



C&T'S Dispatch

Vol. 5 No. 4

September 1992

Preservation and Restoration Projects — Summer 1992

Once again it is time to look back on the accomplishments of the summer work sessions on the Cumbres & Toltec Scenic Railroad. The 1992 sessions, as with previous sessions, saw outstanding achievements. One hundred sixty-eight volunteers came to the Railroad this summer, with 88 volunteers in June and 80 in July/August.

Major projects were underway at Antonito (the eastern terminus), Sublette, Cumbres, and Chama (the western terminus), as well as along the right of way. Here we present a summary of the summer's achievements. Also, a photographic overview of the

July/August work session begins on page 3. An overview of the June session was presented in the July issue. Contributors to the report that follows were Glenden Casteel, Wayne Freeark, Bill Lock, John Rupley, and Theresa Shaw.

Antonito

Work centered around the display equipment that helps interpret the Railroad to passengers departing and arriving at this eastern terminus.

Engine no. 494 (K-37). Surface preparation and spot touch up had begun during the June work session. The July/August crew

completed scraping and wire brushing. The engine was painted black, and the smokebox and various trim parts were painted silver (aluminum). Lettering remains to be done.

Idler car no. 010793. Both sets of couplers were installed on the west end of the car (only the standard-gauge size is on the east end, next to the displayed standard-gauge boxcars); missing grab irons were replaced and other grab irons straightened; and boxcar red paint was applied. Lettering remains to be done.

Engine no. 495 (K-37). This engine and the four cars described below are part of the display train.

Surface preparation was completed, including scraping and wire brushing, but because of paint consumption on no. 494, only the rear and left side of the tender and left side of the cab were painted. Remaining to be done are painting, silvering, and lettering.

Stock car no. 5747. New doors were manufactured and installed, and they were linseed oiled. The

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BELOW: Friends construction material bound for Cumbres and Sublette on eastbound train no. 2, Chama, July 28, 1992. Photograph by Mary Cardin.

This issue of the **C&T'S Dispatch** presents a review of the summer's preservation and restoration projects, including a photographic overview of the July/August work session; Bill Lock's *Windy Point*; news about the Railroad and the **Friends**; a little bit of Railroad history; news of the Cumbres & Toltec Scenic Railroad Commission from Leo Schmitz, Executive Director; and letters from readers. And in this issue we begin a new feature—highlights from the Board of Directors meetings—to keep our readers up to date on the Friends of the Cumbres & Toltec Scenic Railroad

— the Editor



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** 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

September is such a beautiful and exciting time! Not only is the weather beautiful, but the expectation of the fall colors along the Cumbres & Toltec Scenic Railroad gives me such a feeling of excitement and anticipation. In addition, I know that I share with all of you the thrill of knowing that a tremendous amount of preservation work on the Railroad has been accomplished during the summer.

I am pleased to report to you that ridership on the C&TS is doing well this summer. As I write this, ridership is ahead of 1991, which itself was a banner year, during which 56,037 persons rode the Railroad. Reservations for the coming fall season look promising. Equipment is in good shape and performing well.

I am very pleased to report that the necessary funds have been received and work will proceed this winter on the total overhaul and restoration of engine no. 463. In fact, in anticipation of this work, the engine was moved by truck from Antonito to Chama in late July.

I could not be more pleased with the results of the 1992 work sessions. Both sessions were extremely well attended, and for the first time there were more volunteers in June than in August. However, both sessions were very productive, and elsewhere in this issue of the **Dispatch** you will read about the progress that was made at the four major work sites along the Railroad: Antonito, Sublette, Cumbres, and Chama. I am particularly pleased that the August session enabled us to do some major work at Antonito. We received a warm welcome from all of the San Luis Valley merchants. A special thanks goes to the Alpine Lumber Company in La Jara; they dropped a run of their production to cut some large timbers into historically accurate sizes when we found that those pieces would be needed.

We had a large turnout at the annual meeting of members, and many non-volunteers attended as well. Eight new Directors were elected. The next day a very productive Board of Directors meeting was held. Let me compliment the hard-working, dedicated Directors who travel from so far to participate and to give their all in establishing the direction our organization is taking. I am especially pleased that the Directors are taking an even greater role in the functioning of the organization, and every single Director present at the meeting agreed to chair at least one committee for next year. Our committees will be even more active in coming years, and I hope you will feel inclined to volunteer for service on one of them. I can assure you that you will be greatly rewarded for the time you put in.

I hope this fall is exciting and beneficial for each of you, and best wishes.

— Bill Lock

July/August 1992 Work Session

Photographs by Mary Cardin, Art Nichols, Theresa Shaw, George Swain, and Spencer Wilson

The following dedicated volunteers participated in the July/August 1992 Work Session.

