



C&TS Dispatch

Vol. 15 No. 1

SPRING 2002

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Shacks Along the Track

by Bob Bergstrom

Scattered out along the main line of the Cumbres & Toltec Scenic Railroad are eight small wood buildings. From their appearance they could be tool sheds or outhouses, but they are neither. Instead they are phone booths, once used by section gangs and train crews of the D&RGW to report problems and get instructions from dispatchers and train crews.

History of the Booths

For about twenty years, from the 1920s until the 1940s, all of the booths contained telegraphones, voice-powered devices that looked (and were used) much like the wall-mounted hand-crank telephones of that day. Telegraphones connected to the telegraph wires that ran along the track, but were a separate communication system within the D&RGW's telegraph system, used by callers who did not know Morse code. Voice communications occur at a higher frequency than Morse signals, so it was possible for voice and Morse messages to be transmitted simultaneously. Telegraphone users found they had to speak loudly to be heard, and the devices came to be referred to by some as "yellaphones."

Telephone equipment replaced telegraphones in five of the booths in the 1940s, while telegraphones remained in use in the others. The booths where telephones were installed are marked by asterisks below. It is believed that the telephones and remaining telegraphones in the booths continued in use until 1969, when the D&RGW abandoned its narrow-gauge operations along what is now the C&TS.

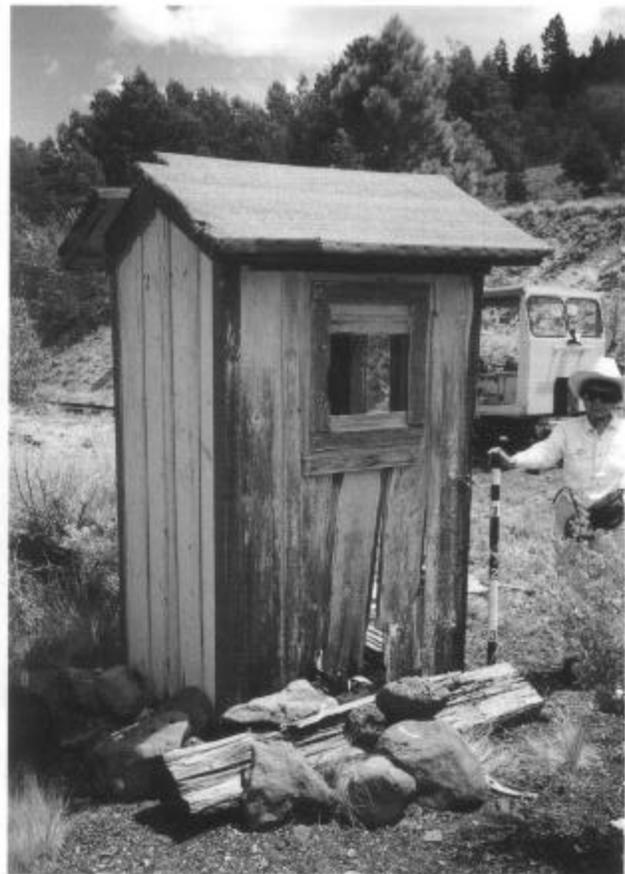
The eight phone booths are at the following milepost locations:

Cresco	MP 335.2
Coxo*	MP 332.9
Apache Canyon*	MP 327.6
Los Pinos East*	MP 322.9
Rock Tunnel*	MP 314.7
Mud Tunnel*	MP 311.2
Toltec Siding	MP 310.5
Big Horn	MP 299.7

A ninth booth, at Lava, was destroyed by vandals in 1973.

It is believed that most of the phone booths were fabricated in the D&RGW company shops at Alamosa, Salida, or Burnham (Denver) and transported by rail to their locations along the line. However, for structures built in a shop, the booths are a surprisingly varied lot. The booths at Coxo, Apache Canyon, and Los Pinos East are similar to each other but not identical, as are the booths at Mud Tunnel and

See *Shacks*, page 4



The phone booth at Big Horn. Estelle Bergstrom is holding the story pole. (Photos by Bob Bergstrom, August 2001.)

C&TS Dispatch

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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) 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 2002
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PRESIDENT'S COLUMN



Spring is here and the railroad's opening day, scheduled for May 25, is fast approaching. In this issue of the C&TS Dispatch, we report on the work that has been done during the off-season on locomotives and passenger cars. Other preparation is also underway—it has been a dry winter and fire danger is high. Railroad employees are putting in place extra fire prevention

measures such as were taken in 2000. We hope the rainy season comes early.

