



C&TS Dispatch

Vol. 9 No. 4

WINTER 1996

1996 Historic Preservation

The Volunteer Work Sessions



The teams at Osier replaced all seventeen windows of the section house with historically correct units. These wood windows, commonly described as Durango style with eight individual glass panes, are double hung. Each window was also equipped with a storm shutter overlay that contains eight metal panels. The replacement doors look original but are of standard steel construction. They were chosen so that in the event of vandalism they could easily be replaced. Almost all of the missing siding and trim as well as all soffit trim was installed. The addition on the water tank side of the building was completely removed and scrapped. The interior was completely stripped of all nonoriginal or unnecessary walls, Sheetrock, wiring, and plumbing;

planning began on material needs for the interior restoration of the building.

Because the soffit under the roof overhang of the station building was nonexistent, a new soffit was installed. All of the exterior wooden shutters were rebuilt and reinforced to help protect against vandalism. The fascia areas and the roofs of the station and section house were sprayed with two coats of paint. Future work will include the installation of windows and doors, as well as concrete and grounds work. Materials for the work at Osier were obtained with Colorado gaming funds for historic preservation. Photos by Tom Cardin except where noted. See Work Sessions, page 4 ➔

Change of Operators Commission Selects Cape Cod Railroad

On December 1, operation of the Cumbres & Toltec Scenic Railroad passed from Kyle Railways, Inc., to George Bartholomew, operator of the Cape Cod Railroad.

In giving notice this fall that Kyle Railways would not be back to operate the railroad for the 1997 season, President Lynn Cecil cited two reasons for this action. First, by the end of 1996 Cecil will retire. Second, Kyle Railways is changing the focus of its business and will be concentrating its efforts on regional freight line acquisition and operation. Cecil foresees opportuni-

ties in the regional freight business as a result of the major western carrier mergers.

The Railroad Commission is very grateful to Cecil and Kyle Railways for the many years of excellent operation and wish him well in his retirement. Since the C&TS operation has been one of Cecil's pet projects, he has offered to assist in the transition to the new operator.

In selecting the new operator, the commission had a difficult choice among the three top contenders: Cape Cod Railroad, Ohio Central Railroad, and Gulf and Ohio Railroad. Bartholomew has much experience with the tourist railroad

See Change of Operators, page 3 ➔

C&TS Dispatch

<http://ourworld.compuserve.com/homepages/drichter/focts.htm>

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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 5732 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., 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.

Family membership in the Friends is \$25.00 per year; outside the USA membership is \$35.00. 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 1996

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PRESIDENT'S COLUMN



This summer 188 volunteers came to the railroad from 28 states and New South Wales, Australia, to participate in the work sessions. Almost 25 percent were attending for the first time. And five of them were teenagers, three working for the first time and the other two coming for their second season. The volunteers donated over 7500 hours to the improvement of the property.

Equally important as the work of the volunteers and the financial contributions of all the membership were the many instances of assistance that we enjoyed from the management and employees of the railroad operator. These are some of them. Our food car and the boxcars holding our tools and materials were spotted next to the engine house, the project cars were spotted on other tracks near the engine house, and cars scheduled for painting were moved as required in the Chama yard. Drop-bottom gondolas were taken to the Friends' RIP track in Antonito. Tools and materials were transported by flat car to and from work sites at Cumbres, Osier, and Sublette. The operator made its truck available for trips between Chama and Cumbres to carry shingles and other debris removed at the roofing project. Members of the track crew helped our milepost crews get themselves and materials to remote locations. Members of the track crew and an off duty engineer also helped us move two cars onto the property (the one with trucks was easy, the one without trucks made for a day's worth of lifting and cribbing, moving, and more cribbing). The chief of the shop crew made a trip to Antonito to weld broken structural members of the gondolas so that redecking could proceed. The diesel switcher took up temporary residence on the track next to the short reefer to supply compressed air to operate hydraulic jacks borrowed from the shop to raise the reefer so the crew could check the fitting of truck bolster pieces fabricated by the team leader. One day the helper engine pulled three of the sheep cars alongside of the stock pens to check the fit of the two reconstructed chutes (perfect). And Chama volunteers were treated on the last day of the session to the sight of scaffolding returning from Cumbres on the most able vehicle available—the tender of the helper engine.

You know from news elsewhere in this issue that this season marks the end of our association with Kyle Railways as the railroad operator. Our deepest thanks to them for their contributions to the property and to the work of the Friends. We look forward to building the same kind of relationship with the new operator of the railroad and contributing to their success. You can help by letting friends, acquaintances (and total strangers if you're gregarious), hobby shop owners, and travel agents know about this great train ride.

—Terri Shaw 🍀

Narrow Gauge Convention

The Friends were represented at this year's National Narrow Gauge Convention held in Durango, Colorado, from September 18 to 21. Congratulations to member Terry Woolsey for receiving an award for color photography.

The La Plata County Fairgrounds provided a very good hall in which to exhibit our books, hats, sweatshirts, and work session videos. Members staffing the booth were Sam and Jamie March, Marvin and Dorothy Sandmire, Frank Maly, Wayne Freeark, Howard Bunté, and Kevin Bruce. About \$1,500 of merchandise was sold, an increase from past conventions. Thanks go to Judy Lock for her assistance in selecting the inventory sent to Durango and to Bob Manthey-Zorn and Mike Duggan for transporting the merchandise back to Chama after the convention. Ten new memberships were received at the convention.

The 1997 convention will be held in Cincinnati, Ohio, August 20-23. 🐾

Stamps Still Available

Packets of twenty, 29-cent postage stamps commemorating nineteenth century steam locomotives are still available from the Chama post office. These stamps were first placed on sale in Chama on July 28, 1994, the First Day of Issue. The stamps depict famous American-type steam locomotives built between 1855 and 1893. Each packet of twenty stamps is \$5.80, and there are no shipping or handling charges. Orders should be sent to Postmaster, Chama, New Mexico 87520. Checks should be made out to Postmaster.



