



# C&TS Dispatch

Vol. 6 No. 5

November 1993

## Coach No. 0292 Arrives in Chama

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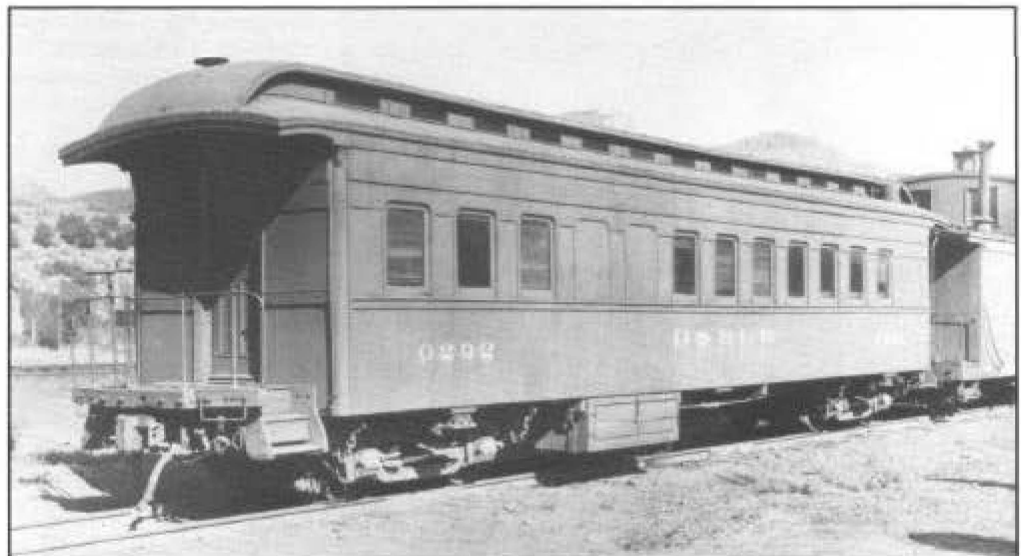
**F**ormer D&RGW passenger coach, turned outfit car, no. 0292 was trucked from Silverton, Colorado, to Chama shortly before this summer's volunteer work sessions. The coach, purchased by the Friends for reconstruction and then service on the Cumbres & Toltec Scenic Railroad, is now parked in the Chama yard. Its arrival culminated an effort extending over three years to return the coach to its original location.

Jackson and Sharp of Wilmington, Delaware, built the car in 1883 as no. 92. It is apparently the last surviving short-windowed, roundtop designed

coach. The car was wrecked in the early 1920s and was placed in maintenance-of-way, outfit service by 1924. No. 0292 and other outfit cars sat at Elk Park, Colorado, on the D&RGW Silverton branch for many years.

By 1966 the coach was relettered "Operation Car 17B" and was modified with blanked out windows and underbody storage bins. Later in the 1960s it was again relettered "Office Car," which is still visible under the paint.

*(Additional photographs appear on page 3.)*



*Passenger coach no. 0292 converted to maintenance-of-way, outfit service with the D&RGW. Note underbody storage bin. Gerald M. Best Collection, California State Railroad Museum.*

# C&T'S Dispatch

## Directors

1993-1994	1993-1995
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Wade Hall	Glenden Casteel
William Kepner	James Herron
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Assistant Editor	Steven Schroeder

Please write the editor at  
1307 45<sup>th</sup> Street, Los Alamos, NM 87544

The C&T'S Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, NM 87520. The Friends of the Cumbres & Toltec Scenic Railroad is a New Mexico nonprofit corporation.

The Friends is the official museum support group for 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 is operated by Kyle Railways, Inc. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad. Volunteers from the Friends have been especially active in restoring and preserving equipment and structures along the line.

Family membership in the Friends is \$20.00 per year; outside the USA membership is \$30.00. 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 1993

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## PRESIDENT'S COLUMN

# The Windy Point

It has become somewhat of a tradition for me to give a brief report on the state of our organization in the final Windy Point column of the year. 1991 focused on membership growth (we grew 50 percent from approximately 500 members to 762 members). 1992 focused on the acquisition of additional rolling stock (fifteen pieces of freight equipment needed for interpretation).

With that kind of record, it would certainly be easy to rest on our laurels, for indeed we have been successful in fulfilling our mission of preserving and interpreting the Cumbres & Toltec Scenic Railroad. However, I am delighted to report to you that we have not rested during 1993, but have continued to be aggressive on all points essential to our mission. In addition, we have a Board of Directors who are individually dedicated to moving forward even more in fulfilling our mission.

One of the highlights for 1993 necessarily has to be our attainment of 1,000 members. Starting with just sixteen volunteers in March of 1988, who came together as the first Board of Directors, we have made dramatic progress. Having 1,000 members is excellent from many standpoints, including the broad base of interpretation as well as the financial means that this number of contributors brings to our overall economic success.

In the area of preservation, I am very pleased with our tremendous progress in the stabilization of important assets on the railroad. In addition to this, I am especially pleased this year with the completion of projects. All along the railroad we were able to complete projects that have been underway for several years. In Antonito, work on the display train that was begun last year was completed. After a three-year-long major project, the entire town of Sublette was restored, and this year we put on the finishing touches, including a coat of paint. At Cumbres, a multi-year project to preserve the existing snowshed was completed and now it looks marvelous. Work on the six narrow-frame tank cars and the bunk cars in Chama was completed by our volunteers. The volunteers continue to make major inroads both to the stabilization of historic property and to the presentation of that property in good form to the public, and the completion of these projects is quite rewarding.

