



# C&TS Dispatch

Vol. 15 No. 2

SUMMER 2002

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the Friends  
on the Web at  
[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

## President's Column: Five Weeks Closure of Railroad Puts RGRPC in Jeopardy

### *Railroad to resume operations*

The actions of two federal agencies and the extreme fire danger in the Southwest have dealt a severe economic blow to the Rio Grande Railway Preservation Corp. (RGRPC) and to the towns of Chama, New Mexico, and Antonito and Alamosa, Colorado.

The railroad's 32nd season opened on May 25, 2002 with a schedule that had been modified because orders from the Federal Railroad Administration (FRA) made it impossible to cross two key places on the line. It was closed on June 8 by order of the Carson and Rio Grande National Forests because of fire danger. Now, with fire conditions lessened by the coming of seasonal monsoon rains, those orders have been rescinded and the railroad will resume operations on July 16.

But these events will have far-reaching impact. Total patronage for our 14 days of operation was about 2,000 riders compared to 6,000 at the same time in 2001. And, by mid July last year there had been about 14,000 riders. This has created a revenue loss of \$600,000-\$700,000 at a time of year when it was needed to begin paying off outstanding loans and accounts payable for winter shop work. The combination of revenue loss, outstanding debts, refund payments to passengers unable to ride during the closures, a shorter than

usual season, and the cost of unanticipated locomotive repairs that were revealed during FRA boiler work has placed the RGRPC in a position where it had no sensible choice but to exercise the termination clause in its operating lease with the Commission.



This clause requires the RGRPC to notify the Commission by August 1 if it does not believe it will be able to continue operations past the present season. The termination of the lease is effective on October 31, 2002.

The need for working capital to fund projects, repay debt, and provide for next winter prompted us to launch our campaign for "Another Century of Narrow Gauge Steam." The campaign

## *Another Century of Narrow Gauge Steam*

### *Fund Raising Campaign Underway*

*by Curt Bianchi, Terri Shaw, and  
John West*

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., a New Mexico nonprofit corporation, has launched its first-ever comprehensive fund raising campaign to preserve the Cumbres & Toltec Scenic Railroad, with a goal of raising a minimum of \$2.5 million.

The C&TS is America's premier historic steam era railroad. It is a fully operational 64-mile mountain railroad and is a significant living museum of industrial Americana. The property is a registered State and National Historic Site and is designated a National Civil Engineering Landmark by the American Society of Civil Engineers.

The railroad is also an important economic stimulant for southern Colorado and northern New Mexico, bringing an estimated \$45 million in annual economic benefit to the region.

The preservation, operation and management of the railroad has been entrusted to the Friends of the C&TS and its nonprofit subsidiary, the Rio Grande Railway Preservation Corporation, under lease from the states of New

See *President's Column*, page 2

See *Another Century*, page 4

## C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*

*William Lock, Founder*

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Editor  
Photographer

**Arthur Nichols**  
**Tom Cardin**

Please write the editor at  
e-mail: [asn1307@aol.com](mailto:asn1307@aol.com)

The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 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 the Rio Grande Railway Preservation Corporation. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

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) 890-1311 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 2002  
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## PRESIDENT'S COLUMN



*Continued from page 1*

is going well, as Bob Craine reports to you in his letter on page 4. Donations to this fund are now needed more than ever.

The Friends and the RGRPC are pursuing avenues for financial relief through state and federal programs. To date it has been a frustrating search as we have learned that nonprofit corporations do not qualify for SBA

loans and that other programs do not loan to governmental entities. But we will, as always, persevere. Our hope is that enough assistance can be found to put RGRPC back on a sound footing and be able to approach the Commission with a new proposal for operating the railroad.

### The FRA Orders

Plans for opening the season had to be abruptly changed on May 17, when the Federal Railroad Administration, after its usual pre-season inspection of the right-of-way, ordered improvements at two locations before passenger trains could cross. One location is approximately 2.2 miles east of Osier at milepost 316.2, while the other location, known as Martinez Point, is less than a mile west of Osier at milepost 319.2.

Thus, passenger trains would be unable to reach Osier from either Chama or Antonito. RGRPC management and staff grappled with the situation and came up with alternate arrangements. There would be no trains out of Antonito, but the Chama train would go as far as Los Pinos Valley. The lunch concessionaire prepared bag lunches and the Rendezvous Steak House offered its facility and grounds for the picnic. The staff attempted to contact every passenger with advance reservations for the weekend, advising them of the altered schedule, and giving customers the option of re-booking or canceling their reservations. Some staff members logged over 90 hours in the week prior to opening day in order to implement the new plans and get the railroad open. It was an exceptional effort under difficult circumstances and we thank them for their dedication.

The right-of-way improvements began within days of the FRA order. The Commission arranged for the release of funds from the U.S. Economic Development Agency grant for this work and new RGRPC President Bill Albert quickly organized the people and equipment needed to do the jobs. The project east of Osier was completed on June 4 and, on June 5, RGRPC announced that service from Antonito to Osier and back would begin the next day.

### The Forest Service Orders

These plans were cut short when Commission Chairman John Swartz received a telephone call on the evening of June 5 from the Supervisor, staff, and legal counsel of

Carson National Forest. They informed Swartz that they would be issuing a notice closing the Carson National Forest to all activity within the forest, specifically including the C&TSRR. They cited their concerns due to extreme dry conditions in the Forest and the behavior of recent fires in New Mexico and Colorado. They asserted the Forest Service's authority to make orders affecting federal, state, and private land in cases of fire emergencies.

