



C & TS Dispatch

Vol. 2 No. 1

April 1989

OSIER DINING FACILITY TO OPEN IN 1989

By Leo Schmitz

Last July the Dispatch reported that work had begun on the new Osier Dining Facility. The building is moving right along--site work began the week of July 11, 1988, and construction continued until snow brought the project to a halt on November 9, 1988.

During these four months in 1988 the contractor, Commercial Building Services of Denver, finished three-fourths of the building. The lower floor was poured on August 26, 1988. The building is being built with structural steel and steel framing covered on the outside with fir siding with cedar stain. The roof is a locking metal system designed to shed the tremendous weight of the snow. The shell has been erected, with the interior work being the major portion of the remaining tasks. The rough-in plumbing and heating have also been installed. Work is expected to get under way again in May when the road can be opened to the site. The contractor is expecting completion in six to eight weeks from the time work resumes. Completion date should be early in the 1989 season. [continued on Page 4]



Looking westward from above the track at Osier. Shell of new Dining Facility was completed before the winter snows. October 1988. Photo Credit: Leo Schmitz

THE C & TS DISPATCH

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The Friends is dedicated to the preservation and interpretation of the Cumbres and 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 operated by Kyle Railways. Volunteers from the Friends have especially been active in restoring and preserving equipment and buildings on the line.

Family membership in the Friends is \$15.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama for information about the Friends. The Cumbres and Toltec Scenic Railroad is both a Nationally and State Registered Historic Site.

Denver and Rio Grande Railway 1880-1921
Denver and Rio Grande Western Railroad 1921-1970
Cumbres and Toltec Scenic Railroad 1970-Today

CUMBRES AND TOLTEC SCENIC RAILROAD



SCHEDULE OF EVENTS

June 10, 1989	Opening Day C&TSRR
July 21, 22 & 23, 1989	Volunteer Work Session - Chama
Aug. 16, 17, & 18, 1989	Volunteer Work Session - Chama
Aug. 18, 1989 (Friday)	Annual Meeting & slide show - Chama
Oct. 15, 1989	End of Season C&TSRR

Note: The Annual Meeting and August Work Session are advanced one day to accommodate the Moonlight Special.

Aug. 19, 1989 (Saturday)	Moonlight Special Charter Train (open to all members and public)
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BOOKS FOR SALE

You are welcome to order the following books from the Friends. All profits go back into preservation work.

1. Colorado Memories of the Narrow Gauge Circle,
Krause & Grenard, Carstens. Price: \$15.95
2. The Cumbres & Toltec Scenic Railroad - The Historic Preservation Study,
Wilson and Glover, UNM Press. Price: \$12.95

To order, send a check for the book(s) you want, plus \$1.55 per book for postage and handling, to Friends, 7801 Academy NE, Bldg. 2, Suite 102, Albuquerque, NM 87109

THE WINDY POINT

By
Bill Lock, President

1989 is certainly getting off to a good start with a tremendous number of railroad activities. We are all especially pleased that the damage from the fire at the Durango & Silverton does not appear to be irrevocable.



As for the Cumbres & Toltec, not only is it good to say, "Thank goodness it didn't happen here," but there are lessons to be learned and many tourist railroads can benefit from those lessons to perhaps avoid greater loss in the future. There has been much activity in Chama, and there have already been some trains run. It is good to know that the No. 487 is now back in service with its total overhaul completed. It will certainly be beneficial to have four serviceable locomotives this summer on the C&TS. The biggest news is that we are sponsoring a special charter train on Saturday August 19, 1989. This will be a fund raising trip open to the public as well as to our members. The "Moonlight Special" will also include a steak dinner at Osier in the new dining facility. Look for details in your mail.

