



C&TS Dispatch

Vol. 10 No. 1

SPRING 1997

Winter Shop Work 1996–1997

By Earl Knoob, photographs by Tom Cardin



Locomotive 488 in the Chama engine house. The smokebox was opened and draft appliances and two boiler flues were

removed. The FRA granted a one-year flue extension for 488. January 17, 1997

The fall of 1996 was the transition time for the change of operators of the C&TS, and this required much time to be spent inventorying supplies, parts, and so forth. Much of this inventory was purchased by Kyle Railways over the years, while still more of it was owned by the Railroad Commission.

Because of this, our winter shop program has gotten a bit of a late start. Fortunately, we don't have any huge projects staring at us this winter. Chief Mechanical Officer Jack Campbell has an aggressive plan for taking care of the many "little" things that have been pushed aside in the past in favor of larger, more pressing projects.

463

Locomotive 463 is wintering in Antonito. It was left there after we completed a motion picture job after the 1996 season. 463 returned to service after being fitted with new pistons in late August. 463 performed well with its new pistons but still had a steaming problem. Jack diagnosed this as being a loose exhaust

nozzle in the smokebox. The nozzle is bolted to the bottom of the smokebox and cylinder saddle and directs the exhaust steam up the stack. With the nozzle loose and leaking around the bottom, some of the steam was shooting out around the bottom instead of going up the stack. This was spoiling the draft by destroying the vacuum in the smokebox. With this repaired, 463 began steaming well again. As 463 was returned to service late in the year, it needs only minor work this winter. The main projects with 463 are inspection of staybolt caps, which will require the removal of the boiler jacket and lagging from the rear of the boiler, installing new main rod bushings, and curing a pesky leaking front cylinder head.

484

The extent of locomotive 484's repairs will be determined by what needs to be done to 487 (see below). If there is time, 484 will have its cylinders bored and new piston rings machined.

See Shop Work, page 5 →

C&TS Dispatch

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

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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 George Bartholomew. 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



This is the time of year when I am most grateful to all of you. It is the season of our membership renewals. This is the fourth year that my husband and I have been involved in taking the data supplied by our Albuquerque office to turn out the letters acknowledging your contributions. As I look at the data on my computer screen, I don't just see the numbers, I see

so many names I recognize. There are those of you I've met over the years at work sessions and also many names I know because I have seen them year after year in the database. You have been very generous in your support this year. On behalf of the Board of Directors and all of our hardworking volunteers, I thank you for your part in making our work possible.

I thought you might like to know more about your place in the larger picture of the improvement of the railroad property and how it is funded. The Friends has contributed to the property through the cars we have purchased and added to the collection, the tools and materials purchased for our work projects, the value of our labor, and the value of the enhanced cars and building. Your donations make up almost one-half of our revenue. We spend about three-quarters of our total revenue for our programs, about half on restoration, and the other half on education and interpretation. In the eight years since our incorporation, we have invested about \$94,000 to bring 18 cars to the property, we have spent close to \$200,000 to carry out our summer work programs, and the value of the labor of our summer volunteers, modestly calculated, is at least \$500,000.

The railroad operator has contributed to the property through its maintenance of the rolling stock and right of way and joint funding of long-range projects with the Railroad Commission. In the past, maintenance of the rolling stock has been about thirty percent of the operator's budget, and tie replacement, averaging 2,500 per year, is an investment of at least \$70,000 a year.

The Railroad Commission has contributed to the property by securing funding for a wide range of capital improvements—for tourist facilities (new cars, restroom building), for operating equipment (restoration of engine 463, rehabilitation of rotary OY), and the right of way (Cascade Bridge, Chama River Bridge, Chama water tank restoration). Of the \$2.2 million the commission has raised and invested in the last eight years, about half was from grants. A significant component of those grants was almost \$78,000 obtained over the past five years from Colorado gaming funds which, with our matching labor, has made possible the work we have been doing on the section houses at Osier and Cumbres. ➔

The amounts the Friends spend and the funds we will undertake to raise will be increasing in the near future. We have learned from experience that we will find more to be repaired or replaced than originally planned when we look beyond the surface of any car or building and that to do a good job requires room for dismantling. We are starting to do more complex work on cars and are planning to begin "frame-up" restorations. Our board has approved improvements to our facility in Antonito and the development of a building in Chama for restoration work. I hope we will have your continued support for these efforts.

