



C&TS Dispatch

Vol. 9 No. 2

SUMMER 1996

The Workers' Camp at Rock Tunnel

by Roger Breeding

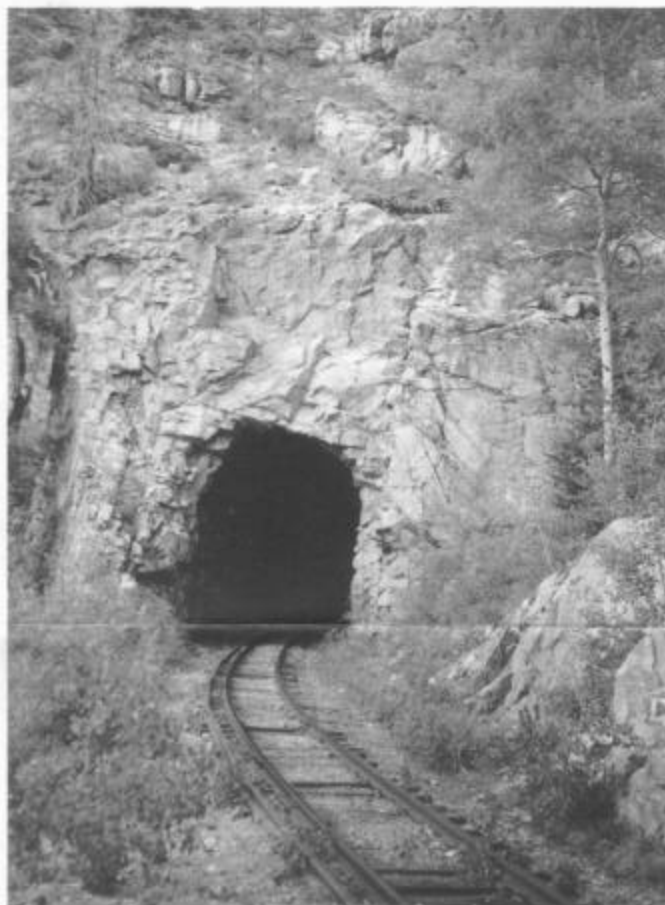
Photographs by Steven Schroeder

It has always been common in railroad construction to dispatch crews ahead of the grading gang to undertake difficult projects that would slow up the grading. Bridges, large trestles, and major cuts were started early, but the prime examples of projects started months or years in advance of the grading crews were tunnels. We are not aware of any records of crews being dispatched in advance for projects in the section of the Denver & Rio Grande Railway between Alamosa, Colorado, and Chama, New Mexico, but the two tunnels in this stretch of track were probably started well before the grading crews reached the tunnels.

Both tunnels were fairly difficult to build for their short length. Mud Tunnel (MP 311.30) passes through 342 feet of very soft volcanic deposits that are barely rock at all; the entire tunnel had to be lined with heavy timbers to prevent continual collapse. Rock Tunnel (MP 315.20) passes through 360 feet of extremely hard crystalline rock, which would have made progress slow with the drilling techniques of the 1870s.

It seems reasonable to assume that work on both these tunnels would have begun before the graders reached the east portals. Each tunnel could have taken only a few months to bore because the first contracts were let for the San Juan Extension in December 1879 and the rails reached Osier, Colorado, at MP 318.40 in October 1880. But for these ten months some accommodations for the crews at or near the tunnels would have been necessary. Is there any evidence of this? No evidence of access or camps has been found at Mud Tunnel yet, but the remains of a well-constructed wagon road from Osier Park down to the site of the Toltec section house east of Rock Tunnel at MP 313.44 are clearly evident along Toltec Creek. And just uphill of the track a hundred feet or so east of the east portal of Rock Tunnel is evidence of a small encampment.

The ruins of the encampment consist of artificially made flat spaces for cabins or tents, the remains of two walls of a log



East portal of Rock Tunnel at MP 315.20. The site of the workers' camp is to the right in the photo, uphill from the track.

cabin, a crude road from the camp up to the top of the ridge pierced by the tunnel, and old cans and bottles. The road is clearly evident from the ridge where the telephone line crossed down to the cabin sites. Below the cabin sites there are no distinct traces of the road. It is not clear where the road reached the current grade. From the ridge faint traces of an old road or path can be found heading north toward Osier Park. As the road climbs and the land becomes flatter, traces of the road become increasingly difficult to find.

Cleared, square, flat places indicate where four to six cabins or tents were placed. The corner of one log cabin remains on one of these sites. The number of tin cans indicates occupation for some time, probably a number of months. A problem with workers' occupation of this area for any appreciable time is the lack of water. The nearest reliable sources of water are where the

See *Workers' Camp*, page 4 ➔

C&TS Dispatch

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The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by Kyle Railways, Inc. 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 1996

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PRESIDENT'S COLUMN



In carrying out the Friends' preservation and restoration mission, we work constantly with the questions of where we duplicate materials and building techniques, where we can substitute similar materials, and where we can use contemporary products not available in the historic period. But when it comes to compiling and storing

information we have no such dilemma and have readily embraced the technologies of the information age. I want to tell you about some of our efforts and the people involved.