Please note that we are planning two major work sessions this summer (on the third weekend in July and the third weekend in August - see schedule on page 2). In addition, we hope to have a work session in Colorado in late May, and the exact time and details will be announced just as soon as they are available. Our Board of Directors met in Denver in March and had an outstanding meeting going over many of the important details of our work and making many plans for the future. I am pleased to announce that our membership has grown to over 230 members, which is phenomenal in just one year. We welcome all the new members and encourage all members to recruit additional members. If you need additional membership applications, be sure and send a note asking for some and we will get them right out to you.

Last summer we announced that we would be selling the excellent book Colorado Memories of the Narrow Gauge Circle. Sales were so great that we sold out but now have received additional copies. In addition to this fine book, we are now selling Spencer Wilson's book The Cumbres & Toltec Scenic Railroad - The Historic Preservation Study, a real must for people wanting to be fully informed about historical preservation of the C&TS. See the ordering information for both of these books on the bottom of page 2.

There are several new features in this issue of The Dispatch. Our Editor, Art Nichols, has obtained a new masthead for page 1. This has a great appearance, and I especially appreciate our logo being on the front of the Newsletter. In addition, we have implemented Art's suggestion of having membership information on page 2 along with regular list of Directors and Schedule of Events. This will be a permanent part of our Newsletter. Most importantly, under Art's leadership, we have added a new feature in this issue on modeling. This will be a regular feature in most of the Newsletters. The modeling feature is not just to appeal to many of our members who are modelers, but also to visually and graphically show the history of the Railroad and its equipment and buildings. As with all aspects of our Newsletter, we invite comments from our members, and especially, contributions for publication, whether they be articles, anecdotes, or pictures that would be of benefit in our Newsletter. Thanks to Art Nichols for great job.

OSIER FACILITY (continued)

The dining facility is set upon a foundation footer that is five feet below the finished lower floor elevation. On this footer a stem wall of concrete block was placed and the lower floor of concrete was poured. Built up from this base are the steel framing for the walls of the lower floor and the floor of the upper story. The upper floor is composed of steel girders supporting a metal pan with a concrete topping.

Finish work will enclose the steel within the walls. The exterior finish will be fir siding with cedar stain. The interior will be finished and painted dry wall.

Large picture windows on the main dining room floor will overlook the Los Pinos River, and clerestory windows facing the track side will allow natural lighting for the interior. Exposed wood and heavy timber trusses will form the upper story ceiling.

The large Glu-laminated trusses were brought to the site by semitractor trailer. The truck made the arduous trip on the forest service road and down the tight curves of the switchbacks. The driver really did an excellent job of negotiating the narrow road--only once did this reporter see one set of wheels come off the ground.

Once the 25-foot long Glu-Laminated wood trusses were on-site, they were assembled and lifted into place atop the walls with a large crane. The wood decking for the roof was placed on these trusses.

At this stage of the project the first snowstorm of the winter came over Osier Mountain and stopped the work. The contractor was able to get back into the site for a couple of days just before Thanksgiving and close the building for the winter snows.

[Leo Schmitz is the Executive Director of the Cumbres and Toltec Scenic Railroad Commission as well as a Director of the Friends.]

[EDITORS NOTE: The snow has been cleared and work has already started on the completion of the building.]



What a view to the west up the Los Pinos Valley from the lower floor of the new Dining Facility. Window framed Sept. 1988