-Terri Shaw 🍀

1997 Excursions

The railfan committee has announced that again this year two special charter trains will be run by the Friends. As in the past, Friends' members will receive a discount on the ticket price. Registered volunteers also receive an additional discount. The biggest news is the special nature of the Fourth Annual Railfan Trip to be held Saturday, June 21, 1997. A special passenger train has been chartered which will follow the 1875 wood-burning locomotive, Eureka. Numerous run-bys are scheduled to enable us to observe this historic engine running for the first time on the C&TS. Freight cars will be part of both the Eureka consist and our passenger train to allow for additional photo opportunities.

The Ninth Annual Moonlight Train will be held on Saturday, August 16, 1997, in a traditional format. Two run-bys will be followed by a delicious steak dinner at Osier, where we will await the rising of the moon for the return trip. Brochures on both of these trips will be mailed to you this spring. Remember that both of these events are expected to be sell-outs, so you should plan to get your tickets early.

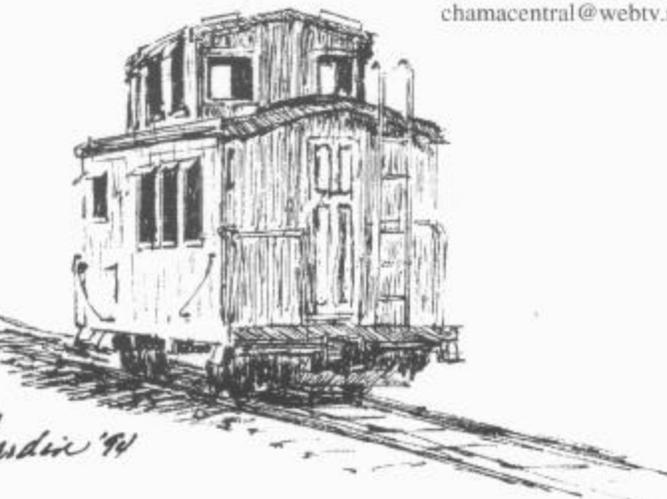
Read about these two special events on the Friends' Web site at <http://ourworld.compuserve.com/homepages/drichter/focts.htm> 🍀

Election Procedures

In accordance with our bylaws, we are publishing in this issue of the C&TS Dispatch a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors—and seven of the fifteen seats on the board are up for election this year.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate seven (7) qualified candidates. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The board will appoint the nominating committee at its meeting in Albuquerque, New Mexico, on March 14 and 15, 1997. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received by our Albuquerque office by April 17, 1997. Elections shall take place by written ballots that will be mailed by April 30, 1997. To be counted, ballots must be received by our Albuquerque office by Thursday, June 5, 1997 (15 days before the annual meeting in Chama on June 20, 1997). 🍀



AUGIE MASTROGIUSEPPE

Augie Mastrogiuseppe died on December 1, 1996. He was most known for his position as Photo Archivist at the Denver Public Library's Western History and Genealogy Department and for his service as a member of the Advisory Board of the Colorado Railroad Museum. Augie was a true friend of the Friends of the Cumbres & Toltec Scenic Railroad.

SPECIAL POSTAL EVENT FOR OPENING DAY

On May 24, 1997, the C&TS will celebrate its opening day for the season. For the tenth year, a special postal cancellation and station will be part of that celebration. Chama Central Reservations will be sponsoring the event, with the RPO car displayed as a static exhibit serving as the special station.

This year's cachet and cancellation will recognize the logging industries along the narrow gauge and will feature the Sullenberger lumber company in Azotea, NM. Only a limited number of cachets will be produced (1,000 total) at a cost of \$3.00 each.

For more information, please call Chama Central Reservations at (800) 585-7092 or write P.O. Box 933, Chama, NM 87520. E-mail at chamacentral@webtv.net 🍀

Director's Viewpoint

By Craig Kumler
San Jose, California



Craig and Robin Kumler

I operate a small rare coin business in San Jose, California, specializing in US coins. I love history, mining, and railroads, so the directorship in the Friends is a perfect fit! My wife, Robin, and I have two sons, Will and Bret, who live and work in San Jose but are not "railroad nuts" like their father.

I first discovered the Cumbres & Toltec Scenic Railroad during the summer of 1988 while on a family vacation, riding various steam railroads in Nevada and Colorado. After riding the Durango & Silverton, we were on our way to Los Alamos to visit relatives when we decided to stop in Chama and take a quick look at the C&TS. I had heard that this railroad was somewhat different than the Durango experience. One look at the Chama yard was all it took for me to want to come back. During that winter, I found information about a volunteer group working on this railroad, so I joined the Friends, and the journey began. Robin and I have worked at the work sessions each summer since 1989. In 1993, I was fortunate to be elected to the board. Shortly thereafter, Robin was appointed Treasurer, and we have enjoyed working for the Friends ever since.

