



C & TS Dispatch

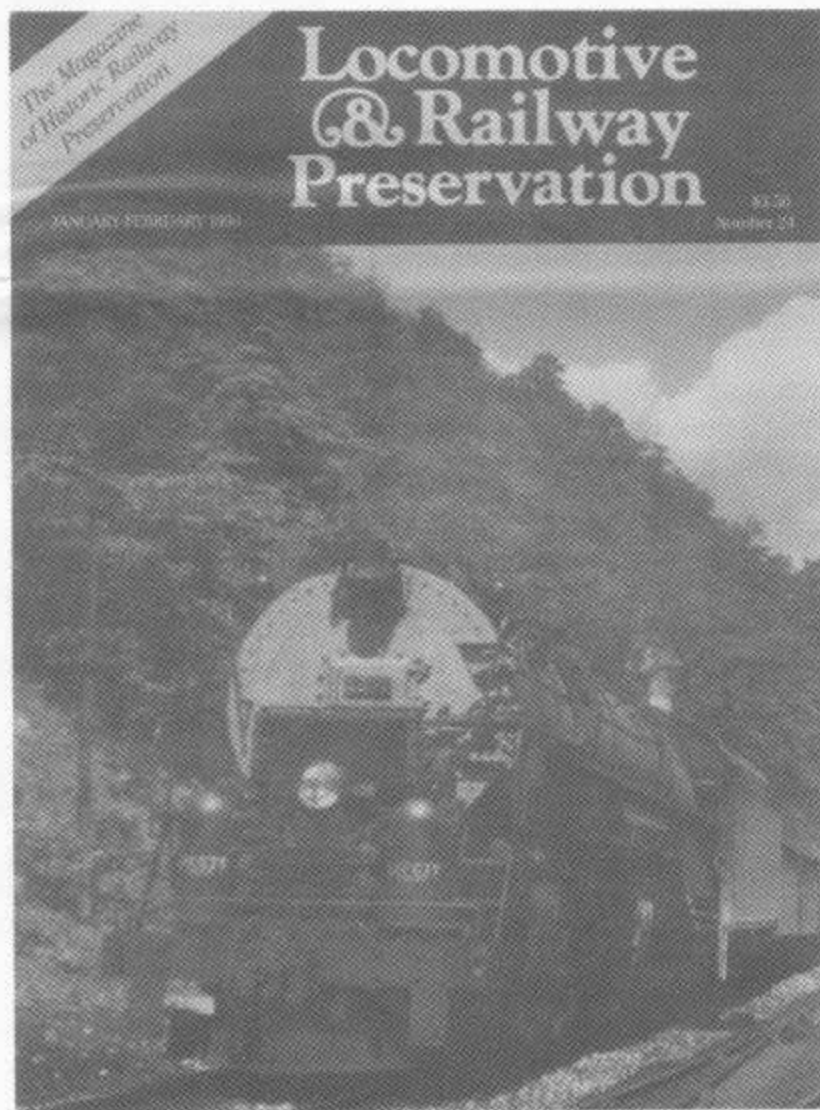
Vol. 3 No. 2

June 1990

Mark Smith, Editor/Publisher to Speak at Annual Meeting

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is pleased to announce that Mark Smith, Editor/Publisher of the nationally renowned *Locomotive & Railway Preservation* magazine will be the featured speaker at the annual meeting on August 18, 1990.

Mr. Smith's talk will be "The Future is a Funny Place." He likes this title "because it implies some unknowns, a sense of fun, and the options and alternatives for the Friends of the C&TS." Smith will not only give his talk, but will come in advance to observe and understand the work of the volunteers. In his talk he will try to put these factors together with what he has seen and experienced



in railway preservation elsewhere around the country. He will also lead a breakfast seminar on Sunday morning, August 19, at which there will be a give and take between him and members of the Friends concerning how to succeed in the preservation we have undertaken.

Smith, of Richmond, Vermont, started *Locomotive & Railway Preservation* because he saw a void and thought that he could do something creative on behalf of historic railroading and preservation. Before starting the magazine, he taught for fifteen years in the College of Education at the University of Vermont. He has a doctorate in developmental psychology and did advanced degree work in cognitive psychology. Smith believes that his liberal arts background is a very valuable asset that gives him perspective on historic railroading.



Mark Smith, Editor/Publisher, *Locomotive & Railway Preservation*.

The C&TS Dispatch

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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

PRESIDENT'S COLUMN

The Windy Point

This month I want to report to you on a number of important and newsworthy items. It is with great regret that I tell you that General Manager R. Dan Ranger has accepted a position in California and has left the C&TS. Dan is a very talented railroad historian, and he literally wrote the book on the Shay locomotive. We will miss Dan, and we certainly wish him well in his new venture.

I am very pleased to report that a long-time supporter of the railroad, Joe Vigil of Chama, has been appointed by Kyle Railways as the new General Manager. Joe brings a wealth of business experience and background to the C&TS. We congratulate Joe and wish him well as he undertakes the responsibilities of General Manager.