Photo credit: Bill Lock

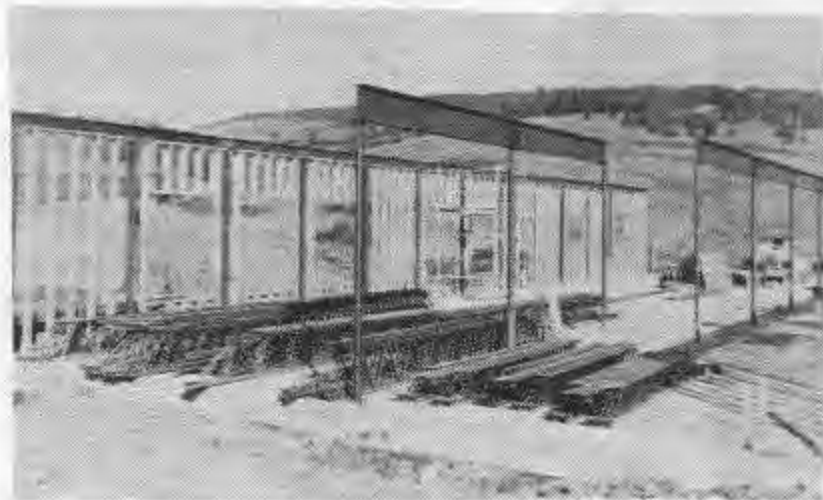


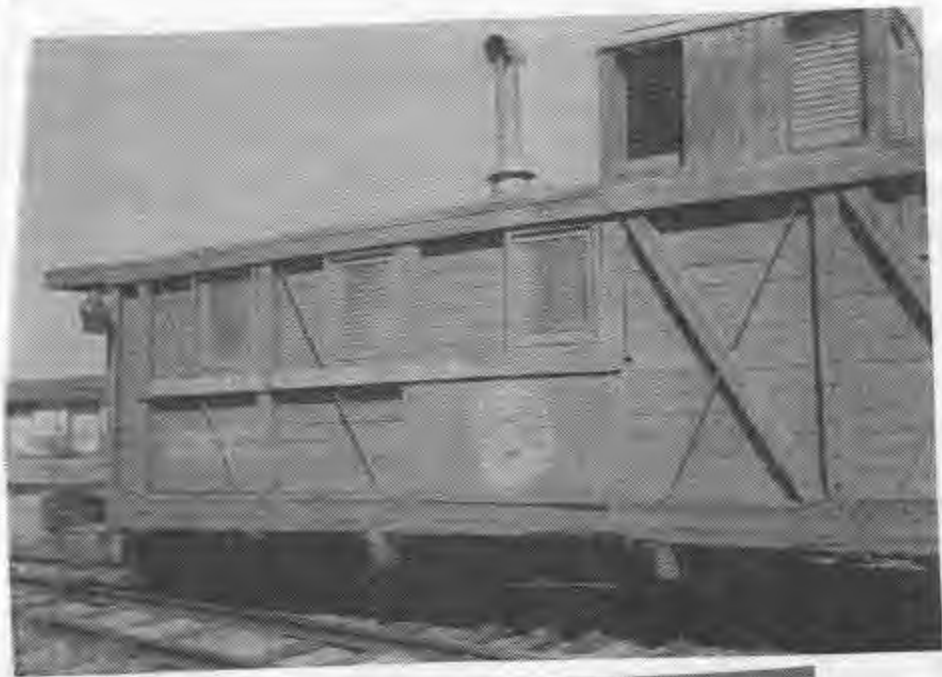
Photos - clockwise from lower left.

1. Work on new Osier dining facility as of August 1988 - working on lower floor area.
2. August 1988 - Picture shows grade and proximity to track and old Section House.
3. Oct. 1988 - Lifting wooden trusses into place for roof over main floor.

