



# C&TS Dispatch

Vol. 5 No. 3

July 1992

## The Wye at Antonito

### Photographs courtesy of Joe C. (Swede) Johnson

When the locomotives and rolling stock were delivered to the new Cumbres & Toltec Scenic Railroad at Antonito, Colorado, in September 1970, the Denver & Rio Grande Western Railroad pushed the three shipments on to the narrow-gauge track and removed the dual-gauge track linking the new railroad to its former owner. The Antonito yards and facilities

such as the stone depot built in the 1880s and the existing wye for turning locomotives were not part of the sale to Colorado and New Mexico.

Because the new railroad had no sidings or maintenance facilities at Antonito, the immediate problem was opening the line and moving nine locomotives and more than one hundred pieces of rolling stock to Chama. But another problem caused by the lack of sidings and a wye at Antonito was turning

locomotives. This could be done only by using the loop wye at Lava (eleven miles west) or the wye at Big Horn (nineteen miles west). After turning at either of these places, a locomotive would be run in reverse to Antonito.

To solve the turning problem and to promote normal operating procedures, the Railroad Authorities of both states (the Cumbres & Toltec Scenic Railroad Commission was created in 1977) moved quickly to build a wye and a

depot at Antonito. Construction began in the winter of 1970-1971 on 10 acres of land donated by Brad Griffin of the Narrow Gauge Motel. The wye and the depot (one-half mile west of the old D&RGW depot) were completed in the spring of 1971. Not until 1977 was work begun on the present balloon loop, which was in operation by 1978.

*(Please see additional photographs on page 6.)*

Antonito, Colorado, will be the registration site for the July/August 1992 work session, and the Annual Meeting of the Friends on August 1 (see page 3). In this special summer issue we look back on the first year of the Railroad's operation and the construction of a wye (now replaced with a balloon loop) and the depot at Antonito. Readers will also find a photographic overview of last month's work session. The July/August work session will be featured in the September issue, along with a full report on the summer restoration and preservation projects.

— the Editor



*The C&TS wye at Antonito under construction, looking southwest. February 12, 1971.*

# C&T'S Dispatch

## Directors

Roger Breeding	William Lock
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Glenden Casteel	John Rupley
Wayne Freeark	Roger Siverson
Wade Hall	Calvert Smith
William Kepner	Christina Tebbens
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Earl Knoob	Spencer Wilson

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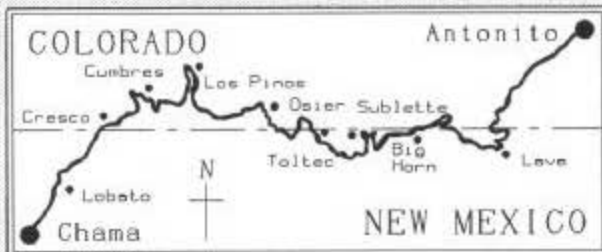
Please write the Editor at:  
1307 45<sup>th</sup> Street, Los Alamos, New Mexico 87544

The **C&T'S 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** 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 \$20.00 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

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## PRESIDENT'S COLUMN

### *The Windy Point*

For the first time in eleven years, I had to miss a work session. I certainly now have a greater appreciation for those members who due to their location or business commitments cannot attend work sessions on a regular basis. In missing the June session, I feel as if I had missed a very important part of my life. I do want to take this opportunity to recommend attendance at a work session to those members who have not been able to do so — it is a thrilling experience to be working on the Railroad and to have camaraderie with others similarly interested in preserving this important property.

While the bad news for me personally was not attending the work session, the good news for me, and especially our organization, is the leadership skills and dedication which others have exhibited in order to have an outstanding work session. We set a new attendance record for the early session — 88 persons! Elsewhere in this issue you will read about the accomplishments of these volunteers.

