



C & TS Dispatch

Vol. 3 No. 4

November 1990

The August 1990 Work Session

Photographs by Bill Lock, Art Nichols, George Swain, and Spencer Wilson



ABOVE: Laying track at Antonito. Four separate crews were working at once. One group joined the rails; another group spiked the first standard-gauge rail; the third group, shown in the foreground, gauged and spiked the other standard-gauge rail; and the fourth group, in the background, gauged and spiked the narrow-gauge rail.

BELOW: "With the assurance of safety harnesses, the crew ascended the roof of the car inspector's house at Cumbres for the first time and completed repair and installation of the sheathing, removal of the old roofing material, and installation of temporary roof covering on the south-facing portion of the roof. Although it was not as badly deteriorated as the south face, the north-facing roof was not covered with new material and this needs to be done next year. Permanent roof covering on both will be needed."—Bob Ground.



From the Editor

This last 1990 issue of the *Dispatch* is an expanded one because there are many stories to tell and each one is important.

A Railroad Commission report appeared in the June issue, but since then the Commission has met several times. I asked Leo Schmitz to bring us up to date, and he willingly accepted, and met, the challenge of reporting on many activities within limited space.

For four days in August it was my privilege to walk and drive over most of the C&TS to record with camera, pencil, and notebook the work of the volunteers. I walked the Chama yard from the bridge over the Rio Chama to the end of track. And I drove to Antonito and saw the dual-gauge track crew swinging their spike mauls as if General William Palmer was urging them on.

I appreciated Mark Smith's comment at the Sunday morning seminar that wherever he went on the property a volunteer was close by working on a project. I spent several hours on Sunday afternoon talking with Mark—about his observations of the enthusiasm, achievements, and maturity of our organization. In the next issue of the *Dispatch*, there will be more about Mark's visit to the C&TS, his Saturday and Sunday presentations to the *Friends*, and how our work fits into the national railroad preservation movement.

I also want to acknowledge the contributions of *Friends* who were in Chama but are not shown in the following pages: Gerald Blea, Duane Koppes, B. J. Samora, Leo Schmitz, and Joe Vigil.

The series of articles observing the twentieth anniversary of the C&TS concludes with the contribution of Terry Ross, who hand carried New Mexico's check for its share of the purchase price to the Denver and Rio Grande Western office in Denver. I thank Terry for retailing the adventure.

Bill Lock in the *Windy Point* reflects on the significance of the August work and highlights how the Railroad Commission, Kyle Railways, and the *Friends* are working together toward common goals.

And finally, I am very pleased that a new feature, *Letters to the Friends*, begins in this issue. And now, send in those letters!

— Art Nichols

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

(c) 1990 Friends of the Cumbres & Toltec Scenic Railroad, Inc.

The Windy Point

In just slightly more than two years, the Friends of the Cumbres & Toltec Scenic Railroad has become one of the nation's premier restoration groups. I thank each of you for the part you have played in making this possible. One-hundred and two volunteers from seventeen states participated in the August 1990 work session. Not only is that a record for our organization, but it is an auspicious record for any restoration organization. In fact, not counting preparatory and travel time, over 3,000 work hours were contributed by our volunteers to the railroad in just one weekend. The overall impact on the railroad property was awesome.

This issue of the C&TS Dispatch describes all our activities that took place in August. As you read about and reflect upon the impact they have for the preservation of this historic property, do not overlook the scope of this volunteer work in terms of the number of volunteers and the fact that these volunteers worked literally all across the sixty-four miles of the railroad, from Antonito to Chama and everywhere in between. In addition, all of us who were able to be present were very motivated by the terrific talk and seminar presented by Mark Smith, editor and publisher of *Locomotive & Railway Preservation* magazine.

The other aspect of this work that was much more significant this year than in previous years was the financial contribution that the Friends made to the restoration of the property. Your contributions to our work enabled us to spend more than \$10,000 in the purchase of restoration and preservation materials and supplies. We also continued our purchase of reasonable amounts of equipment to ensure the productivity and safety of our workers. The Railroad Commission and the operator of the railroad, Kyle Railways, kindly provided us with an additional boxcar in which to store some of this equipment and the materials and supplies that are on hand for future work. The most important single financial contribution was the purchase of 200 new standard-gauge ties, purchased for the laying of the dual-gauge track in Antonito, at a cost of over \$3,000. I also want to assure you that the Railroad Commission and Kyle Railways are making significant financial contributions to the purchase of materials for our restoration of the property. In fact, I continue to believe that the three entities are working together very harmoniously and extremely successfully for the preservation and interpretation of the railroad.

Here is an illustration of how well this partnership is working among the three entities. One of the highlights of our volunteer session this year was in the area of interpreting the property to the public. A video tape portraying the railroad from each end was installed in the Chama and Antonito stations for the benefit of passengers and future patrons of the railroad. The Friends—through our outstanding and talented video

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VIDEO REVIEW

CUMBRES!

Railway Productions, 7287B Orinoco Avenue, Indianapolis, Indiana 46227. Color, sound, 60 minutes, VHS/Beta. \$39.95.