May also begins the Friends' work season. Work session registration forms were sent in March to prospective volunteers by regular mail and e-mail for the first time this year. (Forms can also be downloaded from <http://www.cumbrestoltec.org/memindx.htm>.) Signups are coming in at a good rate and I'm pleased to see many new names. I look forward to the summer work sessions because I get to meet so many of our members.

Membership renewals have been gratifying this year. We have more new and continuing members and a higher total of donations at this time than ever before. I thank all of you who have donated to support our programs this year.

You have seen in these pages the photographs of how our restoration activities have grown in scope and number. Our educational program is growing as well. In 2000, we inaugurated a new Walking Tour brochure, and last year we published a Trip Map brochure for distribution to passengers. This year we will publish an Activity Book for Kids and, with a grant from the New Mexico Historic Preservation Division, a Spanish edition of the Walking Tour. Last year we reprinted the classic *Cumbres & Toltec Scenic Railroad: The Historic Preservation Study*, and this year will see the debut of *SOOT, It's What's For Dinner*, a cookbook of recipes from Friends' members, railroad employees, and residents of Chama, salted with tidbits on railroading at the C&TS.

Seeing Tim Olson's name in this issue reminds me of when I first met him. He was one of the group of creative minds figuring out how to raise the Cumbres car inspector's house to replace its foundation. "Preserving structures which were not built on lasting foundations" is one of the reoccurring issues of our work. One of our next cases will be the Chama coal tipple. Member Steve Kells of Kells & Craig Architects and Jim Kreis of Red Mountain Engineers, who donated their time to the project, have recently completed a structural analysis of the causes of the westward lean of the tipple and how to stabilize it. Look for a future article about this.

Come and ride this year and tell others, too! It's important in the aftermath of last September to have enough riders to sustain us. Here's to a great 2002 season!

—Terri Shaw

FRIENDS RECEIVE LOS ALAMOS GRANT

The Los Alamos National Laboratory Foundation (LANLF) has awarded the Friends of the Cumbres & Toltec Scenic Railroad a \$10,000 community outreach grant for removal of the asbestos insulation from the boilers of locomotives 483 and 492. These locomotives had been parked outdoors for many years and moisture was being retained by the insulation. Removal of the insulation was needed to arrest corrosion of the boilers and preserve the locomotives for eventual return to service. The insulation around these boilers contains asbestos that must be removed by a certified contractor.

In the summer of 1999, the Friends submitted a grant application to LANLF for the asbestos abatement project. Because of the need to reorder priorities following termination of the operating contract with George Bartholomew, the foundation permitted us to revise our grant application to request funds to be used to support the winter work of rehabilitating locomotives so that they would be operational for the 2000 season. We were awarded a \$10,000 grant for this purpose.

Our research for the 1999 grant application was that a certified contractor would cost at least \$20,000 and perhaps a few thousand dollars more. The funding for the project will come from the Los Alamos grant, a match from the Friends (a member has pledged an anonymous donation of \$10,000), and supplemental funds from the Rio Grande Railway Preservation Corporation and the Railroad Commission (funds raised by the Friends of the 483 have been entrusted to the commission for such purposes).

In preparation for this project, the locomotives were moved into the

historic roundhouse in Chama during the winter of 1999 to keep them dry. In the summer of 2000, Friends volunteers under the supervision of the Chief Mechanical Officer for the railroad removed all appliances from the locomotives.

OLSON WINS PRIZE

Two Delta Air Lines tickets, which were donated to this year's membership renewal campaign, were won by Tim Olson of Minnesota. Donors of \$50 or more before the January 31, 2002 deadline were entered in a special lottery for the tickets. Six hundred eighty-eight members qualified. The winning ticket was drawn by member George Swain at a Friday lunch gathering of Albuquerque Friends on February 1. We thank Jill Lane, proprietor of Chama's Elk Horn Lodge, for donating the tickets for the lottery prize.

Tim deserves recognition for another reason. When the railroad was left without an operator in late 1999 and the Friends were helping raise funds to keep the winter shop work alive, Tim made a promise to pay \$10 a week toward the rehabilitation and maintenance of the locomotives. He has kept his promise and these dollars have added up significantly over time. Tim's commitment is an outstanding example of how our members have dedicated themselves to the cause of preserving the railroad.

FRIENDS RECEIVE CANDELARIA FUND GRANT

The Candelaria Fund of San Francisco has granted the Friends \$15,000 to meet one of its fund development goals, namely, to build the membership base in the Friends. The funds will be used for design, printing, and postage for a mail campaign directed at people who visit and ride the railroad in 2002. This is the second grant from the fund. It donated \$10,000 in 2000 to the Ralph Flowers Memorial Fund for use in locomotive rehabilitation.

