C&TS Dispatch
Vol. 18 No. 2 SUMMER 2005

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HISTORIC PRESERVATION — 2005

The May Volunteer Work Sessions

ANTONITO CAR RESTORATION FACILITY

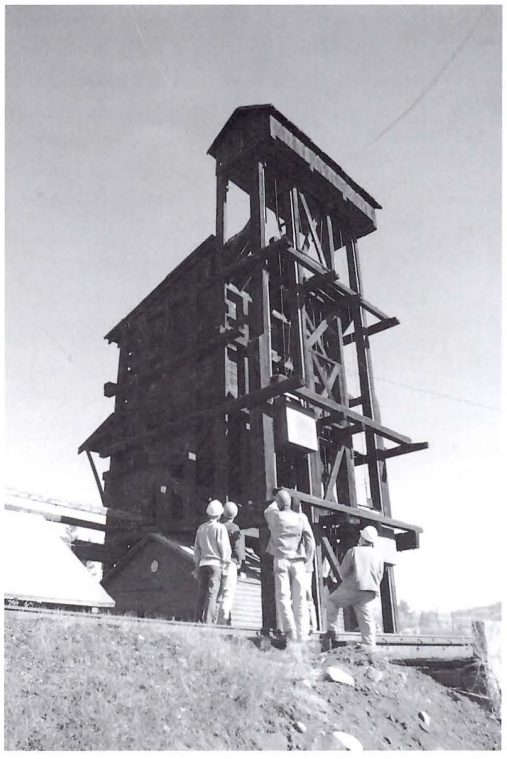
Two projects were carried out in the new Antonito CRF.

Project Objective: Form and pour a concrete slab inside the Antonito CRF
Session: A
Team Leader: John Sutkus

The foundation and erection phases of the new Car Restoration Facility (CRF) in Antonito were done by ALCON contractors of Alamosa during September and October 2004, and this summer team members formed and poured an approximately 18- by 70-ft concrete slab inside the north sidewall of the building.

First, the team drilled holes 4-in. deep along the current exterior concrete footings where the concrete would be poured. The holes were drilled 18-in. on center and 3-in. below finished floor level. Eight-inch, no. 4 rebar dowels were then pounded into the drilled holes. A backhoe was brought in to level the native soil below the 6-in. slab and excavate the area of the railroad track inside the building to a depth of 12 in. The floor was actually lowered 12 in. and 5-ft wide the full length of the building. When the ties and rail are eventually installed, the top of the rail and concrete floor will be approximately the same height. The 12-in. depth extended an additional 18 in. and graduated up to 16 in.—the depth of the entire remaining floor.

When the ties and rail are installed beside the concrete, the 12- x 18-in. thickness will allow for heavy jacking of rail cars. Twenty-foot lengths of no. 4 rebar were placed in a square grid pattern—18 in. on center. The end pieces of this rebar were tied to the dowels and each intersection of the grid was tied with wire to hold it in place. Rebar was bent into a "U" shape in the 12- x 18-in. portion for added strength. A 2- x 12-in. form was staked and braced the full length of the building. Twenty-nine cubic yards of concrete were poured and finished the next day. Steve Perea, a local contractor, and Tommy Martinez of Antonito were hired to finish the concrete.



The coal tipple crew survey the tipple before beginning work. (Tom Cardin)

Project Objective: Install industrial grade electrical distribution system for the Antonito CRF
Session: A
Team Leader: John Engs

Mark Valerius provided the CRF electrical design based on inputs from many sources including needs defined by the Facility Utilization Committee; Ed Lowrance, CRF Construction Coordinator; other railroad related repair facilities and the current Fort

See ***Preservation****, page 4*

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C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad
William Lock, Founder

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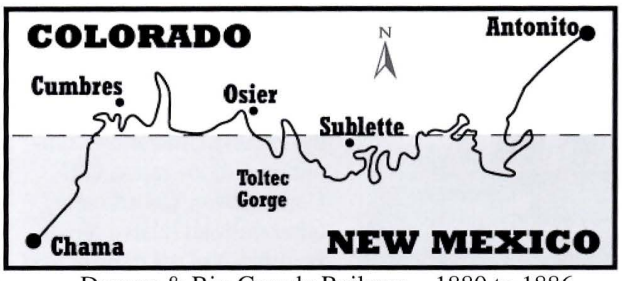
The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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 and is operated by the Rio Grande Railway Preservation Corporation. 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).

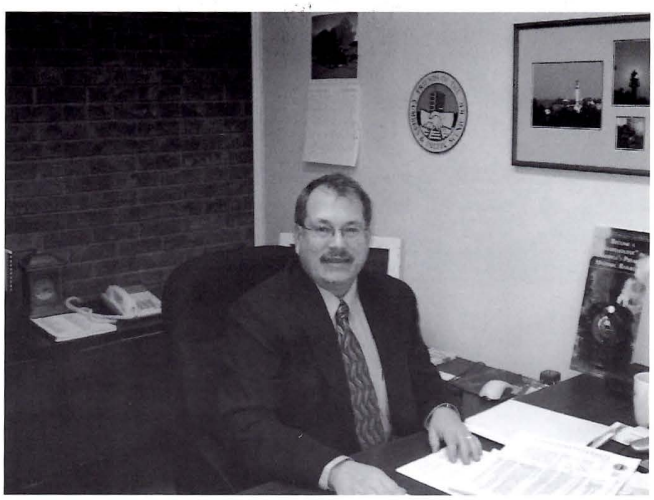
Family membership in the Friends is $25.00 per year; outside the USA membership is $35.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is 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 2005

PRESIDENT'S COLUMN



Reflect and Onward!

