

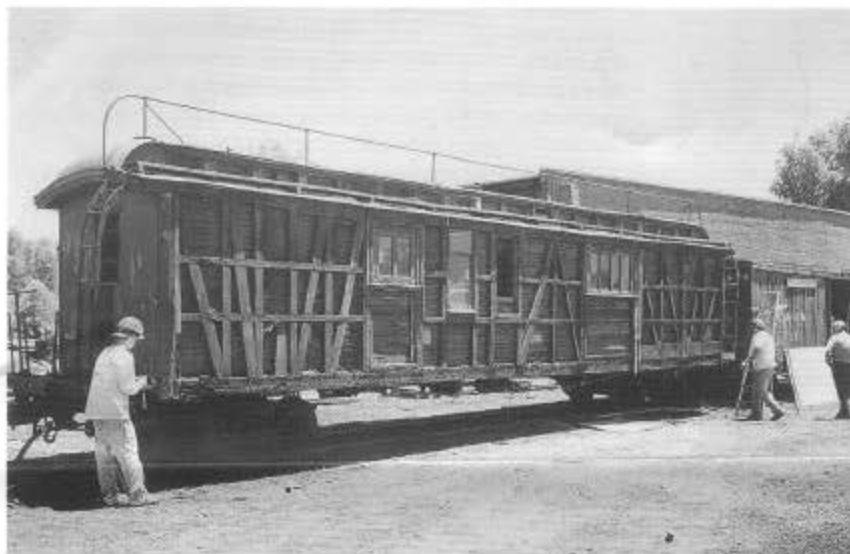


C&TS Dispatch

Vol. 11 No. 3

FALL 1998

1998 Historic Preservation



Railway Post Office (RPO)/Cook Car 053 in the Chama yard after session A volunteers had removed the car's siding to determine the condition of the main structural frame and the window frames (see page 5 for the major restoration work done on this car after the siding had been removed). Built as a short (30-ft.) RPO car in 1885, 053 served for many years on the Chili line between Alamosa, Colorado, and Santa Fe, New Mexico. After use as an RPO, the car was converted to a cook car, usually for service in rotary snowplow trains. The interior reflects its use as a cook car, and little remains of the RPO interior. In 1997 volunteers completed one end-sill restoration by installing new oak sill extensions and a new oak end beam (B end at right of photo). George Swain photo.

The June/July Volunteer Work Sessions

by Bob Akers, Doris Akers, Tom Cardin, and George Swain

Two hundred and seventeen people carried out historic preservation projects on the Cumbres & Toltec Scenic Railroad during the three volunteer work sessions from June 15 to July 2, 1998. The volunteers came from 32 states and England. Most of this fall issue is an overview of the work accomplished. Also presented is a complete roster of the volunteers. The work of the August 1998 work session will be reported in the winter issue.

What We Did Last Summer

Volunteer Work Sessions — June / July 1998

In **Antonito**, volunteers

- Completed disassembly of flat car 6708 and made detailed notes and sketches of each component as it was removed. Reassembly should begin on the first day of work session A, 1999.

- Constructed six heavy duty saw-horses, assembled the new engine hoists, and put together the cutting/welding torch system.

- Completed installation of the three-rail switch in the dual-gauge display track.

- Installed steel plate reinforcement for the longitudinal sills at one end of caboose 0579.

- Painted and lettered exteriors of display engines 494 and 495; painted

black portions of cab interiors. The green areas will be painted at a future session.

In **Chama**, we

- Completely dismantled boxcar 3111 down to the trucks. The trucks were cleaned and repacked for use on sheep cars.

- Scraped five cars; painted three boxcars, one drop-bottom gondola, and the new wood on the ends on caboose 05635; and scraped and painted rotary snowplow OM.

See Summer, page 4 ➔

C&TS Dispatch

<http://fourworld.compuserve.com/homepages/drichter/foacts.htm>

Directors

1998-2000	1997-1999
Robert Akers	Howard Bunté
Roger Breeding	Wayne Freeark
Roger Briggs	Geoffrey Gordon
Ralph G. Flowers	James Herron
Craig Kumler	William Lock
Arthur Nichols	Arthur Randall
Theresa Shaw	Warren Ringer
	Steven Schroeder
	Spencer Wilson

William Lock—Chairman of the Board

President	Theresa Shaw
Vice President	Geoffrey Gordon
Treasurer	Robin Kumler
Secretary	Warren Ringer

Editor	Arthur Nichols
Photographer	Tom Cardin

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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