* Denotes Crew Leader

Antonito

Site Leader:
Bill Lock

Registration:
Anne Burton

Tool Car:
Howard Lock*
Malcolm Merrihew

Display Engines:
Craig Kumler
Robin Kumler
Jamie March
Sam March
Mark Yates*

Display Track Cars:
Frank Burton
Guy Combe

Kevin Corwin
Bill McCartin
Claude Morelli*

Idler Car:
Alan Dross
Jack Ryan*

Chroniclers:
Les Jarrett
Art Nichols*

Sublette

Site Leader:
John Rupley

Shingle Bunk House and
Coal Shed:
Roy Blizzard
Noreen Breeding
Roger Breeding*
Thomas Garland

Log Bunk House and
Window Covers:
Richard Mathews*
Casey Rupley
Janet Rupley

Carl Tebbens
Tina Tebbens
Jim Titsworth
Rudy Titsworth

Maintenance of Way:
David Hoyt
Cal Smith*
Jim Smith
Peter Smith
Robin Smith

Tie Pickup:
Wade Hall
Jim Herron
Bill Kepner*
Jason Rupley

Cumbres

Site Leader:
Glenden Casteel

Snowshed:
Bob Akers
Nancy Bergmann
Steve Bergmann
Howard Bunte
Linda Donovan

Tom Donovan
Bob Dunlap
Carol Ann Freeman
Warren Ringer
Kate Schroeder
Steve Schroeder
Jack Schuh*
Theresa Shaw
Nicholas Wilson

Chama

Site Leader:
Wayne Freeark

Tool Car:
Chuck Emery*
Gordon Forbes

Lunch Preparation:
Mary Cardin*
Una DeWitt
Georgianna Thurston
Wayne Thurston

Bunk Cars:
Roger Briggs
Ralph Flowers
Blake Forbes

Earl Neal
Drake Rice*

Coal Tipple:
Marc Bryant
Charles DeWitt
Ken Spencer*
Alan Smucker
Josh Smucker

Lettering:
Richard Caldwell
Bob Dike*

Site Survey:
Lyle Anderson

Oil Dock:
Matt Jameson
Ken Rice*
Bob Sellers

Tank Cars:
Andrew Dahm
Jessica Ratliff
Randy Worwag*



Conejos Ranch: Earl Knoob presenting "An Evening of American Railroad Songs" at the annual meeting.



Chama: John Duggleby of Duggleby Communications came to research an article for Union Tank Car Company's magazine *Trans-Action*.



Antonito: replacing rolled flooring in side drop gondola no. 801.



Chama: installing new walkway planks on the oil dock.



Chama: installing new screening on bunk car no. 04982; work was finished on two of the three bunk cars.



Chama: the tank cars were moved to the south side of the engine house and spray painted.



Chama: lettering tank car no. 13168, former WP&Y no. 63.



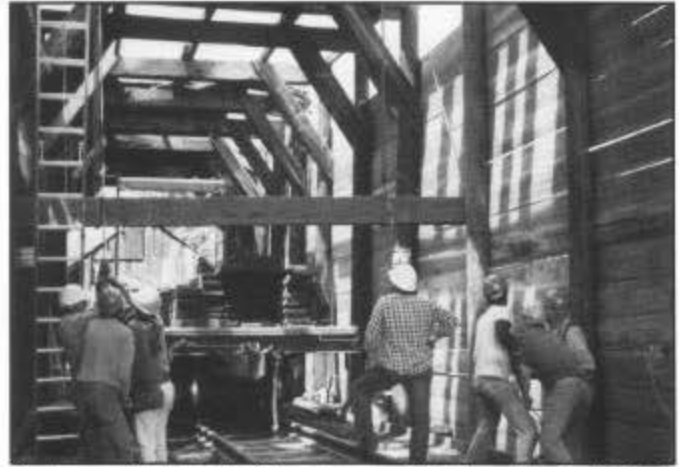
Chama: the coal tippie crew working on the north and east sides of the machinery room; new cedar siding was installed on the east side.



Cumbres: installing new 2 x 12 boards on the snowshed roof over bays nos. 4 and 5.



Cumbres: the "official" photograph of the snowshed crew.



Cumbres: raising the 8 x 12 crossbeam with block and tackle inside the snowshed; note the flat car of construction materials (see photograph on page 1).



Sublette: exterior work on the log bunk house has been finished; new chinking is now in place.



Sublette: installing new shingles on the west wall of the shingle bunk house; installation was completed at the work session.



Antonito: installing a new door on stock car no. 5747.



Antonito: newly painted idler car no. 010793; note both standard- and narrow-gauge couplers on the west end of the car.

1992 Projects

Continued from page 1

car was painted rust scat black.

Side drop gondola no. 801. Major restoration work was started on this gondola. Because of the deterioration of five stake pockets on the north side of the car, the side planks had bowed outward. Authentic rough sawn 16/4 material was obtained, and five stakes were made. Because proper bolts could not be obtained, the side panels were secured with rope until next season. In two major portions of the length of the center of the car, flooring had dry rotted to a point that the center, wooden structural beams were exposed and subject to serious deterioration. Authentic 8/4 x 6 in. tongue-and-groove material was manufactured and nailed in place. Two pieces of the side dump doors, which had seriously deteriorated, were replaced. All new wood surfaces were linseed oiled, and the exterior of the car was painted boxcar red. Additional car repair needs to be done next year, in addition to lettering.

Boxcar no. 3524. The car appears to be in excellent condition except for the running boards. The car was painted boxcar red. The unique lettering was traced so that it may be reproduced when the car is lettered.

Long refrigerator car no. 166. As with no. 3524 this car appears to be in good condition. The top side fascia boards were linseed oiled.

Sublette

This site is representative of a section town in the early days of the Railroad. The structures are typical of those at other sites that have existed along the narrow-gauge line.

Shingle bunk house. At the June session the new roof was completed and the shingles on the west side were removed (it was discovered that at one time the building was board and batten). At the July/August session new shingles were put on the west wall

and the rear steps were repaired. The exterior work is now complete.

Coal House. The board and batten roof of the nearby coal house was badly deteriorated through rot. Most of the roof was replaced in July/August.

