



C&TS Dispatch

Vol. 8 No. 3

Fall 1995

Projects '95

Friends at Work

by Bill Lock

I am pleased to present this report on the historic restoration accomplished by the Friends of the Cumbres & Toltec Scenic Railroad during the two volunteer work sessions this summer.

We had our largest turnout ever of volunteers: 128 people worked during work session "A" from July 26 to 28, and 84 volunteers worked in work session "B" from July 31 to August 2. One significant difference from past years is that we had a great number of the volunteers for the first session working on Tuesday, July 25, and volunteers working on site as early as Friday, July 21. Our new president, Terri Shaw, our new vice president, Ralph Flowers, and I shared the responsibilities of being project manager for this effort. The figures are not yet complete, but it does appear that we expended significantly more than 5,000 hours of skilled restoration work. A roster of volunteers is on page 10, and a photographic overview of the

The car repair crew working in the Chama yard during work session "A." Photograph by Art Nichols.



work sessions starts on page 6.

The purpose of this report is to present a brief summary of the work that was done. I will start in Antonito and work westbound and mention each of the projects by area:

See Friends at Work, page 4

Since the appearance of the C&TS Dispatch in 1988, the Fall issue has presented the accomplishments of the summer volunteer work sessions. In this issue, along with Bill Lock and Tom Cardin's overview of the work along the railroad, we present the roster of the volunteers, acknowledging their participation in the most important activity undertaken by the Friends, and indeed, the reason why we exist. At the same time we also recognize that each member,

whether they are at the work sessions or not, makes a vital contribution to the historic preservation of the railroad.

In addition to the overview of the work sessions, we are very pleased in this issue to begin a regular feature on historic preservation written by member Keith Hayes. Keith's first column in this series appears on page 13.

— the editor

C&TS Dispatch

Directors

1994-1996	1995-1997
Thomas Abbott	Howard Bunté
Roger Breeding	Wayne Freemark
Roger Briggs	James Herron
Ralph G. Flowers	William Lock
Craig Kumler	Warren Ringer
Arthur Nichols	Steven Schroeder
Drake Rice	Spencer Wilson
Theresa Shaw	
William Lock — Chairman of the Board	

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Vice President	Ralph G. Flowers
Treasurer	Robin Kumler
Secretary	James Herron
Editor	Arthur Nichols
Assistant Editor	Steven Schroeder

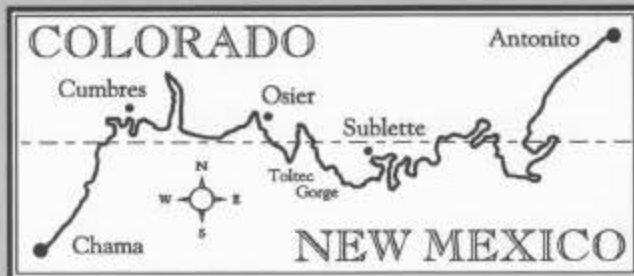
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The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado 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.

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 us in Albuquerque or call us at (505) 880-1311 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 1886
Denver & Rio Grande Railroad — 1886 to 1921
Denver & Rio Grande Western Railroad — 1921 to 1970
Cumbres & Toltec Scenic Railroad — 1970 to 1995

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PRESIDENT'S COLUMN

The Windy Point

William J. Lock's Retirement Speech to the Annual Meeting, July 28, 1995, Chama, New Mexico.

I could not be more pleased or proud to serve as President of the Friends of the Cumbres & Toltec Scenic Railroad. You have seen here tonight the kinds of restoration work that we have done and the very significant tradition of volunteerism that we have improved upon. The work of the Friends is truly awesome, from its publications program and marvelous newsletter to our work of interpretation of the railroad to the unbelievable magnitudes of construction

See Windy Point, page 3



Retiring president Bill Lock, incoming president Terri Shaw, and Steve Schroeder (holding plaque) at the annual meeting. Photograph by Tom Cardin. The inscription on the plaque presented to Bill reads:

William J. Lock

This replica of the 1903 builder's plate for K-27 locomotive 463 is presented to William J. Lock, founder of the Friends of the Cumbres & Toltec Scenic Railroad, in recognition of his devotion to the historic preservation of the Cumbres & Toltec Scenic Railroad.

Because of his vision, dedication, and sacrifice, William J. Lock is an exemplar for all who care for and cherish the railroad and its heritage.

*Presented this 28th day of July 1995
by
Friends of the Cumbres & Toltec Scenic Railroad, Inc.*

Director's Re-elected

Four hundred and eighty-five members returned their ballots for the election of directors. The following directors were re-elected to two-year terms (the number of votes for each candidate is also given). Howard Bunte, 483; Wayne Freemark, 483; James Herron, 477; William Lock, 483; Warren Ringer, 476; Steven Schroeder, 482; and Spencer Wilson, 484.

Thanks!

Thanks are owed to many for the success of this year's work sessions. We would like to

mention a few:

The management and employees of the C&TS for their assistance in transporting tools and materials to our worksites, providing work areas in the yards, moving cars into those locations, and for being such helpful and generous hosts to our activities;

Ponderosa True Value Hardware in Pagosa Springs for helping us obtain the lumber for the Cumbres Car Inspector's House project, mileposts, and whistleboards;

Quality Wood Products of Chama for specially milling the lumber for the sheep cars, boxcars, flat car, and gondola decking and the stockpens;

The Chama Valley Market for helping our food crew in so many ways, and for their

daily donation of ice and water and for donation of the cakes to our celebration of the twenty-fifth anniversary of the railroad;

Viva Vera's Mexican Kitchen in Chama for providing a meeting place and refreshments for our Board of Directors meeting;

Owners of End of the Rail Gifts for their assistance and hospitality to our

Antonito crew;

V&A Hardware and Pro Hardware of Chama as the source for the many odds and ends we had to purchase during the work sessions.

New Commissioners

Governor Gary Johnson of New Mexico has appointed new commissioners replacing Spencer Wilson and Carl Turner on the Cumbres & Toltec Scenic Railroad Commission. Medardo Sanchez, Jr., of the Chama area replaces Spencer Wilson, and Robert Lynn of Corrales replaces Carl Turner. Wilson served on the commission under two governors from 1988 to 1995, and Turner served from 1990 to 1995.

