



C&TS Dispatch

Vol. 10 No. 3

FALL 1997

1997 Historic Preservation



Although it appears that these volunteers in the second work session are building a work of art for public display, they are actually bracing the tower of the sand house, which is adjacent to the coal tipple in the north end of the Chama yard. The roof repair and the structural rehabilitation of the sand house is an example of the shared responsibilities among the railroad's three entities. The Commission and the Operator shared the cost of the materials and the Friends provided the labor. The roof had been leaking above the hopper, which holds the sand over the coal fired stove; the rear vertical support members of the sand tower had been resting on only the 3/4-inch roof sheathing, causing the roof to leak as the tower worked in the

The June Volunteer Work Sessions

One hundred and fifty people from throughout the country carried on the work of the Friends during the two work sessions between the 16th and 26th of June. Projects that were done along the 64-mile narrow gauge line included the rehabilitation of the sand house and the cleaning and painting of the night watchman's house, both in the Chama yard. Also in Chama the volunteers worked on cook car 053, refrigerator car 157, several sheep cars, and inspection car MW02. At Cumbres the section house was reroofed and the car inspector's house was painted. At Osier volunteers undertook major restoration work on the section house and the depot, and the window coverings at Sublette were replaced with custom designed panels. At the eastern end of the line in Antonito, concrete pads were poured to increase the usefulness of the repair in place (RIP) track.

In this Fall issue of the C&TS Dispatch, we present an overview of what the volunteers accomplished during the two work sessions. These photos will give the reader an appreciation of the enormous contributions that the Friends are making to the preservation and restoration of the Cumbres & Toltec Scenic Railroad.

The Winter (November) issue of the C&TS Dispatch will cover the work of the August work session, as well as present news from the June sessions that was too late to include in this issue. The names of all the volunteers and their projects for both the June and August work sessions will also appear in the Winter issue.

wind. After the crew sistered the rafters for added strength, the old roofing was removed and new plywood and roll roofing were installed. New tower support members were also installed where necessary. Rear support members now rest on substantial framing inside the building. The tower was jacked up and the rotten lower parts of the two trackside legs were cut off. The legs are now attached to steel plates embedded in concrete. New siding boards and battens to match the old ones were put in place, the doors were rehung, and the building painted. All photos by Tom Cardin unless noted.

See page 4 →

C&TS Dispatch

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

Directors

1996-1998	1997-1999
Roger Breeding	Howard Bunté
Roger Briggs	Wayne Freeark
Ralph G. Flowers	Geoffrey Gordon
Craig Kumler	James Herron
Donald Metzler	William Lock
Arthur Nichols	Arthur Randall
Drake Rice	Warren Ringer
Theresa Shaw	Steven Schroeder
	Spencer Wilson

William Lock—Chairman of the Board

President	Theresa Shaw
Vice President	Ralph G. Flowers
Treasurer	Robin Kumler
Secretary	James Herron

Editor	Arthur Nichols
Photographer	Tom Cardin

Please write the editor at
1307 45th Street, Los Alamos, NM 87544
e-mail: asn1307@aol.com

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

© 1997 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



As I write this, we have completed two of our three summer work sessions, having accomplished all of the projects we had scheduled and then some. Our members can take pride in the dedication and hard work of our volunteers and the work they do and they can also take pride in the support they give these volunteers with their thoughts and financial contributions.

This time spent on the railroad property is beneficial for us in other ways. With so many of us together for a week or two, a lot can happen to move ahead some of our other projects. Developments concerning our Car Restoration Facility is an example. Last summer the Board identified a site southeast of the new engine house in Chama and a volunteer survey team staked out the footprint of a building within that site. Since then some historical research has been done as well as testing of the soils. The results of both gave Board members cause to favor investigation of other potential sites. This summer our volunteer survey team obtained a map of the railroad property and located two promising areas. The preferred location was one George and Mary Bartholomew had some ideas about. It is near track no. 1 in an area of meadow and trees north of the stock pens that is commonly called "the park." The Bartholomews had been thinking it should be lightly developed with paths and picnic tables under the mature trees. When we walked the site with them to look at the location for a restoration facility, we developed some other exciting ideas. We talked about how that part of track no. 1 could be used to store and display cars, about how a spur might come from the track into the park area to serve as a display of a freight consist, and about how there could be an interpretive pavilion displaying historic photos which would serve as a welcome and entrance to the railroad. Kip Merker put these ideas into a concept drawing in time for presentation to the Railroad Commission at its meeting in Chama during the work session. The Commission gave us approval to proceed. We like the idea of locating multiple uses in this attractive site and we are very pleased with the cooperative and creative participation of the Bartholomews in the development of this plan.