Log bunk house. The new roof was completed in June. Also, at the first summer session, old chinking was removed from the exterior walls, and a base course of new mortar was started. By the end of the July/August session, chinking was complete; the exterior work has been finished.

Section house. The metal roof ridge has been installed and some siding renailed. A few pieces of siding remain to be replaced. The window covers were test fitted--the results were excellent.

Cumbres

(Because of the complexity of the work on the snowshed, the report that follows is detailed. We believe our readers will find it interesting.)

The plan for the 1992 work sessions had been to continue the replacement of siding and roofing. But the previous winter's snowload caved in the roof deck in bay no. 4 and broke the 8 x 12 roof support beam; the reroofing could not proceed without removing and replacing it.

Preparatory to this, the June crew continued the work begun in 1991 of replacing the old, rotten siding with new pressure-treated 1 x 12 boards and 1 x 3 battens. By the end of the session, approximately 80 percent of the siding had been replaced.

The new, strong sides and the roof decking completed in 1991 provided the support for the work of the August crew. From new 4 x 6 joists extending perpendicularly across the top of the 8 x 12 crossbeams, the broken header was supported by chain and rope, then cut away in pieces. Next, the pole supporting the east end of the broken beam that had split in the break was lowered, using block and tackle, and removed. The mudsill on which it rested was rotten and

was replaced. Then, a new pole was raised and attached to the mudsill and siding, setting the stage for the raising of a new crossbeam.

The new 8 x 12 was also pressure-treated and weighed 800 - 1,000 lbs. It was raised into place by block and tackle attached to joist lumber, ganged for additional strength, spanning the cross beams on either side of the removed beam. Once in place, a 2-ft pin was driven through the beam down into the side poles, and the four diagonal side braces were mounted.

This procedure successfully completed, the roofing crew nailed joists in place across bays nos. 4 and 5 and laid down new 2 x 12 boards that had been hoisted on to the roof by block and tackle. They also began replacing the rotten joists over bay no. 6.

While this work was going on, two members of the crew nailed battens over the siding that had been put up in June; four members of the crew collected, cut up, and burned all of the rotten roofing and siding removed during the June session; and one member acted as chronicler, taking photographs and notes on all stages of the work.

Car inspector's house. During the June work session the wooden footing for the front porch was rebuilt and the porch was reattached to the house. The porch siding was replaced, an galvanized metal roof was installed. No work was done on the house during the July/August session.

Chama

The **Friends** were busy in the yard of the western terminus. In addition to the ongoing projects, new projects were undertaken, for example, the documentation on tourist sleeper car no. 0452 and the Hinman coach.

Oil dock. Work began on this facility in June and continued during July/August. A new walkway of pressure-treated boards was installed, and the metal piping and beams were painted. The 2 x 4-foot structures to hold the filler spouts need rebuilding. There are

eight such structures: four tank cars can be loaded on each side of the dock at one time.

Coal tipple. A crew in July/August continued the work begun in June. New cedar siding has been installed on the east and south sides of the machinery room. There is a new door on the south side and new window sashes on all sides except the west, or track, side.

Bunk cars. Rehabilitation of two cars, nos. 04407 and 04982, was completed this summer. The cars now have new subfloors and floors, electrical wiring, and window sashes and screening. Car no. 04258 has new siding, but some interior work remains. Six bunks can be placed in nos. 04407 and 04258. Because of the wood stove and fixtures in no. 04982, two bunks can be accommodated.

Tank cars. During the first session the six cars were scraped and spot primed. They were painted engine black in July/August, and lettering was started on D&RGW (1927) no. 13084, WP&Y no. 50, and D&RGW (1927) no. 13168, WP&Y no. 63.

Right of Way

Two crews were out on the line during both work sessions. In July/August a tie pickup crew cleaned the right of way from Coxo to Cresco, Apache Canyon Road to Los Pinos tank, and milepost 308-313. All in all the crew walked nineteen miles of track. In June, Big Horn to Sublette was done.

Forty mile markers, whistle boards, speed limits, and state line markers were painted from Sublette east to Lava tank in July/August. A crew in June had painted signs from Sublette west to Osier.

1993 Moonlight Train Set

The date for the Fifth Annual Moonlight Train will be Saturday, July 31, 1993. The departure site will be announced. There will be an associated work session.

Thrilling Trip Over D&RG

Crossing Cumbres Pass in
Rio Arriba; Altitude of
10,500 Is Reached

Abyss at Toltec

Stupendous Climb for
Little Locomotives;
Passing One House
Three Times

Santa Fe Daily New Mexican
December 1, 1911

We thank Robert J. Torrez, New Mexico State Historian, for bringing this article to our attention because we believe it is important to present our readers with historical traces to the early days of the narrow-gauge line. Note the reference to the house the passengers saw three times—they were passing over the Whiplash Curve and probably saw the Big Horn Section House. In 1911 New Mexico was a territory of the United States; it became a state in 1912. The article is presented "courtesy of The New Mexican."

The trip from Santa Fe to Tierra Amarilla, the county seat of Rio Arriba, occupies two days. From Santa Fe to Antonito, Colorado, that was the "work of the first day" as told in *The New Mexican* Wednesday. The journey from Antonito to Chama over the D. & R. G. and thence by team to Tierra Amarilla—that is the work of the second day.

Our party left Antonito about 9:00 a.m. as the train was three quarters of an hour late. There was no difficulty to get seats in the parlor car (25 cents extra) and well was it worth the price. This car, which was the last of the train, has a miniature "observation platform" on the rear and there was room on it for three or four people.