Railroad History Center

The Board of Directors at their March meeting in Colorado Springs, Colorado, decided not to renew the lease on the building in Chama which housed the Friends Railroad History Center. This decision was made in order to best utilize the resources of the organization. The center was closed and the lease assigned to member Bob Manthey-Zorn, who has opened the Trackage Emporium. Bob has dedicated a portion of his store to Friends information and merchandise. When you are in Chama, please stop by.



"Where's the 'B' End?" Can you tell from this photograph? Hint: the brake cylinder tells the story. For the answer read the article by Keith Hayes on page 11.

Windy Point

Continued from page 2

and maintenance that we do on the railroad.

In order for the Friends to be the organization that I truly want it to be, I think that it needs new blood in the office of the president. I wanted all of you to know that after a great deal of thought and prayer, I have decided not to run for re-election for president at the Board of Directors meeting on Sunday [July 30, 1995].

This is not anything new, as I had told the board at its meeting exactly two years ago that I would only serve two additional terms as president. In the meantime, the board has continued to mature and grow and has spent significant time planning for the transition that will now take place. I am pleased to announce that Vice President Terri Shaw has agreed to serve as President of the Friends of the Cumbres & Toltec Scenic Railroad, and I am confident that she will do an excellent job. Her dedication to the organization is in itself awesome, and especially because of her organizational skills I believe that Terri is the best person for the job at this time.

I want you to know that I remain fully committed in every respect to the future of this organization. I have just been re-elected to the Board of Directors and I will continue to be actively involved on it. The Friends office will still be located in my office building, and I will be able and willing to assist Terri whenever she asks for my help.

One of the reasons that I felt it best for someone else to serve as

president is that I plan on devoting more time to other matters of the Friends that need development. As president, I just did not have sufficient time for fund raising. In order to move into quality restoration that needs to take place in the future, significant additional monies will have to be raised, and I have pledged to the Board of Directors that I am willing to assist in that work.

Finally, it is my distinct pleasure tonight to inform all of you that the Friends is planning to build a facility here in Chama for the restoration of our world class narrow gauge collection. Acting upon our request, the Triad Committee, composed of the Friends, the Operator, and the Railroad Commission, favorably received our request for this facility, and the commission has subsequently approved in concept leasing a site for our car restoration facility south of the new engine house and east of the tracks. This facility will have an interior car repair area plus supporting facilities for our volunteers, and we expect that volunteers will be involved in constructing this building. I may be retiring as President of the Friends of the Cumbres & Toltec Scenic Railroad, but I am committed over the next few years to raise the money and participate in the planning to complete this important facility.

I hope that you will join me in welcoming Terri and thanking her for taking on what certainly is a most demanding job. Thank you from the bottom of my heart for your support, encouragement, friendship, and love. God bless you.

— **BILL LOCK**

Friends at Work

Continued from page 1

Antonito

CAR REPAIR. Car repair work was conducted on the 350-foot RIP (Repair in Place) track that had been installed by volunteers during 1994. Prior to this year's season, Kyle's track crew replaced the switch on the mainline that had been installed last year with a correctly aligned switch. Kyle crews brought five cars from Chama for this project, including a high-side gondola for a trash vehicle and a flat car for a material transportation vehicle. Our crews redecked flat car 6627 with correctly shiplapped rough sawn decking timber, which we had ordered and had sawed before the season (allowing it to dry). New stringers were also installed on this steel-frame flat car. Crews also replaced the doors and other parts on drop-bottom gondolas 728 and 787. Because the work went so well, the crew had time to work on some repairs to the hatches on the display refrigerator car (no. 166) on the Antonito display track. The crew also replaced a bad door on drop gondola 801 and applied a coat of linseed oil.

FORT KNOX. This cinder block building on the south side of the yard had been cleaned out during 1994 to make space available for our car repair effort. Prior to the work sessions, the Friends had contracted with a licensed electrical contractor from Antonito and had spent \$3,300 for a new electrical system inside the building that would handle a large, professional table saw. The Friends purchased a Delta table saw and had it shipped to Fort Knox. Immediately before the session, volunteers set up and tested the saw, which was used extensively during the work session and worked wonderfully for our purposes. This year the Fort Knox crew mostly worked with the car repair crew. They were able to transport almost intact two large sets of shelves that had been built last year in the Railroad History Center in Chama and set them up in Fort Knox. The crew also worked to inventory and conveniently display the supply of bolts and other materials that had been purchased for use in Fort Knox. All in all, the idea of an exterior wooden freight car repair facility at Fort Knox has worked extremely well. The Fort Knox and car repair crews got a special display of railroading during the filming of a commercial using engine 463 in the Antonito

yard [see Earl Knoob's column on page 14].

MILEPOSTS. The milepost crew went back to work after a year's hiatus and was able to install two new mileposts and paint several mileposts and other signs.

Sublette

LOG BUNKHOUSE. This crew was able to complete the painting of the log bunkhouse in the officially approved colors during the first work session. The off-white called "abandonment white" and lime-green called "abandonment green" (from the period 1940-1970) were applied to the log bunkhouse, which had been primed several years ago. The crew painted the plywood window coverings black, and they also painted the coal bunker with one coat on the entire structure and two coats on the roof. Next year the section house needs to be painted in the new color scheme, and generally the entire town looks excellent.

Osier

SECTION HOUSE. Crews worked both sessions on the roof of the section house. All of the old material that had been placed on the roof in 1994 was removed (we learned that the furring strips need to be screwed down rather than nailed in order to withstand the tremendous winds at Osier). After screwing down the furring strips, new, correctly sized cedar shingles were placed on the entire roof. The "A" crew started working on Sunday before the work session in order to get all of the shingles dipped in the preservative Penofin. A trash gondola and a flat car with the materials and equipment were brought to Osier by Kyle, and the job was completed. A small amount of additional survey work was done inside the section house so that the project for next year would be all ready to go (window work). The crew reported their desire to leave the 1970s porch in place until they had completed all work on the building because it provides a convenient staging area for roof work and also provides an excellent shelter and enclosed work area (although the porch will eventually be removed).