Many volunteers need to be thanked for organizing a project of this logistical magnitude and for providing leadership to so many people. And several volunteers, in particular, warrant our sincere accolades. Our Secretary, Director, and Chair of the Projects Committee, Glenden Casteel of Albuquerque, was responsible for this excellent work session. Glenden and his dedicated Projects Committee members worked hard since last summer to plan for the session, mobilize the needed volunteers, obtain the necessary materials and equipment, and acquire the appropriate historic approvals. Glenden really gave his all in order to ensure the success of the June work session.

Also instrumental in the success were Frank Burton and Wade Hall, who along with Glenden spent much time and effort purchasing the materials that were used during the work session. Special thanks should also go to Mary Cardin, who took over in preparing meals for the volunteers when our regular lunch team leader could not be present. Executive leadership was furnished by Vice President Bill Kepner, who did an excellent job in giving leadership to the volunteers and in chairing the Friday night meeting. Special thanks go to Spencer Wilson for the multimedia presentation at the meeting on the arrival of the railroads in New Mexico during the late 1880s.

Great dedication and sacrifice were also exhibited by all our team leaders and site supervisors, who gave up some of their own enjoyment of the work session to lead and teach others. Finally, I congratulate and thank each and every volunteer for his or her dedication that made possible the accomplishment of so much historic preservation.

All of our members can take pride in the work of our volunteers and the tremendous contribution we are making to the Railroad through our restoration and interpretation efforts.

— Bill Lock

## Notice of Annual Meeting — August 1, 1992, 7:30 P.M.

The fifth Annual Meeting of the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, a New Mexico nonprofit corporation, will be held on Saturday, August 1, 1992, at 7:30 p.m. at the Conejos River Ranch, twelve miles west of Antonito, Colorado, on Highway 17.

The 1992 Annual Meeting of the **Friends of the Cumbres & Toltec Scenic Railroad** will be a very unique and exciting meeting. The Annual Meeting comes at the end of our second 1992 work session, headquartered for the first time in

Antonito. The Annual Meeting itself will be held just outside of Antonito at the Conejos Ranch (approximately 12 miles west of the Antonito railroad yard). All members are invited to participate in our dinner and program or just the program. There will be no admission charge for the program, and dinner is \$10.00 (but tickets must be purchased in advance from our Albuquerque office).

The meeting will be held outside among the pines, along the banks of the beautiful Conejos River. Given this splendid setting, a

different program has been planned. Earl Knoob, an accomplished singer and guitarist will be performing an anthology of railroad songs in a program entitled "An Evening of American Railroad Songs." This will be a special program that you surely will not want to miss.

All members, as well as the general public, are invited. The official purpose of the meeting is to elect eight Directors for a two-year term — see the Report of Nominations below. An auction will also be held, and we already

have many excellent books and items to auction off. Donations of additional items for the auction will be gratefully accepted.

### Agenda

1. Call to order
2. Introduction of Directors and special guests
3. Report of nominations
4. Election of eight Directors for two-year terms
5. Other business
6. Auction
7. Program

## Report of Nominations

The By-Laws provide that the Board of Directors shall present to the membership at the Annual Meeting a list of nominations of people willing to serve for the vacant terms on the Board of Directors. Nominations shall be made either by the Nominating Committee or by written nomination from any member received at the principal office no

later than fifteen days prior to the Annual Meeting. Such written nomination must be accompanied by the nominee's written consent to serve (self-nomination presumes consent), brief biographical sketch, and the nominee's statement of candidacy.

The Nominating Committee will be nominating the following candidates for election to the Board

of Directors:

Roger Breeding  
Wade Hall  
William Kepner  
Fred Knight  
Earl Knoob  
Richard Mathews  
John Rupley  
Christina Tebbens

who will continue in office until August 1993 are:

Howard Bunte  
Glenden Casteel  
Wayne Freeark  
William Lock  
Roger Siverson  
Calvert Smith  
Joe Vigil  
Spencer Wilson

The eight remaining Directors

## KOB Features Moonlight Train

As part of the publicity for the Fourth Annual Moonlight Train, KOB (770 am) radio in Albuquerque announced on Tuesday, June 9, during prime-

time morning radio, about the upcoming Moonlight Train. The station held a contest and awarded two tickets to the winner — Mrs. Peabody of Albuquerque. And what

a wonderful occasion it was because she and her husband were celebrating their twentieth wedding anniversary just a few days before the Moonlight Train. Mr. and Mrs.