As I reflect back on the nine years of my association with the Friends, I am

amazed at the accomplishments we have achieved. Year after year, many great projects have come together like a wonderful puzzle. I must admit that in the early years of its development, I believed we would be hard pressed to keep such a large group of volunteers harmoniously working together for so long. I think we have the greatest people any organization could ever imagine. We manage to listen to each other and to value one another's diverse opinions.

As we approach the end of the 20th Century, the Friends can be proud of the work they have achieved. However, a new millennium awaits us and new challenges are before us. One of these new challenges is for us to move from relatively simple restoration work to more complex and demanding work using new skills that many of us will have to learn. This new direction will require an indoor work facility, and I am very pleased that the board has the vision to move forward with this change.

The car repair facility (CRF) is the logical progression to preserving the historic railroad car collection, including numerous wood cars. Many of our cars need to be opened up and rebuilt from the trucks up. This facility will allow that to happen. Most of these projects will take years to complete, so the necessity for covered work space is crucial.

All of our preservation work would not be possible without your support. We value all the help and donations each of you has made in the past years and hope you will continue your trust in our leadership. If I can leave one thought in your mind, it would be: Get actively involved in this organization; you, the membership, are our future leaders. Without you, there cannot be a "Friends of the Cumbres and Toltec Scenic Railroad." ✎

BOARD HIGHLIGHTS

By Ray Kersting

The Board of the Friends of the Cumbres & Toltec Scenic Railroad held its annual meeting in Chama, New Mexico, on July 21, 1996. The board met for its fall meeting in Colorado Springs on November 8 and 9, 1996.

At the Chama meeting, in addition to electing officers, the board, among other things, set the schedule for events in 1997. Summer 1997 events will revolve around volunteer work sessions during June and August (see schedule on back page). The work dates were set when activities on the railroad would be somewhat slower and when there would be less pressure on housing in Chama. Having work sessions at two different times will also divide administrative responsibilities with a different coordinator for each time of year. One session may concentrate activities at remote sites in order to concentrate railroad movements of materials and equipment at just one time during the summer. The President is striving for greater parity in registration between the three work sessions.

At the Colorado Springs meeting, the directors discussed the possible addition of a second RIP (repair in place) track at the Friends' facility in Antonito and approved the idea of installing concrete pads on the current Antonito RIP track; such pads will make an ideal support for car jacks. The board reaffirmed its approval of a CRF (car repair facility) to be located in Chama and the selected site contingent upon results of soil testing. The directors also authorized the purchase of two switches to install a RIP track at the CRF site.

George Bartholomew, the new operator of the C&TS, attended all sessions of the November board meeting and gave an overview of his vision for the railroad. Other highlights of the meeting were the approval for the traditional Moonlight Train on August 16 and a railfan charter train on June 21, a discussion of the proposed 1997 work session projects, and the report that membership in the Friends reached 1,264 in 1996—including 192 new members.