Much of the route of the Cumbres & Toltec runs through national forest. For administrative purposes, the state border divides it into the Rio Grande National Forest in Colorado and the Carson National Forest in New Mexico. The portion of the line impacted by the Carson's action was between Antonito, Colorado, and Osier, Colorado, where the route crosses the New Mexico border a number of times. The Rio Grande National Forest had not, at that time, issued any similar order.

In response to numerous telephone calls protesting the Carson National Forest action, the Supervisor issued a 48-hour closedown order and organized a meeting of national forest and state forestry officials to discuss adoption of a common policy. The group met in Chama on June 7. Representatives from Chama and the railroad met with the group to discuss their concerns and explain the impact on the town and the fire prevention and firefighting measures practiced by the railroad.

On the afternoon of Friday, June 7, the Carson and Rio Grande Supervisors notified Acting General Manager Kim Smith Flowers that they would issue a joint closure order, prohibiting railroad operations in both forests. A list of conditions were explained that would qualify the railroad to continue operations. On June 8, closure notices were posted at both depots and 69 hourly employees were laid off until further notice.

On June 10, copies of the closure orders were faxed to the Commission and RGRPC offices. No exemption conditions were specified and the order was effective "until cancelled." At the same time special orders were issued to permit personnel and equipment to continue work at Martinez Point.

Another meeting of railroad and forestry representatives was to be held during the week of June 10 to review the situation and discuss the railroad's ability to meet these conditions for continued operations, but it was postponed because additional fires in New Mexico and Colorado were occupying fire management personnel.

#### **Opinion Letters from the Attorneys General**

In response to inquiry by the Commission, the Attorney General's office of both Colorado and New Mexico reviewed the situation and issued letters to both Forest Supervisors. In their opinion, the railroad right of way, owned by the Denver & Rio Grande Western Railroad prior to the creation of the national forests, was not subject to closure order or any permitting procedure. Further, they stated, they believed such closure order was grounds for a claim for damages by the railroad and others economically impacted by the closure.

Both Attorneys General urged the Forest Service to offer fire prevention expertise to the railroad and to meet and resolve the situation in a way that would protect public safety and the interests of those involved. In response to the railroad closure, Friends volunteers and several railroad employees volunteered their time to talk to the people who came to the railroad expecting to ride. In order to ease the disappointment, volunteers offered friendly conversation, self- and docent guided tours of the yard, free speeder rides through the yard, and a tour of a steam locomotive cab. The railroad is also making its leased motor coach available for free tours hosted by Friends' volunteers to the top of Cumbres pass.

Friends work sessions scheduled for June 17-21 and 24-28 were held with only one change—the projects at Osier, Colorado, were cancelled because we did not want to put our volunteers at risk in a remote area. After June 28, Friends' members continued to volunteer as yard hosts and bus guides, and helped to keep the yard and facilities clean. RGRPC kept a skeleton staff employed in programs for which funds from sources other than

passenger revenue are available. This includes state funded boiler work and state and federally funded track work.

#### **Closure Order Rescinded**

Representatives of RGRPC, the Commission, and the Friends met with officials of the Rio Grande National Forest on June 28 and came to a mutual understanding of the indexes that would be used to watch for changes in fire danger as the summer monsoon rains began appearing. And to become better prepared, RGRPC arranged for 20 of its employees to attend firefighting courses provided by the New Mexico State Forestry Dept. The RGRPC is grateful to Ken Schein and Joe Valdez for their support and training.

Since early July, more moisture was moving up from the south and rain had begun to fall at the higher elevations. RGRPC decided it was time to set a date certain for resumption of operations. On July 10, it sent a written proposal to the two forest supervisors that trains start again on July 16 and outlined the fire prevention measures that it would practice. Forest Service personnel responded quickly, examining data from remote weather stations and inspecting the railroad right-of-way. Late Friday, July 12, Acting General Manager Kim Smith Flowers received verbal notice that the closure order was rescinded.

One train a day will go from Chama, New Mexico, to Cumbres Pass, Colorado, and return until the last of the repair work at Martinez Point is completed and then it will operate to Osier, Colorado, and back. Service will begin out of Antonito, Colorado, as soon as necessary fire suppression equipment can be assembled and dispatched. Full service across the line will then be possible for the first time this season. Trains will operate Tuesday through Saturday for the remainder of the summer and resume seven-day-a-week operations on September 1 through the end of the season on October 20.

Your continued support of the railroad through purchase of tickets and donations to the Friends will help us pull through this difficult time.

—Terri Shaw

*Another Century, continued from page 1*

Mexico and Colorado, which jointly own the railroad.

Funds raised by this campaign will be used for the following:

1. Capital for short- and long-term operating needs, including capital improvements to restore the railroad infrastructure to good operating condition.
2. Historic preservation, interpretation, and public education. The museum property consists of over 150 pieces of historic rolling stock, as well as the historic structures along the line, many of which date back to the railroad's construction in the early 1880s.
3. The establishment of a permanent C&TS endowment fund. Ten percent of all funds raised will form the basis of a new, permanent endowment for the railroad.

