



# C&T'S Dispatch

Vol. 4 No. 2

May 1991

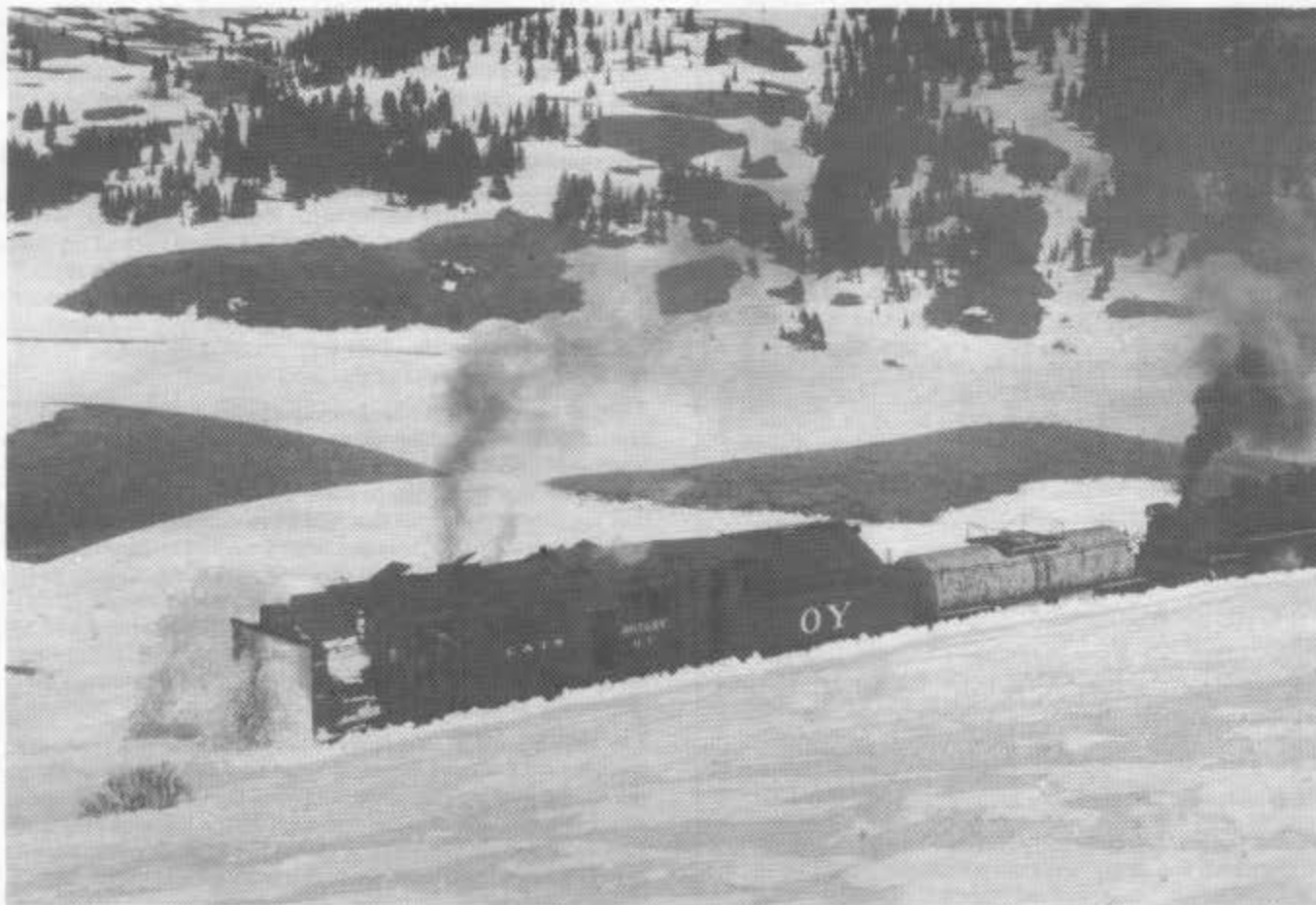
## ROTARY SNOWPLOW OY OPENS THE LINE!

At 9:45 a.m. on Saturday, May 4, 1991, Rotary Snowplow OY and a work train consisting of (in order) OY, Auxiliary Water Car No. 0472, Engine No. 487, Engine No. 488, two bunk-outfit cars, and caboose No. 0503 whistled off and left the Chama yard to tackle massive amounts of snow left by winter storms. The trip was operationally necessary to open the railroad line for the summer season, which begins on Memorial Day weekend, Saturday, May 25.

This work train was similar to those setting out from Chama to open the line over the past 110 years. Different this time was the fact that hundreds of people were there to witness the event. On Saturday they accompanied the Rotary up Cumbres Pass in

their vehicles, and on Sunday, May 5, approximately 220 passengers followed the Rotary in a Passenger Extra train

*Please Turn to Page 5*



*Rotary Snowplow OY plowing out the west side of the Los Pinos Loop on Sunday, May 5, 1991. Photograph by Joseph P. Hereford, Jr.*

## The C&TS Dispatch

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Please write the Editor at 1307 45th Street,  
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  
(c) 1991 Friends of the Cumbres & Toltec Scenic Railroad, Inc.

## PRESIDENT'S COLUMN

### The Windy Point



"Stepping back into time" seems to be a common thread that engages many, if not all, of the people who ride and enjoy the Cumbres & Toltec Scenic Railroad. Unquestionably, the Chama yard and the ghost towns of Sublette, Osier, and Cumbres allow the visitor to be transported in time back to a different era when railroads were the main form of transportation.

One of my sons recently asked me if we will ever invent a time machine, and I told him I did not think so. What I should have told him was that the preservation of history is a form of time machine. The C&TS is a superb example.

The running of historic Rotary Snowplow OY in early May was an even neater opportunity to go back in time and experience the rigors of winter railroading in the Rockies. On the way home from seeing this wonderful experience, I asked each of my two boys what was the highlight of the trip for them. John replied the run-by at Garcia's Trailer, where we were able to get very close to the seemingly giant machine as it was in operation. Robbie replied that the great volumes of snow thrown by the Rotary at Windy Point and Cumbres was his favorite.