Peabody reportedly had an excellent time aboard the train. Of course, the **Friends** received great publicity for our restoration work, as well as for the Moonlight Train.

### Beatrice Bunte

It is with great sadness that the **Friends** reports the death on June 16, 1992, of Beatrice Bunte, a great volunteer, a lover of railroads, and most importantly, a wonderful person. Mrs. Bunte was a source of joy to others during our work sessions. She lived in Southern California and was the mother of our Director and long-time volunteer Howard Bunte. She will certainly be missed.

*RIGHT: According to Steve Dock, "the Friends of the C&TS got on track and coupled up with the NMRA (Southwest Regional Convention of the National Model Railroad Association). Representatives of the Friends handed out over 150 Friends and Railroad brochures. John and Janet Rupley, along with Steve, manned the booth for the Friends, treated visitors to videos, and sold almost \$100 in merchandise. The event was a great success and lots of fun." May 30, 1992, Albuquerque, New Mexico.*



# June 1992 Work Session

Photographs by Art Nichols, George Swain, and Tom Cardin; artwork by Mary Cardin

The following dedicated volunteers participated in the June 1992 Work Session.

\* Denotes Crew Leader

## Chama

Site Leader:  
Wayne Freeark

Registration:  
Anne Burton

Material  
Procurement/Control:  
Frank Burton

Tool Car:  
Sam Bjorkman  
Tom Bjorkman  
Chuck Emery\*

Lunch Preparation:  
Charles Brown  
Mary Cardin\*  
Nancy Rice  
Dorothy Sandmire  
Marvin Sandmire  
Georgianna Thurston

Chroniclers:  
Tom Cardin  
Art Nichols\*  
Jack Ryan

Bunk Cars:  
Robert Baumgardner  
Roger Briggs  
Ralph Flowers  
Chuck Hollis  
Drake Rice\*  
Paul Schmidt  
Kevin Smith  
Richard Smith  
Wayne Thurston  
Ross Wells

Sheep Pens:  
Alan Dross  
Don Nicholls  
Ken Rice\*  
Troy Wells

Coal Tipple:  
Bob Delcoure  
Richard Hollis\*  
Fred Rice

Oil Dock:  
Malcolm Mackey\*  
Martha Mackey

Edgar Mouritsen  
Fred Springer

30-Foot Reefer:  
Anita Taylor\*  
Tim Taylor\*  
Ann Wauben  
William Wauben

Tank Cars:  
Jessica Ratliff  
Terry Rider  
Craig Story  
George Swain\*  
Frank Wilson

Lettering:  
Richard Caldwell  
Rod Day  
Bob Dike\*

## Cumbres

Site Leader:  
Glenden Casteel

Snow Shed:  
Dennis Chiles  
Linda Donovan  
Tom Donovan  
James Gross

Richard Gross  
Jack Hahn  
Warren Ringer  
Jack Schuh\*  
Richard Sons

Car Inspector's House:  
Robert Ground\*  
Steven Schroeder  
Joyce Shostrom  
Keith Shostrom

## Sublette

Site Leader:  
John Rupley

Shingle Bunk House:  
Roger Breeding\*  
David Hamilton  
Bob Mundis  
Judy Pratt  
Orville Pratt

Log Bunk House:  
Charles DeWitt  
Alfred Judd  
Bill Nimon  
Kyle Norcross  
Stacia Norcross  
Ted Norcross\*