I am pleased to report that three K-36 locomotives were operating on opening day as over 400 persons rode the railroad on Saturday, May 26, one of the earliest days ever that the C&TS has begun operations. It is expected that the fourth locomotive will be up and running before the end of June.

All members should have received a packet of work session materials. If you did not, please let us know and we will send it to you. If you are planning to volunteer for either or both of the work sessions, you should send in your registration packet as soon as possible.

Spencer Wilson will be the speaker at the July program and slide show. Spencer Wilson, a Director of the Friends and current Chair of the Cumbres & Toltec Scenic Railroad Commission, will present an excellent dual-dissolve slide show on the C&TS. It's a show you will not want to miss!

Our growth continues, and our work has received excellent coverage in many national magazines. I certainly hope you saw the fantastic article about the C&TS in the July 1990 issue of *Railfan and Railroad* magazine. If you did not see it and would like a copy, we hope to sell copies later this summer. We definitely will have a supply on the Moonlight Train. Thank you for all the support that every member has given to this organization. Best wishes to you for an excellent summer.

- Bill Lock

Reopening the Abandoned Narrow-Gauge Line

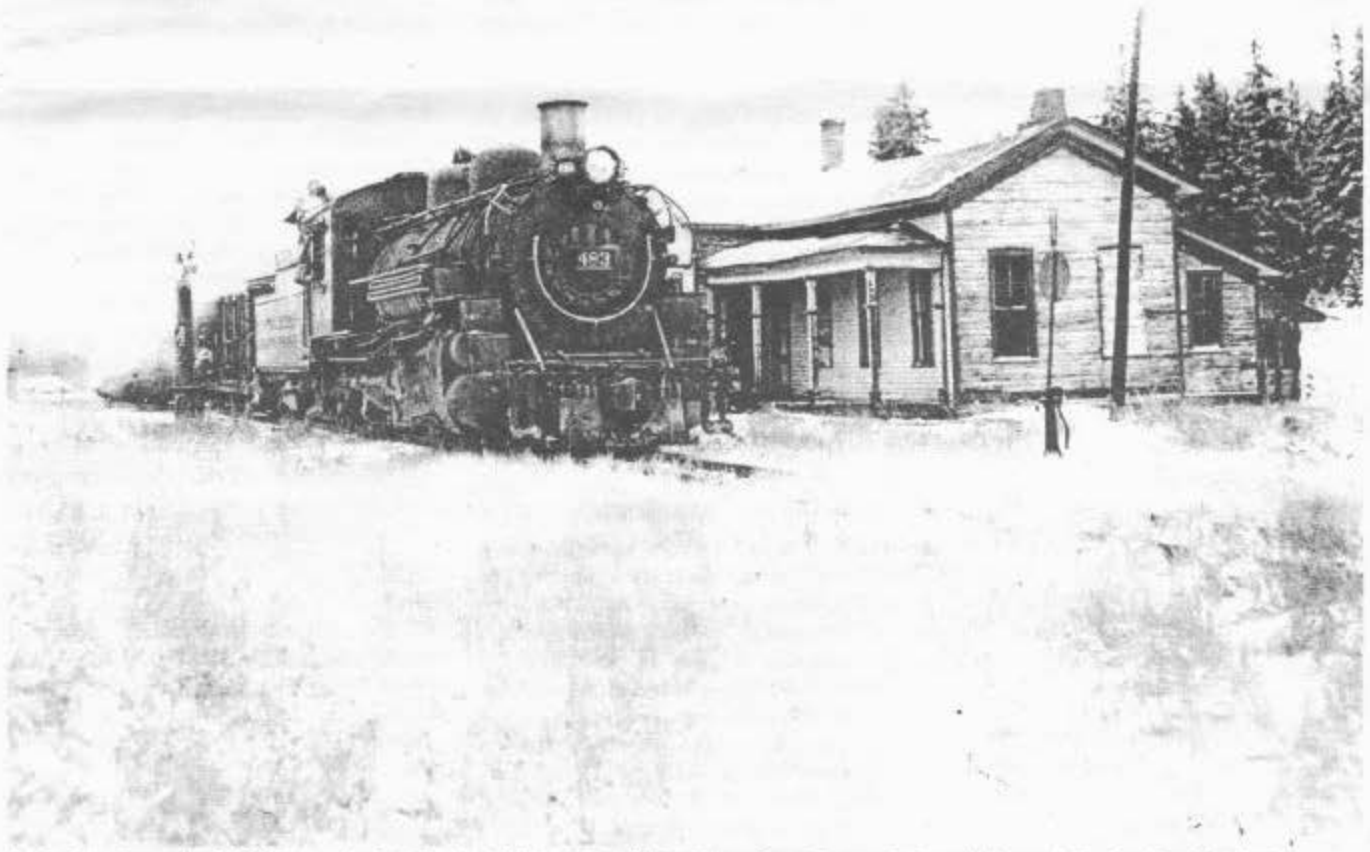
by George Swain

(Twenty years ago there was a small group of people who had the foresight, dedication, and perseverance needed to preserve the D&RGW narrow-gauge line. The staff of the C&TS Dispatch expresses its thanks to George Swain, one of that group, for allowing us to print some of his experiences from those early days. George was a member of the Denver and Rio Grande Western Narrow-Gauge Railway Preservation Association. He is a long-time member of the Railroad Club of New Mexico and has served as its president. Today he serves on the club's board of directors. George wrote the following account in 1970. He begins a few days after the states had purchased the line between Antonito and Chama.)