As I complete five months on the job as President & CEO of the Friends, allow me to pause and quickly reflect on these past few months. I say reflect because in this day and age of high speed internet, ipods, text messaging, cell phones, and HDTV does anyone in society take time to indeed look back at the path they have just traveled? I highly doubt it.

I have learned a great deal about our organization, the C&TS and the Commission during this time. I am very fortunate to have the opportunity to interact with so many wonderful people including a dedicated group of Friends members. Everyone I have had contact with has a passion for this 64-mile narrow gauge railroad that trudges along through the mountains of southern Colorado and northern New Mexico. To all these folks, the Cumbres & Toltec is a family affair. These magnificent souls give of their time and resources to support a cause that is near and dear to them.

As you all know, we erected a new Car Restoration Facility in Antonito during the fall of 2004. When I first saw the structure last year, it was a shell with nothing in it. I commend Ed Lowrance for his leadership as project manager during the initial construction phase. Through the efforts of the work session A crew in Antonito, the building is coming to life. Concrete has been poured, electrical installed, and the RGRPC's track gang is completing the connecting trackage to the balloon track. I thank all those who helped during this time. Wow, to think we will have a completely enclosed area to perform restoration work. This is quite an accomplishment. Along the way, we were fortunate to receive a grant for $22,843 from the Gates Family Foundation of Denver to help with the project. We

*See **President**, page 8*

FRIENDS RECEIVE GRANT FOR CAR RESTORATION FACILITY

The Gates Family Foundation of Denver, Colorado has presented the Friends with a grant in the amount of $22,843. This funding will be used to complete construction and improvements on the new Car Restoration Facility in Antonito, Colorado. This 4,320 square foot facility was erected during the fall of 2004 and will provide a covered and enclosed area with rail access to perform restoration work. We are very appreciative of the Gates Family Foundation's commitment to historic preservation efforts. Their gift was very instrumental in helping the Friends further this project.

—Friends Web Site, May 10, 2005

ELECTION RESULTS

The following seven directors were re-elected to two-year terms (votes for each candidate are also given). Nan Clark, 679; James Herron, 669; William Lock, 673; Edgar Lowrance, 672; Jerry Sahnd, 653; Dennis Sterosky, 668; Spencer Wilson, 673. New directors elected for two-year terms were Dan Pyzel, 667, and Richard Tower, 675.

Bob Wright

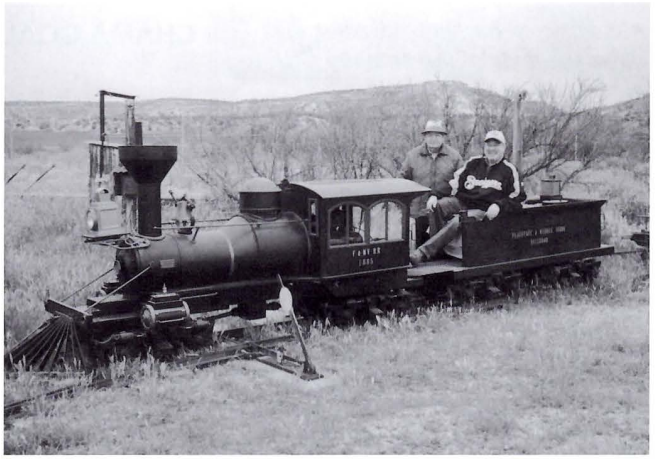
Bob Wright passed away on May 14, 2005, in Dayton, Nevada, after a brief illness. Bob came to the Cumbres & Toltec Scenic Railroad in the months before the opening of the 2000 season. At the time the Friends had assumed operation of the railroad, and Bob came to Chama to renovate the steam engines. Edward McLaughlin, General Manager of the C&TS at the time has written that "Bob immediately threw himself into the job working 6 to 7 days a week, 10 to 12 hours a day. With firm determination, he pulled the shop crew together and gave them new insight into how the old D&RGW procedures were practiced to repair narrow gauge iron horses." On May 27, 2000, the C&TS opened the season on schedule.

A VISIT TO THE FLAGSTAFF & MIDDLE VERDE RAILROAD

Friends member Fred Springer and President Tim Tennant had an opportunity to visit a dear friend of our organization in late April. Fred and Tim ventured west to Flagstaff, Arizona, to see Malcolm Mackey. Among other contributions, Malcolm has provided financial support towards the construction of our car restoration facility in Antonito. For his continued support of the Friends, Malcolm was presented with a miniature harp switch stand in appreciation for these efforts. During their visit, Springer and Tennant took advantage of an offer to ride Mackey's 16" gauge Flagstaff & Middle Verde Railroad located approximately one hour south of Flagstaff. A great time was had by all three and, fortunately, the summer heat in the valley had not set in yet. We extend our thanks again to Malcolm for all he has done for the Friends over the years.

— *Tim Tennant*

Malcolm Mackey holding the miniature harp switch stand presented to him by President Tim Tennant and Fred Springer. (Tim Tennant)



Malcolm and Tim on Malcolm's Flagstaff & Middle Verde Railroad. (Fred Springer)

Preservation *(continued from page 1)*

Knox facility; standard specifications for electrical design of industrial facilities; and NFPA 70 National Electrical Code.

The design is divided into four phases. Phase 1 provides basic electrical service to the facility by the service drop from the local utility company. Phase 2 provides receptacle power along the north wall of the building and includes a single-phase distribution center. Phase 3 provides receptacle power along the south wall of the building, and phase 4 provides for overhead receptacles to provide power to future Metal Halide (HID) luminaries.