When the position of chronicler was added to the work session teams in 1993, Greg Scholl's assignment was to take photos of the cars in the yards. To be certain that no cars were missed, we needed a master list of all the cars the railroad owned. Roger Breeding correlated information from three different lists, established naming conventions, and included notes on the origins and history of some of the cars. It was the beginning of our rolling stock database. Kirk Binning has set up this database on Microsoft Access and has volunteered to maintain it. Now we are looking for volunteers to organize and carry out research on the cars in the collection so that we can add more historical information to the database. If you're interested, get in touch.

Last summer in a team leaders' discussion we were talking about the paint we have used on the cars that the Friends have worked on since the beginning of the organization in 1988. We realized that many of the people who have the memory of these details are not as active in the summer work sessions as they once were and that steps should be taken to consolidate and record their information. Bill Lock has written a memo summarizing the painting that has been done on cars and structures, and Art Randall has been poring over years of paint purchase invoices to match paint colors, formula identification, and quantities with each project. This information will be added to the rolling stock database so that it will be easier to find out when a car or structure was painted, to evaluate how well it is holding up, and to schedule when the next painting will be needed.

Last summer one of our projects was to renovate boxcar 3254 for Friends' use as a second tools and materials car. In the hectic hours that wrapped up the work sessions, the storing of returned items produced a jumble in both cars. Don Metzler and Dave Sands, both computer users, had the idea that having a database of all our tools and materials could help with checking things in and out during work sessions. So Dave will be starting a database with the inventory Bob Seller and Jack Ryan did last fall, and it will have its tryout this summer. Bob Seller will be happy to

See *President's Column*, page 3 ➔

President's Column

Continued from page 2

have such a resource. He leads the Projects Planning Committee task group that buys tools and materials to meet the team leaders' specs for their projects. Knowing the types and quantities of lumber we have on hand will be a big help to Bob.

Another ongoing Friends' project has been the installation and maintenance of mileposts along the line. As with cars and structures, some of them need repainting and others seem to have disappeared and need to be replanted. Jim Gross has undertaken to make a database to help future milepost crews, starting with information compiled over the years by Railroad Commission Executive Director Leo Schmitz and project leader Cal Smith, and then adding other information on location and accessibility.

We are indebted to these members who have combined their computer proficiency with their love of the railroad to make all of this information available for future project planners. Thank you all.

— Terri Shaw 🐾



In addition to the Board of Directors meeting that is held each year in conjunction with the summer volunteer work sessions, the board meets in the fall and in the spring. The Board of Directors of the Friends held their 1996 spring meeting March 29-30 at the Eldorado Branch of the Norwest Bank in Albuquerque, New Mexico.

From the left (back row) Drake Rice, Howard Bunté, Wayne Freeark, Craig Kumler, Warren Ringer, Roger Briggs; (middle row) Thomas Abbott, William Lock, Ralph G. Flowers, Frank Burton (Consulting Director), Spencer Wilson, Arthur Nichols; (front row) James Herron, Robin Kumler (Treasurer), Theresa Shaw, Steven Schroeder, Roger Breeding.

Summer News and Events

Chama Site of Annual Meeting

The 1996 Annual Meeting of the Friends of the Cumbres & Toltec Scenic Railroad will be held on Friday evening July 26 at the Chama Valley School gymnasium at the corner of Pine and First streets in Chama, New Mexico. This will be our ninth annual meeting and will again feature fellowship and a slide program. We are very pleased that member and Trainmaster on the railroad Gerald Blea will be presenting the program. Gerald has taken many excellent photographs of the C&TS during his career with the railroad. He will present a memorable collection of his slides, including some taken during the production of major Hollywood films on the C&TS.

The meeting will start at 6:30 P.M., a little earlier than in past years. There will be merchandise and books for sale at the meeting and there will be a silent

auction. The public is invited, and of course there is no charge. The meeting is being held in conjunction with our annual work sessions on the railroad.

Freight Train to Toltec

On Saturday the 27th, the day after the Annual Meeting, the Friends in cooperation with the Union Tank Car Company are sponsoring a railfan photo excursion from Cumbres to Big Horn with a return to Chama. This Freight Train to Toltec will feature freight cars that have been restored by the Friends over the years, including the tank cars brought back from Alaska with the assistance of the Union Tank Car Company. It will be a great day of railroading. Brochures with order forms for tickets have been mailed to the membership. Tickets are also available by calling the Friends' office in Albuquerque (505) 880-1311.

