



# C&TS Dispatch

Vol. 10 No. 4

WINTER 1997

## 1997 Historic Preservation



*Friends' volunteers and members of the C&TS track crew lay out the parts of the three-rail switch on new ties at the west end of the dual-gauge display track. The switch is inside the loop in Antonito, near the station. The switch was obtained from an unused spur in Alamosa and brought to Antonito in 1989. Work will continue on this project in 1998. All photos by Tom Cardin.*

### The August Volunteer Work Session

Seventy volunteers were on the Cumbres & Toltec Scenic Railroad during the August 11-14 volunteer work session. They completed projects started during the June work sessions, as well as undertaking new projects. The three summer work sessions had 195 volunteers from 27 states and Australia.

In this last issue of the *C&TS Dispatch* for 1997, we present an overview of the work done during the August work session, as well as the accomplishments of the volunteers at all three sessions. We also present a complete roster of the 1997 volunteers.

### What We Did Last Summer

#### Volunteer Work Sessions — June and August 1997

##### In Antonito volunteers

- Constructed 8- by 160-foot concrete aprons along both sides of the existing RIP track. These aprons give a firm foundation on which to place jacks for lifting cars; they also provide a suitable surface for working under cars.
- Moved caboose 0579, a standard D&RGW short caboose that has been on display in Antonito for decades, to the RIP track for determination of what work will be needed to restore it to roadable condition.

- Moved flat car 6708 to the RIP track, where it was partially disassembled and its state of repair photographed and documented. The car will be rebuilt in future work sessions.
- Began installation of a 3-rail switch in the dual-gauge display track that was laid down by the Friends in 1990. The switch will not be used, but visitors will be able to inspect it and see how it operates. (Photo above.)

##### In Chama we

- Repaired and replaced numerous cracked rafters in the sand house, strengthened the underlayment, and reroofed the house; installed new siding where necessary, painted the exterior, and stabilized the tower.

- Painted twelve freight cars, including all six sheep cars.
- Lettered nineteen freight cars with historically correct markings.
- Completed one end-sill restoration on cook car 053 by installing new oak sill extensions and a new oak end beam, and reinstalled the metal handrails and other hardware and completed a structural inspection of the car.
- Finished a complete renovation of the night watchman's house. With restored plumbing, a new shower, and a new gas water heater, the house is now a suitable bunking facility for summer volunteers.

See Summer, page 4 ➔

# C&TS Dispatch

<http://ourworld.compuserve.com/homepages/drichter/focts.htm>

## Directors

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| <b>Roger Briggs</b>     | <b>Wayne Freeark</b>    |
| <b>Ralph G. Flowers</b> | <b>Geoffrey Gordon</b>  |
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| <b>Donald Metzler</b>   | <b>William Lock</b>     |
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 5732 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 Cumbres & Toltec Scenic Railroad Corporation. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad.

Family membership in the Friends is \$25.00 per year; outside the USA membership is \$35.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

## Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886  
Denver & Rio Grande Railroad—1886 to 1921  
Denver & Rio Grande Western Railroad—1921 to 1970  
Cumbres & Toltec Scenic Railroad—1970 to 1997  
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## PRESIDENT'S COLUMN



I took a railroad holiday in Maine this fall. It was for the purpose of representing the Friends at the annual convention of the Association of Railway Museums (ARM). The Friends have recently become members and this was a fine opportunity to meet some of our colleagues. Our host was the Seashore Trolley Museum in Kennebunkport, Maine. Seashore is credited with

founding the railway preservation movement in the United States in 1939 when six young men acquired one of the local streetcars that was being sold for scrap. ARM currently has 107 member organizations in the U.S. and Canada. Representatives from 45 of them attended this conference. The seminars were full of practical ideas and shared experiences concerning operations and safety, creating displays and guided tours, marketing, and restoration techniques.

In addition to these seminars and the information in the quarterly newsletter, ARM has recently completed a project which will be a significant contribution to its members and the railway preservation community at large. This year it will publish "Recommended Practices for Railway Museums," which will be available to any museum or organization which would like to use it. Developed over a three year period by representatives of ARM in cooperation with members of the American Association of Museums, it is a self-help guide for the growth and development of railway preservation organizations. It will also serve as a set of benchmarks for evaluating member museums seeking AAM accreditation, several of whom intend to begin this process in the coming year.

I think this document is also a tribute to volunteerism and what it can achieve. One seminar speaker told us that half of all American museums have no paid staff. Most railway museums have few or no paid staff. The accomplishments of our organizations have come from the efforts of our knowledgeable and dedicated volunteers. We have acquired the artifacts, saved them, conserved them, restored them, and have a body of knowledge about one of the fundamental developmental forces in our country's heritage. We have much to share with the visiting public. "Recommended Practices," developed by volunteers, will serve the volunteers of the railway preservation community, helping them to create stronger organizations that support their programs and increase their resources.

The work of the volunteers you have supported this year is reported in this issue. Our work sessions had the largest attendance ever—195 people from 27 states and Australia. At conferences in Sacramento, California, and Portland, Maine, this year, I have learned how widely regarded our



## President's Column

*Continued from page 2*

work sessions are for the amount of work we accomplish in a short period of time. Through the contributions of you, our members, and all of our planning and work project teams, we have created one of the most significant historic preservation sites in the country. You can all be very proud.

