



# C&TS Dispatch

Vol. 11 No. 2

SUMMER 1998

## Flat Car 6200 Rebuilt in Colorado Springs

by Roger Breeding and Roger Briggs

Flat car 6200 is scheduled to return to the C&TS from Colorado Springs this July. In October 1997 the flat car was moved to the Western Museum of Mining and Industry where, in a cooperative program, volunteers from both the Friends and the museum spent 1,000 hours restoring the car. The volunteers will continue their restoration work because, at its March 1998 meeting in Santa Fe, the Railroad Commission approved sending flat car 6214 to the Colorado Springs facility for rebuilding. It is anticipated that the restoration will be done by the end of the year.



6200 with the new longitudinal and end sills in place, April 4, 1998. Bob Tully photo.



In order to have an enclosed work space, volunteers put down track in front of and inside a nineteenth century dairy barn on museum property, and museum staff installed new light fixtures and electrical outlets. On January 3, 1998, flat car 6200, stripped of all wood and showing the steel center sill, body bolsters, trucks, and couplers, was parked on the track. Art Nichols photo.

In the summer issue of 1997, Friends' President Terri Shaw described the new program that the Friends organization has developed with the museum. Board member Roger Briggs, who was instrumental in bringing about discussions between the Friends and the museum, serves as the program manager. The Railroad Commission and the operator also cooperated in establishing this innovative program.

With this work on 6200 and 6214, as well as work on flat car 6708 in Antonito, the Friends' work in preserving freight cars has taken a dramatic turn—one toward complete car rebuilding. Essentially, the Friends are replacing the existing wood, which has deteriorated, with new wood. For 6200 and 6214 the basic structure is steel so there will be something left when the decayed wood is removed. For 6708, which volunteers partially disassembled in 1997, the frame is almost all wood so there will be little but the body bolsters and the coupler pockets left when all the wood has been removed.

Cars 6200 and 6214 were originally built (with 18 others) as wood-frame flat cars in 1918 at a cost of \$601 each. At that time it was unusual to build new railroad cars with wooden frames. Three of these 20 cars were transferred to work equipment in 1923; the remaining 17 flat cars were given

See Flat Car 6200, page 4 →

## C&TS Dispatch

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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 The Cumbres & Toltec Scenic Railroad Corporation. 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 1998

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## PRESIDENT'S COLUMN



I had the honor of being in Santa Fe, New Mexico, recently along with five fellow members of our Board of Directors to receive a Heritage Preservation Award on behalf of the Friends. This was the 26th annual presentation of such awards by the State of New Mexico's Office of Cultural Affairs, Historic Preservation Division. The Friends were recognized for their "continuing

involvement in the preservation, enhancement and interpretation of the historic railroad between Chama, New Mexico, and Antonito, Colorado." This is the second time the Friends organization has received this award (the first time was in May 1994; see vol. 7, no. 2). At the awards reception, staff members commented that they had been impressed with the scope of our work and the number of volunteers who have participated at the railroad—nearly 500 in the course of our ten years. In 1995, we received a similar award from the Colorado Historical Society. We are proud to be recognized by both owner states for our ongoing work.

At its fall meeting, the board acted on an opportunity to preserve an artifact of narrow-gauge mountain railroading—the carbody of Florence & Cripple Creek #60. One of two baggage-passenger combines to operate on the F&CC, it was built in 1897 by the St. Charles Car Co. When the F&CC went out of business, this car was mounted on standard-gauge trucks and used by the Midland Terminal. When Midland Terminal went out of business, the carbody became a backyard workshop. Though it has some deterioration, it is in remarkably good condition. It is the last surviving example of a passenger car from the F&CC. In 1996, the Pike's Peak Historic Street Railway Foundation in Colorado Springs, a trolley preservation group, learned of the car and took it into "protective custody." The Friends read in the newsletter of the Association of Railway Museums about the foundation's desire to trade or sell the car.

Board member Roger Briggs of Colorado Springs initiated discussion among Friends and foundation board members, and the foundation was glad to learn that a fellow railway preservation group was interested in acquiring the car and agreed to donate it to the Friends. In appreciation, the Friends made a donation to the Pike's Peak Historic Street Railway Foundation fund to aid in the preservation of a historic Birney trolley car. Although F&CC #60 did not run on the San Juan Extension, the Friends' board believes it is an important historic car and that acquiring and continuing to preserve it contributes to the preservation of narrow-gauge railroading. It has been moved to the grounds of the Western Museum of Mining and Industry and covered to arrest further deterioration. F&CC #60 will be a future subject for the rehabilitation work being carried out in cooperation with the museum and its members.

—Terri Shaw 🍷

## GOODWILL AMBASSADOR PROGRAM

The Cumbres & Toltec Scenic Railroad is eager to implement a Goodwill Ambassador Program with the help of the Friends. The operator will supply any member with promotional materials and a 10-minute video showing a generalized overview of the area and the railroad. Friends volunteers would then be available to speak at hometown/city, church, and civic events, promoting the region and the historic treasure that we all love.