Photo credits (1-3):
Leo Schmitz

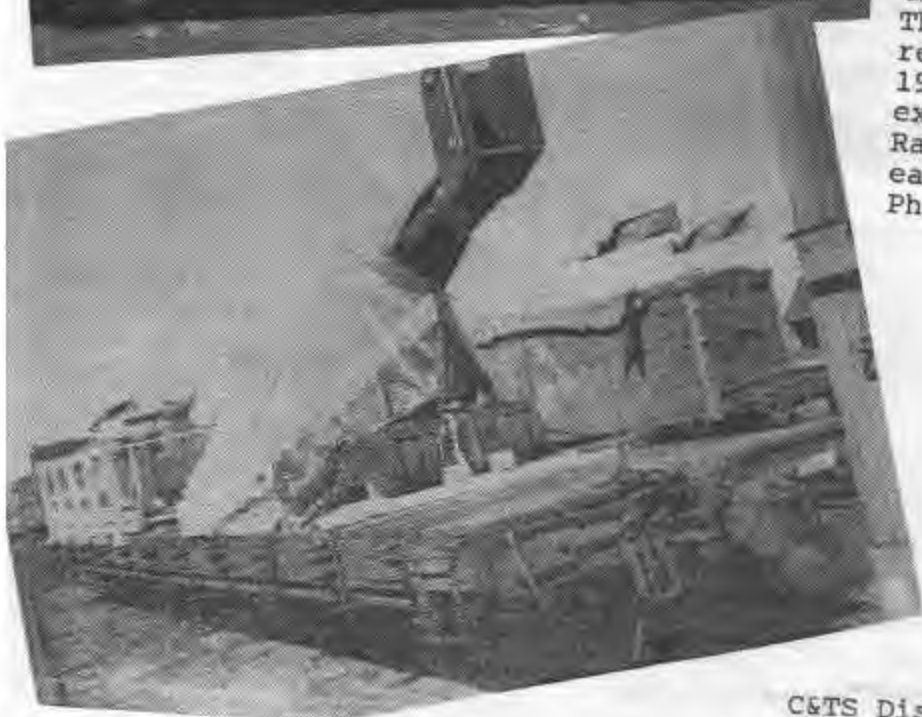
4. Sept. 1988 - First floor deck ready to pour with train in background. Photo credit: Bill Lock

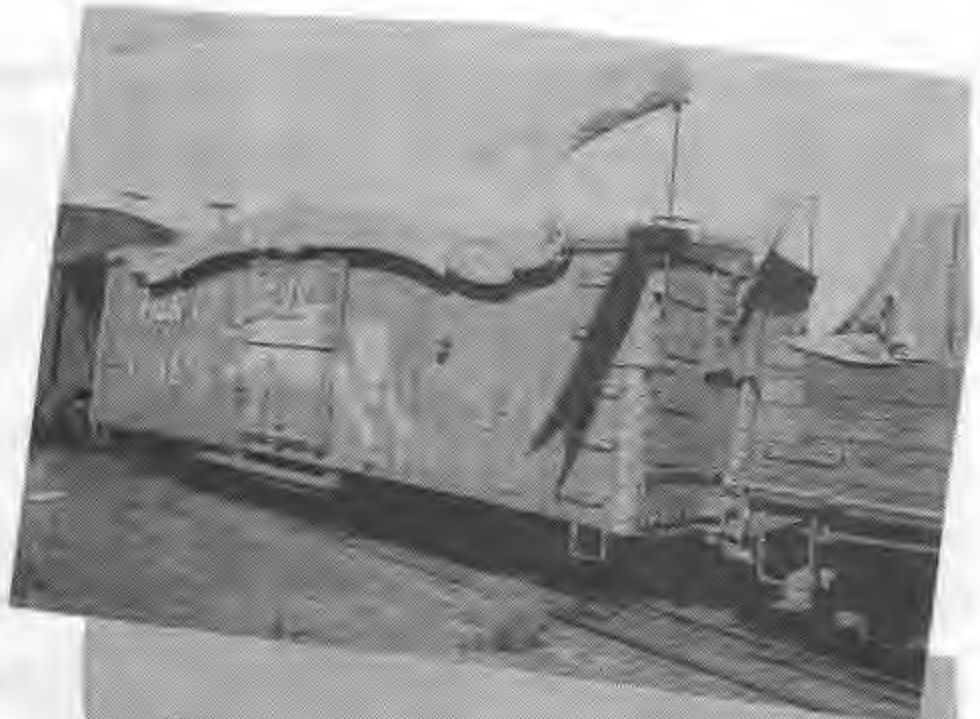




MOVIE TRAIN

1988 was a particularly exciting year for Hollywood on the Cumbres & Toltec. See Dispatch, Vol. 1 No. 3 for a report on "Where the Hell's the Gold" filmed in June. In September, a major portion of the new Stephen Spielberg movie "Indiana Jones and the Last Crusade" was filmed on the "Pueblo & Chama R.R." This movie is scheduled to be released during the summer of 1989, and should be an excellent view of the Railroad. Photos taken in early September in Antonito. Photo credits: Bill Lock.