July 11-12, 1970

Right at the summit of a high mountain pass the sun was painting the San Juan slopes in colors appropriate for a glorious summer day. John Pritchard, Bob Hawes, George Wagoner, and I were helping unload an orange motor inspection car (also called a speeder) from a pickup truck. Cliff swallows nesting on the east side of Cumbres section house took off at the commotion and wheeled and shrieked for a moment in protest of this disturbance. After all, they had claimed this spot and had been undisturbed by the Denver and Rio Grande Western Railroad men or their trains for almost two years.

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On Cumbres, September 6, 1970, first train of the Cumbres & Toltec Scenic Railroad, Antonito to Chama. Reprinted with permission from The New Mexico Railroader, May-June 1971. Photograph by Mallory Hope Ferrell.

Reopening the Abandoned Narrow-Gauge Line

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But on July 7, 1970, the New Mexico Board of Finance gave its go-ahead, and the states of Colorado and New Mexico were finally clear of all obstacles and could proceed to consummate the agreement of the states to purchase sixty-four miles of narrow-gauge railroad line and rolling stock and shop equipment from the D&RGW.

A casual observer that day in mid-July might have been inclined to believe the states were not getting much for their \$547,120 pledged for this acquisition. The locomotives were steamers built or rebuilt in the 1920s, only five of the nine being operable; the cars were weathered and battered; the good part of the track was rusty and sometimes choked with weeds. There were mud slides and rock falls, and worst of all, there were four miles of line near Chama that set one wondering if this little train would ever run again.

The New Mexico Highway Department was in the process of having state route 17 improved east of Chama. The contractor for the highway grading work, Siegrist Construction Company, had pointed out that the proposed highway alignment might not be compatible with the railroad. But the D&RGW had received approval to abandon the line and so did not object to highway fill sloping over onto their right of way. The highway department, it appears, also chose to ignore the problem, and accordingly, Siegrist had gone ahead with the work. Dirt and boulders came tumbling down the mountainside closer and closer to the track.

Finally, the highway fill came right up to the track in places, and large boulders sat on top of the badly kinked-up rails. Bulldozers moving back and forth had chewed up ties and had bent rails or knocked them loose. In addition, there were ten places where rail sections had been removed by D&RGW crews in order to allow the highway contractor to place culverts that were to extend under both the railroad and the highway grades.

Most of us that came up that day did not know how bad it was. We sensed something of the potential of the line as a tourist attraction, as a wonderful operating museum of our railroad heritage of forty to ninety years ago, and as a key to open a whole complex of recreational facilities in the scenic Toltec Gorge and Chama regions. We came to wave the flag for this newly formed Cumbres and Toltec Scenic Railroad, to show the highway people that we wanted the line put back in shape, and to show the states that people were interested in seeing this project get rolling. We expected that it would be fun working on the railroad.

There were times when we had our fun, but we soon found, if we didn't already know, that working on the railroad in the style of half a century ago was hard, dirty, near back-breaking manual labor. Al Stevenson, Ernie Robart, and others from Albuquerque joined Herman Barkmann and Terence Ross from Santa Fe in replacing the ties and rails at the first of the ten gaps for the culverts. The rails were near the track bed, but the ties that had been taken out were worthless. Ernie hauled up ties from Chama for some of this work on the trunk lid of his car.

When the ties were in place, it was all eight of us could do to pick up one of those rails, which weigh about half a ton each (these sections were eighty-five pounds per yard). Driving spikes into a tough old tie was no pushover either. With one rail in place, we moved the other rail up to close the gap on one side of the track. What's this! It won't fit! Rails beyond the gap had crept down the mountain one-fourth to one-half inch or more. We would not have been smart to have taken a torch (if we had had a torch) and to have cut the rail down to fit, as that would have taken the temper out of the steel.

We put that rail back the hard way (from what we learned later): we loosened the spikes with spike pullers on several existing sections of rail on either side of the gap and then took a track wrench and loosened the bolts through the fishplates joining the rails. By taking out all the slack in those joints, we shortened the rails on either side of the gap just barely enough to slip in the last rail. With all that effort we were exhausted and didn't try to spike the rail down that day.

The crew on the pass started the one-cylinder, eight-horsepower gasoline engine with its hand crank and began checking and opening the line from the grip of its small natural disasters. With pick and shovel and muscle we removed enough rock and gravel to operate the speeder over ten miles of line that day, from below Coxo on the west to below old Los Pinos Station site on the east.