**News from Colorado Springs.** We are ready to begin restoration work at the Western Museum of Mining & Industry. In May seven volunteers from both our museums worked to clear the barn and in the following weeks lights and electrical outlets were installed. In August, twelve volunteers installed about 150 linear feet of track (now called the "WMMI Very Short & Narrow"). Local businesses donated part of the cost of the supplies for both of these improvements. In August and September the final revisions were made to the governing agreement among the Cumbres & Toltec Triad parties and the WMMI.

Flat car 6200 has been selected as the first project and has been moved to the site. Car 6200 is one of two examples of a steel reinforced wood frame flat car built in 1918. The first phase of work will be a dismantling and assessment to determine how much of the original artifact can be retained in the restored piece.

—Terri Shaw 🍷

### DOCENTS NEEDED—Share Your Knowledge

With the encouragement and support of the new Operator, the Friends are developing a program to have interpretive volunteers (docents) on the railroad property during the operational season. Assignments will include speaking to train passengers during the two hours before departure, talking to visitors in the railroad yards, and being an on-board car host. If you would like to be a docent, a supervisor, or help in designing the program, please contact the Friends' office for further information.

*Glenden Casteel (right) receiving this year's Friends' Distinguished Service Award from Terri Shaw, president, and Bill Lock, former president, at the Friends August 15 meeting in Chama. Casteel and Lock were the first volunteers, beginning preservation work on the Cumbres & Toltec Scenic Railroad in June 1981. From that time until 1994, Casteel was a key planner for determining projects and establishing timelines and was instrumental in planning schedules and acquiring materials for the summer work sessions. He has also served as secretary and as a director of the Friends.*



### Friends Receive Donation

The Friends are pleased to be the recipients of a \$1,500 cash award from the 17th National Narrow Gauge Convention Committee. As you know, the Friends had a booth at the convention recently held in Cincinnati, Ohio. Director for Membership Howard Bunté manned the booth and was most ably assisted by Tom and Leslie Nagle of Spring Valley, Ohio. At the convention, held from August 20–23, 1997, the Friends were able to gain 14 new members who contributed \$1,063 toward forwarding the goals of the Friends: C&TS RR preservation, restoration, and interpretation activities.

The gift from the Committee is to be used toward restoration and interpreta-

tion activities. In the words of the letter, "This gift is given in appreciation of the work that you are doing in preserving the memory and physical plant of the (Denver & Rio Grande Western) Cumbres & Toltec (Scenic Railroad) and (Rocky Mountain) narrow gauge railroading."

Next year, at the 18th NNGC in Colorado Springs, we will again have a booth and are thinking of presenting one of the clinics. Hopefully, we will have Friends and volunteers who will again step in to help staff the booth and spread the word about the Friends and the work we do in Chama, Antonito, and along the line, as well as the new joint venture at the Western Museum of Mining and Industry.

### Looking for Photos

We are looking for historic photos for two purposes. The first relates to development of plans for a new roundhouse building in Chama. The Friends will be assembling the written materials for planning and describing the project. We are looking for photos showing the roundhouse and turntable in use and how it looked in that part of the yard. The second is a joint project with the Operator and the Mountain Railroading Museum of Chama to locate photos for enlargement and display in the passenger coaches. We are interested in photos of places along the line from the period 1880–1940 that could be coupled with current photos of the same scenes, typical railroading scenes on the San Juan extension from that time period, historic maps and posters. If you have such photos, we would like to hear from you. If you recall seeing a published photo that would be a good choice for either of these projects, we would appreciate a reference to the book or periodical that it appears in. And if you are interested in working on either of these projects, please contact us.

## Summer

*Continued from page 1*

- Continued the restoration of inspection car MW02 and carried out mechanical repairs. The remainder of interior work and exterior painting will be done next year.
- Repaired roofs and rebuilt brake and running gear on three sheep cars.
- Conducted tests for braking action on one sheep car; the braking response was good.
- Began a major landscaping and beautification program of railroad property in Chama and Antonito.
- Replaced roofwalks on four boxcars.
- Finished the restoration of 40-foot refrigerator car 157 by repairing and replacing the ice hatches, outside sills, doors and jams, and siding and fascia; painted the exterior.
- Installed new truss rods and trucks of the correct design on 30-foot refrigerator car 55.
- Converted pipe gondolas 9613 and 9615 to observation gondolas during two mini work sessions in May and August.

### At Cumbres crews

- Painted the exterior of the car inspector's house.
- Finished roofing the section house by installing a new roof on the south face. The new roof consists of roofing felt applied to plywood sheathing with furring strips over the felt to allow the new cedar shingles to breathe.
- Removed all nonoriginal walls and plumbing in the section house in preparation for interior restoration next year.

### In Osier we

- Continued section house restoration by building new porches front and back and a new front porch roof.
- Began restoration of the depot by removing the interior down to the studs and installing four Durango style windows and floor to ceiling braces.

### Finally, in Sublette volunteers

- Crafted and installed *trompe l'oeil* window panels on the section house. The site now seems more alive as the trains pass by because of the scenes of life in the house long ago that are portrayed on the windows.



