



C&TS Dispatch

Vol. 23 No. 3

FALL 2010

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the Friends
on the Web at
www.cumbrestoltec.org

The Cumbres & Toltec Scenic Railroad: Forty Years and (Still) Counting!



Following the "Summer of 'Seventy" tribute train on August 30, 2010, Engineer Jeff Stebbins observes the Chama yard from the cab of K-36 '483.' Standing in for the original Locomotive 483, C&TS engine No. 487 sports the Hollywood-inspired colors of red, Tuscan red and gold. Also in celebration of the Railroad's 40th anniversary, the 483/487's tender was re-lettered with "Cumbres and Toltec Scenic Railroad" and the "Toltec Gorge Route" herald.

Forty years ago an intrepid and forward-thinking band of railroad enthusiasts took the steps necessary to preserve what has become today's Cumbres & Toltec Scenic Railroad.

Comprised of individuals with a passion for steam railroading and a commitment to preserving history, and knowing of the Denver and Rio Grande's intent to abandon much of its narrow-gauge property, this group approached the D&RGW regarding the purchase of sixty-four miles of right-of-way and related cars and locomotives.

It was nip-and-tuck part of the way, but in the end, these individuals persevered, and the Cumbres & Toltec Scenic Railroad was born.

Some of these volunteers formed the Narrow Gauge Railroad Association, predecessor to our Friends of the Cumbres & Toltec.

Through their efforts, the artifacts that we cherish today were preserved, allowing past, present and future generations to witness the beauty and legacy of America's highest and longest steam railroad.

C&TS Dispatch

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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, 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.

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 2010
 © 2010 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Our Challenges Do Continue

As you all read in the last Dispatch and have followed over web sites and news accounts, the tragic fire that took place on June 23 to the Lobato Trestle has had a challenging affect on the Cumbres & Toltec's 2010 season. News of the fire spread throughout the media in Colorado and New Mexico.

Whether it was television, radio or newspaper, the Cumbres & Toltec was in the news and many times the accounts of events weren't always accurate. Reporting the fire on the trestle is one item but unfortunately in some cases, the general public was left with the notion that the railroad wasn't operating at all. Needless to say, a great deal of time and effort was put into blasting the message back to the media that indeed the Cumbres & Toltec was open for business!

The fire also left the railroad with a logistics situation in that all but one whole train set was on the west side of the fire. Three K36's and over half the passenger car fleet were in Chama. General Manager Marvin Casias and Track Engineer John Matthews quickly orchestrated the movement of another K36 locomotive and complete car set to Cumbres so shortly after July 4th the railroad could function with running trains between Antonito and Cumbres. A lot of people need to be commended for this undertaking as it was a significant challenge, not to mention the cost factor involved to the railroad. We also should not lose sight of the fact that the fire occurred on Marvin's first day as General Manager, having been announced at the Commission Meeting earlier in the day.

When it became evident that the repair to the trestle was not going to be a quick fix and after Locomotive 487 was completed, one more K36 was transported from Chama up to Cumbres along with the remaining passenger cars. This task was performed in an expeditious and professional manner but again at a monetary cost to the railroad. Equipment wise, the C&TS was now where it needed to be to finish the season with three locomotives and the entire passenger car fleet east of Lobato Trestle.

Some passengers that showed up to ride were quite aware of the fire while others were totally oblivious. On the Chama end of the railroad, motorcoaches transported people around the trestle so they could board the train at Cumbres. There were those disappointed that they could not climb Cumbres Pass while others appreciated the 10% discount, took the situation in stride and actually were grateful for the earlier arrival time on either end of the railroad.

Our employees were also asked to do some things that they normally would not do and they responded. It is not an easy task to deal with some of the conditions and situations dealt to them during the 2010 season. As can be appreciated, everyone associated with the railroad has had a great deal of anxiety to deal with. They are to be commended and this is a group that was down there in the trenches!

So what is next? The engineering study was released in late August and indeed the trestle can be repaired. The estimated cost of the repair is approximately \$2 million. The Commission has given its approval to go forward and have the design and engineering for the spans done. The consensus direction is to replace all six girder deck spans. This represents the most cost effective and expeditious route to take. It will also allow the trestle to meet the new Federal Railroad Administration bridge standards being introduced in 2012. The objective is to try and have the trestle ready for operations over it by opening day 2011 which will be May 28th.

As I bring this message to you, the Commission is continuing to search for additional funding for the trestle and operations. The State of Colorado has committed \$120,000 towards the project and there is a request into New Mexico Governor Bill Richardson. The Commissioners are also working with Senate and Congressional delegations in both states in the pursuit of potential Federal funding.