(From the booklet "Another Century of Narrow Gauge Steam" published by the Friends of the Cumbres & Toltec Scenic Railroad, May 1, 2002.) More information about this campaign is found on the Friends' Web site <[www.cumbrestoltec.org](http://www.cumbrestoltec.org)>.

Contributions and pledges to **Another Century of Narrow Gauge Steam** may be sent to:

**Friends of the Cumbres & Toltec Scenic Railroad**  
6005 Osuna Rd. NE  
Albuquerque, NM 87109

Telephone: (505) 880-1311

e-mail inquiries:

[bobcraime@cox.net](mailto:bobcraime@cox.net)  
[terrishaw@cumbrestoltec.org](mailto:terrishaw@cumbrestoltec.org)

Contribution and pledge forms can be downloaded from the Friends' Web site:  
[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

## Open Letter to the Members of the Friends of the Cumbres & Toltec Scenic Railroad

Dear Friends,

Although the railroad re-opened after a five-week closure on July 16, 2002, as this letter is being written, the situation facing the C&TS railroad remains critical. I can only hope that by the time this issue of the C&TS Dispatch reaches you, substantial progress has been made in resolving the financial, legal, operating, and other issues which threaten the railroad's ability to operate in the long-term. A successful resolution will require the aid and cooperation of the state and federal governments and a number of other outside parties. A large number of Rio Grande Railway Preservation Corporation (RGRPC) and Friends' members, officers and directors, employees and others are working on it with great energy and passion. Let's encourage them.

In spite of the serious problems facing the railroad, the initial response to the "Another Century of Narrow Gauge Steam" campaign, initiated in early May, has been tremendous. Based solely on the posting on the Web site and the initial mailing to members and known supporters, as of July 15, 2002, a total of 388 people have made contributions and/or pledges totaling \$418,000. The campaign thus far has brought in cash of about \$182,000, of which \$70,000 has been contributed to RGRPC for railroad operations. The balance of the cash, including the amount currently allocated (10% of funds actually received) to the Friends' permanent endowment fund for the railroad, remains invested in Friends' accounts.

With almost \$100,000 of campaign cash on hand, and additional funds coming in every week, we are accumulating significant resources. However, at this time we are choosing to retain all funds and assess the situation on a week-to-week basis to determine the best way to help the railroad financially and ensure its long-term survival.

The Friends' members are dedicated and passionate about our mission to preserve and restore the Cumbres & Toltec and this initial response proves that. The generosity and commitment shown by those who have contributed or pledged is very much appreciated. But, we're not finished yet.

We're on track to raise, in contributions and/or pledges, the funds necessary to meet the requirements we initially set for the campaign: to provide RGRPC with capital to retire debt and the financial resources necessary to ensure the continuation of shop restoration and repair projects during the 2002-2003 off-season without the need for more borrowing. However, lost revenue resulting from, first, the recent FRA closure (the repairs and track work related to which are now almost complete) and, now, the Forest Service closure, has placed a severe, unexpected strain on RGRPC.

Significant additional resources will be required to get the railroad through the operating season and beyond. In the next few weeks, we plan to extend the reach of the campaign beyond the Friends' members, with efforts to reach a broad population of railfans, railroad historical societies and the general public. The reality is that the campaign funds may constitute the capital which seeds the effort to fund a re-structured operation and/or re-start the railroad and to begin to dig out from under the large deficit caused by the inability of the railroad to operate over the past five weeks.

So, the campaign continues with even more vigor! We have a long way to go and we need the support of every single member and others. If you've already contributed or pledged, thank you very much. It is not an overstatement to say that you are directly contributing to an ongoing effort to save the railroad. That was true eight weeks ago when we started; it's even more true now.

If you haven't yet made a contribution or pledge, please do so this week; additional funds are very much needed. Thanks for your continuing support.

Sincerely,

*Bob Craine*  
Friends' Development Committee  
Chairman  
July 16, 2002



The new fire truck for the C&TS, before its coat of red paint. Four and one-half-ton, with six-wheel drive, the truck can "go anywhere" to put out fires (May 2002). (Photo by Tom Cardin.)

## ELECTION RESULTS

Nine hundred and seventy ballots were cast in this year's election for nine directors of the corporation. The following six directors were reelected to two-year terms (votes for each candidate are also given). Curt Bianchi, 955; Bob Craine, 954; Parker Fowler, 959; Phil McDonald, 959; Art Nichols, 963; and Warren Smalley, 961. The three new directors elected for two-year terms were Bob Ross, 955; Bob Tully, 963; and Frank Yockey, 964. At their meeting in Chama on June 16, the directors elected the following officers of the corporation for 2002-2003: James Herron, chairman of the board; Jerry Sahnd, vice chairman; Theresa Shaw, president; Curt Bianchi, secretary; and Dennis Sterosky, treasurer.

## RGRPC Elects Officers

At a special meeting of the board of directors of the Rio Grande Railway Preservation Corporation on Monday, June 10, 2002, William H. Albert was elected president and Robert E. Witter was elected vice president. Previously elected officers are Warren Smalley, secretary and Richard Casford, treasurer.

## Flowers Appointed Acting General Manager

On May 19, 2002, the Board of Directors of the Rio Grande Railway Preservation Corporation granted General Manager Dan Ranger's petition for a medical leave of absence for an indefinite period of time. The board appointed Kim Smith Flowers, Director of Administration and Marketing, Acting General Manager.