On September 6, 1970, the Cumbres & Toltec Scenic Railroad operated its first train that reopened the ex-D&RGW line between Antonito, Colorado, and Chama, New Mexico. The video *Cumbres* shows us this and much, much more. It is the most complete tape that I have seen on the C&TS.

Railway Productions has made a fine documentary-style video while still delivering plenty of narrow-gauge flavor. The current day C&TS sits on the border of Colorado and New Mexico and is a western monument where people can experience and touch living history. The producers use both still photos and old movie footage to depict the former D&RGW operations from the beginning, which include various freights and the

fabled San Juan Express. There are also interesting scenes of volunteers reopening the line and preserving equipment. The interviews with historians, including Robert Richardson, et al., and those with retired and active narrow-gauge railroaders were fascinating. The video intertwines the present with the past to give us a complete story of this historic three-foot road.

Most of the show is of the trains themselves with lots of onboard and along-the-line shots of this extraordinary railroad. The entire line was covered and

the tape held my interest throughout. I am pleased to see another quality producer that knows how to tell a story and entertain at the same time. We need more fresh and varied videos like *Cumbres*.

F.P.K. *National Railway Bulletin*, National Railway Historical Society. Reprinted with permission.

(Les Jarrett, producer of *Cumbres* and owner of Railway Productions, is a member of the Friends, and he produced the video programs in the Chama and Antonito depots.)



RIGHT: Harry Babcock (kneeling), Roger Breeding (left), and Hawley Seeley working on caboose No. 0503. The old end sill has been removed.

The Windy Point

Continued from Preceding Page

photographer and member, Les Jarrett, of Railway Productions--prepared these excellent ten-minute videos. The videos tell about the history of the railroad and invite the viewers to ride the railroad and also to participate in the *Walking Tour* (the *Friend's Walking Tour* brochures are conveniently located next to the video machines). During the August work session volunteers installed the machines, which had been purchased by the Railroad Commission. The machines are mounted on stands provided by Kyle Railways, and they will pay for the continuing cost to operate and service the machines. I could not be more pleased with how these three entities are working together toward our common goals.

Much more remains to be done on the C&TS Railroad, and I assure you that your financial contributions to our work will be

put to great use. In the past we have had a significant number of members making additional contributions greater than the minimum contribution for membership. With the membership renewal form that you will receive in December, you will be given the opportunity to assist in our work at designated financial participation levels. I hope that those members who have assisted us with additional contributions in the past, as well as others who have not, will contribute at a higher level for 1991 to assist us in our work.

Thank you again for your support during 1990. Our growth this year has been phenomenal; our membership has grown from 302 to 442--and I look forward to even greater growth next year. Please accept my best wishes for a blessed holiday season and a wonderful New Year.

- Bill Lock

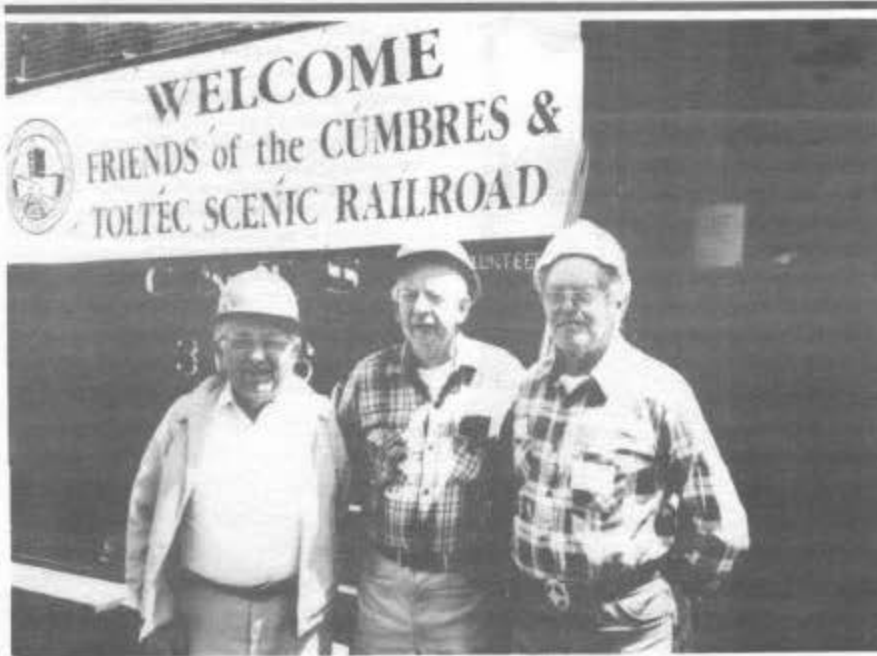


LEFT: Mark Smith (left), editor/publisher of Locomotive & Railway Preservation; William Lock, president of the Friends; and Spencer Wilson (right), Friends historian and member of the C&TS Railroad Commission, wait on Sunday afternoon at the west end of the Chama yard for the photo run-by with locomotive No. 488, derrick OP and boom tender car, and caboose No. 0503.