Members who have slide collections of the railroad or of special projects they've worked on can include those in their informational format. It is hoped that presentations could begin this coming winter. For more information, call Mary Bartholomew at the Chama depot (505) 756-2151 or write to her at P.O. Box 789, Chama, NM 87520.

## WILD OATS AWARDS FRIENDS

The Friends organization was honored to be the recipient of a regional 5% day by the Wild Oats Community Markets of New Mexico. After submitting a grant request and undergoing a screening process, the Friends group was selected as the recipient of this financial award. The award was 5% of the gross sales from all five Wild Oats Community Markets stores (three in Santa Fe and two in Albuquerque) on Tuesday, March 17, 1998. Wild Oats has presented a check to us in the amount of \$6,243.15 for our historic preservation work on the railroad.

In addition to the financial award, the Friends have also had the opportunity to tell people about the railroad by staffing booths at each of the five stores. Thanks to George Bartholomew and the railroad for allowing us to raffle off ten pairs of tickets on the regular train during 1998, which were awarded as prizes to shoppers at the Wild Oats stores. All in all it was a great day, and we are especially pleased with the recognition by Wild Oats that our organization is making a real impact on the cutting edge of historic preservation.

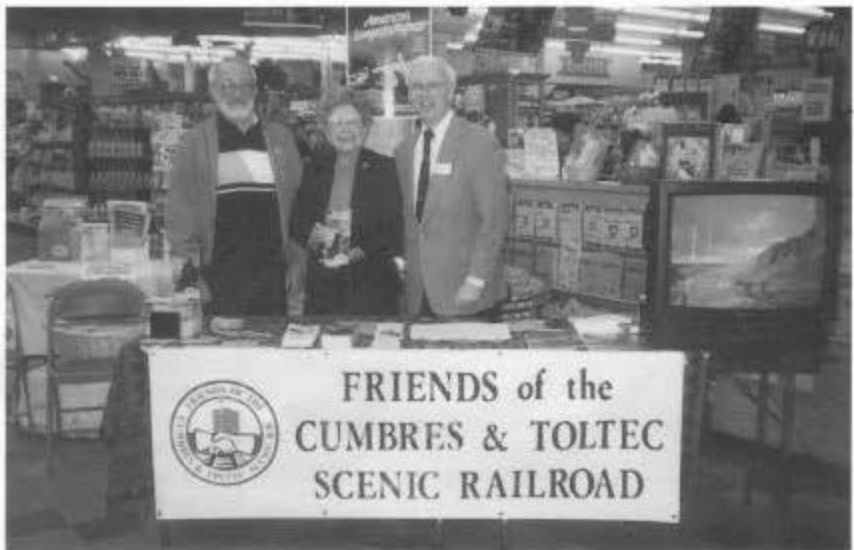


*The carbody of Florence & Cripple Creek #60 after being moved to the Western Museum of Mining and Industry. Later, the car was covered to protect it from the weather. May 2, 1998. Roger Briggs photo.*

### SPECIAL CHARTER

## MOONLIGHT TRAIN RIDE

Sponsored by the Friends, the Tenth Annual Moonlight Train Ride and Steak Dinner will depart Chama on Saturday afternoon, August 8, 1998. Tickets are limited and will be sold on a first-come, first-served basis. Tickets are nonrefundable after July 17, 1998. Prices, including dinners: Adults (members) \$60, Children under 12 (members) \$35. For orders only, call: 1-888-483-2486.



*Friends' volunteers Dayton Molzen (L), Goldie Buckner, and Bill Lock at the Wild Oats Community Market's 5% Day on March 17, 1998. More than 17 volunteers participated in this special outreach opportunity at the five Wild Oats stores. Steve Schroeder photo.*



*Limon Niblack (L), George Knauff, and Mike Smith inspect the new longitudinal sills, fabricated by splicing 18-foot beams (such splicing was commonly done by the Rio Grande). Roger Briggs photo.*

**Flat Car 6200** continued from page 1

new side bearings and had the body bolsters reinforced in 1926 (for \$61). Then in 1937, the 17 cars were rebuilt with steel underframes (for \$258). None of these 17 cars was retired until 1956; three of them survived to be passed on to the C&TS: 6200, 6205, and 6214. Flat car 6205 was converted into observation car 301 shortly after the C&TS began operation.

Flat cars 6200 and 6214 have both steel and wood in the frame, but the basic load-bearing structure is steel. The end sills are wood, but the coupler is mounted directly to the steel center sill. The wooden longitudinal sills appear to be there primarily so that there will be something to which the floor boards can be nailed. The body bolsters of car 6200 show evidence that vertical members had been crudely cut off with a torch and have "D&RG" not "D&RGW" molded into them. As the D&RG became the D&RGW in 1921, this would seem to indicate that the steel frames for these cars were fabricated in 1937 using structural parts from old standard-gauge cars. Why wooden end sills were placed on these cars when they were rebuilt remains a mystery. The wood in both these cars is all badly decayed. The wood end sill on 6214 is so rotten that the brake wheel has fallen off completely.