## Shop Equipment Donated

Holcin Cement Co. (formerly known as Holnam Cement) recently closed their La Port, Colorado, analytical laboratory and the machine shop that supported it. This facility was owned by Ideal Cement, which was bought by Holnam. Through the efforts of member Grant Hall, who managed the lab and shop for 30 years, and members Carol and Jack Salisbury, Holnam donated the shop equipment to the Friends for use in the Fort Knox facility in Antonito, as well as in the Antonito engine house. Among the many items donated are a LeBond 15" by 30" lathe with much tooling, a Van Norman Mod 16 vertical mill, also, with much tooling, a floor model, 1/2" drill press, a two-ton arbor press, a Marquet 175 amp welder, heavy duty shelf racks, and many hand tools.

## Our International Visitors

by Spencer Wilson

The La Bajada Visitor Center just south of Santa Fe on I-25 is an excellent source of information about the home states and countries of visitors to New Mexico. This information is compiled by the New Mexico Tourist Bureau and is limited to those travelers who get out of their cars, enter the center, and sign the guest book. The numbers, especially of foreign visitors, are useful in our current program of translating the Walking Tour brochure. We have just printed the Spanish-language edition, funded by the New Mexico Historic Preservation Division, and German and French translations are in the works. We hope for a Japanese edition in the near future.

The visitor center information comes from a month-by-month tabulating of the guest-book listings, by place of origin and nationality. In 2001, there were just under 100,000 folks who signed the book. In the state listings, the greatest numbers in every month were from New Mexico—our own citizens were "visiting." New Mexico was closely followed by Texas and Colorado, each of whom traded places during the year. California and Arizona followed closely, and they were trailed by various eastern and mid-western states.

Looking at C&TS ridership during the 2000 season, 40 percent of passengers came from New Mexico and Colorado, each state with about 20 percent. Texas passengers were 14 percent, followed by the other states.

England (UK) and Germany were highest for foreign visitors passing through the La Bajada center, with Switzerland, then Holland, and Japan among the top drop-ins. There were some interesting others: Czech Republic, Spain, China, Ukraine, and Slovakia, to name a few. Although international visitors to the railroad were less than one percent of all visitors to the railroad in 2000, the train hosts greeted folks from many countries in 2001, including the UK.

See *Visitors*, page 11

## 2002 Historic Preservation: The May Volunteer Work Sessions

by Art Randall, Warren Ringer, Jerry Sahnd, and Jack Salisbury; photographs by Tom Cardin and Bud Gillmor

Forty-one volunteers came to the two work sessions May 13–24, 2002. The sessions were oriented toward projects outside of the regular season for the railroad or outside usual work session activity.

**In Antonito**, scheduled projects included cleaning up the railyard and Fort Knox, constructing a new coal bunker, building forms for concrete pads to provide equipment storage and to ease access from Fort Knox to the RIP track area, reassembly of a 20-ton truck from which parts had been used to provide patterns for castings needed for caboose 0579, landscaping around the depot, and helping to secure fixtures in the Antonito concession car.

In Fort Knox, all the locomotive and rolling-stock parts that had come from Alamosa and have been on the floor inside the building were sorted and stored outside on pallets. Parts that might suffer from the weather were protected or returned inside, and unusable metal was sent to the scrap yard. This opened much space inside the building and allowed the shelving and shop equipment donated by Holnam Cement to be set up in a useful configuration. A plan for additions to the wiring was developed to add lighting for the new usable areas.



At Antonito, during session A, volunteers move heavy duty shelf racks donated by Holnam Cement into Fort Knox. The shelves will be used for lumber and materials storage. A forklift moved the shelving to the door of Fort Knox, where it was rolled on pipe to maneuver it into the building. Even then, it took five men to move the shelving: Howard Bunté (l), King Reul, Jack Salisbury (inside building), Rich Casford, and Warren Ringer. The Friends thank Tommy Lobato and Lorenzo Lujan of Antonito for donating their time and forklift to move the Holnam shop equipment into Fort Knox. (Photo by Bud Gillmor.)

**In Chama**, a variety of projects were tackled. Work was done on the carbody bunkhouse, kitchen car 3585, commissary car 3484, the coal bunker wall, 484's wood cab lining, the passenger coaches sound system, and landscaping.

The volunteers built a flammables' storage shed northeast of the engine shop in the area near the old sheep dip pens. During session A, the floor and walls were erected, siding and the roof were installed, and the door was hung. In session B, the exterior trim, air vents, and shelves were added.



King Reul (l), Howard Bunté, and Jack Salisbury work on the pad for the new coal bunker at Antonito. The vertical steel for the side supports was cut from old rails. Wooden planks will be fastened to three sides of the pad to hold the coal. Warren Ringer is in the background doing general clean-up (session A). (Photo by Bud Gillmor.)



In Chama, because ground moisture had been promoting body sill decay, the carbody bunkhouse was lifted off the ground and placed on ties placed perpendicular to the body sills. This should provide an adequate solution until a more permanent foundation is deemed necessary and engineered. In elevating the bunkhouse, volunteers discovered a female red fox with five pups approximately 3–4 weeks old that had made the west end under the car her den. The crew was careful not to disturb the family any more than necessary to elevate and level the car. When the project was finished, mother and pups were still residing comfortably under the car. John Sutkus works on the ties and Jim Phelps drives the Heister forklift (session A). (Photo by Bud Gillmor.)