Photos clockwise from lower left:

1. "Stephen's Car" as it was actually labeled was a flatcar with the director-producer's boom secured and ready for action.

2. A real narrow gauge caboose being too confined for filming, interior shots of a caboose were taken inside this Hollywood-made structure on top of a flatcar.

3. The exterior caboose shots were shot of No. 05635 appropriately labeled with a Rio Grande-type herald for the "Pueblo & Chama R.R."

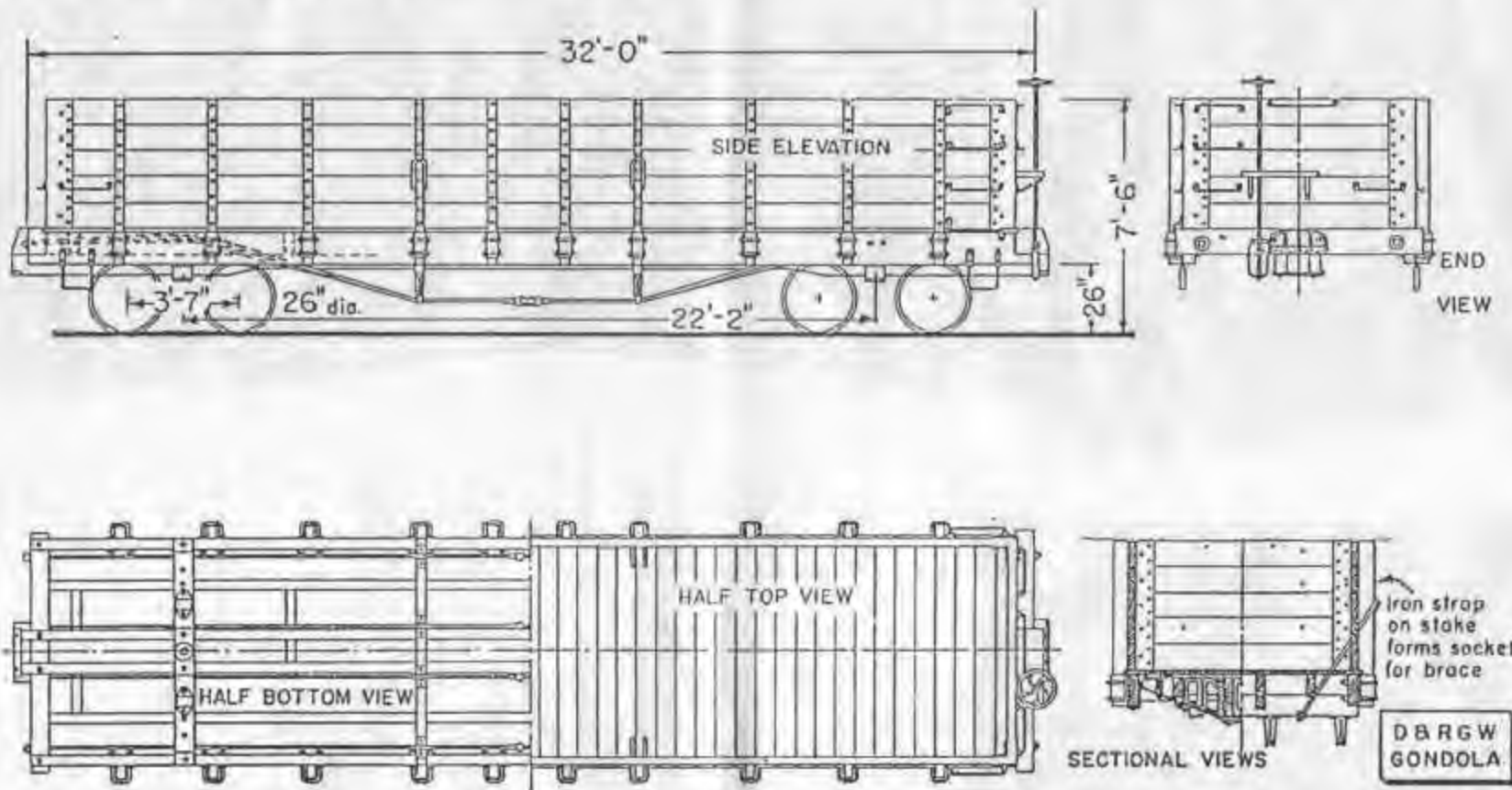
4. An overview of the circus train shows both the animal cars and a tent car.