While in Chama I also met with George Bartholomew, Leo Schmitz (Executive Director of the Railroad Commission), and members of the Mountain Railroad Museum of Chama to discuss cooperative projects. Under the auspices of the Friends, the Mountain Railroad Museum will spearhead planning for the restoration of Railway Post Office car 065. Museum members, joined by participants in Escalante High School's summer work program, participated in our June work session to prepare the car for a new coat of paint during our August work session. Further discussion of other program ideas will continue in August. —Terri Shaw 🍀

ELECTION RESULTS

A total of 548 ballots were returned by members in the election for the Board of Directors. The election results were announced at the Annual Meeting held in Chama on June 20. The following directors were re-elected to two-year terms (the number of votes for each candidate is also given). Howard Bunté, 533; Wayne Freeark, 519; James Herron, 518; William Lock, 533; Warren Ringer, 517; Steven Schroeder, 521; and Spencer Wilson, 521. New directors elected were Geoffrey Gordon, 519, and Arthur Randall, 520. The Board of Directors re-elected the following officers of the corporation: Theresa Shaw, president; Ralph Flowers, vice president; Robin Kumler, treasurer; and James Herron, secretary.

BOARD HIGHLIGHTS

By Ray Kersting

A full and overflowing agenda kept directors busy at the March meeting of the Friends of the Cumbres & Toltec Scenic Railroad Board meeting in Albuquerque. Major conversations centered on a future fund raising effort, a proposal to rebuild the Chama roundhouse, the Chama Car Restoration Facility, and a proposed joint program at the Western Mining Museum in Colorado Springs.

Recognizing the need for additional funding in the future for needed restoration and facility development, the Board held a Fund Raising Workshop to understand the dynamics of serious fund raising. The speaker was Bill Weinrod, long time volunteer and former director for fund raising for the Albuquerque Symphony and the Santa Fe Opera.

Jack Campbell, chief mechanical officer for the railroad, discussed a proposal to rebuild the Chama roundhouse. With six operable locomotives plus rotary OY, the 1978 two-stall engine house is insufficient in size for maintenance work as well as storage during the winter. Campbell explained that there is increased environmental wear on the engines when left outside. Also, federal inspections can be done more efficiently



A large audience gathered for the Friends Annual Meeting, held in the Chama Valley School gymnasium on Friday evening June 20. The highlight of the evening was two slide shows, one of the early days of the Friends work sessions and the other about the historic railroad to Cloudcroft, NM, presented by former president Bill Lock. Tom Cardin photo.

inside. The 100-foot turntable recently received from Elich Gardens in Denver is being considered for use in the facility. Operator George Batholomew estimates the cost to be \$1.5 million with the hope that Friends, Commission, and Operator share in the effort.

The present roundhouse has two stalls but there are serious beam problems in the ceiling requiring repair. This project would not replace the proposed Car Restoration Facility, which is in the preliminary planning stage.

From a questionnaire sent to 175 volunteers in the Colorado Springs-Denver area, more than 30 persons indicated interest in volunteering to work on C&TS car restoration projects at the Western Mining Museum in Colorado Springs. An old barn on the property would be used by the Friends for their work after it is cleaned up. Pending approval of the Commission, it was decided that pipe gondola 9558 would be moved to Colorado Springs for restoration.