The following day, Pritchard, Terence and David Ross, Hawes, and Wagoner ran the speeder from Cumbres all the way to Toltec Gorge and back--fifteen miles each way. One cut near Cascade Creek trestle had scattered boulders sitting on the track throughout its length and gravel several inches over the rail heads in spots. They managed to shovel through the gravel and to move the rocks, including one about a cubic yard in size. They used all the strength they collectively mustered, including young David's to move that one. Finally, just beyond the east portal of Toltec tunnel they came upon a rock several cubic yards in size, which had slid down the mountain and had kinked the track out where it had pushed into it. At that point, they turned back.

Meanwhile, back at the gap, we were spiking down rails. Terry Allen, Stevenson, Robart, and Swearingen were tired but doing OK. I was about bushed. Someone complained about the so-and-so's joy riding around on speeders while we did the work. We finished closing that gap, except for one rail joint which we left because one rail end was bent. That afternoon I quit, but later I saw Ernie, Herman, David, and others working on the uppermost gap, up near Lobo Lodge. Once during the day, Fran Barkmann said to me, "What do these students and business men think they can do, working up here weekends and working at home all through the week too?" Our progress did look small compared to the work remaining to be done.

August 1-2, 1970

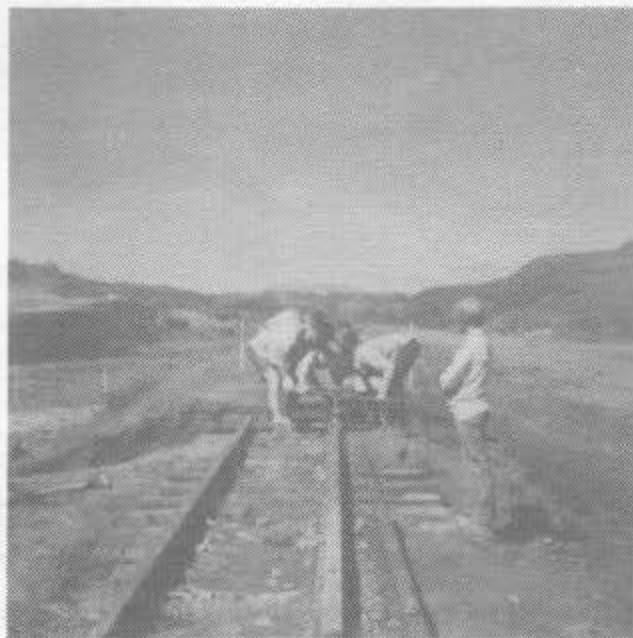
Ernie and other volunteers kept coming back weekend after weekend. Sid McKinney and his friend Sam came over from Amarillo and set up to stay for the season. By the middle of this weekend, I found these track crews had only three of the ten gaps to close up, with one of those already leveled for ties. Dirt had been moved off the rails at highway crossings

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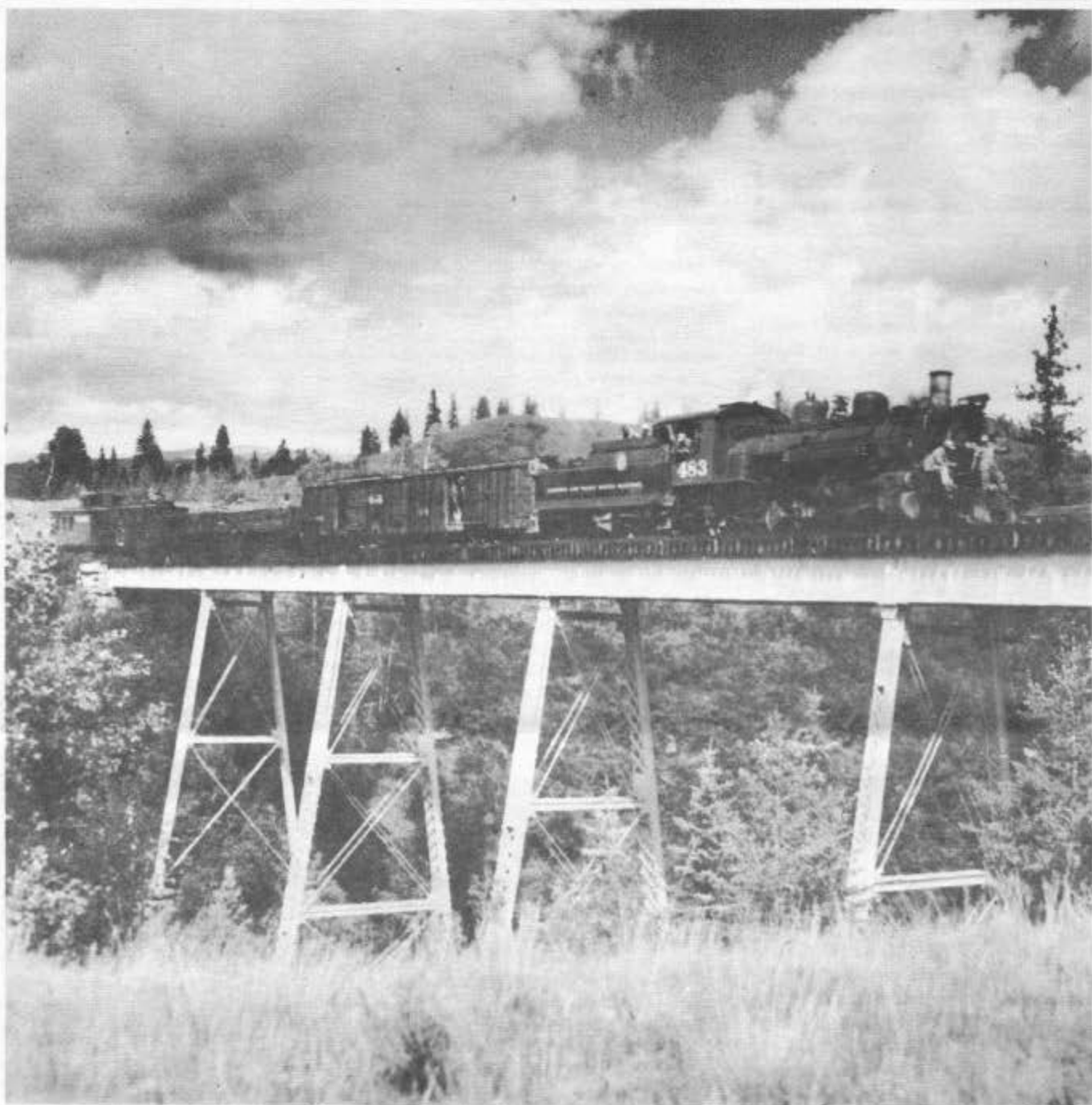
RIGHT: Volunteers replacing ties over a new culvert near Cumbres, summer 1970. Photograph by Fran Barkmann.