They, in turn, asked me my favorite moment of the weekend. I replied that, among many spectacular moments, looking out the window of the Chama depot on Saturday morning as the Rotary work train was preparing to leave was my highlight. Knowing that the same equipment that had been clearing this mountain pass for over sixty-five years was setting out on a mission identical to many times in the past was downright thrilling. Thanks go to Terry Griffin for the photograph above, which caught exactly the view I had as the train was ready for departure. I had to pause for a moment in my conversation and regain my composure as the true essence of the term "living museum" was graphically displayed in front of me.

The C&TS is a fantastic opportunity to step back in time. No one who experienced the shrill whistle of the Rotary urgently calling the pushing engines to stop and then reverse and again attack the mounds of snow will soon forget the experience of May 4 and 5. I am especially glad that the Friends was available to help more people experience this truly special occasion.

- Bill Lock

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## 1991 Summer Work Sessions

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Two work sessions will be offered again this summer for volunteers of the **Friends of the Cumbres & Toltec Scenic Railroad**. As in previous years, there will be an early work session, June 20-23, held in conjunction with the Moonlight Train, scheduled for Saturday, June 22. A program will be presented Friday evening, June 21 (see below). The second work session, August 8-11, will be held in conjunction with the Annual Meeting, which will be Saturday evening, August 10. The July issue of the **Dispatch** will preview the Annual Meeting and will include nominations for Directors (8 of our 16 Directors will be elected for 2-year terms at the August meeting).

Large turnouts of volunteers are expected at both sessions to work on many projects. Some of the projects that have been approved by the Board of Directors include

- the completion of the roof of the Car Inspector's House at Cumbres
- the reshingling and the completion of the paint job on the Section House at Cumbres
- the complete reroofing of the Section House at Sublette

- the restoration of the two new standard-gauge boxcars in the Antonito yard along with the idler car
- the repair of additional freight cars in the Chama yard, especially new roofs and rehabilitation on the bunk cars
- many other important projects critical to the preservation of the property.

Detailed reports on the work accomplished at the sessions will be presented in the **Dispatch**.

Registration materials for the work sessions have been mailed to all

members. Because of the demand for participation in the work sessions, there will be a limit on the number of volunteers. Registrations will be accepted on a first-come, first-served basis. Participants are also strongly encouraged to obtain motel reservations in Chama as soon as possible.

Being allowed to work on the property is one of the privileges of being a member of the **Friends**. Having a "hands on" opportunity to help preserve this amazing property gives our volunteers a special appreciation of why our organization exists.

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## Locomotive Fireman's Daughter to Speak

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A special program will be held on Friday, June 21, 1991, at 7:30 p.m. in the gymnasium of the Chama Valley Schools, located at the corner of Pine and First Streets in Chama. This Friday evening event is being held in conjunction with the Third Annual Moonlight Train (see below).

The program will feature Leone "Mike" Kneec Goulding, co-founder of Goulding's Lodge and Trading Post at Monument Valley, Utah. Mrs. Goulding's father was a fireman working for the Denver & Rio Grande Railway during the 1910s, and he died in the famous locomotive crash in the fall of

1922. In this accident a light westbound engine crew misread its orders and crashed into an eastbound passenger train near Toltec siding. Engine No. 169 powering the passenger train went down the hill, killing both the fireman and the engineer.

Mrs. Goulding will talk about "what it was like to be a fireman's daughter in Chama during World War I." Time permitting, there will also be a slide show by Earl Knoob on the opening of the railroad by Rotary Snowplow OY this May.

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## Third Annual Moonlight Train

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There are only a few tickets left for the running of the Third Annual Moonlight Train sponsored by the **Friends**. This event began in 1989 and has been a very popular event with members and nonmembers alike.

The train leaves Chama for Osier at 3:15 on Saturday afternoon, June 22, and is scheduled to arrive at Osier at approximately 7:00 p.m. for a complete steak dinner. The new dining hall at Osier is a wonderful facility for this event and not only allows warm, indoor dining but also an opportunity for a visit to the

spacious, well-stocked gift shop in the basement. A discount on the Moonlight Train is another one of the many benefits of membership in the **Friends**, and a portion of the ticket price is tax deductible as a donation for our work. Profits from the Moonlight Train have enabled us to purchase much needed materials and

equipment for the restoration of the Cumbres & Toltec Scenic Railroad. If you haven't purchased your ticket and would like to do so, please write the **Friends** office in Albuquerque as soon as possible (7801 Academy NE, Bldg 2, Suite 102, Albuquerque, NM 87109).



*ABOVE: The Friends first dinner meeting took place on Saturday, April 27, 1991, at the Albuquerque Marriott Hotel. The speakers were Marcia and John Lucas of Los Alamos, New Mexico. They presented an outstanding slide presentation of New Mexico railroads over the past forty years in the professionally done, multimedia presentation "Railroading in the Land of Enchantment." Shown here are John and Marcia at the podium in front of an all-wooden (14 1/2 to 1 scale) model of D&RGW K-37 engine No. 498. This beautiful model, which took six months to build, was made by Ed Velhagen of Albuquerque. Members of the Friends are encouraged to get together for informal or formal meetings, such as this one in Albuquerque, with others in your area. If you would like assistance in locating members in your area, please write to the editor. Photograph by Bill Lock.*



*LEFT: One of four antique streetlights installed in the Chama yard by member Wendell Putz of Bay City, Michigan. There had been a critical need for additional lighting in the yard during the evening hours. These antique streetlights were brought from the Midwest and installed by Wendell in May 1990. In addition to the streetlights, he installed additional lighting and safe and improved capacity electrical circuits for our volunteer work around the yard. Thanks go to Wendell for his fine work and this nice improvement to the Chama yard. Photograph by Art Nichols.*

## Rotary Snowplow

*Continued from Page 1*

chartered by the Friends.

### Saturday

The Rotary work train made its way up Cumbres Pass, encountering its first snow just above the highway crossing at Lobato (the second crossing out of Chama). The train took on water at Cresco and found lots of snow at Hamilton's Point. From there the train went to a planned photo run-by site at Garcia's Trailer, just below the Coxo road crossing.