RIGHT: Repair crew for Caboose No. 0503. Left to right, back, are Blake Forbes, Randall Worwag, Marvin Sandmire, and Roger Breeding; front are Hawley Seeley, Harry Babcock (leader), Matt Jameson, and John Carson. The crew removed the old end sill on the A end (opposite the cupola end), fabricated a new one out of oak, and installed and painted it—all in one weekend! Most of the bolts on the old sill were either twisted off or couldn't be removed, so new ones had to be made. John Carson laid out the new end sill, and the other members cut and drilled. John reports that Hawley Seeley and Marvin Sandmire were so creative in finding needed bolts and rods, that "they could probably find palm trees in Alaska."



LEFT: Registering more than one-hundred persons and keeping track of the locations of the volunteers was the responsibility of the registration crew. The food preparation crew prepared lunches for volunteers in Chama and those out on the line, at Cumbres, and at Antonio. As Betty Schuh reported, "I was organized as to what was going to be prepared. I thought I knew for how many. That number seemed to change by the hour. But I had no idea what I was going to have to prepare it on. To my delight I had a kitchen area beyond my dreams. No running water but a beautiful sink with a drain. Not a shelf or cupboard is sight, but a gleaming white counter top that would pass state health department muster." Standing in front of the volunteer club car (kitchen/office) are, left to right, Betty Schuh (food preparation leader), Anne Burton (registration leader), Lyn Walton (food preparation), and Dorothy Sandmire (food preparation).



LEFT: Maintaining tools and equipment in the volunteer tool car at Chama (shown here) and seeing to it that all crews had the right tools at the right time was the responsibility of the tool-car crew—Rufus March (left), Gordon Forbes, and leader Charles Emery (right).

RIGHT: The rotary snow plow OM crew stopped work long enough in the Chama yard for a group photo next to OM. Left to right are Jack Dillahunt, Malcolm Pynn, Glenden Casteel (co-leader), Roger Siverson (co-leader), Bill Wauben, Lyle Anderson, Malcolm Mackey (work session safety officer), and Warren Ringer. Roger reports that "I managed to make a few photographs inside the plow while discovering to what point the 'roof' had deteriorated. At times when the rain was steady, there wasn't a spot in the rotary where Lyle could hold his pad level and continue to sketch without the paper getting soaked. When we began, the roof existed in name only." Preparatory work was done so that the roof beams can be replaced next year. This work included loosening and removing bolts on the beams, loosening nuts on the vertical tie rods into the roof beams, and removing bolt sets used to fasten interior purlins. Temporary tarpaper was also installed on the roof to shield the interior and halt further deterioration of the roof and the interior.



LEFT: The car repair crew poses in the door of the new volunteer storage car (formerly No. 3686) in Chama. In back is Doug Christensen; left to right, front, are Kenneth Spencer, Guy Combe, Drake Rice, and Klaus Haase (leader). The crew finished work on the derrick OP and boom tender car, which included cutting and chamfering bolts, covering roof nails with Indukril compound, testing the electrical system, and replacing wooden components of the auxiliary (spreader) bars. Other work consisted of assisting in installing the club car counter top and completing the club car electrical system. The crew worked on the new storage car, stripping the existing interior, replacing sliding door hardware, installing the electrical system, and fabricating access steps and heavy duty racks for lumber storage. Lights and access steps were also installed in the paint car, and roof leaks in the tool car were repaired.



LEFT: Lettering crew in the Chama yard with the derrick OP and boom tender car in the background. Left to right are Art Nichols, Robin Kumler, Robyn Schroeder, and Robert Dike (leader). The locations of lettering on the rotary snow plow OM were recorded for future relettering. Paints in the paint car were reorganized, unusable paint was discarded, and the remaining cans were arranged for easy access. The cable and water cars were relettered, star logos on cars at the south end of the yard were finished, and derrick OP and boom tender car were relettered.

RIGHT: The housekeeping crew, shown here in Chama, was kept busy at both ends of the line. Left to right, back, are Charly Fowler, Al Kilminster, Loreita Donaghe, and Martha Mackey (leader); front are Parker Fowler, Robert Rothschild, and Julie Rothschild. The crew primed, painted, and numbered posts for the walking tours in Chama and Antonito, and they dug holes for the walking-tour posts. They also installed the video display machines at Chama and Antonito, cleaned bunk cars, and surveyed the Chama yard for items to identify and catalog next year.