*Jerry Sahnd eyeballs, while John Sutkus uses a level to set posts for the coal bunker in the Chama yard (session B). Emery Maez, general manager of Northern Rio Arriba Electric Cooperative, provided a truck and crew that drilled the holes for the posts, 16-inch-diameter, used, telephone poles that had been in the north yard. (Photo by Tom Cardin.)*



*New appliances arrive in the Chama yard for the kitchen car, 3585, and the commissary car, 3484. George Berkstresser (l) and Richard McLean direct Art Randall on the forklift. Tim Bristow is in the kitchen car checking the location for the refrigerator (session B). (Photo by Tom Cardin.)*



The north wall of the coal bunker was rebuilt to prevent the coal pile from impinging on the carbody bunkhouse. New posts anchor the wall timbers. The coal bunker west wall (next to the driveway embankment) is obscured with stockpiled coal and will be addressed next year.

The carbody bunkhouse was lifted off the ground and placed on 9-foot creosoted ties to prevent further deterioration to the body sills.

Volunteers on the kitchen car (3585) project installed a new floor, shelving, and a ventilation door. The interior of the car was painted, and a new refrigerator was installed. Volunteers also converted the railroad's former paint car (3484) into the new commissary car, installing plywood floor covering, shelving, upper interior lining, interior paint, a new freezer, and the old refrigerator from the kitchen car. The electrical systems of both cars were upgraded.

The wood lining of locomotive 484's cab was removed and its construction was documented as a preliminary step to replacement.

The passenger car sound system crew concentrated on repairs to the Chama coaches. The line closure and movement of the Antonito coaches prevented the volunteers from working on the coaches in Antonito.

The landscaping crew planted flowers and plants in pots and planters around the Chama depot. They also cleared brush from around the oil racks.



*The new flammables' storage shed is located in the lower yard northeast of the engine shop in order to remove paint and flammables from proximity to historic wooden cars and structures. Paint was transferred from the railroad's paint car to the shed. Some parts of the shed were fabricated by volunteers in Colorado Springs. (Photo by Tom Cardin.)*

*Tarry Rahne (l) and Jim Baker build scrap metal storage bins in the Friends wood working shop in the Chama yard (session B). These bins will be used in Antonito. The bins made in May 2001 are being used in Chama. (Photo by Tom Cardin.)*

## Volunteer Roster — May 2002 Work Sessions

Work Sessions A and B. Please notify the Albuquerque office of any errors or omissions. Although volunteers were assigned to a specific project, circumstances required that some volunteers help out on one or more other projects.

# team leader

\* 5 years this year as a volunteer

### ANTONITO

#### Site Leader

Jack Salisbury A B

#### Coal Bunker

Jim Baker B  
George Berkstresser B  
Howard Bunté B  
John Engs B  
Tarry Rahne B  
John Sutkus B

#### Fort Knox Cleanup

#Jack Salisbury A B  
Howard Bunté A  
Richard Casford A  
Charles Irvin\* B  
John Manion A  
Richard McLean B  
King Reul A  
Warren Ringer A

### CHAMA

#### Site Leader

Jerry Sahn A  
Art Randall B

#### Administration & Registration

Terri Shaw A B  
#Mary Jane Smith\* A B  
Sandra Engs B

#### Carbody Bunkhouse

#Jim Phelps A  
John Sutkus A

#### Chroniclers

Miryam Luza Brown B  
Bud Gillmor A

#### Coal Bunker Wall

#Jim Phelps A  
John Sutkus B  
John Engs B

### 484 Cab

Phil McDonald B

#### Flammables Storage Shed

Jim Baker B  
#Marshall Smith\* A B  
James Hamblin B  
Shari Hamblin B  
Jim Phelps B  
Tarry Rahne B  
Jim Laycock A  
George Trever A

#### Kitchen Car (3585) & Commissary Car (3484) Renovation

#Bob Tully A  
George Berkstresser B  
Tim Bristow A B  
Druby Heber A  
Richard McLean A  
Alan Robson A  
Donald Smith A

#### Landscaping

#Alta Berkstresser B  
John Wilke B  
Karen Rahne B

#### Passenger Car Sound System

Dale Brown B  
Howard Bunté B  
Jim Laycock B  
John Manion B  
#Lee Ritterbush B  
King Reul B  
John Schwartz B

#### Running Gear

Charles Irvin\* A  
Jim Ross A

#### Tool Car

#Ed Lowrance A B  
Mary Jane Smith\* B

## Donors to the Ralph Flowers and the Mike Hipskind Memorial Funds

January–May 2002

(\*Donors to both funds)