After a break for lunch, the train proceeded up through waist-deep snow at Coxo and began to tackle the huge drifts remaining at Windy Point. Saturday afternoon alternated between overcast and blizzard conditions as spectators watched the Rotary tackle one huge drift of 10 to 12 feet just before Windy Point. It took almost an hour for the Rotary, working at full efficiency, to get through this mass of ice and snow. Progress was measured in inches - but progress was made - and shortly thereafter the Rotary outfit reached Cumbres. There it plowed out the main, the siding, and one leg of the wye (because of the direction of travel, only one leg of the wye could be plowed - a chilling reminder of the necessity of having a snowshed-covered wye).

While the Rotary tied up at Cumbres for the night and was fueled there, Engine No. 488 returned light to Chama to prepare for the next day. That evening, ticket holders attended a memorable dinner in Chama and were treated to an excellent slide show about winter operations on the narrow gauge by Bob Richardson, founder of the Colorado Railroad Museum and one of the patron saints of Rocky Mountain railroad history preservation. Also in attendance was Mr. Willis Kyle, President of Kyle Railways (operator of the C&TS) along with his wife and many of the employees of the railroad.

### Sunday

The dawn brought a beautiful, mild spring day with blue skies - a perfect day for photographing the operation of Rotary OY. After breakfast the passengers boarded our Rotary Snowplow Passenger Extra train, which consisted of Engine

No. 488, an open gondola, five new passenger cars, the snack car from the regular summer train, another open gondola, and caboose No. 05635. The train was sold out and the excitement among the 220 passengers was quite apparent. The Extra left Chama at 7:50 a.m. and made progress toward Cumbres until it reached the large drift just down hill of Windy Point. There the train stalled and with a maximum load was unable to run through the slippery track conditions caused by icy rails. The passengers were delighted when Engine No. 487 backed down from Cumbres and "rescued" the Passenger Extra. It was an easy job for the two engines to pull the passenger train up to Cumbres. There, No. 487 coupled back up to the Rotary and started out into Tanglefoot Curve with the Passenger Extra following behind.

Numerous run-bys were held from Tanglefoot Curve into the Los Pinos Loop. The Rotary worked beautifully, and one would have thought Kodak had sponsored the event given the amount of film taken during the day. Ice conditions at the Apache road crossing delayed the progress of the two trains, but the quality of the run-bys made up for it.

### From the Editor

The 1991 Rotary Snowplow Passenger Extra handout is included with this issue. I thank the organizers of that memorable weekend for making it available to all the Friends.

The March issue of the C&TS DISPATCH was printed, addressed, and delivered to the Post Office by the end of March. Some Friends did not receive their copies, however, until several weeks later. This situation was unfortunate, and we have brought it to the attention of the Post Office. This issue will be in the mail during the last week of May. Please write to me if your copy doesn't arrive in early June.

- Art Nichols

After taking water in all three cisterns (the Rotary, the Auxiliary Water Car, and Engine No. 487), the Rotary work train headed east for Osier. In order to keep the posted schedule, the Passenger Extra started back to Chama at 4:00 p.m., watching the Rotary work its way through big drifts across the Los Pinos Loop. The Passenger Extra would back up to a good viewing point and stop while the Rotary tackled each succeeding drift until the work train headed east into the Los Pinos Canyon and the Passenger Extra worked its way back to Cumbres, where the engine ran around the train and proceeded to back tender first to Chama. (It was not possible to turn the engine at Cumbres because one leg of the wye was not plowed.)

The Rotary work train continued on to the west portal of Rock Tunnel, where at dusk the last major drift was cleared. On Wednesday, May 8, Engine No. 488 with cars and caboose made a Big Horn turn, clearing several drifts between Rock Tunnel and Big Horn with its pilot plow. After being turned at Big Horn, the work train cleared the other side of the Cumbres wye on its way home.

### On to Opening Day

The railroad line is now open and ready for operations. In the process, the Friends assisted over 200 people in getting a first-hand view of the operation of a rotary and thousands of undoubtedly great photographs. There was major publicity for the railroad in the *Albuquerque Journal*, the *Denver Post*, the *Dallas Times Herald*, and many other newspapers. Television coverage was given on several days in Albuquerque, and an almost three-minute special feature was aired on Friday, May 10, on the Evening News with Dan Rather (CBS).

All in all, it was a very successful project. Thanks go to committee chairman Steve Dock, who with the able assistance of Verleen Bush, pulled off this wonderful event on behalf of the Friends. Also, many thanks go to personnel of the railroad who labored hard to get the equipment looking first class and to ensure an outstanding weekend.

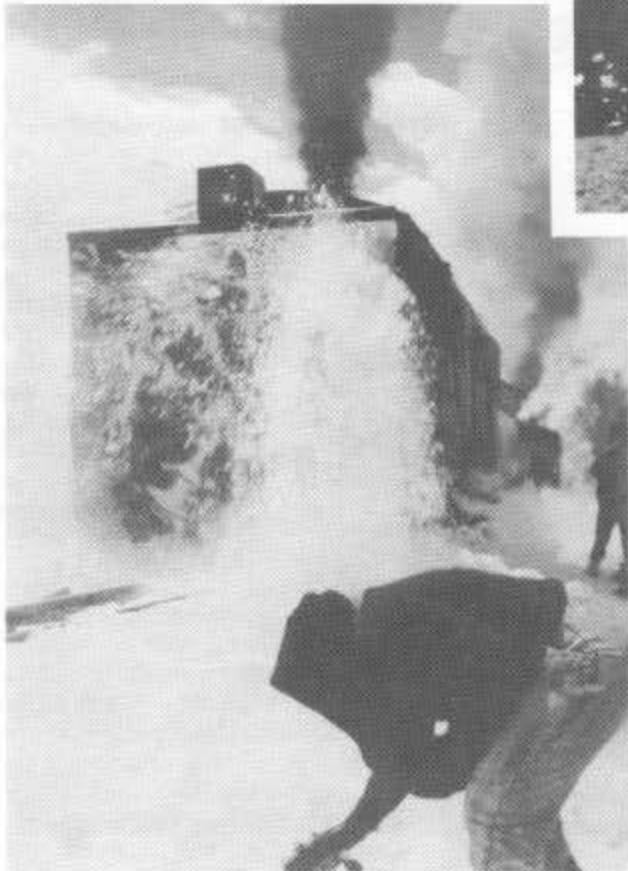


*LEFT: President Bill Lock presents speaker Bob Richardson with Friends sweatshirt with special lettering for Rotary Snowplow event at the Saturday banquet, May 4, 1991. Photograph by John Rupley.*