LEFT: Peter Barkmann (center) and Herman Barkmann (right) forcing a length of rail into place, summer 1970. Photograph by Fran Barkmann.



RIGHT: Herman and Peter Barkmann and Terence Ross replacing a length of rail over a new culvert, David Ross looks on, summer 1970. Photograph by Fran Barkmann.



First train of the Cumbres & Toltec Scenic Railroad, Antonio to Chama, crossing Lobato trestle, September 6, 1970. Reprinted with permission from *The New Mexico Railroader*, May-June 1971. Photograph by Mallory Hope Ferrell.

Reopening the Abandoned Narrow-Gauge Line

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so that the speeder could come down from Cumbres with tools, and ties were being brought down on a speeder trailer. (Al and Ernie purchased one speeder

trailer for ten dollars from the Santa Fe Railway and converted it to narrow gauge.)

More track tools had been delivered by the D&RGW and were being put to good use. Now, when rails would not fit in the gaps, a track jack was put under the overlapping rail ends and the rails jacked

up until the ends could be made to butt and fishplates loosely bolted on. When the jack was released, the weight of the rails would then be working for the track crew and would tend to move the adjoining rails for a fit. If the rails snapped out to the side when the jack was

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released, it was a straightforward matter to push them back with aligning bars to the correct place, where they could be spiked.

Dick Glass industriously worked the three-foot handle of a track wrench back and forth; the ratchet action slowly tightened the heavy nut on a bolt penetrating a pair of fishplates and one of the rail ends they were to join.

Many hands steadied the speeder as it was rolled up on its turntable, which consisted of a pair of slightly flattened tubes spaced three feet apart for rails, and a simple set of straps that held the tubes at this gauge and made a pivot point. When the speeder had been rolled up the tubes over the pivot, it was easily balanced there, and the speeder and turntable together were soon rotated 180 degrees. The tube ends were again placed on the railheads, and the speeder backed off, now facing in the

opposite direction. The turntable was placed aboard, and the little speeder began its journey up to Cumbres, barking loudly as it struggled up the four percent grade using the lower of its two gear ratios.

Before I left for home, I stopped to snap some pictures of the badly kinked-up track and of the new highway crossing near Chama, where weeds and bushes

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Near Cresco, first train of the Cumbres & Toltec Scenic Railroad, Antonio to Chama, September 6, 1970. Reprinted with permission from The New Mexico Railroader, May-June 1971. Photograph by Mallory Hope Ferrell.

had almost hidden the track and where one rail lay awry, the victim of road construction machinery.

August 29-30, 1970

What a change had been wrought when I returned! John Pritchard had learned how to blast away some of the larger boulders along the line. Volunteers had shoveled the dirt, about eight inches over the rail tops, off the old highway crossing near Chama. Walter Himes, of Beulah, Colorado, had been hired to come in with his front-end loader and clear out the mud slides, the worst of which buried some 300 feet of track near mile post 313, near where Toltec section house used to stand. Ties and rails had been placed in the remaining gaps. Three bent rail ends had been persuaded back into position with a come-along winch arrangement. Men from Siegrist's construction crews had been helping move rocks and replace rails and ties at the battered and kinked-up sections. It was really beginning to look like a railroad again. Ernie arrived, complaining of sore fingers from cutting letters out of stencils for labeling the long side of a locomotive tender with CUMBRES AND TOLTEC SCENIC RAILROAD and a herald design related to the herald used by the Denver & Rio Grande at the turn of the century. One of the stencils was promptly used to apply the C&TS seal to the Chama depot. A brick building across the tracks was given the long-name label.