Phase 1, 2, and 3 were completed and phase 4 started, far beyond any expectation of this one-week project.

A contracted backhoe operator digs down the floor of the Antonito CRF to the level that ties and rail will be installed, which will be the bottom level of the concrete forms. (Ted Smith)

Tied rebar and forms in place and ready for the concrete trucks. (Ted Smith)

The first truck backs into position for the concrete pour in the Antonito CRF. (Ted Smith)

The finished floor of the CRF. Twenty-nine yards of concrete were poured. (Ted Smith)

The target year for completion of phase 4 is 2005 providing funds become available for lighting fixtures.

CHAMA COAL TIPPLE

Project Objective: Repair and maintain the coal tipple using the 2002 Kells/Kreis report "Chama Coal Tipple Structure Report/Maintenance Plan" as a guideline
Session: B
Team Leader: John Sutkus

First, the team excavated around the foundation of the coal tipple. About a foot and a half of dirt and cinder material (to roughly 6 in. below the top of the concrete mat foundation) was removed to show the timber sills were actually more deteriorated from the outside than had originally been anticipated.

Approximately half of the 10-in.-wide timber sills on the north, west, and south sides of the hoist house suffer from wood rot. The east sill does not have ground contact and is not rotted or significantly deteriorated. It was discovered that on the south side the sill that extended from the hoist house all the way over to the coal dump was completely rotted. The deterioration actually extended into the south side of the south-most sheave column, a timber section 7½ in. thick and 17 in. wide. The deterioration and rot in that column was excavated to find it extends at least 24 in. down and about 3½ in. into the column.

The team installed three ladders—one built by the wood shop crew. The team installed a temporary patch to the rotted area in the sheave house column using epoxy wood patch and concrete covered with concrete mortar. This was followed by installing a sill and two temporary scabs consisting of creosoted switch ties bolted onto the outside of the sheave house column.

Team members also replaced the sill on the north side at the bucket pit with a creosoted tie and replaced and painted safety handrails. After they had established elevation reference marks, the elevations were checked with a builder's level. The tipple cross beams to the temporary beam were rewedged, replacing the small softwood wedges with large hardwood wedges. The team had driven in the hardwood wedges solidly and then had checked reference elevations. The wedging brought the northwest corner up 1/8 in. and the southwest corner up ¼ in. The team will continue to monitor all reference elevations to see if the structure is settling or moving.

CHAMA SAND TOWER

Project Objective: Return the Chama Sand Tower to operational condition
Session: A
Team Leader: Marshall Smith

Inside the sand house in the Chama yard, the new sand chute built by the wood shop team is in place. (Tom Cardin)

This Chama project was scheduled for session B; however, during session A, team members who were also members of the caboose 0306 project crew made repairs to the sand tower. They repaired some of the piping and cleaned out obstructions to the even flow of sand. They also replaced an on-and-off valve. The carpenter shop made a trough to better deflect sand into the sand hopper, and the team members installed it. The sand tower has been out of operation for a long time, and these repairs made it operational and will eliminate the need for railroad employees to lift 80-lb sacks of sand up to the top of the engine to refill the sand dome. During session B, both the light on the tower and the interior lights were repaired and are again operational.

CABOOSE 0306

Project Objective: Prepare caboose 0306 for charter work during 2005
Session: A, B
Team Leader: Tim Bristow

This Chama project's goal was the interior renovating, minor repairing, and painting of caboose 0306. In preparation for painting, volunteers scraped and sanded the caboose exterior. The dust created left in the seams was then blown clean with air pressure. Each seam was caulked before the primer coat was applied to the entire caboose. Bondo was used extensively to fill imperfections, especially on the end platforms. The team applied two coats of latex paint with brushes. It should be noted for future reference that only brushes were used to apply both the primer and color coats. The railroad wanted the caboose to be painted the same red color as the passenger coaches are being repainted. The team painted handrails and steps white and replaced all catwalks.

FAIRMONT MOTOR CARS 04 AND 013

Project Objective: Complete the restoration of motor cars 04 and 013
Session: B
Team Leaders: Dave Ferro and Andy Hackmeyer

These D&RGW Fairmont motor cars will be used in future Friends museum interpretation programs and maintenance-of-way projects. Each Fairmont S2T-Z motor is to be fully restored to operating condition.

Team members completed reinstallation of the engine in 013. They also modified the electrical wiring in both cars to not only simplify it but to make it more consistent with the original wiring. New ignition coils (12 volt) were installed in both 04 and 013. The team disassembled, straightened, and reassembled the rear frame channel on 04 and installed a new rear lift bar. After repainting the repairs to 04, the team stenciled original numbers on both cars. Then instructional and manufacturer's plates were attached to both cars.

The team temporarily installed three fluorescent lights in the motor car building. The lights will be permanently wired with switches during one of the August work sessions, and interior and exterior wall sockets will also be installed in August.

TREE TRIMMING AND BRUSH CONTROL

Project Objective:Tree trimming and brush cleanup along the right-of-way
Session: B
Team Leader: Bill Strathearn

The team trimmed trees and cleaned up brush from mileposts (MP) 340 to 342, 335 to 337, and 315 to 302. Everything between these mileposts is essentially clean. The team didn't get from Cresco to Cumbres because of snow drifts. Trees were cleared back approximately 12 ft and 15 ft up. The team encountered very little brush because of last year's cleanup.