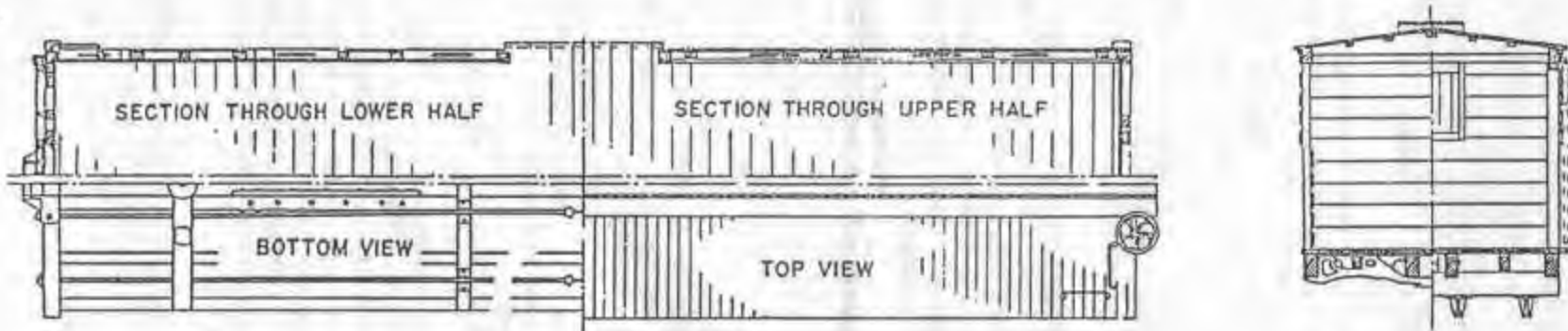
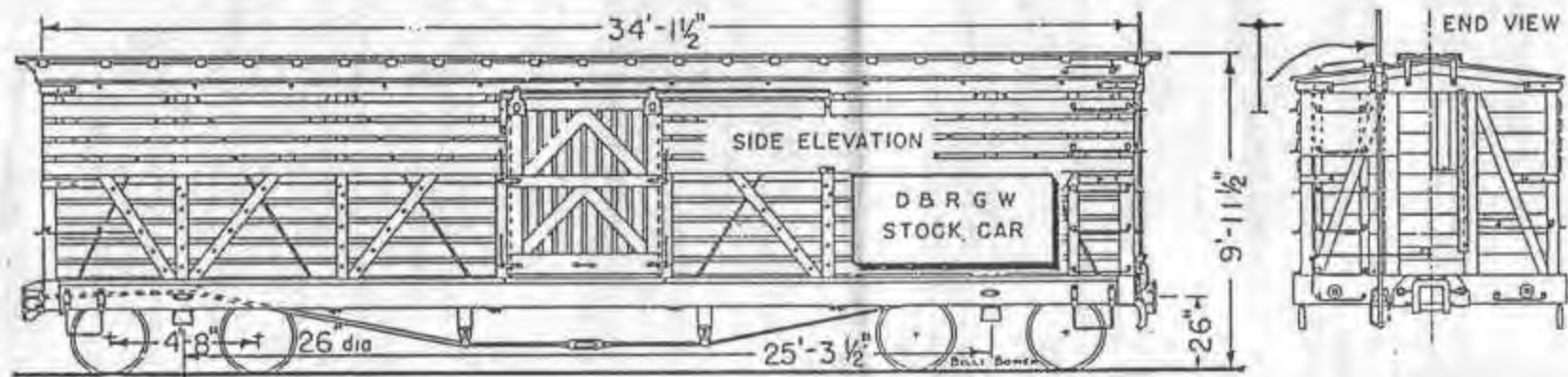
5, 6 and 7. A nice job was done using boxcars and stockcars for the circus animals riding with the Dunn & Duffy Circus. Lions, reptiles and giraffes were some of the prominent cars on the train.