Corrections

The changes given below should be made to the volunteer roster for the June 2001 work sessions that appeared in the Fall 2001 issue.

- Noreen Breeding worked on the Cumbres section house in session A and on boxcar/coach conversion in session B.

- Roger Breeding worked on the Fairmont speeder in both A and B sessions.

- Roger Briggs worked on boxcar/coach conversion in both A and B sessions.

- Tim Bristow worked on boxcar/coach conversion in both A and B sessions.

- In the lower left photograph on page 4 of the Fall 2001 issue, Rod Whelan is shown at the right, and in the lower right photograph, Grant Hall is incorrectly identified as Norman Grant.

Departures

It is with sadness that we note the passing of two of our members, Chuck Emery and Rufus March. Because of their contributions the railroad is a better place.

Rufus participated in the 1990 work session. He was a member of the tool car team and also worked on the bunk car windows.

Chuck was also on the tool car team in 1990. He served on the team until 1997, including several summers as team leader.

In addition to their common dedication to the C&TS, they had a shared heritage: their ancestors John Emery and Hugh March were on the same brig, the Confidence, that arrived in Massachusetts from Southampton in 1638.



Pole-mounted phone box at Toltec Siding.

Shacks continued from page 1

Big Horn, while the structures at Cresco, Rock Tunnel, and Toltec Siding are unique unto themselves.

The shelter at Toltec Siding is the most unusual of them all, as it is a pole-mounted box rather than being an enclosed booth like the others. It is believed to have been installed in the early 1950s when the railroad siding was lengthened to accommodate meets between the long trains that carried countless loads of pipe and other supplies to the newly discovered natural gas fields near Farmington.

Friends' Restoration Project

The phone booths have not been used or maintained since the D&RGW abandoned service along the narrow gauge in 1969, except that a crew of volunteers repaired and painted some of them in August 1973. That was a good while ago, and inevitably the booths have deteriorated since then to various stages of disrepair.

For years the Friends have recognized that the phone booths need attention. The booths were surveyed to determine their conditions during work sessions in 1994 and 1998, but no continuity developed from either of those efforts.

The project was renewed in August 2001 with Bob Bergstrom as team leader. During work session C, Bob and his wife, Estelle, documented all eight of the booths with photographs, dimensional drawings, and notes about the booths' condition and details of their construction. Peter Barkmann and Con Slaviero joined Estelle and Bob during work session D, and the team accomplished several maintenance and repair tasks at Cresco, Coxo, Los Pinos East, and Mud Tunnel.

At Cresco and Coxo, the team cleaned out leaves and debris from inside the booths, replaced and painted trim boards, planed the bottoms of the doors to keep them from binding against the floor boards, and installed hook-and-eye closures to keep the doors in a closed position. Also at Cresco, Peter and Con installed a length of green mineral roofing at the peak of the roof, and at Coxo they installed a wood panel in the window opening to keep out rain and snow.

At Mud Tunnel and Los Pinos East, Peter and Con removed the old deteriorated roofs and installed new ones, including new planking, sheet metal peak flashing, tar paper underlayment, green mineral roofing, and fascia trim.

Work at some of the booths could not have been accomplished without transportation support by the railroad. The five eastern-most booths are not accessible by automobile, so documentation of those booths and installation of the new roofs at Mud Tunnel and Los Pinos East were accomplished only because the team was permitted on three different days to travel to those locations on the early morning rock patrol speeders.

Peter Barkmann's Subaru station wagon also played a vital part in doing the team's work, as it was the "mule"

that hauled tools and construction materials from Chama out to the booth sites at Cresco and Coxo, and to Sublette and Los Pinos where Peter and Con met the speeders that took them to the two booths that they re-roofed.

Future Plans

Four of the eight booths are at the west end of the railroad, between Chama and Osier, and four are at the east end, between Antonito and Osier. Current plans are to repair two booths a year, one from the west end and one from the east, during each of the next four years. The Friends have asked the railroad to assist with the essential and challenging task of bringing the deteriorated booths to Ft. Knox at Antonito during the May work sessions and returning the booths to their sites after they have been rebuilt, and the railroad has agreed to provide this support.

Carpenters will rebuild the booths during the June work sessions, and the restored booths will be painted after



The booth at Apache Canyon is scheduled to be rebuilt in August, 2002.



Peter Barkmann ties down roofing lumber and ladders on the roof rack of his car. Hand tools and other materials are inside, along with Peter's camping gear.

they have been returned to their sites. All of the carpentry and painting work will be done by Friends volunteers.

