



C&TS Dispatch

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FALL 2000

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2000 Historic Preservation

The June Volunteer Work Sessions

by Doris Akers, Bob Akers, Tom Cardin, Bob Mundis, George Swain, and Laura Wilson

One hundred and sixty-four people from 25 states carried out historic preservation projects on the Cumbres & Toltec Scenic Railroad during the two volunteer work sessions from June 19 to 30, 2000. In this fall issue, we present an overview of the work accomplished. The work of the August 2000 work sessions will be reported in the winter issue.



Restoration of inspection car MW02 was completed during the June work sessions. Here, Gus Wurtzer (left), Don Huber, and Joe Phelps stand beside MW02 parked in front of the Chama depot on June 30, 2000. Originally built by Fairmont, probably in the 1930s, it is powered by a Ford V-8 of about 1947 vintage. Restoration began in 1996. (All photos by Tom Cardin except where noted.)

What We Did Last Summer Volunteer Work Sessions— June 2000

In Chama, volunteers

- planted flowers that grow trackside, as well as perennials in other areas of the rail yard, and set up a watering system that will make it easier for the employees to keep the gardens green. Maureen Gonzales and the Chama Valley Supermarket donated plants

that were placed in the pots around the station and restrooms. Members of this busy team also answered tourist questions regarding their work of making the railroad premises attractive, as well as questions about the Friends.

- scraped, primed, and painted 11 cars, and touched-up the areas on boxcar coaches where plastic sheeting and masking tape had been applied to the windows before painting. They also primed and painted new coaches 522, Sublette, and 524, Los Pinos.

- lettered refrigerator car 55 and outfit cars 04549 and 04426 during session A, and boxcars 3686, 3016 (Friends' tool car), and 3254 and coaches 522 and 524 during session B.

- had a team of chroniclers who took photos and kept track of all the work during both sessions.

- cleaned the bucket pit of the coal tippie and got the diesel engine running during session A. On the last day of the session, volunteers gave a demonstration of the tippie in action to the applause of the crowd that gathered.

See Summer, page 4 ➔

C&TS Dispatch

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The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the 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 2000

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PRESIDENT'S COLUMN



I have just returned from the annual convention of the Association of Railway Museums at Steamtown in Scranton, Pennsylvania. Many attendees asked how we were doing and thanked the Friends for their courage in stepping forward to take on operation of the railroad. It was obvious that, though they are active supporters of other museums, they have been following the story at the

Cumbres & Toltec on the internet. One of them asked what the support of our members has been. The answer is one you all should hear.

Your support this year has been outstanding! Total donations to the general fund have topped \$120,000 for the first time, donations to the memorial funds total about \$107,000, and gift memberships have risen to 100. In the past, about forty-five percent of our members donated more than the basic amount. This year it is almost fifty-five percent. The average donation per member has been steadily increasing but this year it jumped to about \$20 more than the previous year. And this does not include donations to the memorial funds. To date about 50 people have donated about \$5,000 to the Mike Hipskind Fund and 250 have donated almost \$102,000 to the Ralph Flowers Fund. About \$8,400 of the Flowers Fund donations came from internet auction sales.

We have 300 new members this year, and our total membership is nearing 1,700. Every state in the union is represented, except Hawaii, and eight foreign countries. Support from members volunteering in our restoration program also reached an all-time high this year. Two hundred and fifty-nine individuals attended one or more of our six work sessions, donating a record 15,000 hours of labor.

The season is nearing an end and I believe much of what the Board of the Rio Grande Railway Preservation Corporation had hoped for has been achieved. The trains have run essentially on time, the reliability of the locomotives has greatly increased, and the track improvements, funded by a U.S. Economic Development Administration grant, have made a noticeable difference in smoothness of ride and decreasing locomotive mechanical problems.

But our work in returning six locomotives to full operation is not done. The actual expenses for locomotive work to date have been higher than our estimates of last fall and, thus, are not fully covered by state funding. This has reduced the resources available this winter for continued work. And, significant funds will be needed in the near future to redo the boilers of all of our engines in compliance with new FRA rules. You can help through your continued donations to the Flowers Fund.