STATION. A fairly late addition to the projects list was the reconstruction of the Osier station roof. It was in extremely poor condition, and crew members immediately started tearing off the old roof and non-historic plywood decking. The rafters were rebuilt

where necessary and strengthened, and then new historically correct planking was nailed down. Volunteers completed putting the tar paper underlayment and the furring strips on the building by the end of the work sessions. Not many cedar shingles were applied, although all the shingles were dipped in preservative. Immediately after the work sessions, Commission Executive Director Leo Schmitz hired a local carpenter to complete the shingles so that the building would be winterized and the roof work basically completed. This is another good example of how the commission, the operator, and the Friends work together to accomplish important historic preservation projects.

Cumbres

CAR INSPECTOR'S HOUSE. Volunteers saved this structure from collapse several years ago by installing a new roof and interior bracing. This year the foundation of the building was replaced — a major project. The project started with the removal of the front porch, and then the securing of the interior. The various sections of the foundation were dug out by hand after sufficient stability was brought to the adjoining members. Almost every 2x4 stud in the building had to be sistered with a new upright because of severe decay. A new bottom sill plate was manufactured and placed on a treated wooden 10" by 10" foundation. This process started on the east side of the building and then went all the way around the building during the first work session.

During the second work session, a plastic film was laid down up against the foundation and the dirt was backfilled to its original grade, the plastic being laid for the purpose of protecting the foundation as much as possible from moisture. A backhoe was brought in and the area leveled. The chain link fence installed by the commission in 1988 to prevent people from being injured in the event that the building collapsed was no longer necessary and it was removed.

The crew then reattached the porch and proceeded to fit doors on all of the door openings and plywood window coverings in all of the window openings. The outside bottom of the foundation received a 1" by 12" trim, which was painted to match the rest of the building, and the plywood on the windows was painted black, again to simulate glass. Window panes and even curtains were painted on by the creative volunteers, so

that the house gives the appearance of being lived in at this time.

While some permanent lifting of the southeast corner of the building was accomplished, the building had still settled greatly over the years and we were not able to bring it back to its original position. Despite that, the building interior could be regraded and leveled to make it habitable, a goal never even dreamed of six years ago when this project was started. In the process of jacking up the building and installing the new foundation, the building did shift sufficiently so that the chimney in the center of the building cracked and shifted a few inches, although it still seems securely positioned. All in all, this project has to be one of the highlights of the work session.

Chama

SHEEP CARS. Major work continued on the sheep cars that the Friends acquired in 1992. New roofs and roof walks (with saddles made in the off-season by Frank Burton) were installed on three cars. All three roofs were prime painted with an oil-based primer and at least one had an additional coat of black paint. New doors were also installed on two cars. Also, two cars were painted and except for lettering, these cars are now cosmetically complete.

SHORT REFRIGERATOR CAR. Work continued on short reefer 55 during work session "A." The Denver members of this continuing crew purchased various steel parts during the off-season and began formulating those to re-create the historic configuration of the undercarriage. The crew worked with some of these parts during the work session and was able to make progress on many of the preparatory details for installing the new undercarriage. Much work needs to be done on this car in future work sessions.

STOCK PENS. During work session "B," additional major work was completed on the stock pens. A significant quantity of materials was ordered in advance of the work session and some of this material was installed. However, in the process of installing this material, the crew noted the significant deterioration on the foundation of the stock pens, in particular the wood portions of the pens which touched the ground. The crew found it necessary to replace many of these sections in order to prepare for future work.

CAR REPAIR. What started out as a small crew to replace the roof walk on a boxcar turned into a larger crew responsible for several projects. The crew replaced the roof walk and saddles on the boxcar (3231) used to store lumber for the Friends. In addition, it totally rehabilitated the old Osier toilet

car. The crew fixed numerous holes in the roof from the vents from the old toilets by making sheet metal plugs and then securing and sealing them. The crew also cleaned out the interior of the car, repaired holes in the floor, and laid a plywood deck, making this car suitable for the storage of tools and equipment. (This car was dedicated to the use of the Friends by the commission and the operator prior to the work session.)

The car repair crew did many minor items of carpentry to enable the painting crew to paint these two cars. In addition, the crew made emergency repairs on the roofs of two maintenance-of-way cars, which had lost their roofs because of high winds and deteriorating conditions. The crew placed a tar paper covering over the car with strips to hold it down. There was a mini-work session in September to reroof these two cars with the proper replacement rolled roofing, thereby protecting them from the winter weather.

SURVEY. This year's survey activity was primarily geared towards working on the passenger cars in our inventory. The crew photographed and measured several cars, and they will be preparing detailed drawings of these cars during the coming year.

CHRONICLING. The four major sites along the railroad had chroniclers again this year. Even the smaller sites had people trained in chronicling to make sure that the work of the volunteers was fully documented. These people were trained prior to the work sessions, and they will be preparing their reports in the months ahead. Previous notebooks of photographs taken by the chroniclers were in high demand during the work sessions. Using these notebooks, the volunteers were able to check on the prior condition of various equipment and buildings to ensure that all of the features were duplicated with the highest degree of historical accuracy possible.

FOOD PREPARATION. A full crew worked on food preparation at both work sessions. The crew made nourishing lunches for all six of the regularly scheduled work days, and also produced a magnificent steak dinner at Tom and Mary Cardin's house. The crew also arranged for the chicken dinner at the High Country Restaurant on Friday night and the box lunches that were prepared for the train on Saturday. The crew did a terrific job in making sure that volunteers all along the railroad line had their lunches (an even more difficult job as we were switching crew members around during the second work session).

TOOL CAR. The tool car remains an important fixture of our work sessions. The tool car crew makes sure that volunteers have

safety equipment and the materials they need. We expanded the function of the tool car this year to include work at our Albuquerque storage locker and the loading of material prior to the work sessions (the logistics of coordinating material purchases and deliveries has become very significant). In addition, volunteers went to the railroad in September to inventory equipment and supplies in preparation for next season.