Jarl and Karen Anderson	John Mitchell
Kermit Baese	Howard Morgan
Donald Bayer	Robert Morse*
George Donoho Bayless	James Okeefe*
John Berges	John and Sharon Peters
J. Stephen and Nancy Bergmann	Jim Phelps
Roy Blizzard	George Potter
David Boyer	William Ramaley
Chris Bujara*	James and Sarah A. Reichert
Colorado Timetable and Jason Midyette	James and Patricia Rhinehart
Richard and Karen Cowles	Craig Ringgenberg*
Tom Farmer*	James Robichaux
James Fisher	Bob and Holly Ross
Bette Flowers	Richard Ross
Ralph and Barbara Flowers	Albert Ruh
James Genat	William Sanders
Dennis Guge	Rolf and Shirley Schoelkopf
Elmer Hahn	John Scott
Wade Hall	Tom Sharratt*
John Hansen	Steve Singer
Richard Higgins	Richard Sloan*
Charles Hixon	Smitty Smith
John Huey	Timothy Smith
Gary Hunter	Kenneth Spencer
Les Jarrett	Mrs. Walton Sumner
Lawrence Johnson and Susan Roman	George and Margaret Swain
Al and Trish Judd	David Swindells
Arthur Kent	Mike Thode*
John Kimball	Christopher Tompkins
Mike Mahoney	William Urquhart
Frank Martindell*	Mark Walters
Lawrence Miller*	Jack Wiedman
	Jim Ziehr

## PRESERVATION PERSPECTIVE: NO. 24

### **Food Along the Narrow Gauge**

by Keith Hayes, AIA

Traveling along the Cumbres and Toltec today is a pleasure trip. You purchase a ticket, get on the train, and enjoy the ride to Osier. There you can get off the train and enjoy a hot meal—perhaps waiting out an afternoon cloudburst—and the train will be waiting for you when you finish. If you are hungry en route, there are snacks and beverages available in the concession car. This was not always the case on the narrow gauge, or any railroad for that matter.

As railroads expanded west in the mid-19th century, travel between points lengthened from hours to days. While it was a marvel to travel from coast to coast by rail after 1869, the trip took almost a week! This was a great improvement over the alternates via ship, wagon or foot, but it meant riding in a hard seat in a small car for long periods of time with intermittent stops. Breaks for food and drink were an afterthought. The smart traveler brought along a bag lunch.

Today, if you take a trip lasting more than a few hours, there is probably food service available on the train. According to John H. White, Jr. in *The American Railroad Passenger Car*, dining cars were first developed in the 1850s, but remained a novelty until the Civil War. Dining cars did not find widespread use in the western United States until after the 1880s. Even as dining on board the train became common place, the diner represented one of the most expensive operations in railroading. Although the Denver & Rio Grande rostered six narrow-gauge buffet-sleeping cars in the period 1885–1901, these cars appear never to have operated between Antonito and Chama.

The alternative was the railroad eating house or dining station. In this instance, while the train was stopped for servicing at particular depots, passengers were encouraged to get off the train and eat. Often the short stop did not provide adequate time for all the travelers to complete their meal. More often than not, passengers paid for a meal that was never served as they rushed to catch a departing train.

In its first year of operation, 1871, the Denver & Rio Grande opened a dining station in Colorado Springs. This was the first of several dozen such operations that existed along the railroad. According to *Colorado Rail Annual No. 24, A Ticket to Ride the Narrow Gauge* by Herbert Danneman, dining stations have been located at Alamosa, Big Horn, Osier and Chama along the Cumbres and Toltec route. In 1884, trains stopped at Osier and Chama; by 1890 the Osier operation was closed and passengers dined at Alamosa and Chama. After the 1930s, only the dining stop at Alamosa remained. Although the schedules varied over the years, generally trains left Alamosa in the morning, reached Chama mid-day and arrived at Durango in the late afternoon. A similar schedule was used in the opposite direction. When the modernized San Juan entered service in 1937, travelers

could satisfy their tummies in the parlor car. A small kitchen was located off the vestibule and dining was confined to a small table seating four at the end of the parlor car. Due to the limitations of the kitchen and the one attendant who was both cook and waiter, the menu was limited to dishes composed of ham, hamburger, eggs, beverages and most important—ice cream.

Today's dining hall at Osier is much larger than the historic operation that existed in the 1880s. Then again, the staff in 1883 did not have to feed a crowd of 400–500 in the space of an hour before departure; a good day was probably 50 meals! The next time you step off the train at Osier, imagine competing with your fellow travelers for a quick bite and a cup of coffee during a 20-minute water stop. Instead of rushing, enjoy the scenery and the clear mountain air, and relax: the train will be waiting.

*Keith is a long-time volunteer. His column appears regularly in the C&TS Dispatch.*

### **Broke Down?**

In 1888, A. Alexander wrote *Broke Down: What Should I Do?* Here are some of his suggestions.

**Water Foaming in Boiler.** *If the cause of foaming is found to be grease in the tank, flow the tank over when you take water, and if you can, get about one-fourth of a peck of unslacked lime put in the tank. A piece of blue stone about the size of a hickory nut, put in the hose back of the screen, will prevent foaming. This can be had in any telegraph office.*

**Burst Flue.** *Reduce the steam pressure and plug the flue. A wooden plug will answer if you have no iron plug.*

**Whistle Blown Out.** *Fit a wooden plug in the hole and secure it with any kind of a lever, wood or iron, using ropes to secure the lever.*

**Broken Smoke Box Front.** *Board it up close, using the front end bolts to hold the boards.*

**Knocks and Thumps.** *All knocks are in pistons, crossheads, or connecting-rods. Side rod knocks are lighter than any of the others. Thumps are caused by loose wedges or driving boxes, loose or cracked pedestals or frames. There is quite a difference between a knock and a thump.*