I would like to address economics a little bit as well. 1993 was a good year for our finances. We had expended virtually all of our funds by the end of 1992 in our acquisition of historic rolling stock. Through careful budgeting, and most importantly with your generous support, our finances have improved tremendously. Consequently, we can enter into a contract (which is reported elsewhere in this issue of the Dispatch) with the operator of the railroad for the mechanical repair of the tank cars, bringing that project into total completion. In fact, we look forward to the operation of a special freight train next summer to show off these tank cars. That is truly the heart of our mission—to be able to support this operating museum in its day-to-day activities and interpret its history to the public. Your support of our work makes this possible.

Of course, there are many more challenges for 1994 and the future. There is much more work to be done on buildings at Osier and at Cumbres. The wooden freight equipment which is now approaching 100 years of age will always require our continued attention. However, thanks to your support I cannot only report 1993 as an outstanding year, I can also say with confidence that 1994 looks bright indeed. Best wishes for a wonderful Christmas season.

— BILL LOCK

## ■ TANK CARS FEATURED

Union Tank Car Company's quarterly publication *Trans/Action* featured the six narrow-frame UTLX tank cars that the **Friends** purchased and dedicated to the C&TS in 1992. The article "New Friends for Old Tank Cars" appeared in the spring 1993 issue of the Union Tank Car publication. Volunteers will remember the visit of John Duggleby, Associate Editor, to the July/August 1992 work session.

The cars were purchased with major donations from Union Tank Car, member Charles Brown, and the assistance of all our members. Donated transportation came from the Burlington Northern Railroad, the Union Pa-

cific Railroad, and the Southern Pacific/Denver & Rio Grande Western Railroad.

The article recounts how the tank cars came back to the railroad and describes the work of the 1992 volunteer painting and lettering crew—Dick Caldwell, Andrew Dahm, Bob Dike, Jessica Ratliff, and Randy Worwag—in cosmetically restoring these cars to their original appearance.

## ■ FINAL REPAIRS ON TANK CARS TO BE COMPLETED!

The final cosmetic work on the restoration of the six tank cars that came from Alaska was completed by volunteers this summer. The Board of Directors of the **Friends** is pleased to announce that it has contracted with Kyle Railways, Operator of the Cumbres & Toltec Scenic Railroad, to complete the mechanical repairs of these tank cars. While the cars were in excellent operating condition when they were purchased from the White Pass & Yukon

Railroad, the WP&Y had thirty years earlier removed the original couplers and substituted a  $\frac{3}{4}$  size coupler compatible with their operations. This size coupler does not operate with the full-size couplers used by the D&RGW narrow gauge and now the C&TS. In addition, during the transportation of the tank cars, several parts of the brake rigging were damaged, the brakes were disconnected, and the trucks were removed for transportation. At a special meeting of the **Friends** Board of Directors on Saturday, October 30, 1993, the Board approved a contract with Kyle to make the cars fully operable, including the replacement of the couplers, the repair of damaged brake rigging, and the testing of the cars for operability. This work should be completed before the end of this year, and the cars will then be ready for historic photo freight service in 1994. In fact, the **Friends** is running a special freight train utilizing these tank cars on June 11, 1994. Look for additional announcements of this important and exciting event. **Friends** members will have the first opportunity to purchase tickets for this special photo freight train.

### Correction

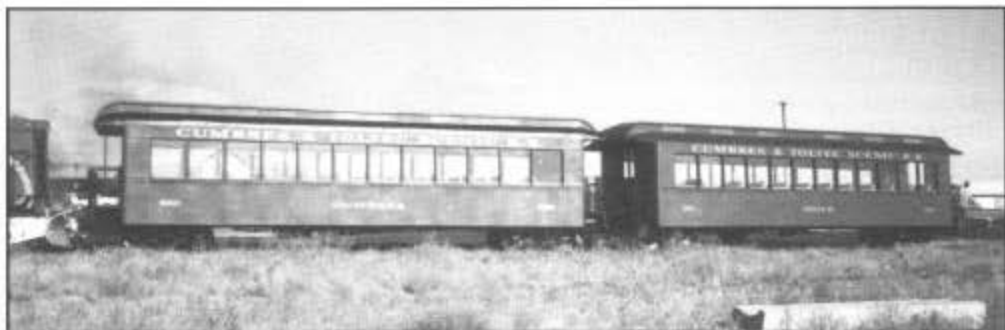
Anne and Terry Woolsey were inadvertently not listed in the September issue as volunteers during work session A. Anne was on the food preparation crew, and Terry worked on the gondola crew.



Coach no. 0292 loaded on a flatbed trailer in Silverton, Colorado, ready for the move to Chama, July 1993. Photograph by Durango member Bob LeClerc.



No. 0292 parked in the Chama yard after the move from Silverton, July 1993. Photograph by Earl Knoob.



Coaches *Osier* and *Cumbres*, shown here in the Antonito yard, and coach *Sublette* entered service in August. John Rupley, Arctic Slope Consulting Group and a **Friends** Director, was architect/engineer. Leo Schmitz oversaw the project. Photograph by Leo Schmitz, August 6, 1993.

RIGHT: Interior of new passenger coach *Cumbres*. Photograph by Leo Schmitz, August 6, 1993.

# A History of Track Gauge

by **GEORGE W. HILTON**

*George W. Hilton is professor of history at UCLA. He is the author of American Narrow Gauge Railroads, published by Stanford University Press in 1991. See the February 1992 issue for a review of the book by Friends member Jim Gross.*

**T**he gauge of a railroad is the distance between the inside vertical surfaces of the head of the rail. Standard gauge is 4 feet, 8½ inches. This is the gauge with which steam railroading began, and it became the common gauge of Britain, North America, and Western Europe except for Spain, Portugal, and Ireland.

