping was done, and new lights were installed on the Depot. Two former "Gramps" Tank Cars received new appurtenances and trucks, and the day they return to the high-iron is quickly approaching.



Car shelter at the end of work session D

Ted Smith photo

At all of the work sessions, the ladies aboard the Cook Car delivered first-class meals each and every time. Morale and productivity owe a great deal to the high quality of chow provided by these culinary masters.

In Chama, quite a bit of landscaping, flower planting, and vegetation trimming was done. The passenger loading dock had several rotted boards replaced and more work is planned for 2013. Sheep Stock Car #5633 received new doors, a new roof, a new roof walk, and a coat of paint. A complete rebuild of Gondola #9558 was continued, and UTLX Tank Car #12739 got an appropriate set of replacement trucks. All of the Friends' tool and storage Box Cars near the Roundhouse



Tool and storage cars with a fresh coat of primer paint Ted Smith photo

received a fresh coat of paint. Reefer #163 had new siding installed and was partially primed. It will be completed next summer. All of these efforts are geared towards enhancing the appearance the central yard area.

A new high speed data network was constructed between the Depot, bathroom building, Bunk House, and Coal Tipple to support the new internet cameras. This network will eventually be used for other projects and to facilitate distributing information to the public during Work Sessions. At the time of this writing, the camera project has been completed, requiring a special Fall Work Session to do so. A full report on this unique project will appear in the Winter Edition of the Dispatch.

Cosmetic restoration work began on the historically significant and much-loved #483. Several more years of work will be needed to complete the project. Derrick OP received quite a bit of much-needed attention over four consecutive work sessions. Rounding out the major work in Chama, Friends' Box Car #3585 was completely re-sided, the Stock Pens had new fences constructed, and the rail side of the Coal Tipple hoist house was resided and painted.

Other Chama-based projects include installing the Clearstory roof on RPO #54 along with the first coat of Pullman green paint. The Box Cars on the RIP (Repair In Place) Track were re-lettered and will be featured in an end-of-season charter. More than 19 brake tests and repairs were completed during ONE session, setting a new record. Box car #3669 was resided and primed.

The Colorado Springs Work Site is busy year round on the restoration of Pullman Tourist-Sleeper #470 and is presently installing steel in the under frame. Progress can be reviewed first hand on the COS Work Site Blog: <http://FriendsOfTheCTSRRCOS.blogspot.com>

Out on the line, the Cumbres Snow Shed received more work to stabilize and repair the structure, not an easy task at 10,000 feet. The Right-of-Way team cleared brush and cut trees near the tracks between Chama and Cresco. This donation of time and sweat saves the railroad many thousands of dollars each season. Quite a few Mile Posts and Whistle Boards were replaced, repaired, and painted along the right-of-way for the use of the train crews as well as to keep the railroad historically accurate.



Roofing being applied to RPO 054

Ted Smith photo



New header for the snow shed being raised into position John Cole photo

These are but a brief summary of the larger projects. Hundreds of men and women contributed thousands of hours this season. A full report of all that was accomplished during the 2012 Summer Work Sessions may be found on the Friends' Forum. (ColoradoNewMexicoSteamTrain.org) under Work Sessions/Past Work Sessions. This report was prepared by Ted and Linda Smith.

While the Friends' members take the winter off, the leadership is busy preparing projects for 2013 and securing the funds to see those projects through to completion. The work never stops and there is so much more to do. We're looking forward to seeing you in 2013!

TWO NEW DONATIONS FOR THE LIBRARY/ARCHIVES

Submitted by Spencer Wilson

We have just recovered two new major donations for the Library and the Photographic collection, from the estates of departed members of the Friends.

The photographic collection is from the estate of Andy Payne. It consists of approximately 900 Rocky Mountain 8x10 prints; 20 Rocky Mountain 11 x 14 prints; 1 Rocky Mountain 16x 20 framed print; 30, 8 x 10 D&RGW Standard Gauge prints; Approximately 1000 Rocky Mountain 4 x 5 negatives; Three 16 mm movie films; A few color slides; 20 USGS topographic maps; and various D&RGW papers. Including rule books, employee instructions, plus car and locomotive inspection reports, There are also a few books and Prospector magazines.