As the train pulled out for Chama to cross the dizzying peaks

of the Conejos range of mountains, one of the travelers showed his parlor car manners offering an invocation that all on that car and in the train would reach Chama in safety.

This was not very encouraging as this traveler told weird tales of seeing locomotives hurled down the rocky sides of mountains and slide down the tracks with the dash and recklessness of toboggans.

An "official canvas" of the Parlor car showed that besides the Delegate in Congress William H. Andrews to look after political affairs en route, there was a bridge builder, George Cole, who would superintend the construction of any supplementary bridging need and Edward A. Ault, food, drug and sanitary inspector of the Board of Health in Denver, Colorado, who would scrutinize food supplies in case our train were stalled in a snow drift.

Then there was a professor, Mr. Lovey by name, who was the cynosure of all eyes as he demonstrated the latest Denver fad in dogs—a cloth doggie whose head and paws could be moved by the dexterous manipulation of the forefinger, thumb, and little finger concealed under the canine garments. A little child in the car insisted on feeding the crackers and the dog bowed his head in acknowledgement, but [the] manufacturer having given him no mouth the food had to be taken surreptitiously by the artist manipulator. The dog was an economical one to keep.

There were other diversions to make the trip as interesting as a Cook conducted grand promenade of Europe.

The traveler who had said prayers for a happy and successful journey across the Conejos range instructed on the wonders of mountain travel. He said: "You are soon to cross an altitude of some 10,500 feet, the top of this range and it is hoped that we will cross without any untoward event, such as a gorgeous descent into the famous gorge at Toltec. The Rocky Mountains to which family the Conejos range belongs, extended from Alaska to Old Mexico—some

say Africa. their rugged bare rock character gave them the name of Stony range and the whole system also known as the North American Cordilleras."

Speaking of the Cumbre [sic] pass, which would throw us in an altitude of 10,500 feet, this traveler continued: while this pass is only half as high as Mt. McKinley's top, still it is going some, for it is fifty feet higher than the great St. Gothard in Switzerland and is only fifty feet shy rivaling Mt. Lebanon in Syria and Mt. Herman in Palestine. For a railroad to go up it is a stupendous, a colossal, a pyramidal undertaking and you do not believe it, gazing out of windows and gasping at the engineering feat.

Of course, everyone stopped, looked and gasped.

It was an interesting piece of railroad construction work. The narrow tracks seemed just suited to make the tortuous turns worthy of the arrangement of streets in the city of Padua, Italy. As one man in the car observed, the road had evidently been built by the mile, and a large amount of track laid accordingly.

One did not go around a mountain seventeen times, however, as is seen the way to Asheville, N.C., but the Denver and Rio Grande Choo-choo turned its snout around one dwelling house three times before it finally left for the day.

The mountain traveler explained that he had been over this pass last Thanksgiving, when a barn dance was given in this house and the high light and gravity could be appreciated from the train. Soon they were forgotten and then another vision of a dance was seen and finally, a third, causing one of the ladies to remark; "My, I wonder if all the people on this mountain are dancing tonight." She could hardly be made to believe it was the same old dance in the same old way she had seen, thanks to the engineer who built the D. & R. G.

The train kept climbing and those on the observation part of its mechanism began to get altitude fright. The mountain climber had warned them that they would feel a

particular sensation in their ears, as when boys they came out of that swimming pool with sand and water pressing on their drums.

Garfield Monument

Finally the much discussed Garfield Monument was passed. It proved to be a simple red stone monument with the word "Garfield" on it, erected by some people who there received the news of the assassination of President Garfield in 1881, thirty years ago.

At about 11:20 a.m., or over two hours after leaving Antonito, the mountain expert announced that the passengers were at an altitude of 10,500 feet. No one fainted at the news, much to this guide's surprise and disgust.

The Parlor car habitues could not even get up a nose bleed in honor of the great ascension of that husky D. & R. G.

Then the descent began and it was precipitous all right. The views of gorges and gorgeous scenery were occasionally mared by passing through snow sheds which served as tunnels and an occasional tunnel which thoroughly smoked out those who sat on the observation seats outside. A short distance from the tracks snow fences were also seen and it was evident that the D. & R. G. had much to contend with in battling the white peril which occasionally "buck" off the tracks.

Stalled Four Days

In one of these snow sheds the train was stalled FOUR entire days during a great blizzard which swept over the country some years ago. The passengers procured food from the express car and scouts were sent out to farm houses to rustle some more eatables when the expressed supply gave out. It was a harrowing experience for those who remained in the car and still more so for the few who attempted to break through the mighty drifts which held them captives.

Professor Lovey stated that he

Continued on page 11

Highlights of the August 1992 Board of Directors Meeting

by Art Nichols, Editor

In order to keep the membership of the Friends up to date on the organization and the work of the Board of Directors, reports on the Board meetings will appear in this and future issues of the C&TS Dispatch. In the report that follows, references are made to items such as the Triad Agreement. This item, and others mentioned in these highlights, is mentioned in the Commission report in this issue and will be the subject of future articles.