*BELOW: Rotary OY plowing east of Cumbres, Sunday, May 5, 1991. Photograph by Robbie Lock.*

*BOTTOM LEFT: Rotary OY at Garcia's Trailer (special Friends run-by site), west of Caxo road crossing Saturday, May 4, 1991. Photograph by John Lock.*

*BOTTOM RIGHT: Willis Kyle, President of Kyle Railways, receiving the book *American Steam Locomotives* in thanks for running of Rotary Snowplow OY from the Friends at the banquet Saturday, May 4, 1991. Mr. Kyle is in the center and General Manager of the C&TS Railroad, Joe Vigil, on the right. Photograph by John Rupley.*



*RIGHT: Rotary OY tackling drifts at Cumbres, Saturday May 4, 1991. Photograph by Bill Lock.*

*BELOW: Many passengers got out and photographed the Rotary at numerous run-bys. Here Rotary OY was plowing east of Cumbres in the Los Pinos Loop on May 5, 1991. Photograph by Bill Lock.*

*BOTTOM RIGHT: Passenger Extra getting "rescued" by helper engine from Cumbres traveling through major drifts near Windy Point Sunday, May 5, 1991. Photograph by Tracy Griffin.*



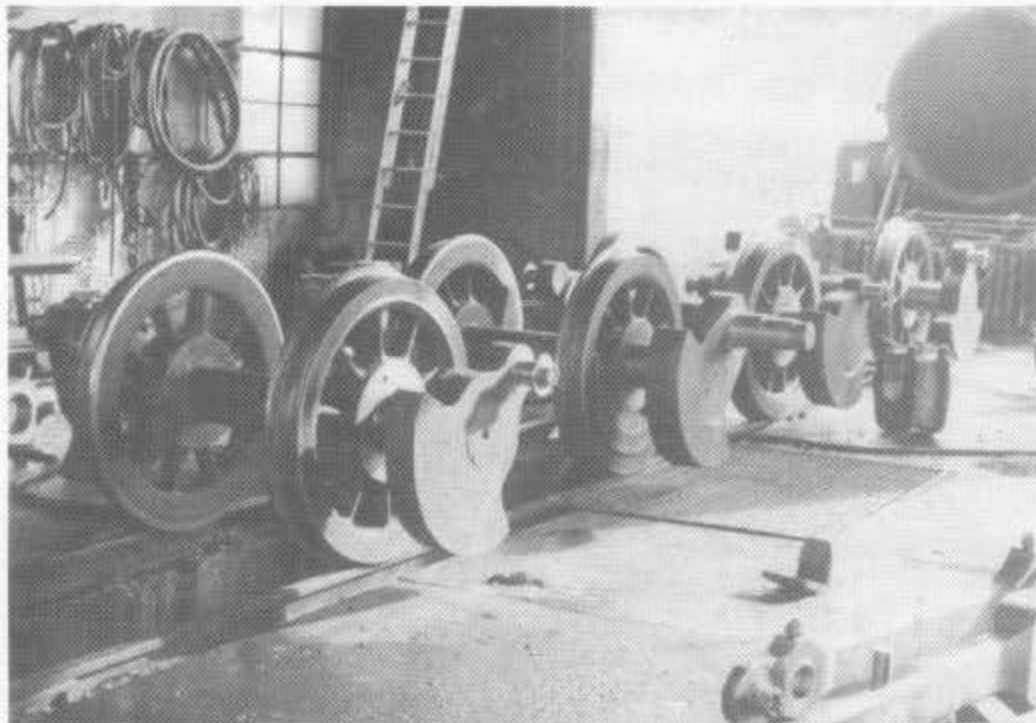
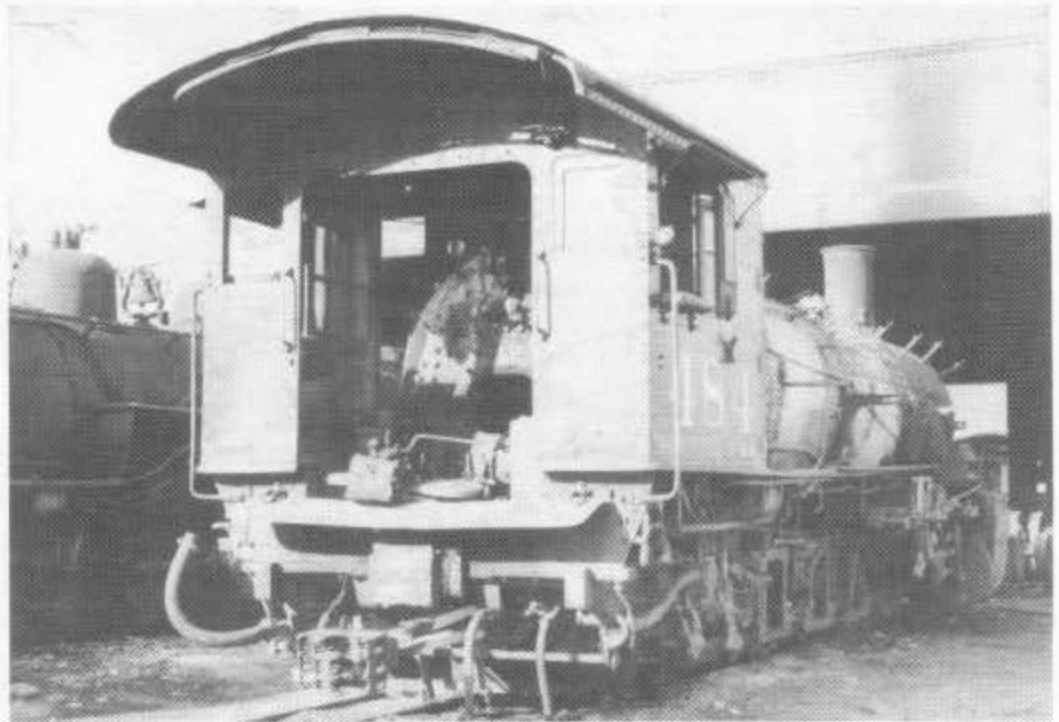
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## Locomotive Work, Winter 1990-1991

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Photographs by Gerald Blea, Trainmaster