Robert S. Dike

Robert S. Dike died at his home in Los Alamos, New Mexico, on April 27, 1996, after a long illness. His contributions to the work of the Friends of the Cumbres & Toltec Scenic Railroad represented volunteerism at its finest. Bob was a charter member of the Friends and as a team leader planned and coordinated the lettering of freight cars and structures. His work did not end with the summer work sessions; throughout the year he researched and made the stencils appropriate for each historic car. Bob was always happy to share his knowledge and enthusiasm with other volunteers.

He was a mechanical engineer at the Los Alamos National Laboratory from 1944 until his retirement in 1982. Bob was an early director of the Los Alamos Choral Society and the Los Alamos Sinfonietta.

He is survived by his wife of fifty-three years, Bettie, and his daughters, Cynthia Dike of Denver and Virginia Moore of Highlands Ranch, Colorado.



Remains of a log cabin at the workers' camp.

Workers' Camp

Continued from page 1

railroad crosses Toltec Creek at the site of the Toltec section house and at Osier a few track miles west. It would appear more practical to camp at the site of Toltec section house and walk to and from work at the tunnel than to camp at the portal and haul water to camp.

A search has found no evidence of workers' camps near the west portal to Rock Tunnel or of a road from the ridge down to the west portal. The terrain is rugged enough that a road or cabin platforms should be quite evident. Originally, the railroad passed from the west portal of Rock Tunnel directly on to a short trestle (see William H. Jackson photo on page 19 of Doris Osterwald's *Ticket to Toltec*). The trestle was soon replaced by the rock wall that is still there. Had the railroad wished to drill the tunnel from both ends, the trestle could have been built first to allow access to the work face.

Because of the access problems, tunnels are almost always bored from both ends to halve the completion time. In some longer tunnels, for example, Cascade Tunnel on the Great Northern, shafts were sunk to the tunnel elevation near the middle so that work could proceed on four faces at the same time.

The tunnels of the San Juan Extension are far too short to warrant anything like that, but one would still expect work to have proceeded from both ends simultaneously. To our knowledge there is no information as to whether Mud and Rock Tunnels were drilled from one end or from both ends. A shoefly, or temporary track around an obstacle, at Mud Tunnel was used when the tunnel was being rebuilt after a fire in the early 1900s. There is no information on whether the shoefly was built then or whether it had existed since the tunnel was made. If the shoefly was built in 1880, it suggests that Mud Tunnel was bored from both ends at once.

Should you wish to visit the few remains of the workers' camp east of Rock Tunnel, a walk of a few miles along the track from Osier will bring you to Rock Tunnel. The cabin platforms are in the trees about 20 to 30 yards uphill from the telltale, or strips hung above the track to warn of low clearance

ahead, east of the tunnel. Keep the train's schedule in mind and be clear of the tunnel when the train is due. One can also hike down Toltec Creek from the road into Osier, and then walk along the track from the site of Toltec section house to Rock Tunnel. This route allows one to see the old wagon road down Toltec Creek, but is more strenuous. Further, there is private land that should be avoided, so one can't walk down the creek all the way from Osier Park. The 600-foot climb back up from the grade to the road is steep and quite warm on a sunny afternoon as the hillside faces west.

While in the area, the body and frame of the tender from engine 170, which derailed in 1881, may be visited about 70 yards downhill of the track at MP 314.98. The shoefly built to retrieve the engine is still visible; the upper end is just ten yards west from the telephone booth.

Roger Breeding is a long-time Friends' volunteer and a member of the Board of Directors. Steven Schroeder, also a long-time volunteer and director, is the assistant editor of the C&TS Dispatch. 🐾



Some of the old cans at the workers' camp.

Director's Viewpoint

by Ralph Flowers—Pagosa Springs, Colorado

I first learned of the Friends while riding the C&TS one fall to see the aspens. Having had a strong interest and background in steam railroading growing up in a railroad town on the Southern Railway, my father being a fireman on the Carolina and Northwestern in western North Carolina, and attending school with kids whose families were railroaders, I thought I had died and gone to heaven when I found the C&TS. I had missed Steam all these years, and now I found it again. Immediately I became a Friend. Joy of all joys—I could actually work on the railroad during the summer volunteer work sessions!

After working at several work sessions, I became involved with planning and ultimately joined the Projects Planning Committee. I wonder how many members are familiar with the process by which the work sessions' activities are put together. I want to share some of this information with you so you will know how it happens.

The Projects Planning Committee is made up of several task groups: Long-Range Planning and SHPO Submittals, Team Leader Recruitment, Project Development, and Tools and Materials. The committee holds a review meeting, usually in August, following the work sessions. From this comes the status of continuing projects, as well as suggestions from team leaders for other projects. Mixing these suggestions with the recommendations from the Long-Range Planning Committee, the Railroad Commission, and Kyle Railways, the Projects Planning Committee prepares a list that is within the financial and physical capabilities of the Friends for the coming year.