The Friends' booth at the 1996 National Narrow Gauge Convention was staffed by volunteers throughout the convention's four days. From left, Jim Laycock talks with Marvin Sandmire, Sam March, and Howard Bunté. Photo by Jamie March.



George Bartholomew participated in the Board of Directors meeting held in Colorado Springs on November 8 and 9. Shown here (from left), Wayne Freeark, Robin Kumler (in background), Drake Rice, Bartholomew, and Roger Briggs. Photo by Art Nichols.

Change of Operators

Continued from page 1

industry, participating in the start-up of the Green Mountain Railroad in 1964 and owning and operating the steam powered Edaville Railroad from 1970 to 1992. He started up the Cape Cod Railroad for tourist excursions and dinner trains in 1989. He also had top

responsibility in the start-up of both Bay Colony (1982) and Seminole Gulf (1987) freight railroads.

Bartholomew is ecstatic to be the new operator of the C&TS, and he is looking forward to increasing ridership of the railroad through an aggressive and creative marketing program. 🐾



At Sublette, volunteers painted the section house in the green and white color scheme representative of the abandonment period (ca. 1940–1970). The entire structure received one coat of white paint and a second coat was applied to areas exposed to either strong sunlight or high snow pack. Trim areas were painted with lime green paint. In addition, wood preservative (equal amounts of linseed oil and mineral spirits) was applied to the porches; the plywood window covers were painted flat black. At the request of Kyle Railways, the speeder shed (an old narrow gauge boxcar) was also painted in the white and green color scheme. With the exterior work at Sublette essentially complete, the final work for appearance and atmosphere will be to propose window and door coverings in 1997, more attractive but as secure as the existing window covers.

Volunteers also completed several jobs left over from previous years: (a) a second coat of white was applied to the north-facing roof of the coal bunker; (b) wood preservative was applied to the porches of the two bunk houses; and (c) the mud sills of the coal bunker and shingle bunk house were also coated with preservative.



The Chama yard was the headquarters for the registration of volunteers and the administration of the work sessions and the site of the tool, food preparation, paint, lumber, and storage cars. Working out of the food preparation car, the boxcar lunch volunteers prepared 1,054 lunches over the two-week period of the work sessions. The Friends thank Maureen Gonzales at the Chama Market for filling orders to the letter and donating a gorgeous decorated cake for the annual meeting. Thanks also go to Ralph at the Chama Bar-b-que for providing the Friends with a comfortable place to meet and eat and making the annual meeting dinner a delicious and expeditious meal.



At Antonito, the eastern terminus of the C&TS, volunteers worked on drop-bottom gondolas 0769 and 0774, removing rotted and decayed drop doors, center decking, and intermediate center sills. When the gondolas were suitably "field stripped," new intermediate sills were fitted and new center decking was installed. New drop doors and bumper blocks were constructed. All new wood was rough sawed green oak bought by Kyle Railways in east Texas. Work was aided by the new table saws and drill press installed in Fort Knox, the Friends' facility in the Antonito yard south of the car shop, and by the additional electrical outlets installed on the outside of the building earlier in the summer.

Also at Antonito, a team of volunteers did a comprehensive assessment of the short caboos (shown at left), which is parked at the entrance to the C&TS depot parking area in Antonito. The caboos sits on a pair of freight car trucks and very little of the original metal hardware remains. The caboos body is the property of the railroad commission, although it does not appear on the commission's equipment roster. The assessment team located the number on the caboos and authenticated it as Rio Grande 0579. They also prepared a proposal for the restoration of this short caboos.



This year the plan at Cumbres was to replace the entire roof and the broken rafters on the east face of the section house. Due to the discovery of rotten decking and broken rafters on the north face, only the east and north faces were completed; the south face will be done in 1997. The rafters on the east face had broken repeatedly because of the huge cornice of snow that forms there every winter. To remedy this problem, new composite rafters consisting of two 2 x 6s on each side of a 3/16-inch steel plate were installed on the east face. This required removing not only the old shingles, but the old deck and rafters as well. On the north face, only the shingles and deck had to be removed. A new roof of felt, furring strips, and sawn cedar shingles was installed. The materials, as at Osier, were obtained with Colorado gaming funds for historic preservation.



Also in the Chama yard, volunteers made considerable progress in restoring refrigerator car 157. The accomplishments included replacement of roof walk saddles and decking, left-side fascia and nonbrake crown fascia, and the left door jam header. Also, temporary outer ice hatches were installed to protect against the weather, the rusted metal roof around the ice hatches was repaired, and new freight doors were built and installed on the left side of the car. In order to maintain the structural integrity of the car it was determined that both the header and the sill need repairing (a large piece of the sill has dry rot). Through consultation with retired D&RGW carmen John Carson and Hawley Seely, it was determined that approximately 16 feet of the header will need replacement as will 12 feet of the sill. The right side of the car, where the siding was removed, was covered with plywood to protect the remaining structure from the weather.



There are three loading chutes along the west side of the stock pens at Chama. The north chute is for sheep, the south chute is for cattle, and the middle chute is convertible, handling either sheep or cattle. This year the volunteers completed work begun last year in restoring the convertible chute. To accommodate both cattle and sheep, a folding upper level floor is attached to the chute. When the floor is folded up, cattle are loaded; when down, sheep are loaded. A gate works in conjunction with the folding floor, positioned for either cattle or sheep. At the end of the chute, four sliding side fences fill the gap between the end of the chute and the car during loading. In addition to restoring the folding floor, the gate, and the fences, the volunteers also reconstructed the personnel walks attached to the ramp and chute.



In the Chama yard, work continued from last year on the underframe of D&RGW short refrigerator car 55. Several pieces of frame were fabricated before the work session. Queen post castings were mounted on the needle beams, holes were drilled in the truck bolsters, and measurements were taken for designing replacement truss rods. The greatest effort this summer was the temporary installation of the body bolster pieces and the bottom straps.