Janet Rupley  
Jason Rupley

Window Closure:  
George Canham  
Richard Mathews\*

Maintenance of Way:  
Claude Morelli\*  
Con Slaverio  
Gerald Winski

Tie Pickup:  
Wade Hall  
Bill Kepner\*  
Emmanuel Lopez  
Doris Rogers  
Robert Rogers

## Antonito

Display Engines:  
David Gillio  
Mark Yates\*

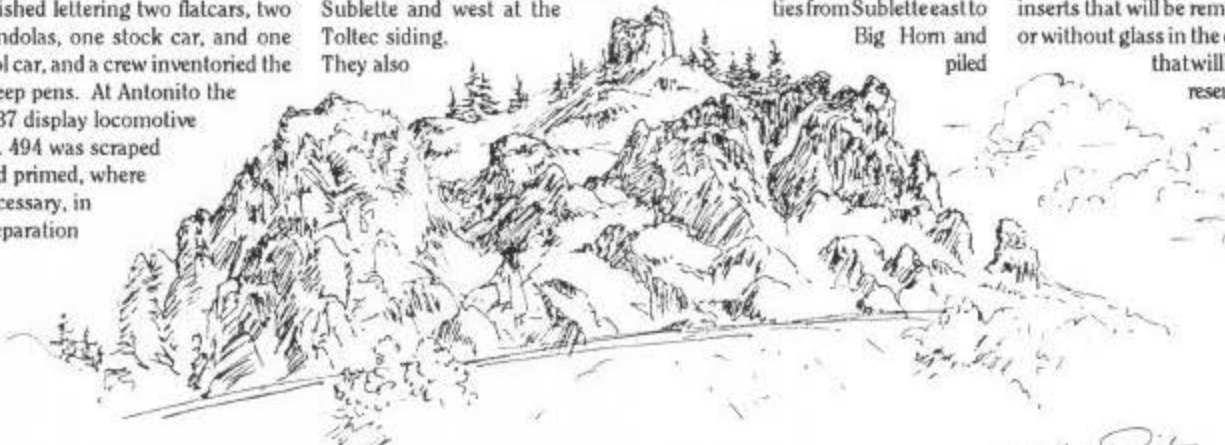
## Scenes from the Work Session

Work along the line is shown in the photographs on pages 5 and 6. Other crews not shown were also busy. At Chama volunteers finished lettering two flatcars, two gondolas, one stock car, and one tool car, and a crew inventoried the sheep pens. At Antonito the K-37 display locomotive no. 494 was scraped and primed, where necessary, in preparation

for repainting during the July/August work session. The maintenance-of-way crew stacked old ties along the roadbed around Sublette and west at the Toltec siding. They also

painted mileposts and yard limit, whistle, and slow signs from Antonito to Osier. Volunteers on the tie pickup crew gathered old ties from Sublette east to Big Horn and piled

them for later pickup. And finally, a crew measured all windows in the section house and two bunk houses at Sublette to receive metal-clad inserts that will be removable, with or without glass in the casings, and that will be painted to resemble glazed windows.



*Windy Point  
Mary Cardin '92*



The lower part of the oil dock at Chama was scraped and painted. Aluminum roof coating did a good job in covering the tar that had accumulated over the years on the metal piping. The crew began building a new wooden walkway, and as seen in the photograph, they made a good start.



At Chama the 30-foot (short) refrigerator car no. 55 was cleaned, and the car is now ready for repairs. Replacement hardware collected from derelict cars in the east meadow included brake system parts, queen posts, coupler lift bars, and stirrup steps.



The six tank cars that the Friends purchased from the White Pass & Yukon are parked at the north end of the Chama yard. They were scraped and painted with red steel primer. Here, the crew is working on car no. 62.



Both interior and exterior work continued from summer 1991 on bunk cars nos. 04258, 04407, and 04982, parked in the Chama yard. In addition to roof and siding work, the crew completed much of the interior work, such as laying and sealing the floors and painting.