**Burst Flue.** *If you can get at the flue from the fire door, you can plug it without drawing the fire by getting a stick of wood long enough to reach the flue and drive the stick into the flue; the stick will burn off nearly up to the flue sheet, but will not burn inside of it. Or you can...lay a board on top of the coal and crawl in, and if you have tools, caulk the flue, or plug it. Of course you cannot do this if there is an arch in the fire box.*

**Broken Tumbling-shaft or Reach-rod.** *Fit pieces of wood in the slots of both links, to hold the link as high as desired. As you cannot reverse, run very carefully, and control the engine with the brakes.*

*—Spencer Wilson, Friends' Archivist and Librarian*

## Creating SOOT—It's What's for Dinner

by Nan Clark

I knew four important things. I wanted to do something to help the Friends, I loved to cook, I wanted a project to force me to improve my computer skills, and my stepdaughter was a willing and able teacher. That blend of Friends, food, force, and facilitating was all I needed to be able to pull this off! I just needed to trust my gut (as in, love to eat).

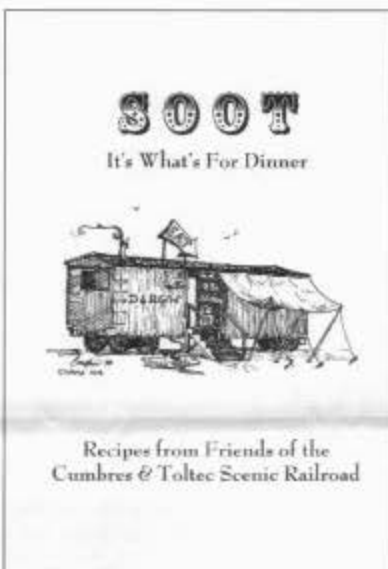
I love every aspect of food. I love to plan meals, grocery shop, play with spices, and create new dishes. I love to chop, slice, peel, and dice—no food processor for me. "What could I do?" The answer, of course, was a cookbook. It would be a collection of our members' finest and most interesting dishes and would be filled with tidbits about the C&TS. I phoned Terri Shaw and asked her what she thought. She liked the idea and encouraged me to pursue it. I went to the 2001 work sessions prepared.

With the help of the kitchen car crew, we decided on cookbook dimensions, format, and recipe categories. I made a list of possible titles. With the announcement of the project at the annual Friends meeting, I mentioned one of the favorite titles and it stuck. Like SOOT does! I began gathering names and addresses on a hastily prepared form so that I could contact folks once we got home. Mary Cardin shared her artwork with me and I got permission from Tamar Oestreich to use her Walking Tour Brochure illustrations.

Once home, I started to contact folks. The recipes came in little dribbles at first. Opening letters and e-mails that contained recipes was like hearing from long lost friends. I began to categorize recipes and I started to type. By now, the cookbook was living with us.

The editing process was the only drudgery. You know your eyes do go a little cross-eyed after reading "1 teaspoon" over and over again. Karen Ranger kept offering to help. I had

never met Karen but I knew of her and I finally said, "okay." I would mail her the typed, computer version along with a photocopy of the original recipe. The recipes needed to be edited for content and accuracy and also compared against the original. One of my greatest fears was typing "1 tablespoon" when it should be "1 teaspoon." As Karen finished the first chapter, I was ready to mail her the second one. I would set goals for myself—so many recipes typed today, so many tomorrow, etc.



It was fun. The recipes kept coming and Karen kept editing. I was determined to follow up with every single person. I wanted the cookbook to reflect as many Friends members, states, and foreign countries as possible. Many of you heard from me many times. There was lots of back and forth as recipes were clarified. "Recipe Police" was my new moniker. "Are you sure it is a tablespoon of butter per pancake? No, it is a tablespoon of batter."

Besides the recipes, there was the info I got from Wilson and Glover's Preservation Study, and Doris Osterwald would not know how invaluable her book would be to the cookbook. I began incorporating the railroad history and information. Although my husband, Les, had explained the difference to me many times between engine 497 and the

480s—now I finally got it.

Printing the cookbook would come next. Before printing though Debbie Craine and Mary Jane Smith each proofed the cookbook one more time. Luckily for me I was referred to Friends members Ed and Valley Lowrance, who had been in the printing business. They made the necessary contacts and contracts. SOOT—It's What's For Dinner was finished! In early May, Les and I would transport the first 500 copies to Albuquerque. And in June, I shall meet Karen Ranger.

One closing thought. As "working proofs" of the cookbook were printed, I began to carry a proof with me all over San Antonio. By the time Les and I arrived in Albuquerque, I had already collected \$660 for 44 copies. This money coming from folks who knew nothing of the Friends or the railroad. SOOT is a cookbook first and foremost, and people are buying it. I urge each of you to sell the cookbooks in your hometowns. Wouldn't it be wonderful for cookbook sales to generate a fat endowment!

SOOT—It's What's for Dinner may be purchased from the Friends for \$25.00, including shipping and handling. Checks should be made out to Friends of the C&TS and mailed to the Friends at 6005 Osuna Rd. NE, Albuquerque, NM 87109. Telephone orders may be placed by calling the Friends at (505) 880-1311.

## Friends Receive Amherst Grant

Member Cal Smith reports that the Amherst (Massachusetts) Railway Society has approved a grant of \$1,500 to the Friends. The grant will be applied toward the cost of injector nozzles for locomotive 497 and a set of spare nozzles for the 480 class locomotives. The society sponsors one of the largest train shows in the country in Springfield, Massachusetts, around the first of February each year. Cal and other volunteers have represented the Friends in Springfield for the past four years.