MILL WORK. An important crew in getting the job done and getting it done safely has become the mill work crew. This crew of experienced sawyers operates the Chama table saw and does all kind of miscellaneous wood projects for volunteers as various pieces are needed in restoration projects. Because of the addition of the large new saw in Antonito (and volunteers there to operate that saw), the mill work crew was able to be flexible in doing many more projects around the Chama yard and took orders for various wood pieces from the outlying sites as well.

REGISTRATION AND PHOTO/VIDEO. In order to make sure that all the volunteers were properly registered, a hard-working volunteer was dedicated full time to the job of registration and greeting visitors to the railroad yard. Other volunteers worked during both work sessions to photograph each volunteer and in addition to photograph the various projects with video. An off-season project again this year will be the production of a 1995 video for the work sessions.

CAR PAINTING. For the first time in several years, we had an organized team doing car painting. In fact, this good sized team did a large number of car painting projects. The cars were cleaned and scrapped prior to spray painting with the air-operated equipment that the Friends now owns. Three drop-bottom gondolas and one flat car were painted during the first work session and two boxcars and two stock cars were painted during the second session.

LETTERING. Car lettering crews worked both work sessions in the Chama yard, following up on the cars that had been painted by the car painting crew. Eight cars were lettered in the historically correct lettering scheme. The stock cars that were painted need to be lettered carefully for the future to follow the diverse lettering formats that were present on them when they were brought back to the railroad. Another important job done by the lettering crew this year was to nail metal house-type numerals to the undersills of almost every railroad car in the collection. These permanent numbers will help in identifying cars when otherwise the lettering schemes have become lost.

Projects '95

Friends at Work

Photographs by Tom Cardin



Under the big blue tarp at Antonito, removing old decking from flat car 6627.



Osier crew installing tar paper underlayment and furring strips on station roof (foreground) and shingling the section house roof.

When the roofing crew at Osier tired of climbing down to restart the air compressor that powered their staple guns and brought it up on the porch roof, they discovered it liked that location much better and ran perfectly from then on.



Osier crew dining under the 1970s porch roof of the section house.



Shingles for the Osier section house roof drying in the sun after being treated with preservative.



Priming the bottom trim for the car inspector's house at Cumbres.



Car inspector's house — note curtains in the windows.

A volunteer encountering two Finnish university students sent them to a nearby restaurant to find some board members at dinner, where they talked exuberantly about the C&TS and their own volunteer owned and operated Jokioinen Railway and Narrow Gauge (750 mm) Museum in Jokioinen, Finland. They had brought booklets, brochures, and postcards illustrating the Finnish narrow gauge railways, which they presented from their organization to ours.



The view most persons get of the crew working on short reefer 55.



Engine 484 passing the stock pens at the wye in Chama.



The survey crew at work on car 053.



The kitchen crew back home in the boxcar.

Volunteers Joan and David Sands set up their 10" Meade LX200 telescope for fellow campers to explore the night sky. Those present enjoyed seeing the Earth's moon and Jupiter and four of its moons. Unfortunately the cloudy skies did not cooperate in making it possible to see other wondrous sights that Dave had hoped to show us.



The painting crew all masked and ready to remove old paint and re-paint the gondolas.



Registering volunteers for work session "A."



Applying stencils on a gondola in the Chama yards.



Steak fry at Tom and Mary Cardin's home in Chama. Their new Bed and Breakfast, Cardin's Crossing, will be open year round.



Sales table at the annual meeting in the Chama Valley School gymnasium.

Volunteers working in the Chama yards had many occasions to explain our program to visitors to the yards and report they had many compliments. Our volunteers were also good recruiters, signing up new members at every opportunity. New members included two from Germany and one from Switzerland.



Winners of the "longest distance traveled to the work sessions award" are Pat and Terry Boardman of Balgoolah, New South Wales, Australia. They are volunteers on the Zig-Zag Railroad back home, and Terry is the secretary of the Australian Railway Historical Society.

In a Town Without Trains

How do the young there ever learn
 To dream journeys to faraway places,
 Without rails that pair side by side
 Desire and distance, point the arrow
 Across wide horizons, carry them wayfaring
 With every train whistle played on the night?
 The town has no length; it is only
 A circle closed in on itself, a cluster
 Of safe village streets and no level crossings.
 The corner lights say WAIT-WALK,
 WAIT-WALK,

But no signals say dare to ride farther
 Than country roads; where the rails run
 Are the great cities, great stations,
 Great expectations of a work to be done.
 Without trains, the town holds no sound
 Of going; the young grow old without yearning.

—Nancy G. Westerfield

*Reprinted from The Christian Science Monitor, April 1, 1994,
 with permission from the author.*

Volunteer Roster—1995 Work Sessions, July 26–28 and July 31–August 2

The following dedicated volunteers participated in the 1995 work sessions.

A — Work Session "A"
B — Work Session "B"

* — Crew Leader

All Sites

Projects Managers:
Ralph G. Flowers, B
Bill Lock, A, B
Terri Shaw, A, B

Antonito

Site Leader:
Drake Rice, A, B

Car Re-decking:
Isabell Abbott, A
Tom Abbott, A
Barbara Emery-Geiger, A
Wayne Freeark, B
Tom Garland, B
Doug Geiger, A
Gail Gish, B
Bill Kepner, B
Jim Laycock, A, B
Sam March, A
Ed Mouritsen, A
Bob Mundis, B
* Drake Rice, A, B
Ken Rice, A, B
Warren Ringer, A
George Swain, B

Fort Knox:
Justin Freeark, A
* Wayne Freeark, A

Chronicler:
Andrew Dickard, A, B

Mileposts:
Jim Gross, A
Dianna McGuinness, A
Nancy Nardella, A
* Cal Smith, A
James Smith, A
Peter Smith, A
Robin Smith, A

Chronicler:
Jim Gross, A

Chama

Site Leader:
Ralph G. Flowers, A, B

Administration:
Bill Lock, A, B

Car Lettering:
Casey Brooks, B
* Richard Caldwell, A, B*
Ann Davis, A
Bob Goldasich, B
Jo Goldasich, B
Robin Kumler, A
John Lock, A
* Art Nichols, A
Jessica Ratliff-Klas, B
Kirk Rohrig, A
Diane Vos, A