When George Stephenson designed the Stockton & Darlington Railway in the north of England in 1825, he used a gauge of 4 feet, 8 inches simply because he had been familiar with it on a mine tramway called the Willington Way on the Tyne River below Newcastle. In turn, the Willington Way had been built to this gauge because it was common on roads in the area. Stephenson then used 4 feet, 8 inches for the Liverpool & Manchester, the world's first railway between major cities. There he widened the gauge by one-half inch, probably to give more lateral play to the flanges.

At the outset, the choice of 4 feet 8½ appeared arbitrary. The tramways of the Newcastle area had a variety of other gauges, wider and narrower, any of which Stephenson might have chosen. By the 1870's, archeological excavations at Pompeii and elsewhere were revealing that the gauge he chose may have been the approximate gauge of Roman road vehicles. In a famous episode, an American engineer, Walton W. Evans, sought to test this hypothesis by measuring with a metric rule—so as to avoid bias—the ruts made by carts and chariots at Pompeii. He converted his measurements to inches and found that the ruts, center to center, were about 4 feet, 9 inches, consistent with a gauge of slightly less than that.

Later archeology confirmed that this was the Romans' common gauge. The survival of this gauge for road vehicles in Western Europe, including Britain, resulted in its being carried over onto early railways. An oral tradition says it was established at two strides of a Roman soldier by Julius Caesar to standardize ruts for his war chariots, but this has no documentary evidence and is not generally ac-

cepted. As English railway historian Charles E. Lee wrote, it probably represents the optimal size of a road vehicle relative to the indivisible size of a horse. Anything less would have underutilized the horse, and anything greater would have put excessive strain on him. The gauge has been carried over into automotive transport, also.

In railroading, the optimal gauge with respect to a horse is irrelevant. Rather, the relevant indivisibility is that of a human being. Any technological process has to be adapted to the fact that human beings generally come only in one size, from 5 feet, 0 inches to 6 feet, 6 inches. Certainly, the gauge of 4 feet, 8½ inches was not grossly inappropriate. It allowed passenger cars that seated two people in comfort on each side of an aisle wide enough for people to pass. Freight cars were large enough to accommodate the size of packages that people could carry in and stack. The equipment had a moderate degree of overhang.

There has never been a lack of observers who thought 4 feet 8½ was suboptimal—men as disparate as James J. Hill, David P. Morgan, and Adolf Hitler, to name three. Essentially, this interpretation is based on the fact that

area-volume ratios of cylinders become more favorable as size increases. As a consequence, large boilers produce their output at a lower average cost than small ones. On a broad-gauge steam locomotive, the boiler could be larger and slung lower for greater stability.

The man who followed broad-gauge ideology most thoroughly was Isambard Kingdom Brunel, chief engineer of the Great Western Railway of England, who thought 4 feet 8½ much too small for the operations at 50 to 60 mph that he envisioned. He adopted a huge gauge of seven feet—apparently exactly 7 feet ¼ inches—for the Great Western, and testified before Parliament enthusiastically of its superiority. Parliament was not convinced, and mandated 4 feet 8½ for future building, but specified 5 feet 3 for Ireland. This could be interpreted as indicating Parliament really considered a broader gauge preferable, but required 4 feet 8½ simply because it was nearly universal except in the west of England. The Great Western was converted to 4 feet 8½ slowly, bringing broad-gauge operation to an end in 1892.

The American experience was similar. The gauge of 4 feet, 8½ inches came here mainly because American engineers expected—erroneously—to use a great many British locomotives. Because early American railroads were expected only to connect bodies of water that were impractical to connect with canals, there is no reason to have expected much gauge uniformity. Early railroads did not anticipate interchange of equipment. Because the Baltimore & Ohio and Boston & Albany used 4 feet, 8½ inches, the gauge was off to a flying start. The Pennsylvania used 4 feet, 9 inches, which was compatible. The 6 feet, 0

*See Track Gauge, page 5*



*In August 1990 a volunteer crew, assisted by Kyle Railways employees, installed a dual-gauge (4 feet 8½ inches and 3 feet) display track in the Antonito yard. Today, this display track is used for two standard-gauge boxcars and a standard-gauge flat car, or idler car, that joins narrow-gauge and standard-gauge cars in dual-gauge service. The D&RGW used dual-gauge track between Alamosa and Antonito until 1970. Photograph by Art Nichols.*

# Highlights of the July 31, 1993, Board of Directors Annual Meeting

by Art Nichols — Editor

The Annual Meeting of the Board of Directors of the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, was held at the High Country Restaurant in Chama, New Mexico, on July 31, 1993. Directors present were Howard Bunte, Roger Breeding, Glenden Casteel, Wayne Freeark (ex officio), Wade Hall, James Herron, William Kepner, Earl Knoob, William Lock, Warren Ringer, John Rupley, Steven Schroeder, Christina Tebbens, and Spencer Wilson. Thirteen directors were present, sufficient for a quorum. Frank Burton, Carmen Knoob, Claude Morelli, Arthur Nichols, Leo Schmitz, Theresa Shaw, and Calvert Smith were also present.

The following officers were elected for 1993–1994: William Lock, President; William Kepner, Vice President; Howard Bunte, Secretary; and Wayne Freeark, Treasurer. Glenden Casteel was appointed as the New Mexico representative on the Executive Committee, and Christina Tebbens was appointed as the Colorado representative. The Board designated William Lock as the **Friends** representative on the Triad Committee.