Team leaders are selected for each project, and in December/January they are asked to submit their detailed work plans to the Projects Planning Committee for review. A team leader's plan

includes a detailed list of materials and tools that will be needed and an estimate of the number of persons needed to complete the project.

From this plan information is developed for submittal to the commission and finally to the State Historic Preservation Offices (SHPO) for approval. Some projects may have ongoing approval of SHPO from previous requests. Upon approval of



Photo by Bill Lock

new requests, the final project list is made up, team leaders are confirmed, and final planning begins in earnest.

February or March sees another meeting of the Projects Planning Committee to begin finalizing details, adjusting the list of projects and team leaders, depending on SHPO approvals, if in hand, and a myriad of details that may need attention such as coordinating the ordering of materials and tools with sufficient lead time to ensure arrival at Chama, coordinating with the C&TS the movement of railroad cars to be worked on or to be loaded with material and tools for remote project sites, and planning the unloading of returned materials and tools from the cars at the end of the

work sessions and the storing of them in the Friends' boxcars in Chama or Antonito. Following this meeting work of a planning nature continues by each member of the committee to ensure that his or her area of responsibility is covered.

June will probably see another meeting of the committee to review the status of the overall planning, and yet to have time to make any changes that have

become evident. By then registration forms for the work sessions have been sent to all members. The answers to questions about preferences for session and projects and about work skills will be used by the committee to make up the teams.

The Support Services Subcommittee will begin preparing registration packets, meal preparations will begin in earnest, annual meeting plans will be completed by the Events Subcommittee, and final jitters will set in for the project committee members, who hope that everything has been covered. From this time until the work sessions start, there will be a flurry of activity by individual

committee members to be certain everything will be ready when the volunteers arrive.

It is obvious that our summer work sessions don't just happen. Hundreds of hours of work by many people are required to make them happen—people who are very dedicated, people who really care about our work to preserve and restore a real living, operating museum, and people who want to share their experiences with others.

Then, when the work session is over, it starts all over for the next year!

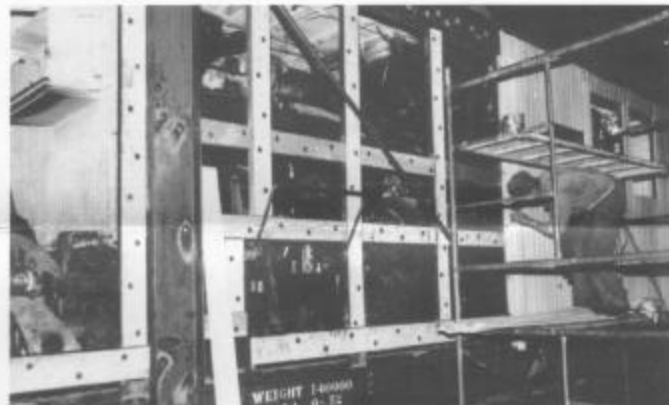
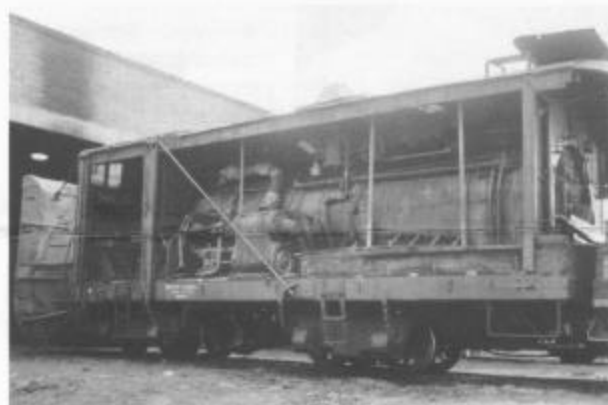
Ralph is Vice President of the Friends and cochair of the Projects Planning Committee.



The Rebuilding of Rotary Snowplow OY

Photographs by Tom Cardin, March and April 1996

Rotary snowplow OY suffered a major breakdown while it was opening the line in spring 1995. The extent of the mechanical failure was reported in the spring 1996 issue. The rotary has been repaired over the winter at a maximum cost of \$32,000 (see Leo Schmitz's commission report elsewhere in this issue). Tom Cardin's photos show that OY has been returned to good health.



Left to right from top: Gears in foreground ready for installation. • Wheelman's station inside OY showing gears for operation of the chute. • Outside the engine house with all rotted wood removed, the roof held up with flue tubes cut to fit. • Inside the Chama engine house, installing new siding. • In the Chama yard after installation of new shafts on both gears and new siding. • In the Chama yard with new siding on the tender's roof.