Other topics and actions on the agenda included

- **Membership:** Howard Bunté reported that at the end of 1996 there were 1222 members. So far this year, the number of renewals and the total amount of money received are running ahead of last year. Renewal rate is 79% with 95 new members. A total of \$52,213 has been received.

- **Narrow Gauge Convention:** Howard Bunté will chair the Friends' booth at this year's Narrow Gauge Convention in Cincinnati, OH, August 22-23.

Although he will plan to sell merchandise, the Board recognized that people are more interested in information about the railroad.

- It was noted that Cal and Peter Smith took brochures to the March rail show in Springfield, MA, and that many people who stopped at the booth were members who have never volunteered for a work session.

- **Friends' Library:** Spencer Wilson reported that there are 168 books and some articles in the Friends' Library.

- **Work Projects:** Roger Breeding and Ralph Flowers reported on plans for this summer's work sessions. Additional discussion centered on the long-term restoration plans for the 85 wooden frame freight cars owned by the railroad (all built 75 or more years ago and with deteriorating sills). Because many of these will require extensive restoration, the projects committee is formulating a restoration plan based on the structural and mechanical condition of each car.

- **Nominating Committee:** Roger Breeding, Roger Briggs, Ralph Flowers, Don Metzler, and Art Nichols were named to the nominating committee. It was also voted to increase the

See *Board Highlights* page 9 ➔



The sand house in the Chama yard with the new plywood roof sheeting, siding, and battens.



In the Chama yard a flat car is loaded with materials for the projects at Cumbres and Osier. The box contains bags of concrete mix for Osier. The loading and unloading crews were hard at work both before and after the work sessions, seeing to it that materials were on hand for the volunteers and that equipment and materials were returned to Chama for storage after the sessions.



The loading crew sorting lumber in the Chama yard for the Cumbres and Osier projects.



At the first session, from left, James Sutherland, Tony Kassin, and Craig Sutherland inspect cook car (former Railway Post Office car) 053 parked in Chama. Having done an inspection of the exterior in 1996, they needed to know more about the structural condition under the siding. The siding was removed at two-foot intervals, revealing a 112-year-old car in very good shape. Windows were removed to get a detailed picture of the frames that will need to be replaced, and plans were made to replace the eighteen screen frames in the clerestory roof. The roof was inspected and found to be in very good condition.



To the left, the grounds, landscaping, and beautification crew weeded, planted, and nurtured flower beds on railroad land in Chama and Antonito, as well as other beds in Chama. There were over 1,000 new plantings, all of which were donated by the Chama Valley Supermarket. Here, second session volunteers work on the rock garden bordering the embankment walkway. They planted many annuals, perennials, and trees gracing the railroad entrance. Above the Chama depot on Terrace Avenue, the crew cleaned up the area under the Historic Site sign and planted potentilla, honeysuckle, and bright annuals. Planters were added to the depot, and four new benches were built for passengers' convenience.



In Chama, John Blake on the platform and John Hamilton masking one of the side windows on caboose 05635 during the first session. This caboose, chartered on the daily train, was painted after some minor repairs to the exterior and was coupled to the train as the paint was drying. Another chartered caboose, 0306, was also painted. The crew painted boxcar passenger coaches 204 and 251 and prepared five other boxcar coaches for painting. During the second session the volunteers scraped and painted refrigerator car 157.



At the second session, from left, Dick Smith, Keith Hayes, and Donald Storm fit into place the new parts of the rebuilt end platform of 053. The restored platform has new oak sill extensions and a new oak end beam. The crew also reinstalled the metal handrails and other hardware.



WHISTLE STOP SHOP

This issue contains the latest edition of our Whistle Stop Shop, which will be published with each Dispatch. We want to remind you that, through the generosity of Ted Rose, we have for sale reproductions of two of his paintings. And we are now able to bring you a wider variety of books through a co-operative arrangement with Trackage Emporium in Chama. There will be new titles in every edition. All Friends' merchandise is available at Trackage; however, it's there on consignment and the members' discount available through the Whistle Stop Shop does not apply.