Volunteers begin work on caboose 0306. (Tom Cardin)

WOOD PRESERVATION

Project Objective: Treat Chama depot dock, restored flat cars, and stock pens with wood preservative
Session: B
Team leader: George Berkstresser

The team prepared the Chama depot and restroom buildings for spraying. They swept the entire area after planing the edges of some of the planks that might have been tripping hazards. They also sanded both handrails between the depot and restrooms. Spraying the linseed oil/mineral spirits mixture was limited in Chama to stock car 6708 and one gate at the stock pens because of the availability of the preservative mixture.

STRUCTURAL REPAIRS AND PAINTING

Project Objective: Structural repairs and painting in the Chama yard
Session: B
Team Leader: Rich Muth

The team completed miscellaneous repairs. The chain link fence at the north end of the yard was repaired with 5 new posts and 80 ft of new top rail. Team members also completed minor repairs to the front door of the depot, replaced the entire roof walk on boxcar 3484, and built a new left-side door for boxcar 3592.

CHAMA YARD LANDSCAPING

Project Objective: Landscape maintenance and improvements
Session: B
Team Leader: Alta Berkstresser

The team cleaned out flower beds and prepared them for summer. Flower planter boxes were positioned on the depot dock and some plants were added to the boxes. Hoses for watering all beds were set up and checked. Weeding and trimming were done in various places.

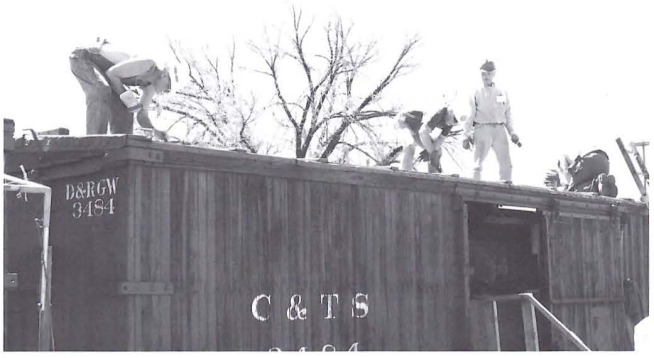
SUPPORT SERVICES

The volunteers who carried out the historic preservation projects in sessions A and B described above depended on the support of many groups. Listed below are the support services and the team leaders.

Work Session Leader: Bob Tully
Work Session Preparation: Roger Briggs
Work Session Closedown: Ed Lowrance, Roger Briggs
Registration, Administration: Mona Tully, Mary Jane Smith
Tool Car Operation: Ed Lowrance
Food Preparation: Mary Jane Smith
Carpentry Shop and Material Supply: Roger Briggs
Fork Lift Operation: Bob Tully
Project Reporting and Documentation: Ted Smith
Chroniclers: Sharon McGee
Yard and Train Hosts: Frank Yockey

Ted Smith compiled this report from contributions by Bob Tully, Sharon McGee, and the team leaders.

Andrew Hackmeyer (l) and Dave Ferro working on motor cars 04 and 013. (Tom Cardin)



Volunteers replace the roof walk on kitchen service car 3484. (Tom Cardin)

Bill Strathearn with chainsaw working on the aspen he had just cut down between MP 314 and 315. (Sharon McGee)

SESSION A VOLUNTEERS, MAY 2005

First Name	Last Name	State	Project Assignments
John	Cole	CA	CRF Electrical System Installation
John	Sutkus	CA	CRF Concrete Form Installation Team Leader
Tim	Bristow	CO	Caboose #0306 Renovation Team Leader
John	Engs	CO	CRF Electrical System Installation Team Leader
Steve	Fowler	CO	Carpentry Shop & Materiel
Bill	Strathearn	CO	Carpentry Shop & Materiel
Bob	Tully	CO	Work Session Coordination
Eberhard	Reul	CO	Tool Car Site Helper
Ed	Lowrance	CO	Tool Car, CRF Electric, CRF Concrete
Roger	Briggs	CO	Carpentry Shop & Materiel
Bob	Nordmann	CO	Caboose #0306 Renovation
Mona	Tully	CO	Registration and Administration
Mary	Whelan	FL	Food Service
Rod	Whelan	FL	Tool Car Operation
Jack	Warner	GA	Caboose #0306 Renovation
Peggy	Warner	GA	Food Service
Mark	Valerius	IA	CRF Electrical System Installation
Noreen	Breeding	MT	CRF Electrical System Installation
Roger	Breeding	MT	CRF Electrical System Installation
Marty	Gonzales	NM	CRF Concrete Form Installation
Donald	Bayer	NM	Caboose #0306 Renovation
Russ	Hanscom	NM	CRF Concrete Form Installation
Charles	Irvin	NM	Carpentry Shop & Materiel
Ted	Smith	NV	Project Reporting & Documentation
Chuck	Armstrong	Ontario	CRF Concrete Form Installation
Fred	Kuhns	TN	CRF Concrete Form Installation
Marshall	Smith	TX	CRF Electrical System Installation
Mary Jane	Smith	TX	Food Service Team Leader
Scott	Wright	TX	Caboose #0306 Renovation
Kent	Wallis	TX	Caboose #0306 Renovation
John	Schwartz	TX	Work Session Preparation & Carpentry Shop