The volunteers at Colorado Springs have rebuilt 6200 with new end sills, longitudinal sills, and decking. In addition to these wooden parts, the volunteers have also restored the metal parts. The brake system has been reinstalled and will be inspected by railroad staff when the car arrives in Chama.

*Roger Breeding lives in Albuquerque. He is a director of the Friends and chairs the Projects Committee. Roger Briggs lives in Colorado Springs. He is a director of the Friends and manages the car restoration project at the Western Museum of Mining and Industry.* ✎

**AT THE BIG HORN WYE**

by Charles R. Barnett

At moments, when the air is perfectly still, the creosote smell of hot railroad ties grows strong. It's a nice smell—clean, like pine tar soap. At the Big Horn Wye, the encounter between nature and the Cumbres & Toltec Scenic Railroad is a comfortable one.

For a hundred years this was a busy spot, with freight and passenger trains coming and going, up and over the San Juan Range, hauling ore, lumber, livestock and people. Now, twice a day, a tourist train comes by, drawn by a noisy steam locomotive. The rest of the time everything is very still.

That was due to change. In the summer of 1997, it was time for the Big Horn Wye to live again. George Bartholomew, new operator of the Cumbres & Toltec, was planning a nineteenth century tent camp and country fair for

Big Horn. It would be just like those that actually existed during the Gold Rush. There would be music and food, a dry goods store and a saloon run by dance hall gals serving soda pop. Of course, the only way to get there would be by narrow gauge steam railroad.

Old prairie wagons, fence posts, ridge poles and tenting came in on flat cars out of Antonito, Colorado. A seasoned trail cook from Chama, New Mexico, set up the barbecue pit and as soon as they'd built a log corral to hold them, wranglers brought in horses by rail. Meanwhile, steam engine #497 got busy and pushed a flat car into the wye to serve as a stage for entertainers. C&TS crews built bleachers out of railroad bridge timbers and ran them up the sage covered slopes as seats for spectators.

The pristine quiet of the Big Horn Wye was shot to hell. But somehow it wasn't so bad. By twilight, everything seemed to fit comfortably with the rails and the countryside in a way modern things never can. Coffee was brewing in tin pots over smoldering coals. A shadow musician plucked at a dulcimer beneath a small ponderosa while a flickering candle threw a light show against the canvas of a nearby tent. In the dim light you could hear the shuffle of horses' hooves from the corral and the sounds of people talking and laughing. There were lots of animals and people. . . lots going on. But none of it took up much space, either on the ground or in one's head.

The moon was due any minute. It had already lent an eerie glow to the wisps of clouds that were riding the southeast horizon. Then all at once it began. You knew it was coming, but somehow there's no way to prepare for the majesty of a southwestern moonrise. ➔

**1998 Old Time Railroad  
Tent Camp & Country Fair**

This year's Old Time Railroad Tent Camp & Country Fair will be held at Big Horn from July 31 through August 9.  
For information call  
1-888-CUMBRES or (719) 376-5483.

Suddenly a bright arc of silvery light appears. It rises and grows to an incredible size then finally kicks loose from the last treetop and floats free into the heavens. The tent camp at the Big Horn Wye is bathed in silver.

For a long time everything was very quiet. Then came that marvelous sound, gone from our lives for so long, but not forgotten. Unearthly at any time, it was wondrous beyond belief in this setting . . . the distant call of a steam locomotive whistle.

If you listen intently for the sound of an approaching steam locomotive, you'll swear you hear then lose it a hundred times. You even think you can hear the regularity of the huffing and chuffing. The distant sound turns out to be the wind in the trees. You only know you're right at last when you hear the unmistakable call of the steam whistle. This time everybody heard it.

Fifteen minutes passed. Sixteen. The engineer let loose another blast on the whistle. This time the sharp-leaved gooseberry bushes shook in the moonlight and the Cyclops eye of steam engine #487 came floating around the east bend to set the rails on fire.

Excited passengers leaned from every window and crowded out onto the platforms between the cars. Some started down the metal steps even before the conductors had a chance to put the little step stools below. When they mixed with the people from the tent camp you could hardly tell them apart despite the costumes. Everyone was wearing the same happy faces. Time had stopped beneath the full moon and suddenly notched back a full century. It was almost 1900 and everyone was determined to have a good time.

Laughter and music seemed to be everywhere. You'd have to say there never was a more beautiful rendition of "Ghost Riders in the Sky" than the one Wiley Jim Feifer sang to a quiet crowd under a full moon that night. Or a prettier sight than Rick Worley and Chris Fought leading a trail ride up Big Horn Mountain, all silver and black against the sky.