Work began on the coal tipple at Chama. Here, the crew is installing roofing paper on the south wall (the same type of material found on the north wall) of the machinery room after having removed the old and worn-out siding. Some of the old siding was used to repair the north wall.



At the end of the work session, the shingle bunk house (left) at Sublette had a new asphalt shingle roof. Volunteers removed the old concrete chinking from the log bunk house (middle). New mortar mix will prevent moisture penetrating into the chinks. The log bunk house also has a new asphalt shingle roof. The section house is shown at right.



*The social lunch in the Chama yard for volunteers and their families on Saturday, the last day of the work session, was enjoyed by more than 100 persons.*



*The east porch of the car inspector's house at Cumbres. Volunteers removed the entire porch and then rebuilt it using original materials wherever possible. The porch is now ready for painting.*



*A tribute on the Friends' Club Car door to the lunch preparation crew, Sunday morning, June 14, 1992.*



*The crew continued the ongoing work of replacing boards and battens on the sides of the snowshed at Cumbres. Several broken beams in the roof were secured, and three bays were cleared of scrap wood in preparation for roofing at the July/August work session.*

## The Wye at Antonito *Continued from page 1*



*The Antonito depot shortly after completion. The building is now the office of the Cumbres & Toltec Scenic Railroad Commission. June 26, 1971.*



*Aerial view of the C&TS wye at Antonito in 1971, looking northwest. A passenger train is at the new depot; a standard-gauge passenger car is parked near the end of D&RGW track; and Highway 17 is beyond the passenger car. The parking lot is to the left. Part of the Narrow Gauge Motel is at the far left.*

## 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: 1307 45<sup>th</sup> Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

I have recently purchased the video "Cumbres: The Story of the Cumbres and Toltec Scenic Railroad". ... I have long been a fan of narrow-gauge railroads of the United States, particularly the Denver & Rio Grande Western. ...

In my opinion nowhere is the intimate bond between man and locomotive greater than in the narrow gauge. The combination of unique locomotives and rolling stock, and railroad fought every inch of the way through spectacular countryside, is a combination that is hard to beat. ...

I am a keen model railroader, modeling in G scale. I find that this scale is ideal for scratchbuilding, as the large scale is excellent from a detail point of view.

I don't know how many overseas members you have in your society, but I would certainly like to join. I am interested in writing to a member of your society who would like to write to me here in Australia. ...

I would also like to obtain a set of plans for a K-36 class locomotive, and possibly some detail photographs in order to build a G scale model. ...

If you would please place a copy of this letter in a prominent position. ... one of your members might be interested in writing to me.

**Andrew Hider**  
P.O. Box 485G  
Melbourne, 3001  
Australia

Where's Wayne? He was everywhere — always available to answer our questions, find a fast solution to our problems, and generally grace us with his presence. And we were a small portion, albeit mighty, of his site-ship. Hooray for Wayne Freeark!

With heartfelt friendship and great admiration — the guys and dolls in the lunch boxcar.

**Charlie Brown**  
**Mary Cardin**  
**Nancy Rice**  
**Dorothy and Marvin Sandmire**  
**Georgianna Thurston**  
Chama, New Mexico

*TOP LEFT: The Moonlight Train snack car crew—from the left, Terry Griffin, Tracy Griffin, Stephanie Heller, and Lori Hall. Photograph by Art Nichols.*

*BOTTOM LEFT: The Moonlight Train west of Lobato, June 13, 1992. Photograph by George Swain.*

*BELOW: The Moonlight Train, with locomotive no. 487 on the point, leaving Chama, June 13, 1992. Photograph by George Swain.*



## 1992 SCHEDULE OF EVENTS

July 30-August 1, Thursday-Saturday  
Volunteer Work Session  
Antonito

August 1, Saturday  
Annual Meeting and Program  
Antonito

October 11, Sunday  
End of season on the C&TS



*K-37 class locomotive no. 497 in Chama yard,  
June 11, 1992. Photograph by George Swain.*



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

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