Pursuant to the Bylaws of the Corporation, the Annual Meeting of the Board of Directors of the Friends of the Cumbres & Toltec Scenic Railroad, Inc. was held on the morning of August 2, 1992, in the meeting room of the Narrow Gauge Restaurant in Antonito, Colorado. Present at the meeting were Directors Roger Breeding, Howard Bunte, Glenden Casteel, Wade Hall, William Kepner, Earl Knoob, William Lock, Richard Mathews, John Rupley, Cal Smith, Christina Tebbens, and Spencer Wilson; Consulting Directors Claude Morelli, Theresa Shaw, and Leo Schmitz; and Newsletter Committee members Arthur Nichols and Steven Schroeder. A quorum was present.

The minutes of the June 14, 1992, meeting were approved with the addition that in accepting the retirement of Frank Burton from the Board "with deepest regrets," Frank's retirement had also been accepted "with heartfelt thanks" for his service on the Board.

Officers elected for 1992-1993 were:

President—William Lock
Vice President—William Kepner
Secretary—Wade Hall
Treasurer—Wayne Freeark

An Executive Committee was established, composed of the four officers and Directors Richard Mathews of Colorado and Glenden Casteel of New Mexico.

The Directors decided to

increase the number of committees that will be responsible for attending to the increasing variety of tasks that our organization will face in the year ahead. The committees and their appointed chairmen for 1992-1993 are:

Fund-raising—William Lock
Historical—John Rupley
Information—Warren Ringer
Interpretation—Cal Smith
Long-range Planning—Roger Breeding
Membership—Howard Bunte
Operations—Wade Hall
Organization—Theresa Shaw
Projects—Glenden Casteel
Publications—Arthur Nichols
Railfan—William Kepner

Because the scope of duties of the Projects Committee had become excessive, the Historical and the Operations Committees were established to supplement the work of the Projects Committee. The activities of the former Nominating and Finance Committees will be delegated to the Executive Committee.

On other matters, Friends President William Lock reported on membership data. The Friends had 601 renewal members from the first of the year and over 202 new members, for a total of 842 members. This total doesn't include ten new members who joined during the July/August work session.

Being aware of the volunteers' desire to know the dates of the work sessions as early as possible, the Directors set the date for the 1993 Moonlight Train—Saturday, July 31. There will be an associated work session. The options for the configuration of the trip (departure site and possible combined railfan event) were remanded to the Railfan Committee for study, and the committee will report back to the Directors at their November meeting.

The draft of the Triad Agreement (a formal agreement among the Railroad Commission, Kyle Railways as operator, and the Friends concerning the

relationship between the Friends and the other two entities) was reviewed, amended, and approved for presentation to the Railroad Commission by August 10 (before its August 21 meeting).

The Board's agenda included several items involving the funds of the organization.

After discussion about the Friends "kitchen car" (where volunteer lunches are prepared), the Directors approved up to \$1000 to remodel the car, with Commission approval, bringing it in line with health and sanitation guidelines. Because the car is historical, the remodeling must be approved by the Railroad Commission.

Steven Schroeder reported that the current walking tour brochure, which the Friends distributes without charge in Antonito and Chama, is sufficient for the near future, but he will submit a new brochure for approval at the March 1993 Board of Directors meeting. The Directors approved up to \$500 for reprinting the current brochure.

Merchandise sales during the work session were approximately \$941, and approximately \$320 was brought in at the auction during the Friends Annual Meeting the previous evening.

Regarding the moving of the six historic stock cars that have been donated, the Board approved \$6,300 for moving the cars from Alamosa to Chama before the end of the Railroad's operating season.

Related to the approval of the moving costs of the stock cars was the broader question of contingent expenditures and the latitude that the President or the Executive Committee has to authorize such expenditures without prior approval of the entire Board. The Directors authorized the President to expend up to \$500 per "occurrence" and up to \$2,000 per year, and the Executive Committee to expend up to \$2,000 per "occurrence" and up to \$5,000 per year.

Consulting Directors elected for 1992-1993 were:

Claude Morelli

Leo Schmitz
Frank Burton
Theresa Shaw
Dan Ranger

William Kepner was appointed liaison to the Cumbres & Toltec Scenic Railroad Commission, and William Lock was appointed alternate.

The next meeting of the Directors will be in Albuquerque, New Mexico, on Saturday, November 7, 1992, at a location to be determined.

Vigil Resigns Burton Retires

C&TS General Manager Joe Vigil has resigned from the Board of Directors of the Friends. In his letter to President Bill Lock announcing his resignation, Vigil explained that he has been appointed as the official representative of the operator, Kyle Railways, to the Triad Committee established under the Triad Agreement, approved at the August 21 Commission meeting. In his letter of resignation Joe stated that "... I will continue to give my full support to the organization We will work with you in concert with the Commission to make this project a most fruitful one for all parties concerned."

Long-time Board member and former Friends treasurer Frank Burton announced his retirement from the Board at the June 14, 1992, Board meeting. The Directors accepted Frank's decision "with deepest regrets and with heartfelt thanks for his service on the Board."

COMMISSION NEWS

By Leo Schmitz

Executive Director
Cumbres & Toltec Scenic
Railroad Commission

The Commission has met twice since the beginning of summer. Below are highlights of the meetings. The next Commission meeting will be 9:00 a.m. Friday, December 4, 1992, in Socorro, New Mexico. The location in Socorro will be announced.

June 21, 1992, Chama, New Mexico

General Manager Joe Vigil reported that the passenger numbers for the first twenty days of the 1992 season were about equal to those for the same period in the 1991 season. Joe believes that the rainy weather this year held the numbers down. He also reported that the passenger car rehabilitation project was completed on time and within budget. The crew did an excellent job on the cars, which are now back in service.