All decked out in buckskin, Michael "Deadwood" Bush, down from Alamosa, looked like a plate out of a Zane Grey novel standing beside Bert Docker and Ted Shine Lewis while they played guitar and dulcimer



*The wagons arrive by rail at the Big Horn Wye, site of the first tent camp and country fair, August 14-17, 1997. Photos by Charles Barnett.*

under a moon-silver ponderosa.

Ted Weaver, up from Texas to work a friend's roundup, helped wranglers Jeff and Theresa Miner with their horses. Ted's hat would probably bring a thousand dollars at Christie's. You just can't create a sweaty old masterpiece like that in less than twenty years on the range. And what can you say about Bobbie Lee Hurley? If she wasn't a real dance hall gal in another life, I'd miss my bet.

By 10 p.m. the moon was high in the sky and looking about a tenth the size it was when it first showed up. The coffee pots were running low, the horses were back working on their oats and the watermelon seeds had all been spat when old #487 decided to shake the gooseberries again. Four long, loud blasts set the visitors searching for their seats back to Antonito.

After a couple of long, loud whistles, the engineer set the brass bell clanging and steam billowing from the drive pistons. A rattle ran the length of the train as the wheels began to turn and snapped up the slack between the cars. As the train gathered speed, with lots of loud huffing and chuffing, the engineer let loose one final whistle blast and took her around the bend.

The Cumbres and Toltec Scenic Railroad is the highest and longest narrow gauge railroad in the US. Most agree it's also the most spectacular. It's nineteenth century Rocky Mountain

railroading returned from the past to stir our souls and give us back our childhood dreams. And now, beneath a full moon, each year there'll be a railside tent camp in the middle of nowhere at the Big Horn Wye.

They say the Cumbres and Toltec Scenic Railroad is a living museum. But, oh, what a museum! There's no other like it . . . anywhere.

*Member Charles Barnett lives in Santa Fe, New Mexico.*



*C&TS workers set up benches for the entertainment. Story and photos copyright 1997 Charles R. Barnett, used with permission.*

## NARROW GAUGE NEAR AND FAR: NO. 12

by Earl G. Knoob

After 17 years with the C&TS, I have flown the coop. I won't go into the reasons for my departure here, but it was a very difficult personal decision to make. I will always cherish my time on the C&TS. It is truly the greatest historic railroad in the US. In the old-time railroad game, nothing comes close to it.

All of which brings us to where I am now. On May first I began working for the Fort Worth & Western Railroad in Ft. Worth, Texas. The FW&W is a 50-mile shortline operating an old Cotton Belt secondary line from Carrollton, Texas (north of Dallas), through Grapevine and into Ft. Worth. The railroad operates freight service and handles over 24,000 cars a year. Interchange is made with the BNSF at Carrollton and with the BNSF and UP at Hodge Yard in north Ft. Worth. In south Ft. Worth we interchange with the South Orient Railroad (a former Santa Fe line). There are many on-line customers, including a freight car manufacturer. Freight power is with a pair of GP-9s plus an occasional unit borrowed from the BNSF.

The big attraction (at least as far as I was concerned) is the passenger operation. The FW&W operates a daily passenger excursion train from Grapevine to the historic Ft. Worth Stockyards and return, a 42-mile round trip taking 1-1/4 hours each way. While at the Stockyards, a short one-hour, 10-mile trip is made down to the 8th Avenue Yard at south Ft. Worth. If you ride both trips, the total is 52 miles. The train runs daily, year round, hauling over 100,000 passengers annually.

Motive power for the passenger trains is former Southern Pacific 4-6-0 #2248. She was built by Cook in 1896 and is the oldest regularly operated steam locomotive in the US. From mid

February through January 1, engine 2248 works five days a week hustling her string of varnish over the hills between Grapevine and Ft. Worth. The ruling grade is only 2%, with 95% of it less than 1%; however, with six heavy steel coaches in tow, 2248 gets a serious daily workout.



Fort Worth & Western engine 2248 departing Grapevine, Texas, March 28, 1998. Earl Knoob photo.

The railroad has a roller coaster profile, with a continuous series of short upgrades and downgrades to keep the engineer busy working the throttle and the brakes. Add to that 25 road crossings (most with gates and flashers), that must be whistled for—quite loudly at that—and it makes for an entertaining railroad to run.

2248 is a rather small 4-6-0 that was state of the art in 1896. She has an old wagon-top boiler that carries 175 lbs of steam. The cylinder size is 20 x 6 (a little bigger than a 480). She is not superheated and has slide valves and Stephenson Valve gear. The drive wheels are 63 inches in diameter. Originally built to burn coal, the engine was converted to oil firing about 1910. In the 1930s, 2248 was selected for fire train service in the Sierras and was equipped with a large steam powered water pump, hose reels and spray nozzles to help combat snowshed fires over Donner Summit. She was regularly stationed at places like Colfax, Emigrant Gap, Norden and Truckee. With the demise of steam

over the Sierras in the mid 1950s, 2248 lost its fire train attire and became a ceremonial locomotive for the SP and operated on excursions in the San Francisco Bay area until the late 1950s. Sold to a private owner, the engine was stored through the 1960s and was sold to the Texas State Railroad in Rusk in the 1970s. When TS's trains became too big for 2248 to handle, she was sold to the FW&W in 1990, overhauled and returned to service. Today, she is doing exactly what she was designed to do, working every bit as hard.