A young man and I set out for Cumbres in my van to pick up some spikes and other tools and supplies we needed from the section house. My companion was from Chicago; he had built his own three-foot gauge speeder and had come to Chama with his brother about a month earlier to see some of the "abandoned" narrow-gauge line before it was torn up. That party had been chewed out by Ross and some of the other fellows for running around on this section of the line, which was not to be abandoned, and endangering our men working up there. Fortunately, there was no collision between their speeder and ours. Now, the brothers had come out to help us with the work.

The next day, the two brothers set out for Antonito on their speeder in order to see if the mountain weather had left any new surprises for us along the line. The next Monday the D&RGW was to start hauling narrow-gauge rolling stock down

from Alamosa, and we hoped to have the line ready to start moving it over to Chama for storage and refurbishing.

October 2, 1970

Ah, steam locomotion! Number 483 emitted delightful sounds and smells as John Pritchard moved her up from the ash track and backed her down within reach of the fire hose that let her take on Chama village water. Then, it felt good to sit for a moment by the coal stove in car No. 04982 (foreman's outfit car) because the sun had not yet taken the chill off the air from the night before. Car No. 04982 and caboose No. 0503 served as sleeping quarters for the volunteers who, off and on since September 1, had been accepting equipment delivered by the D&RGW at Antonito and had been in the process of moving it over to Chama, where there was room to store it. What with rust and weeds (both can cause loss of traction), and tests and final adjustments to be made on the track and roadbed, it had taken six days for the crew to make the initial run from Antonito to Chama. At this stage, there were cars and dead locomotives scattered all along the sixty-four miles of line: at Chama, Toltec, Sublette, and Big Horn, as well as at Antonito.

The train movement planned for this weekend was not for moving more of the equipment, however. The return trip from Antonito on October 4 was to convey various government officials from the two states and newsmen, who we hoped to impress with the charm and spectacular scenery of this little railroad.

The train consisted of three box cars, a tool car, outfit car No. 04982, four gondolas (for the passengers), and the caboose, with Mikado No. 483 on the front end. At mid-morning, Sam and I and another young fellow from Chama set out ahead of the train with speeder No. 349AD. Our job was to check for obstacles, such as boulders that may have rolled down onto the track or wash-ins from mountain rains.

Fall had been working her magic on the mountain foliage. The short oaks along the Chama valley were all shades of red and russet brown, and farther up, the aspens were changing from light green to brilliant yellow. Some cattle grazing along the route reluctantly gave us the right of way. It was great to go zipping over the part of the track that had taken

so much of our efforts and sweat not so long before. Past Cumbres we found a few pebbles (up to eight inches) to be removed from the track, one right at the exit of Toltec tunnel, but no serious obstacles.

Just beyond Sublette my gaze tried to encompass the depth and breadth of the Los Pinos valley below. Above, a red-tailed hawk was doing "lazy circles in the sky." (We had also seen wild ducks, deer, and lots of ground squirrels.) We had stopped while men on the train behind jacked up a low spot in the track at Phantom Curve and tamped a little ballast under the ties. At length the train appeared around a point across the valley from us, and we started down the curves and twists of the long, moderate grade to Big Horn, Lava, and Antonito. The crew, with Sid at the throttle, turned the train on the loop at Lava, and backed slowly into Antonito, arriving about 6:00 p.m., an hour behind us.

Epilogue

October 25 was the end of the 1970 operating season. By that time locomotive No. 483 (the only one of nine locomotives that had been steamed up) had rolled over 1,200 miles and could boast over 9,000 car-miles in its service to the road. Six dead locomotives, seventy-four freight cars, and nineteen pieces of work equipment had been hauled to Chama. Two other locomotives, No. 494 and 495; rotary snowplow OY; and seven cars were left at Antonito; and twenty-five cars were left at other places along the line. In all these operations, there had been only two minor derailments (neither of which was due to the condition of the track, we volunteer gandy dancers were glad to point out) and no major injuries to passengers or crew.

Ken Pruitt, a volunteer who worked steadily with the operating crews since September 1, has served as foreman for the conversion of two box cars to a passenger car and snack car for excursion service. At Antonito, land was donated for sidings and station facilities. Other dedicated volunteers have constructed a wye track for turning trains at that end of the line, and have provided temporary storage space for shop equipment.

The Railroad and the Commission

by Spencer Wilson

(Spencer Wilson is Chair of the Cumbres & Toltec Scenic Railroad Commission. He has had a major influence on the development of the railroad since 1974, when he became Chair of the New Mexico Railroad Authority. Spencer is coauthor, with Vernon Glover, of The Cumbres and Toltec Scenic Railroad: The Historic Preservation Study, published by the University of New Mexico Press.)

The Cumbres and Toltec Scenic Railroad is owned jointly by the states of Colorado and New Mexico and is operated, under contract, by Kyle Railways, Inc., and is governed by the Cumbres & Toltec Scenic Railroad Commission. These agencies are responsible in varying degrees for the maintenance, operations, and restoration of this historic railroad. Each entity, in its own way, has evolved over the years as a result of experience, good and bad, gained through operations. And it all started out in a state of emergency.