—Terri Shaw 🐾

Carl Monroe Turner

At the Annual Meeting of the Friends of the Cumbres & Toltec Scenic Railroad in Chama on June 23, 2000, there was a very special event. The Friends board of directors presented Carl Monroe Turner with the prestigious Anne and Frank Burton Award.

From the earliest days of the railroad and at every session of the New Mexico Legislature since 1968, Turner has been a good friend and enthusiastic supporter of the railroad. He has served on the Cumbres & Toltec Scenic Railroad Commission and acted as an unpaid lobbyist for the railroad. The benefits he has brought to the C&TS were dramatically demonstrated in the 2000 legislative session in Santa Fe. His efforts and leadership, coupled with many supportive individuals, resulted in the appropriation of the funds for the continued safe operation of the narrow gauge.

Turner is a native of Mississippi. He grew up in Tupelo, served in the Army Air Corps during WWII, and after the war attended the Law School at the University of Mississippi. In June 1950, the new graduate and his family moved to Socorro, New Mexico. In 1954 Turner was Probate Judge and in 1958 was elected to the New Mexico House of Representatives. He served one term. He remained in Santa Fe in association with the New Mexico Rural Electrification Cooperative Association. He served as Executive Director of that Association until he retired—twice.

Turner's interest in the D&RGW narrow-gauge railroad started at the time of the relocation of about twelve miles of right-of-way in 1960 (see details in "Getting Started," C&TS Dispatch, Winter 1997). He was interested in the possible impact of the relocation on Rural Electric Cooperative business.

In 1967, with abandonment of the narrow gauge looming, Turner and others took action. There was a meeting in Farmington, New Mexico, of the Four Corners Commission with Turner presiding. Clarence Quinlan of Antonito also attended. They formed the committee to Save the Narrow Gauge. Governor Jack Campbell of New Mexico, Turner, and "Duke"



Carl M. Turner receives the Anne and Frank Burton Distinguished Service Award from Friends President Terri Shaw at the Annual Meeting in Chama, June 23, 2000. The Friends' Board also gave the Burton Award posthumously to Ralph Flowers. His widow, Bette Flowers, was unable to attend the Annual Meeting. A delegation of Board members delivered the award to her in August. (Photo by Tom Cardin.)

Mayshank, the Governor's Administrative Assistant, journeyed to Denver, to meet with their counterparts in Colorado. The upshot of that meeting was that they would not oppose abandonment if the D&RGW would agree to sell.

Pressure was growing in New Mexico and Colorado to save a portion of the railroad. A key figure and supporter of saving a portion of the narrow gauge was John Mershon, Chairman of the New Mexico House Appropriations Committee. But purchase was a difficult matter for the two states to surmount because the Federal Constitution prohibits such state compacts. Using the example of the New York Port Authority, Congress, however, did ratify the compact between Colorado and New Mexico allowing the two states to buy the railroad. By 1970 both states appropriated the purchase price. Later, Congress would also pass legislation creating the present Railroad Commission.

In his second administration, New Mexico's Governor King appointed Turner to the Railroad Commission and Governor Anaya reappointed him.

Then Governor Carruthers removed Turner and appointed Spencer Wilson to the commission. In another turnabout, Governor King, in his third term, reappointed Turner and continued Wilson. Finally, in 1995, Governor Johnson replaced both Turner and Wilson.

In the meantime, Carl continued as unpaid lobbyist for the C&TS. He was successful in lobbying for the Osier dining facility and in establishing, with Rio Arriba County in New Mexico, a method for administering the federal funds for restoring engine 463 and building two new passenger cars.

All of this in and out of office and meetings with legislators has never dimmed Carl Turner's support for the narrow gauge. He continues to exert his considerable influence among State and congressional figures on behalf of our famous railroad. The Friends are deeply appreciative of all that Carl Monroe Turner has done for the narrow gauge and, indeed, the citizens of Colorado and New Mexico.

—Spencer Wilson 🍷



In the Chama yard, Bob Ross welcomes Fred Kuhns to his first work session, while Bob's wife, Holly, waits to give Fred his registration packet (session A).



Robin Kumler and Dick Caldwell apply stencils to boxcar 3016, the Friends tool car, in preparation for lettering the car (session B).