Now for the Bob and Mona Tully Railroad Collection survey. In the opinion of Wes Pfarner, who did the survey of both collections—with my profound thanks? There were a total of 179 books and some miscellaneous jewelry, wall plaques and belt buckles. Of the books worthy of addition to the Friends Library; 60 are related to the Rocky Mountain region, 25 books are related to U.S. railroads. There are a lot of books either unrelated to the Library mission or already duplicates of current holdings, There are 26 Rocky Mountain regional railroads; 16 are other U.S, railroads; 10 books about railroad modeling; 1 of railroad artifacts; 1 of railroad fiction, and 26 of worldwide railroads. We are indeed grateful to the families for these important additions to our collections. Those items declared surplus or unwanted will be sold later.

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch,
The following deadlines for material to be received at the Friends' office will be observed:

Winter Issue 2012 - Mail on December 14

All materials must be received by November 26, 2012

Spring Issue 2013 – Mail on March 29

All materials must be received by February 22, 2013.

Summer Issue 2013 – Mail on June 17

All materials must be received by May 17, 2013

Note: The Dispatch wishes to identify photographers whenever possible. If a name is not included with a photograph, the photographer is unknown

THE FRIENDS ASSIST CHARTER OPERATORS TO RECREATE LONG FREIGHT

Submitted by John West

The Friends freight car repair group, led by Clyde Putman, recently inspected and repaired a large number of the historic freight car fleet in preparation for an ambitious chartered freight operation in October. While the Friends have a long history of repairing and restoring the historic fleet, this was a notable effort in that it involved the close cooperation of the charter operators, C&TS management, and the Friends. The goal was to allow the charter operator to recreate as closely as possible the long freight trains that typified operations in the latter years of DRGW operation over Cumbres Pass.

In October the C&TS is hosting a large group of railfan photographers, including participants from Europe, Japan and Australia, for five days of chartered freight trains. When the organizers of this charter first approached C&TS management, a key problem was the ability to recreate authentic looking trains. Too many of the cars in the historic fleet were out of service. Although the Friends have repaired and restored many of these cars, over time small but important things such as brakes, air hoses, and safety appliances have fallen into disrepair because the cars are not used regularly. And the Commission and railroad manager do not have the resources to regularly maintain the historic fleet.

The railcar repair group had a scheduled work session in August, and when Clyde heard about the problem, he promptly volunteered his group to inspect and repair as many of the cars as they could. This required rapid and close cooperation between the charter operators to identify the needed cars, Clyde and his group to locate and repair the cars, and Ken Matzick and Marvin Casias to approve the work. The effort was a success because all the folks worked together seamlessly, but primarily because of the efforts of the Friends car repair group on the ground doing the work. Members of Clyde's team included Chuck Duiker, Jim McGee, Dan McGunegle, Hardy Cruise, and Rich Tower.

Clyde reported that over the course of the week the team replaced stirrups on one boxcar, built new handbrake platforms for 2 boxcars, replaced brake shoes on a couple of cars, installed bearings on one boxcar that was on wood, and rebuilt 3 triple valves for cars that had triple valve issues. Rich, Dan and Guy took over the platform building and did a super job. Chuck and Jim took over the stirrup replacement work. Both of these jobs were way larger than I had expected. Chuck and Jim also did a lot of the brake testing

THE WOOD SHOP RECEIVES NEW ADDITION

In July, Jesse and Ann Patton, longtime Friends members from Spicewood Texas drove to Chama to deliver a professional Powermatic 160 3 knife planer to the Friends wood shop. Wood worker Craig McMullen said the addition of the planer greatly enhances the capability of the Chama shop.

Jessie has been traveling to northern New Mexico photographing the Denver and Rio Grande Narrow Gauge since 1947 and was on the very first C & TS train from Antonito to Chama way back when the states purchased the line!

A member crew consisting of Ron Horejsi and Bob Reib moved the machine into the shop.

The gadget on top of the machine is a tool enabling on site sharpening of the blades - this is part of what makes this machine such a terrific addition of our facility. By the way the thing has a 16" width and can handle 6" thick material and remove up to 1/2" of material at a single pass!



Ed Lowrance photo

THE RACE TO BUILD AMERICA'S GREAT TRANSCONTINENTAL RAILROAD

Book Review

By Spencer Wilson

Borneman. Walter R. Rival Rails: The Race to Build America's Great Transcontinental Railroad, Random House, hard back, 406 pages, index.