President Lock read Fred Knight's letter of resignation from the Board. The directors instructed the president to express in writing their acceptance of Fred's resignation, their appreciation for his many contributions to the **Friends** as a Board member, and their pleasure in looking forward to his continuing service as a committee member. Craig Kumler of San Jose, California, was elected to fill the one-year vacancy.

The following persons were elected Con-

sulting Directors for 1993–1994: Frank Burton, Fred Knight, Claude Morelli, Arthur Nichols, Leo Schmitz, Theresa Shaw, Calvert Smith, and Joe Vigil.

Because of postage and handling costs, foreign memberships will be increased to a \$30 minimum annual contribution in U.S. funds.

The treasurer's report as of the end of July was approved. Because some figures were tentative and there were bills outstanding from the work sessions, a more precise accounting will be presented at the fall Board meeting.

## Committee Reports

**Projects:** Glenden Casteel reported that less money was spent this year than anticipated because two roof projects were postponed. He also pointed out that the committee will be doing more documentation than in the past before beginning reconstruction of historic structures.

**Publications:** Arthur Nichols stated that fifty-seven persons had contributed to the **C&TS Dispatch** during the past year.

**Operations:** Wade Hall recommended, and the Board agreed to, the appointment of Carmen Knoob to the Safety Committee. He also brought up several ideas for improving communications among volunteer work sites.

**Long-Range Planning:** Roger Breeding distributed his letter that discussed the idea of project ownership for multi-year projects, a long-term goal of having a **Friends** Executive Director, and ways to acquire historically accurate trucks for passenger coach no. 0292.

**Railfan:** William Kepner reported that the May 1993 special freight train netted more

than was anticipated in this year's budget.

**Fund Raising:** William Lock announced that this year's Annual Meeting merchandise sales were \$1,910 and the auction brought in \$500.

**Interpretation:** Calvert Smith reported on his meeting with Leo Schmitz and a representative of Colorado Prison Industries regarding production of informative signs for the Antonito and Chama yards. He also posed the question, "Who will be our interpretive person/archivist? We need one!" The growing quantity of our own materials, as well as many photographs and materials acquired elsewhere, calls for a filing system and a secure and central storage location.

**Organization:** Theresa Shaw described the progress on the Bylaws of the **Friends**.

**Membership:** Howard Bunte reported that maintaining the organization's membership records will be a shared responsibility of the president and the committee chair.

## 1994 Events

The sixth annual Moonlight Train will be July 23. Volunteer work sessions will be July 20–22 and July 25–27.

## Future Board Meetings

A special Board meeting was held on Saturday, November 13, 1993 (at Conejos Ranch, Colorado, fifteen miles west of Antonito, affirming the Board's interest in all sections of the line).

The next regular Board meeting will be Friday and Saturday, March 11–12, 1994, in Albuquerque, New Mexico.

## Track Gauge, from page 4

inches of the Erie and the Lackawanna was the most important northern broad gauge. The Canadian railways used 5 feet, 6 inches, at least in part, for military considerations.

In the South, broad gauges were dominant. If there was a common gauge there, it was 5 feet 0 inches. By 1861, track of this gauge extended from Norfolk and Richmond to Memphis and New Orleans, although lack of some physical connections and interchange kept it from being a network.

The Civil War demonstrated the undesirability of gauge differences. Both the Union and Confederate governments encouraged interchange of equipment. After the war, the rapid growth in grain movements from the Midwest to the East was the greatest single force for homogeneity. The Lincoln administration, after planning the transcontinental railroad at 5 feet, 0 inches to conform with the existing railroad in California, decided on 4 feet, 8½ for consistency with the most important Eastern railroads. This assured that 4 feet, 8½

inches would be the North American standard gauge. The Canadian lines converted to it in 1872–1873, and the Southern railroads began a process of conversion that ended with a massive conversion on Memorial Day weekend 1886.

Oddly, as gauge homogeneity was spreading throughout the continent, there arose a movement for narrow-gauge railroads. A Scottish engineer, Robert Fairlie, in 1870 expounded the idea that great economies in weight could be achieved by use of small equipment such as had become common for private carriers serving mines, timber stands, and factories. His fallacy was reversing the actual relation mentioned earlier, that area-volume ratios become more favorable as size increases. Remarkably under the circumstances, the narrow-gauge movement had a vogue of 13 years, from 1872 to 1885, before it collapsed. Most U.S. narrow-gauge mileage was converted by 1900, although a 3-foot-gauge network in southwestern Colorado survived for almost a century. The damage this movement did was much worse elsewhere. It festooned most of sub-Saharan Africa with a gauge (3 feet, 6

inches) poorly suited to the heavy mineral traffic its railways handled, and it beset India, Australia, and Argentina with serious problems of gauge incompatibility.