The booths at Rock Tunnel and Apache Canyon will be the first ones to be restored. Those booths are badly damaged and are judged to be in greatest need of attention. Also this year the booths at Cresco and Coxo will receive a fresh coat of paint.

The eight phone booths are a significant remaining part of the D&RGW narrow gauge railroad between Chama and Antonito. The telegraphones and telephones they contained were an important part of the railroad's communication system for nearly 50 years, from the early 1920s until the end of operations in 1969. Now the Friends have begun a multi-year project to restore and preserve the booths. In coming years, interpretation projects will endeavor to explain the booths and their uses to the visiting public. Those projects could include resetting some telegraph poles, restringing wire, and getting some of the booths back "on line," at least visually.

A Request for Information

Much remains to be learned about the phone booths. Anyone who can add to what is known about the booths, or the

telegraphones and telephones they contained, or how the equipment was used, is invited to contact team leader Bob Bergstrom through the Friends' office in Albuquerque. Manufacturers' catalogs, installation and operating instructions, maintenance manuals, photographs of the booths' interiors and exteriors, and leads to surviving examples of the telegraphones and telephones themselves, are eagerly sought. Every bit of information that can be added will help the Friends with this interesting restoration and interpretation project.

Want to Know More?

For a comprehensive and interesting report on communications along the D&RGW narrow gauge, including the role of telegraphones and telephones, see Gregory Raven's excellent Web pages at:

<http://www.faradic.net/~gsraven/telegraph_tales/drgw/part1/drgwcommspart1.htm> (especially page 4 of 8); and
<http://www.faradic.net/~gsraven/telegraph_tales/drgw/part2/jbnpage1.htm> (especially page 8 of 15).

Bob Bergstrom is leader of the volunteer work session team for the telegraphone booths.

SUMMER VOLUNTEER PROJECTS

The Project Committee has been busy during the winter months planning projects for the summer work sessions. We would like to encourage those who have never attended work sessions to participate in the experience of a lifetime with the continued preservation of the world's premier, living, narrow-gauge railroad museum.

There are several new projects this year including restoration of flat car 6314, conversion of a boxcar to the Friends commissary car, restoration of flanger OL, repairs to the Chama car body bunkhouse and the log bunkhouse, and restoration of drop-bottom gondola 859. Other projects are construction of a flammables storage shed, cleanup of the Antonito railyard and Ft. Knox, restoration of telegraphone booths, and installation of a new audio system for the Antonito coaches. Work session packages have been mailed to those individuals requesting registration packages. For those persons who have not registered and wish to do so, all of the registration forms are available at the Friends' website at <<http://www.cumbrestoltec.org/memindx.htm>>.



Con Slaviero and Peter Barkmann at the Coxo booth.



Engines 497 (l), 488, and 463 in the Chama enginehouse, December 2001. Note the narrow-gauge shop trucks under 488, which allows the engine to be moved when the lead and trailing trucks are removed.

WINTER SHOP WORK 2001—2002

*by Steven Butler, Marvin Casias, and Mark V. Yates
photographs by Tom Cardin*

Each step in steam locomotive maintenance involves skills such as measuring, machining, welding, cutting, and grinding. For example, to replace the tubes and flues in a locomotive the old ones need to be cut out. New tubes have their ends annealed by heating them one by one until they are red hot and then letting them cool slowly in a container of powdered lime. After cooling, the ends are cleaned and polished using a flapper wheel. Because the flue sheets are not perfectly straight, new flues are measured and cut individually. "Measure twice and cut once" is a golden rule in this process. The flues are installed by rolling them into the hole and prossering them on the rear flue sheet, or the firebox end. The boiler is then hydrostatically tested to check for leaks; if there are any, the tube or flue is rolled or beaded until it no longer leaks. Even though it takes only a paragraph to describe the process, it may take a week or more to accomplish. Please keep this in mind as you read about the work happening this winter in the Antonito and Chama shops.

CHAMA

Immediately after the operating season ended in October, the passenger cars were ferried to Antonito for inspection, repairs, and maintenance. Locomotive 487 went to Antonito again this year because it required the least amount of work. Locomotives 463 and 497 were opened up by removing their front ends. The shop crew cleaned the fireboxes and boilers and removed two bottom tubes to prepare them for flue extensions by November 15 (January 18, 2002, was the last day to file a request for flue extensions, according to the vastly revised 49 CFR Part 230 Steam Locomotive Inspection and Maintenance Standards; the 2002 season will be the last season they can operate under the old Part 230). The federal inspector was here November 19–20 to perform the inspections. The two locomotives have been given one-year extensions.