This is a superb book. The author tells the story of the competing railroads all trying to get from the mid-west to California or, in one case to make connections from California to the east. The four major roads were the Union Pacific, Southern Pacific, The Denver and Rio Grande, and the Atchison, Topeka & Santa Fe. Starting from the early days just before the Civil War and picking up the story after that War, he tells the story each line until the final chapters. This is very well written and researched.

In the course of his narrative, the author takes up the reputation if Jay Gould, the financial wizard involved as he was in much of the history of all the railroads. The author says that Gould has simple had "bad press" from earlier historians, This section alone is worth reading, Also, of great interest, is his conclusion that of all the transcontinental railroads, the winner was the A T & S F, and why it was, is again well worth the reading. The book is now in the Friends library and is highly recommended.

CHAMA HIGH SCHOOLER JOINS THE RPO CREW

A local Chama high school student, Evan Martinez helped out the RPO team led by Don Bayer during E work session. Project Committee Co-Chairman, Ed Lowrance said, "Evan Martinez's full participation with the RPO crew was a huge success both for Evan (who reportedly had a great time) and the Crew - who really enjoyed having a young man on the team - who came to work and did so with great willingness. The team enjoyed him so much they presented him with a Certificate of Appreciation!"

Right: Team Leader Don Bayer lays down the protective rubberized fiber glassed membrane as Evan Martinez pulls off the covering of the sticky side



Ted Smith photo



RPO 54 Team Leader Don Bayer presents a Certificate of Appreciation, signed by all team members, to team member Evan Martinez as the rest of the crew applauds; Evan was the youngest volunteer of Session E and, according to Don, was excellent help. Don asked Evan to come back next year and hopefully many years thereafter. We definitely NEED more young people like Evan!

Ted Smith photo

LETTER FROM EVAN MARTINEZ

THE WEEK I WORKED ALONGSIDE THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD.

Hello! My name is Evan Martinez, and I worked with the Friends on Work Session "E" the week of August 6th 2012. I had a great time working with the Friends. I worked on the R. P. O. railcar. It was a great learning experience, and I would like to see the project completed. I would like to work on it again. I will be volunteering again next season.

I am 14 years old, and was the youngest person that has ever volunteered. Anyone that is under the age of 18 must be accompanied by an adult. Mr. Don Bayer was my sponsor, and I would like to thank him for being my sponsor, and for accepting me on such short notice. He was a great project manager.

I would like to see anyone that would really like to volunteer over the age of 12 be able to volunteer, as long as they have a sponsor, and the sponsor keeps an eye on them. Everyone talks about getting young people interested, and to eventually love the train, but about all they can do now is just ride. I think if they are able to get more involved, they would also love the train. I had such a great time, and would like to see others volunteer, as long as they are being safe and responsible. I had such a great time working with everyone, loved the lunches, and learned a lot! It was hard work, but I loved every minute of it!

Thank you everyone, and remember, you can't forget about Hamburger Thursday!!! I look forward to working with all of you next year!

Sincerely,



P.S. The railroad wouldn't be the same without the Friends and the Docents! Thank You!

C&TS NHL NOMINATION

Submitted by Keith Hayes

In 2009, the Friends of the Cumbres and Toltec approached me about National Historic Landmark designation for the railroad. We had helped author the revision for the National Register Nomination a few years previously, and the Landmark nomination form looked the same. Heck, why not?

In the Fall of 2009, Executive Director Tim Tennant, Board Member Linda Smith, Dick Cowles and I met with National Park Service (NPS) to discuss the Landmark nomination. NPS staff in Denver were supportive of the nomination and cautioned us to, "keep it simple." They also advised us that the nomination has two parts. The first is a catalogue of all the resources, and the National Register (NR) update appeared to be a good starting point for this; the second part is a "Statement of Significance." This statement is effectively a brief on why the nomination figures prominently in United States history. We were told to hire a professional historian to write the statement.

Soon after the States purchased the C&TS in 1971, they submitted the railroad to the National Register of Historic Places as a regionally significant resource. We use the term resource because that is how historians describe historic places. The Register is a group of properties thought to be significant by State Historic Preservation Officers (SHPOs). The list is administered nationally by the National Park Service. Many States also have State Registers, administered by the individual States. And note it is a register of historic places—not the register of long railroad properties with 40 buildings and over 200 pieces of rolling stock! The C&TS nomination from 1972 is about 20 pages long and is, well, vague. It describes the property as a giant rectangle, lists a limited number of the buildings and barely touches on the locomotives and rolling stock. Many of the photos that were included to illustrate the property—er resource—appear to have been taken west of Chama on the line towards Durango!