*RIGHT: November, 1990. Locomotive No. 484 stripped down for shopping. All the plumbing, the boiler jacket, and the lagging have been removed for the five-year inspection. A one-year flue time extension was granted by the Federal Railroad Administration.*




*LEFT: November 1990. Driving wheels for locomotive No. 484. The tires were turned and the journals were trued. The driving boxes were rebored, and all the spring rigging was renewed.*

*OPPOSITE PAGE: A very special way to observe the progress of a Rotary Work Train is from a passenger extra following immediately behind. Here in this view east of Cumbres, Colorado, Rotary OY being pushed by Engine 487 is followed by Passenger Extra 488 chartered by the Friends, Sunday May 5, 1991. Photograph by Bill Lock.*

## 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.



**KYLE INK NEWSLETTER**

Issue No. 5

**KYLE RAILWAYS, INC.**  
WORLD TRADE CENTER  
ROOM 221  
SAN FRANCISCO, CALIFORNIA 94111  
PHONE 415/956-3674  
FAX 415/956-1975

WILLIAM J. LOCK  
PRESIDENT  
LYON J. CECIL  
EXECUTIVE VICE PRESIDENT

January 21, 1991

Mr. William J. Lock  
President  
Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.  
P. O. Box 222  
Chama, NM 87520

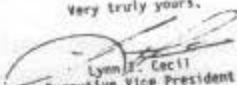
Dear Bill:

I am delighted in being made an Honorary Charter Member of the Friends of the Cumbres & Toltec Scenic Railroad, Inc.!

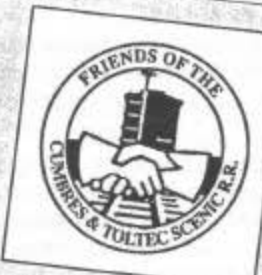
Aside from being able to catch up on C&TS activities and news, your C&TS Dispatch Newsletters will serve as a model for the recent creation of our Newsletter, "Kyle Ink".

We feel very fortunate to have your organization working with us for the benefit of the C&TSRR. Thank you again and I'm looking forward to seeing you again at the Commission meetings.

Best wishes to all for a happy and prosperous 1991.

Very truly yours,  
  
Lyon J. Cecil  
Executive Vice President  
KYLE RAILWAYS, INC.

Spring, 1991



**FRIENDS OF THE  
CUMBRES & TOLTEC SCENIC R.R.**

**WE'RE A FRIEND OF  
"THE FRIENDS"**

As operator of the Cumbres & Toltec Scenic Railroad, Kyle Railways, Inc. would like to take this opportunity to commend the **FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.** for its untiring contributions to the C&TSRR.

The Friends is a non-profit corporation incorporated for the purpose of promoting New Mexico and Colorado railroad history in general, and in particular, that history as it relates to the Cumbres & Toltec Scenic Railroad. This railroad runs between Chama, New Mexico, and Antonito, Colorado, a distance of over 64 miles. It is now North America's longest and greatest narrow gauge railroad and is a National Historic Site in order to preserve this irreplaceable...



## COMMISSION REPORT

By LEO SCHMITZ

*Executive Director, Cumbres & Toltec Scenic Railroad Commission*

New Mexico Congressman Bill Richardson is carrying legislation in the United States Congress that would provide funding of \$500,000 for the restoration of locomotive No. 463 and the construction of three new passenger cars. Congressman Richardson has testified in support of this request. It is hoped that Congress will take action on this request by the end of July 1991.

Funding from the states of Colorado and New Mexico for capital projects did not materialize in the 1991 legislative sessions. Requests for several projects were submitted; however, the combination of tight economic times and limited funds left the Commission's request unmet. Because of the lack of funding from the states, the Commission is reducing its work projects for 1991 to smaller ones that can be accomplished with existing funds.

At Chama, structural work on the intersecting wall of the shop and engine house, drainage improvements, and roof repairs are being put out to bid. The Friends have agreed to provide the labor to construct a larger storage shed on the east side of the old roundhouse, and the Commission will furnish the materials. Also at Chama, the roof of the depot will be stripped back to the deck and a temporary rolled roofing applied. This is a temporary fix until funds can be secured to address all of the needs of this historic structure.

The Commission has agreed to share the cost of the metal roofing on the car inspector's house at Cumbres with the Friends on a 50/50 basis.

The Commission and Kyle Railways are splitting the cost of replacing 130 bridge ties on the Los Pinos meadows trestle and the replacement of 6 timbers on the bridge at milepost 284.7. The Commission will provide the materials, and Kyle Railways will provide the labor.

Work on the rehabilitation of the Antonito passenger cars is nearing completion. Windows have been replaced, insulation added to the walls, and new paneling installed and stained on four cars. The seats in six cars have been modified to make them reversible, and the doorways have been widened. Springs have been changed from the old freight springs to softer leaf springs to improve the ride on three cars. The remaining work on two passenger cars should be accomplished after the 1991 season.

The FHA tie grant project is nearly complete, with 2,208 of the 3,500 ties installed. The remaining ones should be in place before the end of June.

Rancho Del Oso Pardo has requested permission to construct a power line from Chama to the Lobo Lodge property north of Chama. There are several proposed routes, and the matter is being studied by the Commission. The routes vary from running along the track to being behind the mountains and out of sight.

The Antonito Town Council has announced plans for the first Annual Spring Steam Festival to celebrate the opening of the season on May 25.

## ALAN E. KILMINSTER

Friends who attended either of the 1990 work sessions will remember working with Al. During the July session, he went to Chama "to see what he could do to help." Only weeks previous to that, Al had a major operation to remove a cancerous tumor in his abdomen, but he helped us all he could to prepare coach No. 203 for the Moonlight Train. In August he was feeling much better and worked with the housekeeping crew to install the video tape machines in the Chama and Antonito depots.

We thought he was well on his way to overcoming the effects of cancer, but during the winter his condition failed to improve, and on February 7, 1991, in Fort Collins, Colorado, Al passed away. He was 52.

Over the past fifteen years, Al was heavily involved with a number of different railroad restoration projects. Always a model railroader, he once attended a presentation on the restoration of the Fort Collins Municipal Railway. He literally spent every weekend for the next ten years either working on the restoration of the Birney streetcar No. 21 or "down on the median" constructing the track along Mountain Avenue in Fort Collins. Even with the major construction completed, Al continued to spend much of his time fine-tuning the streetcar and doing much of the on-going maintenance. When the Rocky Mountain Railroad Club needed assistance rebuilding their ex-Denver and Inter-Mountain Railway interurban car No. 25, Al lent his expertise, completely rebuilding the electrical controllers.