During the fall, the shop crew continued work on the remaining four EBT hoppers to make them road worthy. Work centered on the air brake system, hand brakes, safety appliances (grab irons), and journal bearings.

Locomotives

463

During the annual inspection, some inconsistencies were discovered with the Part 230 regulations. One boiler brace that extends from the rear flue sheet to the boiler barrel was broken, and grooving in the knuckle of the rear flue sheet was also discovered. In order to replace the brace, eight superheater flues were removed along with a number of 2½-inch tubes to gain access. The grooving in the rear flue sheet knuckle was repaired by grinding out the grooves and



Removing the cab from 484 requires a bit of extra equipment. Steven Butler guides the cab to clear the boiler and valves. The cab must come off to get to the staybolts. Originally there were doors on both sides, but they were riveted and welded shut many years ago (February 2002).



Jose Torres (l) and Ricky Rivas apply red primer to the boiler of 484. New valve cages can be seen installed. The smokebox flue sheet has been checked and is ready for flues (January 2002).



Two coaches in the car shop at Antonito await finishing touches (January 2002).

filling them with weld. Holes in the ashpan have also been repaired, along with repairs to the brake rigging. 463 will be ready on opening day.

484

Although this locomotive had originally been slated for another flue extension, the request was rescinded. It would not make sense to obtain a flue extension for a year and then have to disassemble the locomotive again to perform a 1,472 Service Day Inspection. The locomotive has already been mostly disassembled to inspect the boiler for leaks resulting from the derailment on April 25, 1999. The superheater units were removed and hydrostatically tested. Following the decision not to request a flue extension, the flues and tubes were removed. A boiler survey, including NDT (non-destructive testing) thickness readings and measurements, was done the latter half of January.

The shop crew continues repairing damage due to the 1999 derailment. The trailing truck, which had several cracks from the derailment, has been repaired and is back in place. The ashpan, which also sustained derailment damage, has been repaired. The pilot truck, which had numerous cracks due to the derailment, has been repaired, although it is not yet installed. While repairing the running gear, the crew found the rear equalizers bent, either from the derailment or the rerailing process—the crew will replace them.

New staybolt caps have been applied because many of the old ones had threads that were too worn to make them usable. Work is progressing on repairing the driving boxes and making new shoes and wedges for the running gear. Several new crown brasses were installed in the driving boxes to replace the ones which were worn to their limit. New rod bushings will also be installed. New valve cages were also installed; the old ones were out of round and too thin to bore out. The crew has made new piston and valve rings and new piston and valve rods. The projection is that 484 will be ready by the end of this summer.

488

Well over half of the materials needed to complete the locomotive are on hand. 488 will be on hold until loco-

tive 484 is completed, at which time we hope to resume work on 488. The rear tube sheet is about two-thirds installed and the front tube sheet is ready to be installed and riveted.

489

While a flue extension for locomotive 489 was requested, it was determined that the extension would not be granted due to the number of previous flue extensions. Before 489 can be steamed up again, it will have to undergo a 1,472 Service Day Inspection as required by the revised 49 CFR Part 230. The locomotive needs both boiler and running gear work. 489 should be done by the opening of the 2003 season.

497

Locomotive 497 passed its flue extension inspection with minimal exceptions. A broken top leaf was found on the left trailing truck spring, which the shop crew will replace. The flanger on the pilot truck sat too low with the extensions, so the extensions were removed to bring the flanger above the minimum 2½ inches above the railhead. The crew replaced several staybolts found to be either broken or to have severe firecracks around the heads. Holes in the ashpan have been repaired, and new parts for the check valves have been machined to replace the ones worn out. 497 will be ready on opening day.

ANTONITO

Locomotives

487

About thirty tubes will be replaced this winter because of wear and tear. A general overview will be done at the time of the annual inspection. The boiler tube time on 487 will run out after the 2003 season. The locomotive will be ready on opening day.

Passenger Coaches

After the passenger coaches from Chama arrived in Antonito, and 487 was winterized, work began in earnest on the Chama coaches.

- Coach 515 (Española) had both trucks removed as cracks were found in the truck bolsters. These have been welded and the trucks reassembled and returned under the car. The interior was remodeled completely by replacing all of the woodwork and floor. The shop crew replaced two restrooms with one more modern restroom, and they also painted the exterior of the car.
- Coach 514 (Ojo Caliente) had the running gear (trucks, brake rigging, airlines, etc.) inspected and the exterior painted.
- Coaches 520 (Cumbres) and 521 (Osier) have had their running gears inspected and broken windows replaced and the exteriors painted.
- Coach 513 (Taos) had the running gear inspected, the interior remodeled, and a modern restroom added. The crew also painted the roof.