As I write, we have just finished the last of our work sessions this year, topping off another year in which we hosted more volunteers than ever and accomplished most of the projects we had scheduled. No session is without the discovery of more rotten wood in places we could not see when planning and the search for materials to complete

a job whose scope suddenly expanded as a result. No session is without projects that come together faster than we thought they would. And no session is without a collection of the most eager, hardworking, good-spirited individuals I have ever had the pleasure to work with. We put the time and effort they bring with them to the very best use because of the hundreds of hours of preparation that our board of directors, team leaders and project planning committee do. I would like to thank them for the hours of thinking and talking and meetings, for the hours of research and preparation of the report that describes the work program to the Cumbres & Toltec Scenic Railroad Commission and the State Historic Preservation Offices, for the gathering of information and passing it on to the ones who find and order the materials to be used, for their efforts in getting tools and materials to work sites before sessions begin, for the guiding of volunteers of varied skill levels through the tasks, for the preparation of the information we send to our prospective volunteers and the hours spent matching applicants to projects and communicating those choices back, for solving the logistics of providing lunches for every day of the work sessions. Congratulations, all of you, for the fine results of your work and dedication!

Plans for a restoration facility in Chama are moving along. At its spring meeting the board of directors discussed the ideas of a subcommittee considering the design of the proposed building. The board adopted the recommendation for a pre-engineered metal frame structure with board and batten exterior. The initial phase would be a 70' by 75' structure housing two RIP tracks, a woodshop, and material storage with potential for expansion in an additional module of 75'. The board also voted to secure the services of a fundraiser and pledged contributions of over \$26,000 to begin the fundraising effort. At its spring meeting, the commission approved the Friends' request to use the site, subject to review and approval of building plans and approval of the plans by the State Historic Preservation Offices. We are now at work obtaining additional survey information about the site, developing a more detailed budget for site preparation, track, switches, and building installation, and organizing our fundraising effort.



President's Column

Continued from page 2

During the June work sessions, discussion continued on the topic of a proposed roundhouse and turntable in the Chama yard. Friends' member Kevin Corwin has presented the board with his research on those two historic structures with drawings and pictures of the Chama structures and other representative D&RGW turntables. Discussion of turntable options was greatly enhanced by the work of members Matt Hutson and Don Hausmann. Matt created measured drawings of the existing Durango turntable as a starting point for Don who was interested in helping us ascertain what it might cost to build a deck and girder turntable today from scratch. With the assistance of other members of his firm, March Adams & Associates, structural engineers in Chattanooga, Tennessee, Don produced a set of preliminary drawings for a prototypical 75' table. Based on these drawings, we think building a new turntable is an affordable and viable option. George Bartholomew agrees. Further discussion with the operator of possible roundhouse designs has been suspended pending appointment of a new Chief Mechanical Officer. However, Don Hausmann and several others, members of our mechanical team, took measurements this summer and intend to carry on discussion in the off-season about the engineering issues that must be addressed in the design of a new roundhouse and some possible solutions.

And, finally, the Friends welcome a new member of the C&TS operations staff. George Bartholomew has hired Walter Rosenberger of Greenville, North Carolina, as the new Chief Mechanical Officer for the C&TS, replacing Jack Campbell who left this position in January. Walt is a licensed professional engineer, with a BS and MS in mechanical engineering. He has worked in industry, most recently with Procter & Gamble and has a number of years of experience as a project manager. He says he's always loved

railroading and worked as a volunteer with the Indiana Railway Museum when he was going to school. His father worked for the Lackawanna early in his life and later as conductor on Amtrak. Walt's mechanical skills were fostered by his grandfather who taught him machining. He's excited about coming to the C&TS because the position brings together so many threads from his life. His first day with the railroad is August 17th.

—Terri Shaw 🍀

ELECTION RESULTS

A total of 478 ballots were returned by members in the election for the Friends' Board of Directors. The following directors were reelected to two-year terms (the number of votes for each candidate is also given). Roger Breeding, 475; Roger Briggs, 477; Ralph G. Flowers, 477; Craig Kumler, 474; Arthur Nichols, 477; and Theresa Shaw, 475. A new director elected was Robert Akers, 474. The Board of Directors at its June 27 meeting elected the following officers of the corporation for 1998-1999: Theresa Shaw, president; Geoffrey Gordon, vice president; Robin Kumler, treasurer; and Warren Ringer, secretary.

BOOK REVIEW

Favorite Flowers of the Cumbres & Toltec: A Railroad Sketchbook with Regional Spanish Names by Merrilee Ann Dolan (Dragonfly Press, 1006 Washington SE, Albuquerque, NM 87108, 71 pp., \$10.00 plus shipping, pb. 5 x 7, artistic illustrations).