PRESERVATION PERSPECTIVE: NO. 4

The Winter Months

by Keith E. Hayes, AIA

As I become more and more involved with the Friends, I am amazed at all the activity that occurs after the volunteers leave the summer work sessions: paint and lumber don't just show up on their own, a bunch of folks work together over the winter to make it happen!

Last summer I led a team that measured three of the historic passenger cars on the C&TS: 053, 0292, and 0452. During the winter I prepared drawings based on the sketches made by team members last summer as a tool for future preservation work. This made me a prime candidate for project team leader as we prepare to rebuild the end platforms on former Railway Post Office (RPO)/Cook Car 053. Because I work better with a pencil than a saw, this promises to be a daunting assignment. Fortunately I was able to recruit Roger Briggs, a cabinet maker of some experience, to co-lead the team that will perform the work this summer.

Many of you will recognize 053 lettered as T.P.R.R. No. 159, a fictional number resulting from movie service. I understand this car was built by the D&RG in 1885 as an RPO and used on the Chili Line between Antonito and Santa Fe. Sometime before World War II, the car was reassigned to maintenance service before coming to the C&TS. Photographs indicate that the D&RGW took good care of 053 well

into the 1950s; many of the physical problems we see are due to a lack of regular care for the last 25–35 years.

After measuring the car, I knew the end platforms were in sad shape—platforms are the most exposed to weather and abuse—but was unsure what the scope of work would be. I first turned to Friends' member and volunteer Andrew Dahm at the Colorado Railroad Museum. Andy has rebuilt the platforms on D&RGW coach 284 at the museum, and he provided me with sketches of all the wood and metal parts as well as a tour of the coach. It is a beautiful preservation job. What I discovered is that there are lots of parts to the platforms, which are supported by wood sill extensions and held to the car body by a number of steel rods and bolts. I was not pleased with the prospect of reconstructing two platforms, each with eighteen large new oak pieces, plus steps, bolts, and decking.

The *Secretary of the Interior's Standards for Rehabilitation* recommends that as much historic material be preserved as possible; in this case any part that still has structural integrity intact should be part of the reconstruction. Next, I called Earl Knoob of the C&TS for his opinion on the physical condition of the wood portions of the platforms. He examined the platforms and suggested that we replace both end

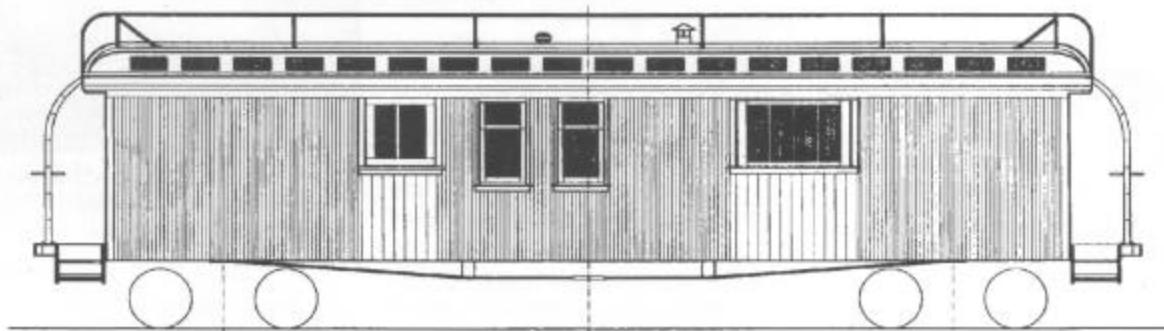


Lee Ritterbush measuring the platform of 053 during the 1995 work session.

beams and one draft sill extension, plus the steps and decking: only three big parts. For me this was a big relief.

This summer, we will disassemble the platforms and measure all the parts. It is hoped that a year from now, after the white oak that will be used for the new parts has air dried in Chama, the platforms will be reassembled and 053 will be able to travel over the line.

Keith is a member of the Car Restoration Facility Planning Committee. His column appears regularly in the C&TS Dispatch. ♣



Sketches from the measurements are made into computer drawings such as this one, which aid in work session planning.

FROM THE MODELER'S VIEWPOINT: NO. 5

by Ed "Boomer" Walton

Over the past 14 years, I have seen and studied all kinds of designs involving model railroads of a modular nature (four to eight foot sections which can be transported and then joined together to make a much larger layout). The N-scale group are the pioneers. Others have come along with similar ideas.

In 1983 as modular clubs began to appear in the St. Louis area, some of us formed an HO group and began to experiment with different concepts. Our first efforts produced mixed results—loose legs winding up on the wrong modules, bolts that got lost just before the general public was to enter the display area, and skinned knuckles from getting down on hands and knees to adjust leveling bolts.

Enter Jim Monroe. His job brought him to St. Charles where he joined our club. He had extensive experience with modules and their construction. Capitalizing on past mistakes and draw-backs of previous designs, Jim came up with one of the best designs I have ever seen for a transportable module.