First session volunteers Diana McGuinness and Lynn Huber complete the lettering started in 1996 on boxcar 3484, the railroad and Friends' paint car in the Chama yard. Lettering started last year was also finished on eighteen other freight and nonrevenue cars. With end lettering finished on boxcar 3524, the display train at the entrance to the Antonito yard is now entirely lettered. Seven gondolas were lettered with the 1934 D&RGW herald and the 1926 scheme. After the paint crew finished their work on cabooses 05635 and 0306, the lettering team added the car numbers and the flying Rio Grande herald. The lettering scheme on the sheep cars was photographed in preparation for next year's work.



Back to front, Mary Metzler, Mary Cardin, Dorothy Sandmire, and Doris Akers build lunches in the Chama kitchen car during the first work session. The "girls-in-the-box + guy" made 792 box lunches during the two June work sessions. Many people saw to it that the volunteers had big and nutritious lunches, including meat loaf and BLTs. And many grueling miles of driving were avoided by the railroad allowing the lunches for Osier to be taken there on the scheduled train.



Bob Tully fits molding to the sink counter in the night watchman's house in the Chama yard. The house is being cleaned, repaired, and prepared for a summer work session bunking facility. The volunteers will restore the plumbing and install a new shower and a new gas water heater, both purchased by the Friends.

★★★★ **FRIENDS ON TV!** ★★★★★

The Friends enjoyed network television coverage during the June work sessions. Don Kaiser of KRQE-TV, Albuquerque, Channel 13, and Jeff Zeveley of KOAT-TV, Albuquerque, Channel 7, visited Chama during Work Session A for interviews and video about the C&TS and the Friends' preservation projects that week. Their stories were broadcast first in Albuquerque and were later picked up by their respective networks. Did some of you outside of New Mexico see these stories?



Team Leader Art Randall (left) and his second session crew talk about the brake rigging on one of the sheep cars in the Chama yard. Although the crew made significant progress on the sheep cars in the work sessions, there is no car ready to go. This is largely because the lubrication pads for the journals were not available, additional problems were discovered during the work, and the standards of serviceability have changed. The crew restored the braking systems on sheep cars 5600, 5633, and 5841. This work included changing the triple valves, repacking cylinders, renewing brake shoes, changing air hoses, and completing the brake rigging. The brake reservoir was replaced on car 5841 necessitating replacement of a part of the car floor. Train line repairs were made on the other two cars, plus other miscellaneous repairs. The sheep cars' safety appliances will require work—the cars have loose ladders and grabs. Inspection and some work was done on the other three sheep cars (5549, 5553, and 5674). On request of Chief Mechanical Officer Jack Campbell, the brake system of 5841 was measured and analyzed for braking action, comparing the results to similar measurements and analysis of the boxcar coaches, which are regarded as having good braking response. The sheep cars compare favorably.



Kevin Bruce sprays inspection car MW02 with primer in the Chama yard. Work started last year was continued. The volunteer crew replaced rear brake shoes and freed and adjusted the rear brake linkage. To improve engine cooling, a duct between the radiator and the body was installed along with a rebuilt fan shroud. Other work included upgrading elements of the fuel system, repairing a leak in the final drive for the rear axle, and installing new interior door panels. The car was also driven on a test run.



Refrigerator car 157 with new sections of header and outside main sill and new uprights and diagonal braces. Al Smucker photo.



Second session volunteers finishing up the roofing of the Cumbres section house. At the first work session the crew opened up the roof on the south face for a thorough inspection of the rafters. The spacing and load of several rafters near the chimney were incorrect and were replaced. The rafters around the two chimneys on the east-west ridge were OK. 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" (shingles had been dipped in preservative in 1996 and stored in the section house over the winter). Volunteers at the second session also removed dry wall from the interior rooms, exposing bead board, assumed to be original. Walls and plumbing not original were also removed in preparation for interior restoration next year.