SESSION B VOLUNTEERS, MAY 2005

First Name	Last Name	State	Project Assignments
David	Ley	CA	Coal Tipple Repair
John	Sutkus	CA	Coal Tipple Repair Team Leader
Susan	Sutkus	CA	Food Service
Roger	Briggs	CO	Carpentry Shop & Materiel
Rich	Muth	CO	Misc. Structural Repairs & Painting Team Leader
Jim	McGee	CO	Misc. Structural Repairs & Painting
Sharon	McGee	CO	Chronicler Team Leader
Bill	Strathearn	CO	Tree Trimming & Brush Control Team Leader
Bob	Tully	CO	Work Session Coordination
Mona	Tully	CO	Food Service
Ed	Lowrance	CO	Tool Car Operation
Larry	Spencer	CO	Caboose #0306 Renovation
Alta	Berkstresser	CO	Chama Yard Landscaping
George	Berkstresser	CO	Wood Preservative Appl. & Yard Landscaping
Greg	Anstine	CO	Tree Trimming & Brush Control
Tim	Bristow	CO	Caboose #0306 Renovation Team Leader
Don	Richter	CO	Tree Trimming & Brush Control
Bob	Nordmann	CO	Caboose #0306 Renovation
Jerry	McKenzie	CO	Caboose #0306 Renovation
Rod	Whelan	FL	Tool Car Operation
Mary	Whelan	FL	Food Service
David	Ferro	FL	Speeder Parts Repair & Painting Team Leader
Andrew	Hackmeyer	FL	Speeder Parts Repair & Painting
Jim	McKeel	KS	Tree Trimming & Brush Control
Allison	Stoll	MO	Coal Tipple Repair
Randy	Stoll	MO	Coal Tipple Repair
David	Cullinane	MO	Misc. Structural Repairs & Painting
Roger	Breeding	MT	Tree Trimming & Brush Control
Noreen	Breeding	MT	Tree Trimming & Brush Control
Charles	Irvin	NM	Carpentry Shop & Materiel
Bill	Mackey	NM	Wood Preservative Appl. & Speeder Parts Repair
George	Davies	NM	Caboose #0306 Renovation
Donald	Bayer	NM	Caboose #0306 Renovation
George	Trever	NM	Coal Tipple Repair
Ted	Smith	NV	Project Reporting & Documentation
Chuck	Armstrong	Ontario	Misc. Structural Repairs & Painting
Mike	Morse	TX	Misc. Structural Repairs & Painting
Marshall	Smith	TX	Project Assessments & Coal Tipple Repair
Mary Jane	Smith	TX	Registration & Food Service Team Leader

President *(continued from page 2)*

are appreciative for their support. I want to also thank Malcolm Mackey for the financial support he has provided along the way.

The railroad itself has started the 2005 season with three operating locomotives, numbers 484, 487, and 488. What a feat when one considers just a few short years back life looked very bleak for the C&TS. Reservations going into the season were up dramatically and the State of New Mexico committed to provide $1 million to the C&TS Railroad Commission in funding. Certainly, we must be thankful for the efforts of so many individuals who worked to make this happen!

Yet, as the new kid on the block, I sometimes hear what is wrong with everything from soup to nuts, or should I say everything from the color of C&TS coaches to RIO GRANDE not being on the sides of tenders. Everyone has an opinion and I certainly respect those opinions. But isn't it great that we can have these sorts of discussions. If we weren't it would only mean that the Cumbres & Toltec had reached the end of the line and that in and of itself, would be tragic.

This is not the case. The C&TS is steaming forward and I hope we can all agree that the future is brighter than it has presented itself in a few years. Now, this does not mean that we (Commission, RGRPC, Friends) do not face challenges. Many challenges and opportunities lie ahead. We do not live in a perfect world. We do however live in a world where a great many people do care about our C&TS and therefore have strong feelings.

When this scenario exists, one can either be positive in their comments or negative in the discussion about the C&TS. A person has the ability to work towards solving the problem or they will continue to vocalize about the problem and do nothing. Which would you rather be? As Friends' members I believe you all work to solve problems. That is what our organization is about.

We should feel good about the C&TS and its management by the RGRPC as it exists today in the year 2005, the Commission and its recent personnel moves involving Steve Malnar accepting the role of Executive Director and Rey Medina replacing Steve as a New Mexico Commissioner. Finally, as mentioned earlier, the Friends truly continue to mature as a historic railway preservation and interpretive organization. Each and every one of you does impact what the public sees and hears when they ride the Cumbres & Toltec. So as you relax around the campfire or fireplace, take a few minutes and reflect on where we as the C&TS family have been and indeed where we are today. Life isn't all that bad.

Now if you are finished relaxing, we do have more work to do! Have a great summer and see you all somewhere along the C&TS. Thanks again for all your efforts.

—Tim Tennant

FRIENDS WISH LIST

Do you have a lap top computer you are not using? Or perhaps you have a band saw or drill press gathering dust in your garage? If you would like to donate any of the following items, please contact the Friends in the Albuquerque Office at 505-880-1311 or e-mail Tim Tennant at timtennant@cumbrestoltec.org. Donation letters will be supplied for any donation valued in excess of $250.

- Lap top computer
- Glass Display Case
- Small Concession Trailer
- Memorabilia, photos, library collections, and dining car china associated with the Denver & Rio Grande narrow gauge system, Colorado railroad history, and New Mexico railroad history.
- Table saw, 14" or larger
- Band saw, wood 14" or larger
- Band saw, metal, horizontal or vertical
- Thickness planer, 14" width or greater
- Jointer/planer 8" width or greater
- Shaper 3 phase preferred
- Drill press, 15" floor stand
- Drum sander open end 15" or wider
- Tools—open end wrenches 1" and larger, crescent wrenches 18" and larger, sockets-deep 8 point 1" and up, ½" and ¾" drive, angle grinders 4 ½" electric, circular saw-cordless 18 volt, drills-cordless 18 volt, wood chisels-1" and larger, augers-wood long shaft ¾" and larger, drill bits ¾" and larger, annular bits for Milwaukee Magnet Base Drill 11/16th and larger.