He uses 5-ply AC plywood for sides and ends with an additional piece of plywood at each end for reinforcement. Clear 1 x 2s are used along the front to protect the scenery, for underside slats to support a 2-inch Styrofoam sub-roadbed, and for leg bracing when the module is set up. The result is a rigid, rectangular box.

Similarly, 1 x 2s are used to build a frame for the sky board of 1/8-inch untempered Masonite which is permanently mounted on the box frame. Clear, straight 2 x 2s are used for legs that fold up under the module and are secured with screen door hooks or Velcro strips. Ends of the legs contain a tee-nut into which a 2 x 2 x 2 wooden block with a carriage bolt attached can be threaded. When set up, height is easily adjusted with no special little tools—and one's knuckles can be spared the painful rub of bare concrete.

Two modules of similar dimensions can be bolted together for transporting. Bolting a board at each end protects delicate scenery and track work from the brain damaged or hormonally imbalanced. A bolted set can be easily moved by two people or one person with a two-wheeled dolly. I have an enclosed full-sized pickup so I can haul two sets of modules.

The three modules I presently own are 13 years old and have been to two National Model Railroad Association national conventions as well as numerous local meets. Presently they are fully operational in a large modular layout in a mall near my home.

While not 100 percent perfect, Jim Monroe's designs are tremendous. In the next issues of the C&TS Dispatch, I will show how to construct a straight, six-foot module, then a curved module that can be used either as an inside or outside curved unit, and a straight-to-curved module.

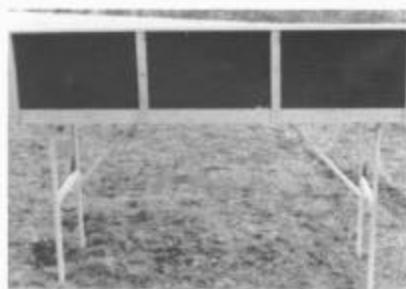
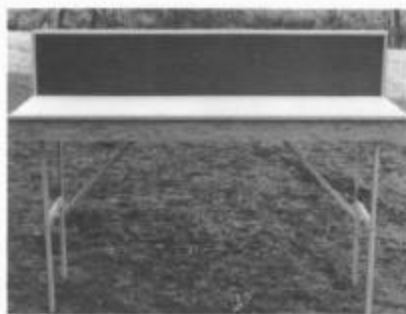
The whole C&TS could be built if we wanted to (Spring 1996 issue contains a diagram). If you would like a set of drawings, contact me at 3200 Fox Hill Road, St. Charles, MO 63301.

THE THIRD RAIL: Isn't the newly refurbished watertank at Chama a thing of beauty? Pictures that I saw amazed me as to the extent of the repairs that were made under very difficult conditions during the winter of 1994-95. I also want to thank John Rupley for his excellent drawings of the tank (Winter, 1995 issue).

Until next time, remember I love 'em both but on the Cumbres & Toltec...

3' > 4' 8 1/2"

Ed is a long-time volunteer and his column appears regularly in the C&TS Dispatch. Member Ray Kersting helped in preparing this article. 🙌



Top: Front view of transportable module
Middle: Rear view of module
Bottom: Side view of module
Photos by Ed Walton

NARROW GAUGE NEAR AND FAR: NO. 6

by Earl G. Knoob

Last year we celebrated the twenty-fifth anniversary of the sale to Colorado and New Mexico of what became the Cumbres & Toltec Scenic Railroad, and 1996 marks the twenty-fifth year that the C&TS has been in the passenger business. This column will look back at the first year the railroad operated for the public.

During the winter of 1970-71, the Colorado-New Mexico Railroad Authority (as it was known then) met with the intent of finding a concessionaire to operate the C&TS. The Railroad Authority struck a deal with Scenic Railways to operate the railroad on a six-month trial basis. Scenic Railways was a San Francisco-based company that was operating a short tourist railroad near Lake Tahoe. The lease was signed on April 29, 1971, with Scenic Railways to assume control of the C&TS on May 1. The contract stated that a minimum of ten trips be run during 1971.

Scenic had engines 483 and 484 ready for service by late June and had converted eight boxcars into passenger cars nos. 200-207. Two more boxcars would be converted into snack-restroom cars nos. 250 and 251. All of these cars are still serviceable.

All trains in 1971 carried a boxcar behind the locomotive. This car carried extra ties, tools, jacks, and anything else they could think of in case of a derailment out on the line. Remember, only a small amount of track work had been done in the summer of 1970, and little money (or time) was available before operation started in 1971. Scenic Railways adopted a very unique operating format for the 1971 season—a format that would never be repeated. The train would run round trips from one terminal for a couple of weeks, then run one way to the other terminal (with passengers returning on rented school buses). The train would then run round trips out of the other terminal for a couple weeks before returning to the original terminal.