Coal is loaded into 489's tender at the Chama coal tipple on the last day of session A as the crew demonstrates the newly operational hoist buckets. When first built, the tipple's hoppers were driven by a one-cylinder Fairbanks-Morse diesel engine with cable drum. Beginning in 1998 the team had been working to make this engine operational and, following the tipple loading demonstration, it was started up. The team and the many onlookers cheered as it began running again.



Summer, continued from page 1

—continued the work of the exhibit and design team in developing ideas to promote and explain our "64-mile-long museum."

—continued work from last year on flanger OJ. The crew "got dirty, drank lots of water, ate great food, and got the weight box back together" on the flanger.

—installed brake rigging on flat car 6214 during session A. Side sills were installed during session B. Work on this car began in 1999.

—prepared more than 1000 lunches, made coffee every morning, and made sure drinks and snacks were available throughout the day.

—painted milepost 322, reset milepost 341, painted 6 whistleboards, 3 yard limit signs, and the Lobato sign during session A. During session B, the volunteers



Jeff Smith marks where a hole will be drilled to hold the corner brace on flanger OJ, while Sherrie Rider and Terry Rider help hold the corner brace (session A).

“chalked up” 13 whistleboards, 9 mileposts, 3 bridge touch-ups, and 5 miscellaneous markers in spite of mosquitoes, rain, hail, and cold.

—finished the restoration of car MW02 by installing flooring, painting frames, installing seats, fixing the axle and throttle, cleaning the windows, and painting the car. After four years, it’s ready for use as a rail inspection car or maintenance-of-way car.

—developed assembly/disassembly procedures on passenger car window replacement; reinstalled paneling, wood trim, flooring, and seats on coaches 522 and 524; and tightened everything up.

—prepared new wood components for reassembling the rail and tie car (06051) during session A. During session B, the volunteers put the B end sill on, installed the buffer block and retainer line, and installed the valve-train air line.

—completed a truck rebuild on flat car 6214; did all the running-gear work on reefer 157; reworked the brake, cylinder, and re-packed the journals on the rail and tie car; and did all the running-gear work on flanger OL.



During session B, Alta Berkstresser (left) and Diane Vos replant irises in the Chama station flower beds. While tending the gardens, the members of the team also answered questions that visitors passing by had about the railroad and the Friends.



Geof Gordon tightens a truss-rod on flat car 6214, while Jim Phelps (left), William Hurry, and Mike Wissler stand by to assist (session A). Below, members of the passenger car team work on the interior of coach 524, Los Pinos. They repaired paneling, trim, flooring, and seats (session B). (Photo by George Swain.)



George Berkstresser uses a “cheater bar” to loosen the nut holding the hinge for one of the gates on the stock pens at the Chama wye (session A).



Jack Salisbury applies aluminum water-proof paint to the cupola of caboose 0503, an original D&RGW caboose (session A).



(Below) Phil McDonald and one of two frequent inspectors of the work being done in the Chama Yard (session B). (Photo by George Swain.)



—stabilized gates, rebuilt and re-hung gates, repaired fencing around the stock pens, and applied linseed oil to all new wood. There are 28 gates controlling the stock pens adjacent to the railroad, and with all the work during sessions A and B, eight of these are now useable.

—cleaned out the car shop and moved all lumber from car 3231 to the car shop. The lumber was sorted and put into racks that were built during the work sessions.

—cleared much of the underbrush, shrubbery, and limbs at the west end of the Chama yard; worked in the Cresco and Coxo areas, as well as the Narrows; and completed trimming between MP 295.5 and 300 on the east side of Osier. Volunteers did additional trimming and clearing along the main track near Big Horn and in the Toltec Gorge. All of this work was accomplished even though most afternoons were rainy—not the best conditions for tree trimming.

—replaced the rafters and installed new roofing and a new roofwalk on water service car 04904.

—represented the Friends as yard and train hosts, explaining to tourists the history and operation of the railroad and the historic preservation work of the Friends. Experienced hosts trained four new volunteers to become part of this team.



In the east yard, Bob Tully (left), Don Storm, and Donald Bayer install new roofing on water service car 04904 during session B.