The immediate challenges that face the railroad are first to find the funding to repair Lobato Trestle then the task of getting through the winter and preserving enough operating funds to open the C&TS in 2011. The railroad's ridership is down approximately 23% and unfortunately so is the average revenue per passenger on account of the 10% discount that was given to passengers because of the shorter ride.

On the positive side, donations have been coming into the Lobato Trestle Fund and we have close to \$30,000 in contributions, not to mention the \$20,000 that the Friends have committed from its Another Century of Narrow Gauge Steam II campaign. I encourage those that have not given to consider this appeal. Checks can be made payable to; Friends of the C&TS Railroad, Lobato Trestle Fund, 6005 Osuna Road NE, Albuquerque, NM 87109. You may also donate online at www.cumbrestoltec.org and go to the join section of the site and indicate your gift is for the Lobato Trestle Fund.

I want to close by thanking all that have contributed to the fund and for the support we are receiving from so many people. We will forge ahead and get through this!

- Tim Tennant

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, material must be received at the Friends' office by the following deadlines:

Winter Issue: Mail on December 17

Work session E and F reports and photographs must be received by October 29.

All other material must be received by November 5.

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

HISTORIC PRESERVATION

2010 WORK SESSIONS C, D, E and F

The following Work Session reports have been edited from the complete documents submitted to Ted Smith.

Job 0210 - Registration

Objective: To manage the work session registration process for all volunteers.

Team Leader, Session A & B: Mary Jane Smith
Team Leader, Sessions C & D: Holly Ross
Team Leader, Session E: Sandra Engs
Team Leader, Session F: Holly Ross
Team Member, Session A: Mary Whelan
Team Member, Session C: Diana Gross
Team Member, Session F: Gisela Knoesel



TL Mary Jane Smith checks in Site Leader Ed Lowrance for Session A.

Job 0230 - Food Preparation

Objective: To provide nutritious lunches, snacks and beverages for all volunteers. The group break for the lunch hour during work sessions has become part of the Friends "culture," giving volunteers the opportunity to interact with other members. Make special arrangements each day for workers at remote locations (Osier, Cumbres,



Marshall Smith mounted a plaque dedicating the new kitchen car 3591 in memory of Nan Clark. Nan was a kitchen car team leader, member of the Friends' Board of Directors, chair of the Membership Committee, co-chair of Another Century of Narrow Gauge Steam II, vice-president of Interpretation and Chama Railroad Visitor Center, and "All Around Go To" Person.

Sublette and Antonito). This requires early opening to prepare meals.

Team Leader, Sessions A & B: Mary Jane Smith
Team Leaders, Sessions C, D, E & F: Mary Cardin and Mary Jane Smith
Team Members, Session A: Maggie McMullen, Jeanne Reib & Mary Whelan, Laura Barber
Team Members, Session B: Nancy Gordon, Maggie McMullen, Jeanne Reib, & Mary Whelan
Team Members, Session C: Judy Lock, Maggie McMullen, Jeanne Reib and Joan Weigant
Team Members, Session D: Judy Gotthelf, Connie Hickman, Maggie McMullen, Jeanne Reib
Team Members, Session E: Nancy Gordon, Michelle Meaders, Barbara Noah, Jeanne Reib, Yvonne Schmidt
Team Members, Session F: Nancy Gordon, Eleanor Pearce, Jeanne Reib, Caroline Tower

Special Report - The New Kitchen Car: Team 1142 worked Sessions A & B to convert box car 3591 into a new kitchen car. On June 3rd the kitchen car team packed equipment and supplies for transfer from the former kitchen car into the remodeled box car.

On Thursday afternoon, car 3591 was spotted by the Railroad across from the old kitchen car. A team formed a line and passed supplies - including the refrigerator - into the new car. The kitchen car team then completed the process of moving into the new car.



TL Mary Jane Smith is pleased the move is going so well. Pictured assisting are John Altschool, Les Clark and Marshall Smith.

Job 0240 - Chama Tool Car Operation

Objective: The Tool Car Team provides essential support services for the Friends Volunteers during the work sessions by assisting volunteers in finding appropriate tools, maintaining and/or repairing tools, keeping an inventory of consumable and non-needed tools and/or supplies; serving as "Communications Central," taking phone calls, messages and finding the location of volunteers.

Team Leader A, B, C, D, E & F: Bill Mackey

Team Member A, B, C, D & F: Carol Mackey

Team Members E: Jeff Joynt & Carol Mackey



Keepers of the Tool Car for all six work sessions – Bill & Carol Mackey

Job 0241 – Nail & Bolt Car Operation

Objective: To acquire and maintain an adequate supply of fasteners (bolts, nuts, screws, etc.) needed in the restoration of historic cars and structures.