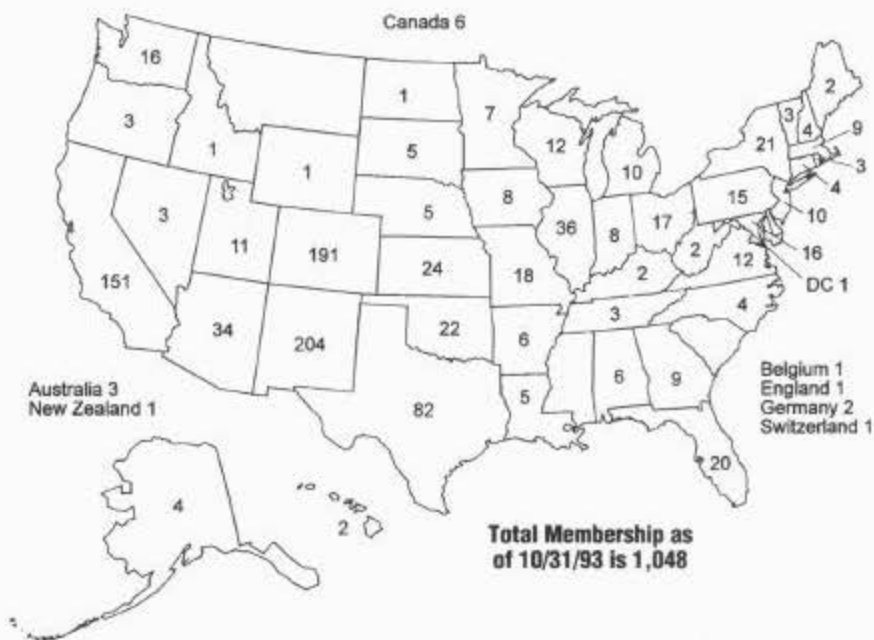
The editor of the principal railroad trade journal of the 19th century, Matthias Nace Forney of *The Railroad Gazette*, in the course of his opposition to the narrow-gauge movement in the 1870's, reported that railroad engineers with whom he had discussed the question had responded, in general, that 4 feet, 8½ inches was slightly suboptimal, and that something around 5 feet 0 would have been better. Forney agreed, but felt that homogeneity for free-running of equipment nationwide at 4 feet 8½ was more important than any gains that could be gotten by an effort at change. No doubt modern engineering techniques could be used to identify an optimal gauge, but short of an impressive demonstration to the contrary, Forney's view of the 1870's remains the most valid judgment.

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# FRIENDS AT WORK

**FRIENDS GO OVER 1,000 MEMBERS IN 1993!**





*Chama Valley Supermarket*  
*Finest Store in Northern New Mexico 505-756-2545*

August 25, 1993

William Lock, President  
 Friends of the Cumbres &  
 Toltec Scenic Railroad, Inc.  
 Post Office Box 222  
 Chama, New Mexico 87520

Dear Bill,

I wanted to congratulate the Friends for yet another successful year in Chama. They are such a good group of people to have in town, and I think they change the whole atmosphere of the village (I know many of you would have wise cracks to add to that, and that's one of the reasons I so look forward to seeing you!).

Betty was a blessing this year. She wooed and won the Butcher within moments of arriving, and continued to keep us happy for the duration. Had we been as efficient as she, I would be proud. However, I'm afraid I neglected her a little this year, and she just worked around me.

We look forward to seeing you again next year!

Sincerely,  
*Maureen*  
 Maureen Gonzalez

Post Office Box 783 at the City of Chama, New Mexico 87520





*Restoration of the Cumbres snowshed has been one of the ongoing projects of the Friends. Here, in August 1991, volunteers prepare to raise a replacement structure for the first bay. Photograph by Tom Cardin.*

# THE FUTURE OF PROJECTS

by **GLENDEEN CASTEEL** — Chair, Projects Committee

**W**hat makes the Cumbres & Toltec Scenic Railroad so special? I want to share the answer John Bush, the railroad's chief mechanical officer, gave me to this question. Nowhere else in this country can you see the original equipment, running on the original track, stopping at the original tanks to take on water. The C&TS is not Disneyland. It is not a recreation of the past. It is the past. This railroad has not been sterilized or packaged for the mass media. The C&TS was brought here straight from the 1930s, and if you don't believe me you can go down and smell the cinders and listen to the steam whistle. You can see for yourself how a railroad was actually run sixty years ago.

The first operator of the C&TS was Scenic Railways, whose tenure lasted from 1971 to

1982. In 1982, the Railroad Commission awarded the franchise to Kyle Railways, which continues to operate the tourist line. You may not know that the operator has a contractual agreement to maintain in serviceable condition any equipment used in revenue service. To put this responsibility in more concrete terms, the operator is obligated to maintain equipment such as locomotives, passenger cars, maintenance-of-way equipment, and water towers. Conversely, the operator is not required to maintain such things as section houses, boxcars, and nonfunctional sidings.

In 1981, Bill Lock was successful in winning approval from Scenic Railways for him to come to Chama and do volunteer work on equipment. The first project that was done by what is now the Friends was the painting of a boxcar building. Since there were no problems created by this activity, in subsequent years we were permitted to paint rolling stock,

as well as to install new siding on two boxcars that had been partially destroyed by fire.

Finding things to do in Chama has never been a problem since much that remains there is almost one hundred years old. Because the weather conditions there are so difficult and the maintenance of nonrevenue equipment has a low priority with the two state legislatures, the Friends has never had any difficulty finding projects to turn its hands to. But in the thirteen years we have been working along the railroad, the character of the projects we have undertaken has gone through a transition.

The very first projects could be characterized as stabilization activities. We saw artifacts that seemed about to disappear forever, and we undertook an emergency campaign to prevent this from happening. For example, had we not re-sided the burned boxcars, the frames would probably now be not much more than an impressive pile of compost.

As these emergencies became less frequent, we could change our focus from stabilization to that of preservation. Consequently, we embarked on a program to paint every car parked in the Chama yard. We were even able to obtain permission to do stabilization work on some of the neglected structures. This has resulted in a new appearance for buildings like the Cumbres car inspector's house and the snowshed and the entire town of Sublette.