(Far left) Mary Jane Smith digs out for the new foundation under the coal bin of the section house at Cumbres during session B.

Tree trimming crew at work about one mile east of Sublette at MP 305. Gary Bloodworth and Curtis Hixon observe while Kyle Bloodworth uses the pruning saw under the guidance of Dave Vos (session B). (Photo by Bob Mundis.)



On Cumbres Pass, we

—taped drywall, reframed and hung two new doors, reframed four interior doors, finished installation of new front door transoms with glass, and made and installed four new window sashes during session A. During session B, volunteers installed five more interior doors and frames, manufactured two window sills, replaced the back door, primed the doors and window sashes, and began painting the interior and exterior. They also put a new foundation under the coal shed and re-roofed it.

At Osier, volunteers

—have installed 80 percent of the interior walls and ceilings. Eighty percent of the drywall has been installed and finished. During session A, volunteers finished all flooring and window sills at the section house, the exterior woodwork, and all interior subwalls at the station. During session B, at the section house, they finished walls and ceilings, the drywall, the door and window trim, and applied a second coat of paint. At the station, volunteers installed wainscoting and began work on the ceiling, insulating the ceiling and applying the first and second coats of paint.



New end sill being installed on rail and tie car 06051. Parked in front of the old roundhouse are newly lettered outfit car 04549 and, awaiting major boiler work, engine 488 with lagging removed (session B). (Photo by George Swain.) Below, restoration continues on the Osier section house (session A). (Photo by Tom Cardin.)



At Cumbres, Clifford Mestel (left) and Steve Schroeder check the jamb of a doorway in the section house during session B.



At Osier, John Norcross spray paints under the front porch of the section house (session B). (Below) Ron Carder (front) and Gene Balderston install flashing around the bottom of the old station. The depth of the flashing is the amount the station was raised (session A).



VOLUNTEER ROSTER—JUNE 2000 WORK SESSIONS

Work Sessions A and B. Please notify the Albuquerque office of any errors or omissions.

team leader

* 5 years or more volunteer

** 10 years or more volunteer

CHAMA

Site Leader

Bob Akers A
Roger Briggs B

Administration & Registration

#Bob Akers* A
#Doris Akers* A
#Roger Briggs** B
Glenn Ford B
Malcolm Mackey** A
#Holly Ross A, B
Terri Shaw* A

Car Lettering

#Dick Caldwell* A, B
Robin Kumler** B
Virginia Smith A
George Swain** B
Terry Woolsey* A

Car Painting

Curt Bianchi B
#John Blake* A, B
Frank Burton* A
Connie Hofman A
Craig Kumler** B
Susan LeMmon* A
Don Nicholls* B
Alan Oestreich A
Charles Stewart A
Don Stewart A

Chroniclers

Tom Cardin* A, B
Glenn Hall* A
Benjamin Rogers A, B
Bobbi Skinner A
Michael Skinner A
Tim Smith* A, B

Coal Tipple

#Parker Fowler* A
David LeMmon* A
Mike Oestreich A
Clyde Putman A
John Schwartz A

Exhibit Planning & Design

#Dick Kilday B
Terri Shaw* B

Flangers

G.O. Gish* A
Sherric Rider A
#Terry Rider A
Jeff Smith A

Flat Car 6214

Bill Barbour B
Charles Bretschneider A, B
#Geof Gordon* A
William Hurry A, B
#Jim Phelps A, B
Mike Wissler A

Food Preparation

#Mary Cardin* A, B
Myrna Dross A
Nancy Gordon* A, B
Genie Hixon* B
Mary Metzler* A, B
Sarah Reichert A
Sandy Schwartz A
Dolores Storm B
Mona Tully* A, B
Mary Jane Whelan A

Groundskeeping

#Alta Berkstresser* A, B
Diana Gross* A
Martha Mackey** A
Diane Vos* A, B
Anne Woolsey* A

Inspection Car MW02

Don Huber A, B
Buddie Oulliber A
Joseph Phelps A, B
#Gus Wurtzer* A, B

Mileposts & Whistleboards

#Jim Gross* A
Edward Krech B
John Mitchell B
#Bob Ross A, B

Passenger Cars

#Roger Briggs** A, B
Phil McDonald A, B
#Jerry Sahnd A, B
Don Smith* A
Ken Spencer* A, B
Mark Valerius A
Rod Whelan A