One of the more interesting operating aspects of the FW&W is the two grade crossings with mainline roads, complete with necessary block signal systems. The first crossing is with the UP's former MKT line. This is an automatic interlocking plant, in that the first train there gets the block. There

isn't very much traffic on this line, but because of the UP's well known traffic difficulties in Texas, FW&W trains are known to find a 100-car coal train blocking the crossing for up to 45 minutes. The other crossing is the location known as Tower 60. This is a BNSF-controlled manual interlocking plant. Two BNSF (one Santa Fe and one old Ft. Worth & Denver) lines and one UP (former SP and Rock Island) line cross the FW&W. In addition, the UP crosses the Santa Fe line. Every time the FW&W sends a train through here, the train must call the BNSF dispatcher to get clearance. Chances are better than even that the passenger train will get held up here for at least one train. Frequently we cross ahead of the latest products from EMD and GE. It's a strange feeling to be on a 102-year-old steam locomotive crossing in front of the Big Boys! I doubt there is another steam operation in the US which has such a situation. With these variables in the operation, it became obvious to me why the arrival times at the Stockyards are "estimated arrival times." See NGNF, page 7 ➔

## Look Both Ways

by Keith E. Hayes, AIA

As the Friends celebrate a decade of work on the Cumbres and Toltec Scenic Railroad, it would serve us well to pause and reflect as we continue to plan for the future. When Bill Lock first had the idea to journey to Chama to paint a boxcar, I imagine he had no idea what kind of organization would evolve. Today, the future possibilities seem endless with a strong organization, a proven track record of projects and many, many committed volunteers.

The surviving Cumbres and Toltec was a vision of volunteers committed to the preservation of a portion of the Denver and Rio Grande Western's San Juan Extension. Ernie Robart, George Swain and others dedicated significant time to bring the first train back to Chama in 1970. Regrettably, early volunteers lacked the catalyst to create a lasting organization once the railroad was operating, and non-railroad preservation work was not coordinated. In contrast, the Friends' greatest strength is organization; here are some examples.

In the 1980s, Bill Lock simply reacted to what he saw: a collection of historic rail equipment that needed paint. Indeed, one of the important on-going programs is keeping the collection of rolling stock and buildings freshly painted. Consider this—if the collection numbers some 120 pieces, we need to paint 12 cars per year in order to paint each piece just once every 10 years!

Another early and ongoing activity is stabilization, mitigating further deterioration by prevention and repair. One sign of this is the tarps the Friends purchased to cover the historic passenger cars. Keeping sun, snow and water from direct contact with the cars will go a long way to reducing the speed of deterioration until plans to restore these pieces are complete. Another success is the several towns along the right-of-way, buildings that contribute to the visitor experience that

have been saved from deterioration and look better than ever! Roofs have been replaced, eaves propped up and everything painted. One building was even jacked up so the entire foundation could be replaced. Perhaps the biggest project was the reconstruction of the surviving portion of the snowshed atop Cumbres Pass. Without the dedication of Friends' members, this huge and unique remnant of a vast system of snowsheds would no longer be standing.

Repair is another ever-present task. Flat car and gondola decks are repaired and replaced and many of the stock cars have new roofs. It is important to note that we are not just preserving the equipment, but each project contributes to our knowledge base, the means and methods of 19th century railroad construction. And we also bring some knowledge to the railroad; just last summer, a volunteer used a computer spread sheet to create the ratios to properly adjust the brake system on the sheep and the tank cars. A program is in place that moves cars to the Western Museum of Mining and Industry in Colorado Springs for year-round preservation work, and plans for a car repair facility to be built in Chama continue.

Each year, it seems the Friends take on more complex and involved projects. Often these defy categories and include stabilization, repair and replication. The short refrigerator car is a good example: while the team is trying to save as much of this historic material as possible, portions of the car structure have been replaced, and new metal castings and trucks have been created where the originals no longer existed. Another example of the expanding scope of the Friends historic preservation work is the planning under way to refurbish the hoist mechanism at the Chama coal tipple.

What is in the Friends future? Painting and repair of buildings and rolling stock will continue each summer. Several of the more intensive and long-term projects include restoration of the

growing historic passenger car fleet and repairs for rotary snowplow OM. As rolling stock returns to top condition, the organization should consider some permanent covered storage in Chama and Antonito. There has been discussion of the reconstruction of the roundhouse and turntable in Chama. Perhaps we should reconstruct the depot at Cumbres Pass. Even better would be to extend the track to the historic depot in Antonito and repair that unique stone structure for the enjoyment of future generations.