Laying planks on the front (trackside) porch of the Osier section house during the second work session. Before the new dining facility opened at Osier in 1989, several non-historic modifications had been made to the section house, which functioned as a food service building. The front porch was one such modification. During the two sessions, volunteers removed it along with the concrete steps. They also replaced the broken front foundation, using 140 bags of concrete mix, and constructed a porch with stairs and railings at the rear of the building. They built a historically correct porch and roof on the front, which will be trimmed out and shingled later. The crew also worked on the Osier



At the first session in Chama, Al Smucker measures felt to go under new siding of refrigerator car (long reefer) 157, and Frank Smucker measures canvas for new ice hatch gaskets. Geoff Gordon in background with David LeMmon install new canvas gaskets to hatch covers. On the right side of the car, repairs were made to one outside main sill and one header, and several uprights and diagonal braces were replaced. Also, on the right side of the car, one door jam header was replaced, as well as approximately 25 feet of tongue and groove siding. Other items replaced were the right side fascia, brake end crown fascia, roof end platforms, and right side freight doors. There were minor repairs to the interior paneling. Wrapping up, the paint crew primed and painted the car.



depot, removing the interior down to the studs (including all plumbing from the post 1970 restroom remodeling), installing four Durango style windows, floor to ceiling braces, and surveying for reconstruction planning.



Jim Herron and Kay Ballinger scraping old paint on the car inspector's house at Cumbres during the first session. The house was painted in the historic Rio Grande gold and grizzly bear brown color scheme selected for the Cumbres site. Although the structure had been painted in recent years, saffron yellow had been used instead of Rio Grande gold. Besides being unhistoric, saffron yellow fades very rapidly at 10,000 feet into what is best described as peach. In addition to painting walls and trim, the crew replaced a missing fascia board and treated the front and rear porches with a preservative mixture of linseed oil and mineral spirits. Despite three inches of fresh snowfall on the first day and hail storms that washed the paint off the side of the building on the second day, the crew completed the job in record time.

1998 WORK SESSIONS

The Board of Directors set the dates for the 1998 work sessions at its annual meeting in Chama on June 22. There will be three consecutive work sessions next year, beginning June 15, 22, and 29. Dates for the membership's annual meeting, the railfan charters, and the Moonlight Train will be announced early in 1998.



Sublette artists (from left) Mary Cardin, Dick Cowles, and Karen Cowles with the model. 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 (curtains, a cat, flowers in vases, a dog, a lantern) 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. 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.



Sublette section house with "trompe l'oeil" curtains in the window. Terry Woolsey photo.

Internet Addresses

Ray Kwapil
Grand Rapids, MI
raykwapil@aol.com

Jeff Osborne
Aurora, CO
josborne1@worldnet.att.net

We will print e-mail addresses of members. Please send the editor an e-mail message or a letter with your e-mail address requesting that we print it.



Screeding the subbase of pea gravel for the new concrete aprons along the repair-in-place (RIP) track in Antonito during the first session. The aprons built during the two sessions, with a week long mini session before the regular work sessions (to prepare the ground, excavate footings, and back-fill with aggregate), are 8 by 160 feet and 6 inches thick on either side of the track. A total of 52 cubic yards of fiber reinforced, "fuzzy" concrete was poured by the two teams. The volunteers also completed several smaller projects: three new benches for the Antonito depot platform; spreading gravel for the landscaping team; new roof walk on the display stock car; new hatch on the display refrigerator car; and removal of the porch from caboose 0579 in preparation for its removal to the RIP track at the August work session. Volunteers also continued the investigation of the caboose to determine the best plan for its rehabilitation.

Board Highlights

Continued from page 3

size of the Board to between 14 and 20 people with the provision that the Board decide how many directors would stand for election in a given year.

- Consulting Directors: George Bartholomew and Jack Campbell were appointed Consulting Directors.
- Letter of Appreciation: President Terri Shaw reported that she had received a letter from the Commonwealth of Pennsylvania Bureau for Historic Preservation, thanking the Friends for support of efforts to save the East Broad Top Railroad.

Ray is a regular contributor to the C&TS Dispatch. He lives in Santa Fe, New Mexico. ✎

COMMISSION HIGHLIGHTS

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

More than thirty people attended the June 20 meeting of the Railroad Commission held at the Chama Village Hall. A busy agenda kept the commission in session for almost two hours.