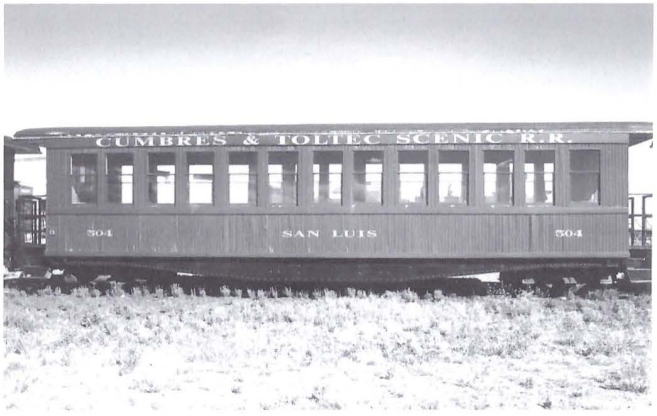
The Second Generation Coaches of the Cumbres & Toltec Scenic Railroad

by Dan Ranger

I arrived in Chama, New Mexico, as the General Manager of the C&TS in May of 1983 having transferred from the Lahina-Kaanapali & Pacific Railroad on Maui, Hawaii, both Kyle Railways operations. Over the next months, track inspections were part of my orientation. On one of these inspections with track supervisor Max Pacheco, I saw a piece of wood, painted yellow, along the track. I asked Max what it was and he told me it was window trim from one of the new coaches that operated out of Antonito. When I asked him why it was off the car he told me it happened all the time. I could not believe this, the seven "first generation" coaches, usually referred to as the Antonito cars (500, Alamosa; 501, Antonito; 502, Lava; 503, Big Horn; 504, Sublette; 505, Toltec; and 506, Taos), were only a year old!

I soon discovered that these cars suffered from more than just window trim falling off. They were prone to derailments in certain spots on the line. This was mostly due to their rigidity. They had been built on a 6500 class flat car, with the "fish belly" side frames. While these flat cars, as flat cars, were rather flexible, by the time the heavy steel end walls were installed the car frame was less forgiving. One answer to "loosen" up the cars was to increase the side bearing clearances. Although this helped it also made the cars rock from side to side under certain track conditions.

The more time I had to experience these cars the more I disliked them, not only from the outward look of them, but the quality of their construction and the way they rode. Another negative was the way the windows were designed; they did not allow passengers to look out of the cars very well because the movable portion of the windows went only halfway up. But the coaches were new, and they were more comfortable than the boxcar coaches. There were passengers, however, who really liked the old cars, even when the rain or snow came in the doorways and around the makeshift windows. I recall one snowy October day on the last weekend of operation and the train arriving in Chama. Any time one cannot read the number plate on a K-36's smoke box, you know it had been very cold coming off Cumbres. There were about a half dozen riders in the open car. Most had their parkas zipped up and the hoods all but hid their faces. I called out, "You know, we DO have covered cars?" From inside one of the hoods came "What's the fun in that?" It takes all kinds.



First generation coach 504, as built lettered Sublette, shown here lettered San Luis. Note the fish belly side frames. (Copyright 1995 Rupley Collection. Used with permission.)

By 1985 the money to build the "second generation" (my terminology) coaches was in hand. Over the previous year and a half, I had a lot of time to think about how these cars could be (read "had to be") better than the first ones. One of my thoughts was that they needed to look like real narrow-gauge coaches: clerestory roof lines, better seats, larger windows that would open all the way to allow passengers to have an unobstructed view of the landscape, and they had to get rid of the fish belly frames that were, well, to put it in a word, ugly.

Through the winter of 1984-85, I had the time to think, sketch and start blueprints of what I wanted to see happen. I have always believed that if one is to succeed one has to use other people's good ideas. On the L-K&P the coaches looked like longer versions of the Hawaiian Railroad's (on the Big Island of Hawaii) cars built by Ransomes & Rapier (England) in 1882. These cars were called the Kalakaua cars after King David Kalakaua who rode on them in May 1883 for the dedication of his ancestor's (King Kamehameha I) statue at Kapaau, on the Big Island. (See Gerald Best's *Railroads of Hawaii*, Golden West Books, 1978, for more details.)

Apart from being over twice as long as the Ransomes & Rapier products, the L-K&P cars were eight wheeled instead of the four-wheeled versions, were of tubular box steel framing and fibreglass outside skin and steel roof. The cars' fibreglass skin was fastened to the steel framing with stainless steel screws. The windows dropped down into a pocket between the outer and inner walls, thus providing clear viewing (and ventilation). While the cars had some excellent qualities—low maintenance fibreglass, walk-over seating, light weight, and replicas of a swing motion, equalized passenger car trucks (which had very good tracking and riding qualities)—they were not without their drawbacks. The major maintenance problem was that the window frames were made of plastic (vinyl), and the latches (also plastic) had the nasty habit of either not fully engaging or breaking. The window would drop suddenly and the tempered glass would shatter—fortunately the latter occurred inside the pocket so rarely did any glass

come in contact with a passenger. But it was nerve-racking to a person sitting next to the window; not to mention if a tropical rainstorm was pounding down!

When I began to design the second generation cars for the C&TS, I naturally borrowed some concepts from the Maui experience. As time went on, and I got further along with the design it became apparent that at some point the idea of these cars had to be put on the table so the C&TS Railroad Commission, and their engineering consultant Ted Gordon of Santa Fe, could pass judgment. But first I needed to broach the concept to someone who could help that process along. My pick was Carl Turner, one of the two New Mexico commissioners.