*In Chama, Jay Samuels and Randy Worwag attach a plumb string to refrigerator car 55 in preparation for tightening the truss rods. The crew worked long and hard through Saturday morning to finish.*



*Carol Anne Freeman (left), Charles Stewart, and Don Stewart paint the night watchman's house in Chama. The house is a refrigerator car body. The paint crew was in agreement that it should be repainted in reefer colors and wanted to know what its number was so that it could be relettered. Earl Knoob found an old photo showing it as 161, and that is how it will be lettered next summer.*

### ★★ C&TS on the History Channel ★★

The Cumbres & Toltec Scenic Railroad was the site for episodes in the History Channel's "Trains Unlimited," produced by the GrayStone production group of California. There will be twelve episodes in the series. The first episode featuring the C&TS appeared on September 15, 16, and 21, "Great Train Robberies."

*Caboose 0579 rests on a flat-bed trailer before being moved onto cribbing on the RIP track in Antonito. Once on the track, the crew began an assessment of the underframe so that restoration work can begin in 1998. To speed restoration we are looking for a second crew to plan and carry out the restoration of the roof and cupola.*





*In Chama, the paint crew scrape gondolas before spray painting them. The paint crew gave a second coat to all six sheep cars and painted six other freight cars.*



*The car repair crew work on a sheep car roof in Chama. They also replaced roofwalks on four boxcars.*



*A mini work session was held in Chama the week before the regular August work session. Here volunteers remove rust from pipe gondola 9613, which was restored to be used as an observation gondola.*

## Call for Artists

Gone are the battered plywood window covers at the Sublette Section House. All eleven have been replaced by *trompe l'oeil* (that's French for fake) window panels that look (at a distance) like real windows with panes and suggest interior activity, instead of boarded up abandonment.

Thanks to the basic restoration work accomplished by various Friends over the past several years, this year's project team was able to apply some creative finishing touches to the Section House, have some fun doing so, and perhaps start a trend. The real artistic work was done well beforehand, with Mary Cardin, Sarah Cowles, and Elsie Vogt painting the "interior scenes" (e.g., a dog, flowers in vases, a cat, a lantern, curtains, shades, etc.) on black panels prepared by Dick Cowles. Then Dick and his wife, Karen, varnished and installed the panels at the site, adding fake mullions as well.

Later this year the doors will be restored, and then it's on to creating more panels for next year's work session—six for the Log Bunkhouse and four for the Shingle Bunkhouse. The Cowles's are putting out a call for more artists. If you would like to create a panel or two for posterity—especially if you have some ideas for appropriate bunkhouse window scenes—call them at 505-986-1814 or e-mail [richard.cowles@kpmg.sprint.com](mailto:richard.cowles@kpmg.sprint.com).

### *Santa's Helpers?*

D & R G. W. Form 3290  
 Rev. 8

DENVER DEC 24 1964

TRAIN ORDER NO. 316  
 To GSE ENG 498

As CHAWA X Opr. M.

ENG 498 RUN EXTRA CHAWA TO DURANGO  
 ENG 492 RUN EXTRA DURANGO TO GATO AND HAS RIGHT OVER EXTRA  
 498 WEST DURANGO TO GATO  
 ENG 492 HELP EXTRA 498 WEST GATO TO WP 443 THEN RUN EXTRA  
 WP 443 TO DURANGO

THIS ORDER IS ANNULED AT ELEVEN SEVEN

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY  
 CLEARANCE CARD

Station Chawwa Dec 24 1964  
 Conductor and Engineer Extra 498 West

Clearance Card No. 316 Authority to run extra from to

I have 316 Orders for your train

|        |     |     |     |     |
|--------|-----|-----|-----|-----|
| ORDERS | No. | No. | No. | No. |
|        | No. | No. | No. | No. |
|        | No. | No. | No. | No. |
|        | No. | No. | No. | No. |

have been delivered and there are no further orders for your train.

OK at Blanca HWE J. Hall  
 (Black Signature) (Signature)

This Clearance Card does not affect any orders you may have received.  
 (Black Signature) (Signature)

To be signed by Conductor and Engineer when required by Rule 317 and 318

Conductor HWE Engineer J. Hall

To be signed by Conductor and Engineer when required by Rule 317 and 318

316



*In Chama, Roy Blizzard uses an acetylene torch to cut off old bolts on a boxcar coach. All grab irons were reattached with new bolts and washers to make them more secure.*

## Getting Started

*By Spencer Wilson*

"Tall Oaks from Little Acorns Grow"  
(David Everitt, 1796-1813)

In this case the "little acorn" was an item in a newspaper and the "tall oak" is the Cumbres & Toltec Scenic Railroad as we know it today.

On October 27, 1960, a news release buried in the inside pages of the *Albuquerque Journal* caught the eye of Carl Turner, then Executive Director of the New Mexico Rural Electric Cooperative Association and, more recently, twice member of the Railroad Commission. Turner was not a railfan, railroad historian, or model railroad builder. The

## We Came From Far and Near

Twenty-seven states and Australia were represented at the three work sessions this summer. The distribution of the 195 volunteers is given below.

|               |                  |                |
|---------------|------------------|----------------|
| Australia—2   | Missouri—3       | South Dakota—2 |
| Arizona—18    | Nebraska—3       | Tennessee—1    |
| California—26 | New Jersey—1     | Texas—8        |
| Colorado—46   | New Mexico—45    | Utah—5         |
| Florida—4     | New York—1       | Virginia—1     |
| Georgia—3     | North Carolina—2 | Washington—4   |
| Illinois—2    | Ohio—4           | Wisconsin—2    |
| Kansas—3      | Oklahoma—2       | Wyoming—1      |
| Maryland—1    | Oregon—2         |                |
| Minnesota—2   | Pennsylvania—1   |                |

## Friends Found in Eleven Countries

In addition to the United States, 33 members of the Friends of the Cumbres & Toltec Scenic Railroad are found in Australia, Belgium, Canada, Finland, Germany, Malaysia, New Zealand, Singapore, Switzerland, and the United Kingdom.

item interested him because of any possible impact the matter might have on business for the local electric cooperative. Little did Turner, or anyone else, for that matter, realize the "tall oak" of that article in the newspaper.