Just as the character of work available to the Friends has changed, so have the conditions under which that work is permitted to be done. When the first work was started, we principally had an obligation to show that what we were doing would not interfere with the ongoing operation of the C&TS and that our activities would not be harmful to the property. In recent years, a new dimension has been added to our work as a result of our attracting the attention of the State Historic Preservation Offices (SHPO). In addition to our previous responsibilities, we now also must show that our activities will not alter the historic character of the property.

What this means is that repairs must retain as much of the historic material as possible. When new materials are needed, they should not alter the historic appearance of the building. Paint colors should be appropriate to the historically important era of the structure. Repairs should undertake to reproduce, as much as possible, the historic methods of construction. Buildings that historically had wood shingle roofs should be returned to that condition when possible. This is not to say that we should duplicate one-hundred-year-old mistakes.

The first projects of the Friends differed in another way from those projects we are now contemplating. To accomplish those initial projects we picked a number of cars to paint, purchased paint and scrapers, and carried out the work with a minimum of planning. Contrast that to the planning required to carry out the 1993 work sessions. The Projects Committee collectively spent at least fifty hours a

month on selecting the projects, planning the work, purchasing the materials, and assigning the crews. The planning is still a volunteer activity, but the amount of work done exceeds what is normally expected of volunteers.

In order to continue with the current quantity and quality of work, the **Friends** will need to change the way we operate. To satisfy the requirements of the State Historic Preservation Offices our work will need to be much more carefully planned. From this time forward, we will need a written description of every action we plan to take in the restoration of a building or piece of rolling stock. We will need to describe each board that is to be removed or repaired on a structure, how the repair will be carried out, how the board will be reattached, and then what color the structure will be painted.

We will also need to provide some information on the history and possible future uses of the artifacts we are restoring. For example, when we propose the restoration of a structure we should tell (1) when the building was built, (2) how the building was used, (3) when and how the building was altered after its initial construction, (4) the present condition of the structure, (5) how we intend to carry out the repair, and (6) how the building might be used in the future.

You can easily see that the time requirements of such an undertaking are of a different order of magnitude than the time we currently spend in projects planning. The Projects Committee members are spending as much time on this activity as they can spare from other pursuits. This leaves us with just two options: we could scale back the size of our work session to accommodate a reduced level of planning or involve a much larger segment of our membership in the actual planning of the projects.

When the **Friends** Board of Directors met in July of this year, we discussed expanding the planning function to include more members. This new direction was approved and even given the designation "Adopt-A-Project." Here is our new plan:

1. In this issue of the **Dispatch**, the Projects Committee has published a list of potential projects.
2. Members who are interested in a particular project should communicate their interest to the Projects Committee.
3. The committee will then prepare a set of guidelines for project planning and transmit these guidelines to interested persons along with the names and addresses of all those who are interested in the same project.
4. Members interested in the same project will form a planning task force, which will produce a plan for SHPO submittal.
5. The committee will review the plan and ask for any additional information needed.
6. The project will be accepted as a part of the current year's work session or deferred to another time.
7. If a project is deferred, no further action

## BOOK REVIEW

### WILLIAM HENRY JACKSON'S COLORADO Compiled by WILLIAM C. JONES and ELIZABETH B. JONES

*Colorado Railroad Museum, 1992, 180 pages. Available from the Friends, \$41.95 postpaid.*

This is a reissued edition of the book first published in 1975. Two hundred photos are presented, representing an overview of William Henry Jackson's work in Colorado during the 1870s and 1880s.

One chapter is devoted to the photos Jackson took as a member of the 1873 and 1874 Hayden Survey. The reader vicariously experiences the awe that the builders of the narrow-gauge railroads must have felt when they first saw these magnificent landscapes. Another

chapter on "Colorado's First Citizens" presents Jackson's photos of what in 1906 became Mesa Verde National Park. There are several examples of chromolithographs, an early type of color printing.

A chapter presents photos of railroads—Jackson worked for several lines in the 1880s, including the D&RG. There are two photos along the San Juan Extension, which was the predecessor to the C&TS. The last two chapters are photos of towns and mining camps and the Denver area.

This book is one the reader will open with pleasure time after time. *Art Nichols*

### Friends Adopt-A-Project

#### Chama

- Stock Pens—refurbish
- Six New Stock Cars—roofs, doors
- Short Reefer—complete restoration
- Long Reefers—doors, hatches, roof walks
- Coal Tipple House—windows, siding
- Log Bunk House—complete restoration
- Old Stock Car (5691)—roof

#### Cumbres

- Snowshed—restoration
- Section House—restoration†
- Car Inspector's House—restoration

#### Osier

- Section House—restoration†
- Station—conversion to museum
- Stock Pens—refurbish
- Coal Platform—rebuild

† Conditional on Commission plans

#### Antonito

- **Friends' Spur**—construction of car repair spur
- **Friends' Spur**—construction of pole roof over part of spur
- Cinder Block Building—clean, wiring, lights
- Engine House Work Area—wall, wiring, heat, lights
- Display Equipment—painting, lettering
- Rotary Snowplow OM—complete restoration
- Coach 0292—complete restoration
- Car 0252—complete restoration
- Car 0452—restoration to chair or business car
- Car 053—restoration, form to be determined

#### General

- Maintenance-of-Way—sign and milepost painting
- Survey of Entire Property—documentation

will be required. If the project is accepted, the Projects Committee will arrange for the purchase of material and assign a crew.

The box above lists the projects under consideration for the 1994 **Friends** work session. If you are interested in planning one or more of these projects, please write or call me after January 1, 1994.