Volunteers at Chama worked on sheep cars 5549, 5674, and 5553, removing the old roofing from each car. Cars 5549 and 5674 required new purlines, and all three cars acquired new tongue and groove roofing; the roofs received two coats of black paint. New roof walks were installed on 5549 and 5674. On car 5549, the second deck was stabilized and, on this car and 5674, some fascia boards were replaced and two new doors hung. One door on car 5553 was reused. All three cars are now complete (with the exception of the running gear).



The car painting crew at Chama painted eight cars: gondolas 1149, 1268, 1456, 1534, and 1557 and drop-bottom gondolas 728, 783, and 787. Each car received two coats of an acrylic, high-gloss, water-based paint. The interiors of the cars were sprayed with a linseed oil and paint thinner mixture.



The mill work team machined and assembled material for five sheep-car doors and refurbished a sixth. The team also installed the decking on a flat car that was sent over to Chama from Antonito.



The maintenance-of-way team covered thirty miles of the line by speeder and another three miles on foot. The volunteers prepared four mileposts and six whistle boards. They also set, painted, and lettered one new milepost and six new whistle boards and painted, touched up, and lettered many other mileposts and whistle boards as well as other signs. The Cumbres section house sign was also repainted. Photo by Jim Gross.



The lettering crew had gondola 1557 and drop-bottom gondola 728 ready for the Friends' Freight Train to Toltec on July 27. The crew also finished the lettering on many other cars at Chama as well as the remaining two cars needing lettering in the display train at Antonito, drop-bottom gondola 801 and stock car 5747.



Inspection Car MW-02 is a six-passenger railcar originally built by Fairmont, probably in the 1930s. It is powered by a Ford V-8 of about 1947 vintage. It was last operated in 1982. The team's objective was to assess its mechanical condition, including an overheating problem. The engine proved surprisingly easy to start after fourteen years. The team boiled out the radiator and substituted a new cap to increase the boiling point, but it will be next year before the ultimate test—a trip up to Cumbres. The team also rewired the entire electrical system. There are some mechanical details to attend to next year before the car can be inspected and taken out on the road. Another team examined and photographed coaches 054, 0252, 0292, and 0452 with the objective of developing a strategy for the repair and restoration of the coaches in relation to the available facilities and the Friends' capabilities. The coaches will need extensive siding and roof replacement before interior restoration can be started.

VOLUNTEER ROSTER—1996 WORK SESSIONS

Work Sessions A, B, and C. Some volunteers worked at more than one site and on more than one team, but space does not allow multiple listings. Please let the Albuquerque office know of any errors or omissions.

*team leader

ANTONITO

Drop-Bottom Gondolas:

Tom Casper C
Kevin Corwin C
Lynn Daugherty B
*Wayne Freeark B, C
Tom Garland C
Timothy Gay B
Gail Gish C
Scott Hardy C
Bob Kelly C
Jim Laycock B, C
Gary McMills B
Bob Mundis B

Jim Rhinehart C
*Drake Rice B
Ken Rice B
Robert Rogers B
Warren Smalley C
Ken Spencer B

Caboose 0579:

Lyle Anderson B
*Bill Kepner B
Warren Ringer B

Chronicler:

Frank Maly C
Tim Smith B

CHAMA

Site Administration:

*Ralph G. Flowers A, B, C

Car 053:

Ralph A. Flowers B
*Keith Hayes B
Art Sherwood B

Dick Smith B

Lettering:

*Dick Caldwell B, C
Robin Kumler B
Malcolm Merrihew B
George Swain B, C
Nancy Wade C
Terry Woolsey B

Car Painting:

Janice Aasen C
John Blake B, C
Pat Boardman B
Terry Boardman B
Leslie Doran B
James Grisenti C
John Hamilton B, C
Susan LeMmon B
Don Nicholls B
Judy Pratt C
*Marvin Sandmire B
Terry Schultz C
Gus Wurtzer C

Chronicler:

*Bob Hayes B
Orville Pratt C
Terri Shaw B, C
Joyce Shostrom A, B, C
Keith Shostrom A, B, C

Flat Car Redecking:

Don Dayhuff C
Bill Lock B
Bill Schultz C

Food Preparation:

Doris Akers B, C
Alta Berkstresser C
*Mary Cardin A, B, C
Gloria Dayhuff C
Nancy Gordon B, C
Val Hebert C
Genie Hixon A
Martha Mackey C
Mary Metzler B
Mimi Milheim C
Dorothy Sandmire B
Joan Sands A, B
Mona Tully B
Diane Vos B
Bill Weinrod B
Anne Woolsey B

MOW:

Wade Hall B, C
Diana McGuinness B, C
Nancy Nardella C
*Cal Smith C
Peter Smith C
Jim Gross B, C

MW02:

Kevin Bruce B
 Don Smith B
 *Art Randall B, C

Car 157:

Andy Bruce B
 Norm Bruce B
 David LeMmon B
 John Lock B
 Bill Mackey B
 *Al Smucker B
 Frank Smucker B
 Josh Smucker B

Registration:

Georgiana Thurston B, C
 *Howard Bunté A, B, C

Mill Work:

*Roger Briggs A, B, C
 Wayne Thurston B, C

Sheep Cars:

*Roy Blizzard, Jr. B, C
 Jim Graham B
 Tony Kassin B, C
 Irv Milheim C
 Jim Paules C
 Craig Sutherland B
 Bob Tully B

Car 55:

Andrew Dahm C
 Matt Jameson C
 Jay Samuels C
 Wendy Wham C
 *Randy Worwag C

Staff Photographer:

Tom Cardin A, B, C

Stock Pens:

George Berkstresser B, C
 Jeff Gordon B, C
 *Malcolm Mackey C
 Lee Ritterbush B
 Jack Schuh B
 *Fred Springer B, C

Survey:

*Bob Ground A, B, C
 *Kip Merker A

Tool Car:

Dave Sands A, B, C
 Guy Combe B
 Chuck Emery B
 Gordon Forbes B
 Art Koerber A, B
 *Don Metzler A, B, C
 *Bob Seller C

Videographer:

Dave Vos B

CUMBRES**Chronicler:**

Ed Walton A, B

Section House:

*Bob Akers B, C
 Phil Barney C
 Don Biggs B
 Rhonda Biggs B
 Dave Bohl C
 *Roger Breeding A, B
 Noreen Breeding A
 Donald Byrne A
 Chuck Curran C
 Dave Curran C
 John DeRosa A, B
 Tom Donovan B
 Earl Drexler C
 David Ferro B
 *Blake Forbes B
 Carol Anne Freeman A
 Dave Freeman C
 Jerry Gorzoch B
 Jack Hahn B
 Les Hebert C
 Curtis Hixon A
 Al Judd A, B
 Matt Judd B
 Laura Kammerer B
 Craig Kumler B
 Don MacCormack B
 Phil McDonald B, C
 Don Richter C
 Mike Schroeder B
 Steve Schroeder B
 Dick Sons C
 Anita Taylor B
 Timothy Taylor B
 Allen Van Hoosear C
 Karen Van Hoosear C
 James Walton A
 Nicholas Wilson A

OSIER**Section House:**

Gene Balderston A
 Kirk Binning A, B
 Don Bush B
 Louis Hazelwood A
 Nick Hedensten C
 Emmanuel Lopez A, B
 *Sam March B, C
 *Ted Norcross A, B
 Kyle Norcross A, B
 Michael Pacheco A, B
 Eric Rinehart C
 Dan Robbins B

John Rupley A
 Mike Serna A
 Dan Vaughan B, C
 David Hamilton A, B, C

Chronicler:

Brian Knott B

SUBLETTE**Section House**

Ed Barsachs B
 Douglas Christensen B
 *Jim Herron B
 Jackie Hirsch B
 Karen Morrison B
 Ed Mouritsen B
 Jeff Osborne B
 Robert Rosenberger B

Chronicler:

Rollie Hirsch B

Survey:

*Richard Cowles B
 Karen Cowles B

Trains

Trains trains,

Oh beautiful trains.

Wheels that crunch,

Wheels that guide.

Steam and smoke from

the bison's mouth.

Trains can be swift.

Trains can be slow.

Trains climb high.

Where we need to go.

Big black bison like trains.

Sleek shiny streamlined trains,

Trains of the past

Trains of today.

Oh beautiful trains.

May they be here to stay.

—Bea Bempke

FRIENDS LIBRARY: A Report

By Spencer Wilson

Your "chief" librarian is delighted to report that the Library of the Friends of the C&TSRR is up and running—and has already been used by a researcher. We currently have catalogued over 140 items. The topics range from narrow gauge railroads locally and nation wide, rolling stock, individual narrow gauge roads, and historic preservation on the railroads, to our own Cumbres & Toltec and a few general histories: for instance, White's *The American Railroad Freight Car*, Jensen's *Railroads in America*, Hilton's *American Narrow Gauge Railroads*; also, the works of Dorman, Myrick, and Osterwald, as well as those of the Colorado Railroad Museum; Dan Murphy's *New Mexico* (which the Friends also sell), and a brand new book by Robert Julian, *The Place Names of New Mexico*, a very handy reference tool. So you see, we are accumulating a nice cross section of necessary books. We do have limited funds for purchasing relevant books, but donations are certainly encouraged. We would certainly like to have the following books which specifically concern our railroad. As noted in *The Historic Preservation Study*: Gordon Chappell's, "Farewell to Cumbres" in *Colorado Rail Annual*, 1967; Robert Athearn's, *Rebel of the Rockies*; George Anderson and Herbert O. Brayer's, "William Blackmore, A Case Study in the Economic Development of the West"

in *Kansas West*; Lucius Beebe and Charles Clegg, *Narrow Gauge in the Rockies* and *Rio Grande*. The works of Gil Lathrop, former railroader, who wrote *Little Engines and Big Men*, and *Rio Grande Glory Days*. Then the mile-by-mile and roster of motive power by Bob LeMassena in *Rio Grande...To the Pacific!* Paul T. Warner's articles on "Steam Locomotives of the Denver & Rio Grande Western" were reprinted in *Pacific Railway Journal*. Another roster of locomotives of the D&RGW was published by the Colorado Railroad Museum in 1963. These and more would add real depth to our reference collection. Keep your library in mind!

In addition to books, we have a large number of periodicals relating to railroads, modeling, historic preservation, and the like. These have been sorted as to title, date, and duplication, but no decision has yet been made about what to keep, sell, or donate to some other library. The original idea was for us to be very limited and keep only those issues related directly to the narrow gauges in Colorado and New Mexico. In the process of sorting, your librarian noted how many different publications had many articles and photographs relating to our interests. Obviously, some very careful thought must go into a decision regarding the disposition of these journals. Some journal runs are very incomplete, while others cover many years. For example, we do have *Narrow Gauge and Short Line Gazette* from Volume I to the present. We also have *Sn, Modeler* from issue No. 1 to the present. Both of these publications are noted for articles on the narrow gauge railroads.

On the other hand, for *Pacific News*, later *Pacific Rail News*, our holdings run only from June 1972 to 1991. There are, however, a number of articles that would interest a researcher or reader.

We have catalogued many government documents, federal and state, and expect to receive many more. Your librarian is not aware of any central repository of railroad related reports coming from New Mexico and Colorado agencies. In particular, the New Mexico Highway and Transportation agency produces a number of such reports. We have requested that they send a copy of such reports to this library. This request could mean that your library becomes the only central collection of rail-related developments in New Mexico. This is an exciting prospect.

We have also started cataloguing the photographic collection. Your librarian is experimenting with his own negatives, photographs, and slides before moving on to more important collections. This business of a photographic archive also calls for proper archival storage. This latter matter is expensive—acid free boxes and such are essential for safe storage of photographs, negatives, and slides. Also, archival materials, old railroad records, etc., have not yet been catalogued for largely the same reasons. But, we are in business, so send those books, magazines, photographs, and memorabilia along.