As the title implies, this neat little book is a guide to the profusion of wildflowers along the rails of the Cumbres & Toltec Scenic Railroad. There are a number of reasons for riding the historic C&TS, but now the ride can appeal to those who have a love for the scenic values of the high mountains as well as the train.

Dolan was born and raised in Durango, Colorado, where she first acquired a love of flowers in the family garden. This book is obviously a work of great love, and apparently the author is not completely done with the project. She encourages "suggestions about flowers and their Spanish names." There is also a list of those who helped with the Spanish names drawn from northern New Mexico and southern Colorado. A very nice book.

—Spencer Wilson 🍀

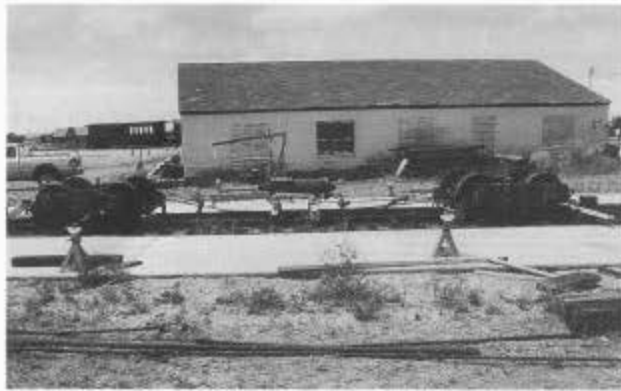
Where We Came From

Thirty-two states and England were represented at the June/July work sessions. The distribution of the 217 volunteers is given below.

Arizona—16	Missouri—5	Oregon—2
California—21	Montana—2	Pennsylvania—1
Colorado—53	Nebraska—1	South Dakota—2
Florida—5	Nevada—2	Tennessee—1
Georgia—4	New Jersey—1	Texas—12
Iowa—1	New Mexico—39	Utah—2
Illinois—6	New York—2	Virginia—3
Kansas—3	North Carolina—3	Washington—3
Maryland—2	North Dakota—1	Wisconsin—3
Maine—1	Ohio—14	Wyoming—1
Minnesota—2	Oklahoma—1	England—2

Our Global Community

In addition to the United States, members of the Friends of the Cumbres & Toltec Scenic Railroad reside in Australia, Belgium, Canada, Germany, New Zealand, Singapore, Switzerland, and the United Kingdom.



In Antonito . . . The disassembly of flat car 6708 was completed during session A. Shown here is the car with all wood parts removed. Little remains because the frame wood was almost all rotten. Reassembly with new wood, and restored metal parts where necessary, is scheduled for summer 1999. All photos by Tom Cardin except where noted.



Dave Baughman saws the tenon on the new side sill for flat car 6708 while Drake Rice (left) and Richard Moses steady the sill (session B).



Connecting the three-rail switch to the dual-gauge (three rail) display track in the Antonito yard (session A). This installation is being done for display purposes only as the switch is no longer usable for operation.



Charles Irvin (left) and Warren Ringer attach steel plates to the frame of caboose 0579 in Antonito (session A). When the frame is reinforced, 0579 could be used in normal operations of the railroad. This car is the only example of a short caboose on the C&TS.



John Blake spray paints boxcars in the Chama yard (session A).

Summer continued from page 1

- Stripped and replaced siding on cook car 053; removed and replaced clerestory screen and roofwalk; replaced end platform; and painted the entire car.
- Cleaned and painted the interior of the coal tipple hoist house. Cleaned the hoist motor and assessed its condition as to making it operable.
- Continued groundskeeping by cleaning and replanting pots and planters.
- Removed existing decking on warehouse loading dock; replaced beams and all supports; and replaced decking.
- Rebuilt door for the carpentry shop; replaced two other doors and tracks; and built a lumber rack inside.
- Finished repairing the hatches on 40-foot refrigerator car 157.

See Summer, page 6 ➔



In the Chama yard . . . Car 053 at the beginning of this year's work sessions. The faded lettering T.P.P.R.R. No. 159 is a fictional number resulting from film service.



Craig Sutherland measures for replacement window framing on car 053. Note the exposed frame members after the siding has been removed (session A).



Car 053 after restoration work this summer. Volunteers installed new siding, replaced the clerestory screens and roof walk, replaced the A end platform (shown here being assembled), and painted the entire car. The new siding was fastened with deck screws because it was discovered that one of the side sills was more damaged than originally thought. Its repair will require that the siding be removed at a future work session. Deck screws will facilitate removal; when the siding is reattached, nails will be used.