So, the first order of business was to update the NR nomination, and the Colorado Historical Society approached me about this in 2002. Along with a more refined boundary description (which is based on a railroad survey), the updated nomination describes all the buildings along the line as well as the rolling stock. Note that the National Register uses four words to catalogue resources: buildings, structures, sites and objects, and the C&TS has at least one of each. Buildings are edifices that people live in or occupy (a section house or depot); structures are pretty much everything else (roundhouse, water tanks, track, bridges, tunnels and anything on rails whether locomotive or boxcar); a site is a historic site (Big Horn Section House) and an object is something smaller, like a monument (the Garfield Monument, in fact). Along with the more thorough documentation, we also made the case that the C&TS is a nationally significant resource—that is to say it contributes to the history of the nation, not just the region it serves. It took a few years of spare time, and the nomination update was accepted in 2006. This work became the basis of the NHL nomination.

Remember that NPS encouraged us to hire a professional historian? After a false start, Friends member Terri Shaw suggested we contact John Hankey. John is a former B&O railroader and frequent author based on the east coast. John has been a great collaborator and provided an outsider's view of the railroad. This was key in both generating the Statement of Significance—the reason why the C&TS is deserving of NHL status—as well as the corresponding Period of Significance. We had to address the period first.

When we updated the National Register nomination, we revised the Period of Significance (POS) to the duration of operation of the railroad: 1880-1968. NPS felt this period was too broad for the NHL, and we spent a great deal of time discussing the rationale for shorter periods. A beginning date of 1879, corresponding to the initial survey and construction of the railroad was easily agreed upon, but when to end the period? Some suggested 1952, the end of scheduled passenger service, which was felt to be too long; dates around the turn of the 20th century were too early. John noted that the C&TS exists as an outstanding example of 20th century railroad technology at the height of the railroad era in the 1920s and 1930s. This includes all aspects of the railroad from track to equipment to operations. His theory is that the C&TS is like a fossil from this era reserved in amber, as the railroad had been modernized through the 1920s, only to have most all modernization cease during and after the depression. In this respect the C&TS is as representative of all railroad technology as the Union Pacific or Pennsylvania Railroads. So, we started to focus on the year 1929, which created a 50 year time frame. The period was subsequently stretched to 1930, the year that the last K-37 locomotives, including 497, were constructed.

The second argument supporting the Statement of Significance has to do with the fact that the C&TS is a narrow gauge railroad. Though this may be obvious to those of you reading this, the concept of gauge is foreign to many folks, and was a hotly-debated topic in the 19th Century. William Jackson Palmer originally conceived the Denver & Rio Grande (D&RG) as a north-south route connecting Denver and Mexico City; his plans changed with the discovery of silver in the mountains southwest of Denver, and the advancing Atchison, Topeka & Santa Fe tracks from the east. Palmer had been influenced by English investors to construct the railroad using 36" between the rails versus the more prevalent 56½" that was becoming 'standard' gauge in the

US. The thinking was that the smaller gauge could be more economically constructed across the mountainous route south of Denver resulting in reductions of construction and equipment costs of 20%-40% over a given distance. Interchange was not an issue as materials were far more expensive than labor. Hence, the D&RG was designed as a narrow gauge railroad, and became the largest such railroad in the US, with over 400 track miles surviving in service past WWII.

The Santa Fe and silver provided dual distraction for Palmer and his investors. The conflict with the Santa Fe is nicely documented in Walter Issacson's book, *Rival Rails*, a superb overview of western rail expansion in the southwest. The conflict was resolved by the Treaty of Boston, which dictated that the Santa Fe would proceed southwest to California via Raton Pass, and the D&RG could construct west to the silver mines. These plans included the San Juan Extension, which includes the surviving mainline over Cumbres Pass between Antonito and Chama. Thus, the C&TS survives as an outstanding example of 20th century railroad technology, and the longest and most complete portion of main line narrow gauge railroad.

This last point was key to distinguish the C&TS among four other NHL railroad properties: the East Broad Top in Pennsylvania; the Nevada Northern's East Ely yard complex; the Baltimore & Ohio Museum in Baltimore; and the Durango & Silverton Narrow Gauge Railroad. These peer lines all represent the best of the best, and significantly the D&S was nominated by the D&RG as an NHL in 1961, yet was really served as a branch line. A notable characteristic all these properties share is that the locomotives and rolling stock are native to the railroad and survive in use and on display. After about a year of exchanges among John, the Friends and NPS staff, we had the key arguments resolved.