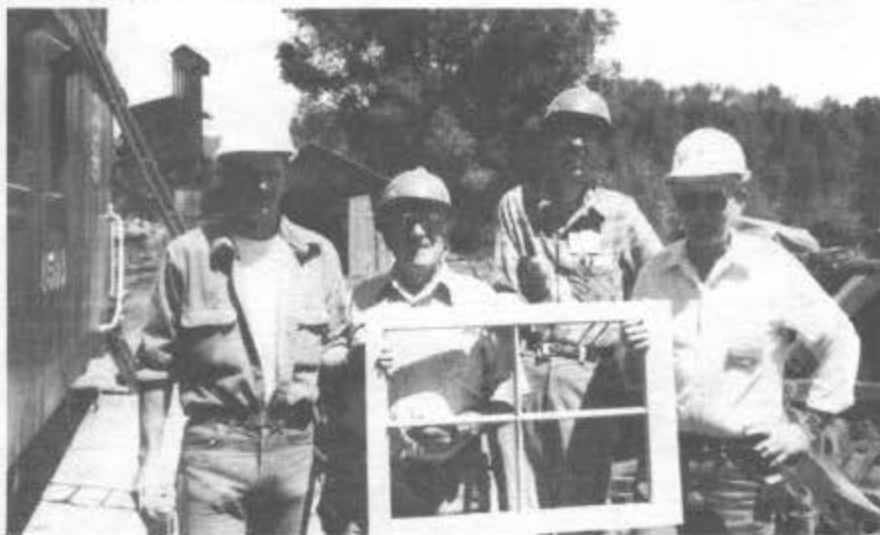
LEFT: Volunteers in front of caboose No. 0503 in the Chama yard on Sunday morning are, left to right, Craig Story (car repair), Renee Story (lettering), Les Jarrett (video photography), Nancy Bergmann (housekeeping), and Stephen Bergmann (housekeeping).

RIGHT: Photographed in Chama on Sunday morning are, left to right, Alicia Tebbens (housekeeping), Jennifer Lock (registration), and Carolyn Tebbens (housekeeping).



LEFT: Roofing crew for caboose No. 0503 with the caboose in the background; photographed in Chama yard. Left to right, back, are Jack Schuh, Craig Kumler, and Charles Donaghe; front are Howard Bunte (leader) and Ed Walton. The crew removed all roof hardware and old roofing materials above the wood underlayment on both ends and on the cupola roof. Some replacements were made because of wood rot. The roof was then re-covered with a coat of Indukril compound, heavy canvas, and another coat of Indukril. The canvas was installed in the same way as done in 1883--overlapping edges two inches and then nailing in place with tinplate washers. After the work session the long-end roof running boards were installed by volunteer Kenneth Spencer and the C&T S shop crew.

RIGHT: A special crew was in charge of saw operations at Chama this year. Here, the crew shows off one of their many projects, the manufacture of a totally new window for one of the bunk cars. Left to right are Justin Freeark, Frank Burton, George Swain, and Wayne Freeark (leader). Frank Burton was also coordinator of the Chama crews and constructed and installed the sink and fixtures in the volunteer club car.





LEFT: Chama yard painting crew in front of derrick OP. Left to right are Jessica Ratliff, Rod Day (leader), Robert Seller, and Mike Schalk. The crew scraped, primed, and painted the derrick OP and boom tender car. They also scraped the inside of caboose No. 0503 and prepared it for painting.



RIGHT: Tip Ayers (left), Paul Vasquez, and Pat Cornloup (right), the surveying party whose work was donated by the national engineering firm, Greiner, Inc., of Albuquerque. The party surveyed the Chama yard for upcoming site improvement projects. The survey is tied to a new brass cap that was set in front of the old engine house by John and Janet Rupley.



LEFT: Interior view of the Friends new storage car, ex-D&RGW boxcar No. 3686.



LEFT: Working on the Cumbres section house.

BELOW: The car inspector's house crew with the house in the background. Left to right are Steven Schroeder, William Nimon, Mark Yates, Bob Ground (leader), Bill McCartin, and Roy Blizzard. The crew placed a new foundation under the southwest corner of the building, framed a replacement wall and window opening, installed new second-floor joists and a plywood floor, and did extensive roof repairs and replacements. Other members from the snowshed, the section house, the surveying, and the dual-track crews pitched in at different times.

BELOW LEFT: Cumbres surveying crew in front of the section house—Casey Rupley (left), Bob Young, and Janet Rupley (leader). The section house was measured, inside and out. The crew finished surveying and obtaining measurements for the westbound track on the other side of the old highway bridge, located a portion of the old highway, and tied down some of the "missing pieces." The crew also assisted and coordinated the beginning survey of the Chama yard by the Greiner team.

BELOW RIGHT: Cumbres painting crew at the back of the section house. Left to right are William Ground, Ted Humphrey, Noreen Breeding, Hugh Wilson (leader), and George Reed. Work included scraping the old paint off the section house, making many small repairs to it, applying a primer coat, and painting much of the trim a final coat of "grizzly bear" brown. By the end of the work session, 90 percent of the building had been primed and was ready for a final coat.





LEFT: The Cumbres section house crew with the front of the house in the background. Left to right are Betty Adams, Bill Clair, Mary Rupley, Tina Tebbens (leader), and Archie Adams. The crew helped the Cumbres painting crew prepare the section house for painting. All exterior siding was repaired and replaced where necessary. Cedar shake shingles were replaced (three bundles), and next year's shingle replacement was estimated. The inside of the section house was cleaned--the front room and kitchen were mopped twice! No broken windows were found, and the interior is in very good condition. Tina reports that "Next year we plan to paint the building with saffron yellow and finish all the trim."

RIGHT: The Cumbres snowshed crew with the shed in the background. Left to right are John Rupley (coordinator of Cumbres work), Malcolm Merrihew, Carl Tebbens (snowshed crew leader), Richard Ellington, Samuel March, and Wayne Rancher. Carl reports that "The mission of the Cumbres Pass snowshed crew was to support the snowshed by buttress type supports from the sides to keep it from falling over from the weight of the snow and the force of the winds on the pass. The buttress supports were made from used power poles delivered on a flatcar by the C&TS." Seven supports were heaved into place with the help of the car inspector's crew.