Glenden G. Casteel  
Chair, Projects Committee  
12029 Brentwood Hills Blvd. NE  
Albuquerque, New Mexico 87112  
(505) 298-0604

### Special Offer

Enclosed with this issue of the **C&TS Dispatch** is a flyer from our member Jack Ostrom offering a fine art print featuring engine no. 463. This large black and white print is very detailed and will make an excellent addition to your collection. Each print ordered by a member of the **Friends** will result in a substantial donation by Mr. Ostrom to our preservation work.

## DIRECTOR'S VIEWPOINT

by **ROGER BREEDING** — ALBUQUERQUE, NM

*Roger and his wife, Noreen, moved to Albuquerque in 1987 from Seattle, where he was a member of the Tacoma Chapter of the National Railway Historical Society. Roger read an article about the volunteers in the Albuquerque Journal after the 1987 work session, called Bill Lock, and the next summer was in Chama working alongside the other volunteers. Roger, elected to the Board of Directors in 1990, is Chair of the Long-Range Planning Committee. He is a safety and risk analyst at the Sandia National Laboratories.*

The Board of Directors began thinking seriously about long-range planning a few years ago when it became evident that before too long the **Friends** would have addressed all the immediate problems that we could undertake given our limited resources. Further, the documentation required by the State Historical Preservation Offices made it necessary for us to select projects far enough in advance that the documentation could be prepared and submitted for approval several months before work was to begin. It appeared that the era of just showing up in Chama and painting whatever cars looked worst was over.

Even without the historical preservation requirements, a change in focus was required because it appeared that in a few years the **Friends** would have done all that could be done in the open air with our short summer work sessions. By 1994 we expect to have new paint and new roofs on the section houses, the bunk houses, and the car inspector's house. Most of the cars with roofs will have new ones, and most of the cars will have been painted within the past five years.

The Long-Range Planning Committee considered the problems, and it was evident that the **Friends** was not in a position to start work on equipment that needed it the most. The repairs to these items are so extensive that we couldn't hope to finish the job in one or two summers with only six work days per year—and we can't leave them open to the elements over the winter.

The items that seem to need the greatest in-depth restoration are rotary snowplow OM, coach 0292, chair car/business car/outfit car 0452, the two RPO cars, and ex-RPO/cook car 053. The two RPO cars and 053 might be restored without a covered work space, but OM and 0292 and 0452 have enough structural problems that it appears the roofs must be partially or completely removed. Thus, the committee's thoughts turned to some sort of car repair facility where these pieces of rolling stock could be protected from the elements for periods extending over several years, if necessary.

Building a car repair facility is a considerable challenge to a group such as ours. The cost might run into the hundreds of thousands of dollars, and there are questions about land acquisition, insurance, utilities, and maintenance. For an organization with no paid staff and an annual budget on the order of \$60,000, the project is daunting. Also, to make best use of such a facility, the cars within it should be worked on for more than six days a year. For other groups that are located in or near metropolitan areas, volunteers often work on projects every weekend. Given the location of the C&TS, this seems unlikely for the **Friends**.

The situation has changed in the last year with the removal of engine no. 463 from the north bay of the Antonito engine house, which it occupied for seventeen years. Kyle Railways has no immediate need for the space, and it might be offered to us for long-term car repair. Although this solves temporarily the covered work space problem, it presents us with a different set of challenges. We need to choose one or two cars for complete rebuilding and prepare the extensive documentation required for historical preservation approval. To make the best use of this covered space, we need to determine a way to get more work days per year. With other cars needing restoration, we need to complete each one expeditiously.

RIGHT: Noreen and Roger Breeding.

## COMMISSION REPORT

by **LEO SCHMITZ** — EXECUTIVE DIRECTOR  
CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

**AUGUST 20, 1993, CONEJOS RANCH, FIFTEEN MILES WEST OF ANTONITO, COLORADO.** Commissioners present were Spencer Wilson, Chair; Wayne Quinlan, Vice Chair; Carl Turner, Secretary; and Rep. Lewis Entz, Treasurer. Among others present were Lynn Cecil, President, Kyle Railways, Inc., and William Kepner, Vice President, **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**

Concerning patronage this season, the Commission heard that, compared with the 1992 season, the number of passengers is even, with a downward trend. It was reported that business activity in Chama is even or up slightly over last year. In Antonito activity is even with 1992.

Leo Schmitz reported on several ongoing projects. The Osier loop is progressing; the earth work is done, the track work has started, and the loop should be done within thirty days. The three new passenger coaches have been finished. One of the new coaches will be used in the filming of "Wyatt Earp." Boiler patches for engine no. 463 will be taken out, trimmed, reinstalled, and riveted into place. Work on this K-27 locomotive will not be done until after the season ends (the Commission tabled the christening ceremony). The shop roofs project has been bid at \$55,000, and the Chama River bridge work is almost complete, with \$69,457 paid to date. Leo is investigating having the entire bridge painted rather than having just spot painting done.

The Commission has begun the process of capital improvement planning for the next five years with the inspection of the railroad facilities by the Commission, Kyle Railways, and the **Friends**.

It was reported that the businesses in the Chama Mall have experienced decline because of the railroad policy of no assigned seating and allowing passengers to board at 9:45. The tourists are not staying in the shops, leaving early to board the train. Lynn Cecil, Joe Vigil, and the merchants will meet to work out a solution.

The Commission approved two proposals from Arctic Slope Consulting Group: to prepare plans and specifications for a new ash pit in Chama—the existing one is falling apart; and to prepare plans for mechanical and electrical engineering services for the Cumbres and Osier section houses.