The Commission was presented with the draft of a request for proposals for the Chama River Bridge Project. The request is for a contractor with expertise in repairing railroad bridges to design the repairs and perform the work. There are three problem areas with the bridge: the concrete on the abutments and piers is spalling and falling off; the rollers are working out from under the bridge; and some plates and riveted angle irons are broken or cracked. The first priority is fixing the rollers. The bridge was installed in the 1920s and came from somewhere near Delta, Colorado.

The Commissioners thanked Earl Knoob for all his time and work in writing the Emergency Preparedness Plan. They had many favorable comments about the plan.

The Commission has been informed that all railroads will have to meet the Environmental

Protection Agency rules and regulations regarding storm water runoff. To ensure that the Railroad is doing all that it can to qualify under these rules and regulations, Kyle Railways had one of their Kansas Railroad officials come and review the C&TS. He made several recommendations for changes in the way the locomotives are serviced and recommended that the Railroad hire an expert to design a system to handle the water and solids discharge. The firm of Bucher, Willis, and Ratliff was approved to do an engineering survey.

The Commission has offered to purchase a narrow-gauge tie tamper for \$39,000, plus freight charges to move the equipment to the C&TS. The Commission and Kyle Railways will each pay one-half of the cost, with Kyle having a one-half interest in the equipment. The Commission will buy Kyle's one-half interest a year later.

In regard to equipment, two identical narrow-gauge diesel engines have been offered for sale to the Railroad for \$35,000 each. The two units can be connected and run as one locomotive by an engineer. Also, one unit could be stationed at Antonito and used as a rescue unit if the Antonito train experiences problems. Work will proceed on establishing a value for the locomotives and trying to arrange a donation of the locomotives to the C&TS.

The Farmers Home Administration is ready to commit to a grant in the amount of \$108,000 for constructing the wye at Osier, a passing siding and dual-gauge track at Antonito, and bridge ties at Cascade. The Commission accepted a proposal from Arctic Slope Consulting Group, Inc. to perform the necessary inspections and design work on the wye. The Commission also approved a proposal from Arctic Slope to design the passenger cars, as well as provide inspection services, under the Small Business Administration

grant, which includes funds for restoring engine no. 463.

In other business the issue of the Friends submitting a grant request for funding the construction of a car shop on Railroad property was discussed. Until more information is available, the proposal was put on hold.

Commissioner Carl Turner suggested designing a flag for the C&TS and flying it next to the U.S. and State flags. He proposed using the C&TS logo as the basis for the design. The other Commissioners directed him to proceed with the project. Carl also asked the people in the business community of Chama for help in having a survey circulated in the tourist-related businesses; the survey could provide valuable evidence of the worth of the Railroad to Chama, Rio Arriba County, and northern New Mexico.

Lynn Cecil, President of Kyle Railways, invited the Commissioners and everyone present at the meeting to walk around the railroad yard; he commended Joe Vigil, Earl Knoob, John Bush, and the Friends for all the work they have done in cleaning up the yard.

Chuck Glikas will be coming to the C&TS at the end of June to film a segment of his watercolor show that appears on public television. And Mel Koven presented the Commission with opening day covers and a check for \$103.45 as part of the proceeds from the sale of the covers.

The following officers of the Commission were elected for the fiscal year beginning July 1, 1992:
Chairman: Lewis Entz
Vice Chairman: Spencer Wilson
Secretary: Wayne Quinlan
Treasurer: Carl Turner

August 21, 1992, Antonito, Colorado

Joe Vigil, reported that as of August 20 the number of passengers was approximately one and one-half percent over the same period for the 1991 season.

However, there has been a greater number of no shows (persons who make reservations without prepaying and then don't call to cancel or pick up the tickets) this year. The majority of the no shows has been on the Chama side.

The Commission heard reports on the work at Antonito, Sublette, Cumbres, and Chama by the Friends volunteers during their two summer work sessions. The Chairman directed that a letter of appreciation be written, thanking the Friends for all their hard work.

Other items concerning the Friends were the approval of the Triad Agreement among the Commission; the operator, Kyle Railways; and the Friends (Carl Turner was appointed as the Commission's representative to the Triad Committee) and the approval of the request, subject to review and approval by the historic preservation departments of both states, to improve the interior of the car that is used for food preparation during the volunteer work sessions.

The Small Business Administration project is progressing, with the signing of an agreement with Rio Arriba County empowering the Commission to administer the project: the moving of engine no. 463 to Chama; purchasing eleven flat cars; and working on the design of the passenger cars. John Bush is waiting for word when the passenger trucks in Columbia will be put on the market. John is exploring other options, such as having new trucks built or more vigorously searching for Bettendorf-style trucks currently being used.

The plans and a cost analysis were examined for the proposed Osier balloon loop. The current estimated cost is approximately \$113,000 versus \$60,000 for the original estimate for the wye; however, the problems in the wetland would have brought the cost of the wye to approximately

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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 45th Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

Recent issues of the **C&TS Dispatch** [November 1991 and February 1992] carry reviews of video productions of the snow-clearing operations of May 1991. The reviewers lavished praise on the works of Greg Scholl, Pentrex, and Railway Productions. All well deserved, of that there is no doubt. My thought here is the result of an article printed in the March 1992 issue of *Trains* magazine.