So, Friends, give yourselves a pat on the back for a job well done—the job isn't finished though, so keep up the good work!

*Keith lives in Denver. His column appears regularly in the C&TS Dispatch.* ✎



*NGNF continued from page 6*

The station at the Stockyards is in itself interesting in that it's actually a renovated cattle barn turned into a shopping mall and arcade-type railroad station. The track runs literally right down the center of the mall with shops and restaurants on both sides. Needless to say our arrival creates quite a sensation down there.

For those fans looking for something a bit different, or needing a "steam locomotive fix" during those off seasons months in the fall, winter or spring, come to Ft. Worth and see us. The city has many attractions to keep the family happy, and for the railfan there is always something on either the FW&W or the big roads.

Next time, we'll return to the narrow gauge.

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

## BOOK REVIEW

*The School Car: Bringing the Three R's to Newfoundland's Remote Railway Settlements (1936-1942)*,

Noseworthy, Randy P. (R.P.N. Publishing, PO Box 23, Main St. Whitbourne, Newfoundland, Canada AOB 3 KO, \$19.95 plus \$2.50 shipping, pb, 202 pp., photographs, maps, bibliography).

This is a very nice little book with two main subjects of interest to all rail fans. The Newfoundland Railway, and others located there, were narrow gauge (3' 6") and ran some 547 miles in that province. The second topic, as the title says, documents the effort on the part of that railway to bring education to children in "remote . . . settlements." In early 1936 the railway company responded to the Department of Education concern for the children of section workmen and others living along the line, to bring education to them. The railway company owned a private car, originally belonging to Lord Northcliffe, which was available for the purpose. The Shawawdithit, reportedly named for the last surviving member of the native Beothok people of the area (who died in 1829), was converted into a classroom for the students and living quarters for the teacher. The rolling classroom was then sent out along the line on a regular schedule and parked at each location for a given period. In between visits, the students were handed reading materials and class assignments which kept them busy until the next visit. The teacher would then review their work and make new assignments. This system continued until 1942 when it was discontinued, for reasons that vary from wartime problems to better roads, and so forth.

The author, a native of St. John's, Newfoundland, presents a brief history of the railroads of the area, a history of the Shawawdithit (I challenge you to pronounce it!) and then provides reminiscences of former students, railroad workers, and teachers. There are photographs of many of the folks, the railroad, and the school car, and there is a map of the lines.

The publisher, Douglas N. S. Smith, a member of the Friends, is making a generous offer. For every book sold to a member of the Friends, he will donate \$3.50 (US) to the Friends. In addition to publishing railway history, Smith serves as a board member of the Canadian Railroad Historical Association, which oversees Canada's largest railway museum in Delson, Quebec. "I have a great appreciation of hard work which the (Friends) Board and members have undertaken." He hopes to join us at a work session in the future. Friends may buy the Noseworthy book through Smith for \$19.95 plus \$2.50 (US): Trackside Canada, P.O. Box 1369, Station B, Ottawa, Ontario, Canada, K1P SR4. Smith also notes, "Remember postage to Canada is \$0.46."

—Spencer Wilson

## FRIENDS LIBRARY AND ARCHIVE

by Spencer Wilson

Those of our members who are readers of *Railfan & Railroad* may have noted articles in the February and March issues this year pertaining to research libraries and the relationship of libraries and archives to photographic collections. Written by editor emeritus John A. Boyd, these articles are guides to what kinds of books and periodicals are needed for a railroad-related research library. His main thesis is to build the kind of collection needed to cover all railroads and kindred topics nationwide.

The February article is devoted to periodicals. Boyd recommends *Railfan & Railroad*, *Trains*, and *The Official Guide of the Railways*, as well as other periodicals which would be very useful for a general railroad library. In the March article Boyd writes about books, and again, he deals in all-inclusive works of railroad history. Boyd concludes that "trying to build a good research library . . . can be a daunting task . . . I wish I'd made myself aware of it sooner." His ideas

are well worth reading even though he is writing to a broader audience than that of the Friends.

All of this brings us to the Friends Library and Archive. Our library is up and running with a small, but growing, collection of books, magazines, and newsletters from various organizations. The Friends' principal aim, it seems to this writer, is to concentrate on the general topic of narrow-gauge railroads of Colorado and New Mexico, with other like lines elsewhere included as an extension of narrow-gauge railroads. We are also serving as a collector of materials, books, articles, government reports, and the like on other railroad-related subjects within the two states. We are off to a good start and continue to add to the collection.