MODELING IDEAS FROM THE C&TSRR
No. 1 of a Series

These drawings are reproduced in S scale (3/16 in. = 1 ft.) from 1/8-in. scale drawings in The Model Railroader Cyclopedia, sixth edition, published in 1950 by the Kalmbach Publishing Co. The stock car and gondola shown should be considered generic plans only because cars within the same series may vary in details. Members of the Friends who have been volunteer workers at Chama are very familiar with stock car No. 5706, which was repaired in 1987 and repainted and lettered in 1988. In the 1950's many gondolas were converted to idler flats and pipe cars. For a complete rolling stock list, see Spencer and Wilson and Vernon J. Glover, The Cumbres and Toltec Scenic Railroad: The Historic Preservation Study (Albuquerque: University of New Mexico Press, 1980).





THE ROLE OF THE CUMBRES AND TOLTEC SCENIC RAILROAD COMMISSION

By Leo Schmitz, Executive Director

The Cumbres & Toltec Scenic Railroad Commission is the Bi-State Agency that oversees the Railroad. The Commission came into being on July 1, 1977, to replace the former governmental structure that consisted of the Colorado Railroad Authority, the New Mexico Railroad Authority, and the Joint Executive Committee of the Colorado and New Mexico Railroad Authority. The former bureaucracy was awkward in trying to move forward or meet unexpected situations since it required three separate entities meeting to make a decision.

The creation of the Commission has simplified and streamlined this process. Composed of two members from each State, appointed by the respective Governors of each State, the Commission is able to function efficiently, effectively, and expediently. Commissioners serve at the pleasure of their Governors. The Commission members volunteer their time to serve the Railroad and are only reimbursed for expenses. Because of the U. S. Constitution, it took an Act of Congress to create the new Commission.

Currently, Howard Coleman is the Chairman and resides in Alamosa, Colorado. He is a Vice President with the First National Bank of La Jara.

Spencer Wilson is the Vice-Chairman and resides in Socorro and Albuquerque. He is a professor of history at New Mexico Tech in Socorro, New Mexico. [See feature on Spencer Wilson on pages 11 & 12.]

Wayne Quinlan is the Commission's Secretary and is a resident, rancher and developer of Antonito, Colorado.

Wayne Smith is the Treasurer and a resident of Chama, New Mexico, where he owns a real estate office and is involved in other business.

The Commission has meetings at least once per quarter and more frequently if necessary to conduct the business of overseeing the Railroad.

The operation of the Railroad is leased to a private firm, Kyle Railways, Inc., based in San Francisco, California. The lease is for a period of twenty years and calls for Kyle Railways, Inc., to be responsible for the day-to-day operation and maintenance of the Railroad. The Commission receives a percentage of Kyle's gross revenue.

Capital improvements have been the responsibility of the Commission. The latest capital improvement project is the new Dining Facility at Osier. This project was funded with a three-way split: one-third from Colorado; one-third from New Mexico; and the remaining one-third from grants and the Commission's funds.

The Commission is currently reviewing the long-range management plan for the Railroad and setting priorities for improvements. Coupled with this is the need for funding for these projects. The Commission is continuing to seek additional sources of funds for the Railroad. If any reader has an idea or a contact with a possible source of funding, the Commission is most interested in talking with you. The address of the Commission is P. O. Box 561, Antonito, Colorado 81120.