The *Journal* reported that the U.S. Department of the Interior had just signed a contract with the Denver & Rio Grande Western Railroad to relocate about twelve miles of the line, nearly eight miles of county roads, and the Western Union Telegraph Company's line in Archuleta County, Colorado, within the site of the Navajo Dam and Reservoir.

The Navajo Reservoir was part of the much larger Colorado River Storage Project, scheduled for completion in 1963. Navajo Dam was located on the San Juan River, in San Juan and Rio Arriba Counties in northwest New Mexico. The lake formed by the dam would, when filled, extend back up the San Juan River into southwestern Colorado and inundate the roadbed of the narrow gauge Denver & Rio Grande Western. Hence the need to relocate that still active portion of the San Juan Extension of the parent railroad company.



*See Getting Started, page 10 →*

*The lettering crew had a special challenge with newly rebuilt and painted gondola 9615 (work done during a mini work session in May). The car was in service on the daily train but was "naked." So they did their work in the early morning and late afternoon. Passengers on the morning of August 12 saw Kirk Rohrig and Matthew Nichols put last minute touches on the numbers and the flying Rio Grande.*

## VOLUNTEER ROSTER-1997 WORK SESSIONS

Work Sessions A, B, and C.  
Some volunteers worked at more than one site and on more than one team, but space does not allow multiple listings. Please let the Albuquerque office know of any errors or omissions.

\*team leader

### ANTONITO

#### Site Leaders

Wayne Freeark A, B, C  
Drake Rice B

#### Caboose 0579

\*Bill Kepner A, C  
Warren Ringer A, C

#### Chronicler

\*Timothy Smith A, B, C

#### Flat Car Assessment

\*Wayne Freeark C  
Edgar Mouritsen C  
Robert Rosenberger C

#### Concrete

George Berkstresser A, B  
James Borowiak A  
Charles Casey A  
\*Wayne Freeark A, B  
G. O. Gish A  
Geof Gordon B  
Robert Kelly A  
Jim Laycock A, B  
Malcolm Mackey B  
Martha Mackey B  
Robert Mundis A  
\*Drake Rice B  
Kenneth Rice B  
Robert Rosenberger A, B  
Mike Thode A

#### 3-Rail Switch

Geof Gordon C  
Wade Hall C  
Arthur Hamilton C  
Jeff Osborne C  
Jim Rhinehart C  
\*Calvert Smith C  
Peter Smith C

### CHAMA

#### Site Leader

Ralph G. Flowers A, B, C

#### Car Lettering

Martha Burggraaf B  
\*Dick Caldwell A, B  
Illene Harrison B  
Lynn Huber A  
Steve Kells A  
Robin Kumler B  
Diana McGuinness A, B  
Chuck Templin A  
Terry Woolsey B

#### Car Painting

John Blake A, B, C  
Pat Boardman C  
Terry Boardman C  
John Hamilton A  
Jackie Hirsch C

Rollie Hirsch C  
Curtis Hixon B  
Susan LeMmon A, B  
Don Nicholls A  
\*Marvin Sandmire A, B, C  
Sharon Sharratt A  
Tom Sharratt A  
Charles Stewart C  
Don Stewart C  
Dud Thomas C  
Paula Thomas C

#### Car Repairs

\*Roy Blizzard C  
Lloyd Bruning C  
Ken Earle C  
\*Tony Kassir A, B, C  
Kenneth Madison C  
Malcolm Merrihew C  
Art Nichols C  
Matthew Nichols C  
Jim Paules C  
Mark Reed C  
Eric Rinehart B  
Robert Rogers C  
Kirk Rohrig C  
Andy Ross C  
Clyde Scott C

#### Car Restoration Facility

\*Kip Merker A, B

#### Chroniclers

Parker Fowler C  
\*Robert Hayes B  
Donald Sharer C  
Joyce Shostrom A, B  
\*Keith Shostrom A, B

#### Cook Car 053

\*Keith Hayes B  
Dick Smith B  
Donald Storm B  
James Sutherland A

#### Food Preparation

Doris Akers A, B, C  
\*Mary Cardin A, B, C  
Nancy Gordon B, C  
Genie Hixon B  
Mary Metzler A, B, C  
Martin Munn B  
Dorothy Sandmire A, B, C  
Joan Sands A, B  
Connie Scott C  
Tillie Thomas C  
Mona Tully A, B  
Anne Woolsey B

#### Inspection Car MWO2

\*Kevin Bruce A, B  
Peter Bryan B  
Don Huber A  
Gus Wurtzer A

#### Landscaping

\*Mary Bartholomew A, B  
Alta Berkstresser A, B  
Laura Randall B  
Sandy Schwartz B  
Retha Templin A  
Diane Vos B  
Fay Zacharias A