Al was a long-time fan of Colorado narrow-gauge railroads. We first attended a Chama work session together in 1987. He had a high regard for "doing the job right," and working with him could be extremely rewarding or somewhat frustrating. During the August 1990 session, Al was not at all shy about his feelings of what could be done on the C&TS property. In fact, on the trip to Antonito to install the walking tour posts, he gave Bill Lock enough suggestions "to keep the Friends busy for many years."

Al was a biomedical photographer at the Colorado State University School of Veterinary Medicine. He was a recipient of the Special Service Award from the University.

Even though he had spent a good deal of spare time on railroad-related projects, there was still time for other things. He climbed many of the highest mountains in Colorado, and he loved jazz and restoring 1955 Chevys. He is survived by a brother, David T. Kilminster, of New Freedom, Pennsylvania.

- Bill Kepner



Alan E. Kilminster, August, 1990, work session.

## 1991 SCHEDULE OF EVENTS

May 25, Saturday  
Opening day on the C&TS

June 20 - 22, Thursday - Saturday  
Early Volunteer Work Session - Chama and Antonito

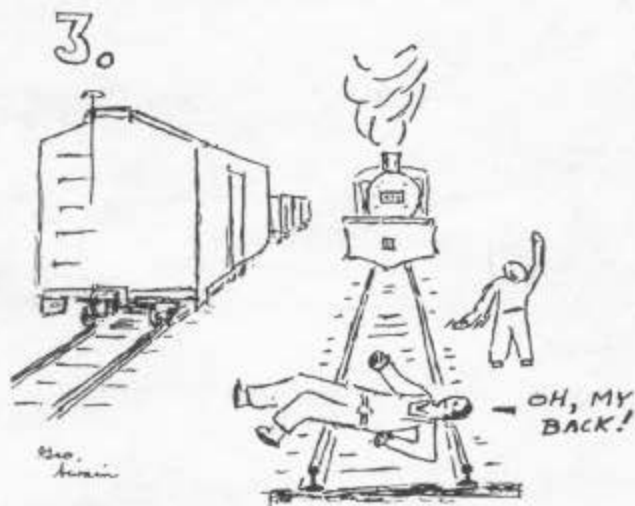
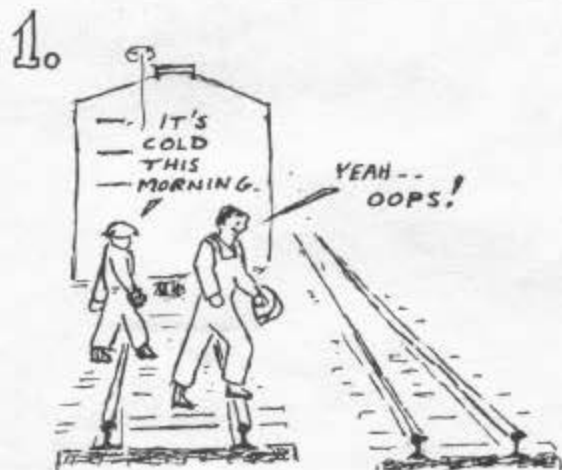
June 21, Friday  
Meeting and Program - Chama

June 22, Saturday  
Moonlight Train - Chama

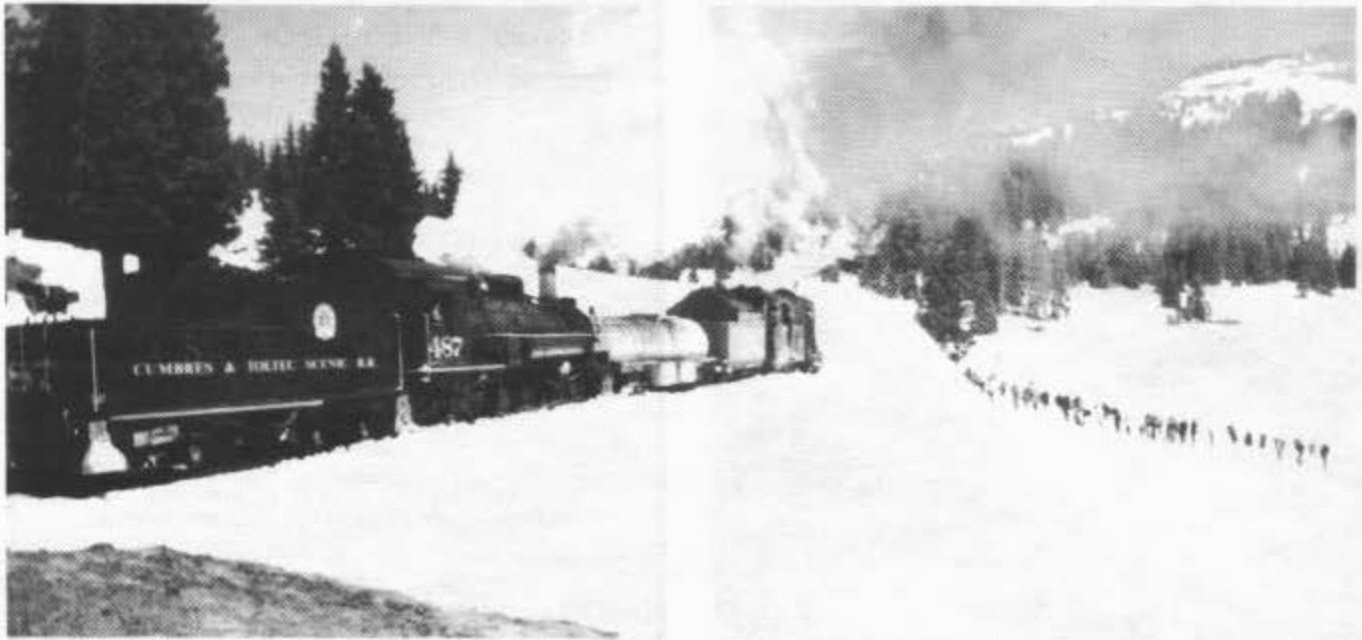
August 8 - 10, Thursday - Saturday  
Volunteer Work Session - Chama and Antonito

August 10, Saturday  
Annual Meeting and Program - Chama

October 13, Sunday  
End of season on the C&TS



Stepping on a slippery railhead could ruin your whole day. Why take chances with your time at the C&TS? Work well and safely!