Rail & Tie Car 06051

Bill Barbour A
#Tony Kassin* A, B
Fred Kuhns B
Irv Milheim A
Jim Paules* B
Dan Osetek A
Craig Sutherland B
James Sutherland B

Running Gear

Mel Beaver A, B
Don Hausmann A, B
#Charlie Irvin A, B
Jack Salisbury A, B

Stock Pens

George Berkstresser* A, B
Richard McLean A
#Fred Springer* A, B
Charles Stewart B
Don Stewart B

Tool Car

Al Dross** A
Harry Jensen* A, B
Joanne Jensen* A, B
Ed Lowrance B
#Don Metzler* A, B
Herbert Mitchell A

Tree Trimming

Steve Benzra A, B
Gary Bloodworth B
Kyle Bloodworth B
Roger Breeding** A, B
Noreen Breeding* B
Curtis Hixon* B
Robert Mundis** B
Mike Thode A
#Dave Vos* A, B

Water Service Car 04904

Donald Bayer B
Dale Brown A
Bill Lock** A
Jim Reichert A
Don Storm A, B
#Bob Tully* A, B

Yard & Train Hosts

Miryam Brown A
#Howard Bunté** A, B
Danah Craft A
Hugh Fowler A
Larry Hatch A, B
Joan Krech B
Bill Mackey A
Carol Mackey A
Carol Salisbury A, B
Spencer Wilson* A

CUMBRES

Site Leader

Bob Ground

Section House

Kay Ballinger B
Tom Donovan A, B
David Ferro* A, B
Paul Gieske A
Gerald Gorzoch A
#Bob Ground** A, B
Richard Hobbs B
William Hobbs B
Lynn Huber A
Al Judd* A, B
Laura Kammerer A
Clifford Mestel B
Jim Milheim A
Peter Schroeder B
Steve Schroeder** B
Marshall Smith A, B
Mary Jane Smith A, B
Jim Van Slyke A
Jay Wimer A

OSIER

Site Leader

Ted Norcross

Section House

Gene Balderston* A
Ron Carder A
Jim Hamblin A
Shari Hamblin A
David Hoyt** A
Barb Hutchinson A
Hutch Hutchinson A
Emmanuel Lopez* A, B
Sam March B
Craig Miller B
Chris Norcross A, B
John Norcross B
Kyle Norcross* B
Stacia Norcross B
#Ted Norcross** A, B
David Randolph B
Dan Robbins B
John Ruhr B
Casey Rupley B
Janet Rupley* A, B
John Rupley** A, B
Mike Serna* A
Gregg Thompson B
Jim Titsworth* A
Rudy Titsworth* A

A JORDAN SPREADER ODYSSEY

by Edward M. McLaughlin, General Manager, Cumbres & Toltec Scenic Railroad

I sat in numb silence in the Chama depot General Manager's office and quietly listened as two Forest Service officials calmly asked that the Cumbres & Toltec Scenic Railroad voluntarily shut down for possibly 30 days or more. After all, Los Alamos, New Mexico, and much of the surrounding countryside had been in flames and many adjoining areas were still burning.* They did not feel the normal C&TS fire precaution measures were enough. Historically, the railroad had a fire "pumper" truck and a motorcar with a fire crew and an additional water tank following the train up to Cumbres Pass. Furthermore, the 6,000-gallon auxiliary water car off the OY rotary snowplow was placed behind the locomotives where it could spray the right-of-way all the way to Osier. In the eyes of the Forest Service, this was not enough. They were now placing the State of New Mexico on high fire alert, and steam locomotives were a greater risk than they felt was reasonable to accept. My job was to run the railroad and theirs was to put out fires and manage the forest. The contentiously veiled meeting ended with no agreement, specifically to shutting down the railroad. This was a moment for serious fire prevention—I now knew we had to be more proactive than normal.