Spencer Wilson is a director of the Friends and former member of the Cumbres & Toltec Scenic Railroad Commission. ♣

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PRESERVATION PERSPECTIVE: NO. 6

By Keith E. Hayes, AIA

Wood and Water

In the summer issue, I described some of the planning that was done last winter in preparation for the work that was scheduled for Railway Post Office (RPO)/Cook Car 053 this past summer. The mail car had been measured, drawn up, and the physical condition of the structure assessed. We had identified that the end beams, platform decks, and steps required replacement with new wood.

Once we identified the three major structural pieces that required replacement for safe operation, I called Ralph Flowers (Projects Committee Cochair) with a material order. Our work involved replacing both end beams, wood parts which measure 8 by 12 inches by over 7 feet long! In my conversations with Earl Knoob, I found out structural members like these are made of oak—preferably white oak, which is more resistant to decay and insects.

Ralph was able to locate a source for our oak parts in Texas, but there was a

problem. If you have ever cut down a tree, or sought firewood, you know there is a lot of moisture in freshly cut wood. As wood dries, however, it can change shape—crack and warp. Construction lumber is kiln-dried; it is baked to reduce the moisture content to an acceptable level. In our case, we planned to use a less sophisticated method: time. In April, the parts were shipped to Chama, where they will air dry over the coming winter. After 12 months, the wood will be sufficiently dry to cut to shape and install on 053.

Thus the project will be done in two parts over two summers. This has benefits and drawbacks.

This past summer, Roger Briggs and I led a team that disassembled one platform. We photographed and videotaped the work as we went along to learn how to put the parts back together again. Dick Smith and I also inventoried and measured all the parts, including steel parts like nuts and bolts. In this way we will be more prepared next summer to finish the project. Finally, we had the benefit of

interviewing two retired D&RGW carmen, John Carson and Hawley Seeley, and got some insights on how the railroad did the work in the past.

The drawback is that the work will take two summers. The car will be partially disassembled, and the couplers removed, requiring special care if it is moved. The body has been covered for the winter, and we have taken extra precautions to protect any platform nooks and crannies that became exposed as part of our work, which might be susceptible to snow accumulation.

So that is the plan. As you can see, when you start a preservation project, you can never be quite sure what you will learn, or what the foibles will be.

Last time, I discussed how we chose which parts to replace. In the March-April 1996 issue of *Locomotive & Railway Preservation* there is a great essay on this topic as part of an article on—you guessed it—wood! The issue also has a super article on the Friends. If you do not subscribe to L&RP, copies may be purchased from the Friends' Albuquerque office. Another fine periodical that is broader in scope is *Preservation Magazine*. This is the publication of the National Trust for Historic Preservation, and the magazine is a membership benefit. To learn more about the National Trust, call (800) 944-6847.

Keith's column appears regularly in the C&TS Dispatch. ✎



Inspecting 053 (lettered as T.P.R.R. No. 159) in the Chama yard.
Photo by Tom Cardin.

FROM THE MODELER'S VIEWPOINT: NO. 6

By Ed "Boomer" Walton

Preparing to Build a Basic Model Railroad Module

Hi! I am B—A—C—K!

Business pursuits, efforts at photographing the Chicago & North Western before it is totally obliterated by the Union Pacific, and two summer work sessions at Cumbres Pass have been keeping me hopping. But here we are again! Ready?

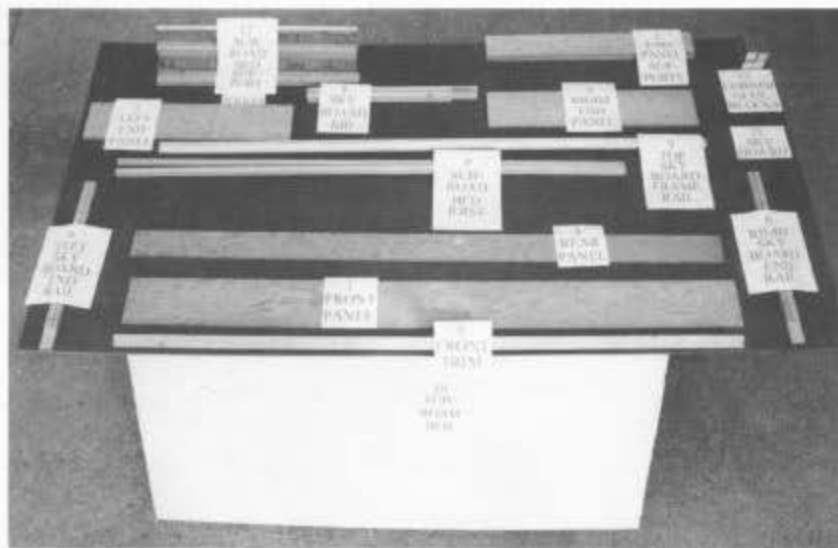
If you recall, in past articles in the Dispatch (Spring and Summer '96), I made suggestions about various modules that could be easily built and transported or incorporated into an existing/new layout. Now I want to provide information about constructing one of three module types that could be used in a layout.

I've chosen a "basic" module that is a rectangular box whose gross width is 30 inches by 72 inches. As I mentioned in the summer issue, when one is bolted to another of similar design, they stand 30 1/4 inches tall—and are easily transportable. From personal experience, one person using a two-wheel cart can easily load, transport, and set up these modules. Other modules shown in the Spring 1996 issue of the Dispatch are modified versions of the "basic" design. Their construction will be considered in later issues.

These modules are good for HO, HO_n, TT, N, and Z scales. I have seen longer modules up to eight feet for S, O, O_n, and G scales, but six-foot units are most convenient to build and transport.

If you decide to try the "basic" module, for greater efficiency in the use of materials, build two, since materials like plywood, Masonite, and Styrofoam come in economical 2 x 8 or 4 x 8 dimensions.

Ready for "hammer" time? Great! But first, let's do some research. I heard that on the first day scientists began work in Los Alamos, NM, on develop-



An exploded view of all the pieces necessary to construct the basic module.

ment of the atomic bomb, 30 of some 90 scientists on the project started by first obtaining library cards! They did their homework. Our homework begins with a detailed study of the three pictures in the Summer 1996 issue of the Dispatch, page 8.