Car Painting:
Janice Aasen, A
George Berkstresser, A
Pat Boardman, A
Terry Boardman, A
Andy Bruce, B
Kevin Bruce, B
Norman Bruce, B
Geoffrey Gordon, A
Curtis Hixon, A
John Kinsey, A
Susan LeMmon, A
Jeff Osborne, A
* Art Randall, A, B*
* Marvin Sandmire, A
Dudley Thomas, B
Paula Thomas, B
Bob Tully, B

Chroniclers:
Glenn Hall, B
Bob Hayes, A
Frank Maly, B
Joan Sands, A, B
* Terri Shaw, A, B
Orion Steen, A

Food Preparation:
Doris Akers, A
Rhonda Biggs, A
* Mary Cardin, A, B
Nancy Gordon, A, B
Christ A Kinsey, A
Martha Mackey, B
Mary Metzler, A
Fred Rice, A
Nancy Rice, A

Dorothy Sandmire, A
Tilly Thomas, B
Mona Tully, B
Bill Weinrod, B

Loading/Unloading:
Roger Briggs, A, B
Jim Davis, A
Ralph A. Flowers, A
Ralph G. Flowers, A, B
Wade Hall, A*
Don Metzler, A, B
Tim Olson, A, B
David Sands, A, B

Mill Work:
Al Dross, A, B
David Sands, A, B
* Roger Briggs, A, B

Photo/Video
Documentation:
Tom Cardin, A, B
Rodney Guggenheim, B
Les Jarrett, B
Dave Vos, A

Registration:
Howard Bunté, A, B

Box Cars:
Howard Bunté, A, B
Kevin Corwin, A
* Ralph G. Flowers, A
Philip McDonald, A
Malcolm Merrihew, A, B
Robert Rosenberger, A
Al Smucker, B
Frank Smucker, A, B
Josh Smucker, B

Sheep Cars:
Scott Ast, B
* Roy Blizzard, A, B
Dennis Chiles, B
Kevin Cook, A
Ralph A. Flowers, A
Tony Kassin, A, B
Craig Kumler, A
John Scott, A

30-Ft. Reefer:
Andy Dahm, A
Matt Jameson, A
Jay Samuels, A
Wendy Wham, A
* Randy Worwag, A

Stock Pens:
George Berkstresser, B
Don Bush, B
Geoffrey Gordon, B
* Malcolm Mackey, B
Ed Mouritsen, B
Jack Schuh, B
* Fred Springer, B

Survey, Historic
Coaches:
* Keith Hayes, A
Rick Newgard, A
Lee Ritterbush, A, B
Karen Rosen, A
Judith Rosenberger, A
Dick Smith, A
Bob Snider, A

Tool Car:
Guy Combe, B
Chuck Emery, A
Gordon Forbes, A
* Don Metzler, A, B*
* Bob Seller, A

Cumbres

Site Leader:
Bob Ground, A, B

Car Inspector's House:
Bob Akers, A
Don Biggs, A
Noreen Breeding, A, B
Roger Breeding, A, B
Jim Davis, A
John DeRosa, A
David Ferro, A
Blake Forbes, A
Carol Anne Freeman, B
* Bob Ground, A, B
Al Judd, A
Steve Kells, A
Amy Mahony, A
Christopher Mahony, A
Kip Merker, A, B
Tim Mower, B
Tim Olson, A, B
Jim Paules, B
Don Smith, A
Dick Sons, A
Bill Stone, B
Nicholas Wilson, B

Chroniclers:
Brian Svihart, B
Ed Walton, A

Osier

Site Leader:
Ted Norcross

Section House Roofing:
Gene Balderston, A
Kirk Binning, A, B
Charles DeWitt, B
David Hamilton, A, B
Louis Hazlewood, A
Emmanuel Lopez, A, B
Bill Nimon, A, B
Kyle Norcross, A, B
Stacia Norcross, A
* Ted Norcross, A, B
Aimee Ott, A, B
Michael Pacheco, A, B
Jason Rupley, A, B
John Rupley, A
Maria Rupley, A, B
Jim Titsworth, A
Rudy Titsworth, A

Chroniclers:
Joyce Shostrom, A, B
Keith Shostrom, A, B

Sublette

Site Leader:
Jim Herron, A

Log Bunkhouse
Painting:
Doug Christensen, A
Charles DeWitt, A
* Jim Herron, A
Jacquelyn Hirsch, A
Roland Hirsch, A

Chroniclers:
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Roland Hirsch, A

We have carefully checked our records in compiling this listing. If there are any errors please contact the Friends office at (505) 880-1311.

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Where's the "B" End?

by Keith E. Hayes

During the work sessions this summer, the number-one question I heard was "how can I tell which end is the 'B' end of a gondola?" Railroad cars move about, so there is no north or south to the equipment. Instead, railroads (or modelers) have established a means of identifying parts of the rolling stock based on the braking hardware.

Every freight car has a brake wheel, and the end of the car with a brake wheel is designated the "B" end. The opposite end is

"A." According to member Rick Newgard, if you stand facing the "B" end, then the side to the right is the right side of the car and vice versa.

Guess what? Some equipment, notably passenger cars and cabooses, have two brake wheels — what to do? This requires getting down on all fours and looking under the car. In the middle of the car is the brake cylinder, a bolted-together cylindrical affair with a projection on one end with a rod and clevis sticking out. This rod end points to the "B" end of the car; you can verify this on

a boxcar with only one brake wheel. On freight cars, an air reservoir is bolted to the "A" end of the brake cylinder; on passenger cars this is often mounted to the underside of the car away from the cylinder (see the photograph on page 3).

The clevis is attached to a series of floating rods and linkages, bolted to the car at key fixed points, which operate the brakes. It looks complex but is quite ingenious and based on simple physics: push and pull. Next time you are in Chama or Antonito, look under a boxcar on display and check it out!

THE MODELER'S COLUMN: NO. 3

by Ed "Boomer" Walton

Ed has been a volunteer at the summer work sessions for many years. His column on model railroading is a regular feature in the C&TS Dispatch.

I hope that my column in the last issue stimulated everyone's imagination and thinking about modeling some portion of the C&TS. In future articles we will periodically return to "vision" land, but in this issue we will experience a reality check — the results of the survey that was distributed in the Spring 1995 issue.