Geoff Gordon, Rio Grande Railway Preservation Corporation Board Member, was up on the railroad working with the Friends volunteers during the June work session. He happened by the office as the Forest Service officers left and asked, "What did they want?" I related their dialogue relative to a voluntary shutdown of the railroad, and said we had to do

something more to prevent track fires; I felt a roadgrader could be used to plow off tinder-dry grass along the right-of-way to bare dirt. Almost as an afterthought, I then suggested, "Do you think the OU Jordan spreader-ditcher could be pressed into service?" Geoff's only remark as he rose from his chair was, "Let's go down and look at it."

Along the way, we asked Marvin Casias, C&TS Road Foreman of Engines, to join our little sojourn down through the weeds toward the old sheep pen area of the Chama railyard. We cautiously approached the Jordan D&RGW #OU looking at it with critical eyes. She looked forlorn with faded gray paint and dry rot wooden



The Jordan spreader taking out weeds along the track, just east of the Highway 17 crossing below Coxo. (Photo by Tom Cardin.)

elements, as if awaiting a call that would never come. I knew we could make her operate again, but at what cost? But even in the late afternoon sun, she looked battle scarred but as rugged as ever. After a lengthy discussion and several "walk-arounds," figuratively kicking her tires, we decided to get the OU up to the shop and see what would happen if we put air to her long dormant cylinders.

Bob Wright, Chief Mechanical Officer, and Ed Beard, Chama Shop Foreman, worked several days getting the OU's onboard equipment ready for service, lubricating her mechanical joints, changing airlines, repairing broken pipes and rotten wood on the cab, and even installing a new deck.

As word spread on the Internet that the OU was being made ready to operate, e-mails poured in with historical information relative to the mammoth amounts of air the OU would consume. As we neared rollout, I suggested that we install a portable air compressor on the OU's deck. Mark Yates, C&TS Purchasing Agent and Historian, said the track crew's compressor was stored down by the water tank. It was retrieved in short order and welded to the deck of the OU as the main air source for the spreader. This, I felt, would save the air pump on the locomotive.

Engine 487, with Jeremy Garcia at the throttle and Don Martinez as fireman, thundered out of Chama on Monday, June 5, 2000, at 11:05 a.m. at the business end of a work extra consisting of Jordan spreader OU and caboose 05635. With the 487's large pilot plow, the OU, and the wooden caboose, this work train scene looked like a vision from a bygone era on the D&RGW. Ed Beard was controlling the right blade, and Orlando Ulibarri handled the left. One at a time, they lowered the massive blades into the grass along the right-of-way. Frank Stapleton,

Chief Dispatcher, and Max Pacheco, Roadmaster, rode as "forward observers" to give signals to each blade operator and the locomotive pulling the OU. When they were ready, Max gave the signal and the march east began.

Whistling-off, the 487 dug in, pulling this brute of a rail mounted bulldozer slowly forward clearing a swath approximately 18 ft. wide down to bare dirt. Boulders rolled away and trees fell before the heavy blades. The operating personnel on the OU and the locomotive crew were working well together in handling this massive sled. They had the process down to a fine art after a few minutes and a couple of careful starts. Within hours the OU reached Cresco, and by 5:00 p.m. the

See *Spreader*, page 10 ➔

Spreader continued

work train was below Cumbres Pass in a thunderstorm. The long awaited rain finally came, making the late afternoon progress more difficult with wet rails. The 487 lost tractive effort a number of times. Before we had to cut off just below Cumbres, the 487 had handled the spreader for approximately 12.5 miles, clearing some of the most fire prone landscape along the railroad. On Wednesday, June 7, this mechanized march straight out of the last century continued from Cumbres toward Osier. When heavy rock cuts came, the spreader blades were raised and folded back in the closed position toward the OU's body. At times when the blades would hit a buried boulder connected to the continent in some manner, the OU could ride over it or tend to rock or shudder uncontrollably. Yet, as luck would have it during her 64-mile run, the OU's crews only derailed her once. Seeing what the OU could do, everyone felt the D&RGW got a real bargain when they paid the Jordan Company \$16,672.96 for her in 1924.