Team Leader, Session A, B, C, D, E, & F: Marshall Smith



TL Marshall Smith checking in a bolt shipment.

Job 0246 – Paint Supplies & Paint Car Operation

Objective: Supply paint and related materials to team leaders in order to have their projects safely completed during the work session.

Team Leader, Session A, B, C, D, E & F: Spero Bettalico



Paint Supplies and Paint Car Team Leader – Spero Bettalico

Job 0250 – Carpentry Shop Operation - Chama

Objective: To insure the safe operation of all equipment in the carpentry shop; to provide wood shop support and assistance to all projects as needed. Perform miscellaneous work as needed.

Team Leader A & B: Jim Sublett
Team Leader C & D: Jim Hickman
Team Leader E & F: Jim Sublett

Job 0310 – Safety Coordination

Objective: Verify safety procedures are followed; monitor projects involving potentially hazardous operations; as required, verify injury reports and follow-up are performed in a timely manner.

Team Leader, Session A & E: Jim Poston

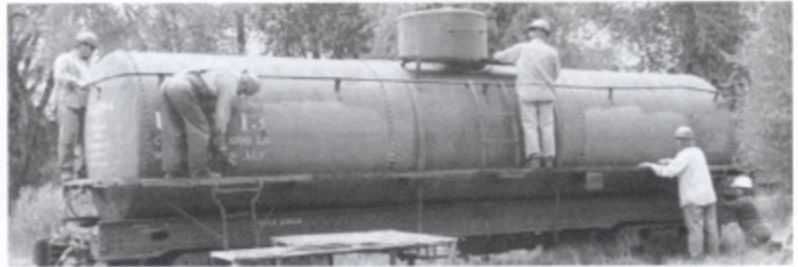
Job 0700 – Landscaping – Chama Yard

Objective: Update landscaping as needed. Trim, maintain, weed, landscaping around the Chama station and yard.

Team Leader, Session A & B: Naomi Sublett
Team Leader, Session C & D: Susan Dick
Team Leader, Session E & F: Naomi Sublett
Team Member, Session B: Laura Barber
Team Members, Session C: Daisy Church, James Church, Richard Dick and Sandy LaRoe
Team Member, Session D: Shelley Godfrey
Team Members, Session E: Cathy Hillegas, Skip Hillegas & Becky Falk
Team Member, Session F: Kate Kern



Skip & Cathy Hillegas and TL Naomi Sublett working on Patio Garden.



Tank car #13084 during scraping and wire brushing.

Job 0720 – Freight Car Painting, 2010 Session D

Objective: To paint the Rotary and several boxcars in Chama that had been sprayed with graffiti (tagged). This included Boxcar 04426 (the Cable Car), car 3592, and 3 Rider boxes (204, 206, 207).

Tank car 13084 was added as it was tagged, and although the graffiti was painted out, the paint-out obscured the car number and capacity data. It was decided to paint the entire car gray. A 40' shipping container was also painted.

Team Leader D & F: Don Stewart
Team Members Session D: Richard Dick, Lance Godfrey, Peter Hogan, Mary Lucking, Jill Reichard
Team Members Session F: Jon Myers, Matthew Myers, George Pearce

Job 0740 – Wood preservative application

Objective: Wood preservative treatment of the tops of five flat cars and the deck around the Chama depot.

Team Leader, Session F: Jim Sublett
Team Members, Session F: Bill B. Bailey & Gene E. Bailey

Job 0750 – Milepost & Whistle Board Maintenance

Objective: Annual maintenance of mile posts, whistle boards and other informational signs for the railroad crews. Paint all signage and replace as needed.

Team Leader, Session C: Jim Gross
Team Leader, Session D: Bob Ross
Team Members, Session C: Paul Davenport and Mike Mahoney
Team Members, Session D: Ed Krech, Ted Krech, Jim Milheim and John Mitchell



MOW team in Chama painting two of the mile posts.

Job 0760 – Freight Car Painting – Rider Boxes and Rider Gondola

Objective: To paint six rider boxcars, plus rider gon 1357 in support of the Cinder Bear and other trains.

Team Leader D: Don Stewart

Team Members Session D: Jon Myers, Matthew Myers, George Pearce

Job 0762 – Temporary Restroom Repair

Objective: Temporary repair to men’s restroom floor in Chama.