George Bartholomew reported that the passengers for June 1997 to date were 4,983 versus 5,087 for the same period in 1996 on the scheduled trains. When the special trains are added, the patronage numbers are slightly ahead of last year. He is still hoping for a 10 percent increase in ridership for the year.

The construction of two passenger cars is nearly complete. The brakes and seats need to be completed. The project is expected to cost \$199,700, approximately \$2,400 over budget. However, there has been more work accomplished than originally planned with work started on a third car.

Jack Campbell announced that the railroad has acquired a turntable from Elitch Gardens. Denver Rail Heritage donated \$21,000 to have the turntable removed from the site rather than have it cut up for scrap. The railroad took advantage of the situation and acquired the turntable for the cost of freight—\$4,400. The Commission, the Operator, and the Friends will initiate the review process with the State Historical Preservation Officers for installing and using the turntable in the Chama yard. Campbell also reported that a wheel lathe capable of turning (contouring the surfaces) a 48-inch-diameter wheel is being offered to the railroad in exchange for some items of trading stock no longer needed and \$1,500 to \$2,000 cash. It is estimated that in the next seven to ten years the C&TS will need \$100,000 to \$150,000 of wheel work done at today's prices by an outside contractor if the railroad does not acquire the machinery to do the work. The Commission approved the acquisition of this lathe.

The Commission is the recipient of a grant for \$18,465 from the Colorado Gaming Fund. The funds will be used to build a porch and deck on the Osier section house and other work on the Osier depot and the Cumbres section house.

Terri Shaw reported that the Friends are interested in doing a major restoration from the frame up on a car as a step in developing their skills until the Car Restoration Facility is constructed. She described the proposed working arrangement between the Friends and the Western Museum of Mining and Industry in Colorado Springs. The Commission approved placing pipe gondola 9558 on loan to the museum and to have the Friends rebuild the car.

Elected officers for the 1997–1998 fiscal year are Bob Lynn, chairman; Wayne Quinlan, vice chairman; Medardo Sanchez, secretary; and Lewis Entz, treasurer.

PRESERVATION PERSPECTIVE: NO. 9

The World Out There

By Keith E. Hayes, AIA

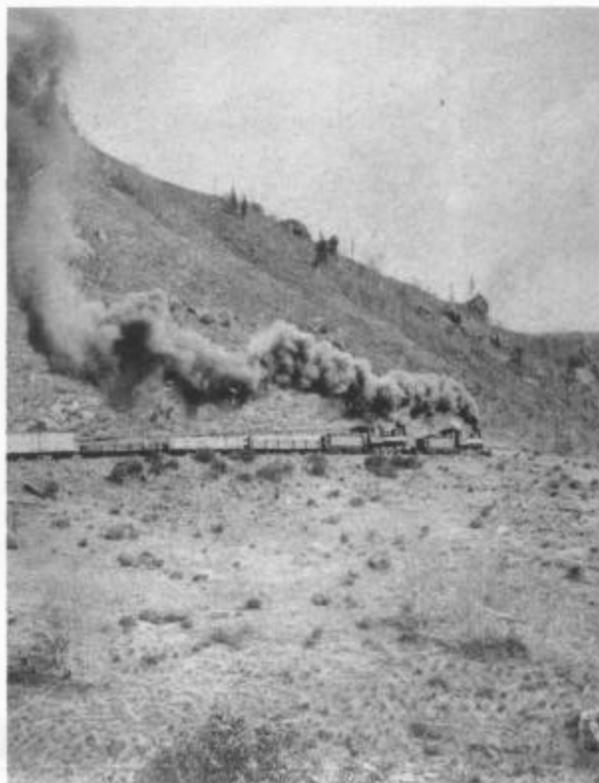
A preservationists' primary source documents have traditionally been objects, oral histories, books, and photographs. Lately, a new tool has come to the spotlight: the Internet. This computer-based source file is rapidly developing as a way to exchange information, do research, and purchase goods and services. What does this have to do with preservation? I'll use some examples to illustrate.