Next up was documenting all the resources: the buildings, structures, sites and objects. First off, the NHL program only recognizes sites with significant archeological distinction. Thus we eliminated some of the section house sites like Big Horn and Toltec that had been noted in the National Register. Equipment that had been build or modified to its current configuration after 1930 similarly moved from being contributing resources to noncontributing. This in no way diminishes the value of say—a steel tank car—to the C&TS, nor changes how the Friends should approach preservation and interpretation of these objects. It is simply a way to account for the vehicles. In the end, we documented about 170 contributing resources with almost 300 total resources, including the track. After many editing iterations between all parties, the nomination was sent by NPS staff to the Landmarks Committee in April and from there to the NPS Advisory Board in May. Both groups approved the nomination unanimously, and it currently awaits the signature of the Secretary of the Interior to formalize the nomination. NHL status should have little impact on the ongoing operation, preservation or interpretation of the railroad; the true bearing will be to improve fundraising and tourism by raising the stature of the railroad above other regional and national attractions. If we all learned anything as a result of this process, it is confirmation of what a special property the C&TS is, and what a great and unique group of folks Friends members are. (*Ed. note: NHL status was granted on Oct. 17, 2012*)

Article #2 - Whistle Board Styles Cumbres and Toltec Scenic Railroad

This is the second article on signage along the Cumbres and Toltec Scenic Railroad (C&TSRR). The last one about mileposts was in the April 2012 Dispatch. This article will outline the styles of whistle boards

The Friends Milepost & Whistle Board Maintenance team, also known as the MAINTENANCE OF WAY (MOW) crew, is responsible for all historic right-of-way signage from Antonito, CO to Chama, NM. Using existing signage, photographs, and other documentation, the team maintains the historic integrity of the signage on the C&TSRR and honors the history of its predecessor organizations.

I - Types of Whistle Boards:

A whistle board is a signpost that lets the engineer know the type of warning whistle he/she will need to signal. There are three types of whistle boards on the C&TS. The one most people are familiar with is the "X" that warns that the train is approaching a road crossing the tracks. We have two other types on the C&TS: an "S" is used to indicate the train is approaching a station; the third is the "W" that is used on the C&TS for bridges, trestles or tunnels. Historically, it was also used for blind curves.

Some of the Engine Whistle Signals being used on the C&TS are:

Rule 40 (l) - - o - Approaching public crossings at grade. To be prolonged and repeated until engine is through crossing.

Rule 40 (m) --- (one long sound) Approaching stations.

Rule 40 (p) o o > o Succession of short sounds. Warning to persons or livestock on track.

Rule 40 (u) -o (one long and one short) Warning to places where view is obstructed. Like trestles.

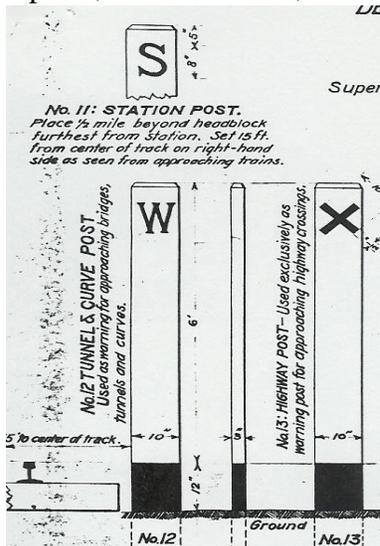
Note: The signals prescribed are illustrated by "o" for short sounds and "-" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed.

II - Styles of Whistle Boards:

The following are the three styles of whistle boards presently being used on the C&TSRR:

1. Style - Wood with white front and black back, ca 1880

Different styles of signage can be found along the line but in particular you will find the 1880 styles of D&RGW signage around Osier. The MOW team is only using the 1880 styles ± 2 miles of Osier. You will find mileposts, whistle boards, a flanger sign, and also station one mile signs in the area.



From - D&RGRR
Standard Posts Aug. 1906



Mile 318.90

Jim Gross 2006

Style - Wood with white background (18") for letter (7"), lower front and black back, ca 1930

All the whistle boards that the Friends have replaced have been wood. Even when a new crossing was installed in 1996 at Cresco, a wood whistle board was used.