Some modifications to strengthen the ends and legs of the module were adopted after the photographs were made. More about that later. Compare the completed module with the "exploded" parts view and the Bill of Materials in this issue. Don't do anything until you are thoroughly familiar with the module—what parts are required and where they go. When

you think you have an understanding, using the Bill of Materials, acquire the needed materials and cut to size. Remember the old friend's maxim, "measure once and you may have to cut twice."

In future issues, we will construct the basic box frame, attach the skyboard, construct and attach the legs, and apply a protective finish to the module.

Until next time, remember that on the C&TS ...

3' > 4' 8 1/2"

Ed's column appears regularly in the C&TS Dispatch.

Bill of Materials

ITEM	QUANTITY	DESCRIPTION	MATERIALS / SIZE (INCHES)
1	1	front panel	1/2 AC plywood, 6 x 72
2	2	end panels	1/2 AC plywood, 6 x 28 1/2
3	2	end panel supports	1/2 AC plywood, 4 x 29 1/2
4	1	rear panel	1/2 AC plywood, 4 x 70
5	1	front trim	1 x 2 x 72 clear white pine
6	2	1 left, 1 right skyboard end rail	1 x 2 x 18 1/4 clear white pine
7	1	top skyboard frame rail	1 x 2 x 72 clear white pine
8	2	skyboard rib	1 x 2 x 1 1/4 clear white pine
9	2	subroad bed joists	3/4 x 3/4 x 71 clear white pine
10	1	subroad bed	styrofoam, 2 x 28 3/8 x 71
11	1	skyboard	1/8 untempered masonite, 15 1/2 x 71
12	4	subroad bed support joists	1 x 2 x 18 1/4 clear white pine
13	4	corner glue blocks	2 x 2 x 4 fir

NARROW GAUGE NEAR AND FAR: NO. 8

By Earl G. Knoob



Moro Castle Curve on the Uintah Railway—66 degrees and 7.5 percent grade. Earl Knoob photos.

Last May I had the opportunity to explore the remains of the Uintah Railway in northwest Colorado. The Uintah was a 3-foot-gauge line running from Mack, CO (a few miles west of Grand Junction), northwest into the mountains and across the state line into Utah. The line was built to haul one commodity. A somewhat rare mineral called "gilsonite" which was discovered in the Uintah Basin and for which a railroad line was the only practical way to bring the mineral out.

Gilsonite is used in the manufacture of paint as well as in asphalt products. The ore is a dark brown color looking somewhat like coal and is mined in vertical veins like coal mines. The railroad ran through some very desolate and lonely country which is even lonelier today. It is not a place to get stuck—you might be there a couple of days before you see anyone else!

Heading north out of Mack, the line traversed a shallow valley for some 28 miles to Atchee. Atchee was the location of the railroad's shops. From Atchee the line climbed over Baxter Pass on an amazing grade of 7.5 percent with a maximum curvature of

66 degrees! The line descended the west side of Baxter Pass on more moderate grades of only 5 percent. At the base of the grade at Wendella, some 41 miles from Mack, the line continued through more shallow valleys to the gilsonite mines at Dragon and Watson. The total mileage from Mack to Watson was 62.7.

Because of the combination of operating conditions, the Uintah had a wide variety of motive power. For the easy grades and curves from Mack to Atchee and from Wendella to Watson, the line had a variety of 2-8-0s and a couple of 2-8-2s. One 2-8-2 was larger than a K-28 and was hauled over Baxter Pass in pieces and spent its entire existence on the west side of the hill. For the steep grades and sharp curves of Baxter Pass, the railroad initially relied on shay locomotives. The most famous locomotives the Uintah owned were two 2-6-6-2 simple articulateds built in 1926 and 1928. Passenger trains were hauled by a pair of 0-6-2 tank engines until the regular passenger trains were replaced by mixed trains powered by the articulateds.

By the late 1930s new sources were found for gilsonite, and the mines at Dragon and Watson were closed. With no other traffic, the Uintah was abandoned in 1939.

A good dirt road follows the Uintah today. Some of the road is on the grade, some of it in close proximity. It is a very dusty drive when it is dry, but judging from the ruts in the road, it would be impossible in wet weather. We did our exploring in May before it got too hot. This is a very dry part of the world. If you go in the summer take LOTS of water.

In Mack stand the remains of the Uintah Ry Hotel, a stone building that now serves as a rock shop. North out of Mack, the road meets the grade about 4 miles out and plays tag with it all the way to Atchee. About 20 miles out, the Uintah's coal mines were located at Carbonera. Little remains here.

Atchee is a very ghostly ghost town. The concrete shell of the machine shop remains as do the stone inspection pits from the enginehouse. Everywhere in the sagebrush can be found small remains of the locomotives that were cut up here when the line was scrapped in 1939—pieces of valve gear, firebox staybolts, etc. It was here, in almost complete isolation, the Uintah overhauled and rebuilt its motive power. They did some serious repairs here. They did major redesign work on the articulateds' boilers as well as building their own shay from spare parts! One could spend the better part of a day here, but Baxter Pass was awaiting us.

The road follows the grade out of Atchee and soon the pitch gets steeper and steeper. Just about when I thought we were at the steepest point, we rounded a curve and the road took on the characteristics of a VERY steep jeep trail. The combination of the 7.5 percent grade and 66 degree curve at Moro Castle must be seen to be ➔



Uintah Railway grade climbing the 7.5 percent grade toward Baxter Pass. Moro Castle Curve is in the distance at the left.

believed. Sixty-six degrees is an 87 foot radius—for you HO modelers, that's a 12" radius curve! The line continues its amazing climb up the hill past a location of a large (and still

active) landslide. At the summit, the world changes rapidly. The east side is all sagebrush and low bushes, the west side is covered with pines and aspens. In May there was even a little snow in

the shady spots. The line levels out in a shallow dry valley which it follows to the end at Watson. We drove as far as Dragon (or the site of Dragon as there was no sign that there was a town here) and headed up to the mine where the gilsonite was loaded. The big problem with this trip is it is one way only. You go back the way you came. At 4:00 P.M. we were 53 miles from Mack. Fifty-three rough, steep, dusty miles. So it was back we went, arriving back in Mack about 6:30 P.M.