In 1967, when the Denver & Rio Grande Western Railroad petitioned the Interstate Commerce Commission to abandon its narrow-gauge lines, that action set the stage for various volunteer groups to try to save all, or a portion, of the line from Alamosa, Colorado, through Chama, New Mexico, to Durango, Colorado. Various preservation groups united to save the line. They appealed to the National Park Service to buy and run the entire line, but that effort ended when the park service cooled to the idea. The service, however, did run a special train over the line in November 1968 (see the March 1990 Dispatch), but to no avail. Finally, the following year, 1969, the volunteers influenced both state legislatures to purchase the sixty-four-mile segment from Chama to Antonito, over Cumbres Pass. This pressure succeeded in 1970 in the purchase by both states for a total price of \$547,120. The price included substantial numbers of rolling stock, locomotives, and sundry other tools and equipment. The stage was set for a major preservation effort.

On September 1, 1970, the first transfer of rolling stock from Alamosa to the Cumbres and Toltec at Antonito took place. Other deliveries soon followed. The first train arrived in Chama on September 6, and the first excursion trip ran on October 4. Up to this point the entire project was handled by dedicated volunteers.

In 1971, excursion trains were operated under a short-term lease by a private company, Scenic Railways of California. In May 1972, Scenic was granted a twenty-year lease.

The two states were represented in the project by two committees--the New Mexico and Colorado Railroad Authorities, respectively. The two agencies were joined together by an executive

committee, made up of two members from each authority. Thus, the stage was set for operations to begin on a regular basis.

The authority arrangement soon proved to be a difficult working arrangement at best. The two state authorities were both subject to individual state laws, and these were incompatible. This was especially true with the individual purchasing and personnel laws, and in meeting after meeting, the executive committee would have to postpone action until the Attorney Generals of each state could be consulted. The simplest purchases were delayed until a resolution was provided by the two AGs. It made things difficult, to say the least, but the railroad did run.

Into this act came another state agency. In New Mexico all matters of historic preservation came under the purview of New Mexico's Cultural Properties Review Committee and in Colorado under a like body, the Colorado Historical Society. Both of these agencies were concerned with the historic character of the property. Also, to further complicate the situation, the volunteers, represented principally by the Narrow-Gauge Railroad Association, were active in preservation projects on the property and provided car attendants on excursion lines. It was somewhat of an administrative mess, to say the least. The operator was responsible for running tourist trains and, by the contract, was further responsible for only that equipment, rolling stock, and the general upkeep of the road itself -- rails, ties, roadbed, etc. The two authorities were trying to provide general guidance, further funding for capital improvements, and policies relative to the continued development of the property as a historical, tourist operation. The historians were

demanding a larger role in that development while the volunteers were helping to run the trains.

On top of this came a serious blow to all tourist operations: the Arab oil embargo in the early 1970s, which had a devastating effect on total numbers of riders. All in all, it created an atmosphere of doubt, fear, recrimination, and derogatory articles in local newspapers. In some respects the operator never really had a chance to recover from the very first years of operations. Taking over a historical industrial plant in dire need of renovation, restoration, preservation, and development was a tall order.

Some order out of the administrative confusion finally came in 1974, when the U.S. Congress authorized the creation of the Cumbres and Toltec Scenic Railroad Compact. This was followed by acts of both legislatures through enabling laws that succeeded the authorities with the present commission. This action made the commission into an interstate agency able to handle its own affairs--especially in matters of purchase, personnel, contracts, construction, fund raising, and the like. It also meant that this commission could hire an executive director who replaced the previous "consultant" of authority days. The director now occupies the commission office in Antonito. Leo Schmitz has been the director since then.

In the course of these changes there were other developments. The Narrow-Gauge Railroad Association, the volunteers, went out of business, dissolved the corporation, and transferred their remaining assets to the Historical Society of New Mexico. That nonprofit agency assumed the role as a parent entity to try and rebuild a volunteer effort. The direction of that effort being changed from car attendants to preservation of rolling stock

unused by the operator, buildings, and other preservation projects. This was followed in 1987 by a new organization, the Friends of the Cumbres & Toltec Scenic Railroad. Those of you reading this account in the C&TS Dispatch are only too aware of that organization.

Another development came with a change of operators. Scenic Railways lost their contract, mainly because of declining revenues. They were replaced by Kyle Railways, a California corporation with considerable experience in railroad operations. Kyle owns and operates a number of short-line roads, including two tourist lines, one on the island of Maui and the other between Fort Bragg and Willits, California.

Since these more recent developments, and certainly in large part because of them, the Cumbres and Toltec has seen development and growth. The new dining

facility at Osier finally put the lunch stop indoors. In the past the sometimes harsh weather at Osier, 9,600 feet above sea level, put a severe strain on public relations! I can attest to the horizontal sleet--and there are many other such stories. Last year the town of Antonito sold locomotive No. 463, the Gene Autry, to the commission for one dollar in anticipation of restoration to use. The commission is actively looking for funds to accomplish this excellent project.