First, check out the Friends' web site at the address listed on the inside front cover of the Dispatch. Member Don Richter has compiled excellent information on the Cumbres and Toltec including a schedule of upcoming Friends' activities, gift items, the latest news, and best of all, links to related sites. I think this last feature is one of the most important, as you can follow your interests as long as you can stay awake. Keep a pad of paper handy to record your favorite web site addresses, or record them on your home computer.

I stumbled onto one of my favorite sites by accident. Using a search application, I typed in "Colorado and Southern Railroad" on a whim. One of the matches led me to the Ted Kierscey Photo Collection; you can reach it via the Friends' home page under related sites, "The Narrow Gauge Circle." Mark Evans created the web site on a dare and Mr. Kierscey, a Disney animator, has contributed photographs from his collection. The site is nicely designed and regularly updated with more material. Images have been digitized and are grouped by railroad, including many images taken along the Cumbres and Toltec prior to 1900. You can view an image at small or large resolution, or print a coarse copy for yourself. Evans has also created a number of links to other sites; I often use this site as a starting point for my electronic adventures. One evening, I visited the web site of a Japanese modeler who follows Colorado narrow gauge prototypes—a truly international experience!

The "Unofficial Denver and Rio Grande Western" web site has a wealth of information on the railroad. I am very impressed by the comprehensive bibliography at this site, as well as the locomotive information. If you want to read more about the predecessor of the Cumbres and Toltec, this will be a good starting point.

Another link takes you to the Colorado Railroad Museum. This site features rosters of the museum collection, an events calendar, and the text of the museum newsletter, "The Iron Horse News." For over 30 years, IHN has been the source for news on railroad events in Colorado. Another museum with an excellent web site is the California State Railroad Museum in Sacramento. This site features a schedule of events, including the annual National Railway Preservation Symposium and U.S. National Handcar Races—perhaps the Friends should host the Western Mountain Finals! Also available is a brief history of railroading in America, and an overview of CSRM library resources.



Two small locomotives struggle uphill with a train near Toltec Gorge in this view from the Ted Kierscey Photo Collection and The Narrow Gauge Circle at <http://www.tcd.net/~mevans19>.

Two more diverse preservation sites include those of the National Park Service (www.nps.gov) and the National Trust for Historic Preservation (www.nthp.org). The Park Service site has a number of teaching aides and resource lists, including links to the Historic American Buildings Survey and Historic American Engineering Record. It is also possible to reach the Department of the Interior and the Government Printing Office via this site, where you can order the Secretary of the Interior's Standards for Rehabilitation. The National Trust web site features up-to-date news on preservation throughout the United States. There is also a summary of the most endangered sites, updated annually, which now includes the East Broad Top Railroad in Pennsylvania. Were it not for the Friends' help, the Cumbres and Toltec could easily be on this list!

Of course, this is just a small sample of sites you can visit to find out more about the Cumbres and Toltec and preservation. As I discover more interesting web sites, I will include them in future columns. Thanks to those of you who have written—please keep the letters coming!

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

LETTERS

Why We Keep Coming Back

Being a part of the Friends is an important part of our family. A basic philosophy that we have tried to instill in our children is that you must give of your time, talent and treasures, whether it be at church, in your community or an organization like the Friends. We can truthfully say we have received much more than we have given to the Friends.

In 1985 our family took our first big vacation to the West. We wanted this trip to be special for Stacia, 16, and Kyle, 6. Being train fans one of our priorities was to ride the trains that Ted had read so much about. One of the rides on our list was the C&TSRR. When planning our trip in January, we sent an inquiry and were surprised to see a handwritten question on the outside of the envelope. "How are the Black Knights doing?" That question was written by Dan Ranger, then General Manager of the C&TSRR. (The Black Knights are our hometown football team. Dan had lived here before going to Chama.) Ted, never known to be shy, saw this as an invitation to a conversation and looked up Dan as soon as we got to Chama. The result was a cab ride up the mountain for Ted.