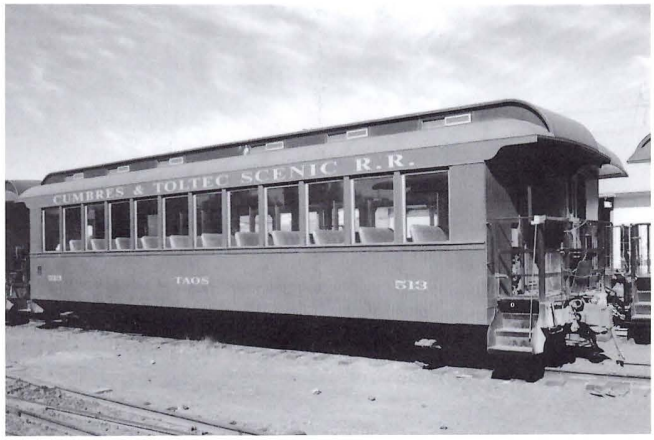
As I recall it, there had been a commission meeting in Antonito. Since I had driven Willis Kyle, President of Kyle Railways, from Chama to the meeting, and because he had a meeting in Albuquerque later in the day it was arranged that I ride back to Chama with Carl Turner. There was just the two of us and we spoke of many things on the drive back. I think it was about the time we went over Coxo crossing that I decided I had better get my dog and pony show on the road. I asked Carl what he thought the chances of the commission and the engineer considering a new coach design? I explained that it could be possible to design and construct a lighter weight car with the turn of the century look to it, along with better windows, better seats and lower maintenance costs. Carl puffed his pipe a couple of times and said something like "Well, I don't know, but I suppose you are going to show me the plans when we get to Chama?" We spent time looking at the drawings I had done, talking about the construction and the materials and the idea that these cars would look like old cars yet be very durable due to the fibreglass and the steel (vs the wood framed first generation cars), as well as the window design and the fact they would have steel roofs, not wood and canvas that sprung leaks. Carl allowed how it looked good to him and go with the idea.

Over the months that followed, many of the materials, engineering and basic construction details were hammered out. Fibreglass was one of the first problems—was it still available? The panels for the Maui cars had been made by Century Plastics in Southern California. I had been in contact with their Senior Vice President, George Turner, three years before to have them make more panels for the Maui cars. After several calls and a visit to California, Century Plastics presented an estimate for the patterns and the panels. The exterior panels would incorporate the look of vertical tongue and groove siding and would also integrate the windowsill in the same casting. The interior of the clerestory ceiling was to be done in four pieces, thus cutting down on the number of seams to detail.

The next real challenge was to get rid of the fish belly side frames, but come up with what was going to take their place. Cutting the old side sills off was the easy part, the replacement was a different problem. Because all of the car body framing above the side and end sills and the floor was to be fabricated in Durango by Telluride Iron Works and shipped to Antonito for final assembly on the basic car frame, all the sills had to be exactly the same. The old 6500s were pretty beat up, no two sills were the same—not even on the same car! The fix was to run strong rectangular box steel members down each side and across the ends to the inside of the step wells. These were squared up and then the cross braces and body bolsters were cut with a torch far enough back so that steel framing pieces could be welded in to bridge the differences. Difficult and precise layout, fitting and welding had to be the normal procedure.

During the design/engineering process, it was discovered that Westinghouse Air Brake was horrified that anyone even thought about, let alone was going to install, K brakes on the cars. Well, why not? They were on everything else, and they had worked just fine for decades. Nope, no way! So AB schedule equipment was imported from a sister Kyle operation that had a freight car repair shop and had surplus AB equipment. And now it was back to the drawing board to design different fixtures and leverages to suit the ABs. And I wonder why I have gray hair?

All the finish work was done in Antonito by C&TS employees: Marvin Casias, James (Jim) Shawcroft and his son, Bret "Charlie" Shawcroft, Sam Ruybal, Henry Gallegos, Gilbert "Bino" Gallegos, Donald Duran, Brian Glynn and Gerald Blea. From below the interior windowsill line the paneling was wood put in over sheet steel "belts" that were welded to



Second generation coach 513, as built lettered Conejos, shown here lettered Taos. (Copyright 1995 Rupley Collection. Used with permission.)

the vertical steel frame members. The windows were a nearly off-the-shelf transit grade aluminum framed laminated safety glass. While accepted safety glass of this type will not shatter, it cracks instead and the clear plastic laminate keeps the glass from falling out. The seats were acquired from the Indiana Railway Museum in Noblesville, Indiana. These seats had been taken out of surplus Erie Lackawanna commuter passenger equipment. I do not recall exactly, but I think we "stole" them for something between $15.00 and $25.00 each! It almost cost more in freight to Antonito than the cost of the seats. These seats were old Hale & Kilburn walkover seats, so the passengers could set them up to face forward regardless of the direction of the train. The bases bolted into the floor and the outside brackets fastened into the sheet steel "belts."

During the design/engineering process the consulting engineer made changes to the steel materials that I had originally called out. Everything became heavier, the end result was the cars weighed several thousand pounds more than the original concept. It was felt that the lightweight cars would not be as durable as the heavier product. I still disagree with this notion.

Lastly was the color of paint. I was criticized on my choice of Pullman Green or as close as I could get to it (there were two Pullman Greens—on the eastern and coal burning lines it was darker than on the western, dustier lines). There are those that feel the green color tends to "lose" the train in the greens of the mountains. To me that is just fine, better than yellow and silver or boxcar red and cream. In my eyes it should look like a train.