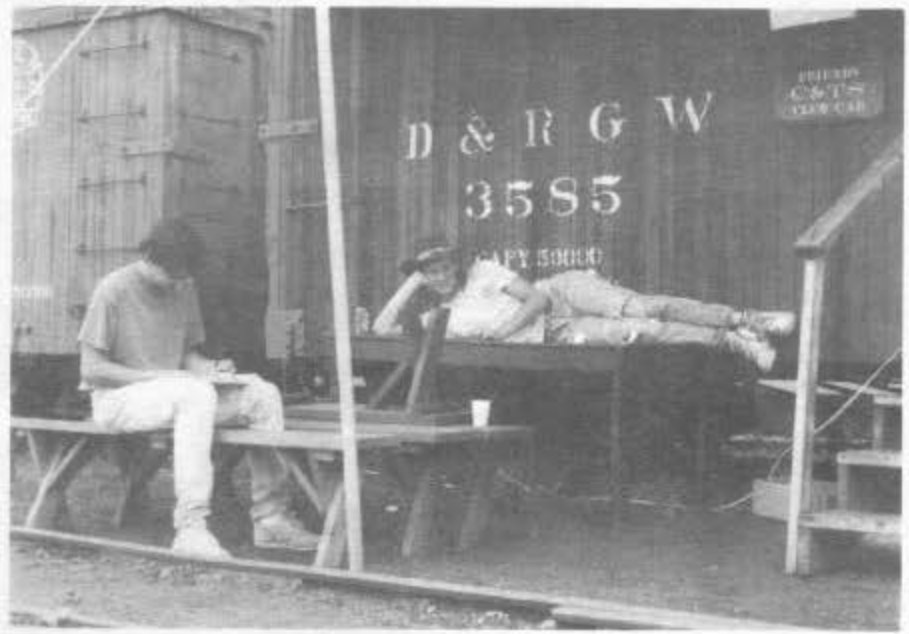


LEFT: The Cumbres snowshed showing the three buttress supports on the west side. Four supports are on the east side. The supports are located at every third post that supports the roof structure.

RIGHT: The dual-gauge track and maintenance-of-way crew (known along the C&TS as "F-Troop") in the Antonio yard. Left to right are Robert Mundis, David Hoyt, Wade Hall, Jason Ripley, Cal Smith (co-leader), and Peter Smith. Under the supervision of Kyle Railway's track team, the crew had three-hundred feet of three-rail track in place after just two days. The three-rail track was donated by the D&RGW and will be used to display standard-gauge and narrow-gauge rolling stock. This is the only three-rail track in Antonio except for the Roue 285 grade crossing west of the C&TS depot. In addition to the track work, the crew set, painted, or lettered sixteen mileposts and painted various switch targets and "raise flanger" signs. On Saturday some of the crew helped out on Cumbres Pass with the work on the snowshed and the car inspector's house.



LEFT: Other members of the dual-gauge track and maintenance-of-way crew ("F-Troop") in the Antonio yard. Left to right are Julian Martinez (C&TS), Dean Hoyt, Max Pacheco (C&TS), Jim Herron, Kevin Corwin, and Bill Kepner (co-leader). It is reported that at the High Country dinner on Friday night F-Troop volunteered to standard gauge the line from Antonio to Chama next year.



RIGHT: The work is done. Peter Smith (left) and Jason Ripley.

Check's in the Mail

by Terry Ross

This is the fourth, and last, article for 1990 about the preservation of the D&RGW narrow-gauge line and the formation of the Cumbres and Toltec Scenic Railroad twenty years ago. Terry Ross describes how he delivered the check for New Mexico's share of the purchase price to the D&RGW office in Denver. Terry has played an important role in the development of the C&TS. He founded and was chair of the Denver and Rio Grande Western Narrow-Gauge Railway Preservation Association (as Terry says, "That's the one accused of having a name longer than the railroad"). Governor David Cargo of New Mexico appointed him to the original committee to study and preserve the railroad, and he was the first public member, and vice chairman, of the New Mexico Railroad Authority. Terry was one of four members, and was elected chair, of the original Colorado-New Mexico Joint Executive committee that operated the railroad under the two authorities for several years with the first lessee. Among his awards for public service in saving the narrow gauge is the New Mexico Arts Commission Historic Preservation Award.

(The three earlier Dispatch articles on the history of the C&TS are The National Park Service Excursion: November 23-24, 1968, with contributions by Fran and Herman Barkmann and Ernest Robart, Vol. 3 No. 1, March 1990; Reopening the Abandoned Narrow-Gauge Line, by George Swain, Vol. 3 No. 2, June 1990; and The Railroad and the Commission, by Spencer Wilson, Vol. 3 No. 2, June 1990.)