Ted was so thrilled that when he got home he told his brother, John, that they HAD to go back. In the fall Ted and John began their yearly trek to Chama. Mr. Ranger allowed them to ride on a special freight train that fall. They had fallen in love with the C&TSRR. The yearly trek included first Kyle, then Chris so the boys wouldn't miss anything. This year John's son, Drew, came for the first time to carry on the tradition. One year they even rented a caboose and invited all of their friends.

During their fall trip in 1987, Dan told them they needed to join the Friends. They dutifully paid their dues every year. In 1990 we planned our second trip West around a work session so Ted could see what was happening. Ted and Kyle worked at Cumbres and our yearly Summer treks began. We've come from North Carolina by way of Michigan, Utah, and Washington to please Nancy's insistence that we see other places too. In 1991, Ted's daughter, Stacia, came with us, caught the bug, joined the Friends, and went to work. This year she brought her husband, Robert. Kyle is now working for the C&TSRR as a brakeman and fireman. (His childhood dreams have come true.)

What brings us back every year? The challenge of historic preservation, the friendships we've made with other Friends and railroad personnel, and, oh yes, the campfire at Sublette Heights.

Understanding the challenge of historic preservation has not been easy. We all know easier ways to do things, and melding the easy way with the historic way takes a lot of planning. Telephone calls and letters keep us informed, and let our thoughts be known throughout the year.

The friendships that have formed between us and the members of the Square Nail Gang and their families are deeply appreciated by our family. Our lives have been enriched by the varied skills and knowledge each shares with us. The work ethic exhibited by them has also provided



The Norcross family at Osier, July 1995. Standing from left, Kyle, Stacia Majkowski (nee Norcross), Nancy, and Ted. Chris kneeling.

good role models for our children. The friendship of the railroad personnel has added a dimension of belonging to the local community. They have welcomed us into their homes and included us in their families. This year when Nancy saw one of the engineers she gave him a hug and said, "I've missed you." The engineer asked, "Why?" That started her thinking, and realizing that we miss every part of the vacation we have grown to love. We look forward to seeing everyone each year.

The campfire and the camping community of Sublette Heights began in 1992. Nancy came to visit the campsite one evening and volunteered to start supper. She's been cooking for 13-19 people each night ever since with the help of other wives. After supper everyone gathers around the campfire for the best entertainment possible. Whether you're a liberal or conservative every subject is fair game, but you had better be able to take the heat. We've also been known to have slide shows, popcorn, pineapple upside down cake and "pot lid" birthday cake around the fire.

The conversations, friendships, and work experiences have added a lot to the formation of our children's philosophies, goals, and attitudes. We feel the Friends have contributed much to their development and to our lives. We can't wait to return next summer when Chris will be old enough to work.

*Ted and Nancy Norcross
Robbinsville, NC*

Railway Museum Quarterly Now Available

In January, Locomotive & Railway Preservation magazine ceased publication. For 10 years it provided a forum for ideas for rail preservation. The Association of Railway Museums, a Professional Affiliate member of the American Association of Museums, has met the challenge of continuing to tell the story of railway preservation in North America by replacing its newsletter to members with a broader-based publication, Railway Museum Quarterly. Subscriptions are available to the public for \$15 annually from ARM, P. O. Box 370, Tujunga, CA 91043-0370. Most major rail museums are members of ARM and the Friends have just applied for membership.

DOCENTS NEEDED

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.

**Visit the Friends'
Web Site at**

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



The Eureka pauses for water at the Cumbres standpipe on June 19, 1997, on its way to Chama. A Baldwin 4-4-0 built in 1875, the wood-burning locomotive was originally Eureka & Palisades Railroad no. 4. On June 21 the Friends' fifth annual Railfan Photo Freight followed the Eureka on its run from Chama to Osier and return. The enthusiastic railfans had many photo opportunities during the day. The Friends' banner is displayed on the section house. Tom Cardin photo.



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

5732 Osuna Road NE
Albuquerque, New Mexico 87109

ADDRESS CORRECTION REQUESTED

Non-Profit
Organization
U.S. Postage
PAID
Albuquerque, NM
Permit No. 1710