We use Library Master software. The present system is on an old DOS 286 computer and dot matrix printer (that takes forever to print the current 35 pages of annotated bibliography). Happily a donation has just been offered of a faster computer and the board has authorized the purchase of a new printer. Within the system we have nine "record types," ranging from individual volumes, articles in books, journal articles, public documents, manuscript collections, audios, videos, maps, and photographic collections. An item donated to the library is assigned to which ever record type is appropriate, is given a call number, and then entered into the computer. The subject classification system numbers from 100 to 900, with subclassifications. For instance, 100 series are Railroads and Railroad—General, and these works include general railroad history, D&RGW history, C&TS history, narrow-gauge railroads in Colorado, narrow-gauge railroads in New Mexico, regional history, and biography. Other classifications include Railroad Operations and Management; Locomotives and Other Self-Propelled Rail Vehicles; Rolling Stock—General, Revenue, and Nonrevenue; Right of Way Structures; Historic Preservation and Museum Practice; and so forth.



*Library continued from page 8*

This information is printed as an annotated bibliography with call numbers, appropriate authors, titles, and publication information, followed by a short description of the contents and any other pertinent information, even with the name of the donor as a nod of appreciation. For the time being, this is not a "loaning" library as a regular practice, although exceptions are made in a very few instances. Rather, a member of the Friends should write to the librarian with questions which the librarian will try to answer.

There is also the archive function within the scope of a library—although often the two tend to be very different. An archive is a collection of original, or copies of original, documents—letters, diaries, photographic collections, and the like. We already have several photographic groups that date back to the earliest days of the volunteer effort on the C&TS, as well as more recent collections. A reprint of the newsletter of the New Mexico Railroad Club is extremely valuable for information of those early days on the C&TS, but also for other developments pertaining to railroads in New Mexico, Arizona, and Colorado. We look forward to adding to the archive collection as well as the library.

I hope this essay on our library and archive will encourage both inquires and, of course, even more donations. One further word on donations. We will ask for a signed donation agreement. In the past I sent a letter of thanks but we will be a bit more formal in the future. Also, in the case of duplications of something in our collection, with the permission of the donor, the duplicate will be sold at the annual book auction for the benefit of our wonderful organization.

*Spencer is the Friends' Librarian and Archivist. He is a director of the Friends and a former member of the Railroad Commission.* ✎

## COMMISSION HIGHLIGHTS

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

The Cumbres & Toltec Scenic Railroad Commission met in Santa Fe, New Mexico, March 28, 1998. The commissioners heard a wide range of reports.

George Bartholomew, railroad operator, who was unable to be present because of the death of his mother in Massachusetts, relayed word that reservations for the coming season were about double what they were the year before. He attributed this to trade shows attended, a direct mail program, and advance ticket purchase discounts.

Leo Schmitz reported that the contract for the Chama Shop Waste Water System Project had been awarded. The project is funded under the federal Intermodal Surface Transportation Efficiency Act. It includes installing a concrete foundation around the entire perimeter of the depot in Chama, installing a 30-inch drain under the tracks and several smaller drain lines so that all drainage will flow to the detention pond. An oil water separator will also be installed at the Chama shop facility.

Schmitz also announced the receipt of a Colorado Gaming Grant of \$69,206 which will be used to purchase materials and rent equipment needed for restoration work on the Cumbres and Osier section houses and to construct a foundation under the Osier depot. The Commission provides 25 percent matching funds and the Friends provide volunteer labor.

Schmitz also reported that the New Mexico Legislature had appropriated \$189,700 for five ADA (American Disabilities Act) projects. These are the Antonito depot, the commission's office in Antonito, the Antonito car shop, the Osier facilities, and the Chama engine house/shop and site. Construction is to begin in September.

The Friends have completed research and documentation of the historic roundhouse and turntable in the Chama yard. Input on operational needs and the proposed use of the C&S turntable which came from Elitch Gardens in Denver will be needed before any proposal can be made to the State Historic Preservation Offices.

Geof Gordon, member of the Friends, reported that about 1,000 hours of volunteer time have been contributed by Friends in Colorado Springs in completing restoration work on flat car 6200. Flat car 6214 was to be taken to Colorado Springs for restoration and 6200 brought back to Chama.

Bill Lock, Chairman of the Board for the Friends, reviewed the list of work projects for the three work sessions between June 15 and July 2. He also reported that some \$6,000 was received by the Friends from a regional 5% day at the Wild Oats Markets in New Mexico.

Pending approval of the Historic Preservation Office and final approval of the plans by the commission, the commission OK'd the Friends' Car Repair Facility which now is proposed to be built south of the Chama depot and west of the railroad tracks. The site will allow room for small kiosks and a parking lot. The building will be a steel-framed structure with board and batten exterior. It will be owned by the commission and leased to the Friends for long-term use.

In order to bring prices of goods sold by Pat's Port of Call more in line with the prices for items sold commercially in the area, a new pricing and commission structure was approved. It is hoped the move will enable increased sales as well as commissions paid to the railroad.

Schmitz reported that in response to the felt need for more land around the Antonito depot he is looking into several possible sites for acquisition.