## LETTERS



BILL OWENS  
Chairman

10000 Canyon  
Durango, Colorado 81301

(970) 247-0711

April 23, 2002

Terri Shaw  
Friends of the Cumbres & Toltec Scenic Railroad  
6005 Osuna Rd., NE  
Albuquerque, NM 87109

Dear Terri:

I wanted to write to thank you for the winter issue of the C&TS Dispatch and for copies of the new brochures. I appreciate your thoughtfulness in sending them to me.

I am glad we have been able to work together on this project. Thanks for all the hard work you dedicate to it.

Best regards,

Sincerely,

### ***A Cumbres Tunnel?***

I found the Breedings's article (summer 2001 issue) on the Cumbres Pass tunnel "schemes" most interesting, but think there is more to the story. I believe the whole affair was the result of attempts to provide state assistance for the Moffat Tunnel project. When politicians from other parts of Colorado alleged that the Moffat Tunnel proposal was just another "grab" by Denver, provisions were then added for tunnels at Marshall and Cumbres, to placate voters in those parts of the state.

There had been several other near-attempts to circumvent Cumbres and build a better line into the San Juan country. In 1883 the D&RG extended the Del Norte branch to the scenic but traffic-less spot of Wagon Wheel Gap—for the apparent reason of securing this narrow defile to close out any other potential railroad competition and preserve a potential route to the San Juan country. The line fell into disuse until the emergence of Creede, when it was extended (by the Rio Grande Gunnison RR) to that new camp in 1892.

Then rumors began to surface about a further extension up the Rio Grande and over Weminuche Pass to gain a better, direct route to the San Juan. This emerged from rumor after the completion of the new standard gauge line over La Veta Pass in 1899, when the Rio Grande incorporated a new railroad, the Rio Grande Railroad Co., on July 17, 1900. It was specifically organized to construct six new railroad lines. Three were actually completed, but one of the three that was not begun was a line "from Wason [just below Creede] on the Rio Grande Gunnison Ry." and west "up the valley of the Rio Grande del Norte" and "thence over

Weminuche Pass...and along the Rio de los Pinos" or similar route to Durango—completely bypassing the existing narrow gauge line. It would have been a spectacular railroad!

The idea of a new standard gauge line to replace the narrow gauge did not surface again for another decade. Then a 1915 report outlined the plan at that time: a new line had been surveyed from South Fork (on the Creede line) up South Fork Pass 21 miles, then down the Rio San Juan to Juanita on the existing narrow gauge line. Length was estimated at 72 miles, cost between \$4,000,000 and \$5,000,000, maximum grade not more than 2%, and a 3,000 foot tunnel at the summit, at 10,000 feet.

Then, all of a sudden, the scheme of a humongously long tunnel under Cumbres is put forth. Either of the other two routes—Weminuche or South Fork Pass—sounds eminently more logical and practical—until you consider the politics of the situation. The other two would have required more grading and longer stretches of entirely new line, and much less invested in tunnelling—but at that point, the promise was now for the State of Colorado to bear the cost of the tunnel, so the smaller expense of new trackage made the less desirable Cumbres tunnel scheme much more attractive to the railroad. The politics of getting a tunnel for the Denver & Salt Lake by promising (but not delivering) tunnels for central and southern Colorado thus influenced the choice of the route.

*Cornelius W. Hauck  
Cincinnati, OH*

### ***Visitors, continued from page 5***

Germany, Australia, Italy, France, Switzerland, Japan, Spain, Canada, and several south Asian countries.

Now how does all of this pertain to our historic railroad? Those of us who are involved in the Train Host-Docent program are very much aware of the numbers of foreign visitors who visit the railyards and ride the trains. In my experience, there have been many occasions when we have had great difficulty communicating and a translation of our Walking Tour brochure would have been extremely useful. And the Spanish-language version of the Walking Tour brochure has received praise from both in-state and out-of-state visitors.

I firmly believe that multiple translations of our Walking Tour brochure will increase the number of visitor and riders to our railroad. By reaching out with such programs we will bring in many more "Friends."

*There are 51 Friends' memberships outside the US as of April 2002. Countries and memberships are Australia, 3; Belgium, 1; Canada, 10; UK, 19; France, 1; Germany, 5; Japan, 1; New Zealand, 4; Singapore, 1; and Switzerland, 6.*  
—the editor



**2002 Schedule of  
Friends' Events**

**Volunteer Work Sessions**

August 5-9, Session E

August 12-16, Session F

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**2003**

**Volunteer Work Sessions  
(Tentative Dates)**

May 5-9, Mini Work Session

May 12-16, Mini Work Session

June 16-20, Session A

June 23-27, Session B

August 4-8, Session C

August 11-15, Session D



*Locomotives 497, 487, passenger cars, and a work train heading west out of Antonito for Chama on Monday, May 20, 2002, in anticipation of the opening day on May 25. A modified schedule had trains originating and terminating in Chama until the railbed enhancement work needed at two locations was completed. The consist was 19 coaches, 2 water tankers, 2 flat cars with gravel and ties, an empty flat car, 2 hopper cars, and caboose 0503. (Photo by Dan Pyzel.)*



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

6005 Osuna Road NE  
Albuquerque, New Mexico 87109

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