Ray is a member of the Friends and lives in Santa Fe, New Mexico. ✎

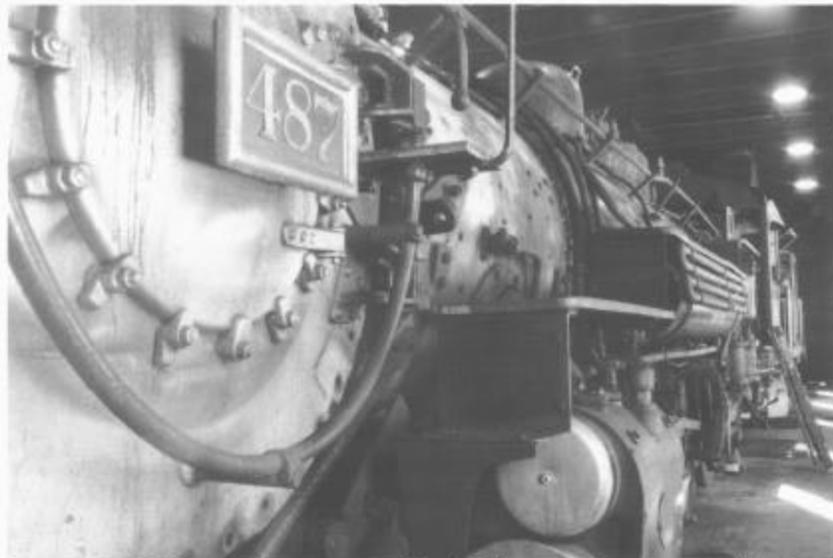
Shop Work

Continued from page 1

Along with all of the K-36s, 484 is having new "high tech" ball valves installed in the turret. These new valves will seal better and allow repairs to be made to various appliances (air compressor, dynamo, injector steam lines) on the locomotive without having to kill the boiler and blow the steam off. The old valves begin to leak almost immediately after they are ground in. Another small project for all the 480s is moving the air compressor governor. This is currently mounted in the steam pipe right next to the air pump. The governor weighs about 25 lbs. and puts a lot of strain on the pipes when the pump is running. The continual pounding and vibration lead to broken pipes and worn pipe threads on the air pump itself. The plan is to move the governor up higher near the turret to make it easier to get at and to remove the vibration. Historical Note: All of the other narrow gauge Mikes have the governor up high—the K-27s are ahead of the cab, the K-28s are out on the boiler, K-37s are up high where we want to place the K-36s now. In addition, 484 will receive a rebuilt air compressor steam head. The pilot and trailing trucks will be redone to remove excessive lateral motion of the wheel sets. 484's tender needs a new truck spring and a leak in the tank will be patched.

487

Locomotive 487 is under flue extension. After the 1996 season, the snowplow was removed, the smokebox opened, and draft appliances and the bottom two flues were removed from the boiler. During inspection, it was discovered that when a new rear tubesheet was applied in 1988 (by a private contractor) a rivet was left out where the new sheet met the old original sheet. This had not been noted in the past. The rivet holes had been welded up and there was no sign of leakage. At this point we're waiting for a ruling from the Federal Railroad Administration (FRA) concerning this. Other work on 487 includes some spring rigging work, pilot and trailing truck work, replacing a tender wheel set, and some valve gear repairs. If time



Locomotive 487's smokebox was opened in the Chama engine house, and draft appliances and the bottom two flues were removed from the boiler. 487 is under flue extension. January 17, 1997

allows, the cab sheet metal will get some attention. Like 484 it will receive new turret valves.

488

Also on flue extension is locomotive 488. The smokebox was opened up and draft appliances were removed along with two boiler flues. The boiler was inspected by the FRA in November and granted a one-year flue extension. 488 had a major running gear overhaul last winter and ran well all last summer. Other work on 488 includes pilot and trailer truck work, some valve gear timing, and installation of a snowplow. Like 484 and 487, locomotive 488 will receive new turret valves.

489

Locomotive 489 has also been granted a one-year extension. It will get its valve gear overhauled and new side and main rod bushings. 489 is having its boiler work completed and has already had its boiler hydrostatically pressure tested. Like the other K-36s, this locomotive will receive new turret valves.

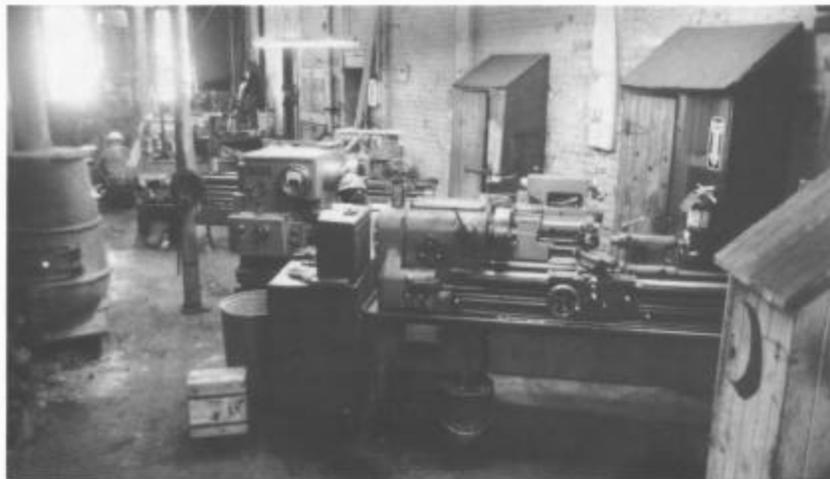
497

Last summer 497 suffered from leaking superheater elements. The superheater elements are the pipes the steam from the boiler goes through and in which it is heated by the fire



The air pump on 487. The air compressor governor is to the upper right, with the steam pipe disconnected. February 11, 1997

gasses to over 650 degrees. This dries the steam and makes the locomotive more efficient. Because the superheater elements are in direct contact with the fire (and cinders), they tend to develop leaks, which reduce the draft on the fire and, if bad enough, will reduce the pulling power of the locomotive. 497's leaks got so bad that when the throttle was opened, the leaking steam would blow the smoke out the firebox door. Once underway, the exhaust up the stack would make the smoke go in the →



Overall view of the Chama machine shop showing the new space-saving layout of the lathes. January 17, 1997

correct direction. The 497 continued to steam fairly well, but it definitely didn't do as well as in the past. After the 1996 season, the smokebox was opened up, the draft appliances removed, and the superheater elements were removed for inspection. Several were found to be defective. These will be repaired and the front end of the locomotive reassembled. Other work to 497 will include new rod bushings and the ever present (on a K-37) replacement of a few broken staybolts.