I sincerely thank all of you who responded. Just as the Friends of the Cumbres & Toltec Scenic Railroad is composed of a wide variety of people with great diversity of interests, so are those from our large group who responded to the survey. The number of responses was most gratifying: fifty-five from three countries. In the spirit of good humor and jest, the "Tie Me Wallaby Down Sport" award goes to Greg Pepperell of Dingley, Victoria, Australia, for his reply. Thanks Greg. The "Closer To Home" award goes to Michael Taylor of Hamilton, Ontario, Canada, for his response. Thanks Michael. Responses came from throughout the U.S., as shown on the accompanying map.

Beginning with the Spring 1996 issue of the *Dispatch*, this column will have a new name — "From the Modeler's Viewpoint." Several write-in candidates were sent in, including "The Narrow Minded Modeler," but "From the Modeler's Viewpoint" was the first choice.

Second, the variations in scale preference in our survey were tremendous. As I expected based upon some years of modeling experience, HO is the leading scale, but larger scales are also very popular. Russell Patterson really summed up everyone's feelings when he commented that he preferred 12 inches to the foot when at the campground (in Chama). Unfortunately, 1:1 modeling is not always possible, although highly desirable, and space constraints in the *Dispatch* being what they are, any scale drawings that may be published will be done either in HO or N scale (expansion or reduction of drawings should not pose too much of a problem). Steve McKee suggested that any drawings published should include at least two different angles (views) marked in prototype dimensions. Photographs of the same view(s) should also be supplied, if possible. He went on to comment that any commercial products used should be documented with manufacturer's name(s), parts numbers, etc. Please try to avoid the source of a key part as being from the "scratch box." Good points Steve, "Thanks!" We'll do that AMAP (as much as possible). Please remember that in modeling work, details are extremely important.

Third, all the topics listed for modeling project ideas were of interest to many persons. Buildings/structures tied with motive power as having the most interest. These were closely followed by bridges/trestles (yes!) and freight/MOW cars and equipment. Then came track/right-of-way, ca-

booses, scenery, passenger cars, and tank cars. Other suggestions included operations, layout design, and logging railroads.

Fourth, the most favored modeling technique is the use of kits, followed by scratch building, and finally kit bashing.

Fifth, photographs or drawing submissions almost split down the middle between "yes" and "no": twenty-eight persons have items to share in this column and twenty-seven do not have items to share. Drawings and photographs are welcome. I would like to encourage all of you to try photographing and measuring something that is plain and straightforward. Free-hand doodle a set of drawings and mark them with the dimensions. Make an experimental model from old (or new if you like) card stock or file folder material. This will help you get the "bugs" out of your project. Then later make a model of your work out of balsa, basswood, styrene, or other suitable material. Please make a record of what you did step-by-step and include any assembly problem(s) you encountered plus their solutions. Write up what you did and send it to me for a future article in this column. We all would benefit from your experience.

Sixth, most respondents preferred to build modules and dioramas for home or local use, although some persons did express an interest in setting up a display in conjunction with the Friends Annual Meeting. Such a display would be ambitious and logistically difficult, but it certainly would add an interesting dimension to our meeting. Chama was followed by Antonito and Osier as favored sites to model. To those who are interested in setting up a display of some type, please let me know your thoughts and ideas; I would like to pursue them with you. Write to me at 3200 Fox Hill Rd., St. Charles, MO 63301-0010. I will be looking forward to hearing from you.

In conclusion, the response to our survey was most interesting. I have all responses on file and as time permits, I will be referring to them for memory refreshment and possible personal contact in the future. None of the surveys will be released to any outside agencies. Thank you again for your response. To those who took extra time to make additional comments, special thanks go to you. Until next time ...

... 3' > 4' 8½" (I love 'em both.)



Number of responses from the United States to the modeling survey appearing in the Spring 1995 issue.

PRESERVATION PERSPECTIVE: NO. 1

by Keith E. Hayes — AIA

Keith is a member of the Friends and a licensed architect practicing in Denver, Colorado. "Preservation Perspective" will be a regular feature in the C&TS Dispatch.

Definitions in Preservation

If you attended the work sessions, you received a list of preservation principles with your registration materials in the form of a condensed version of the Secretary of the Interior's "Guidelines for Rehabilitating Historic Buildings." The guidelines mention steps in the preservation process, including protection, maintenance, repair, replication, alterations, and additions. Also used and implied are the terms preservation, restoration, and rehabilitation. Often I see these words used interchangeably when, in fact, each refers to a specific aspect of preservation. Even in preservation circles, these words may be confused as the author becomes careless or presumes to write for an audience well-schooled in the field.

For my definitions, I turned to a standard text on architectural preservation, *Historic Preservation* by James Marston Fitch (McGraw Hill, 1982). Check your local library for this book if you would like more information. While the definitions are slanted toward buildings, I think they apply to boxcars as well — boxcars are just little buildings which move! Also keep a dictionary handy for some of the lingo-istic words which follow.

Broadly defined, *rehabilitation* means to restore to an operable or sound condition. Locomotive 463 was rehabilitated.

Preservation implies the maintenance of an object in the same physical condition as when it was received by the curatorial agency. Nothing is added to or subtracted from the aesthetic corpus of the artifact. Any intervention necessary to preserve its physical integrity (protection against fire, theft, or intrusion; heating; cooling; lighting) are to be cosmetically unobtrusive. Several years ago, the Friends worked on derrick OP to preserve its physical condition.

Restoration describes the process of returning the artifact to the physical condition in which it would have been at some previous stage of its morphological development. The buildings at Sublette, New Mexico, have been repainted in a color scheme representative of the D&RGW paint scheme used during the period of abandonment.

Conservation and *consolidation* involve physical intervention in the actual fabric of the object to ensure its continued structural integrity. For several years now, a crew led by Randy Worwag has been hard at work on 30-foot refrigerator car 55. Each summer the group carefully disassembles part of the car, investigates the extent of damage, and meticulously crafts new wood replacement parts in a railroad-like manner. The intent is to return the car to operation.