Confusing? You bet. Fares were \$13.50 for adults and \$4.00 for children.

The first passenger train was a charter by the New Mexico Railroad Club on June 26. The 484 hauled the sold-out train straight through to Antonito, where the passengers were bussed back to Chama. The train was returned to Chama the next day. The first public trip was made on Saturday, July 3, when 484 again left Chama, this time for a trip to Big Horn and return. The next day the train ran one way to Antonito with the passengers returning

by bus. On July 5, 11, 18, and 25 and on August 1 and 7 the train made 100-mile round trips from Antonito to Cumbres. On August 8, the train ran one way to Chama with a bus returning the passengers to Antonito.

Additional trips were added in August and September. On August 9, 12, 15, 19, 21, 22, 26, and 29 and on September 2, engine 484 made round trips from Chama to Big Horn. Additional shorter trips were offered on August 14, when a run was made from Chama to Los Pinos and return and on August 28 when Cumbres Turns were run.

On September 5 the train ran one way to Antonito and the passengers returned by bus. On September 6, 9, 11, 12, and 18 the train again made round trips from Antonito to Cumbres. On September 19 the train made a one-way trip back to Chama.

On September 25, the train made a round trip to Big Horn then headed back to Antonito on a one-way trip on the 26th. A special train was run back to Chama on October 2, then the train returned to Antonito on a one-way trip on the 3rd. Another special returned the train to Chama on the 4th.

The final passenger runs for 1971 were Big Horn round trips on October 10 and 11. The last run on the 11th was the longest train operated in 1971: 483 and 484 doubleheaded fourteen cars, including caboose 0503 and two newly rebuilt boxcar coaches, up Cumbres Pass.

Patronage for the first year was a bit less than 20,000—much better than anticipated. The schedule for 1972 would be simpler—a four-day-a-week operation, eastbound from Chama to Antonito on Tuesdays and Saturdays and westbound from Antonito to Chama on Wednesdays and Sundays. Passengers would ride the return portion in buses Scenic Railways would buy for this purpose. This would be the format for the next eight years until the format was changed to the present operation in 1980.

See *Near & Far*, page 10 ➔



Souvenir ticket for the first passenger train on the C&TS, June 26, 1971. Courtesy of Ernest W. Robart.

LETTERS

Help Needed

I am writing to ask if anyone in your group can help with information that is required for a project I have at the moment. The task is to build the derrick OP as shown in the "Narrow Gauge & Short Line Gazette" for my G scale collection . . . and a plan by Ken Pruitt seems to leave some parts that are not detailed and this is where help is needed. The things which aren't clear are (1) what type of winding machinery is in the actual house for operating the crane mechanism, (2) how do the slewing rope blocks operate to move the jib/boom from side to side, and (3) what are the hemp ropes connected to for this operation?

I have enclosed a photostat of OP showing the main hoist block. I wasn't aware of these parts until I found some photos in a book at one of our local train shows . . . have you size/measurements of the hoist block? I have also built the idler flat car.

Hopefully my model looks like the real OP, which you and all your helpers have saved so the likes of me can use our imagination. How the full size equipment must be admired, having

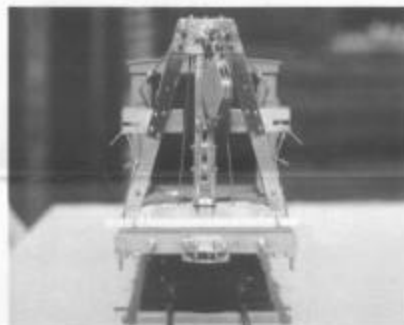
been saved from the track that most steam R.R. equipment takes to the breakers yard. Knowing that it is very unlikely I will ever see the real thing in the USA, one has to keep dreaming.

I get a lot of enjoyment from building from scratch and making my own parts, that is why G scale is one of my favorites. Wish you and your colleagues success in the future with all that you do to keep the equipment A.I.

Yours faithfully,

Brian Leakey
10 Stourton View
Frome, Somerset BA11 4DY
England

Two of Brian's photos are presented here—the editor.



Thanks for Stepping In

I've been a member for only two years, and I missed the work sessions last year but hope to be there this year to give you a hand or two, especially now that you have them spanning over three weeks. I want to thank you for what you are doing and what you are representing. I am probably a second generation baby boomer, and if you all

wouldn't have stepped in and did the preserving that is going on right now, I don't think I would have been able to enjoy the beauty of narrow gauge railroading.

You all are awesome.

David Ekins
Payson, UT

Near & Far

Continued from page 9

Over the years I have become acquainted with several individuals who worked on the C&TS in 1971. After talking to them, I realize how easy we have it. They ran a lot of trains over a very uncertain roadbed, usually with only one barely serviceable locomotive. They had no radio communication and if they broke down, they fixed the problem and went on their way. Sounds like the Good Old Days, doesn't it?