Inspection, repair, and maintenance will continue on the other coaches.

THE CREW

Again, as always, a great amount of work was heaped upon our plate. Through the continued sacrifice, dedication, ingenuity, and hard work of the employees in the shops in Antonito and Chama, the up-coming season will provide an even smoother operation than last year. Those who are working in Antonito this winter are: Marvin Casias (Road Foreman of Engines and Shop Foreman), Carlos Llamas, Ronnie Lopez, and Sammy Ruybal. And those working in Chama are: Steven Butler (Chief Mechanical Officer), Ed Beard, Nathan Garcia, Tommy Garcia, Donald Martinez, Steve Montañño, Ricky Rivas, Jose Torrez, Juan Torrez, Robert Trigg, Orlando Ulibarri, and Mark Yates. Again, it is our hope that through the efforts this winter, we can preserve the past in order to continue to provide an authentic historic experience for the present.



Interior of a newly refurbished coach. Seat and mechanisms have been checked and repaired where needed, and new floors laid using individual tiles so they may be replaced as needed, without laying an entire floor (Antonito, February 2002).

BOOK REVIEW

Santa Fe—The Chief Way, Strein, Robert, John Vaughan, and Fenton Richards. *New Mexico Magazine*, a division of the New Mexico Department of Tourism (distributed by University of New Mexico Press, 1720 Lomas Blvd. NE, Albuquerque, NM 87131-1591, Cloth \$39.95, 131pp., illustrations, bibliography).

This is a wonderful book. The authors have provided a beautifully illustrated book of the great days of the Santa Fe streamliners. The authors contend that "no other railroad, and perhaps no other company in the history of America, so completely embraced the territory it served and used the mystique of a land and its peoples to market itself to its customers." The result was the images of streamlined passenger trains streaking through New Mexico, attracting travelers to those trains to experience the Southwest.

In the Foreword, John Vaughn writes of his childhood in eastern New Mexico, when he and his father visited Clovis,

New Mexico, "to meet the westbound San Francisco Chief." An experience that led to spotting his first timetable and he was hooked for life. His experience led to a collection of railroad memorabilia. Vaughn's collection and those of other repositories, photo archives and collections provide the illustrations for this book. The color illustrations and reproduction of those illustrations are beautiful.

The story begins with the coming of the streamlined Chiefs in the mid-thirties. Subsequent chapters tell how riders were attracted to the trains through the vivid ads extolling the luxury accommodations. In the 1930s Hollywood stars found the Chiefs and many were photographed at the Albuquerque depot. The famous Turquoise Room on the Super Chief and Fred Harvey cuisine drew the rich and famous. And so goes this excellent book—the Santa Fe Railway Art Collection, the other depots in New Mexico and Arizona, and the final demise of the luxury passenger train.

A last chapter illustrates the transition to Amtrak trains, "Off to the Happy Hunting Grounds." Of particular interest in this last chapter are the excellent photographs of Amtrak trains. These photographs are the work of our own well-known photographer, Ernie Robart. Ernie even worked for Amtrak for a while in the early days of the government passenger service. All in all, this is a wonderful book.

—Spencer Wilson



Friends' members Robert and Doris Furrer posed in locomotive 487 last September. The Furrers, from Sempach, Switzerland, were in Chama during a rather extensive jaunt through the U.S. Robert first joined the Friends while on a previous visit to the C&TS. Herr Doctor Professor Furrer has recently translated the text of the Walking Tour brochure into German. According to statistics from the New Mexico Visitor Center, German-speaking visitors vie with English speakers for the greatest number of visitors to the area during the summer months. Our thanks to Robert for his support and good work and to Doris for putting up with us before being taken to visit her love, the Pacific Ocean. (Photo by Spencer Wilson.)

VOLUNTEERING IN ANTONITO

by Warren Ringer

So you're considering working as a volunteer in Antonito this summer, but you've never worked there and wonder what it's like? Well, read on!

Antonito is the eastern terminus of the Cumbres & Toltec Scenic Railroad. The original D&RG depot still stands downtown and was not included with the railroad assets purchased by Colorado and New Mexico in 1970. The C&TS railroad facilities in Antonito had to be constructed by the railroad commission. Although historic ambiance is missing in the Antonito railyard, it certainly is volunteer friendly. For example, the Friends built concrete pads along both sides of the RIP track, making for a clean, safe, and comfortable work area away from the enginehouse. Ft. Knox, the squat yellow building just south of the parking area and adjacent to the RIP track, is the Friends' shop area with tools, supplies, and a work area. All Friends' projects in Antonito are centered at Ft. Knox although some could take place anywhere in the yard area. The building has plenty of outlets making it convenient for using power tools. It provides a covered work area when the inevitable rain shower stops work outside, and it doubles as the lunch area when it is inclement or just too hot to sit outside.