#### Night Watchman's House

\*Roger Briggs A, B, C  
Bob Burggraaf B  
Carol Anne Freeman C  
Jerry Sahnd A  
Wayne Thurston A, B, C  
Bob Tully A, B  
Nicholas Wilson C

#### Refrigerator Car 55

Kevin Corwin C  
Matt Jameson C  
Jay Samuels C  
Ralph Vance C  
\*Randy Worwag C

#### Refrigerator Car 157

James Graham A  
David LeMmon A, B  
John Lock A  
Bill Mackey A  
David Sands A, B, C  
\*Al Smucker A  
Frank Smucker A

#### Sand House

\*Roger Briggs A, B, C  
Charles Gay B  
Timothy Gay B  
Bob Ground A, B  
Craig Kumler B  
Bill Lock A  
Mike Schroeder A  
Steve Schroeder A  
John Schwartz B  
John Shuster B  
Don Smith A  
Craig Story A  
Craig Sutherland A, B

#### Sheep Car Brakes

Paul Ellis B  
Don Hausmann A  
Allen Pomeroy B  
\*Art Randall A, B  
Fred Springer A, B

#### Tool Car

Janice Aasen C  
Guy Combe B  
Al Dross A  
Chuck Emery B, C  
Gordon Forbes B  
Harold Jensen A  
Joanne Jensen A  
\*Don Metzler B, C  
\*Bob Seller C

### CUMBRES

#### Site Leaders

Roger Breeding A  
Bob Akers B  
Blake Forbes B

#### Car Inspector's House

Kay Ballinger A  
Edwin Barsachs A, B  
Douglas Christensen A  
\*Jim Herron A  
Lisa Leidenberger A

#### Chronicler

Ed Walton B

#### Section House

\*Bob Akers A, B, C  
Phil Barney A  
\*Roger Breeding A  
Tim Bristow A  
John DeRosa A  
Tom Donovan A, B  
Earl Dexler A  
\*Blake Forbes B  
Gerald Gorzoch A  
Jim Gross A, B  
Les Hebert A  
Val Hebert A  
Al Judd A, B  
Scott Leidenberger A  
Phil McDonald A, B  
Don Richter B  
Jack Schuh B

### OSIER

#### Site Leader

Ted Norcross A, B

#### Chronicler

Glenn Hall A, B

#### Section House

Gene Balderston A  
Stacie Binning A  
Kirk Binning A  
Don Bush A  
Louis Hazlewood A  
David Hoyt A  
Brian Knott B  
Douglas LaCoss A  
Emmanuel Lopez A, B  
Robert Majkowski B  
Stacia Majkowski B  
Sam March B  
Bill Nimon A, B  
\*Ted Norcross A, B  
Aimee Ott A, B  
Dan Robbins B  
John Rupley A  
Michael Serna A

### SUBLETTE

#### Site Leader

Dick Cowles A

#### Windows

\*Dick Cowles A  
Karen Cowles A

#### Chroniclers' Special Assignments

Tom Cardin A, B, C  
Benjamin Rogers A, B, C  
Dave Vos B

#### Administration

\*Howard Bunté A, B, C  
Ralph G. Flowers A, B, C  
Terri Shaw A, B, C  
Georgiana Thurston A, B, C  
Spencer Wilson A, B, C

## PRESERVATION PERSPECTIVE: NO. 10

### The Madness to Our Method

By Keith E. Hayes, AIA

The primary document the Friends consult for preservation decisions is the Standards for Rehabilitation published by the Secretary of the Interior. These guidelines were first written in 1976, and serve as a baseline for preservation philosophy. While we can sometimes joke about the rigors of these ideas, adhering to them has won the Friends much respect in the preservation community. I believe two ideas nicely sum up these standards: where ever possible, reuse existing material and never alter an object in such a way that you cannot return it to the original condition.

Many of you have attended work sessions and seen the condition of the rolling stock first hand. I can hear the comments now, "Keith—you expect me to save this wood? It is 50-years old, dry, rotten and so splintered that it is a hazard to touch!" In many cases, this is true. Many of the cars may have seen their last fresh coat of paint in the 1950s, and dry rot and high altitude ultraviolet light have taken their toll on wood parts. However, the integrity of the car depends upon the parts; your body doesn't much like it when a new organism intrudes and great care is taken to match organs to ensure a successful transplant.

Preservation is not much different, but I believe railroading offers some interesting wrinkles. First off, the Standards are written primarily with buildings in mind, and buildings are for the most part static. Although families may come and go—add, tear down and remodel—generally a building accumulates material. If the wallpaper was on the room when Washington slept there, it is probably

still underneath later wallpaper and paint such that we can research the history and restore the room very much as it was that one historic evening. That is what makes the room special and that is what makes the Cumbres & Toltec special: when you visit you literally take a step back in time.

So what is the wrinkle? Well for one, rail cars move about and are subject to some wear and tear that buildings don't often experience outside of a hurricane. Also, when the Friends restore a stock car, it is expected to withstand the rigors of travel in a train, so there is an element of safety to be considered



Warren Ringer (left), Bill Kepner, and Wayne Freeark look over rotten wood on flat car 6708 in the Antonito yard, August 1997. Tom Cardin photo.

and balanced against strict preservation philosophy. Then again, there is Rio Grande practice to consider. In 1924, the Rio Grande undertook a considerable rebuilding program. Boxcars built in 1904 were stripped to the frame, all materials sorted for recycling and reuse, and then the cars rebuilt using both existing and new material. The new boxcars last to this day, more than 70 years later, and with a few more replacement parts along the way.