The Uintah was amazing. To see Moro Castle Curve and imagine a 2-6-6-2 bent around it is mind boggling. For further information on the Uintah, get hold of a copy of Henry Bender's great book on the Uintah, which I believe has recently been reprinted.

Earl is Superintendent of Operations of the C&TS. He is a consulting director of the Friends, and his column appears regularly in the C&TS Dispatch. 🍀

LETTERS

A Railroad Family

I'm an engineer with the Cumbres & Toltec Scenic Railroad . . . The preservation you do is valuable to me as it ties me to my family's past. The letter enclosed is a brief history of my family's railroad origins. I wrote it to show my thanks for all the Friends and the preservation they do. I hope you can publish it in the newsletter, I want every member of the Friends to know how much this all means to me.

My mother, my aunt Genevieve, my uncles Selso, Mario, and Leandro, and especially my grandmother, would wait patiently around the fire at home.

Through the cold the whistle of locomotive 484 would pierce the walls, signaling the arrival of my grandfather Selso on that Alamosa-bound freight train. Stepping off the train with his lunchbox and jacket, Grandfather would walk quickly the short distance home. Just across the street from the old stone Antonito depot is Grandfather's home.

"We weren't rich, but we never needed for anything," my mother would say. We always had fresh fruit, warm clothes, and shoes.

During the summer, my mother and family called the section houses at Sublette, Cumbres, Arboles, and others home. As a child my mother knew what it was like to pull back the covers of her warm bed, look out the frosty windows at Cumbres, and see a steam engine at the water spout. But as usual, school called my mother's family back to Antonito for the winter. There at home in Antonito is where they waited for their father Selso to arrive. A traditional and wonderful Christmas, a complete family at home by the warm fire.

After 43 years as a railroader, my grandfather Selso retired. This ended what at the time was the third generation of railroaders in my family. It was the end of steam railroading in America as he knew it.

My great grandfather Juan was the engine hostler at the single stall enginehouse in Antonito. Locomotives 162, 286, 174, and of course old 167. My other great grandfather, Jose, who through the blizzards of winter and the 100 degree plus temperatures of summer, must have set thousands of spikes to keep those Santa Fe locomotives running like the wind through the New Mexico hills.

Glorious and proud symbols of the American railroad but, alas, long gone as the last of those mighty steam locomotives and the brake shoes on my grandfather's inspection motor car were allowed to cool.

Sixteen years from Grandfather's retirement I hired on with the Cumbres & Toltec Scenic Railroad. Six years farther on I would be promoted to Engineer. I only ran once as an engineer during the '94 season, but I ➔

was still an engineer and so I continued to shovel the coal with a wider grin.

It's something I dreamed of, though I aimed only to make my grandfathers proud. My small gift to repay their combined 98 years of railroad service, I earned the Right Seat for them. The years came and went. Now it is my grandfather Selso who waits for the whistle of locomotive 484. Approaching the first crossing I let the whistle sing loud and long, piercing the heavens. And with that glorious whistle I let my grandfather Selso and the other two who are now gone know . . . A mighty steam locomotive and their grandson is coming. Selso, my grandfather, is the first person I see. Standing proudly with his cane, a warm smile, Spanish blue eyes, and his hat tilted to the left, he waves to my passengers.

Grandfather Selso, alive and well, shares supper with me daily. I can feel his hand on my shoulder, it keeps me strong. But I'm sure it's Great Grandfather Jose who holds me forward in the seat, and Great Grandfather Juan who steadies my hand upon the throttle.

The preservation of this railroad, which began even before I was born, has given me a link to my family's past. It has also allowed my family to carry on and add to our years of service. My seventh year here on the Cumbres & Toltec brought my family's record to 105 years of railroad service.

I've been lucky to experience what I have at such a young age. My family is, plain and simply, all railroad. I'm a railroader. It's what I do, it's what I love. I thank all you Friends for what you do. It means more to me than you could ever imagine.

*Carlos J. Llamas
Locomotive Engineer
Cumbres & Toltec Scenic Railroad
Antonito, CO*



Carlos Llamas and grandfather Selso.

The Moonlight Train

We had a great time during our first trip on the Moonlight Train, June 29, 1996. The catering at Osier was phenomenal and the moonlit train on the way back down was a joy to be aboard. There were, however, a few items that we would like to call to your attention.

The two photo run-bys would have been a lot of fun to photograph, but instead they put most people in very irritable moods. Both run-bys should have at least had a designated person standing at the point where the photoline was to start. Without this organization, we saw about four different photolines, each interfering with the others. It was disconcerting to witness some photographers scream at other photographers. These people were extremely rude and crude and unyielding in how and where they would shoot from . . . one person should not have been responsible for making sure that both photographers and spectators were in the right places.

For the entire duration of the trip, the

open air gondola car was packed solid. The nice weather and beautiful, moonlit terrain were certainly good reasons to stand out in the open. Even when the car was directly behind the locomotive, it was completely filled. Most train buffs do not mind having the cinders and ash all around. They just add to the experience! Another gondola car would have let everyone spread out a bit to enjoy the views.

We look forward to riding the Moonlight Train next year.

*Tamara Hernandez
Sean Hatch
Socorro, NM*

Commission's Gratitude

I am writing on behalf of the Cumbres & Toltec Scenic Railroad Commission to express the Commission's gratitude to the Friends of the C&TS for the tremendous accomplishments which you achieved at your work sessions in 1996. Leo Schmitz has informed the Commission of the fantastic projects you accomplished all across the Railroad.

The results of your hard work are highly visible and contribute immensely to the attractiveness of the C&TS. The dedicated efforts and hard work of all your volunteers is greatly appreciated. The enormous amount of advance planning is evident in the excellent work which was accomplished.