Team Leader, Session B: Russ Hanscom

Team Members, Session B: Tim Bristow, Gerry Glancy, Rob Reib, Wally Jones & Kent Wallis



Tim Bristow observes Bob Reib attaching a nailer to a floor joist.

Job 0780 – Maintenance of Wheels, Brakes & Safety Appliances

Objective: Inspect and repair the rolling stock running gear; repair as necessary and/or notify the Railroad of the condition of wheels, brakes, and safety appliances.

Team Leader, Session A, B, C & D: Art Randall
Team Members, Session A: John Ferrell, Jim Poston and Rod Whelan

Team Members, Session B: Clyde Putman and Rod Whelan

Team Member, Session C: Clyde Putman

Team Member, Session D: Charlie Irvin, Jim Poston and Mike Thode.



Clyde Putman and TL Art Randall installing a triple valve on Car 1648.

Job 0790 – Sheep Pen & RR Property Mowing

Objective: Mow around the Sheep Pen and Railroad Property

Team Leader, Session C: Don Bayer & Bob Reib

Work Accomplished:

Session C: Mowed, as needed, around the Sheep Pen and Railroad Property in the area of the Sheep Pens.

(continued on page 8)

(continued from page 7)

Job 1003 - Cook Car #053 continuing Restoration

(No work was done on this project during the 2010 Work Sessions.)

Job 1106 – Install Two Kiosk Panels - Cumbres

Objective: To install the last two display panels on the information kiosk at Cumbres Pass.

Team Leaders, Session E: Bob Hawkins & Wayne Huddleston



Team Leaders Bob Hawkins and Wayne Huddleston - who started work on the Kiosk in 2006 - finished it by installing the final two panels in August 2010.

Job 1113 – Rebuild Gondola #9558 - Chama

Objective: To restore high side gondola 9558 to running condition and to return it to its original configuration before it was converted to a “Pipe Gon.”

Team Leader, Session D & E: Bill Pratt

Team Members, Session D: John Cole, Lee Parks and Randy Parks. Boy Scouts Danny Long and Steve Long were part of the 9558 team for two days.

Team Members, Session E: Jace Drennan, Daniel E. McGunegle, Daniel Parks, Lee Parks, Randy Parks, Warren Ringer, Andy Ross, Ron Ross & Wendell Schweitzer



TL Bill Pratt and Randy Parks discuss cheek plate beams which secure coupler to the car.

Job 1123 – Minor Repairs to Storage Box Cars on RIP Track

Objective: To improve the appearance of various storage cars and, where possible, improve the likelihood that the cars could be moved on their own wheels WITHIN the Chama yard.

Team Leader, Sessions: E & F: Tim Bristow

Team Members, Session: E: Vance Behr, Bob Reib, Wayne Shirley & Mike Wissler.

(NOTE: This was Vance’s and Wayne’s first work session. Special thanks to Vance who brought many useful tools which he shared freely.)

Team Members, Session: F: George Davies & Bob Reib

Honorable Mention: For usefulness for both weeks was Bob Reib’s orange Jeep mechanism.



Repair team hanging new side door.

Job 1137 – Rebuild Snow Fence – Osier

Objective: Rebuild Snow Fence in Original Location.

Team Leader, Sessions: C & D: Ted Norcross

Team Members, Session C: Gene Balderston, Tom Bartlett, Ron Carder, Bernadette Karns, Gabe Karns, Maggie Karns, Emmanuel Lopez & Chris Norcross

Team Members, Sessions D: Gabe Karns, Bernadette Karns, and Maggie Karns. Emmanuel Lopez, Kevin Pyle



Emmanuel Lopez, Gabe Karns, Bernadette Karns and Maggie Karns prepare to haul logs from track side to the fence site.



NEWS FROM THE FRIENDS LIBRARY/ ARCHIVE

On August 4, 2010, fifteen boxes of photographs, slides, posters, and printed materials arrived from the Dorman Estate. Promised by Richard when we first entered into the agreement to buy/gift the original photographic collection, Richard's long-time collaborator, Bob Hayden, brought the collection down from Santa Fe.

As of today (August 16, 2010), Wes Pfarner was just finishing a rough catalog of the fifteenth box.

Two boxes contain several hundred more photographic prints and slides, many of which are of the Rio Grande Southern. The remaining boxes contain various ephemera accumulated by Dick over his collection era, including original RGS records, video tapes, and books and materials related to his photograph collecting, book creation and model railroading endeavors.

Wes is being helped by long-time volunteers, Carol Haller and Dave Ryerson. The Friends are much indebted to such dedicated volunteers.