*Member Ray Kersting of Santa Fe edited this report.* ✎

## LETTERS

### Planning Needed

Reading the President's Column in the Fall 1997 issue left me somewhat uncomfortable. While the discussion was thoughtful, what was lacking was any reference to an overall plan for preserving the historic ambience of the Chama yard.

I'm certainly preaching to the choir in claiming the Cumbres & Toltec Scenic Railroad, and in particular the Chama yard complex, is unique in North America in its ability to present and interpret railroad history. There is no place else that has as accurately preserved not only equipment but more importantly the environment of steam railroading. The historic interpretation potential is enormous, although largely untapped formally.

The C&TS, or perhaps more accurately its Chama base, may be entering a period where coordinated community-wide planning will be essential if tourist development is not to seriously intrude on the railroad's historic preservation value. Some changes involve the railroad directly; already a new engine house has been built and there is discussion of installing a turntable, building a larger roundhouse, and adding car restoration facilities. All of these changes have justification, some have historical precedent, but what will the cumulative effect be. Other changes will be in the surrounding community, but could have a substantial impact on the railroad. Change is necessary, but it will be tragic if it cannot be accomplished in a way that attaches reasonable value to historic preservation and interpretation.

The purpose of this letter is to ask if such a planning process exists, and what the Friends' role (if any) in that process might be. The conflicting forces are pretty obvious, one only needs to look at Durango to see one possible result. The Durango yard complex represented what was an even more complete example of a steam era yard, but one whose historic preserva-

tion value was virtually destroyed by development, even though its utility as a tourist rail terminal was preserved.

At the same time, the Chama community has a right to expect that the taxpayer-supported railroad will meaningfully contribute to the economic prosperity of the community. That is clearly a justifiably high priority in economically depressed northern New Mexico, and the primary original political motivation for saving the railroad. And the new C&TS management is motivated to grow the railroad's traffic base. For these people the Durango model is probably very attractive, and by that standard the C&TS remains a largely unfulfilled opportunity.

While these conflicting objectives for the C&TS have always existed at some level, what is accelerating the risk is the impending development of the area, which will attract more people and create more opportunities for the railroad as a tourist attraction and the surrounding community to exploit. With development pressing north from Santa Fe, and south from Pagosa Springs, it seems extremely likely that Chama will soon get its turn. That is generally good for the people who own property or earn a living in the area, but it poses severe risks for the historical values associated with the C&TS.

Managing the development can hopefully avoid some conflicts, and optimize the results where conflicts do occur. While that kind of management is inherently political, and often results in compromises that leave nobody happy, it's the only alternative to the kind of *laissez faire* (or at least insensitive to historic preservation) development that occurred in Durango.

I am curious as to what planning processes are already in place and what role the Friends are playing or would like to play. I am certainly familiar with the Friends' world-class role in helping to maintain the historic values of specific assets on the C&TS

property, but does this activity extend to these broader planning issues?

Does the Friends have a view on the adequacy of the existing rules and, if the view is not fully favorable, is anything being done (by the Friends or whomever) to improve the situation? And what role, if any, is the Friends organization preparing itself for in this process?

My concern is that any action needs to be proactive, because reaction is far less likely to achieve the kind of historically sensitive result I have a bias in favor of. The process of development is such that by the time you hear about it, expectations and commitments have been created that are hard to change. There is much less likelihood of severe conflict if the rules are clear from the get go.

John B. West  
Mill Valley, CA

### Reply from the President

John West's letter touches on a topic of continuing discussion when Friends gather. I have always been impressed with the extent of our volunteers' knowledge of the historic railroad at the C&TS and their passion for preserving the historic ambience at the same time that they support the continuing operation of the line as a tourist railroad. The role of the Friends in documenting and establishing the historic qualities is significant. We consider those qualities in planning our work, and we speak for consideration of those values in work proposed by the Operator and the Railroad Commission.

The authority for what happens on the property belongs to the Railroad Commission. It holds at least one of its quarterly meetings in both Antonito and in Chama for input from the local communities. All activities on the property are reviewed by the commission. And any construction/renovation work that is proposed on the property must additionally be reviewed and approved by the two State Historic





**1998  
SCHEDULE OF EVENTS**

June 15, Monday–June 18, Thursday  
Volunteer Work Session A

June 19, Friday  
Annual Dinner and Meeting

June 20, Saturday  
Railfan Charter

June 22, Monday–June 25, Thursday  
Volunteer Work Session B

June 29, Monday–July 2, Thursday  
Volunteer Work Session C

August 3, Monday–August 7, Friday  
Mini Work Session

August 8, Saturday  
Tenth Annual Moonlight Train

October 18, Sunday  
Planned Closing Day



*On May 2, 1998, engine 463 with the westbound, preseason, passenger train sponsored by the Friends crosses Ferguson's Trestle. The happy passengers enjoyed a beautiful day and a very scenic round trip between Antonito and Phantom Curve. Bill Lock photo.*



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

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