Earl is Superintendent of Operations of the C&TS. He is a consulting director of the Friends, and his column appears regularly in the C&TS Dispatch. 🖐

More News and Events

Bush to Alaska

John Bush, Assistant Superintendent and Chief Mechanical Officer of the C&TS, will be leaving the railroad in mid May to take a position as Superintendent of the White Pass and Yukon Railroad in Skagway, Alaska. As a member of the Friends, John has provided invaluable assistance in planning and carrying out our restoration program. We wish him success in his new adventure.

Car To Be Moved

Coach 252, purchased by the Friends in 1994, will be moved to the Chama yards on the morning of Friday, July 19, 1996.

Looking for Track

The Friends are developing plans for a RIP (repair in place) track as the first phase of a restoration facility in Chama and a second RIP track in Antonito. Members who know of sources for 70- or 85-lb track in good condition (classified as "re-lay") are asked to contact Roger Breeding, 1008 Parkland Place SE, Albuquerque, NM 87108, (H) 505-260-0820 (W) 505-844-1532, or Drake Rice, 3121 Talon Rd., Edmond, OK 73013 (H) 405-478-3225 (W) 405-340-5047, FAX: 405-359-1071.

Commission Report

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

December 8, 1995, Albuquerque, New Mexico. General Manager Joe Vigil reported that ridership for the 1995 season was up 3 percent over 1994: 59,871 patrons in 1995 and 58,102 patrons for 1994. Ridership on the Chama train is reaching the capacity of the green coaches, but the Antonito train still is running at 50 percent capacity. The Chama train had to triplehead five times during 1995. The railroad continued to have approximately 4 percent no shows. Part of the problem may be lack of motel accommodations during peak times of the season. In Chama a new nineteen-room motel is being built, as well as a new 105-unit RV park.

Earl Knoob reported that the number of charter passengers was down slightly in 1995, but the revenue from the charters was approximately the same. The TV commercial for the British candy company brought in additional revenue. There was a group from England that chartered a train for four days. They made the comment that the Cumbres & Toltec is the best in the world. The group will be back in two years.

John Bush described the results of his latest investigation of the repair work needed on rotary snowplow OY. Kyle Railways and the Railroad Commission will share the costs of the repairs equally, with a maximum project cost of \$32,000. John also described the repairs needed on the pistons and cylinders of engine 463, which will cost \$9,000. Kyle will contribute \$3,500 and the commission will contribute \$5,500.

The Railroad Commission has received a grant from the Colorado Gaming Fund for \$53,105. The grant will be used to repair the roof of the Cumbres section house and to provide and install windows and doors in the Osier section house and depot. The Friends contribution to this grant is the volunteer labor at the sites this summer.

Bill Lock of the Friends distributed copies of the preliminary design of the

Friends Car Restoration Facility. The proposed site of the facility would be east of the tracks in the Chama yard between the engine house and the stock pens. The commissioners raised the question of whether the site might be in the flood plain, and they approved the planning, testing, and investigation of the flood plain issue.

December 27, 1995, Antonito, Colorado. At this meeting the commission approved a revised train schedule and fare structure for the 1996 season. One of the most frequent complaints about the train rides is that they are too long. The new schedule will reduce the time of each train. Patrons may choose from among seven different trips. Six of the trips are shorter by 10 to 30 minutes from the running times of 1995. The seventh trip, through trip from Antonito, is ninety minutes shorter because passengers get off the train at

Cumbres and return to Antonito by bus rather than going all the way to Chama and then taking the bus back to Antonito. Fares will be raised on most trips \$2 for adults and \$1 for children.

Reasons for the fare increase requests include that (1) the railroad will experience a 3 percent loss for the year even though there was a record number of passengers; (2) inflation has pushed up operating costs; and (3) the operator will be facing large expenses in the year ahead, for example, catch up work on the tie replacement program, sealing the Antonito parking lot, the hiring of a full-time marketing person.

The Cumbres & Toltec Scenic Railroad Commission: Medardo Sanchez, Chairman; Lewis Entz, Vice Chairman; Robert Lynn, Secretary; and Wayne Quinlan, Treasurer. 🍀



1996

Schedule of Events

July 17, Wednesday–July 19, Friday
Volunteer Work Session "A"

July 22, Monday–July 25, Thursday
Volunteer Work Session "B"

July 26, Friday
Annual Dinner and Meeting, Chama

July 27, Saturday
Freight Train to Toltec

July 29, Monday–July 31, Wednesday
Volunteer Work Session "C"

October 13, Sunday
Planned Closing Day



The attractive waiting room of the Chama depot is a good place to meet friends or have a "good read" while waiting for the morning departure of the eastbound train. July 1995. Photo by Art Nichols.



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

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