Speaking of volunteers, help is still needed in entering descriptions of the many pictures in the Dorman Collection into our database. This is to achieve searching of the thousands of pictures in order to find a desired item quickly. No real computer knowledge is necessary—we will teach you what you'll need to know. Hours are 9-5, Mon. through Fri. Call Gwen at 505-880-1311 to help or send her e-mail at info@cumbrestoltec.org.

- contributed by Spencer Wilson and Wes Pfarner

REMINISCINGS OF 1950'S NARROW GAUGE

I appreciate the positive comments I have received about the reprint from "Private Varnish" magazine about the narrow gauge parlor and business cars included in a recent issue of the Dispatch. They reminded me of my early encounters with these narrow gauge cars.

To begin, I grew up in Houston, Texas, and my dad was an avid trout fisherman. In 1948 we went to the Conejos River for fishing. I knew about the narrow gauge because I had a copy of Lucius Beebe's book, "Mixed Train Daily," so my Mom and I took a day off from the fishing camp to ride the San Juan.

We had parlor car seats on the "Chama" from Alamosa to Lumberton. (I wasn't smart enough to know the conductor would have seen us change trains at the meeting point of Caracas). For the eastbound trip we had the parlor car "Durango" with a drumhead for the long-departed "Shavano" from the Marshall Pass route to Gunnison.

As you know, the westbound trip was sunlight all the way, but with a late morning departure from Durango, the eastbound was often in the dark east of Cumbres.



*Parlor car "Chama," Alamosa, CO - 1948.
(Fred Springer photo)*

My photographs eastbound were limited, and besides, we had to eat dinner in the parlor car.

My next trip was in the summer of 1950 to ride the Rio Grande Southern's "Galloping Goose" (I found business car "Edna" at Ridgway, CO, this car later ending up at Knott's Berry farm after the RGS abandonment). This trip included the "Silverton", the "San Juan" from Durango to Alamosa again with the parlor car "Chama," with photographs at Chama and at Cumbres.

This 1950 trip was based upon a passenger rail system and a work schedule that would be impossible to recreate today.



*Parlor car "Chama," on the 'San Juan,' Sublette, CO - 1948.
(Fred Springer photo)*

I was working shift work in West Texas, and when going from the graveyard shift to evenings, you got off work at 7:00AM on Thursday morning and returned to work at 3 PM on Tuesday afternoon. With this schedule, I was able to drive to Lubbock, catch the afternoon connection on the San Francisco "Chief" to Amarillo, change to the Fort Worth and Denver in Fort Worth, ride as far as Pueblo on Friday morning where my folks would meet with their automobile.

We'd drive to Gunnison, Montrose, and Ridgway, and on Saturday we'd ride the RGS to Lizard Head and return. Sunday in Durango was to ride the Silverton train, then Monday to ride the San Juan to Alamosa. A bus connection to Walsenburg, the Fort Worth and Denver back to Amarillo, the Santa Fe to Lubbock, and it was back to work on Tuesday afternoon.



Parlor car "Chama," and car #327 on the 'San Juan,' Antonito, CO - 1948. (Fred Springer photo)

I was drafted into the U.S. Army for the Korean War, but took leave in the summer of 1951 to ride the Rio Grande Southern on an excursion organized by the Railway Club of Southern California. This excursion included a trip from Durango to Alamosa on a recreated "San Juan" with the parlor car "Alamosa" on the rear.

I have photographs of the "Chama" at Alamosa with the "San Juan" drumhead, again at Antonito and at Sublette; other photos are included as part of this article.

-contributed by Fred Springer



Parlor car "Chama," and car #327 on the eastbound 'San Juan,' at Cumbres - August, 1950. (Fred Springer photo)



Parlor car "Chama," and car #327 on the eastbound 'San Juan' at Chama - August, 1950. (Fred Springer photo)



Parlor car "Chama," and car #327 on the eastbound 'San Juan,' at Cumbres - August, 1950. (Fred Springer photo)



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

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Schedule of Friends' Events

March 25 & 26, 2011
Spring Board Meeting & Banquet -
Albuquerque

May 23-27, 2011
Work Session "A"

May 30-June 3, 2011
Work Session "B"

June 13-17, 2011
Work Session "C"

June 17, 2011
Annual Member Meeting -
Conejos, CO

June 18, 2011
Summer Board Meeting -
Chama, NM



RD098-051 D&RGW engine number 315 is in road service on the Ouray branch, working out of Montrose, Colorado, on August 16, 1940, in this view by Russell F. Trepow. The air cylinder on the pilot beam raises and lowers small flanger snowplows behind (sic) the pilot wheels. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad.