



C & TS Dispatch

Vol. 3 No. 1

March 1990

The National Park Service Excursion: November 23-24, 1968

This year is the twentieth anniversary of the purchase of the narrow gauge line between Antonito and Chama from the Denver and Rio Grande Western Railroad. The C&TS Dispatch will celebrate the purchase in this and future issues with articles highlighting events leading to the organization of the Cumbres and Toltec Scenic Railroad.

More than twenty-one years have gone by since a memorable four-car passenger train left Durango, Colorado, on a Saturday morning; stopped overnight in Chama; and went on to Antonito and Alamosa, Colorado, the next day. The excursion of that weekend, November 23-24, 1968, was arranged by the D&RGW through the efforts of the Denver and Rio Grande Western Narrow Gauge Railway Preservation Association and the National Park Service. Sixty persons from national, state, and

local government; regional industries; the media; the railroad; and the preservation association spent the two-day trip familiarizing themselves with the line and talking about its future.

Time was a concern to everyone because on September 18, 1967, the D&RGW had filed an application with the Interstate Commerce Commission to abandon the line from Antonito to

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Climbing Cumbres Pass, the National Park Service train crosses state highway 17 near the Colorado-New Mexico border on November 24, 1968. Behind locomotive 483 are caboose 0540, coach 331, combine 212, and business car M-7 (with Union Pacific colors for the film "Butch Cassidy and the Sundance Kid"). Photograph by Ernest Robart.

The C&TS Dispatch

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Editor Arthur Nichols
Layout Steven Schroeder

Please write the Editor at 689 Quartz, Los Alamos,
New Mexico 87544

The C&TS Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, New Mexico 87520. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

THE FRIENDS is dedicated to the preservation and interpretation of 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 operated by Kyle Railways, Inc. Volunteers from the Friends have been especially active in restoring and preserving equipment and buildings on the line.

FAMILY MEMBERSHIP in the Friends is \$15.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama 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 1921
Denver & Rio Grande Western Railroad - 1921 to 1970
Cumbres & Toltec Scenic Railroad - 1970 to Present

The Windy Point

Nineteen ninety will be an outstanding year for both the Cumbres & Toltec Scenic Railroad and the Friends. We have a number of new members so far this year, mainly because of the gift membership program established at the time of our membership renewals. Thanks very much for your support through renewals, contributions, and gift memberships. If you haven't renewed your membership for 1990, please do so as soon as possible.

As you can see from the 1990 schedule of events on page 12, the railroad will open on Memorial Day, May 26--earlier than ever before. This early opening has necessitated much preparation and winter work by the shop personnel of the railroad, and I specifically call your attention to the page 5 article. Because there has been very little snow in the San Juan Mountains this winter, the C&TS will undoubtedly be able to open without the assistance of a rotary snowplow.

Since the founding of our organization two years ago, we have received several contributions in memory of friends or family members. I believe that all of us will appreciate knowing about these contributions, and, therefore, from time to time such contributions will be gratefully acknowledged here in the Dispatch. And if you wish to make a contribution to our work in memory of someone, please write or call me. Because our organization is a nonprofit corporation recognized by the Internal Revenue Service to receive tax deductible contributions, we can accept gifts for all purposes, and I would especially encourage you to consider including a gift to the Friends in your estate planning. If you need any assistance in the language for such a bequest, please have your attorney get in touch with me.

Plans are proceeding rapidly for our work sessions and summer activities. I call your attention again to the schedule of events and point out that there will be a program, including a slide show, in conjunction with each of the volunteer work sessions. Being a volunteer is not a requirement for participating in either of the programs or the second annual Moonlight Special charter train on July 7. There will be a separate mailing this spring with order forms for purchasing tickets on the Moonlight Special.

The Friends merchandise sales help raise money for support of our work. Our merchandise and books can be ordered on the enclosed order form. T-shirts and books make excellent gifts.

I want to take this opportunity to thank publicly our directors and officers for their work. We had an excellent board meeting in March, which we will report on in the next issue of the Dispatch. Best wishes.

- Bill Lock



The National Park Service train pauses at the Gato, Colorado, water tank on November 23, 1968. William Harvey of the Fred Harvey family and Manager of La Fonda (which provided the on-board catering), of Santa Fe, is on the left. His wife, Linn, a "Harvey Girl" on the train, is next to him; Fran Barkmann, also a "Harvey Girl," is second from the right. Photograph courtesy of William Harvey.

National Park Service Excursion: November 23-24, 1968

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Durango as well as the branch from Durango to Farmington, New Mexico—a total of approximately 238 miles. A proposal being considered was to declare the line between Antonito and Durango a national monument; the Park Service would then operate or display it for the public.

Although eventually the states, and not the Park Service, did acquire the Antonito to Chama segment of the line a year and one-half later, this excursion brought

home to the state governments and the public how important it was to preserve all or part of this unique narrow gauge line that reflected, and continues to reflect today, so much of nineteenth-century railroading.

We thank Fran and Herman Barkmann of Nambe, New Mexico, for permitting us to use several of their photographs taken on the excursion. Herman was a founder and vice chairman of the Denver and Rio Grande Western Narrow Gauge Railway Preservation Association, the first citizens group dedicated to saving the narrow gauge. We also thank Ernest Robart of Albuquerque for letting us reproduce photographs he took chasing the train.

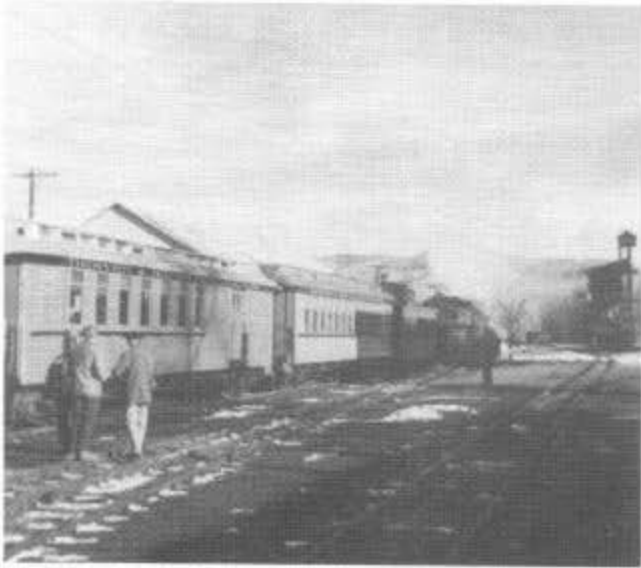
More Photos on Following Page

IN MEMORIAM

The Friends of the Cumbres & Toltec Scenic Railroad gratefully acknowledges contributions that have been made to our organization in memory of family members or friends who have passed away.

In memory of Jan Ranger by Sarah Ranger of Vallejo, CA.

In memory of Bill Warner by Kate Warner of Sun City, AZ.



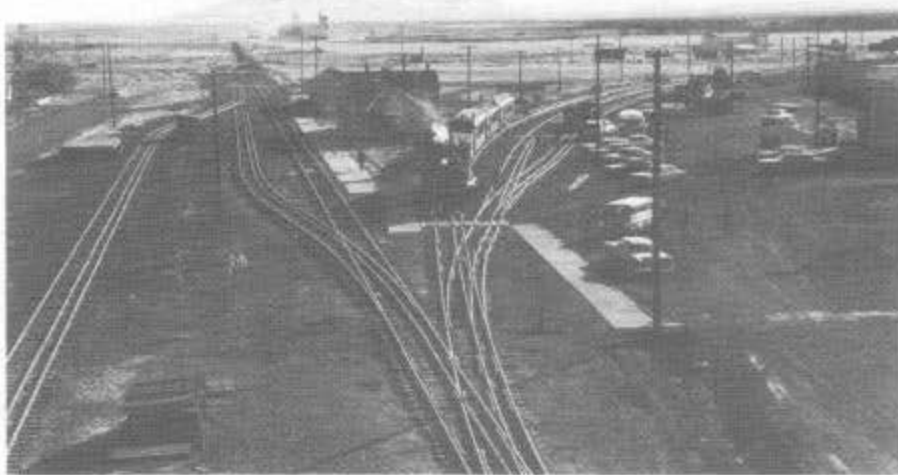
ABOVE LEFT: On Sunday morning, November 24, 1968, the train is ready to leave Chama for the 4 percent climb to the top of Cumbres Pass. Photograph by Herman Barkmann.



ABOVE RIGHT: The train stops at Cumbres on November 24, 1968. There is a light snow cover. The section house is boarded up. Photograph by Herman Barkmann.



RIGHT: During the stop at Antonito, a conversation takes place near locomotive 483. Shown are Terence Ross, a founder and chairman, Denver and Rio Grande Western Narrow Gauge Railway Preservation Association (center) and Herman Barkmann, vice chairman (left center). Photograph by Ernest Robart.



LEFT: The train leaves the Antonito depot on its way to Alamosa, November 24, 1968. The view is toward the south from the Antonito water tank. Photograph by Ernest Robart.

Locomotive Work, Winter 1989-1990

by Earl Knoob, Trainmaster

(Photographs by Earl Knoob and Arthur Nichols)

During the winter months, there is always activity on the C&TS at Chama and Antonito. Preventive maintenance, boiler inspections, and major mechanical work are carried out to prepare for the season ahead. In this first issue of the *Dispatch* for 1990, we bring you up to date on the off-season work. When Colorado and New Mexico purchased the railroad from the Denver and Rio Grande Western in 1970, the states acquired six of the original ten K-36 class locomotives built by Baldwin in 1925 for the narrow gauge. Today, four of the six are operating, and most of the off-season work involves these locomotives.

No. 489

This winter's major project has been No. 489, which has been parked without its tender on the far (east) track in the engine shop at Chama. All the boiler tubes have been removed, and the boiler has been de-scaled. The condition of the tubes is good--they can be reused. (The tubes were scheduled for reinstallation in the middle of March.) The boiler jacket has been removed along with all the lagging, or insulation, to permit a visual inspection of the boiler exterior. A section of the rear flue sheet (the upper rear tube sheet) where it bends and meets the firebox crownsheet has been replaced. This tube sheet undergoes considerable stress as the boiler expands and contracts. Over the years, the tube sheet has been welded many times, and this year a replacement was necessary. This work is finished, and boiler tests will begin in late March. Additional items for 489 include rebuilding both the mechanical lubricator (oil cylinders and valves) and the main and side-rod bushings.

No. 487

The locomotive is parked with its tender on the near (west) track in the Chama engine shop. No. 487 is undergoing considerable running gear work. The pistons and rods were removed and the rods sent to a Farmington, New Mexico, machine shop for grinding. Upon inspection in Farmington, it was discovered that one of the rods was cracked; a new one was fabricated. While the rods were being done, the cylinders were bored round again. Number 487's piston valves were also reworked. New rings

were installed and the valve chamber liners (cages) bored out. After seeing the badly worn valve rings, I was surprised that the engine ran as well as it did. Also on the list for 487 are replacing the wheel set on the trailing truck, installing a new air pump, and carrying out the normal annual inspection. The annual inspection includes visually inspecting the boiler interior as well as a hydrostatic, cold water testing of the boiler, 25 percent over the normal 190 pounds per square inch operating pressure; checking the air brakes on both the locomotive and tender; visually inspecting the draw bar and pin for cracks; and checking steam and air gauges.

No. 488

Locomotive No. 488 did not quite make it out on the road in 1989. Its driver tires were turned last winter, but other things that needed attending to were not finished before the season was over. But the

work on the apparently never-ending small details, as well as completing the new tender, did come to an end. For most of the winter, 488 has been parked outside the Chama engine shop, but on February 17 there was a test run from Chama to Lobato.

No. 484

The locomotive wintered in Antonito. Other than the normal annual inspection, little needed doing. Items on the wish list for 484 this winter included rebuilding the main and side-rod bushings, rewiring the electrical system, replacing the cab floor, installing new doors and windows, reworking the spring rigging on the right front driver, and shimming the cross-heads. How much of this work will be done depends on whether the locomotive can get through the snow in the mountains and down to Chama. Some of the

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RIGHT: Locomotive No. 488 outside the Chama engine shop. Superheater boiler tubes of No. 489 are stacked on the ground.

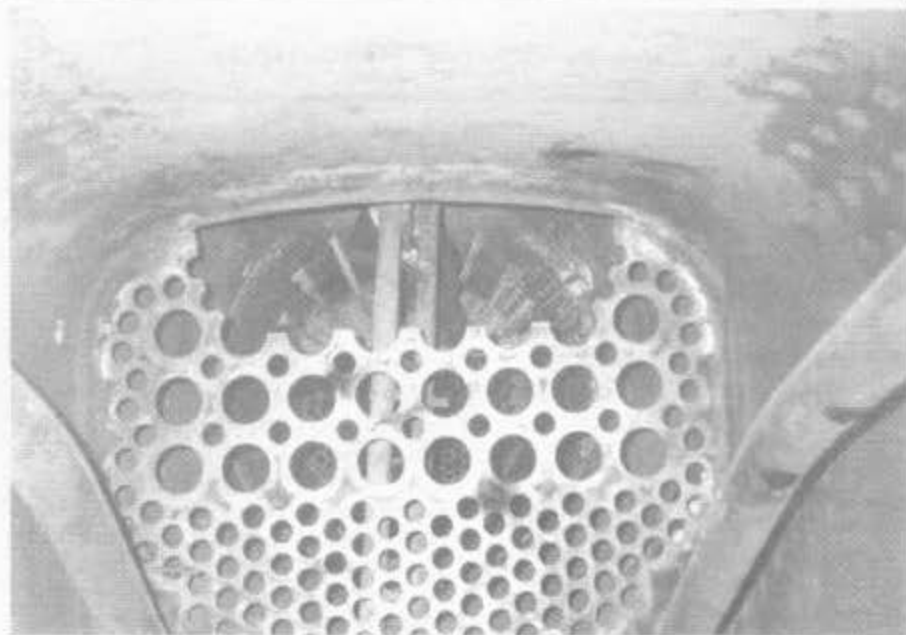
Locomotive Work, Winter 1989-1990

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work can be done in Antonito, but items such as spring-rigging work have to be performed in Chama, where the engine can be jacked up off its springs in the engine shop.

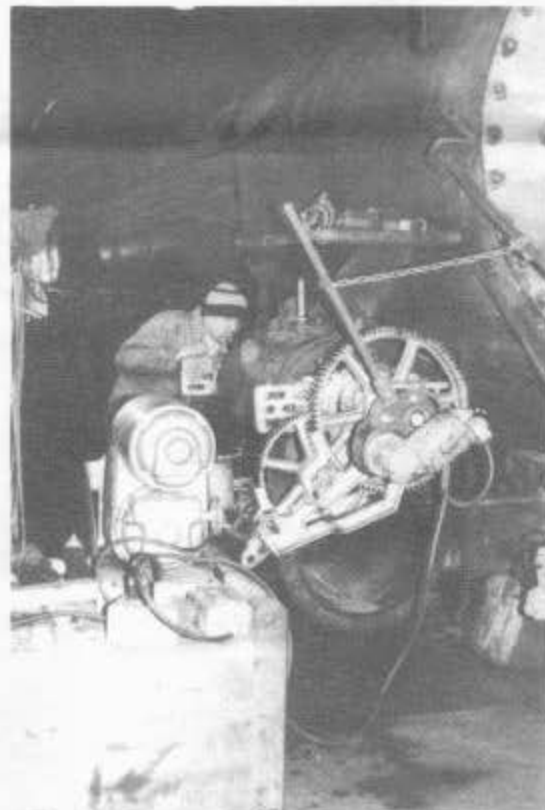
Diesel No. 19

Two prime mover-generator sets will replace the ailing ones. One of 19's prime movers has a cracked block, and the other one is worn to the point of needing an overhaul. It is easier to remove the diesel engine and generator as one unit than removing the diesel engine separately. This is why generators with diesel engines have been purchased, and delivered, even though the main generators of 19 appear to be in good shape.

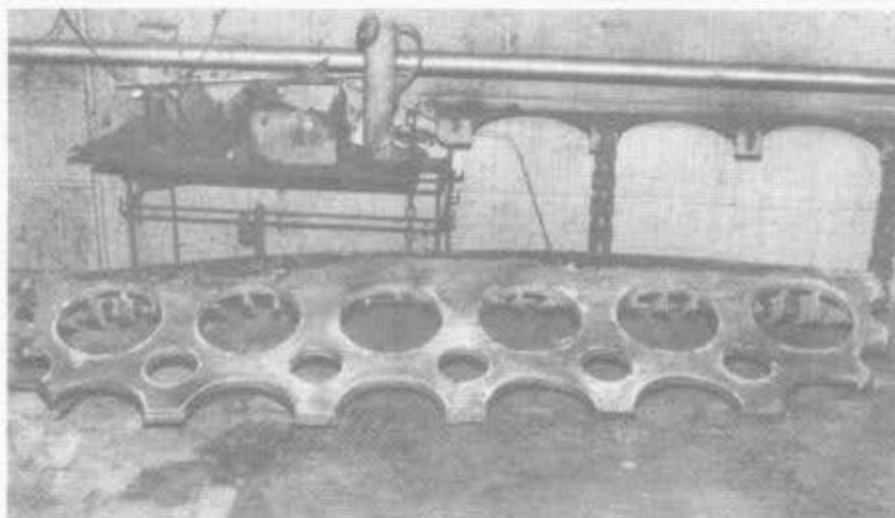


ABOVE: View inside firebox of locomotive No. 489, showing gap where the new upper rear tube sheet will fit. The small, circular openings are for the boiler tubes; the larger openings are for the superheater boiler tubes.

BELOW: Earl Knoob inspecting the left-hand valve chamber liner, or cage, on locomotive No. 487. This cage was 25\1000 in. out of round. The cylinders below the cages were ground to 125\1000 in., or about 1\8 in.



ABOVE: Felipe Samora monitors the valve and cylinder boring bar grinding locomotive No. 487's right-hand valve cage 2\1000 in. per cycle. This reboring of the cages and cylinders has probably not been done for about 30 years. A wheezing rather than a sharp exhaust sound indicates leaking valves.



LEFT: Template for the new upper rear tube sheet (about 36 in. long) for locomotive No. 489.



RIGHT: Looking north in the Chama yard on February 8, 1990. The tender for No. 489 is parked just beyond the roundhouse, and the coal trolley is in the distance. The rails can be seen through the snow; this is unusual for Chama in February, when several feet of snow normally covers the yard.

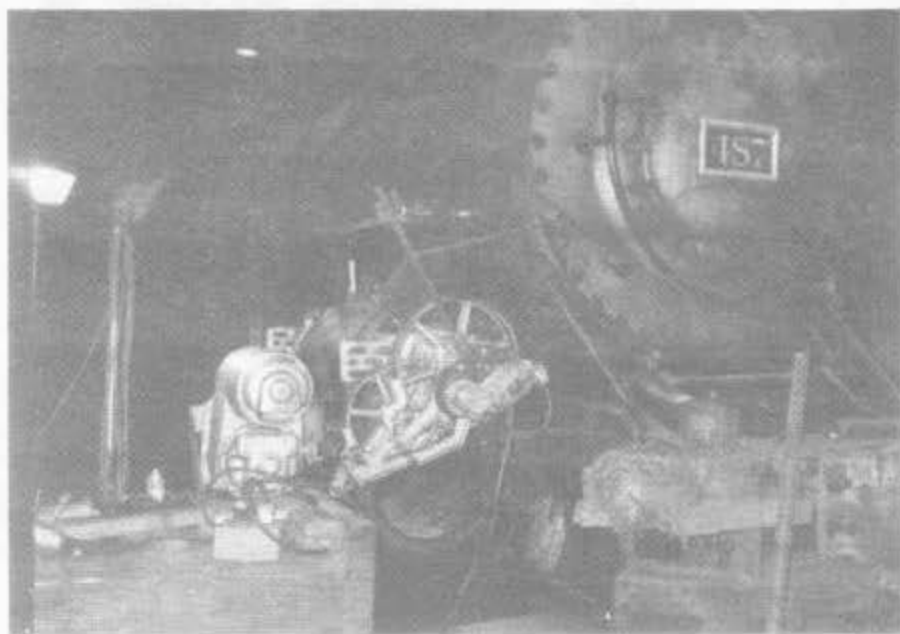


LEFT: Boiler tubes of locomotive No. 489 on a flat car outside Chama engine shop.

LEFT: Locomotive No. 488 at Lobato on February 17, 1990. The snow is about waist deep. Gerald Blea, assistant trainmaster, is waving to Earl Knoob, who is taking the photograph.



RIGHT: Looking south in the Chama yard on February 8, 1990. Three strings of passenger cars, with a caboose at the end of each one, are in front of the depot. Notice the light snow cover. Rotary snowplow OM, built in 1889 and in working condition, is to the left. Beyond OM is locomotive No. 492 (inoperative), one of three K-37 class locomotives owned by the C&TS.

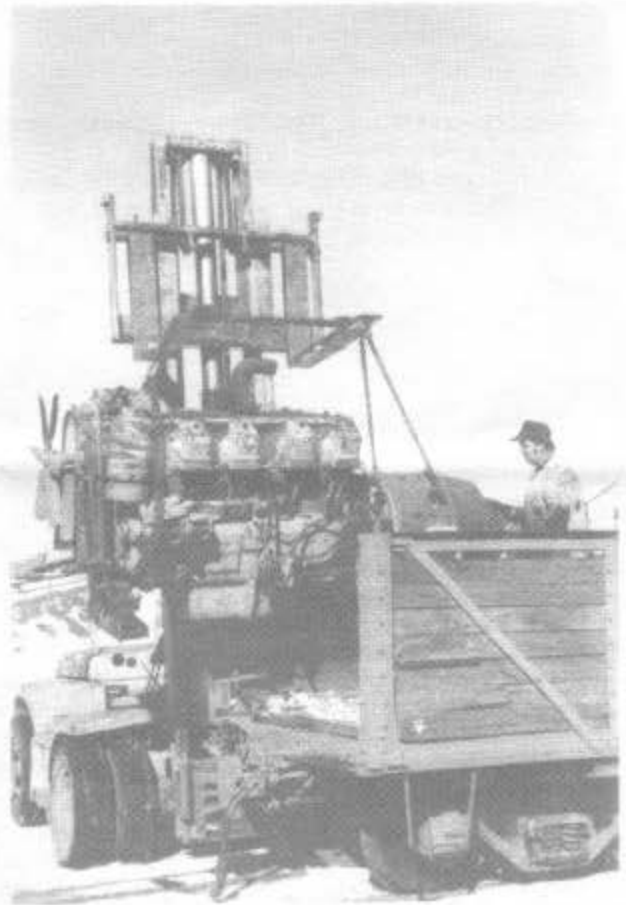


LEFT: Valve and cylinder boring bar attached to the right-hand valve cage of locomotive No. 487. The bar was on loan from the Midwest Central Railroad, Mount Pleasant, Iowa.



ABOVE: Piston and new rod for locomotive No. 487. When the pistons and rods were sent to a Farmington machine shop to be ground, one rod was found cracked and a new rod was made.

RIGHT: One of the two new prime mover-generator sets for diesel locomotive No. 19 being off-loaded at Chama. The generator is attached to the engine, immediately in front of Gerald Blea.



BELOW: Piston valve from locomotive No. 487. New cast iron rings have been installed on the valve heads.



COMMISSION REPORT

By LEO SCHMITZ

Executive Director, Cumbres & Toltec Scenic Railroad Commission

The commission, created July 1, 1977, by an Act of Congress, is the bi-state (Colorado and New Mexico) agency that oversees the railroad. It is composed of two members from each state, appointed by the respective governors. The commission members volunteer their time to serve the C&TS and are reimbursed only for expenses. The operation of the railroad is leased to Kyle Railways, Inc., of San Francisco.

The December 1989 meeting of the Cumbres & Toltec Scenic Railroad Commission was held at the Howard Johnson Hotel in Santa Fe, New Mexico, on the 15th of the month. Commissioners Spencer Wilson, Chair; Wayne Quinlan, Vice Chair; and Wayne Smith, Secretary were present. Dan Ranger, General Manager of the C&TS, reported that 1989 was a good year--ridership was up 13.5 percent. There were 44,459 passengers in 1989 compared to 39,222 passengers in 1988. Dan is looking forward to 50,000 passengers in 1990, and Kyle Railways is increasing its advertising budget to get the word out that the season opens on May 26.

The tie installation project, made possible by a grant from the Farmers Home Administration, has been finished. There are now 5,385 new ties along the line. The crew installed an average of 100 ties a day--the highest single day installation was 223 ties.

Leo Schmitz reported that the Tourist Railway Association convention, held in Denver November 10 and 11, had many excellent seminars and talks, including that of Friends President Bill Lock. Dan Ranger and the organizing committee did a really fine job in planning and running a very good convention. The seminar on preparing a disaster or emergency plan was particularly interesting, and Leo recommended that the commission and Kyle Railways begin working on such a plan for the C&TS. The commissioners asked Dan and Leo to begin work on a draft of an appropriate disaster plan for the railroad.

In regard to the Osier dining facility, Lynn Cecil, Vice President of Kyle Railways, stated that the present arrangement with the facility is satisfactory. The commissioners then extended the agreement with Kyle for another year.

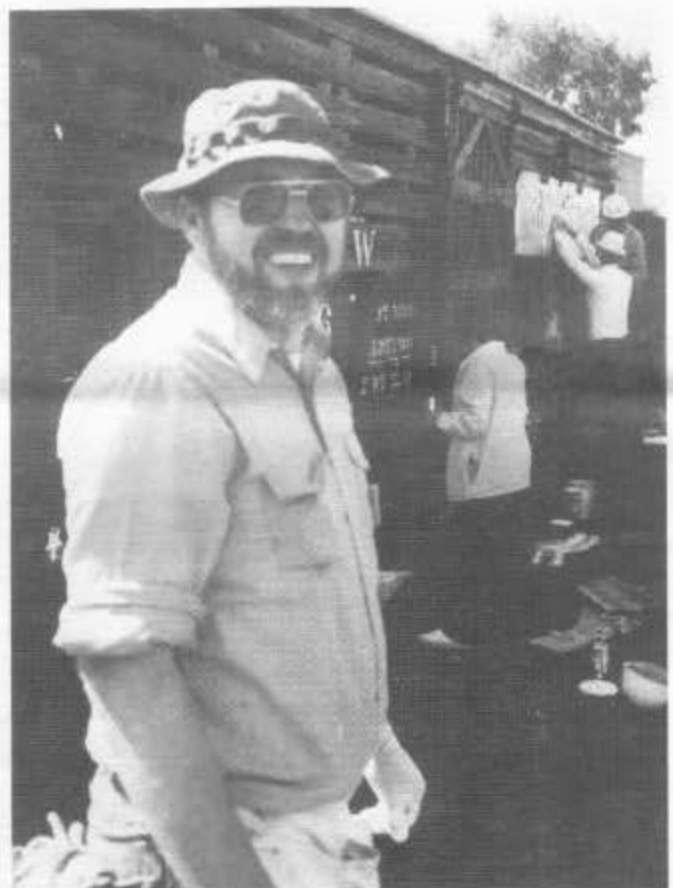
Mel Koven told the commissioners that 1990 opening day postal covers are being developed. He expects RPOs to run out of both Chama and Antonito.

(Since the December commission meeting, the New Mexico legislature has appropriated \$50,000 in matching funds for the Osier septic system and the rehabilitation of the first-generation passenger cars. The Colorado legislature will probably act on their matching fund request by May 1990.)

MEET DIRECTOR...

FRED KNIGHT

In this issue of the *Dispatch*, we feature Fred Knight of Cherry Valley, California. The railroad bug bit Fred at a young age, when water towers, mail cranes, and cabooses were still part of the rail scene when he was growing up in southeastern Arizona. In 1970-1971 he was lucky enough to be a gofer on the White Mountain Scenic Railroad at McNary, Arizona, before it was abandoned. It was here on ex-Sierra Railroad No. 34 that he got his first cab ride on steam between McNary and Apache Lake.



For many years Fred Knight has supervised the fine work of the lettering crews.

Fred first visited Chama as a youngster in 1956. He recalls that no trains were operating that day, but the railroad atmosphere was the same as it is today in the high mountain town. During his second year of college at New Mexico Military Institute in Roswell, Fred made three attempts to visit Chama. Disaster struck each time: a blizzard blew in from the Texas panhandle; a borrowed car failed to proceed; and a faculty member put Fred on report for tossing a water balloon at him.

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MEET DIRECTOR . . .

FRED KNIGHT

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A family vacation in 1982 finally brought Fred back to Chama. While there he bought *The Cumbres and Toltec Scenic Railroad: The Historic Preservation Study*, by Spencer Wilson and Vernon Glover. Fred wrote to Spencer, who put him in touch with Bill Lock--and in 1983 Fred was in Chama for his first summer work session.

Fred practices general and children's dentistry. He and his wife, Nadine, have three sons, ages 4, 7, and 11. Fred is also the editor of the *Crew Car*, the newsletter of the San Bernardino Railroad Historical Society. The society is restoring ex-Santa Fe steam

locomotive No. 3751 (4-8-4) to full operating condition and is on schedule for having it ready for the tenth anniversary celebration of the California State Railroad Museum in May 1991.

Here are some of Fred's thoughts about the volunteers: "The Golden Age of Railroading was an era of romance and nostalgia that somehow drifted away like coal smoke on the horizon. They say not to search for it today because it exists only in books, pictures, and the minds of those who were there. I have found, however, that on my trips to Chama the curtain of time is pulled back just a little and for a brief moment I can step back into that era of long ago. The look, the sounds, and the smells are all there, and it is this atmosphere that the volunteers are working to preserve."

HOWARD JOSEPH COLEMAN

We report with deep sorrow that Howard Joseph Coleman, a member and the treasurer of the Cumbres and Toltec Scenic Railroad Commission, died on his way home to Alamosa from Albuquerque on February 15. He was 48 years old. Mr. Coleman was returning home after treatment for cancer in Washington State. Mr. Coleman was a true friend of the railroad, and his dedication and tireless efforts on behalf of the C&TS will be missed. He had been a vice president of the First National Bank of Alamosa and was with the First National Bank of La Jara at the time he took his leave of absence for illness. Besides his wife, Sharon, he is survived by three daughters, Regina Thomas, Colorado Springs, Jennifer Coleman, Pueblo, and Christine Squires, Alamosa; two step-sons; three grandchildren; his parents; and a brother.

CLIP COUPON - MAIL TODAY

One year family memberships are available for a \$15.00 contribution. Membership for the calendar year includes four issues of the **C&TS Dispatch**. All contributions are fully tax deductible. Additional contributions are welcome and will be used for the preservation and interpretation of the Railroad.

Name (Please list each family member):

.....

Street: [] Membership: \$ 15.00

City, State, Zip: [] Additional Contribution: \$ _____

Phone: Total Enclosed: \$ _____

Please tear off this coupon and mail with your check payable to:

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

P.O. Box 222

Chama, New Mexico 87520

1990 SCHEDULE OF EVENTS

May 26, Saturday
Opening day on the C&TS

July 5 - 7, Thursday - Saturday
Volunteer Work Session - Chama

July 6, Friday
Slide show

July 7, Saturday
Moonlight Special Charter Train
(open to all members and public)

August 16 - 18, Thursday - Saturday
Volunteer Work Session - Chama

August 18, Saturday
Annual Meeting & slide show - Chama

October 14, Sunday
End of season C&TS

1990 MOONLIGHT TRAIN

Saturday, July 7, is the day for the 1990 Moonlight Special charter train. Because last year's train was such a success, there will be very few changes in the operation this year. We are planning a 3:30 departure from Chama and a meet at Lobato siding with the returning New Mexico Express (No. 3). A photo run-by will be held along the right of way before reaching Cumbres. Then, the Moonlight Special will go on to Osier, where passengers will be treated to a steak dinner with all the trimmings, including beverage and dessert. The gift shop was a very popular place last summer, and this year it will be open again after dinner. July 7 is the night of the full moon--as soon as it is dark, the train will depart for its return trip across and down the mountains to Chama by moonlight.

You will receive a flyer and a reservation form. Because of the popularity of the trip, you should plan on getting your reservation in quickly. We expect a sell out, and the capacity of the train is limited to 300 passengers.

The price to the public will be \$45.00 for adults, which will include the dinner. Twenty dollars of the \$45.00 fare will be tax deductible; however, members of the Friends are eligible for a reduced fare of \$40.00.



Friends of the Cumbres & Toltec
Scenic Railroad, Inc.
P.O. Box 222
Chama, New Mexico 87520