Ernest Porter, General Solicitor for the Denver and Rio Grande Western Railroad, called Tuesday, July 14, 1970. His message, unlike many previous discussions, was clear and ominous. New Mexico's check to purchase the narrow-gauge line from Chama, New Mexico, to Antonito, Colorado, had to be in the D&RGW's Denver office by close of business Wednesday or the deal was off. With the D&RGW's approach to scrapping, this was no idle threat. Many years of substantial effort appeared in jeopardy.

Both New Mexico and Colorado's legislatures had appropriated purchase funds in February 1970. Colorado's check was ready, but New Mexico continued to place roadblocks preventing purchase. Finally, on June 22, 1970, New Mexico approved the Joint State Narrow-Gauge Railroad Agreement. Colorado signed the agreement on June 30, and New Mexico followed on July 1, 1970. New Mexico placed another roadblock by requiring New Mexico State Board of Finance approval for the narrow-gauge agreement. Meeting only once a month, the board's next meeting was July 7, 1970, allowing insufficient time to place approval on the agenda. I had jumped the gun and requested in an earlier letter that Bob Kirkpatrick, board executive officer, place the agreement on the agenda. He did and success was ours. Or was it?

Naively, I expected the Board of Finance and Governor Cargo, New Mexico Railroad Authority chair, to secure immediately the check and mail it to the D&RGW. Porter's calls during the ensuing week were polite, and I continued to assure him that the check was on its way.

With the significance of his last call, I immediately set off for the Board of Finance office in the Roundhouse, otherwise known as the New Mexico State Capitol. The secretary, Mary, had a blank look as did the others in the office when asked about the check. Finally, they determined that the Governor would have to request the check of the board. Then, after the board's review, it could be sent to the processing center across the street in the retirement system building.

The whole operation would normally take a minimum of one week, and knowing New Mexico as I did, probably longer. Obviously, this was not acceptable, and besides, the governor was unavailable.

Recognizing the urgency of the moment, I asked for a check request form, filled it out, signed it, and stated my legal authority as Vice Chairman of the New Mexico Railroad Authority to do so. Not

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RIGHT: The checks have been delivered! July 15, 1970. Eugene Cavaliere (left), Terry Ross, and W. J. Holman (right). Photograph Copyright 1990 by Terence W. Ross.

COMMISSION REPORT

BY LEO SCHMITZ

Executive Director, Cumbres & Toltec Scenic Railroad Commission

The vacancy on the commission because of the death of Howard Coleman last February was filled on June 5 by Colorado governor Roy Romer, who appointed State Representative Lewis H. Entz. Representative Entz owns and operates a potato and grain farm near Hooper, Colorado. He has served in the Colorado House of Representatives since 1983. Entz is a military veteran, a railroad enthusiast, and a licensed pilot.

A group of Colorado legislators, including Entz, rode the railroad on the Fourth of July, at the same time the British Broadcasting Corporation was filming a documentary on the attempt by American Water Development, Inc., to obtain the rights to 200,000 acre feet of water annually, to be exported from Colorado's San Luis Valley. The documentary centers on water exportation throughout the world and will be shown in January 1991.

I'm very happy to report that the commission has received a second grant from the Farmers Home Administration to purchase and install 3500 new ties. (More than 5000 ties were purchased and installed with the first grant.) Installation of the new ties has begun and is expected to be completed by spring, 1991.

In other news, electrician and **Friends** member Wendell Putz has donated his time and materials to install outdoor lighting systems in the Chama and the Antonito yards.

Two projects have been funded by the states during 1990. First, the Osier septic system has been completed. This project consisted of installing six septic tanks and a leach field. Also included was the addition of a storage tank for the chlorinated water supply for the new dining facility. Second, work to rehabilitate four of the Antonito passenger cars will be done this winter. Work will consist of removing the wooden windows, reframing for metal-framed windows, installing new windows, adding insulation, replacing the interior woodwork with a better quality paneling, and refinishing and painting.

Problems were uncovered with a structural load-bearing wall in the old roundhouse/shop portion of the Chama shops, and the shop roofs in Chama and Antonito are leaking. The commission had hoped to correct the problems, but they have not been able to afford the repairs. The commission is including this project in their requests to the two states in the upcoming legislative sessions. Funding will be requested for the following projects:

1. Antonito passenger car rehabilitation (second half of the project)
2. Chama roundhouse structural and shop roofs rehabilitation
3. Chama depot rehabilitation
4. Chama River bridge and pier abutment work
5. Cumbres buildings rehabilitation (mainly materials)
6. Locomotive No. 463 restoration

John Bush, chief mechanical officer for the railroad, has been experimenting this year with different screening combinations for the locomotives to reduce the number of fires along the right of way caused by sparks. John tried using a double screen; however, this reduced the draft, decreased performance, and increased coal consumption. Next, he tried using a different screen configuration with smaller holes, narrower strips of metal, but a more transparent total screen. This screen has been effective in reducing the amount of cinders that pass through the screen and the number of resulting fires.

Finally, the **Friends** will be happy to learn that the commission is attempting to acquire locomotive No. 223 from the State of Utah, and discussions between the two entities have begun.