Members of the paint crew scrape old paint from rotary snowplow OM in the Chama yard during session A.



Volunteers paint rotary OM during session B. The rotary was also lettered with historically correct reporting marks in session C.

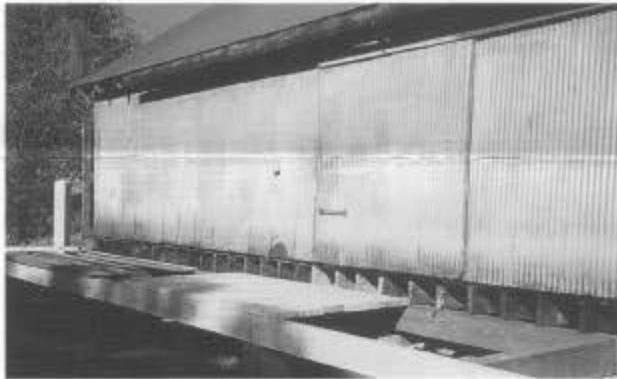
Hugh Fowler paints the hoist house of the coal tippie (session A).



The Friends plan to restore the Chama coal tippie, built in 1924, to historic and operating condition. Restoration began this summer with a general cleaning and inspection of the hoist house. During session A, Parker Fowler inspects the one-cylinder Fairbanks-Morse engine with cable drum, not used after an electric motor (GE, 10 hp) was installed. George Swain photo.



Clyde Putman vacuums the wall of the hoist house. Coal dust has to be removed before paint will adhere to the walls (session A).



New sill and platform supports for the Chama warehouse loading dock (session B). George Swain photo.



At the corrugated sheet iron building opposite the sand house in the Chama yard, Bill Lock uses a chain saw to cut a loading dock timber while Mike Oestrich steadies the timber (session A). As part of renovating the building for use of one section as a woodworking shop, the volunteers removed the entire deck and replaced it with new material.

Summer continued from page 4

- Repaired one truss rod and installed side bearings on 30-foot refrigerator car 55 and located parts for its brake system.
- Painted, lettered, and completed cosmetic restoration of rotary OM.
- Completed work to make five of six sheep cars roadable. Swapped the trucks from two cars because they did not match.
- Painted and numbered 26 mileposts and replaced 2; painted and numbered 19 whistleboards and replaced one; numbered four bridge mile markers; and painted nine switch-stand targets between Chama and Antonito.
- Removed end sill from stock car 5633; mounted and aligned replacement. Hardware should be attached during the August 1998 work session.
- Continued work on stock pen gates on the southern cattle chute. ➔



Phil McDonald (left), Warren Smalley, and Roger Briggs make a new coal tender door for rotary OM (session A).

Summer continued from page 6

- Lettered the night watchman's house and painted a herald on the west side; painted all metal on refrigerator car 157 and lettered the car; lettered four sheep cars, two boxcars, and one high-side gondola. Acquired a heavy Mylar stencil inventory.
- Sanded, patched, primed, and painted exterior of inspection car MW02; removed wood flooring from interior; removed, repaired, and rehung doors. Aluminum seat frames are expected to be installed during 1999 work sessions.
- Prepared more than 1000 sandwiches to feed the hungry volunteers in the three sessions.

See Summer, page 8 →



George Swain inspects the 1926-style lettering on stock car 5549 parked in the Chama yard (session B). During the past year the data base for the stock car fonts was established by Terry Woolsey, working from a variety of text and photographic documentation. George Swain photo.



Inside the Friends' kitchen car in Chama, Mary Metzler checks the lunch bags during session C. The food preparation team volunteers prepared 40 lunches a day during session C and over 100 a day during sessions A and B.



Chuck Templin touches up lettering on boxcar 3669 (session A). George Swain photo.



Replacing the end sill on stock car 5633 in the Chama yard. Geof Gordon on the roof, Steve Broadhurst with the torch, and Gary Rauch (session B).

Volunteers load insulation into stock car 5691 in Chama the morning of June 20. The stock cars were part of the Friends railfan charter. The insulation was used in the remodeling of the Cumbres and Osier section houses. George Swain photo.



Josh (top) and Al Smucker measure windows in the Cumbres section house (session B). As with the Osier section house, the interior will be restored and upgraded to allow the building to be inhabited during the summer months.