Other Stuff

Diesel locomotive 15, which had been on lease from the Georgetown Loop for the past few years, was returned to Georgetown in November. The two diesels (15 and our own 19) spent their youth together in Hawaii, then took two separate courses to the C&TS, only to be separated again. Diesel 19 is, as usual, the switcher in Chama this winter.

Over in Antonito two new passenger cars are being built. One will be a coach and the other a coach-restroom car. They should be completed by April. Other good news from the Antonito car shop is that caboose 0503 has been repaired and returned to service. The repairs were not nearly as extensive as originally feared. Some steel plates were fastened to the center, side, and intermediate sills for reinforcement.

In the Chama shop, Jack Campbell has been playing "interior decorator" and has remodeled the machine shop by moving all the machinery into a much

more efficient design. Also installed is the new horizontal boring mill. All of this required major reworking of the electrical service (you don't run this stuff on extension cords). Recently purchased is an overhead gantry crane of 20 ton capacity. This will eventually be installed in the machine shop in the northwest corner where the track comes through the door. It is Jack's intention to eventually set up a wheel lathe and press in this area. With the ability to do our own wheel work, we will be very close to being completely self-sufficient in the machine shop and not have to send things out for machine work.

Another thing Jack has in mind is a modification of our stack screens to allow the tops to be opened up while the locomotives are parked. The screen does a superb job of cutting down fires, but tends to plug up when a locomotive is parked for awhile. When the locomotive begins to move, the exhaust steam shooting up the stack quickly clears the soot. But when parked, the plugged screen makes the smoke go straight down and covers the locomotive with soot. By opening the top, the locomotives will draft a bit better while parked and be a bit cleaner. A very noble cause.

Earl Knoob is Superintendent of Operations of the C&TS and a consulting director of the Friends. Tom Cardin is a long-time volunteer at the summer work sessions and the photographer for the C&TS Dispatch. 🐾



Locomotive 484 out in the cold at Chama. January 17, 1997



Say ah! 487 with smokebox open for flue check. Note the superheater elements. January 17, 1997



In the Chama engine house, Tommy Garcia uses a high-pressure cleaner on rods in preparation for bearing inspection. February 11, 1997

NARROW GAUGE NEAR AND FAR: NO. 9

By Earl Knoob

Many of you saw the wonderful article on Eureka & Palisade Railroad locomotive no. 4, the Eureka, in the latest and final copy of *Locomotive & Railway Preservation*. In addition to the fine article, the center spread photo of no. 4 was taken by C&TS fireman Jeff Stebbins.

I'm trying my best to get the Eureka out here in June. I've put together a budget, George (the new boss) has given his blessing, and Dan Markoff (owner of no. 4) and I are keeping AT&T in business with all our phone calls. In order for this project to work, we need the support (as in money) of the railfan community. The railroad has formed a "Eureka Supporters Club" to help defray the cost of this endeavor. Membership includes up-to-the-minute information on schedules, fares, and consists. The cost is \$50.00 and, in addition to the up-to-date information, you will get a \$25.00 discount on the trip of your choice behind the Eureka. This discount applies only to excursions sponsored by the Cumbres & Toltec Scenic Railroad and does not apply to special charter trains sponsored by organizations, such as the Friends, or individuals. There will be several options and prices will vary in the \$125 to \$200 range. If you are interested please contact me c/o C&TS at P.O. Box 789, Chama, NM 87520, or call the Chama office at (505) 756-2151. Now that I have your interest, we'll go on to other news.

At the end of the 1996 season, the C&TS was used to help create an amusement park ride—honest! The premise of the ride is a runaway train in the mountains. Locomotive 463 and a nice little freight train of a flat, a gon, 4 boxes, 2 tank cars, a gon of coal, and caboose 0306 were used. The consist was originally not to use the car of coal, but I realized at the last moment that we would be out on the line several days, and 463 would probably not make it on one tender load of coal. The car of coal added 35 tons to an already nearly tonnage train up

Cumbres. With close to 190 tons behind the 463's tank (tonnage is 183), 463 walked up Cumbres unassisted at about 8 MPH. It was quite a show!