RIDERSHIP UP IN 1990

The numbers are in, and Leo Schmitz, Executive Director of the Cumbres and Toltec Scenic Railroad Commission, reports that the ridership for the 1990 season passed 50,000. The increase is about 13 percent over the 1989 season—44,459 riders in 1989 and 50,246 in 1990.

JAMES WILBUR HAYNES

It is with sorrow that we report the death of James Wilbur Haynes on May 15, 1990, in Durango, Colorado, after an illness of more than two years. He was 64. Mr. Haynes was an electronic engineer with General Electric and later a marketing manager with Sperry Flight Systems until his retirement in 1986. He was a graduate of the University of Idaho, and he served in the U.S. Navy. Mr. Haynes was a member of the Railroad Club of New Mexico and the Friends of the Cumbres and Toltec Scenic Railroad. Many Friends remember working alongside him on maintenance of rolling stock and right-of-way during the summer 1988 volunteer work session. He is survived by his wife, Rae; three sons, James and Paul, of Montana, and Donald, of Wyoming; one daughter, Carolyn Edlund, of Colorado; and four grandchildren.

LETTERS TO THE FRIENDS...

Readers are encouraged to write on any topic pertinent to the work of the **Friends** and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the editor at the Los Alamos, New Mexico, address given on page 2. All letters will be acknowledged, and some editing may be done to conserve space.

Friends of the C&TS
P. O. Box 222
Chama, NM 87520

Gentlemen:

Reading the recent *Railfan & Railroad* article on the C&TS certainly brought back some old memories. And what can I say about the beautiful Kodachromes accompanying that article. Seeing the name of Jack LaMunyon under one of the photos of 483 "in Winter" brought back to mind many fond moments in 1969-1970 when many volunteers, including Jack, Terry Ross, John Pritchard, and many others (including myself), worked to reopen the Chama to Antonito line prior to 483's triumphal entry into Chama in 1970 under the C&TS banner. Much

hard work was endured to remove boulders and debris from the track, particularly between Chama and Cumbres due to the Highway 17 relocation project. Our rewards came in simple ways: knowing that a segment of the narrow gauge would survive, a speeder ride to Big Horn for a restful respite, etc.

I have only been back to the Land of Enchantment once since I left the Air Force in 1970, and that was in 1975. Naturally I had to ride the line that I helped to preserve for future generations to enjoy: a one-way train ride from Chama to Antonito with a return ride in a school bus that was operated by Scenic Railways. It was a fabulous trip, and that being in the days prior to sunscreens, I

had a beautiful sunburn to prove it.

Let me say in closing, that when I finished reading the C&TS article and saw the invitation to join the **Friends of the C&TS**, I didn't hesitate a moment: my check for \$15.00 is enclosed for a one-year membership. My only regret is that the **Friends** wasn't organized years ago. Notwithstanding **Friends** late arrival on the C&TS scene, let it be long-lived for many years to come!

Sincerely,

Michael J. Paul

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Oshkosh, WI 54904

Chama Valley Chamber of Commerce
SERVING NORTHERN RIO ARRIBA COUNTY

P.O. BOX 306
CHAMA, NEW MEXICO 87520
PHONE 756-2306
BEN J. SAAZAR, PRESIDENT

August 16, 1990

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


It is my pleasure to recognize the Friends of the Railroad as valued volunteers that are an asset to our community. I am sure Mr. Joe Vigil and his staff greatly appreciate your group and their services to preserve such an historic site and equipment that is a valued part of our heritage.

In recognition of your efforts to bring national attention to our Chama Valley and the historic railroad, the citizens and merchant members of the Chama Valley Chamber of Commerce wish to award this certificate of appreciation as a token of friendship and gratitude for your valued services.

We know the results of your hard work and long hours will remain with us long after you have departed, but we look forward to your return next year and in the future.

Thank you for caring.

Sincerely,


Ben J. Sazazar, President
Chama Valley Chamber of Commerce

WJS/js
cc: Mr. Joe Vigil, General Manager
C & TSRR



**CUMBRES & TOLTEC SCENIC
RAILROAD COMMISSION**

P.O. BOX 361
ANTONITO, COLO. 81021
(719) 376-3446


September 12, 1990

Bill Lock
Friends of the C&TS Railroad
7801 Academy N.E., Bldg. 7, Suite 107
Albuquerque, N.M. 87109

Dear Bill:

On behalf of the Cumbres & Toltec Scenic Railroad Commission, I would like to express their gratitude to you and all the members of the "Friends" for your tremendous accomplishments this year. The number of volunteers and projects which you worked on and accomplished is phenomenal. The visual impact of all the improvements created by "Friends" is very noticeable. The enthusiasm, energy and camaraderie which the "Friends" bring to the property is awesome and inspiring to all of us. The Commission wishes to thank all of you for your efforts and look forward to a long and fruitful relationship.

Sincerely,


Leo Schmitz
Executive Director

Post Office Box 789
Chama, NM 87520
(505) 758-8121
Year-Round Office



Post Office Box 809
Antonito, CO 81103
(303) 378-5483
Mid June-Mid October

America's Longest & Highest Narrow Gauge Steam Railroad

August 25, 1990

Friends of the Cumbres & Toltec Scenic Railroad
Attn: William J. Lock
7801 Academy NE #2-102
Albuquerque, NM 87109

Dear Bill:

It seems that at the wink of an eye another week went by since you and this year's volunteers were busily working on the property. Although we continue to enjoy good crowds on our daily excursions, we clearly miss seeing the friends milling around and actively participating in making this such an important and beautiful project.