Every issue of *Trains* includes an opinion page called "Trains Turntable . . . a page of reader opinion." In the March issue, David R. Busse, who as a television cameraman for stations in the mid-west and the west coast, gives his opinion on videos and railroads. In his article, Busse questions the long-term value of videos presenting railroad as "entertainment." He writes, "too many of today's rail tapes focus on the obvious . . . endless scenes of trains passing, . . . runbys of fantrip excursion engines, a few shots from the cab, and one or two token views of some hardware."

What Busse would like to see are more in-depth interviews with railroad men, shops, offices, engine cabs, and cabooses telling the stories of "the real people of railroading." He poses questions such as: "What's an interlocking tower, a semaphore, a speeder, or a dutch drop?" In my own experience, explaining to students and visitors just what is a speeder supports Busse's thesis. To further quote:

Trains and the magic medium of television were made for each other. It's time for railroad videos to ascend to a higher level of sophistication—to look past excursions and photo runbys and preserve all the subtle elements of real railroading for the railfans of the future.

Now my thought about Mr. Busse's comment. He is right on. For example, the work of Railway Productions on the Rotary in the spring of 1991 comes immediately to mind. Les Jarrett took us inside that machine for, in my opinion, a wonderful look at the workings of a rotary, with Earl Knoob doing the narration. Les took us behind the scenes and showed how it works. A striking example, it seems to me, of just what Busse wrote about in *Trains*.

Just a note: I have not seen the productions of Scholl or Pentrex, but the same reviewers praised them highly. Word of mouth from those who have seen these videos are also very complimentary.

Finally, Busse asks the rhetorical question: "Is it history?" And he answers that question: "Absolutely."

This historian has to agree. Keep up the good work you leading producers of railroad video.

Spencer Wilson
Professor of History
New Mexico Tech
Socorro, NM

I have found the Dispatch very interesting, and it adds to my perspective of the C&TS that I gained initially during a visit in August, last year. I have a small request, the answer to which might be interesting to other readers of your "Letters to the Friends" column.

If you haven't already (or at least in the recent past) had an article on the water supply to the railroad, I, for one, would like to see such an article or at least get answers to a couple of questions. Are most of the water tanks supplied by pumps or by gravity feed from higher sources of water? How are the tanks arranged to weather the cold temperatures of the winter (are they drained, heated, or arranged to let the water run through at a rate

which prevents freezing and bursting)?

I was pleased to hear of the acquisition of the 497. Has that meant another train per day during this summer?

If you can answer me either in the newsletter or drop me a line in reply, it will be greatly appreciated.

Frank D. Reese
Sewickley, PA

P.S. The OY tape was great! I hope the Friends reap a good profit from its sale.

The November 1992 issue will present an in-depth survey of the water resources along the C&TS. The acquisition of locomotive no. 497 has provided additional motive power; there is one regularly scheduled passenger train from Chama and one from Antonito each day. — the Editor

Please send me the following sets for the C&TS . . . Thanks for writing a great Dispatch. We are looking forward to riding the train again this year; also, that . . . we will be able to come and take part in the restoration of this fine railroad. Keep up the good work.

Chuck and Sandy Heroneme
Abilene, KS

. . . I want to take this opportunity to express the appreciation of all of us at the Colorado Railroad Museum—trustees, volunteers, and members—for providing the opportunity to participate in the acquisition and preservation of these two historic pieces of narrow-gauge rolling stock [tank cars]. They were indeed the "missing links" in our collection, and it would not have been possible otherwise for us to have obtained them.

One cannot overestimate the amount of time, hard work,

planning, negotiating, and luck that is required to bring such a project to a successful conclusion. All of us involved in the preservation and interpretation of Rocky Mountain rail history are indebted to you [Bill Lock] and the other Friends who worked to acquire the six cars for the Cumbres & Toltec and the two for the Colorado Railroad Museum.

I trust that this is the beginning of a long and fruitful period of cooperation between our two organizations, which share a common goal.

Charles Albi
Executive Director
Colorado Railroad Museum
Golden, CO

'92 Annual Meeting

More than one hundred Friends and guests attended the annual meeting on Saturday evening, August 1, at the Conejos Ranch, west of Antonito. An enthusiastic greeting was given Earl Knoob, singer and guitarist, who presented "An Evening of American Railroad Songs." Earl presented the *Ballad of Casey Jones, Wreck of the Old 97, Waiting for a Train, Crystal Chandeliers and Burgundy, Legend of John Henry, Wabash Cannonball, Railroad Lady, Captain and the Kid, City of New Orleans, and Canadian Railroad Trilogy*.

There was also the traditional auction of railroad items, which brought in approximately \$320.

Directors elected to two-year terms were Roger Breeding, Albuquerque, NM; Wade Hall, Delta, CO; William Kepner, Ft. Collins, CO; Fred Knight, Cherry Valley, CA; Earl Knoob, Chama, NM; Richard Mathews, Palisade, CO; John Rupley, Albuquerque, NM; and Christina Tebbens, Englewood, CO.

BOOK REVIEW

Trails Among the Columbine, a Colorado High Country Anthology: Salida, Colorado, Denver & Rio Grande Railroad Town, 1991/1992. Sundance Publications, Ltd. Available from the **Friends**, \$35.00 postpaid.

Salida is the gateway to the upper Arkansas Valley and the spectacular Gunnison Country. Founded in 1880 by the Denver & Rio Grande Railway, the town has a rich heritage, one that has been intertwined with the D&RG. This special volume of *Trails Among the Columbine* is entirely dedicated to Salida. From its beginning,

through the early years of the century when it was the narrow-gauge gateway to the "Around the Circle" tour, and into the modern era and the end of the narrow gauge and the modernization of standard gauge, Salida's story is told with a remarkable collection of 250 photos. These include many panoramic views and extreme

enlargements, as well as full-color views.