There is still plenty of train activity in the morning as the engine is serviced and the morning break is taken as the train leaves town. When the train returns in the late afternoon, there's generally switching to prepare it for the following day. And the daily Union Pacific train from Alamosa provides an opportunity for standard-gauge rail fanning.

As for the environment, the elevation is about the same as Chama, but the summer weather in Antonito is a little hotter, drier, and a lot windier.

The project list for Antonito is much smaller than in Chama, but there are always interesting projects each session and the volunteers working there have the same camaraderie as at any other Friends' site. Previous projects have included the redecking of a couple of flat cars, rebuilds on drop-bottom gondolas, and the frame up restoration of a flat car. If you have a pet project that you are willing to lead in Antonito, the Projects Committee (Art Randall and Jerry Sahn, co-chairs) would like to hear from you as there's plenty of good space for new projects.

Tourist facilities are not nearly as extensive as in Chama, with only one motel and three restaurants in town, but there are a number of other facilities within 15 or 20 minutes. These are listed in the Friends' work session package. You can stay in Chama and drive the hour to Antonito, or the railroad's bus may be used on a space available basis. It makes a round trip from Chama morning and evening, but, generally, it's more economical to stay in the Antonito area.



Volunteers working in the Antonito railyard. The concrete pads on both sides of the RIP track provide a clean, safe, and comfortable work area. Ft. Knox is in the background. (Photo by Tom Cardin.)

So now you know. We hope you're interested and we'll see you volunteering soon for a project in Antonito.

Warren is a former director of the Friends and a long-time volunteer.

LETTERS

The Fall 2001 issue of the C&TS Dispatch was waiting for me when I got home last night, and I have just finished reading it. I was particularly intrigued by the article "What If?" by Earl Knoob, as I hadn't previously known that RGS locomotives 20, 22, and 25 had worked on the D&RGW for such an extended period, or that they so nearly became D&RGW property.

I would be delighted to read further articles of this type. As a catalyst might I mention the mystery surrounding the two Mudhens (458 and 459) which were sold to Nacionales de Mexico in 1941, becoming their 400 and 401. I have never seen a photograph of either of these in service in Mexico, or read any description of the work which they did there, and would be grateful for any details that other members may supply. There is also the intriguing note on page 266 of Drury's *Guide to North American Steam Locomotives* that they were both converted to standard gauge in 1949 as 2250 and 2251. I have seen no reference to this conversion elsewhere, and have certainly never seen any photograph of the result. Does anyone have details?

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PRESERVATION PERSPECTIVE: NO. 23

Re-creating the San Juan

by Keith E. Hayes, AIA

In Preservation Perspective 22 (Winter 2001), we provided a brief history of the San Juan, the passenger train that traveled the rails daily between Alamosa and Durango over Cumbres Pass. Although this train was only operated for 14 years before being discontinued in 1951, it was a much loved and often photographed train. As the Denver & Rio Grande Western suspended passenger service along the narrow gauge, surplus cars were either sold or moved to Durango to be used in the popular Silverton train. Very few cars survived to be sold to the Cumbres & Toltec Scenic Railroad. What would it take to re-create the San Juan on today's C&TS?

Only four passenger cars were sold by the Rio Grande in 1970 and all had survived in maintenance service: mail cars 053, X54 and X65 and chair car 0452. In 1993, the Friends acquired two more passenger cars that had been converted to outfit cars: 0252, a former Pullman sleeper, and 292, an open-platform coach. Of these cars, only X54 and X65 were used in San Juan service. None of the cars have the proper passenger trucks, and 0252 has no wheel sets at all.

Although locomotives 473, 476 and 478 were assigned to the San Juan, they survive today on the Durango and Silverton. However, C&TS locomotives 483, 484, 488 and 489 were also outfitted with steam piping (for train heat) and the necessary train signals to be used in passenger service, and occasionally spelled the regular locomotives. So we have a locomotive and a mail car—what of the rest of the train?

Only two baggage cars survive: one in service at Durango, and a second in Golden at the Colorado Railroad Museum, but the latter lacks trucks. All the other cars used in the San Juan were either sold to the National Railways of Mexico or scrapped soon after service ceased.