My staff and I want to say thank you for all your endeavors to make this what is becoming one of our major attractions. Mark Smith was certainly right on target during his presentation Saturday night when he identified the CATSRS as being a place of "deep, down good feeling."

We are very pleased that you enjoyed your stay with us and we invite you to continue to call on us anytime. We look forward to hearing from you and to actively participate with "The Friends" in the years to come.

Sincerely,

JOE C. VIGIL
General Manager

JCV/be

**INVOCATION PRAYER OFFERED BY
THE REVEREND STEPHEN BERGMANN
CHAMA, NEW MEXICO, AUGUST 16, 1990**

Almighty God, we ask you to bless and strengthen the work and efforts of all who gather here this day as the FRIENDS.

Make us mindful of your presence now, and as we pursue our various projects and work.

Make us mindful of your presence and guiding hand in the lives of those before our time in a new frontier who from the wonder of your creation shaped a land and region in building this property and railroad. We remember and recall all those who before our day planned and envisioned; those whose hands shaped wheel, rail, car, and locomotive; and those many more who through all the years ran, maintained, and preserved this property and heritage.

Assist us to be good stewards of this living legacy. May our care and preservation of this special property remind us of your creation and sustaining of all things in life.

We thank you for this gathering and for setting us at tasks which demand our best efforts, and for accomplishments which satisfy and delight us. We thank you for minds to think, hands to serve, and hearts to care. May our time together further our work in a manner productive and safe; fostering of friendship and appreciation of the many and varied gifts and skills each one has to offer; and too, may our time here be marked by joy and friendship. Amen.

Check's in the Mail

Continued from Page 12

wanting to risk anyone finding if this was true, I insisted that they approve it at once! None of these items fit their normal operations. After considerable cajoling, pleading, and looking up the approved board meeting minutes, the board secretary at last signed the check requisition.

OK, things were going well. Across the street was different. No checks could be run through their standard automated process in less than several days. Asking what else might be done, I found it possible for them to hand process a check by late afternoon. Then next morning, the check could be logged and signed. That meant no trip to Denver on the 14th. Now it dawned on me, with an uncertain check date and no cash or time to secure commercial airline tickets for Denver, other means had to be found.

Larry Meyer, president of L. E. Meyer Mechanical Contractors, had an interest in railroads and most importantly a twin-engine plane. Larry was in his Cerrillos Road office and graciously offered on short notice to fly the check and me to Denver on Wednesday the 15th.

Placing a call to Clarence Quinlan, the major force in Colorado for purchasing the railroad, I asked him to set up a meeting with the D&RGW. He arranged to exchange checks for deeds at the railroad's Stout Street office as soon as New Mexico's check was ready. Securing the check early on the 15th, I called Ernie Porter and told him we would arrive after lunch. His mood was that of a clearly harassed but happy individual. Ernie always wanted to see the line preserved but scrupulously followed the D&RGW's line of scrapping everything when possible.

Picking up New Mexico check No. B924741 for \$273,560 was a major thrill. Barely floating to Santa Fe's airport, I thought that an airplane seemed unnecessary.

We arrived at Denver's Centennial airport, ate a quick lunch, and set off for the D&RGW office. Ever try to park in downtown Denver? We arrived late; Ernie Porter greeted us looking very concerned, tired, and with a two-day beard and no suit, greatly unlike his usual impeccable appearance.

Colorado assistant attorney general, Eugene Cavaliere, and I presented the states' checks to W. J. Holtman, Executive Vice President and General

Manager of the D&RGW. We then received the Agreement of Sale, Resolution of the Board of Directors authorizing the sale, Quit Claim deed for the real property, and a Bargain and Sale deed for the equipment and tools. After much hand shaking all around, Ernie Porter left for a good night's sleep, and Larry and I headed back to the airport.

Very tired and doubly excited, we flew directly back to Santa Fe in Larry's plane. Halfway there pure panic set in when I realized that all the original deeds were on a chair in the Denver Centennial airport. Larry radioed the problem to the base operator. After what seemed like forever, the operator radioed back that he had found the deeds under some magazines on a table and he would mail them to me. My heart stopped pounding only when they arrived and copies made.

Taking several months, Archuleta and Conejos counties eventually recorded the deeds. After hand delivering them to the Colorado Attorneys General office, the deeds now reside in their safe. And thus goes the tale of the railroad that almost never was because the "check's in the mail."

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One of the major projects of the August work session: the rehab of historic Caboose No. 0503. The end sill on the near end was totally replaced, the roof was reroofed using modern materials in a historic process, and the inside was refurbished. The caboose is shown here after the photo run-by on Sunday August 19, 1990 during which the Friends simulated a west-bound work extra using restored derrick OP. Photograph by William Lock.



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**
7801 Academy NE, Building 2, Suite 102
Albuquerque, New Mexico 87109