Docents Howard Bunté (left) and Spencer Wilson greet passengers with the new brochures describing the C&TS and the work of the Friends. In addition to speaking with passengers during the two hours before departure and talking with visitors in the railroad yard, the train hosts spoke throughout the day with passengers on the trains.

Summer continued from page 7

In Osier, we

- Continued restoration of the section house by removing five layers of old flooring and beginning installation of grade A oak; partially installing ceiling to historically match the original; and starting the partitioning of walls.
- Erected a generator shed outside the building.

In Sublette, volunteers

- Cleared two views of Sublette buildings and trimmed trees in the Narrows east of Chama for engineers' safety.

And at Cumbres, we

- Rebuilt section house windows; installed insulation under the floor; built a cinder-block foundation and a floor inside the former coal bunker; completed some interior partition walls; and installed shower and tub surround.

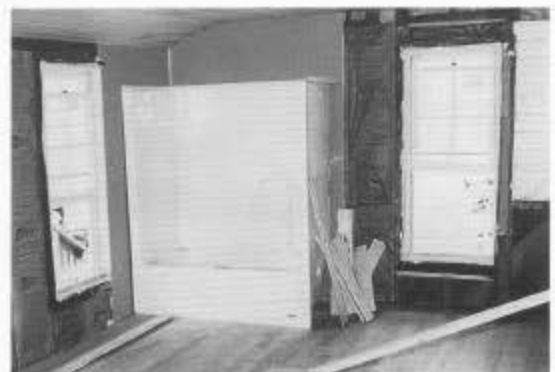
For locomotive engineers' safety, volunteers trim trees in the Narrows, two miles east of Chama (session B). At Sublette, volunteers also trimmed trees to improve passengers' views of the buildings.



Craig Miller installs sub-flooring over 2 x 12s in the Osier section house during work session B. This building will be returned to sound condition, the interior will be restored and upgraded to allow the building to be inhabited during the summer months. Funds to purchase materials for this work have come from the Colorado Historical Society.



Inside the Osier section house. Note the oak floor, shower unit, and wall insulation—all new. Much of the ceiling is also new (session C).



VOLUNTEER ROSTER — JUNE/JULY 1998 WORK SESSIONS

Work Sessions A, B, and C.
Please let the Albuquerque
office know of any errors or
omissions.

team leader

* 5 years or more volunteer

** 10 years or more volunteer

ANTONITO

Site Leader

Wayne Freeark

Caboose 0579

Dave Baughman B
Charlie Irvin A
#Bill Kepner** A
#Warren Ringer* A, B

Chronicler

#Tim Smith A, B, C

Display Engines

Edwin Barsachs B
#Jim Herron** B
Shirley Moses B
Ed Mouritsen* B
Bob Rosenberger B

Flat Car 6708 & Gondola 9558

Dave Baughman B
#Wayne Freeark* A, B
G.O. Gish A
Bob Kelly A, B
Malcolm Mackey* A
Martha Mackey* A
Richard Moses B
#Drake Rice* B
Ken Rice* B
Mike Thode A

3-Rail Switch

Jim Hall A
Art Hamilton A, B
Bob Mundis* A
#Cal Smith** A, B

CHAMA

Site Leader

Ralph G. Flowers

Administration & Registration

Bob Akers* A, B
#Doris Akers* A, B
#Howard Bunté** C
Al Dross* A, B
Terri Shaw* C

Boxcar 3111

Philip Fennell A
#Art Randall* A

Car & Structure Painting

#John Blake A, B, C
Leslie Doran C
Susan LeMmon* A
Don Nicholls* B
Charles Stewart B
Don Stewart B
Mark Stoeckel B
Dudley Thomas B
Paula Thomas B
Roger Yard B

Car 053 End Platform

Roger Briggs* C
Kevin Corwin* C
#Keith Hayes* C
Dick Petit C
Art Sherwood C

Car 053 Roof & Siding

Don Bayer B
Jim Graham B
#Tony Kassin A, B, C
Dave Sands A, B, C
Dick Smith* B
Don Storm C
Craig Sutherland A
Jamie Sutherland A

Car 065 Assessment

#Dan Howe A

Car & Structure Lettering

#Richard Caldwell* A, B, C
Philip Fennell B
Robin Kumler* B
George Swain* A
Chuck Templin A, B

Carpentry Shop

George Berkstresser* A
George Detwiler B
Jerry Sahnd A
#Bob Tully* A, B

Chronicler

Kathy Muth B
Rich Muth B
Joyce Shostrom* A
#Keith Shostrom* A
Patricia Stoeckel C