MEET DIRECTOR SPENCER WILSON
by Art Nichols

In each issue of the Dispatch, we feature one of our directors. In this issue it is Spencer Wilson--well known to all of us as a Friends Director and as one of the two New Mexico C&TSRR Commissioners. Your editor asked Spencer for some biographical material, and I want to share this material with you just as Spencer sent it. How many remember being the "kid in the car?"

Little did I know that my life was to be so intimately connected with the C&TSRR. I had always harbored a fascination for railroads since those days when the folks would take me to train watch at the Albuquerque depot or anywhere along the line out of town when the Chief or any of the other name trains were due. We spent many an hour at the Alvarado Hotel. It seemed as if the whole of Albuquerque would meet for Sunday breakfast in the lunchroom. And, of course, there would be passenger locals and expresses, mail or milk runs, and freights in the yards (I never carried a camera in those days!)

My folks were always enthusiastic about the trains. No matter where we might be, the approach of a train often meant stopping by the roadside to watch and wave to the crew.

Maybe that earlier interest had an influence in my selecting a career in teaching history. There was the University of New Mexico, a stint in the Navy during the Korean War, and then back to graduate school. After this I headed east for a routine job in the office of one of the New Mexico Senators.

Within a year I was back in graduate school at the University of Maryland for a doctorate in history with a specialty in the Civil War. I should have known that my basic instincts were correct, considering the role played by railroads in that conflict. After four years of college teaching in New Jersey, I accepted a position at New Mexico Institute of Mining and Technology in Socorro. I was very glad to be back home.

In 1973 then Governor Bruce King appointed me to the historic preservation committee of the state--known as the Cultural Properties Review Committee, the advisory group to the Historic Preservation Bureau in Santa Fe. While serving on that committee, I first became involved in the C&TSRR. In 1974 I got my first close-up of the railroad as a professional historian and not a kid in the car.

The Cultural Properties Review Committee was brought into the railroad because of a presentation made to the Committee by two members of the New Mexico Railroad



Meet Director Spencer Wilson (continued)

Authority--those were the days before the present Commission. As a result of that presentation, I was made Chairman of the Railroad Committee, and I attended my first meeting of the Authority in Chama during the summer of 1974. I knew little of the politics of the situation and even less of railroading!

In the course of subsequent meetings of both the Authority and the Cultural Properties Review Committee, my interest deepened and my knowledge grew. In 1974 I also met Vernon J. Glover, who is a railroad historian of great knowledge. He and I ultimately collaborated on the Historic Preservation Study that was published by the University of New Mexico Press in 1980.

In time I became the official advisor to the then newly formed C&TSRR Commission, and this last spring Governor Carruthers of New Mexico appointed me to the Commission. This Civil War historian had come a long way toward being a railroad and industrial historian.

All of this background briefly shows how I became associated with the Cumbres & Toltec. In the process I have also developed a deep and abiding commitment to our favorite project. I am old enough to remember the railroads before the days of the interstate and air travel. Both of these modes of travel and transport were in their infancy--and many highways in New Mexico were unpaved and airplanes were still close to a novelty for the rich. Railroads were here to stay!

Finally, I woke up to see a uniquely 19th Century technical innovation rapidly vanishing. A vital part of our history was being torn up in favor of highways and airports. Too many of my students are of the "freeway age." The standard histories make only passing reference to the role of railroads in the last century, and I even fault some of my professional colleagues who too often ignore or down-play railroad history. Hence, we must preserve this example of our past.

One final word. Volunteers saved this railroad from the scrapper after abandonment in 1968. Some of those same folks are reappearing after a long absence, and they are joining the Friends. They add a large measure of continuity to this new organization and to the purpose of the Friends, which is to preserve the entire property of the Cumbres & Toltec in all its aspects. I am proud to be a part of this effort.

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FRIENDS OF THE CUMBRES & TOLTEC
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