Mile 327.80 Jim Gross 2004



Mile 339.10 Jim Gross 2004



Mile 343.50 Jim Gross 2004

3. Style - Metal with white background for letter, black post, ca 1940

All the metal whistle boards you see along the C&TS were installed by the D&RG. The MOW team has not added any new metal whistle boards.



Mile 281.97

Jim Gross 2006



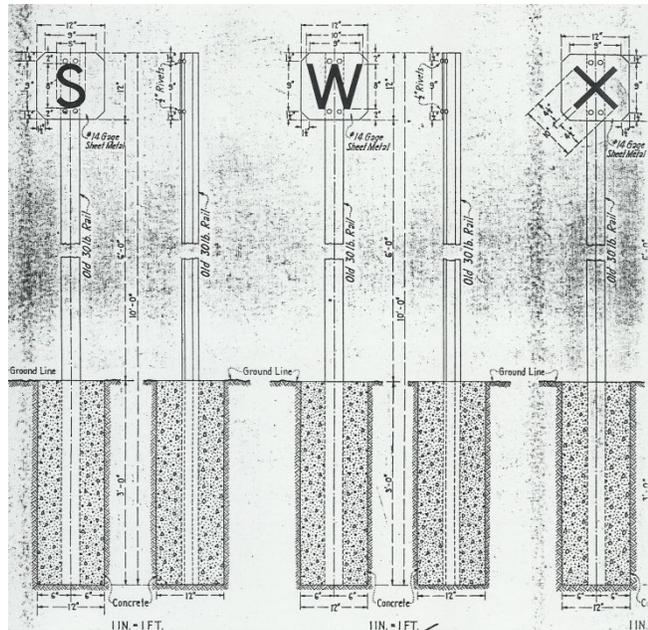
Mile 325.61

Jim Gross 2004



Mile 320.20

Jim Gross 2004



From - D&RGRR Standard Posts After 1940

This last photo of a whistle board is from the Dorman Collection at Tanglefoot Curve circa 1966. I have looked for historic signs in the Dorman Collection on the Denver Public Library site and in many books. If you happen to see a historic photo of a sign along the C&TS, I would like to have a copy and add it to our MOW Mile-by-Mile photo database. As I mentioned before, we use the photos and documentation to keep the historic integrity of the C&TS.



MP 329.50 Tanglefoot Curve Circa 1966 Richard Dorman Collection

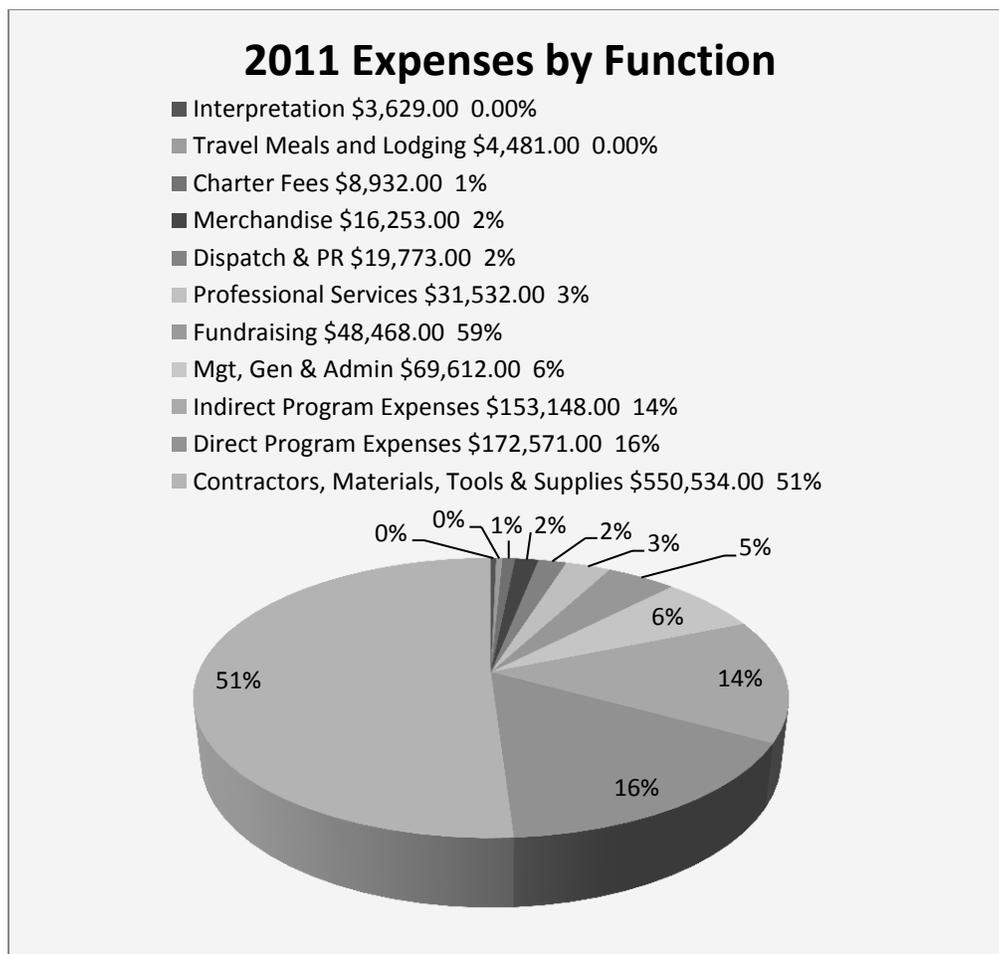
Next time, we will look at Flanger, Car and Fishermen Below signs.