The Durango & Silverton is again running their winter train this year. 480 is the primary power, with newly overhauled 476 as back up. As 476 is without a plow, 480 gets most of the runs. On January 3 a snow slide came down while the train was at Cascade Wye, delaying the train's return to Durango by a few hours. Between January 12 and 15 this part of the country got hit by a big snowstorm (more than 36 inches of new snow in Chama, Durango got 48 inches), and

D&S was closed for a week because of the snow. With over 7 feet of snow at Cumbres, it's beginning to look a lot like rotary time.

For those interested in keeping up with the day-to-day happenings around here, I have now joined the cyber age and have an e-mail address. Feel free to contact me at: earlkc489@webtv.net (guess what is my favorite locomotive?).

For more information about Eureka and Palisade locomotive no. 4, see Earl's column in the spring 1995 issue. Narrow Gauge Near and Far appears regularly in the C&TS Dispatch. ♣



Chama depot, January 17, 1997. Photo by Tom Cardin.

PRESERVATION PERSPECTIVE: NO. 7

Pictures of the Past

By Keith E. Hayes, AIA

As I sit at the computer to prepare the drawings of car 053, similar to the one accompanying my column in the summer 1996 issue, I have several resources nearby. These include measurements and sketches prepared in Chama of the actual car, photographs taken by Friends' chroniclers each summer, and several books. One of the handiest is *Narrow Gauge Pictorial Volume X, Numbered Work Cars of the D&RGW*, published by Robert Grandt. While the book answers lots of questions, it raises some too.

There are four photos of 053 in the book showing the car in 1941 (see photo), 1946, 1950, and 1965. Based on these photos, we know what color 053 was painted, how it was lettered, and the approximate year the original passenger trucks were replaced with homemade arch bar trucks. Each photo shows a different lettering pattern, suggesting the car was painted at least four times. Unfortunately, all the photographs are of the same side of the car.

The car was modified from a Railway Post Office (RPO) car and supposedly was used on the Chili Line between Antonito and Santa Fe. For many

years, the Post Office contracted with railroads to provide special mail cars on trains. These cars not only hauled mail, but had space for sorting the mail en route. Today some collectors covet postmarks like, "Alamosa and Durango RPO," indicating a letter sorted between those points on the Rio Grande's *San Juan Express* RPO. Rio Grande RPOs can be divided into two classes, short and long; short cars have two windows in the mail sorting compartment while long cars have three windows. I am told that 053 is the last extant short RPO, but I have yet to locate a clear photo of 053 in RPO service, and I don't know the exact year the car was modified to its current configuration. If any readers can point me to clear photographs of 053 in books, or have personal photographs to share, please drop me a line in care of the editor. In fact, if you can identify historic photos of any car in the C&TS collection today, it would be very helpful to the team coordinating painting and lettering of the cars.

Many folks have asked me about 053's roof walk. Trains on the Chili Line were mixed, that is both freight and passenger cars were included in the same train. Several passenger cars, particularly mail and combination passenger-baggage cars which served

on the Chili Line, received roof walks to aid train crews as they walked along the top of the cars to set the brakes.

The Grandt book also features several rosters of various dates, and these raise a vexing question. One, dated 1951, lists all narrow gauge equipment by type, number series, and quantity and gives a total of all the equipment listed. At that date the D&RGW had 2,570 freight cars, 31 passenger cars, and 142 pieces of non-revenue equipment (like 053): a total of 2,743 pieces of narrow gauge equipment. The whole system must have had over 200 stations, spurs, and sidings, an average of 13 cars per site; perhaps only 40 major yards or industries would occupy more than one car on a regular basis, an average of 70 cars in each yard! Does anybody know where the railroad stored all these cars? Think about it: currently the Chama yard has about 100 pieces of rolling stock in it, and it is full—more so than I imagine it was during the D&RGW era on a regular basis. Please write in if you can clear up any of these mysteries!

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

HOW YOUR GIFTS TO THE FRIENDS CAN GROW

Does your company provide matching funds for charitable contributions? The Friends has benefited from such programs in gifts from several members this year. They work for companies that will match cash donations to charitable organizations. If you are an employee or retiree of Mobil Oil or AT&T (and probably the new company Lucent Technologies), look into having your donation matched. And if you work for other companies, look into the possibility that they also have such matching programs.



RPO car 053 at Durango, Colorado, on October 17, 1941. Otto Perry photograph, Denver Public Library, Western History Department.

LETTERS

From the New Operator of the Cumbres & Toltec Scenic Railroad

What's Ahead?

My family and I arrived in Chama on December 20 to be welcomed by some of the friendliest people on earth. We feel blessed to be here and excited about all of the possibilities ahead.

I had the good fortune of growing up next door to a locomotive engineer, who on Saturdays would take me to work with him in the cab of his assigned steam locomotive. Ever since then I have been interested in railroading—not so much as a railfan, but more specifically in railroad operations, where I worked from my mid teens to my mid twenties.