The westbound San Juan is stopped next to a string of high-side gondolas at the Cumbres depot on May 16, 1950. The photo shows the east elevation of the station with the word "Cumbres" and the "Royal Gorge Route" herald painted on the side of the building above the first floor windows. The station was built in 1882 and removed by the D&RGW in 1954. (Photo by Donald G. Hills, collection of Wayne D. Hills.)

The coaches and parlor cars fared much better, all but one having survived. Of the eight closed vestibule coaches, four survive in service at Durango, and another three are preserved at Knott's Berry Farm in Buena Park, California. The remaining coach had been destroyed in a fire in the Durango yard in 1947. All three San Juan parlor cars survive: the Alamosa in Durango, and the Durango and Chama in Buena Park, California. The Chama has been heavily modified, however.

So there are several options to re-create the San Juan. Examples of all the equipment survive on the Durango and Silverton line. Borrowing a baggage, coach and parlor car for a brief period of use with mail and express car 65 and locomotive 489 is a possibility. Otherwise construction of replica equipment is the alternative, and a very expensive one.

Another idea for consideration is a re-creation of The Colorado and New Mexico Express. This train used open platform passenger cars, and for a period included Pullman service. C&TS 65, 252, 452 and Pullman 292 along with locomotive 463 might favorably represent a train typical of the pre-Depression era D&RGW.

If you are interested in learning more about passenger service along the narrow gauge, I highly recommend *Colorado Rail Annual No. 24, A Ticket to Ride the Narrow Gauge*. I learned a great deal about the subject from this excellent book written by Herbert Danneman and thank him for compiling this resource.

Keith is a licensed architect residing in Denver, Colorado. He has been a volunteer at the summer work sessions for many years.



The Chama depot on a rainy day, May 12, 1947. Note the "Rio Grande" speed lettering on the station. The sign on the corner of the wall reads "WARNING—DRIVING VEHICLES ON STATION PLATFORM PROHIBITED." The depot was built in 1899. It replaced the original 1882 depot which burned in 1899. (Photo by Donald G. Hills, collection of Wayne D. Hills.)



Looking north in the Chama rail yard from the departing San Juan on May 16, 1950. Note the fire ladder hung on the wall of the depot. Two D&RGW short refrigerator cars are parked at the depot's loading dock. (Photo by Emery B. Smith, collection of Wayne D. Hills.)

THE FRIENDS LIBRARY

The Friends Library/Archive/Museum has acquired two new books of considerable interest to us all. The first, and perhaps of greatest interest to narrow-gauge fans, is *Rio Grande Narrow Gauge—The Final Years, Alamosa to Chama*. The authors, Joseph P. Hereford, Jr. and Ernest W. Robart, are well-known to railroad historians and general readers. The book is essentially a collection of photographs taken by both authors from 1965 to 1968; as they write: "The 92 miles of track connecting those two points were part of 293 miles of narrow- and dual-gauge railroad still then operated by the D&RGW..." This is the period of declining traffic and final abandonment.

The chapters are Introduction, Equipment, Traffic, and Operations, each with explanatory text. Then follow the important places: Alamosa, Antonito, Chama, Cumbres, and Osier, also with a short essay, photographs, and maps. The photographs were taken by Hereford or Robart and have excellent notes and dates. This is a very nice paperback produced by R/Robb LTD of Union City, California, a gift from James Wilson, through Spencer Wilson.

The second book is John Westwood's *The Age of Steam: The Locomotives, the Railroads, and Their Legacy*. On the surface this book might be of little interest to us and our historic railroad. That, however, is not the case. While the book is a general coverage of the "power and romance of the age of steam" from 1830 on, the final chapter is "Steam Trains Preserved." Therein, our railroad, along with other narrow-gauge lines, figures rather well. There is a spectacular double page photograph of the Antonito train, engine 484, in the aspens! I also should mention that engine 497 is featured on the front of the dust cover. A very nice addition to the library from Thunder Bay Press of San Diego and a gift from Bill Lock.

—Spencer Wilson, Archivist and Librarian



2002 Schedule of Friends' Events

Volunteer Work Sessions

May 13–17, Session A

May 20–24, Session B

June 17–21, Session C

June 24–28, Session D

August 5–9, Session E

August 12–16, Session F

Charter Trains

June 22, Freight-Passenger Train

July 20, 14th Annual Moonlight Train



Ricky Rivas guides the loader as it pushes locomotive 484 back into the Chama enginehouse on February 20, 2002. The engine was moved outside earlier in February so that the cab could be removed, allowing access to the staybolts. The narrow-gauge shop trucks help support the locomotive; only the lead and trailing trucks are on the rails. The drive wheels have been removed. (Photo by Tom Cardin.)



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