This is the condition we have inherited, and even if we are not always working with the most original material, it has been around for some time. Flat cars 1033, 1515 and 6708, are in the worst condition and thus are the first candi-

dates for frame up restoration. They illustrate another side to railroad practice: converting existing cars to different uses when there was a need. Car 6708 (shown here) was most certainly built from a stock car and is reinforced with rail below the deck. 1515 was once a gondola and is reinforced with rail above the deck; it sits much higher off the rail than 6708. Both cars have different side sill-end beam conditions: gondolas have deeper side sills than stock cars, which have trusses built into the side walls to supplement the side sills.

All of these cars are missing components. The Friends are currently discussing the dilemma of whether to restore every car or perhaps combine parts from these three cars to make one complete serviceable car. While there seems to be some precedent in railroad practice for this surgery, it does not appear to adhere to strict interpretation of the Standards for Rehabilitation either. No doubt, each car will require new wood and metal parts to be fabricated if they are to be individually restored. Combining the three would yield a product that would be difficult to separate into three individual cars. What do you think the Friends should do?

Keith's column appears regularly in the C&TS Dispatch. 🐾

### Magazine Needed

The Friends' library is missing one issue of *Sn Modeler* magazine: Volume X, Number 1, Spring/Summer 1993. This issue is out of print. If a member has a copy that he or she is willing to donate to the library, please get in touch with Spencer Wilson, Friends' librarian, at the Albuquerque office. His e-mail address is <swctsr@swcp.com>.



# NARROW GAUGE NEAR AND FAR: NO. 11

By Earl G. Knoob

**OY**

1997's rotary run will be quite memorable in that for the first time since the late 1970s, the C&TS operated the rotary as a railfan event.

Rotary OY had not been operated since it had a rather major overhaul in 1995-96. So, on April 24—a week or so before the scheduled run on May 3 and 4—OY made a test run up to the Hamilton Point area. With locomotives 487 and 488 pushing, short work was made of the drifts west of Cresco and on up the hill for a mile or so.

The real festivities began on Friday, May 2 when a night photography session was conducted in the Chama Yard by John Craft. John generously donated many flashbulbs to the cause.

The rotary train got underway out of Chama about 9:00 a.m. on Saturday, May 3. Behind OY were K-36s 487, 488, and 484. Good progress was made all day, the only problems being that OY's main bearings continually ran hot and had to be packed with snow to keep them cool. The new grease we were using wasn't quite up to the tremendous heat and load placed on the bearings. Locomotive 484 ran low on water on Windy Point, but Cumbres was reached late in the afternoon, and after plowing the yard, 488 turned and ran back to Chama while the remainder of the train spent the night at Cumbres.

At 8:15 the next morning, 488 left Chama with a short passenger train that was to be the day's chase vehicle. After arrival at Cumbres, both the rotary outfit and passenger train slowly headed east. Passengers got a grandstand view of the OY at work from the upper track of Tanglefoot Curve while OY cleared the lower level. More photostops were made in the vicinity of MP 326.5 before returning to Chama for the night.

Monday morning, May 5, those passengers who rode Sunday were given a bonus. Two coaches and a gondola were added to the rear of the rotary outfit and the whole works



*Eureka & Palisade No. 4 westbound on the trestle at Cumbres Pass, June 19, 1997. Tom Cardin photo.*

headed back up the hill and down the other side to finish the job. Photostops were made at MP 323, for all who wished to photo the OY at work. The day's trip was cut short when a large (10+ ton) boulder was found on the track at MP 321.4. The rails were bent and we didn't have enough explosive with us so, somewhat defeated, we retreated back to Chama.

The rotary run was a considerable success. While we had no intention of making any profit from the undertaking, we made back about 1/3 of our operating costs.

## **Eureka**

By far the greatest event to happen on the C&TS occurred in June of 1997, Eureka & Palisade R.R. #4, "Eureka," made a 10-day visit to the C&TS. The Eureka arrived in Antonito on the evening of Saturday, June 14, and was unloaded the morning of June 15. That afternoon several test runs were made out to the Antonito Yard Limit.

The next day, Eureka made an afternoon test run to Big Horn, pulling caboose 0503. Several stops were made to get up steam as we became a victim of the dreaded "green wood" disease. We spent time scrounging the desert for sagebrush, cedar, anything

that would burn. Finally, we made Big Horn where we met the afternoon passenger train and returned to Antonito.

Tuesday, June 17, was the first public trip. The Eureka pulled a short consist of a gondola and the 0503 while 463 followed with a mixed train. About 50 passengers enjoyed a day of double runbys of both the Eureka and the 463 from Antonito to Osier and back. Steaming troubles continued and we spent a lot of time blowing up steam and ran out of water at Rock Tunnel. The Eureka ran straight to Osier to fill up and spent an hour trying to get a stubborn injector to run (it had swallowed a hunk of tree bark and wouldn't work). With that repaired, we turned and headed for Antonito.