Chronicler, Special Assignment

Tom Cardin* A, B, C
Buck Rogers A, B, C

Coal Tipple

Hugh Fowler A
#Parker Fowler A
Clyde Putman
John Schwartz

Exhibit Planning & Design

Mike Hipskind B
Dick Kilday B
Frank Martindell A
Tamar Oestrich A
#Terri Shaw* A, B

Food Preparation

Rhonda Biggs A
#Mary Cardin* A, B, C
Nancy Gordon* B
Genie Hixon* B
Mary Metzler* C
Mary Milheim C
Sarah Reichert A
Joan Sands A, B, C
Sandy Schwartz A
Mona Tully* A, B
Diane Vos A, B

Groundskeeping

#Alta Berkstresser A, B
Martha Burggraaf B
Val Hebert A
Rheta Templin A, B

Inspection Car MW02

#Kevin Bruce B
Don Huber B
Gus Wurtzer B

Loading Dock, Warehouse

Steve Benezra C
Don Biggs A
#Ralph Flowers* A, B, C
Blake Forbes* B
Scott Leidenberger B

Bill Lock** A

John Lock A
Bill Mackey A
Irv Milheim C
Alan Oestrich A
Mike Oestrich A
Jim Reichert A
Ted Smith B
Don Storm B

Mileposts & Whistleboards

John DeRosa* A, B
#Jim Gross* A, B
Diana McGuinness* A, B

Phone Booths

#Janice Aasen* B
Bob Bergstrom B

Refrigerator Car 55

Michael Broadhurst B
Matt Jameson* B
Jim Rhinehart B
Jay Samuels B
#Randy Worwag** B

Rotary OM

#Roger Briggs* A, B
Lisa Leidenberger B
Phil McDonald A, B
Don Newing B
Don Richter B
Warren Smalley A
Ken Spencer* A

Stock Car 5633

Steve Broadhurst A
#Geof Gordon* A, B
Gary Rauch A
Jack Salisbury B
Fred Springer* B

Stock Car Brakes

Don Hausmann B, C
Charlie Irvin B, C
Allen Pomeroy B
#Art Randall* B, C

Stock Pens

George Berkstresser* B
Paul Ellis B
#Jack Schuh* B
Bob Burggraaf B

Tool Cars

Gordon Forbes* B
Harry Jensen A, B
Joanne Jensen A, B
David LeMmon A
#Don Metzler* A, B, C
Bob Sellar* C

Yard & Train Host

#Howard Bunté** A, B, C
Carol Mackey A
Al Ratzlaff A
Lee Ritterbush B
Carol Salisbury C
Spencer Wilson* A, B, C
Frank Yockey A
Joanne Yockey A

CUMBRES

Site Leader

Bob Ground

Chronicler

#Bob Hayes* C
Dick Kilday A

Section House

Kay Ballinger B
Al Cook A
Tom Donovan* A, B
David Ferro A, B
Carol Anne Freeman* B
Dave Fuller A
Tom Garland* C
Jerry Gorzoch A, B
#Bob Ground** A, B, C
Les Hebert A
Lynn Huber B
Al Judd* A, B
Laura Kammerer B
Craig Kumler* B
Judd McGraw A
Clifford Mestel A
Daniel Osetek A
Mike Schroeder B
Steve Schroeder** B
Marshall Smith A
Mary Jane Smith A
Al Smucker* B
Frank Smucker* B
Josh Smucker* B
Mark Stoeckel C
Janice Street B
Steve Street B
Noel Widdifield A
Nicholas Wilson* B

OSIER

Site Leader

Ted Norcross

Chronicler

#Bob Hayes* C
Bruce Williams B

Section House

Gene Balderston* A
Don Bush* A, B
Ron Curder A
Louis Hazlewood* A
Jim Hamblin B
Shari Hamblin B
Nick Hedensten C
David Hoyt* B
Douglas LaCoss A
Emmanuel Lopez* A, C
Dick Lunstrum A
Sam March* C
Craig Miller B
Chris Norcross A, C
#Ted Norcross* A, B, C
Dan Robbins A
John Ruhr B
John Rupley* A, B
Mike Serna A
Jim Titsworth* B
Rady Titsworth* B

SUBLETTE

Site Leader

Dave Vos

Tree Trimming

Phil Barney B
Steve Benezra A, B
Tim Bristow A
Curtis Hixson B
Stew Marshall B
#Dave Vos A, B

NARROW GAUGE NEAR AND FAR: NO. 13

The Galloping Goose Comes to Chama

by Earl G. Knoob

In late May—early June, the Cumbres & Toltec Scenic Railroad hosted another terrific event, the return of Rio Grande Southern Galloping Goose #5. This event got underway last January when a short write-up showcasing the progress of the Galloping Goose Historical Society in Dolores, Colorado, appeared in *Trains* magazine. It was quickly decided that #5's return to service should be on the C&TS. Contracts were signed, advertisements were placed, and we were in business.