While a *prototype* is an original form which serves as a basis on which later stages are based or judged, a *replica* is a copy or reproduction; a *facsimile* is an exact copy or reproduction. No two objects on the C&TS are quite the same and D&RGW cabooses are typical. Caboose 0503 can be considered a prototype on which caboose replica 0306 is based. Caboose 0306 is not a facsimile of 0503, however: 0306 is much more comfortable!

Adaptive use involves saving a structure by adapting it to the needs of the new tenants. Many boxcars were adapted into passenger cars in the early history of the C&TS.

Reconstruction describes the re-creation of vanished buildings on their original site; rebuilding the snow shed at Cumbres is one example.

I hope this helps to clarify some often confusing terms. You can see from the examples that the Friends has embarked on a wide range of preservation and rehabilitation projects, and often the projects encompass several definitions. Inherent in every project is a series of decisions about the condition of the existing materials and how best to maintain and preserve them. I will expand on these issues in a future column. Please feel free to write me in care of the editor and share your thoughts on these issues.

COMMISSION REPORT

by Leo Schmitz — Executive Director
Cumbres & Toltec Scenic Railroad Commission

JUNE 23, 1995, CHAMA, NEW MEXICO. General Manager Joe Vigil reported that the 1995 season had a tough start. The heavy snows in April and a cool spring increased the snowpack, resulting in slides that had to be cleared by the rotary snowplow and then a bulldozer when the rotary broke down. It took the crews eight days to open the line from Chama to Osier [see the Summer issue]. The water line at Cumbres had been broken by a contractor working for the Forest Service. Railroad employees restored water to the tank by laying a temporary line on top of the snow. Trains ran on schedule opening day, but the buses were canceled because of snow on the highway.

Regarding the rotary snowplow OY, it has seen much use and tough service over the past five years. There is a broken cylinder head and a broken axle. Chief Mechanical Officer John Bush will prepare a series of proposals for the levels of work and costs involved for the rehabilitation of OY. The rotary is the most economical way to clear the tracks of snow.

The Chama water tank project has been completed. The total cost was \$151,436 — Colorado and New Mexico each contributed \$32,870, and the commission contributed \$85,696.

The commissioners approved the proposed agreement among the commission, Kyle Railways, and the Friends for use of Ft. Knox and the spur track in Antonito. The commissioners also discussed the various site options for the proposed Friends car restoration facility and accepted the recommendation of the TRIAD Committee [commission, operator, and Friends] of site no. 1 (east and near the engine house, adjacent to the Chama yard). The Friends will continue to study this site and report back to the commission with more details.

The commission has received a request from a property owner at the Colorado state line in Archuleta County to build a road across the railroad tracks near Cresco, within thirty feet of the telegraph booth. Superintendent of Operations Earl Knoob pointed out that there is poor visibility at this location; trees and the embankment obstruct the view of the tracks from the road. The property owner will be asked to submit a written proposal to the commission before the legal questions are reviewed with the Colorado Attorney General's Office and the historic preservation implications are reviewed by the Colorado and the New Mexico Historic Preservation Offices.

The commissioners commended Kyle Railways for installing a new public address system in the Chama coaches.

NARROW GAUGE NEAR AND FAR: NO. 3

by Earl Knoob

Earl is Superintendent of Operations, Cumbres & Toltec Scenic Railroad. His column appears regularly in the C&TS Dispatch. It is intended as a clearing house for information on the various narrow gauge operations (and a few wide gauge ones, too) around the country. Send your questions and comments directly to Earl in Chama or in care of the editor.

You know, the biggest problem with being in this business is that I get so tied up and busy keeping things running here all summer I tend to move in a vacuum and ignore what is happening in the rest of the world. So, this column will tend to be more narrow gauge than is "near" than "far."

Filming a TV Commercial

In the middle of July, the railroad was approached by a production company to film a TV commercial for a British candy company. They wanted a "third world country immigrant train," and they said our old boxcar coaches were perfect (I'm not sure if we should be insulted or not). Because I didn't hear back from them for several days, I figured this was another of many "movie nibbles" we get. Well, they suddenly appeared again wanting to film the last week of July, about a week away. They had changed their plans and wanted to base the train in Antonito instead of in Chama, which added a deadhead move each way across the railroad. To add additional excitement, the Friends work session was in the middle of all this, and the entire train had to be back in Chama Friday for the Friends fan trip on Saturday.

On Monday morning, July 24, Extra 463 East left Chama at 9:45 with eight boxcar coaches and the Hinman coach. Three more boxcar coaches followed on the regular train the next day. We had to leave them behind on the 24th because the train would be over tonnage for 463. After meeting train no.1 at Osier, 463 proceeded to Antonito, arriving at 3:16 PM.

Tuesday was an "off day" for the train as the TV crew dressed the cars for the filming. Wednesday was spent filming in the Antonito yard. Thursday morning was spent again filming in Antonito, and about 2:00 PM. we left to film on the line enroute to Big Horn. We met train no.4 at Lava with 463 backing the train into the balloon track, where I got to experience another "little engine with a big heart story." The loop track is REAL steep. It looks about 6 percent but is probably closer to 4 percent. Nonetheless 463 — with a little help from hand sanding the track — walked that 11-car, 190-ton train out of that rusty, weed grown track without a whole lot of fuss. By the way, 463 is rated for 183 tons on a 4 percent grade. The train then proceeded to Big Horn, where we turned and came back to Antonito.

Friday morning was spent shooting between Antonito and Lava. We met no.1 at Lava, but this time we backed into the lower end of the loop, where we could get a downhill run into it, and rolled back onto the main — a process we should have done the previous day. The train returned to Antonito at about 1:30 PM. After a brief flurry of switching, X463West departed Antonito for Chama at 1:50, meeting train no. 4 at Big Horn. The TV crew moved into the Hinman to shoot some interior shots, and I stayed in Antonito to baby-sit the crew, who were still going strong at 10:30 that night, at which time I gave up, told them they were on their own, and went home. Unfortunately, this was the night of the twenty-fifth birthday party for the railroad, which I missed.