Wednesday, June 18, started out pretty rough. This day was chartered by a group of British railfans. We got a late start and finally left Antonito a few minutes ahead of train #1. The dreaded green wood got us again and we died from lack of steam about two miles out of Antonito. The passenger came up behind us, and we had no choice but to back both trains to Antonito, and start over. In Antonito, the tender was emptied of its load of "death logs" and Assistant Trainmaster Marvin Casias

## Narrow Gauge

*Continued from page 9*

came to our rescue with a load of good dry pine. With a tender load of good wood the little Eureka really came to life and thundered out of Antonito with real gusto trailing an outfit car, a gon and 0503. Numerous runbys were made, including some beautiful ones at Rock Tunnel very late in the afternoon. Arrival back in Antonito was around midnight with an authentic kerosene headlight lighting the way.

Thursday the 19th, we headed west again with Chama our goal. With a good load of wood the Eureka rolled effortlessly westward. At about 7:30 p.m. the first 4-4-0 to cross Cumbres in 90 years rolled triumphantly into Chama!

Friday, June 20, was the great test. According to theory, Eureka should pull a gon and 0503 up Cumbres. Unfortunately, Eureka didn't know this. A late morning test saw Eureka make a thunderous run at the 4% below Lobato only to work down to a stall. With the sanders running, 105 lbs. on the steam gauge, throttle wide open and Johnson bar in the corner, Eureka slowed to a walk, made two half revolution slips and stalled about MP 340.5. We returned to town, ate lunch, dropped the gon and tried again. With 15 lucky passengers stuffed in the caboose Eureka waltzed up the 4% at about 10 MPH—and no more. A stop was made at Lobato for a meet with #3 and a stop was made at MP 337 to get up water in the boiler. We stopped for

water and wood at Cresco. Both times Eureka walked right out of the stop with little heroics. What a Locomotive!

Saturday, the 21st, was the Friends Charter. Again 463 pulled a support train behind the Eureka and double runbys were performed. This operation ran from Chama to Osier and return. Again Eureka pulled the caboose from Chama to Cumbres where additional freight cars were added for the run to Osier.

Sunday, June 22, we headed back to Antonito. Eureka handled the caboose up the hill and we added four cars for the trip to Antonito.

Monday, the 23rd, was a "free play day." A moonlight train was run from Chama to Osier for a Garden Railway convention being held in Durango. We decided to crash their party and show up with the Eureka. We left Antonito after lunch, arrived at Osier in time for dinner and returned to Antonito about midnight.

Tuesday, June 24, we ran one more trip for the public—a round trip from Antonito to Osier pulling a gondola, a boxcar coach and caboose. The train left late in the morning, met the afternoon passenger at Toltec, and returned to Antonito about 7:30 p.m.

Wednesday morning, Eureka was loaded back on its truck for the ride home. After loading, Eureka's owner, Dan Markoff, looked at me, smiled as he lit up a big cigar and said "This was really a GREAT event in history. Lets do it again!" I couldn't agree more.

I've been involved in many truly amazing events in my career on the C&TS. This ranks right up near the top.

It is with the deepest sadness I can come up with, that I must announce the passing of another member. My father, **Gordon Knoob**, passed away in his sleep early in the morning of September 28. Dad had been suffering from kidney failure so his passing was not an unexpected event. I owe so much to Dad. He passed his love for railroading—both model and fullsize—to me at a young age. I will never forget the many trips he and I went on: The annual pilgrimages to Durango and Chama. The days riding the top of the tender of the now defunct White Mountain Scenic RR in Arizona as #36 battled five heavyweight passenger cars to Maverick, AZ, for the last time. Watching 487 and 498 struggle up Florida Hill out of Durango with 60 cars back in 1967. So many memories, I'm glad I have them, I'll never forget them. I'll never forget you, Dad. Dad's best friend—and fellow Friends' member—Bob Reed passed away a year or so back. I imagine that the two of them are now up on Cajon Pass watching the Santa Fe as it was in 1952. Three big 3800 class 2-10-2's are hoisting 75 reefers up out of the Los Angeles Basin at an ear-shattering 10 miles per hour. Dad always said it was a great show. I bet it was!

*Earl is Superintendent of Operations of the C&TS. His column appears regularly in the C&TS Dispatch.* 🍷

## Getting Started

*Continued from page 6*

The filling of the reservoir also forced the relocation of a portion of the town of Arboles. This move was not a part of the contract between the federal agency and the railroad company.

According to the article, and a copy of the contract, the relocation would include a new roadbed, bridges, and track for 12.2 miles of narrow gauge, single-track railroad and about 7 miles of county roads and structures. The work required "two steel-girder railroad bridges and one steel-girder, wood-deck road bridge." The low

bidder was H.E. Lowdermilk Company of Englewood, Colorado, at \$916,790. This was better than any of the other nine bids received. A second contract was signed on February 27, 1962, providing for the D&RGW to supply the materials necessary to complete the project, ties, spikes, bolts, switches, rail, and so forth. (The 1962 price of standard gauge ties was \$3.50 apiece as opposed to the 1995 price of about \$18.00 per tie.) The department promised to reimburse the D&RGW for the costs of rails, joints, switches, and so forth for over a five year period, payments to be made yearly starting

with the date the new line was put into operation.