*Photo line organized by the Friends as Rotary OY Work Train, powered by Engine 487, proceeds eastward from Cumbres, Colorado. The Rotary Work Train eventually went all the way to the west portal of Rock Tunnel on Sunday, May 5, 1991. From Cumbres through Los Pinos the Rotary was followed by a Passenger Extra train with 220 people on board sponsored by the Friends. Photograph by Bill Lock.*



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

7801 Academy NE, Building 2, Suite 102  
Albuquerque, New Mexico 87109





# ROTARY SNOWPLOW PASSENGER EXTRA

SPONSORED BY THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC. MAY 4-5, 1991

Good morning and welcome aboard the 1991 ROTARY SNOWPLOW PASSENGER EXTRA on the Cumbres & Toltec Scenic Railroad sponsored by the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Our train will be traveling over some of the most spectacular scenery in the Rocky Mountains as we ascend the 4% grade of Cumbres Pass and make our way towards Osier, Colorado.

The line we are riding today was once part of the San Juan Extension of the Denver & Rio Grande Railroad which went from Alamosa, Colorado to Silverton, Colorado. Construction of this route started in 1880 and was completed to Durango in July of 1881. The purpose of the San Juan Extension was to tap the booming mining districts of the San Juan Mountains of southwestern Colorado.

The line remained under the ownership of the Rio Grande until 1970 when the States of Colorado and New Mexico purchased the 64 miles between Antonito, Colorado and Chama, New Mexico. The line is leased to Kyle Railways which operates it as the Cumbres & Toltec Scenic Railroad. Included in the purchase were track and structures, 9 steam locomotives, numerous freight cars and other rolling stock. The equipment you are riding on today is part of that historical collection acquired in 1970. The remaining section of the line between Chama and Durango was removed in 1970.

The engine that is pulling our train was built in 1925 by the Baldwin Locomotive Works in Philadelphia and has spent its entire years operating on the narrow gauge lines of the Denver & Rio Grande and Cumbres & Toltec Railroads. The engine is an excellent example of the coal fired steam engines that at one time powered all the trains of this nation before the advent of the diesel electric locomotive.

We will be meeting Rotary OY at Cumbres and will be following it towards Osier. Rotary OY was built by the American Locomotive Company (Cooke Works) in Patterson, New Jersey in 1923. Research indicates that OY was first used on the Denver & Rio Grande Western in April, 1925 to clear Cumbres Pass. It was last used by the Cumbres & Toltec Scenic

Railroad in May, 1983. OY weighs 156,000 pounds and its rotary wheel is 9 feet, 8-1/2 inches in diameter.

## Schedule

Our schedule is listed below and every effort will be made to adhere to it, however, all times are approximate and are subject to change due to operating requirements.

7:30 a.m.	Depart Chama
8:45 a.m.	Arrive Cumbres
9:00 a.m.	Depart Cumbres
9:00 a.m. to 3:00 p.m.	Follow Rotary and off-load for photographs.
3:00 p.m.	Depart Osier
4:45 p.m.	Arrive Cumbres
6:00 p.m.	Arrive Chama



RIGHT: Cumbres Pass—May 25, 1983.  
Photograph by Joseph P. Hereford, Jr.

## Highlights of Our Route

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### CHAMA, NEW MEXICO

*Milepost 344.0, Elevation 7,863*  
Southern terminus of the C&TS Railroad. D&RG tracks reached here in 1880 and it has been a railroad town ever since, although lumber, ranching and now tourism have been important aspects of the local economy. At one time a number of logging railroads reached out from this community.

### LOBATO SIDING

*Milepost 340.0, Elevation 8,303*  
The "Weed City" depot was constructed by movie makers.

### LOBATO TRESTLE

*Milepost 339.8*  
This trestle is 100 feet high and 340 feet long. Here the 4% grade begins to Cumbres.

### CROSS INTO COLORADO

*Milepost 335.6*  
This will probably be our only state line crossing although the C&TS

actually crosses the two state borders 11 times along its 64 mile line.

### CRESCO, COLORADO

*Milepost 335.1, Elevation 9,193*  
Location of a 1,700 foot long siding and a water tank.

### COXO

*Milepost 332.2, Elevation 9,753*  
Site of former siding.

### WINDY POINT

*Milepost 331.6, Elevation almost 10,000*  
A spectacular view can be seen off to the south with the track noticeable far below.

### CUMBRES

*Milepost 330.6, Elevation 10,015*  
One of the most famous railroad passes in Colorado where winter storms can leave hundred of inches of snow. The railroad section house, water plug, wye and remnants of the wye snowshed can be seen here.

### TANGLEFOOT CURVE

*Milepost 329.7*  
To change elevation in a short distance the track makes a sharp loop here.

### LOS PINOS

*Milepost 325.5, Elevation 9,710*  
Location of a wooden water tank and also the foot of Cumbres Pass.

### CASCADE TRESTLE

*Milepost 319.9*  
A spectacular bridge, 137 feet high and 409 feet in length.

### OSIER

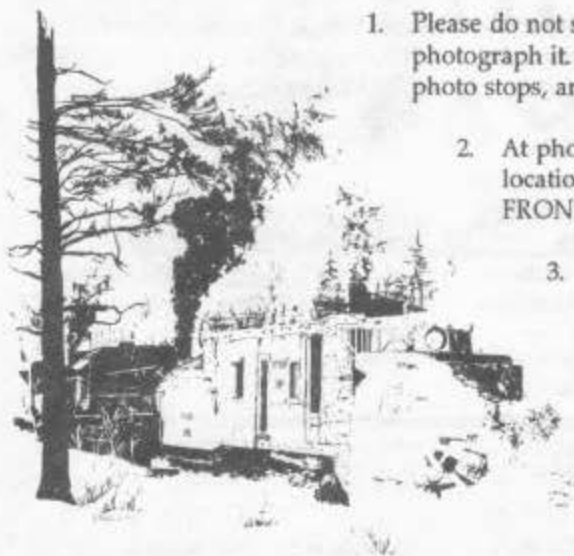
*Milepost 318.4, Elevation 9,637*  
At one time a small depot, post office, eating house, bunk house, water tank, covered turntable, cattle loading facilities and coal loading platform existed here. Today Osier is the site of a new dining facility completed in 1989. Antonito, the eastern end of the C&TS, is another 38 miles down the line.