Durango & Silverton

Over on the "Silverton Branch," they managed to get through the heavy part of their season running five trains a day with four engines (the first Silverton train consist is used for the afternoon Cascade train), which is an amazing feat. Engines 473, 476, 478, and 482 had the wheels run off them all summer. No. 480 came into service in early August, just in time for the schedule to slow down; 481 isn't due out until early 1996.

In other news from Durango, the little engine *Eureka* is scheduled to make another appearance later this month (unfortunately, it will be gone by the time you read this — sorry, I found out for certain a couple of days ago). It is scheduled to be there from September 22 through October 3.

Bridges

Over to the west in Dulce, the Jicarilla Apache Tribe is proceeding with plans to improve the road on the railroad grade through Navajo Canyon. For a brief period, it was feared that the water tank and bridge at Navajo siding would be destroyed in the name of progress; however, at the last minute the tribe decided to build around the tank and bridge to preserve them. It looks as though the big rock that 492 smacked years ago will vanish.

On a happier note, I have been talking to a group over toward Durango who are trying to have the bridge over the Florida River declared a historic landmark, with hope that the other remaining bridges between Chama and Durango will follow. The result of the conversation is that I acquired a list (courtesy Andy Dahm at the Colorado Railroad Museum) showing all the steel bridges on the narrow gauge, when they were built, and where they were moved from. For example, the two spans across the Chama River were originally built in 1888 for use on the North Fork Branch up near Delta at mile post 380. They were moved down here and set up in 1924. Also included in the list is the fact that the center steel section of the Willow Creek bridge came from the Colorado Midland.

Colorado Midland

Speaking of Colorado Midland, it was the first standard gauge road to cross the Rockies and was the main reason the D&RG started to standard gauge its lines. I managed to get away a couple of times this summer to explore some of the remains of this road. There are many places where the grade is very visible and can be driven between Colorado Springs and Basalt, including the famous climb over the Continental Divide at Hagerman Pass west of Leadville. It was an incredible road with many miles of 3 percent grade and sharp curves. It looks more like a narrow gauge line than a standard gauge one. To think they ran full-size Pullman cars boggles the mind.

Twenty-five Years Ago

At the time I write this, we are celebrating the twenty-fifth anniversary of the first operations on the C&TS. On September 1, 1970, the first string of equipment arrived in Antonito, and the day was spent firing up 483. On the morning of the 2nd, engine 483 bravely stormed out of Antonito with about a third of the string, stalling repeatedly on the weedy, rusty track and leaving more cars and dead engines behind. After dropping all of the train except for

See Narrow Gauge Near and Far, page 15

LETTERS

Send your letters to the editor at 1307 45th Street, Los Alamos, NM 87544.

"SEEMED A MIRACLE"

Would have liked to attend the July 28 [annual meeting] doings but not possible account of other events here. Hope however you had good attendance, good weather, and am sure Ernie Robart put on a good show.

In some ways it doesn't seem that long ago that I watched the equipment arriving at Antonito and also got Ernie a stepladder and some other supplies as he was attempting to letter the engine when it first steamed up. It seemed a miracle that the line was to survive. In the ten years I lived at Alamosa it seemed abandonment was just getting closer and closer.

Have enjoyed reading of the Friends accomplishments and hope when in Colorado this fall that I will get a chance to look it over and go for a trip again.

*Bob Richardson
Bellefonte, PA*

CLARIFICATION

Your acknowledgment of our donation to the Friends as reported in your last newsletter [Spring 1995, p. 11] needs further clarification. The \$2,000 donation was made to you by the members of the Denver Garden Railway Society after our club hosted the 10th National Garden Railway Convention here in Denver last summer. Because of the laudable work that Friends does for the C&TS, we made the monetary donation after our successful convention.

In the newsletter you acknowledged the donation as being made by the National Garden Railway Association, but it should have

stated that it was made by the Denver Garden Railway Society. Could you please include this clarification in the next newsletter.

*Tom Simco
Littleton, CO*

"OUTSTANDING"

I just received the Volume 8, Number 1 issue of the *C&TS Dispatch*, and I had to tell you what a great issue it is! Earl Knoob's "The History of 463" is outstanding and the addition of the modeling column is good too. ... I cannot imagine anyone minding one less issue to get the quality of four issues like the

Spring 1995 one.

*William L. Weinrod
Albuquerque, NM*

MOONLIGHT TRAIN

The Moonlight ride was the best ever! The weather was perfect, a balmy night. The food was delicious, just right. The people were friendly, everyone happy. Thanks to everyone who helped to make it such a fun event.

*Goldie Buckner
Albuquerque, NM*



The Osier staff had the steaks on the grills when the Moonlight Train passengers arrived from Chama, July 8, 1995. Photograph by Goldie Buckner.

Narrow Gauge Near and Far

Continued from page 14

one gondola and shoving two gondolas of ballast ahead, the crew made it to Big Horn, where the cars ahead were left. They then returned to the cars left on the line and dragged them to Lava. On the 3rd and 4th they continued to move equipment west, and on the night of the 4th they tied up at Cumbres in the middle of a huge rainstorm. The 5th was spent resting as the rain continued to fall. (This monster storm washed out a portion of the Silverton Branch and suspended service there for the remainder of the season.) On September 6, engineer Ben Greathouse eased the 483 and a short train down the 4 percent grade into Chama, the first train in Chama since December of 1968.

Other History Lessons

Forty-five years ago this summer (1950) the D&RGW was holding hearings to discontinue the San Juan between Alamosa and Durango while the Silverton with its newly repainted (in "Grande Gold") train was setting new records in passenger counts. Engine 473 was also painted in the yellow paint job and sported a fake diamond stack and oil headlight. Forty years ago (1955) the old main line over Marshall Pass was rapidly becoming history as the scrap train pulled by 480 slowly worked its way toward Salida from Gunnison. While over in Alamosa, another round of pipe business was keeping the line over Cumbres busier than it had ever been before.



On Saturday, July 29, 1995, Friends special train "Freight Train to Toltec" has taken the siding at Toltec to allow the westbound Antonito train to pass on the main. The Friends special had many historic freight cars restored by volunteers over the years. Also included in the consist were two tank cars brought back from Alaska by the Friends. K-27 engine 463 powered the train on a great day for railroading. Photograph by Tom Cardin.



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