The second contract also specified that the Department of the Interior would assume all "deferred construction" over the new line. The department was aware that the new line would not be as stable as the former line, "the railroad operation over the relocated line during the seasoning period, especially new embankments, through raw cuts, and over new roadbed imposes extraordinary maintenance conditions until the seasoning period is completed." Therefore, the government was also obligated for a period of five

years to make annual payments to the railroad for "all that part of the cost and expense of extraordinary maintenance of the segments of the relocated line which can be attributed to lack of seasoning. . . ." These agreements had the effect of assuring continued operation of the railroad for the agreed five years.

The new line was officially in operation at 8 a.m., August 27, 1962, and continued to operate for those five years. On September 18, 1967, however, less than a month after final payment, the D&RGW petitioned the Interstate Commerce Commission to abandon the narrow gauge line, with the exception of the Durango to Silverton portion. The narrow gauge appeared doomed.

The stage was set for Carl Turner to recall the 1960 article, to wonder, and to act. He and like minded businessmen in Chama, such as Joe and Eddie Vigil, began talking of saving the narrow gauge. They and others called for a meeting in Farmington, New Mexico, for 1968, which included the San Juan County Commission and a

like-minded member of the Colorado Legislature from Antonito, Colorado—Clarence Quinlan. The Farmington meeting resulted in, among others things, the printing of bumper stickers with "Save the Narrow Gauge." A representative of the D&RGW was also in attendance at the Farmington meeting. He was asked the price for the railroad and answered saying, "you can buy the railroad for the change in my pocket"—whereupon he rattled what coins were in his pocket!

This was a rather inauspicious beginning. It was going to take a lot more than one meeting of a few interested folks to preserve this unique example of our patrimony. Carl Turner went on to other matters pertaining to the rural electric co-operatives. Clarence Quinlan returned to Antonito to begin rallying support in Colorado, and other New Mexicans started organizing.

As noted above, the official request by the D&RGW to abandon the narrow gauge from Alamosa to Durango was filed with the Interstate Commerce Commission on September 18, 1967.

In July 1969, the ICC handed down the decision to abandon. Between the 1968 meeting and July 1969, a lot of support had materialized to preserve some or all of the San Juan Extension and in 1970 the states of New Mexico and Colorado purchased the line from Chama to Antonito. The "Tall Oak" became the reality of the Cumbres & Toltec Scenic Railroad.

Material for this article came from interviews with Carl Turner, Eddie Vigil, Carmen and Earl Knoob, and former New Mexico Governor David Cargo. Also, the *Albuquerque Journal*, 27 October 1960; Department of Interior, Information Service, Bureau of Reclamation Press Release, 27 October 1960; *ibid.*, Contract Between the United States of America and the Denver and Rio Grande Western Railroad Company for Relocating Segments of the Company's Railroad Line to Bypass Navajo Reservoir, 28 October 1960; *ibid.*, Contract . . . , 27 February 1962. See also, "They're Still Building Narrow Gauge in Colorado," *The Collected Colorado Rail Annual*, Issues 1-7, pp. 31-33, 1974.

*Spencer is a director of the Friends and a former member of the Railroad Commission.* 🍂

## COMMISSION HIGHLIGHTS

*By Leo Schmitz—Executive Director, Cumbres & Toltec Scenic Railroad Commission*

A nine percent increase in ridership through the first of September was but one of the favorable reports made at the September 5 meeting of the Cumbres & Toltec Scenic Railroad Commission meeting in Antonito.

George Bartholomew, president of the C&TS RR Corporation and operator of the railroad, reported that through the first of September, there had been 38,817 riders compared to 35,600 the previous year.

He also reported on a photo contest during the fall foliage season, a bicycle race in late September, and the successful Pony Express Race.

Leo Schmitz reported that the two new passenger cars would be dedicated on September 6. The two cars were completed within budget and some work was begun on a third car.

Bids were to be opened in early October on the Chama Shop Waste Water System/ISTEA Project which has been approved by the federal highway department. The \$210,000 project includes foundation work on the Chama depot, drainage around the depot, and construction of a detention pond for water and an oil/water separator system for the Chama shop.

Spencer Wilson, member of the Friends, reported that 195 individuals participated in the three main work sessions and the two mini sessions during the summer.

Looking forward to a possible docent program on both trains every day of the season, Wilson indicated a favorable response to the short programs presented by him and Howard Bunté as an experiment this summer. Both Bartholomew and Wayne Quinlan, vice chair of the commission, expressed gratitude and appreciation to the Friends for their hard work and dedication to the improvement of the railroad.

In a special presentation, Medardo Sanchez, secretary of the commission, presented a special plaque to Mary Bartholomew in recognition of her work in beautifying the railroad yards in Chama and Antonito with landscaping through the planting of flowers and shrubs.

Bartholomew and Schmitz will be planning the agenda for a meeting in November among the three entities to discuss long-range planning issues, focusing on the yards in Chama and Antonito and train operations.

Officers of the commission are Bob Lynn, chair; Wayne Quinlan, vice chair; Medardo Sanchez, secretary; and Lewis Entz, treasurer.

### Magazine Features Friends

The October 1997 issue of *Trains* magazine features the Friends of the Cumbres & Toltec Scenic Railroad, the C&TS, and the locomotive Eureka in "The 'New' Cumbres & Toltec Hosts an Old Locomotive" by John P. Hankey.



*Three locomotives and 31 passenger cars were photographed near mile 337 on Sunday, October 12, 1997, on the way to Cumbres. Many Chama Valley School pupils were on the train and enjoyed the snow dusted landscape. Tom Cardin photo.*



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

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