In the past several years, ridership has grown with the active and effective programs provided by Kyle Railway management. In 1989, the number of riders grew by 13 percent in one year! This growth was the result of effective and imaginative promotion and an atmosphere of open and friendly relations with the visiting public.

So, all in all, the future of the railroad is looking very good. The commission, with its executive director, functions smoothly and is the governing body. The commission relations with the management of Kyle Railways is open and friendly, with a serious working atmosphere that looks forward to continued growth and development of the property. The Friends are making a substantial contribution to the preservation, the restoration, and the overall appearance of the whole property.

Here is a personal note. Years ago I gave a slide presentation on the railroad entitled: "The Ups and Downs and Ups of the Cumbres and Toltec Scenic Railroad." My point then, as now, was to show just exactly that -- how this very historic project has had its low moments, but those moments are certainly in the past. The Cumbres and Toltec is on a permanent UP.

MEET DIRECTOR...

GLENDEN CASTEEL

"As I look around, it troubles me that so many historical traces are disappearing. And as they disappear, we lose our connections to the past and, therefore, our perspective. I don't want what is irreplaceable to be lost." These are the words of Glenden Casteel, who we feature in this issue of the C&TS Dispatch. Glenden and his wife, Dolores, live in Albuquerque. She teaches language and literature at Jackson Middle School, and he teaches mathematics at El Dorado High School.

Glenden's first encounter with the C&TS was in 1980, when with Bill Lock he had his first ride on the railroad. The next year he went back to Chama with Bill and worked on restoring the end platforms on caboose No. 0503 and the siding on several other cars. It was natural for Glenden to begin his volunteer work with carpentry because he is an excellent craftsman. His skills are certainly welcome in Chama, where so much of the property requires hand-made replacements. Since 1981 Glenden has been heavily involved in helping stabilize the rolling stock and buildings of the C&TS. Last summer he worked on the roof of derrick car OP and on reflooring cars for the moonlight train.

It isn't a surprise to those who know Glenden that he has been one of the driving forces behind the volunteer work in Chama. He grew up in the Washington, DC, area, and while in high school spent much time at the Smithsonian. (Glenden has visited the Smithsonian twice so far in 1990.) This early love of things historical and an appreciation for the importance of continuity from one generation to the next is certainly evident in the work Glenden has done with the Friends.

Over the past ten years, the C&TS property has been stabilized. Now, Glenden is looking ahead to the next phase--interpreting the railroad to current and future generations. Glenden and all the Friends are looking forward to this challenge of the 1990s.



Glenden Casteel's fine carpentry skills are always needed and appreciated.

SUMMER 1990 WORK SESSIONS...

This year the **Friends of the Cumbres & Toltec Scenic Railroad** will have two major work sessions. The first session will be Thursday, July 5, through Saturday, July 7. The second session will be Thursday, August 16, through Saturday, August 18. Each of the sessions will have a particular attraction: the Moonlight Train for the July session and the Annual Meeting and program at the August session. All members of the Friends have been sent a registration packet.

There will be many projects this summer. For July we will:

- finish the work currently started on the OP Derrick and Boom Tender Car
- reroof caboose No. 0503 and paint the interior
- complete diagnosis of work necessary for restoration of rotary snowplow OM
- replace mileposts, yard limit signs, state line signs, and dual gauge track at Antonito
- stabilize the section house at Cumbres
- do housekeeping and yard cleanup.

A few weeks later at the August session, we will:

- paint and reroof the OP
- begin restoration of OM, replace the roof
- continue work on the Cumbres section house
- solicit suggestions on the bunkhouse interior design
- identify and catalog spare parts in the Chama yard.

If you need more information about the volunteer sessions, please get in touch with any one of our directors. Please submit your registration forms as soon as possible.

1990 MOONLIGHT TRAIN

There are only a few tickets remaining for the Second Annual Moonlight Special Train. Saturday, July 7, is the date for the moonlight ride, and as last year, it will include a steak dinner at the new dining facility in Osier, Colorado. Members who have purchased their tickets should have received them by now along with information about lodging in the Chama area. The price to the public is \$45.00 for adults, which includes the dinner. Our members are eligible for a reduced fare of \$40.00.

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

**NOTICE OF ANNUAL MEETING:
AUGUST 18, 1990**

Notice is hereby given that the Third Annual Meeting of the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, a New Mexico nonprofit corporation, will be held on Saturday, August 18, 1990, at 7:30 p.m. in the gymnasium of the Chama Valley Schools, located at the corner of Pine and First Streets in Chama, New Mexico. First Street is approximately opposite the coal tipple in the north part of the Chama yard (turn left and go west to Pine, turn right, and then turn right into the parking lot). The purpose of the meeting is to elect eight Directors for a two-year term and to transact any other business that may properly come before the Annual Meeting of Members. As it was last year, there will be a raffle and an auction in conjunction with the Annual Meeting as well as the slide show and program in July.



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