I acquired a business background in college, and today my major interest has evolved into railroad management. I participated in the start-up of the Green Mountain Railroad in 1964 and went on to purchase Edaville Railroad in 1970 at age 27. I had top responsibility in the start-up of both Bay Colony (1982) and Seminole Gulf (1987) freight railroads. In 1989 I started Cape Cod Railroad for tourist excursions and dinner trains. I derive great satisfaction in marketing and developing an existing railroad operation; also in starting a new one and guiding it to growth and prosperity. But my greatest satisfaction and achievement has been in marketing and operating a steam passenger tourist railroad.

It was a challenge to promote Edaville Railroad, partly because of a lack of exciting scenery. On Cape Cod, the natural beauty is cluttered by one fried-clam joint or T-shirt shop after another. The Cumbres & Toltec Scenic Railroad, however, is a marketing person's dream.

After watching Chama become transformed into a winter wonderland during the last couple of weeks and hearing constant pleas for some type of winter train activity, I am making this one of my priorities for next year.

A photo contest is in the works, as well as a station beautification project with naturalized gardens that will hopefully survive our extreme conditions. My wife, Mary, would welcome help with this.

Also planned for this summer is the "Great Beat the Train Over the Mountain" bicycle race. If anyone knows a cycling club that might be willing to organize this event, or potential sponsors, let me know.

Railfan specials will be initiated in May with the opening of the line using Rotary OY, and in June with the visit of the famous Eureka & Palisades historic locomotive to the C&TS. With advance publicity promotion and copious press releases, we should draw quite a crowd (CBS TV may cover this).

Various members of the Chama Chamber of Commerce have volunteered to help organize a grand opening weekend festival over the Memorial Day holiday. Carmen Knoob of Chama Central Reservations initiated the idea and has lined up several events, exhibits and attractions, including hot air balloon rides. Additional input is welcome.

There's so much more, including a van loop between the Taos lodging market and the C&TS and a Japanese Golf Tour Package with a day on the C&TS slated for this season.

It has come to my attention that the C&TS photo library needs strengthening. Our trainmaster, Gerald Blea, has been kind enough to allow us the use of some of his outstanding photos to begin marketing our 1997 summer season. However, we are in need of great action shots and spectacular scenery panoramas showcasing the train that could be used in various advertising projects. If any member of the Friends has photographs that he or she would be willing to let us use gratis, please send them in ASAP to the attention of

Mary Bartholomew, P.O. Box 1036,
Chama, NM 87520.

The Friends are helping design a complimentary trip map for passengers which will include two panels promoting the Friends organization and inviting membership.

I believe that a Living History Museum is key to our success. A real hands-on, interactive, interpretive learning experience will bring the whole era of narrow gauge mountain railroading's heyday back to life. I plan to begin this year in a modest fashion, growing and expanding until we have a world class exhibit. I'm eager to find volunteers willing to interpret any facet of life in a Western Mountain Railroad setting both at the station and on the train. If you're interested in donating time and enthusiasm, please call me at (505) 756-2151.

I'm excited about all the new opportunities on the Cumbres & Toltec Scenic Railroad, and I'm most pleased with the support of the Friends. I'll be looking forward to meeting many of you this summer.

I will discuss these plans in more detail by the next issue, but for now I would just like you to know that I feel that I've hit the ground running and I can't wait to see good things start to happen. I know that many of you have some great ideas and suggestions and I welcome your thoughts, input and ideas. Please share them with me.

George Bartholomew
Cumbres & Toltec Scenic Railroad →

FLYERS TO BE MAILED

Preregistration flyers for the 1997 volunteer work sessions will be sent to the membership by bulk mail before the end of February.

Letters

Continued from page 9

Opportunity

The Cumbres & Toltec Scenic Railroad is looking to compile a list of professional people, who are members of the Friends of the C&TS, interested in doing contract work for the railroad. The railroad is particularly interested in mechanical engineers and commercial contractors in the electrical, building or plumbing fields. A New Mexico or Colorado (depending on which state the work is to be performed) license would be required. We occasionally have small and medium contract jobs which we would like to give to Friends' members. If interested, please write to Jack Campbell, Chief Mechanical Officer, Cumbres & Toltec Scenic Railroad, P.O. Box 789, Chama, NM 87520.

Jack Campbell
Cumbres & Toltec Scenic Railroad

C&TS rotary snowplow OY was parked in the snow covered Chama yard on January 17, 1997. OY will clear the line this May. Photo by Tom Cardin.