By the third week, everyone felt that operating the Jordan was the right thing to do as it left the track with a good profile, ready for ballasting and a suitable firebreak. We crossed the railroad, clearing in some locations and

ditching in others. The engineer had to hold the throttle steady and the blade operators had to be ready to immediately raise the blades as culverts, rock cuts and cattle guards were frequently encountered. Rolling through Toltec Gorge, rocks fell before the right blade. The left blade was in the closed position as it was against the high rock walls. As the Jordan spreader pushed rocks away from the track, they tumbled down the mountain gaining speed as they bounced and rolled into the canyon. Echoes of crashing rocks could be heard coming from deep within the Gorge as a result of these small landslides.

Bill Collins, EDA Track Project Manager, supervised the OU for most of her work east of Osier into Antonito. Years before, he had operated Jordan spreaders on the Alaska Railroad. When the OU hit the high desert sagebrush below Whiplash Curve, a few miles west of Lava Tank, Bill remarked, "Looking at the size of these sagebrush stands, this type of clearing must not have been done along the track for years." Days later we had completed the final spot dressing with the OU. Marvin Casias was the engineer on the 489 during this final leg of the ditching operation. The job done, we headed for Antonito.

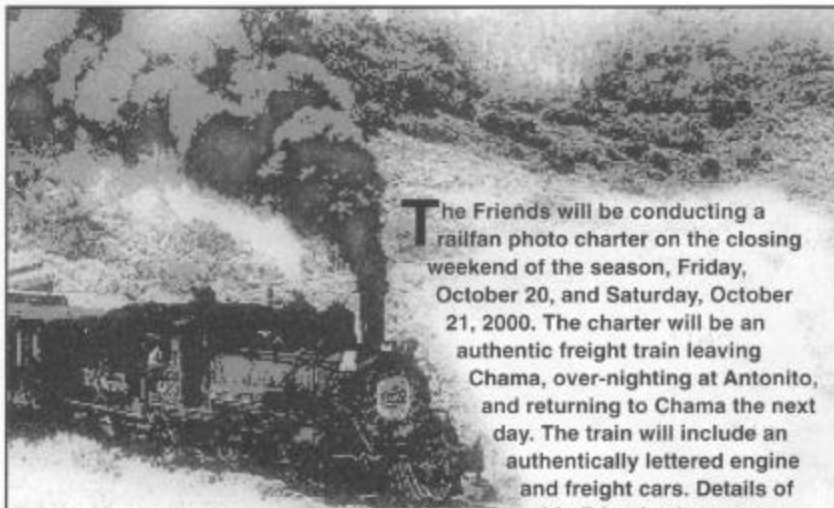
I sat watching from the caboose as the OU and the 489 rolled through the vast sagebrush covered San Luis Valley toward Antonito. The landscape was bathed in the last golden rays of evening sunlight. As we lumbered down the track, I reflected on Bill's comment about how long it had been since the OU had worked. It was then I remembered an e-mail from Earl Knoob indicating that it had been over 17 years since the OU last operated over the line. During the last mile into Antonito, Bill asked if we should build a winter snow fleet operation around the OU and OY rotary snowplow to extend the C&TS season out of Antonito. I guess operating snow fleets in Alaska clearing snow in sub-zero weather under the northern lights gave Bill the confidence that anything is possible. I answered with a question, "Do you think this would attract the winter ski crowd out of Taos?" Bill said nothing further. As we rode along in silence the rest of the way into Antonito, I was thinking of ways to grow the Taos winter passenger business, and Bill, I know, was pondering a narrow-gauge snow fleet operation to make it all possible.

*The Cerro Grande fire, which extended beyond Los Alamos, was not officially out until July 20.

Where We Came From

Twenty-five states were represented at the June work sessions. The distribution of the 164 volunteers is given below.

Arkansas—2	North Carolina—7
Arizona—16	Nevada—1
California—12	New Mexico—36
Colorado—28	Ohio—10
Florida—5	Oklahoma—3
Georgia—3	Oregon—1
Iowa—2	Pennsylvania—1
Kansas—5	Tennessee—4
Maryland—3	Texas—10
Michigan—2	Utah—1
Minnesota—2	Virginia—3
Missouri—5	Wisconsin—1
Montana—1	



Friends' Photo Freight Extra

The Friends will be conducting a railfan photo charter on the closing weekend of the season, Friday, October 20, and Saturday, October 21, 2000. The charter will be an authentic freight train leaving Chama, over-nighting at Antonito, and returning to Chama the next day. The train will include an authentically lettered engine and freight cars. Details of this Friends charter are found in the brochure included with the summer issue.