BELOW: OY—May 25, 1983. Photograph by Joseph P. Hereford, Jr.



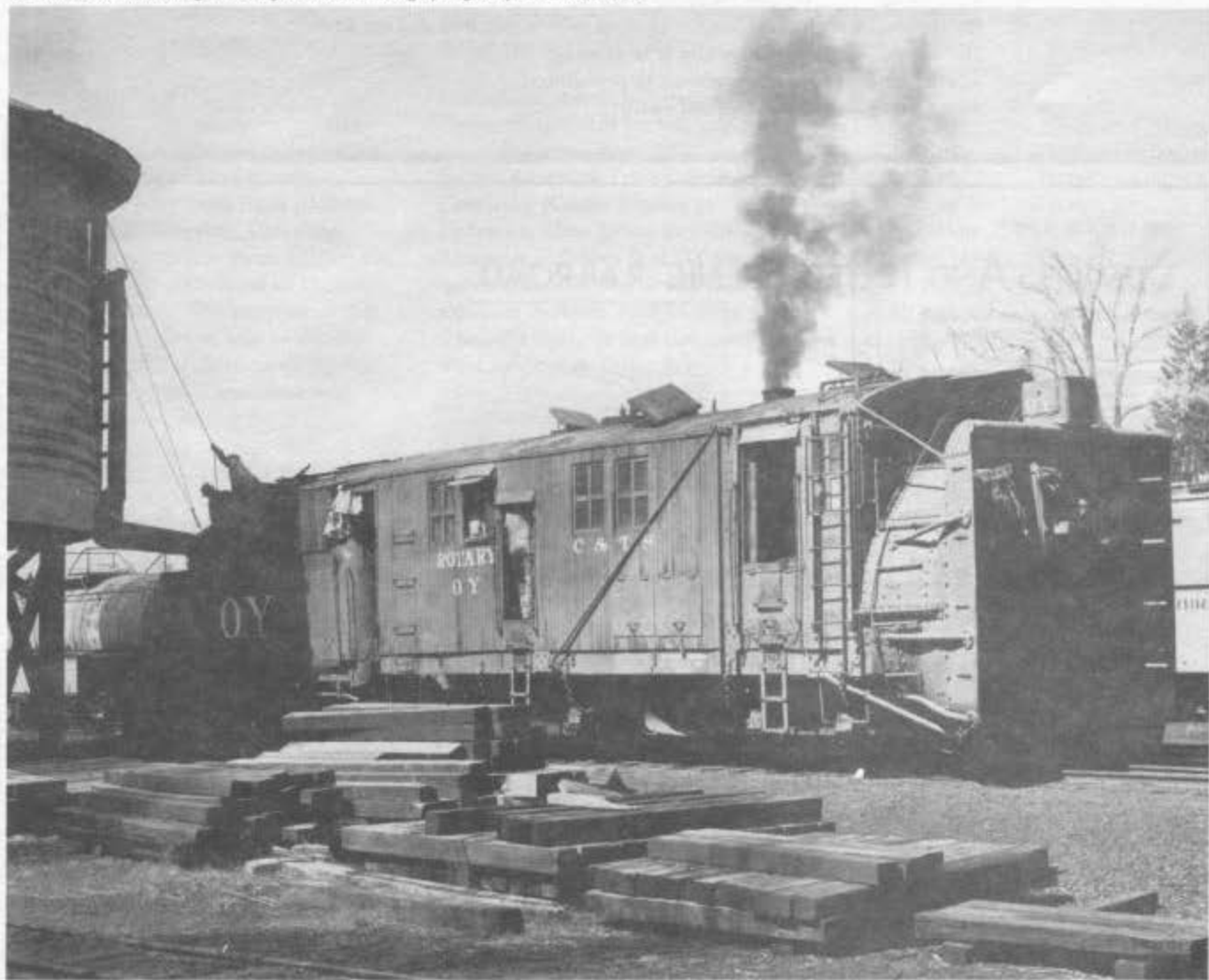
## Photo Stop Rules

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1. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops, are asked to remain behind the line of photographers.
2. At photo run-bys, a LINE OF PHOTOGRAPHERS is to be formed at the location most beneficial to all. PLEASE DO NOT TAKE A POSITION IN FRONT OF THIS LINE.
3. STAY CLEAR OF THE TRACK during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run-by prematurely!
4. As the train comes forward during a photo run, please remain quiet for the benefit of those with sound recording equipment until the train is past the photo line.
5. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.

ABOVE: Original pen & ink drawing of Rotary OM by Jan Rons. Use donated by member Mel Koven of Unicorn Gallery in Chama.  
BELOW: OY in Chama yard—May 25, 1983. Photograph by Joseph P. Hereford, Jr.



# Who are the Friends of the Cumbres & Toltec Scenic Railroad?

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a non-profit corporation devoted to the preservation and interpretation of the 64-mile narrow gauge railroad line between Chama, New Mexico and Antonito, Colorado.

Once part of the extensive but now abandoned narrow gauge system of the Denver & Rio Grande Western

Railroad, this line is owned by the states of New Mexico and Colorado, and is on the National Register of Historic Sites. The group works closely with the owner and operator of the Railroad in the preservation of the railroad. Membership (including family) in the Friends may be obtained with a \$15.00 contribution. Further information can be obtained by contacting the Friends of the

Cumbres & Scenic Railroad, Inc.,  
7801 Academy NE, Building 2, Suite  
102, Albuquerque, New Mexico  
87109.

(Should you want a more complete description of the route, Doris Osterwald's *Ticket to Toltec* provides excellent background information for the C&TS.)

## Safety First!

We ask that everyone keep one thing in mind during this entire trip—Safety First! This motto has made American Railroads among the safest in the world. A few safety tips:

1. Look both ways before crossing a track.
2. Be careful, watch your step, and step over a rail and not on it.
3. Do not get off the train while it is moving.
4. Riding in a dangerous position is prohibited.
5. Keep your hands inside your car.