The Commission is grateful to all the Friends who contribute in so many ways to making the C&TS a better place. We wish the Friends the best of luck and look forward to continuing our excellent relationship in the future.

Once again our most sincere appreciation to you and all the members of the Friends. Keep up the great work.

*Lewis H. Entz
Chairman*

Director's Viewpoint

By Steven Schroeder—Albuquerque,
New Mexico



Mike and Steve Schroeder. Cumbres Pass, July 1996. Tom Cardin photo.

Steve joined the Friends in 1988 and was elected to the Board of Directors in 1993. He is a Certified Financial Planner and operates his own independent securities office representing Linsco/Private Ledger. Member NASD/SIPC. Steve lives in Albuquerque, New Mexico, where he raises his three children, Kathrine, Michael, and Peter.

As I was watching the 10 o'clock news one summer evening in 1988, a short segment about a group of volunteers working on the Cumbres & Toltec Scenic Railroad was shown. After describing their work, the reporter said that interested viewers were invited to join that year's work session. A name and telephone number were given. So I called Bill Lock and trains and the Friends became a way of life.

That first year I helped replace running boards on a reefer and repair the chimney on the Chama bunkhouse. I spent an entire day on a high mesa, under a near cloudless sky, painting Lava Tank. Along the way I met and

worked with people who have become valued friends. I've been back to the C&TS and the Friends every year since.

In 1992 my daughter, Kate, then 14 years old, came with me to work on the snowshed crew. I watched proudly as she climbed twenty feet off the ground to hammer and nail with the other volunteers. This year my son Mike, now 14, worked with the roofing crew and me on the section house at Cumbres. He learned new skills, both work and social. I am also proud of the job he did. In the year 2000 my third child, Pete, will have the opportunity to add his contribution.

Last year, and again this year, I invited friends, acquaintances, and just about everyone I met to ride the Moonlight Train. I wanted to share a fun and unique experience with a group of great people. This year we almost filled an entire car. People made new friends and renewed old friendships. My friend, Kay, celebrated her birthday on the train. Everyone had a great time and many, many more people now know the work of the Friends.

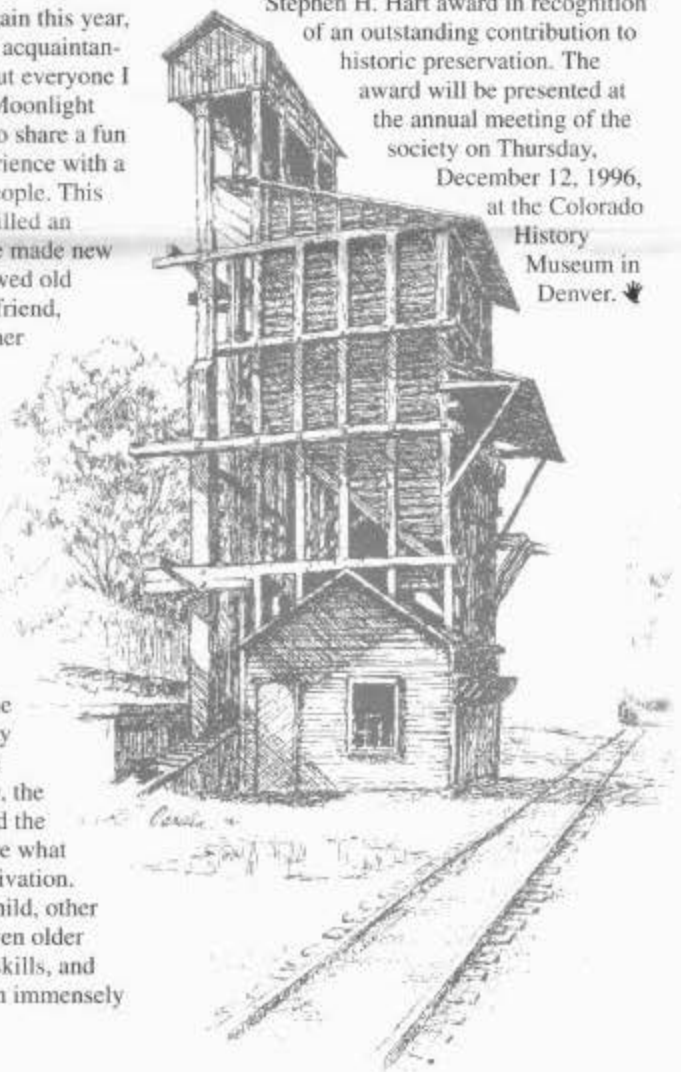
The possibility of making a significant contribution is the motivation for my working with the Friends. Actually, the people I meet and the friends I make are what sustains that motivation. As I watch my child, other youngsters, or even older ones, learn new skills, and realize goals I am immensely

satisfied. Looking at pictures of volunteers from past work sessions in the C&TS Dispatch I can see the pride of accomplishment in their eyes. Contribution and community—I can think of no greater mission in one's life. ♣

Friends to Receive Award

The Colorado Historical Society has announced that the Friends of the Cumbres & Toltec Scenic Railroad has been selected to receive a 1996

Stephen H. Hart award in recognition of an outstanding contribution to historic preservation. The award will be presented at the annual meeting of the society on Thursday, December 12, 1996, at the Colorado History Museum in Denver. ♣



1997

Schedule of Events

June 16, Monday–June 20, Friday
Volunteer Work Session "A"

June 20, Friday
Annual Dinner and Meeting

June 21, Saturday
Freight Train Charter

June 23, Monday–June 27, Friday
Volunteer Work Session "B"

August 11, Monday–August 15, Friday
Volunteer Work Session "C"

August 16, Saturday
Moonlight Train



On the last day of the work sessions, Wednesday, July 31, scaffolding from Cumbres needed to go back to Chama and a truck wasn't available. What to do? Engineer Gerald Blea said he would do it—"we'll strap it on the tender." So that's how it came back to Chama. What a sight! Photo by Nancy Wade.



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