Joanne Jensen and Don Metzler at the checkout counter inside the Friends Tool Car, June 27, 2000. (Photo by George Swain.)

IF YOU NEED IT, WE'LL GET IT

The Tool Car Team and the Summer 2000 Projects

by Don Metzler, Tool Car Team Leader

Boxcar 3016 parked in the Chama yard on the track just west of the roundhouse is the Friends tool car. It would be hard to find a volunteer who hasn't climbed the steps into it and asked for a tool or some material. Lots of time and effort have gone into making it very "volunteer friendly."

The tool car team began preparing for this summer's work sessions in March 2000. Bob Akers, cochair of the Project Planning Committee received lists from the project leaders giving the number of volunteers needed along with the paint, materials, and tools for their projects. As Bob received these lists, he sent the paint requirements to Bob Seller and the material and tool requirements to Don Metzler. Don went over the Friends' inventory to determine new purchases. Vendors were contacted and orders went out to them.

Herb Mitchell came to Chama before session A in order to see that all the gas-powered tools were in good condition. He changed spark plugs, added oil, and cleaned air filters. And

a group gathered in Chama three days before the session began. The volunteers set up the canopies and tables, and Mary Metzler, Susan LeMmon, Joanne Jensen, and Herb Mitchell opened the kitchen car. Steve Benezra organized the tools and materials for Osier, and Joanne and Harry Jensen organized the tools and materials for Cumbres. The tool car team was ready on Monday, June 19, when project members arrived at the tool car eager to pick up their tools and get on with the jobs.

As work progressed team members found that they needed tools or materials that were not stocked, and when this happened the tool car team got busy finding the right vendor. Al Dross was called upon to make trips to Pagosa Springs and Tierra Amarilla to pick up needed items.

Because of Chama's location in northern New Mexico, we can't always get materials on short notice, and some team leaders tend to overestimate their requirements. Our lumber car has been half full with leftover lumber from completed projects. The lumber doesn't fit other projects. This year we built racks in the car shop and moved lumber from car 3231 to the car shop so that it can be inventoried and, it is hoped, used on future projects.

LETTERS

Safety First!

All of us who contribute our labor at the summer work sessions have heard and promised to work safely and to expect a train on any track, at any time, in any direction. Well, I am a prime example of an experienced worker who forgot this rule in June. We can become too familiar with our surroundings and take things for granted that may not be the case. My pickup, with me as the driver, collided with motor car 012 (the water car) at the private crossing to the stock pens on that leg of the wye. Only my pickup suffered any damage, for which I am thankful. My visual attention was focused on engine 463, stopped at the foot of the wye to throw the switch, and I failed to look left and see the motor car approaching. It had followed 463 down the mountain that day instead of following the train to Osier as it had rained on that end of the railroad. I forgot the basic safety rule and I hope that my experience will help you to remember the next time you are around the railroad.

Fred M. Springer
Salado, TX

The tool car team will be studying ways to prevent overstocking on paint. Seventy-six gallons of latex paint had to be taken for storage to Santa Fe last year. The paint was carried back to Chama this year.

The work of the tool car team is indeed an essential part of the volunteer work sessions. And it won't be many months after this year's sessions are over that the planning for tools and materials in 2001 will be underway.

The members of this year's tool car team for sessions A and B were Al Dross, Harry Jensen, Joanne Jensen, Ed Lowrance, Don Metzler (Team Leader), and Herbert Mitchell.

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**2000 Schedule of
Friends' Events**

October 20-21
Friday-Saturday
Friends' Photo Freight Extra

October 22, Sunday
Closing Day

Visit the Friends on the Web:
<http://CTSFriends.railfan.net>



Balloon glow in the Chama yard the evening of the "Grand Opening" of the Cumbres & Toltec Scenic Railroad, June 16, 2000. (Photo by Tom Cardin.)



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