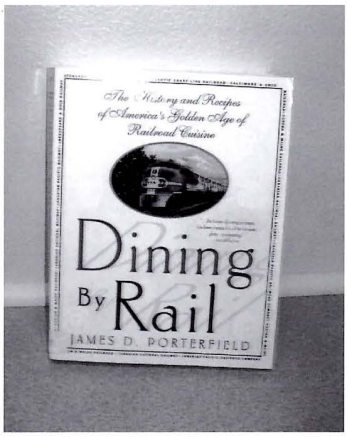
The second generation coaches are usually referred to as the Chama cars. The seven coaches were numbered and named as built: 510, Tres Piedras; 511, Santa Fe; 512, Osier; 513, Conejos; 514, Pagosa Springs; 515, Coxo; and 516, Lobato.

Dan Ranger is the Executive Director of the Tourist Railway Association (TRAIN) and co-editor with Karen Ranger of TrainLine, the association's publication. Dan is past General Manager of the Cumbres & Toltec Scenic Railroad.

BOOK REVIEW

Dining by Rail: The History and Recipes of America's Golden Age of Railroad Cuisine, St. Martin's Griffin, New York, 1993, 384 pp. including index and bibliography.

The author, James D. Porterfield, has done a wonderful job of researching and writing about the evolution of dining cars and their demise. The book is in two sections. Section I is titled "From Soot to Soufflé: Eating on the Train." As the title seems to say, the very earliest "hotel cars" served up locomotive soot along with marginal service of meals. Before the dining cars, of course, there were the eating houses usually located in towns along the railroad—a chapter the author entitles "A Half Hour to Indigestion." Then along came Fred Harvey to make things much better. As the rails were pushed west from the Mississippi and Missouri Rivers, the stopping places were farther and farther apart—hence the evolution of restaurant cars on the rails. The interesting tidbits provided in this book include the evolution of the term "diner" as applied to the cars. A "diner" was originally the person eating a meal but it later evolved into the title of the restaurant car. In this first section, the author goes on to describe how the railroads ultimately took over the Pullman Company, which operated those first cars. Each major railroad then began operating its own "Commissary Department." He also writes about the personnel in those commissaries: the evolution of using Black waiters, the advantages to them in money (from tips), travel and more permanent employment. He also addresses the advantage to the individual railroad companies in serving the best cuisine and providing the best service, the best table settings, and the like, as the best kind of advertising. The commissary departments all operated at a loss, but the assumption was that it was worth the deficit in order to attract the riding public. For many a traveler, he writes, this was a first experience, not unlike a fancy city hotel. "Service Second to None" is part of one chapter.



Section II is "The Railroads and Their Cuisines"— the menus of twenty major roads, plus dishes from 24 other roads. This latter list includes the Denver and Rio Grande Western specialties such as Boiled Black-Eyed Peas, Islander Shrimp Luau, and Old Fashioned Navy Bean Soup-Rio Grande Style. There are also special short sections on various items, including the Idaho Baked Potato. The B&O served seafood on the westbound trains and meat from the Chicago stock yards on the eastbound trains. As a postscript, the author goes into the decline of railroads in general, and the dining car in particular, and Amtrak taking over the long haul, intercity, trains. Read this book and the recipes and salivate!

— Spencer Wilson, Friends Librarian and Archivist

Schedule of Friends' Events

2005 Volunteer Work Sessions

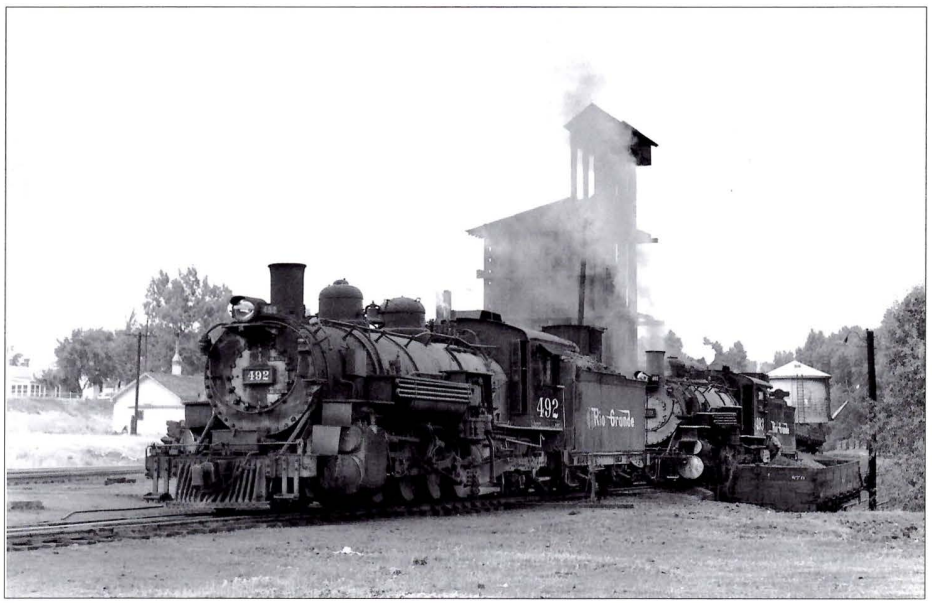
August 1-5, Session E
August 8-12, Session F

2006 Volunteer Work Sessions

May 15-19, Session A
May 22-26, Session B
June 12-16, Session C
June 19-23, Session D
August 7-11, Session E
August 14-18, Session F

Annual Meeting

June 16



At Chama in 1954, locomotives 492 and 493 at the coal tipple and over the ash pit. (Courtesy of Cornelius Hauck)

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