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
Statement of Financial Position
December 31, 2011

ASSETS	<u>2011</u>	<u>2010</u>
Current Assets		
Cash & Cash Equivalents	\$ 412,653	\$ 573,275
Receivables	\$ 84,832	\$ 144,225
Prepaid Expenses	\$ 7,882	\$ 2,453
Total Current Assets	<u>\$ 505,367</u>	<u>\$ 719,953</u>
Investments	\$ 106,192	\$ 106,192
Inventory	\$ 56,087	\$ 20,065
Property, Furniture & Equipment - Net	\$ 535,597	\$ 479,579
Collections	<u>\$ 228,880</u>	<u>\$ 228,004</u>
TOTAL ASSETS	<u><u>\$ 1,432,123</u></u>	<u><u>\$ 1,553,793</u></u>
 LIABILITIES & NET ASSETS		
Current Liabilities		
Accounts Payable and Accrued Expenses	\$ 42,764	\$ 32,198
Deferred Revenue	<u>\$ 18,921</u>	<u>\$ -</u>
TOTAL CURRENT LIABILITIES	<u><u>\$ 61,685</u></u>	<u><u>\$ 32,198</u></u>
Net Assets		
Unrestricted	\$ 889,979	\$ 797,743
Temporarily Restricted	\$ 344,286	\$ 588,170
Permanently Restricted	<u>\$ 136,173</u>	<u>\$ 135,682</u>
TOTAL NET ASSETS	<u><u>\$ 1,370,438</u></u>	<u><u>\$ 1,521,595</u></u>
TOTAL LIABILITIES AND NET ASSETS	<u><u>\$ 1,432,123</u></u>	<u><u>\$ 1,553,793</u></u>

Cont.

Interpretation	Less than 1%	\$	3,629.00
Travel Meals and Lodging	Less than 1%	\$	4,481.00
Charter Fees	1%	\$	8,932.00
Merchandise	2%	\$	16,253.00
Dispatch & PR	2%	\$	19,773.00
Professional Services	3%	\$	31,532.00
Fundraising	4%	\$	48,468.00
Mgt, Gen & Admin	6%	\$	69,612.00
Indirect Program Expenses	14%	\$	153,148.00
Direct Program Expenses	16%	\$	172,571.00
Contractors, Materials, Tools & Supplies	51%	\$	550,534.00
		\$	1,078,933.00



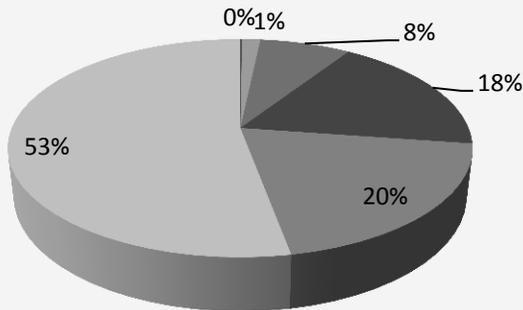
Cont.

Income by Source

Investment Income	Less than 1%	\$ 1,281
Reimbursed Commission Projects	1%	\$ 14,181
Program Fees - Work Session, Charter & Merchandise	8%	\$ 70,141
Member Dues	18%	\$ 167,600
Grants	20%	\$ 183,597
Contributions (Incl. restricted and unrestricted)	53%	\$ 490,976
		\$ 927,776

2011 Income by Source

■ Investment Income	Less than 1% \$1,281
■ Reimbursed Commission Projects	1% \$14,181
■ Program Fees - Work Session, Charter & Merchandise	8% \$70,141
■ Member Dues	18% \$167,600
■ Grants	20% \$183,597
■ Contributions (Incl. restricted and unrestricted)	53% \$490,976



CLASSIFIEDS

Small Engine Mechanic And All Round Wizard

The Project Committee is in need of a small engine mechanic to service our self-contained gas engine equipment. We need help particularly during the first and last Work Sessions of the summer, usually May and August. The engine shop is located in Chama.

Contact Ed at:

eglval@centurytel.net

or

John Engs at:

jengs@engsventures.com

Have you visited our website lately?
There is always something new

www.cumbrestoltec.org

PEOPLE WITH PASSION

Become a Team Leader!

Your skills are needed as a Team Leader. The restoration program depends on Team Leaders to accomplish important projects at various locations on the railroad. Your action as a team leader will have a direct affect in completion of a historic or operational project and provide you with a great deal of satisfaction. Several projects are available now for 2013 sessions:

- Cumbres Pass Site - Structural building repairs and modifications and site development
- Sublette Site – Structural building repairs, roofing and modifications
- Antonito - Depot asphalt shingle repair
- Chama Yard – Make repairs to gondola 6205 for the Cinder Bear train
- Antonito CRF and Chama Yard - Gardening

For more information about becoming a Team Leader contact Projects Co-Chairs;

Ed Lowrance at: eglval@centurytel.net

Or John Engs at: jengs@engsventures.com



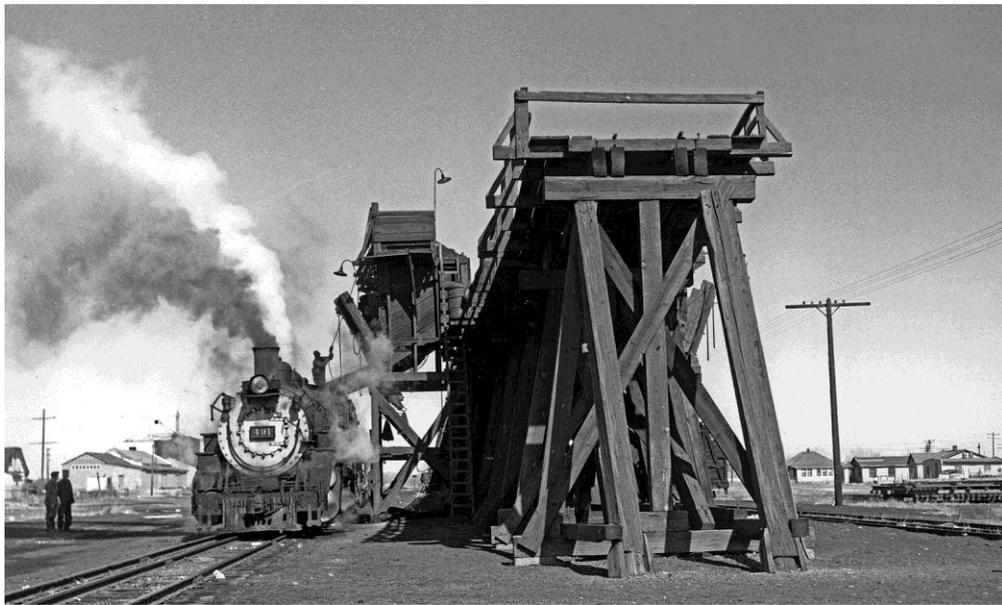
Friends of the Cumbres & Toltec Scenic Railroad, Inc.
4421 McLeod Rd NE, Suite F
Albuquerque, NM 87109

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Albuquerque, NM
Permit No.1710



On February 20, 1956, Bob Richardson caught D&RGW K-36 #491's fireman attending to the loading of a tender-full of coal at the Antonito coaling trestle which was replaced by a "Red Devil" coal loader in the late 1950's. There were three elevated bins in this structure, presumably capable of refueling one engine each.

Richard L. Dorman Photographic Collection of Narrow Gauge Railroad Historic Images No. RD016-042