Unlike the Eureka, which had operated successfully on the Durango & Silverton (D&S), Motor 5 had not moved more than a few feet on its display track in Dolores. Some break in time was needed as well as a need to satisfy some political favors required to allow #5 to run here.

Motor #5 arrived in Chama mid-afternoon on Friday, May 29. We unloaded it at end of track, and after turning it on the wye, we made a couple of runs out to the east yard limit in Chama before putting it away for the night.

The next day we got train orders for Work Extra RGS Motor 5 and spent the morning running to Lobato and back, making some tuning adjustments to the engine, then returning to Chama for lunch. After lunch we departed at 1:26 with members of the Dolores Lions Club (who actually own #5). We thundered up the 4 percent wide open in first gear at about 7 mph. At the Coxo phone booth, #5 abruptly ground to a halt—we had run the first of the two gas tanks empty. After changing tanks, we continued up the hill, meeting westbound train #3 at Cumbres, turning and heading back to Chama for the night.

Sunday, May 31, we again made an afternoon trip up Cumbres for the Dolores Lions Club, departing at 1:02. We met #3 with engine 463 on the



At the wye in Chama, June 5, 1998. Tom Cardin photo.

point at Cresco. Being as how the 463 spent many years running on the RGS, this meet seemed special. After turning at Cumbres we again returned to Chama.

On Monday and Tuesday, June 1 and 2, two trips were made up Cumbres for local Dolores residents. The first leaving at 9:00AM, meeting eastbound train #2 at Cumbres and returning about 1:30PM, the second leaving at 3:00PM, meeting #3 at Lobato and returning at 6:30PM.

Tuesday, June 3 was the first day of public trips. Wayne Brown, the historical society's "Head Goosemeister," had done some minor tuning that morning. At 8:08AM we headed bravely out of town with #5 sounding very sick. We barely made it to the first runby site at MP 343. Thinking we had had gasoline we retreated to the road crossing to await octane boost, or any other good stuff we could add to the gas. In desperation, Wayne opened the hood and found a spark plug wire loose. Plugging that in made quick work of the problem and #5 was back to work. For reasons unknown the old GMC 361 c.i.d. inline 6 decided to start making about 20 more horsepower, and we sailed up the hill in second gear at 10-12 mph. This trip went to Osier and return. Train #2 with engine 497 on the point caught up with us while we ate lunch at Los Pinos. We met #3 with

engine 489 at Osier before turning and heading home. It was a rocky start, but it turned into a great day! One of the special events, in addition to #5's return to revenue service, was that for the first time since the fall of 1949, a goose handled the US Mail. A special cachet was prepared and sold on the Goose.

Thursday, June 4, we ran all the way to Antonito. We left Chama at 8:05AM, arrived at Osier to meet westbound train #1 at 12:22PM, got passed by eastbound #4 at Toltec and arrived in Antonito at 5:57PM. Another "first" for today's trip was #5's first passage through a tunnel as the RGS had no tunnels on its route. We stopped at Rock Tunnel and allowed the passengers to walk ahead while #5 made history. Dropping down into Antonito that evening allowed #5 to stretch its wings. While I will never admit just how fast we flew into town, chasers say they were going over 25 mph on the dirt road west of town—and losing.

Friday, June 5 found us headed home to Chama again. Seeing the Goose out in the arid country at Lava was a bit strange. We had a brief lunch stop at Sublette, got overtaken by train #1 at Toltec, met train #4 at Osier and arrived in Chama 6:00PM. Starting up the hill from Los Pinos, #5 started to balk, stutter and finally ground to a halt. We fiddled with the carburetor, and we were on our way. "Water in the

gas” said Wayne—well that sounds like a good story.

Saturday, June 6 was the big day. Engine 463 would pull a “typical RGS style freight” from Chama to Osier and return, while #5 followed closely behind. Passengers were carried on both the Goose and the freight and would trade trains at Osier. All went well until around Hamilton Point when #5 began to sputter again. Occasionally it would clear up and off we’d go only to begin to sputter and cough again. “Vapor locking,” said Wayne. Once over the top, all went well to Osier where we turned and met #2 before heading home. At Los Pinos, our fuel problem again returned and passengers were treated to an authentic “RGS Style” runby with #5 croaking out right in the middle of Los Pinos Trestle! After getting started again, we got in the clear to meet #3. Our problems continued and through #5’s own fortitude, we made it to Cumbres. After a last runby at Lobato, the situation got rather grim. #5 would only run for about 30 seconds before dying. We got over the top and dropped down the 4 percent into Chama with gravity and an occasional hick-up from the engine keeping us moving. I radioed Mark Yates to line us into the old roundhouse as #5 would surely die in front of the depot. We made a perfect “dead stick landing” of the Goose in front of the shop.