Steam-powered rotary snowplow no. 1 opened the White Pass & Yukon Railroad in April 1996, the first time a rotary snowplow had been used on the line in 34 years. No. 1 is shown here on display at the WP&Y terminal in Skagway,

FROM THE MODELER'S VIEWPOINT: NO. 7

By Ed "Boomer" Walton

I hope that modelers have found the information in the 1996 summer and winter issues about building a basic module interesting and useful. In my winter column, I presented an exploded view of all the pieces necessary to construct a module and a bill of materials. I had planned on presenting the second bill of materials and preassembly drawings in this first column of 1997, but space constraints prevent us from doing so. However, readers can send me a large SSAE (55 cents postage) and I will send them to you. My address is 3200 Fox Hill Road, St. Charles, MO 63301. Until next time, remember that on the C&TS . . .

3' > 4" 8 1/2"

Ed's column appears regularly in the C&TS Dispatch. ✎



Alaska, on June 19, 1996. No. 1, built in 1898, and C&TS rotary OY (shown above), built in 1923, are the only operating, steam-powered, rotary snowplows in North America. Photo by Marjorie Mascheroni.

Projects Committee

Planning for 1997 and Beyond

In the summer of 1997, the Friends will continue work on some multi-year projects such as the Chama stock pens, refrigerator cars 55 and 157, RPO car 053, caboose 0579, and the Cumbres section house. New projects will include sheep car brakes, the Chama sand house, and car work in Antonito.

One new project the committee is studying is a cooperative effort with the operator to make a third, useful observation gondola. The C&TS rolling stock inventory lists five observation cars, but the operator has recently told us that three of these cars have advanced frame deterioration, leaving only two operable observation cars. The five cars all have wooden frames, and the wood in these frames is at least 70 years old. Unlike the

boxcars, the gondolas and flat cars have no roofs to keep the rain and snow off the tops of the frame members, and decades of exposure to the weather in the mountains has taken its toll on the frames of these cars.

Working on flat cars and gondolas over the past few years, we have noticed significant deterioration in the frame members, and we knew that our repairs could only be temporary. This has prompted the projects committee to consider a long-term, "frame up" restoration program that would have the Friends replace any frame member on selected cars which show signs of more than superficial deterioration.

The place to start is probably with a flat car as this is the simplest type of car. One possibility is to take car 6708 (now out of service because of bad sills) apart to the frame, replace frame members as required, and reinstall the

deck. Another possibility is to dismantle the three worst (1033, 1515, and 6708) of the thirteen wood-frame flat cars, save what wood and steel parts we can from them, and construct one useful, sound, wood-frame flat from these three cars. The argument for essentially scrapping two flats is that the C&TS has thirteen wood-frame flat cars, and it is unlikely that all thirteen can be restored because of limited time and financial resources.

After the first frame-up restoration of a flat car, we could move on to a gondola, and then on to a pipe gon and finally a drop-bottom gon. That is to say, the Friends would be carrying out an ongoing, long-term car restoration program for the flatcars and each type of gondola. Now is the time for such decisions because the cars we are concerned about are 70 years old and each year more and more show the effects of the weather. ♣



Outfit coach no. 0252, recently purchased by the Friends, is shown here being moved to C&TS property near the coal dock in the Chama yard in July 1996. Restoring this historic coach will be a long-term project of the Friends. Photo by Tom Cardin.

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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.

VOLUNTEERS WANTED FOR NG CONVENTION

The 1997 Narrow Gauge Convention will be held in Cincinnati, Ohio, August 20-23. The Friends will be represented at this national event, and volunteers will be needed to help spread the word at the Friends' table. Interested members should write Howard Bunté, 651 Citadel Ave., Claremont, CA 91711 (e-mail, bunshaw@cyberg8t.com).

Visit the Friends' Web Site at

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

1997

Schedule of Events

May 24, Saturday
Opening Day

June 16, Monday–June 20, Friday
Volunteer Work Session "A"

June 20, Friday
Annual Dinner and Meeting

June 21, Saturday
Railfan Charter

June 23, Monday–June 27, Friday
Volunteer Work Session "B"

August 11, Monday–August 15, Friday
Volunteer Work Session "C"

August 16, Saturday
Ninth Annual Moonlight Train

October 19, Sunday
Planned Closing Day



Rotary snowplow OY was at the end of a long string of maintenance-of-way equipment on its way to Antonito and the Cumbres & Toltec Scenic Railroad from Alamosa and the Denver & Rio Grande Western Railroad in September 1970. Derrick OP and pile driver OB were also in the string. This photo by Art Bain of British Columbia is one in a series showing the 1970 equipment moves. Other photos in the series will appear in future issues.



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

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