Letters of appreciation from the Commission will be sent to the C&TS crew for their fine work in building the three new passenger coaches, and to Frank Murray, New Mexico Assistant Attorney General, for his years of service. Allen Ferguson will be the new representative from the New Mexico Attorney General's office.

In matters pertaining to the **Friends**, the Commission approved a reimbursement of \$5,100 to the **Friends** for materials used in preservation work during the 1993 volunteer work sessions. Also, a letter of appreciation will be sent to the **Friends** for their work this past summer.

**Friends** Vice President William Kepner stated that the organization

wants to work in close cooperation with Antonito and Chama. He invited those present to join the **Friends** and visit with him concerning how the organization can work with the communities.

The next Commission meeting will be on December 10, 1993, at the High Mesa Inn in Santa Fe, New Mexico. Commission meetings are open to the public.



## 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.



Photograph by John G. Schisler

Back in the winter I wrote to you [February 1993 issue] suggesting that an article on C&TS signage be prepared for the *Dispatch*...

In early spring, I tried my hand at making a sign, using photographs of the station at Chama that I had taken in 1991. I have enclosed a picture of that effort. It's hanging over the porch doors of my son's house in Lutherville, MD....

My wife and I will ride the train from Antonito through to Chama on Sunday, September 12, and we are looking forward to it. I bought copies of *Narrow Gauge...Then and Now* because of the offer in the *Dispatch*. It's great!

John G. Schisler  
Towson, MD

I am writing in response to Craig Kumler's question in the May 1993 issue of the *Dispatch* regarding the identification number on the short caboose at Antonito. Short caboose no. 0500 is now on the Durango & Silverton Narrow Gauge Railroad. It is completely restored, operational, and available for charter (caboose no. 0501 is also at Durango, privately owned on the hill below Fort Lewis

College).

The caboose at Antonito, according to Doris Osterwald's *Ticket to Toltec*, is no. 0579 and was given to the railroad in 1991 (I assume from the town of Antonito). I enclose a Stan Kistler photograph of no. 0579 with windows boarded up at Durango on June 28, 1951. The caboose was a star in the 1950s film "Denver and Rio Grande."

No. 0579 at Antonito is definitely worth a thorough restoration and return to service on the C&TS, another worthwhile restoration for the *Friends*—any takers?

Craig B. Story, DDS  
Napa, CA

I want to support the letter by Myron Kelsey published in the May 1993 issue of the *C&TS Dispatch* regarding feature stories on the locomotives. I quite agree that by far the most interesting feature of the railroad is the various classes of locomotives. I eagerly look forward to receiving the *Dispatch* to see what pictures and news you will include about them.

Like Mr. Kelsey, I am interested in knowing more about the locomotives on the property which are not operative. When I was there about two years ago, I climbed on K-37 no. 492 in the Chama yard and wondered what it would take to get it running again....

I would also welcome more information on the day-to-day maintenance, as well as the winter work, done on the operating locomotives. For example, do the fires ever go out on operating locomotives during the summer? How often are the boilers washed? What is the process of getting a locomotive ready from a cold start?

The pictures you often feature on maintenance and restoration work are particularly in-

teresting. I think readers would be interested in knowing how parts are made and what the costs are. What happens when a locomotive needs a new boiler—or are they always repairable through patching?

Perhaps one of these days someone will write a book or produce a videotape centered on the locomotives. I found the videotape on the restoration of K-36 no. 482 by the Durango and Silverton particularly well done. Now it's Cumbres & Toltec's turn.

Frank R. Kemerer  
University of North Texas  
Denton, TX



Photograph by Spencer Wilson.

I feel compelled to take word processor in hand, so to speak, in order to correct a misspelling and mispronunciation which is common to all of us who write and speak about the C&TS. I am probably the principal contributor to this mistake and have led others down the wrong path.

I wish to correct the spelling and pronunciation of the River of the Pines, along which our favorite railroad runs for a good part of the trip. In Spanish the River of the Pines is "El Rio de Los Pinos"—please note that there is no tilde on the "n." With that latter notation it becomes the River of the Pine Nuts! I made this error in the preservation study and in the dissolve-slide video production of several years ago. Mea Culpa, Mea Culpa!

However, others before my time have made this mistake. Witness the accompanying photograph and the date—if an agency of the sovereign state of New Mexico cannot get it right, at least we have company!

Thank you for letting me get this off my chest.

Spencer Wilson  
Historian, of sorts  
Socorro, NM

(Spencer Wilson is Chair of the Cumbres & Toltec Scenic Railroad Commission and a *Friends* Director.)



Photograph by Stan Kistler.

# 1994

## SCHEDULE OF EVENTS

March 11-12, Friday-Saturday  
Board of Directors Meeting  
Albuquerque

May 28, Saturday  
Planned Opening Day

June 11, Saturday  
Special Tank Car Photo Freight

July 20-22, Wednesday-Friday  
Volunteer Work Session "A"

July 22, Friday  
Annual Meeting and Program

July 23, Saturday  
Sixth Annual Moonlight Train

July 25-27, Monday-Wednesday  
Volunteer Work Session "B"

October 16, Sunday  
Planned Closing Day



*The autumn colors were at their height on Saturday, September 25, 1993. On that day the C&TS carried 918 passengers—a new daily total record! Here, train no. 2 (521 tons), eastbound from Chama, passes milepost 342 with engines nos. 487, 484, and 489; 21 cars; and 644 passengers. Train no. 1, westbound from Antonito, carried 274 passengers. Photograph by J. A. Johnson.*



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

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