Investigation found the fuel pump had died. The original (1948 vintage) natural rubber fuel pump diaphragm had taken an extreme dislike to the additives in modern gasoline and melted. The conversation went thusly: “Now what do we do?” “How about installing an electric fuel pump?” “#5 has a 6 volt electrical system.” “OK, we get Joe to open the Big A parts store, procure a 12-volt electric fuel pump, install it, and steal the battery out of the Dodge fire truck over there. If we charge the battery every night,

we’ll be in business.” Real RGS-type thinking there. And, it worked!

Sunday, June 7, we made two trips up Cumbres, one at 9:00 A.M., the other at 3:00 P.M. The Galloping Goose ran like a charm.

Monday, June 8 was another trip to Osier and back. We added this trip to the schedule as it appeared the others were about the sell out. Earlier in the week we had but a few passengers, but over the next few days, the remaining seats were snatched up.

This was a very poignant day for me, as it was to be my last trip over the C&TS. I took many pictures out through #5’s windshield. Views I had



The Galloping Goose at the Cumbres snowshed, June 7, 1998. Earl Knoob photo.

seen so many times before, but somehow framing them in between the windshield frame and that old 1926 Pierce Arrow hood (with motometer), made them so much more special. Homeward from Osier, we met train #3 at Los Pinos, only to have #5 die again. Investigation showed the fuel pump battery wouldn’t hold a charge. A radio call got a battery headed toward us, but it was over a mile to the nearest access. At this point, a passenger walked up, took the battery out of this Magnavox camcorder saying “I don’t know if it will work, or how long it will last, but it says this battery puts out 12 volts.” Wayne touched the leads to the battery, the fuel pump came to life, the engine started, and we were gone! Around the Los Pinos

curve at something-greater-than-the-legal-speed we flew, with Wayne sitting on the floor clutching the battery between his knees and holding the battery leads to it saying “Man, this battery is getting hot!” Shortly past MP 326, the battery gave up, #5 sputtered and died—right next to the old highway. After some time, the new battery arrived, and we were back underway.

Dropping down Cumbres the last time, I thought of all the other times I had come off Cumbres, including my first “solo” with Jim Shawcroft back in 1982. I recalled a lot of great trips, and a few “knuckle biters” too. Many memories. It was a very emotional trip, it was hard to keep my eyes focused—and I never thought I would be finishing my C&TS career on the Galloping Goose.

We tied the Goose up in the old roundhouse that night and I walked home—a home now empty of belongings and with a “For Sale” sign on its front. The next morning at 5:00 I was on the road piloting my old 1970 Mustang back to my new home in Texas. All day the same song kept running through my head, Don McClean’s early 1970s hit “American Pie”—for to me, that day, “The Music Died.”

Thanks to the Galloping Goose Historical Society for letting us abuse their pride and joy. Thanks to Sylvia at the Donut Depot for those great lunches—packed in great replicas of RGS lunch boxes. Thanks to my new bosses at the Fort Worth & Western who saw enough significance in the Goose event to let their newest employee off for a week to see it through. And of course, thanks to all of you for participating.

Earl is former Superintendent of Operations of the C&TS and a consulting director of the Friends. His column appears regularly in the C&TS Dispatch.



1999
**SUMMER VOLUNTEER
WORK SESSIONS**

At the June 27 board meeting, the directors established the dates for the 1999 summer work sessions, subject to change.

Work Session A
June 14-18, 1999

Work Session B
June 21-25, 1999

Work Session C
August 16-20, 1999

Work Session D
August 23-27, 1999



On June 19, 1998, the freight cars used in the consist of the Friends' railfan photo excursion on June 20 are taken to Cumbres with the regularly scheduled eastbound passenger train, shown here before departure in the Chama yard. In addition to the four boxcars, six narrow frame tank cars brought back to the railroad in 1992 are part of the string taken to Cumbres. Engine 463 is behind the boxcars, and 497 is on the point. The freight cars will be added to the Friends excursion when it arrives at Cumbres the next day. George Swain photo.



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