This book is more than a photographic record of Salida. The story of the town, presented in the text written by **Friends** Director Wade Hall brings everything together and helps the reader understand the changes that have occurred in Salida since its

founding. Long-time **Friends** member and former Director Harry Babcock contributed first-hand information on Salida operations.

Of special interest are the photographs of C&TS locomotives nos. 483, 484, 488, 489, and 497. This is an excellent book, one which has universal appeal.—A.N.

Thrilling Trip

Continued from page 7

spent two days in one of these snow sheds on the Pass and that the passengers amused themselves by giving a minstrel for the benefit of the children who would not be consoled otherwise. Every passenger and even the conductor had to do "stunts" to the huge delight, not only of the youngsters in the audience but of the "actors" as well.

Chama Is Reached

By dinner time, Chama was reached and although the passengers had dined heartily on mountain scenery with little neck shocks (not clams) thrills for desert, they were all ready to file into the little hostelry and pitch into a steaming hot dinner of boiled chicken and minced pie, et cetera.

Greet Mr. Andrews

At Chama, Delegate Andrews

was met by Thomas D. Burns, Jr., son of State Senator T. D. Burns, millionaire, rancher, sheep man, merchant, and famous Republican leader. He was also greeted by District Attorney Alexander Read and County Treasurer B. C. Hernandez, a well known merchant of Tierra Amarilla.

They drove out to Tierra Amarilla, a distance of fifteen miles, in Mr. Burns carriage, and others in the party of Cumbre [sic] Pass passers procured rigs and followed suit.

It was an exhilarating trip across

country, passing pine clad hills and stock grazing lands, and finally over the Las [sic] Brazos river and on, three more miles to Tierra Amarilla, county seat of Rio Arriba, one of the oldest of the territory and soon-to-be state of New Mexico.

It was a drive that recalled the old days before the iron horse had come into power—the days when men of an iron hand wielded the destinies of this vast empire.

Commission News

Continued from page 9

\$200,000. Leo is seeking approval from the U.S. Forest Service to allow the construction of the balloon loop on Forest Service land.

In other business the Commission approved the bid of Hydra-Crete, Inc. for the Chama River bridge project. Also approved were the priorities of capital projects requests for 1993-1994: (1) the shop roofs; (2) the Chama water tank; and (3) the Chama Depot, phase 1. And the Commission by unanimous vote denied a request from the Durango & Silverton Narrow Gauge Railroad to purchase engine no. 483.

The draft of a waste water treatment study has been received from the firm of Bucher, Willis, and

Ratliff. Feedback will be provided to the firm. Leo Schmitz presented a draft of a Drug Free Workplace Policy. The policy has been reviewed by the Commission's Attorney, Frank Murray, and he is of the opinion that it meets all the requirements. The policy was adopted.

Concerning publicity for the C&TS, it was reported that the July/August issue of the National Geographic Traveler featured the Railroad. There have been excellent results from the article. Also, this fall Sunset Magazine will send a team to prepare an article. The British Broadcasting Corporation production on the water issues in the San Luis Valley, with footage on the C&TS, was recently presented on TV. The New Mexico Highway Department will install directional signs to the Railroad at several northern New Mexico

locations: one at the state line coming from Cumbres to Chama; one at the intersection of the road from Dulce west of Chama; two at Tierra Amarilla at the 64/84 intersection; and one at Tres Piedras.

Joe Vigil presented an analysis of the proposed 1993 season fares. He pointed out that if there are flat numbers and no growth the Railroad could find itself in trouble financially. Compliance requirements with ADA, FRA, EPA, etc. will dictate higher costs, and there has been no increase in fares for several years. The Durango & Silverton adult roundtrip is \$37.15, compared to the proposed C&TS fare of \$32.00. The D&S child roundtrip fare is \$18.50, compared to the proposed C&TS fare of \$12.00. After discussing the various options, the Commission approved the proposed fares, with

the change of the child ticket to \$16.00. Ticket prices for the 1993 season will be:

Adult Roundtrip	\$32.00
Child Roundtrip	16.00
Adult Thru w/van	50.00
Child Thru w/van	26.00
Adult Thru no/van	43.00
Child Thru no/van	20.00

Friends Exhibit at Convention

The **Friends** will participate in the National Narrow Gauge Convention to be held in Colorado Springs from September 16 to 20. Director Roger Siverson will coordinate the setting up and staffing of the **Friends** exhibit. More on this participation will appear in the November issue.



ABOVE LEFT: Friends work session? Actually, active Friends volunteers (from left) Howard Bunte, Terri Shaw, Glenden Casteel, Bill Lock, John Lock, and Frank Burton hard at work on President Bill Lock's new office, where the Friends will be headquartered. The new address is 5732 Osuna Road NE, Albuquerque, NM 87109, and our new phone is (505) 880-1200. Photograph by Jenny Lock.



ABOVE RIGHT: Newly painted idler car no. 010793 shown on dual-gauge display track in the Antonito yard. Note that the east end of the car has a coupling for the standard-gauge boxcars. The west end has both standard- and narrow-gauge couplers (see page 5). Photograph by George Swain.



RIGHT: Engine no. 494 (K-37) displayed in the Antonito yard is painted and ready for lettering. Photograph by George Swain.



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**
5732 Osuna Road NE
Albuquerque, New Mexico 87109

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